

Procedures of Safety Management of Vessel Traffic Service of Tianjin Port

CHAPTER I GENERAL

Article 1 These Procedures are formulated in accordance with the Maritime Traffic Safety Law of the People's Republic of China and the Safety Management Regulations of Vessel Traffic Service of the People's Republic of China and for the purpose of strengthening the traffic control of the Tianjin port, ensuring the safety navigation, promoting the traffic efficiency and protecting the environment.

Article 2 These Procedures are applicable to all vessels and installations(hereinafter referred to as the Vessels) which are navigation, berthing, and operating within the Tianjin Vessel Traffic Service (hereinafter referred to as the VTS) Coverage, including their owners, operators and agents.

Article 3 Tianjin Maritime Safety Administration of the People's Republic of China is the competent authority to implement these Procedures. The Vessel Traffic Service Center of Tianjin Maritime Safety Administration (hereinafter referred to as the VTS Center) is responsible for management of vessel traffic in accordance with these Procedures.

CHAPTER II REPORT

Article 4 Vessels or her owners, operators and agents shall report, not less than 24 hours in advance, the vessel's ETA, name, nationality, call sign, draft, type, size, description of carrying cargo,next port of call and other information required by the Authority to the VTS Center via writing or other valid ways. Vessels of Chinese nationality shall also report the name of Master and the number of competence certificate. While the vessel's ETA changed more than one hour or other main information changed, vessels shall report the changes to VTS Center via writing or other valid ways.

Article 5 Not less than 24 hours before entering or leaving the port or shifting berth in the port, all foreign vessels and Chinese vessels over 60 meters in length, or with towing length over 50 meters or with towing breadth over 15 meters, shall report the navigation plan to

VTS Center.

Vessels planning to pass Xingang Ship Lock and/or the Haimen Bridge, while reporting the navigation plan, shall also report the expected time of passing Xingang Ship Lock and/or the Haimen Bridge to VTS Center.

When the navigation installations, such as the Lock, Bridge, are in exceptional condition, which have affected the safety navigation or passing of vessels, their owners or operators shall immediately report to the VTS Center.

As the navigation plan is approved, vessels shall implement the plan strictly; in case of any change, the vessel shall report to VTS Center not less than 2 hours in advance.

Article 6 Vessels shall report to the VTS Center via the Very High Frequency radio telephone (hereinafter referred to as the VHF) their names, positions, movements and other required information in the following circumstances. In case the VHF could not establish valid communication, vessels shall take all necessary steps to report to VTS center and shall be confirmed.

- 1) Before entering (leaving) the Main Channel of Xingang Port;
- 2) Before clearing out the Xingang Ship Lock;
- 3) While turning around on the channel;
- 4) Before passing through the Xingang channel;
- 5) Before getting anchored;
- 6) Before weighing anchors;
- 7) After getting anchored;
- 8) Before leaving the Berth;
- 9) After berthing alongside.

Article 7 Operating vessels shall report to the VTS Center her movement on entering or leaving the channel in advance. Vessels engaged in liquid cargo transferring at the Port shall report their names and movements to the VTS Center before sailing

Article 8 Tug boats navigating in the Port area shall report to the VTS Center the operation arrangements in advance. Tourist ship shall report to the VTS Center her navigation plan and navigation area before leaving the berth.

Article 9 Vessels carrying out the following activities within the VTS Coverage shall take necessary safety measures and report to the VTS Center in advance:

- 1) Overhauling main engine, steering gear, windlass, radio station, boiler and other equipment which may affect ship's maneuverability;

- 2) Sea trial, Testing main engine, calibrating magnetic compass;
- 3) Life saving and fire fighting drills;
- 4) Fumigation.

Article 10 Vessels involving in traffic accident, pollution, crew or passengers accident and any other emergencies within the VTS Coverage, shall immediately report to the VTS Center.

Article 11 A vessel shall immediately report to the VTS Center when she finds the malfunction of the navigation aids, obstacles(floating objects), other vessel in danger and any other circumstance which may affect the safety of navigation.

