

**Regulations on the Ship's Routeing System in Jiangsu Section of Yangtze River**  
**(2005)**

**Chapter I General Provisions**

**Article 1** These Regulations are formulated in accordance with the Regulations on Administration of Traffic Safety in Inland Waters of the People's Republic of China and other relevant national laws, rules and regulations and international conventions in connection therewith, for the purposes of maintaining traffic order in Jiangsu section of Yangtze river, improving navigation environment and traffic efficiency, ensuring safe navigation and promoting shipping development.

**Article 2** All vessels sailing in the navigable waters in Jiangsu section of Yangtze River shall comply with these Regulations.

The following vessels may be exempted from sailing in the designated traffic routes for the purpose of carrying out operation:

- (1) Vessels executing official duties;
- (2) Engineering vessels working underway in the designated areas;
- (3) Vessels carrying out search and rescue operations;
- (4) Other vessels permitted by the Administration.

**Article 3** The Routeing System covers all the whole navigable waters within Jiangsu section of Yangtze River.

The Routeing System follows the principles of separating large vessels traffic flow from small vessels traffic flow, avoiding crossing of traffic routes, navigating on the right respectively and determining responsibilities and liabilities upon faults.

**Article 4** Jiangsu Maritime Safety Administration of the People's Republic of China and its branches (hereinafter referred to as the Administration) are responsible for the enforcement of these Regulations.

**Chapter II Routes**

**Article 5** Deep-water routes

Deep-water routes are generally set up in the vicinity of the deepest water areas.

Its boundary lines are designated with left lateral marks (black buoys) and right lateral marks (red buoys) respectively (For the design criteria and dimensions for deep-water routes, see Annex I).

**Article 6** Traffic lanes and separation sections (lines)

The upbound traffic lanes, downbound traffic lanes and separation sections in deep-water routes shall hold respectively two-fifth, two-fifth and one-fifth of the routes' width indicated with navigation marks.

Transition area is set within 300 meters below the upper boundary of the deep-water routes as a linkage with the water area under the ship's routing system in Anhui section of Yangtze River, the separation sections in the transition area gradually narrow upriver till it reaches the starting point of the separation line under the ship's routing system in Anhui section of Yangtze River.

If it is impossible to set up separation sections, the centerlines of deep-water routes are used as separation lines.

**Article 7** Auxiliary routes

Auxiliary routes are set up in water areas outside the lateral marks of deep-water routes.

If it is possible to set up auxiliary routes, the routes for the vessels upbound are set up in water areas outside the connecting lines between the black buoys and the routes for the vessels downbound are set up in water areas outside the connecting lines between the red buoys (For the design criteria and dimensions for auxiliary routes, see Annex II).

Any change of the design criteria and dimensions of auxiliary routes shall be promulgated periodically by the Administration.

**Article 8** Special routes

The water areas outside the red buoys between the south bank of upstream Xixinwei precautionary area and the upper mouth of Taipingzhou shortcut waterway are the special routes for barge fleets and small vessels upbound.

The water areas outside red buoys between the south bank of upstream Dantu navigation precautionary area and Dingyizhou precautionary area are the special

routes for small vessels upbound.

**Article 9** Precautionary areas

In waters areas where the navigation conditions or vessels' maneuverability are restricted, the precautionary areas shall be set up for vessels upbound with restricted maneuverability to cross traffic lanes and auxiliary routes (See Annex III).

Precautionary areas shall be identified by boundary marks.

**Chapter III Navigation**

**Article 10** All vessels shall navigate in the designated traffic lanes or routes, and report to Vessel Traffic Service Centers established by the Administration (For specific position of reporting lines, see to Annex IV).

**Article 11** In deep-water routes all vessels shall navigate in the designated traffic lanes following the principle of navigating on the right respectively, and so far as practicable keep clear of traffic separation zones or separation lines.

**Article 12** Ultra-large vessels, large vessels and high-speed crafts shall navigate in the traffic lanes of deep-water routes.

Large vessels with low speed shall navigate along the outer limit of the right side of the traffic lanes so far as possible, or may navigate in the auxiliary routes provided the safety is ensured.

**Article 13** Small vessels shall sail in the auxiliary routes and special routes.

Auxiliary routes for vessels downbound are not set up between Nanjing Yangtze River Bridge and Xixinwei precautionary area. In the above-mentioned water areas small vessels downbound shall enter deep-water routes and sail along the outer limit of the right side of the traffic lanes.

Small vessels are prohibited from entering deep-water routes downstream Xixinwei precautionary area.

**Article 14** Before entering water areas where the navigation conditions or vessels' maneuverability are restricted, ultra-large vessels shall report to the Administration in advance. Without impeding other vessels' navigation and with necessary control measures taken, ultra-large vessels may choose their routes to navigate. However, they should return to the designated traffic lanes immediately

after passing such areas.

**Article 15** When passing through south Fujiangsha waterway and Yingongzhou navigation section, all vessels shall comply with the related rules and regulations on one-way traffic control promulgated by the Administration (See Annex V).

**Article 16** When passing through bridge areas, all vessels shall comply with the special regulations in connection therewith (See Annex VI).

