

THE IALA IAPH IMPA WORLD VTS GUIDE

CHENG SHAN JIAO

P.R.CHINA

SYSTEM SUMMARY

Chenshan Jiao VTS is located at the end of the East Pier of Chenshan Jiao Shandong Province. The coordination of the VTS center is:

Latitude: 37° 23' .65N

Longitude: 122° 42' .12E

The configurations and functions of Chenshan Jiao VTS:

1. Radar Surveillance System: Effective range of 24 miles with tracking and replay function

2. VHF Communication System: Effective range of 24 miles with multi-channel recording function

3. Radio Direction Finder System: Effective range of 24 miles with the function of ship position identification

4. Ship Data Processing System: The ship data processing capacity is 30000 ships

5. Hydro-meteorology System: Real time surveying of hydro-meteorology data under all weather conditions

Authority: Chenshan Jiao VTS Center

Post code: 264321

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Users: Fishing vessels with a length of 24 meters and above, cargo ships of 300 gross tonnage and above, and passenger ships as defined in Chapter 1 of 1974 SOLAS, as amended.

VTS area: The area of a radius of 24 miles with VTS coordination as the center

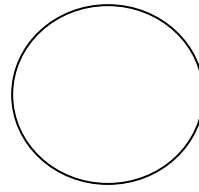
Working language: Mandarin or English

Working time: 0000-2400(Beijing time)

Chenshan Jiao VTS Center controls vessel traffic and provides consulting service within the Chenshan Jiao VTS area in accordance with the *Mandatory Ship Reporting System off the Chengshan Jiao Promontory* and *the Ship's Routing System in the Waters off the Chengshan Jiao Promontory*.