CHAPTER III NAVIGATION

Article 12 One-way navigation shall be applied to the Main Channel of Tianjin Port in the following circumstances:

- 1) . The visibility is less than 3,000 meters and/or the force of wind is scale 7 or over;
- 2) Ice condition signal of main channel is “2” or over;
- 3) Large-scale towing (awkward towage of oil platforms, floating docks, unpowered vessels with DWT of more than 10,000 etc., in which vessels are seriously restricted in their ability to manoeuvre) or the towing length exceeds 200 meters or the towing breadth exceeds 30 meters;
- 4) The breadth of a vessel is 40 meters or over;
- 5) Total breadth of the two vessels which are to be meeting on reciprocal exceeds 65 meters, or the breadth of the two vessels exceeds 52 meters, if one of them to be meeting on reciprocal is the vessel stated in 6) of this Article;
- 6) A vessel of more than 30 meters in breadth, carrying the following cargos:
 - a) Carrying explosives of 100 tons or over;
 - b) Carrying dangerous chemical substances in bulk of class A or B, as stipulated in Appendix II of MARPOL73/78;
 - c) Carrying inflammable liquids in bulk with flash point (close cup) below 23°C;
 - d) Carrying Liquefied gas in bulk;
 - e) A nuclear-powered vessels or a vessel carrying nuclear fuel or nuclear waste;
 - f) The Master or the Pilot applies for one-way navigation in exceptional circumstances;
 - g) The competent Authority considers it necessary.

Article 13 Vessels are prohibited to enter and leave the port or shift berth in

one of the following circumstances:

- 1) The visibility is less than 1000 meters;
- 2) Force of wind is scale 9 or over;
- 3) Ice condition affects vessels' safety navigation seriously;
- 4) Other circumstances that affects vessels' safety navigation seriously.

Article 14 Unless stipulated otherwise, a vessel sailing within the VTS Coverage shall proceed at a safe speed and shall comply with the following requirements of limitation on navigation speed and under keel clearance:

- 1) While navigating on the East Ship Lock Channel, the navigation speed shall not exceed 8 knots and the under keel clearance shall not be less than 0.8 meters.
- 2) While navigating on the Main Channel, the navigation speed shall not exceed 13 knots and the under keel clearance shall not be less than 1.7 meters.
- 3) Unless permitted otherwise, the navigation speed shall not be less than 5 knots while navigating on the Main Channel;
- 4) While navigating in other water area of Xingang Port, the under keel clearance shall not be less than 0.5 meters.

Article 15 While passing through the following water areas, vessels, so far as ensuring own navigation safety, must reduce her speed to the lowest and keep safe distance:

- 1) Water areas where vessels turning over, getting or leaving berth or entering or leaving dock;
- 2) Water areas where on-water or under-water operation is undergoing;
- 3) Dense vessels anchoring area;
- 4) Spots that loading or discharging of dangerous cargo is undergoing;
- 5) Other water areas prescribed by the competent Authority.

Article 16 Except for compliance with the International Regulations for Preventing Collisions at Sea, 1972 and Regulations for Navigation at sea in Fog, vessels navigating in the VTS Coverage shall also comply with the following requirements on navigation and preventing collisions:

- 1) While two-way navigation is applicable to the channel, vessels shall respectively proceed along the right outside edge of the channel and avoid meeting head-on vessels in the vicinity of the operating vessels.
- 2) Self-propulsion dredger operating on the Xingang Main Channel shall discuss in advance with vessels passing through the Main Channel on preventing measures to be taken and take actions to avoid collision;
- 3) While two-way navigation of the Channel, unless under exceptional

circumstances, passenger vessels and Ro/Ro passenger vessels navigating in the Main Channel as the navigation plans shall not meet vessels carrying dangerous cargo as stipulated in Article 12 6).