**Article 17** All vessels shall comply with special rules and regulations promulgated for the above-mentioned waterways (See Annex VII) when passing through north Baimaasha waterway, middle Fujiangsha waterway, north Fujiangsha waterway, Taipingzhou shortcut waterway, Yizheng shortcut waterway, Baota waterway, Wujiang waterway.

**Article 18** When entering or leaving special purpose routes such as Yatai, Huarun, Yingchuangang, Tianshenggang, Jiangdugang, all vessels shall comply with the special rules and regulations promulgated for the above-mentioned special purpose routes (See Annex VIII).

**Article 19** Trans-river ferryboats and other vessels intended to cross the traffic lanes, auxiliary routes or special routes for the purposes of berthing or unberthing, entering or leaving anchorages, mouth of river branches and mouth of tributaries shall pay attention to the conditions of routes and the surrounding environment, and cross the traffic lanes as near to their proper positions as possible at right angle so far as practicable without impeding other vessels' navigation.

**Article 20** All vessels shall navigate at safe speeds in order to avoid accidents at all times.

In normal conditions all vessels shall navigate at a speed of not less than 4 km/h, and shall be prohibited from drifting without running engines.

#### **Chapter IV Berthing**

**Article 21** Small vessels may in the first place choose anchorages and berthing areas (excluding anchorages or berthing areas for sea-going vessels) to anchor. However, small vessels may also anchor in other safe areas beyond the designated routes when necessary, but shall keep clear of the traffic lanes, auxiliary routes or

special routes so far as practicable.

**Article 22** Large vessels and ultra-large vessels shall berth in anchorages or berthing areas promulgated by the Administration.

**Article 23** All vessels, while anchoring in case of emergency such as encountering bad weather or main engine failure, shall keep out of the traffic lanes, auxiliary routes or special routes so far as practicable.

### **Chapter V Collision Prevention**

**Article 24** All vessels, while meeting and giving way, shall comply with the following special regulations regarding collision prevention in the first place:

(a) Vessels not navigating in the designated traffic lanes, auxiliary routes or special routes shall take initiative to give way to vessels navigating in the designated traffic lanes, auxiliary routes or special routes.

(b) Vessels entering or leaving the mouth of river branches and tributaries and special purpose routes shall take initiative to give way to vessels sailing in the designated traffic lanes, auxiliary routes or special routes.

(c) Trans-river ferryboats and other vessels intended to berth or unberth, enter or leave anchorage shall take initiative to give way to vessels navigating in the designated traffic lanes, auxiliary routes or special routes.

(d) Vessels crossing precautionary areas shall take initiative to give way to vessels navigating in the designated traffic lanes or auxiliary routes.

**Article 25** All vessels navigating in the designated traffic lanes, auxiliary routes or special routes shall remain on high alert, keep good look-out, navigate with due caution, pay special attention to the movement of crossing vessels and take effective measures to assist in the collision prevention before passing through precautionary areas, wharfs, anchorages, ferry terminals, mouth of tributaries, mouth of river branches and large scale operation water areas.

### **Chapter VI Responsibility**

**Article 26** Small vessels sailing in deep-water routes in violation of these Regulations shall bear major or full responsibility for the accident resulted from colliding with vessels navigating in deep-water routes according to these Regulations.

**Article 27** All vessels navigating against the flow direction in traffic lanes, auxiliary route or special route in violation of these Regulations shall bear major or full responsibility for the accident resulted from colliding with vessels navigating normally in the designated traffic lanes, auxiliary routes or special routes.

**Article 28** All vessels crossing at random traffic lanes, auxiliary routes or special routes in violation of these Regulations shall bear major or full responsibility for the accident resulted from colliding with vessels navigating normally in the designated traffic lanes, auxiliary routes or special routes.

**Article 29** Trans-river ferryboats and other vessels, while crossing the traffic lanes for the purposes of berthing or unberthing, entering or leaving anchorages, mouth of river branches, mouth of tributaries, special purpose routes and precautionary areas in violation of these Regulations, shall bear major responsibility for the collision accident if they fail to take initiative to give way to vessels navigating normally in the designated traffic lanes, auxiliary routes or special routes according to these Regulations.

**Article 30** Vessels anchoring at random in violation of these Regulations shall bear major or full responsibility for the accident resulted.

**Article 31** For any violation of these Regulations, the Administration shall impose penalty or take administrative measures.

## **Chapter VII Supplementary Provisions**

**Article 32** These Regulations and Annexes hereof shall have equal legal effects. Any alterations shall be issued in the form of notices to mariners by the Administration.

**Article 33** For the purpose of these Regulations and Annexes, the following terms shall have the meanings defined below:

(a) “Navigable waters in Jiangsu section of Yangtze River” means navigable water areas with the connection line between Cihu river mouth at south bank of Yangtze River (31°46'30"N/ 118°29'48"E) and Wujiang river mouth at north bank of Yangtze River ( 31°50'42"N/ 118°29'24"E) as upper boundary and the connection line between Liuheiwu which is in downstream of Liuhekou (30°30'52"N/ 121°18'54"E)

and Shixin Beacon which is situated down to Shiqiao River in Chongming Island (31°37'34"N/ 121°22'30"E) as lower boundary.

(b) "Ultra-large vessel" means any vessel with fresh water draft above 9.7m inclusive, or with length of above 205m inclusive, or with restricted maneuverability.