Illustration for the symbols of this guide

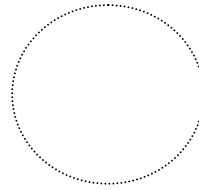
1、 Gate line of the VTS area



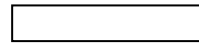
2、 Traffic Zone boundary



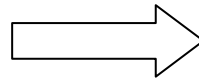
3、 Precautionary Area

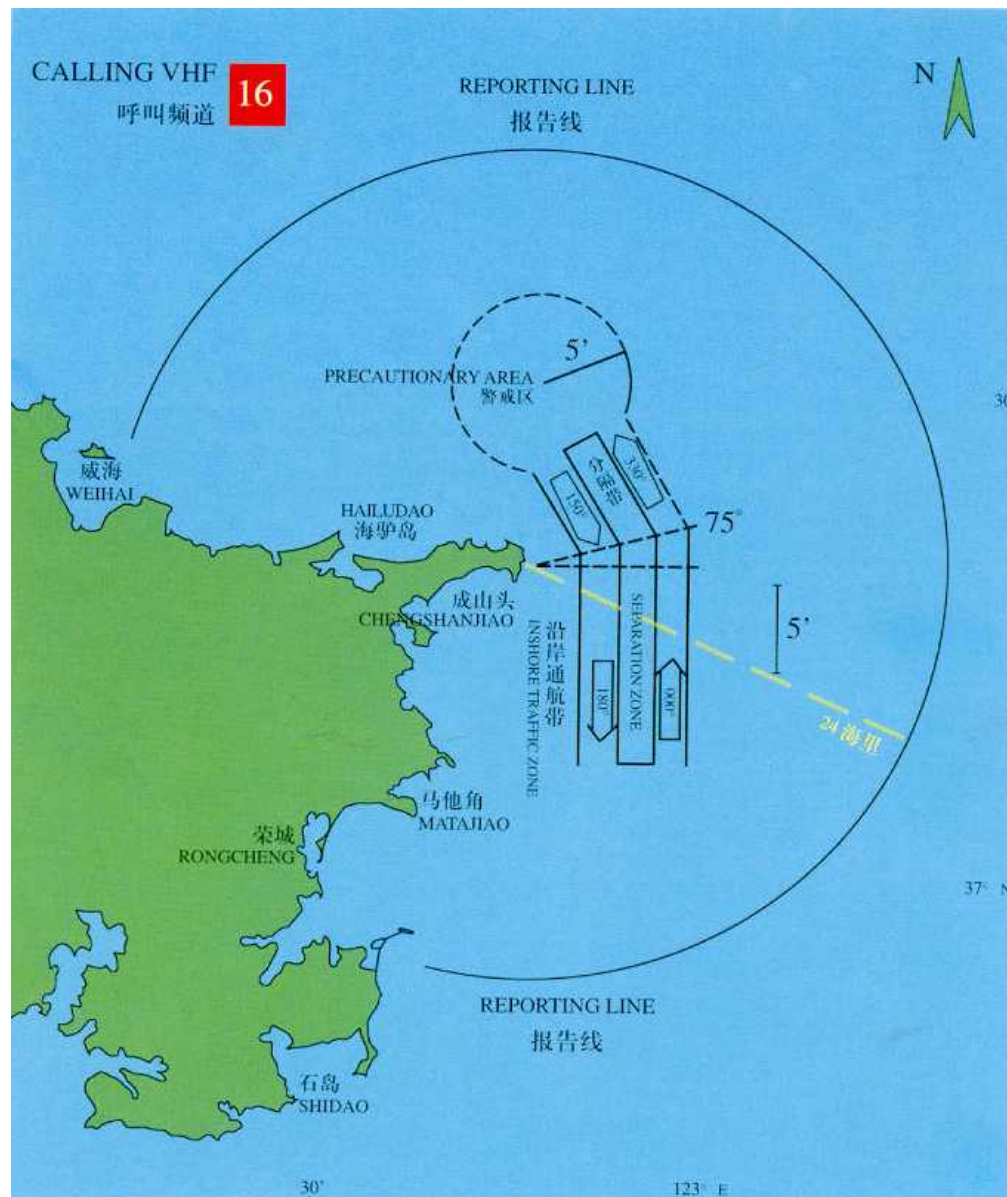


4、 Separation Zone



5、 Main Traffic Direction





TYPE OF REPORTS	REPORTING POINT	INFORMATION TO BE GIVEN
ARRIVAL REPORT	When a vessel entering (come into) the water area with the VTS center (geographical position is 37°23'. 65N, 122°42'. 12E) as the center and 24miles as the radius.	Name, call sign and IMO number (if applicable), Position, Course, Speed, Port of departure, Port of destination (optional), Defects and limitation (vessels towing are to report length of tow and name of object in tow), Overall length and gross tonnage
ARRIVAL PORT OR ANCHORAG REPORT	When a vessel arrives at a port or anchorage within the reporting area	Vessel's name, position, and arrival time.
TYPE OF REPORTS	REPORTING POINT	INFORMATION TO BE GIVEN
LEAVES A PORT REPORT	When a vessel leaves a port that is located within the reporting area	Vessel's name, position, departure time, and port of destination.
ACCIDENT REPORT	When a traffic incident or a pollution incident occurs within the reporting area	The vessels shall immediately report the type , time, and location of the incident, extent of damage or pollution, and whether assistance is needed. The vessel(s) shall provide any additional information related to the incident, as requested by the shore-based authority.

MANDATORY SHIP REPORTING SYSTEM OFF THE CHENGSHAN JIAO PROMONTORY**1 Categories of ships required to participate in the system**

The following vessels are required to participate in the system: fishing vessels with a length of 24meters and above, cargo ships of 300 gross tonnage and above, and passenger ships as defined in Chapter 1of 1974SOLAS,as amended.

2 Geographical coverage of the system and the numbers and editions of the reference charts used for the delineation of the system

The waters covered by the Ship Reporting System is the water area with the VTS center (geographical position is 37°23′. 65N, 122°42′. 12E)as the center and 24miles as the radius.

The relevant charts are Chinese charts No 9701,9304 and 9305.Chart datum is World Geodetic System 1984(WGS84) Datum.

3 Format, reporting time and geographical positions for submitting reports, authority to whom the reports should be sent, available services**3.1 Format**

The format for reporting is as set forth in paragraph 2 of the appendix to Assembly resolution A.851 (20).

- A. Name of ship, call sign, and IMO number (if applicable)
- C. or D. Position (latitude and longitude or in relation to a landmark)
- E. Course
- F. Speed
- G. Port of departure
- I. Pod of destination (optional)
- Q. Defects and limitation (vessels towing are to report length Of tow and name of object in tow)
- U. Overall length and gross tonnage

3.2 Content and geographical position for submitting reports

3.2.1 Participating vessels are to report the information in paragraph 3.1 when a participating vessel leaves the area.

3.2.2 When a participating vessel leaves a port that is located within the reporting area, it shall report its name, position, departure time, and port of destination.

3.2.3 When a participating vessel arrives at a port or anchorage within the reporting area, it shall report, on arrival at its berth, its name, position, and arrival time.

3.2.4 When a traffic incident or a pollution incident occurs within the reporting area, the vessel(s) shall immediately report the type, time, and location of the incident, extent of damage or pollution, and whether assistance is needed. The vessel(s) shall provide any additional information related to the incident, as requested by the shore-based authority.