- 4) Overtaking is prohibited when one-way navigation is applicable to the overtaken vessel. In other circumstances, overtaking shall get agree from the overtaken vessel through sound signals or VHF. While overtaking, the navigation speed shall not exceed the prescribed one and shall not result in close-quarters situation with other vessels after overtaking.
- 5) Vessels sailing one after another on the channel, except overtaking, shall keep a safe distance which should be at least six times of the length of own vessel.
- 6) Vessels entering or crossing the main channel shall not affect the vessel sailing on the channel and shall complete the operation as quickly as practicable.
- 7) Vessels leaving the semi-closed port, turning around on the channel, leaving berth or entering the cross waters of the Main Channel and the North Channel shall report own movement via VHF, and shall not interfere other vessels' normal navigating on the Channel.
- 8) Large self-propulsion dredger operating in Tianjin Port shall comply with the temporary traffic control measures promulgated by the competent Authority.

Article 17 To ensure vessel's safety navigation, the competent Authority may at the request of the following vessels arrange obstacles removal, special monitoring, compulsory pilotage, tug-assisted berthing or leaving, water depth sounding and other necessary safety measures:

- 1) International passenger liner;
- 2) Vessels of 100,000 DWT or over;
- 3) Very high draft vessels or draft restricted vessels (16 meters or over);
- 4) Oil tankers with 30,000 DWT or over;
- 5) Vessels carrying dangerous cargo as stipulated in Article 12 6);
- 6) Vessels of 5 knots or less in navigation speed;
- 7) Vessels with towing length over 200 meters or with towing breadth over 40 meters or the towed vessel carrying dangerous cargo as stipulated in Article 12 6);
- 8) In compliance with the stipulation of Article 13, vessels require entering or leaving the port or shifting berth due to exceptional circumstances.

Article 18 The following vessels shall apply pilot station for pilotage when navigating in the port:

- 1) Foreign vessels;
- 2) Vessels carrying dangerous cargo as stipulated in Article 12 6)

- 3) Vessels restricted in their ability to manoeuvre;
- 4) Other vessels require pilotage.

Article 19 Pilots shall not embark or disembark piloted vessels in the Dagou Kou anchor prohibited area and the Main Channel. In case bad weather, bad sea status or other exceptional conditions that pilot need embark or disembark vessels in these areas, permission shall be obtained from the VTS Center in advance.

Pilot shall embark the sailing vessel 30 minutes before departure and embark entering vessels before heaving up anchor. When the pilot need the vessel's cooperation to heave up anchor due to the bad weather and other exceptional conditions, approval shall be obtained from the VTS Center in advance.

Pilot shall not disembark the piloted vessel until she arrives at the safety waters. For vessels in conformity with anchoring requirements of "100,000 DWT Anchorage", pilot shall disembark the vessel after she leaves Xingang Main Channel.

Article 20 Companies engaging in sight-seeing and entertainment in the Tianjin Waters Area should register in the competent Authority. Vessels, installations and persons engaging in sight-seeing and entertainment shall comply with the special Regulations promulgated by the competent Authority.

Article 21 If draft permits, vessels may get approval from the VTS Center, choose a proper place to enter(leave) the Main Channel.

Article 22 Swimming, fishing, fishery operation are prohibited on the channel, in the port area and at anchorage of Tianjin Port. Aquatic Breeding is prohibited in the Tianjin Port Area.

CHAPTER IV ANCHORING

Article 23 Except oil tankers, liquefied cargo tankers and bulk chemical tankers, any vessel with draft not more than 10.5 meters shall anchor at "Dagou Kou North Anchorage".

Any oil tankers, liquefied cargo tankers and bulk chemical tanker with draft not more than 8 meters shall anchor at "Dagou Kou Bulk Chemical Anchorage".

Any oil tankers, liquefied cargo tankers and bulk chemical tankers with draft more than 8 meters and any other vessel with draft more than 10.5 meters shall anchor at "Dagou Kou South Anchorage"

Any vessels with draft more than 13 meters shall anchor at "100,000 DWT Anchorage".

Article 24 Vessels shall anchor at the anchorage prescribed by the competent authority and follow the anchoring principle, keep a safe anchoring distance, arrange duty officer and keep watching on VHF during anchoring. While a vessel needs to anchor at a place other than those prescribed, she shall submit an application to the VTS Center and obtain approval before anchoring.

CHAPTER V SIGNAL AND COMMUNICATION

Article 25 Vessels shall exhibit relative light(s) ,shape(s) and(or) flag(s). according to the Regulations on Signals of Coastal port of the Ministry of Communications.