(c) "Large vessel" means any vessel or barge fleet with fresh water draft above 4.5m inclusive and below 9.7m exclusive or with length of above 50m inclusive and below 205m exclusive (excluding barge fleet in tow).

(d) "Small vessel" means any vessel or barge fleet which is neither ultra-large vessel nor large vessel.

(e) "Crossing" means the process and action of passing the designated traffic lanes, auxiliary routes or special routes transversely or obliquely, or the process and action of crossing ahead of vessels that are proceeding along the traffic lanes, auxiliary routes or special routes.

(f) "Precautionary area" means the water area designated for the vessels upbound with restricted maneuverability to cross traffic lanes from auxiliary routes to special routes, or conversely.

(g) "High-speed craft" means any vessel the speed of which exceeds 35km/h in static water.

**Article 34** These Regulations are special stipulations. Other regulations on navigating, berthing, anchoring and collision avoidance that are in conflict with these Regulations shall be null and void and the latter shall prevail. Matters not provided for in these Regulations shall be dealt with in accordance with related laws, rules and regulations.

**Article 35** These Regulations are approved by the Ministry of Communications of the People's Republic of China and promulgated by Jiangsu Maritime Safety Administration of the People's Republic of China, which is responsible for the interpretation.

**Article 36** These Regulations shall come into force on the 1<sup>st</sup> of October 2005, and the 《regulations on the Ship's Routeing System in Jiangsu Section of Yangtze

River» come into force on the 1<sup>st</sup> of July 2003 at the same time be abolished.

Annex I:

### **Design criteria and dimensions of deep-water routes**

1. Navigable water areas below Longzhuayan: the deep-water routes are designed with the width of 500m and the depth of 10.5m (below the theoretical lowest tide level).

2. Navigable water areas between Longzhuayan and Yanziji: the deep-water routes are designed with the width of 500m (in case where it is less than 500m the actual width of route is used, however, it shall not be less than 200m) and the depth of 10.5m.

3. Navigable water areas above Yanziji: the deep-water routes are designed with the width of 500m (in cases where it is less than 500m the actual width of route is used, however, it shall not be less than 200m) and the depth of 7.5 m from May 1st to Sep 30th (6.5m from Oct 1st to r Apr 30th next yea).

4. Principles on setting up aids to navigation: buoys shall be set up on both sides along the deep-water routes and radar transponders shall be fixed on the buoys in key turning points.

For the section from Shisiwei to Liuhe river mouth (lower boundary of the jurisdiction), the distance between buoys (unilateral buoys) shall be not more than 2600m; For the section from Shisiwei to Cihu river mouth (upper boundary of the jurisdiction), the distance between buoys (unilateral buoys) shall be not more than 3000m.



Annex II:

## **Design criteria and dimensions for auxiliary routes**

### **1. Auxiliary routes from Liuhekou (lower boundary of the jurisdiction) to Xixinwei precautionary area**

Upbound auxiliary route and downbound auxiliary route are set up from Liuhekou (lower boundary of the jurisdiction) to Xixinwei precautionary area (excluding Fujiangsha section). The Upbound auxiliary route is in the north side of the deep-water route (outside the connection lines between black buoys) with the width of 200m and the depth of 5.0m. Downbound auxiliary route is in the south side of the deep-water route (outside the connection lines between red buoys) with the width of 200m and the depth of 5.0m.

Middle Fujiangsha waterway with the width of 400m and the depth of 5.0m is designed for small vessels and fleets upbound or downbound.

### **2. Auxiliary routes above Xixinwei precautionary area**

No downbound auxiliary route is set up above Xixinwei precautionary area and all small vessels downbound shall proceed along the deep-water routes.

Upbound auxiliary route shall be set up above Xixinwei precautionary area. Except the water areas for special routes, upbound auxiliary route with the width of 200m and the depth of 5.0m shall be set up in the water areas outside the connection lines between black buoys from the upper mouth of Taipingzhou precautionary area to Dantu precautionary area and from Dingyizhou precautionary area to Taipingwei precautionary area.

3. In case where the width of the auxiliary routes is less than 200m and there may be obstacles such as spur dikes, shoal etc., the position-indicating marks shall be established accordingly.

Annex III:

**List of precautionary areas  
in Jiangsu section of Yangtze River**

| No. | Name  | Scope  | Remarks   |
|-----|---|--|---|
| 1   | Xixinwei precautionary area                   | The water areas between J1-1 and J1-2 tower-shaped boundary shore beacon               | For upbound barge fleets and small vessels to cross |
| 2   | upper mouth of Taipingzhou precautionary area | The water areas between J2-1 and J2-2 tower-shaped boundary shore beacon               | For upbound barge fleets and small vessels to cross |
| 3   | Dantu precautionary area                      | The water areas between J3-1 boundary buoy and J3-2 tower-shaped boundary shore beacon | For upbound small vessels to cross                  |
| 4   | Dingyizhou precautionary area                 | The water areas between J4-1 boundary buoy and J4-2 tower-shaped boundary shore beacon | For upbound small vessels to cross                  |

Annex IV:

**The reporting lines for vessels' movement in Jiangsu section of Yangtze River**

| vessel upbound  |                         |         | vessel downbound   |                      |         |
|---|-------------------------|---------|--|----------------------|---------|
| Reporting line position                                   | Receiving Authority     | Channel | Reporting line position  | Receiving Authority  | Channel |
| Liuhekou  | Nantong VTS Center      | 69      | The connection line between the two towers for Dashengguan cross-river cable | Nanjing VTS Center   | 69      |
| The connection line between Changjiang red buoy No.39 and | Zhangjiagang VTS Center | 69      | The connection line between Shierwei chimney and Xinhekou                    | Zhenjiang VTS Center | 9       |

|  |                      |    |   |                         |    |
|--|----------------------|----|---|-------------------------|----|
| two-way traffic buoy No.39   |                      |    |   |                         |    |
| The connection line between Pangqigang and Dahegang                                | Jiangyin VTS Center  | 69 | Runyang Yangtze River bridge  | Zhenjiang VTS Center    | 9  |
| The connection line between Wushiwuwei triangulation point and Wuwei crossing mark | Taizhou VTS Center   | 69 | The connection line between Simashu triangular shore beacon and its opposite bank | Taizhou VTS Center      | 69 |
| The connection line between Simashu cone shore beacon and its opposite bank        | Zhenjiang VTS Center | 9  | The connection line between Jiagang and Ligang                                    | Jiangyin VTS Center     | 69 |
| The connection line between Maanji red buoy and Fengguwei triangulation point      | Zhenjiang VTS Center | 9  | Jiangyin Yangtze River bridge   | Zhangjiagang VTS Center | 69 |
| The connection line between Shierwei chimney and Xinhekou                          | Nanjing VTS Center   | 69 | The connection line between black buoy No.33 and the Xijiegang river mouth        | Nantong VTS Center      | 69 |

Annex V:

**Regulations on one-way traffic control in South Fujiangsha waterway and Yingongzhou channel**

**1. Regulations on One-way Traffic Control in South Fujiangsha Waterway**

(1) Vessels to which the regulations apply: vessels with 3000dwt and upward, barge fleet with 3000dwt towing capacity and upward.

(2) Water areas to which the regulations apply:

a. The water areas from the connection line between two-way traffic buoy No.45 and red buoy No.45 to the connection line between black buoy No.47 and Deji

position-indicating mark;

b. The water areas from black buoy No.48 to the connection line between black buoy No.52 and the chemical wharf;

c. The water areas from the connection line between black buoy No.56 and red buoy No.56 to the connection line between black buoy No.58 and Dahegang.

(3) Water areas for waiting and giving way:

a. Water areas for vessel upbound waiting and giving way:

aa. The water areas from the connection line between black buoy No.41 and red buoy No.41 to the connection line between black buoy No.43 and red buoy No.43;

bb. The water areas from the connection line between black buoy No.46 and red buoy No.46 to changjiang black buoy No.48;

cc. The water areas from the connection line between black buoy No.52 and the chemical wharf to the connection line between black buoy No.55 and Wushangang river mouth.

b. Water areas for vessel downbound waiting and giving way:

aa. The water areas from Jiangyin Yangtze River Bridge to the connection line between two-way traffic buoy No.59 and red buoy No.59;

bb. The water areas from the connection line between red buoy No.55-1 and black buoy No.55 to the connection line between black buoy No.52 and Dajiang international wharf;

cc. The water areas from the connection line between black buoy No.46 and red buoy No.46 to changjiang black buoy No.48.

(4) Principles for waiting and giving way: upstream vessels wait and give way to downstream vessels, vessels intended to sail in wait and give way to vessels sailing out and vessels scheduled to sail wait and give way to vessels passing through.

2. Regulations on One-way Traffic Control in Yingongzhou Channel

(1) Vessels to which the regulations apply: vessels with 3000dwt and upward, barge fleet with 3000dwt towing capacity and upward.

(2) Water areas to which the regulations apply:

a. The water areas from the connection line between Changjiang red buoy

No.105-1 and black buoy No.105-1 to the connection line between the tower-shaped shore beacon below Yingongzhou and red buoy No.104;

b. The water areas from the connection line between Changjiang black buoy No.100 and red buoy No.100 to the connection line between black buoy No.101 and red buoy No.101.

(3) Water areas for waiting and giving way: all vessels upbound or downbound shall wait and give way in the nearby safe water areas beyond the water areas applied.

(4) Principles for waiting and giving way: upstream vessels wait and give way to downstream vessels and vessels intended to sail in wait and give way to vessels sailing out.

## Annex VI

### **Route regulations for bridge areas in Jiangsu section of Yangtze River**

#### **1. Route regulations for Nanjing Yangtze River Bridge Area**

All vessels passing through Nanjing Yangtze River Bridge Area shall comply with “Regulations Governing Control of River Traffic Safety for Nanjing Yangtze River Bridge”.

#### **2. Route regulations for the Second Nanjing Yangtze River Bridge Area:**

(1) South branch of bridge areas: the upper boundary is the connection line between south bank and north bank 1500m upstream the Bridge’s axis; the lower boundary is the connection line between south bank and north bank 800m downstream the Bridge’s axis.