3.3 Authority

The competent authority is Yantai Maritime Safety Administration, China. The voice call sign is "ChengShan Jiao VTS Center".

4 Information to be provided to ships and procedures to be followed

4.1 The ChengShan Jiao VTS Center, where appropriate, will provide participating vessels with information such as conflicting vessel traffic, abnormal weather conditions, and maritime safety information.

4.2 Participating vessels shall maintain a listening watch on the designated VTS frequency.

5 Radio communications required for the system, frequencies on which reports should be transmitted and the information to be reported

5.1 The working channels of the ChengShan Jiao VTS Center are:

Primary-Channel 8or 9

Secondary-Channel 65

Calling frequency-Channel 16

5.2 The language used for reports in the system will be Chinese or English. Marine Communication Phrases in a prescribed format will be used in all direct-printing telegraphy and radiotelephony communications.

6 Rules and regulation in force in the area of the system

China has taken appropriate action to implement international conventions to which it is a party including, where appropriate, adopting domestic legislation and promulgating regulations through domestic law. Relevant laws in force include domestic legislation and regulations to implement the Convention on the International Regulations for Preventing Collisions at Sea, 1972, the International Convention for the Safety of Life at Sea, 1974, and the international Convention for the Prevention of Pollution from Ships,1973/1978.

7 Shore-based facilities to sup port operation of the system

7.1 ChengShan Jiao VTS Center is comprised of radar, VHF communications, VHF-DR information processing and display, information transmission, recording, replay, and hydro-meteorological sensors. Its functions are data collection and evaluation, provision of information, navigation assistance, and support to allied services.

7.2 ChengShan Jiao VTS Center maintains a continuous 24hour watch.

8 Alternative communications if the communication facilities of the shore-based authority fails

Chengshan Jiao VTS Center has built in redundancies with multiple receivers on each channel. Alternative means of ship to shore communication are by HF (SSB), telex (facsimile), e-mail, or cellular phone.

9 Measures to be taken if a ship fails to comply

Appropriate measures will be taken to enforce compliance with the System, consistent with international law.

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The ship's Routing System in the Waters off the ChengShan Jiao Promontory*

(Reference charts: Chinese Charts 9701, 9304, and 9305.

Note: These charts are based on (WGS84) Datum)

The ship's routing system in the waters off ChengShan Jiao promontory consists off the traffic separation scheme, the inshore traffic zone and precautionary area.

1 The traffic separation scheme

1.1 The separation zone, two nautical miles wide, is centered upon the line connecting the following geographical positions:

(1) 37°31'. 18N 122°45'. 40E (2) 37°25'. 29N 122°49'.68E (3) 37°11'.60N 122°49'.68E

1.2 The inner limit of the traffic separation scheme is the line connecting the following geographical positions:

(4) 37°29'. 69N 122°42'. 13E (5) 37°24'. 49N 122°45'. 91E (6) 37°11'. 60N 122°45'. 91E

1.3 The outer limit of the traffic separation scheme is the line connecting the following geographical positions:

(7) 37°32'. 69N 122°48'. 68E (8) 37°26'. 09N 122°53'46E (9) 37°11'. 60N 122°53'. 46E

1.4 The traffic lane for northbound traffic, two miles wide, is established between the separation zone and the outer limit of the traffic separation scheme.

The main traffic directions are 000° (T) and 330° (T).

1.5 The traffic lane for southbound traffic, two miles wide, is established between the separation zone and the inner limit of the traffic separation scheme.

The main traffic directions are 150° (T) and 180° (T).

2 The inshore traffic zone

The inshore traffic zone is the water between the inner limit of the traffic separation scheme and the adjacent coast.

3 The precautionary area

The precautionary area is the area with the geographical position 37°34'. 65 N, 122°42'. 88E as the center and 5miles as the radius.

*Which, together with Mandatory Ship Reporting system, was adopted by MSC, I M 0, in accordance with Resolution A858 (20)

RESOLUTION MSC.93 (72)**(adopted on 19 May 2000)****MANOATORY SHEP REPORTENG SYSEM**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28 (b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858 (20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKEN INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43 (64),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forth-fifth session,

1. ADOPTS, in accordance with SOLAS regulation V/8-1, the mandatory ship reporting system off the Chengshan Jiao Promontory, as described in the Annex to the present resolution;
2. DECIDES that the said mandatory ship reporting system will enter into force at 0000 hours UTC on 1st December 2000;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of Member Governments and Contracting Governments to the SOLAS Convention.