Article 26 Channel VHF 09 and Channel VHF 65 are working channels to the VTS Center, among which channel VHF 09 is used for watching and calling by vessels, while channel VHF 65 is used for operational communication.

Unless the reports required by these Procedures, a vessel or a base station shall in no case use the above mentioned VHF frequencies or interfere the communication order. When accident, salvage and other emergency communication relative to the navigation, other vessels shall minimize communication so far as practicable.

Article 27 All Vessels navigating, berthing and operating within the VTS Coverage shall keep watch on the VHF channels as required and respond to the call from the VTS Center in time.

Article 28 Unless in emergency circumstances, no vessel shall interfere the communication on the required channels or communicate matters other than navigation safety.

Article 29 The working language in the VHF between vessels and the VTS Center is Chinese or English. The language shall be concise, compendious and clear.

Article 30 Vessels may receive from the relative channel the vessel movements, condition of aids to navigation, hydrology and meteorology data, navigational alarms(notices) as well as other important information broadcasted by the VTS Center.

Article 31 Upon request or the VTS Center deems it necessary, the VTS Center may provide suggestions or recommendations for safety navigation to the vessel. The Vessel shall immediately inform the

VTS Center When such navigation aids is not needed.

CHAPTER VI LEGAL LIABILITIES

Article 32 Vessels within the VTS Coverage area shall comply with the instructions of VTS Center when navigating, berthing and operating.

Article 33 The implementation of these procedures shall in no case relieve the Master's obligation to vessel's safety navigation and the pilot's obligation to safety pilotage.

Article 34 To avoid loss of life, damage to property and environment, the Master and the Pilot may breach the relative stipulations of these Procedures. However, report to the VTS Center shall be done immediately after the event.

CHAPTER VII APPENDIX

Article 35 For the purpose of these Procedures:

“VTS” means the vessel traffic service system established by the competent authority to control the vessel traffic and to provide consulting service, thus to ensure the safety navigation, promote the traffic efficiency and to protect the environment.

“Vessels” means the ships which in accordance with the international conventions and/or national rules and regulations should be equipped with the communication equipment, and the competent authority require the ships to be governed by the VTS.

“The VTS Coverage” means the water area prescribed by the competent Authority, which VTS could efficiently control the traffic.

“Xingang Fairway” means the channel combination of Tianjin Xingang Port.

“Xingang Main Channel” means the channel between the Buoy 1/2 and No.36.

“Xingang North Channel” means the channel between the Buoy D2#/D3# and D15#.

“East Lock Channel” means the channel between the Buoy No.36 and the eastern gate of the Xingang Ship Lock.

“Upon Request” means any application formally raised by the master, pilot or the ship owner, operator, agent to the VTS Center.

“Dagu Kou North Anchorage” means the water areas within the joint line connecting the following points(not include of the anchoring prohibited area of one nautical mile around Dagu Lighthouse)

1. 38°59'24"N/117°58'18"E
2. 38°58'01"N/118°07'04"E
3. 38°56'57"N/117°57'39"E
4. 38°55'33"N/118°06'26"E

“Dagu Kou Bulk Chemical Anchorage” means the water areas within the joint line connecting the following points(not include of the anchoring prohibited area of one nautical mile around Dagu Lighthouse)

1. 38°55'42"N/118°01'14"E
2. 38°56'18"N/117°57'29"E
3. 38°53'26"N/118°00'39"E
4. 38°54'02"N/117°56'54"E

“Dagu Kou South Anchorage” means the water areas within the joint line connecting the following points:

1. 38°55'42"N/118°01'14"E
2. 38°53'26"N/118°00'39"E
3. 38°54'54"N/118°06'15"E
4. 38°52'38"N/118°05'40"E

“100,000 DWT Anchorage” means the water areas within the joint line connecting the following points:

1. 385149N/1181018E
2. 384943N/1181353E
3. 384807N/1181221E
4. 385013N/1180846E

Article 36 These Procedures shall come into force from July 1st, 2005.

The Procedures of Safety Management of Vessel Traffic Service of Tianjin Port promulgated on December 16th, 2002 by the competent Authority shall be abrogated simultaneously.