Bridge openings of south branch are numbered from north to south. No.1 and No.3 bridge openings are the lanes for small vessels upbound; No.2 bridge opening is the lane for vessels upbound and downbound, in which all vessels shall navigate on the right respectively.

(2) North branch of bridge areas: the upper boundary is the connection line between south bank and north bank 1000m upstream the Bridge's axis; the lower boundary is the connection line between south bank and north bank 700m downstream the Bridge's axis.

Bridge openings of north branch are numbered from north to south. No.7 bridge opening is the lane for vessels upbound; No.8 bridge opening is the lane for vessels downbound.

Annex VII:

**Route regulations for river branches and shortcut waterways in Jiangsu section  
of Yangtze River**

**1. Route regulations for North Baimaoshan Waterway**

(1) Scope of water areas: the upper boundary is the connection line between Changjiang two-way traffic buoy No.15 and buoy No.B13; the lower boundary is the connection line between Changjiang buoy No.3 and two-way traffic buoy No.4.

(2) Navigation principle: all vessels shall navigate on the right respectively in the designated traffic lanes.

(3) Passage restriction: all vessels shall pass through according to the maintained depth of the fairway promulgated by the fairway department provided the safety is ensured.

**2. Route regulations for North Fujiangsha Waterway**

(1) Scope of water areas: the upper boundary is the connection line between Fubei two-way traffic buoy No.FB12-1 and black buoy No.FB12 (Liuzhugang river mouth); the lower boundary is the connection line between Changjiang two-way traffic buoy No.38-1 and Fubei black buoy No.FB1.

(2) Maintained depth: 7.5m below the theoretical lowest tide level

(3) Principles on setting up aids to navigation: aids to navigation are setting up on the principle of the Ship's Routing System in Jiangsu Section of Yangtze River.

(4) Navigation principle: North Fujiangsha waterway is one-way traffic route for vessels upbound. No vessels downbound are permitted to pass through.

(5) Passage restriction:

a. All vessels shall pass through according to the maintained depth of the fairway promulgated by the fairway department, tide, actual draft of the vessel provided enough under keel clearance is ensured.

b. North Fujiangsha waterway designed for the vessel upbound restricted by the maintained depth of Middle Fujiangsha waterway to pass through, downbound vessels passing through shall choose Middle Fujiangsha waterway or South Fujiangsha waterway to transit.

c. Vessels downbound no permitted in North Fujiangsha waterway except those downbound for entering the wharf or the anchorage locater in North Fujiangsha waterway to perform their operations. Vessels shall navigate on the right respectively meanwhile the vessel downbound meet the vessel upbound and passing by port side each other.

d. Vessel passing through South Fujiangsha waterway is restricted by particular condition, shall send application in written to Zhangjiagang Maritime Safety Administration in 24 hours, then vessel can pass through North Fujiangsha waterway by taking special monitor and control measure after getting permission.

e. overtaking or head on situation are no permitted to vessels of 3000 gross tonnage and upward or barge fleets of deadweight 3000 tons and upward at lower mouth of North Fujiangsha waterway, from Fubei red buoy No.FB4 to Fubei red buoy No.FB6.

aa. Principles for waiting and giving way: the upstream vessels shall wait for the downstream vessels; the upbound vessels shall wait for the downbound vessels.

bb. Areas for waiting and giving way: vessels upbound applied shall wait in the fairway below Fubei red buoy No.FB4; vessels downbound applied shall wait in the fairway above Fubei red buoy No.FB6

(6) Vessels berthing: vessel entering port of Rugao, jiaogang, yongjigang to perform operation, shall be berthing limited in range 200m on the south of the connection line between Fubei red buoy No.FB4 and Fubei red buoy No.FB6 in North Fujiangsha Waterway.

(7) Vessels involved shall report to Zhangjiagang VTS center in accordance to the safety superintendence administration measures on VTS of Jiangsu MSA the People's Republic of China.

a. Content of report: ship's name, nationality, port of registry, length of all, gross tonnage, actual draft, kind of cargo, port of departure or last port of call, port of destination and the information needed by administrator.

b. Position of report: Vessels upbound at Changjiang black buoy No.37. Vessel downbound at Jiangyin Yangtze River Bridge.

c. Vessels departure the port in North Fujiangsha waterway shall report to Zhangjiagang VTS center before sailing.

(8) Route regulations for the water area from the connection line between Fubei two-way traffic buoy No.FB12-1 and Fubei black buoy No.FB12 to Fubei black buoy No.15 are same as the rules for Middle Fujiangsha waterway as before.

### **3. Route regulations for Middle Fujiangsha Waterway**

(1) Scope of water areas: the upper boundary is the connection line between Changjiang two-way traffic buoy No.59 and Fubei black buoy No.FB15 in North Fujiangsha Waterway; the lower boundary is the connection line between Changjiang two-way traffic buoy No.45 and black buoy No.F1 in Middle Fujiangsha Waterway.

(2) Navigation principle: all vessels shall navigate on the right respectively in the designated traffic lanes.

(3) Passage restriction: all vessels shall pass through according to the maintained depth of the fairway promulgated by the fairway department provided the safety is ensured. Under normal conditions, vessels not restricted by the maintained depth of Middle Fujiangsha waterway shall not transit in South Fujiangsha waterway and North Fujiangsha waterway.



#### **4. Route regulations for Taipingzhou Shortcut Waterway**

(1) Scope of water areas: the upper boundary is the connection line between the mouth of Wufengshan and Jiangjiagang triangulation point; the lower boundary is the two-way traffic buoy below Taipingzhou shortcut waterway.

(2) Navigation Principle: all vessels shall navigate on the right respectively.

(3) Navigation restriction: vessels under 200gt are allowed to pass through. Other vessels shall be approved by the Administration in advance before passing through.

#### **5. Route regulations for Yizheng shortcut Waterway**

(1) Scope of water areas: the upper boundary is the upper mouth of Yizheng shortcut waterway and the lower boundary is the lower mouth of Yizheng shortcut waterway.

(2) Navigation Principle: Yizheng shortcut waterway is one-way traffic route for vessels upbound. No vessels downbound are permitted to pass through except for those performing operations.

(3) Passage restriction: small vessels upbound and barge fleets upbound are allowed to pass through.

#### **6. Route regulations for Baota Waterway**

(1) Scope of waters: the upper boundary is 270°end line of Xifangjiao triangulation point in the head of Baguazhou and the lower boundary is 090°end line of Tianhekou triangulation point.

(2) Navigation Principle: all vessels shall navigate on the right respectively.

(3) Control regulation: the special purpose route for Yangtze petrochemical in Baota Waterway is under one-way traffic control.

a. Scope of water areas: the upper boundary is the mouth of Machahe at north bank and the lower boundary is the end of Baota waterway.

b. Vessels to which the regulations apply: vessels (barge fleets) of 5000gt (735kw) and upward, chemical tankers, liquefied gases tankers and other vessels which need to

be controlled.

c. Areas for waiting and giving way: the entering vessels shall wait in the fairway at north bank 1500m upward Taipingwei navigation precautionary area; the departure shall wait at Yangtze Petrochemical wharf (vessels berthing at Yangtze Petrochemical wharf) and in the fairway opposite to Yangtze wharf No.8.

d. Communication: the entering vessels upbound shall report to the Administration and grant permission while passing the sign of Taipingwei navigation precautionary area; the entering vessels downbound shall report to the Administration and grant permission while passing the south branch of the Second Nanjing Yangtze River Bridge; the vessels downbound shall report to the Administration and get permission one hour before exiting the lower boundary of Baota waterway. Meanwhile the above-mentioned vessels shall use VHF and any other effective measures to communicate with related vessels and enter or exit provided the safety is ensured.

e. Principles for waiting and giving way: the entering vessels shall wait for the departure vessels and the vessels preparing to sail shall wait for the vessels passing through.

## **7. Route regulations for Wujiang Waterway**

(1) Scope of water areas: the upper boundary is the connection line between the Wujiang river mouth and Cihu river mouth; the lower boundary is the connection line between the tower-shaped lateral shore beacon and the two-way traffic buoys lower Wujiang River.

(2) Principles on setting up aids to navigation: the width of fairway designed by aids to navigation is 200m, in case where it is less than 200m the actual width of route is used, however, it shall not be less than 150m. Under normal conditions, Maintained depth is 4.5m (Under special conditions, the depth of the fairway less than 4.5m, the actual maintained depth of the fairway is promulgated by the fairway department)

(3) Navigation Principle: Waterway One-way Traffic Control in

Wujiang waterway is one-way traffic route for vessels upbound, Small vessels

and river barges upbound passing through are permitted, vessels downbound are off-limits.

## Annex VIII

### **Route regulations for special purpose routes in Jiangsu section of Yangtze River**

#### **1. Route regulations for Changshu Huarun and Yatai special purpose routes**

(1) Scope of water areas: the upper boundary is the connection line between Changdian buoy No.2 and Changgang red buoy No.6; the lower boundary is the connection line between Yatai red buoy No.1 and yatai white buoy No.2.

(2) Navigation Principle: all vessels shall navigate on the right respectively.

(3) Passage restriction: small vessels are allowed to pass through. Vessels above 500gt carrying dangerous cargoes and large vessels shall be approved by the Administration in advance before entering or leaving such routes.

#### **2. Route regulations for Yingchuangang special purpose routes**

(1) Scope of water areas: the upper boundary is the top end of Huayang chemical wharf and the lower boundary is Changjiang two-way traffic buoy No.18 (north gate of Langshansha).

(2) Navigation principle: all vessels shall navigate on the right respectively.

(3) Control regulations:

a. Vessels to which the regulations apply (the vessels): vessels (barge fleets) of 3000gt (735kw) or 100m in length and upward, chemical tankers, liquefied gases tankers and other vessels which need to be controlled.

b. Water areas for waiting and giving way: the entering vessels shall wait below Ying red buoy No.2; the departure vessels shall wait upward Ying red buoy No.4.

c. Communication: the vessels shall report to the Administration and get

permission one hour before arriving at waiting point, and meanwhile use VHF or any other effective measures to communicate with related vessels, and then enter or exit provided the safety is ensured.

d. Principles for waiting and giving way: the entering vessels shall wait for the departure vessels; the vessels upbound shall wait for the vessels downbound; the vessels preparing to sail shall wait for the vessels passing through.

### **3. Route regulations for Tianshenggang special purpose routes**

(1) Scope of water areas: the upper boundary is Jiuweigang river mouth and the lower boundary is Tonglu river mouth (north gate of Henggangsha).

(2) Navigation principle: all vessels shall navigate on the right respectively.

(3) Control regulations:

a. Vessels to which the regulations apply: vessels (barge fleets) of 3000gt (735kw) or 100m in length and upward, chemical tankers, liquefied gases tankers and other vessels which need to be controlled.

b. Water areas for waiting and giving way: the entering vessels shall wait below Tian red buoy No.2; the departure vessels shall wait upward Tian red buoy No.4.

c. Communication: the vessels shall report to the Administration and get permission one hour before arriving at waiting point, and meanwhile use VHF or any other effective measures to communicate with related vessels, and then enter or exit provided the safety is ensured.

d. Principles for waiting and giving way: the entering vessels shall wait for the departure vessels; the upstream vessels shall wait for the downstream vessels and the vessels preparing to sail shall wait for the vessels passing through.

### **4. Route regulations for Jiangdugang special purpose routes**

(1) Scope of water areas: the navigable water areas between Sanjiangying river mouth and Bajiangkou.

(2) Navigation principle: all vessels shall navigate on the right respectively.

Annex IX:

## List of anchorages and berthing areas in Jiangsu section of Yangtze River

### 1. Anchorages

|   | Name   | No.  | Location   | Scope (m)     | Purpose   |
|---|--|------|--|---------------|---|
| 1 | Taicang anchorage for sea-going vessels                        | No.1 | North side of the connection line between Changjiang black buoy No.6 and No.7 in Liuhe waterway            | 3000×800      | For sea-going vessels anchoring                     |
| 2 | Changshu anchorage for sea-going vessels                       | No.2 | North side of the connection line between Changjiang black buoy No.12 and No.16 in Baimaosha waterway      | 4800×700      | For sea-going vessels anchoring                     |
| 3 | Changshu anchorage for cargo transferring                      | No.3 | Tongzhousha middle waterway (Changshugang special waterway)  | 4000×700      | For vessels waiting for berth or cargo transferring |
| 4 | Nantong temporary anchorage for oil tankers transferring cargo | No.4 | North side of Changjiang black buoy No.24  | Radius of 440 | For oil tankers transferring cargo                  |
| 5 | Nantong quarantine anchorage                                   | No.5 | North side of the connection line between Changjiang black buoy No.25 and No.26                            | 2500×600      | For quarantine                                      |
| 6 | Nantonggang 2-b anchorage                                      | No.6 | South side of Changjiang red buoy No.28 in Nantong waterway  | 2200×900      | For river barges anchoring                          |
| 7 | Nantonggang 2-a anchorage                                      | No.7 | South side of the connection line between Changjiang red buoy No.29 and red buoy No.31 in Nantong waterway | 2500×1000     | For river barges anchoring                          |
| 8 | Nantong temporary  | No.8 | South side of the  | 1600 ×        | For sea-going                                       |

|    |   |       |  |                  |  |
|----|---|-------|--|------------------|--|
|    | anchorage for sea-going vessels transferring cargo          |       | connection line between Changjiang red buoy No.32 and red buoy No.33 in Nantong waterway                                     | (400-800)        | vessels anchoring                                |
| 9  | Zhangjiagang (tongsha) anchorage for sea-going vessels      | No.9  | South side of the connection line between Changjiang red buoy No.33 and red buoy No.34                                       | 2000×600         | For sea-going vessels anchoring                  |
| 10 | Nantonggang upper anchorage                                 | No.10 | South side of the fairway upstream Tonglu river mouth  | 2000 × (200-500) | For small vessels anchoring                      |
| 11 | Zhangjiagang anchorage for vessels carrying dangerous cargo | No.11 | North side of the connection line between Changjiang black buoy No.39 and black buoy No.41 in Liuhaisha waterway             | 3350×550         | For vessels carrying dangerous cargoes anchoring |
| 12 | Jiangyingang anchorage for sea-going vessels                | No.12 | North side of the connection line between Fubei black buoy No.FB11 and Fubei black buoy No.FB12 in North Fujiangsha waterway | 2800×650         | For sea-going vessels anchoring                  |
| 13 | Fuzhong anchorage   | No.13 | North side of the connection line between Changjiang black buoy No.56 and red buoy No.46                                     | 1500×350         | For river barges anchoring                       |
| 14 | Jiangyingang anchorage for vessels carrying dangerous cargo | No.14 | North side of the connection line between Fubei black buoy No.FB13 and Fubei black buoy No.FB14 in North Fujiangsha waterway | 1800×600         | For vessels carrying dangerous cargoes anchoring |
| 15 | Jiangyin anchorage  | No.15 | South side of the connection line between Changjiang red buoy No.63 and red buoy No.64 in Jiangyin waterway                  | 3500×500         | For small vessels anchoring                      |

|    |  |       |   |  |  |
|----|--|-------|---|--|--|
| 16 | Changzhougang anchorage for sea-going vessels  | No.16 | North side of the connection line between Changjiang black buoy No.72 and black buoy No.73 in Taixing waterway        | 3000×600   | For sea-going vessels anchoring                    |
| 17 | Kouan anchorage                                | No.17 | North side of the connection line between Changjiang black buoy No.82 and black buoy No.83 in Kouan straight waterway | 2000×400   | For small vessels anchoring                        |
| 18 | Zhengjianggang anchorage for sea-going vessels | No.18 | South side of the connection line between Changjiang red buoy No.92 and red buoy No.93 in Kouan straight waterway     | 2100 × (640-840)   | For sea-going vessels anchoring                    |
| 19 | Zhenjiang Dingyizhou anchorage                 | No.19 | South side of the connection line between Changjiang red buoy No.110 and red buoy No.111 in Jiaoshan waterway         | 3400×350   | For river barges anchoring                         |
| 20 | Nanjinggang quarantine anchorage               | No.20 | South side of the connection line between Changjiang red buoy No.122 and red buoy No.123 in Yizheng waterway          | 3000×400   | For quarantine                                     |
| 21 | Yizheng anchorage for oil tankers              | No.21 | South side of the connection line between Changjiang red buoy No.124 and red buoy No.125 in Yizheng waterway          | Upper section 1900 × (230-350)<br>lower section 1700×400 | For oil tankers anchoring and oil barges operation |
| 22 | Yizheng chemical fiber company's anchorage     | No.22 | North side of the connection line between Changjiang black buoy No.127 and black buoy No.128 in Longtan waterway      | 900 × (200-250)  | For small vessels anchoring                        |

|    |   |       |   |                  |  |
|----|---|-------|---|------------------|--|
| 23 | Wuyuzhou anchorage                                  | No.23 | North side of the connection line between Changjiang black buoy No.128 and black buoy No.129 in Longtan waterway  | 2360×150         | For sea-going vessels anchoring          |
| 24 | Qixiashan anchorage for oil tankers (lower section) | No.24 | North side of the connection line between Changjiang black buoy No.131-1 and black buoy No.132 in Longtan waterway  | 2400×721         | For oil tankers and oil barges anchoring |
| 25 | Qixiashan anchorage for oil tankers (upper section) | No.25 | North side of the connection line between Changjiang black buoy No.132 and black buoy No.133 in Longtan waterway  | 2400×420         | For oil tankers transferring cargo       |
| 26 | Xinshengwei anchorage                               | No.26 | North side of the connection line between Changjiang two-way traffic buoy No.135-1 and the Second Nanjing Yangtze River Bridge in Caoxiexia shortcut waterway | 1360×150         | For sea-going vessels anchoring          |
| 27 | Shangyuanmen anchorage                              | No.27 | Shangyuanmen forward port area at south side of Caoxiexia waterway  | 1700×400         | For barges and small vessels anchoring   |
| 28 | Meizhong anchorage                                  | No.28 | Water areas between Meizizhou and Qianzhou in Nanjing waterway  | 2000 × (270-300) | For barges and small vessels anchoring   |
| 29 | Meizizhou anchorage                                 | No.29 | South side of the connection line between red buoy No.N5 and red buoy No.N6 in Nanjing waterway   | 2000×400         | For barges and small vessels anchoring   |

## 2. Berthing areas

| Name. | Location | Scope (m) | Purpose |
|-------|----------|-----------|---------|
|-------|----------|-----------|---------|



|                     |  |           |                            |
|---------------------|--|-----------|----------------------------|
| Berthing area No.1  | East side of the connection line between Changjiang black buoy No.3 and Baibei black buoy No.2                         | 4000×900  | For small vessels berthing |
| Berthing area No.2  | North side of the connection line between Changjiang black buoy No.7 and black buoy No.9                               | 2500×900  | For large vessels berthing |
| Berthing area No.3  | North side of the connection line between Baibei black buoy No.12 and Changjiang black buoy No.17                      | 5000×800  | For large vessels berthing |
| Berthing area No.4  | Changshu waterway inlet  | 3500×500  | For large vessels berthing |
| Berthing area No.5  | West side of the connection line between Changjiang red buoy No.21 and red buoy No.24                                  | 6000×1000 | For large vessels berthing |
| Berthing area No.6  | East side of the connection line between Changjiang red buoy No.23 and red buoy No.25                                  | 6000×1000 | For large vessels berthing |
| Berthing area No.7  | South side of the connection line between Changjiang red buoy No.32 and red buoy No.35                                 | 3000×400  | For large vessels berthing |
| Berthing area No.8  | North side of the connection line between Changjiang black buoy No.34 and black buoy No.37                             | 4500×1000 | For small vessels berthing |
| Berthing area No.9  | North side of Changjiang black buoy No.38  | 1200×500  | For small vessels berthing |
| Berthing area No.10 | North side of the connection line between Changjiang black buoy No.51 and black buoy No.52                             | 1400×300  | For small vessels berthing |
| Berthing area No.11 | North side of the connection line between Changjiang black buoy No.54 and black buoy No.57                             | 3000×400  | For small vessels berthing |
| Berthing area No.12 | South side of the connection line between Fubei red buoy No.FB6 and red buoy No.FB8 in North Fujiangsha waterway       | 800×200   | For small vessels berthing |
| Berthing area No.13 | North side of the connection line between Fubei black buoy No.FB12 and black buoy No.FB13 in North Fujiangsha waterway | 3500×600  | For large vessels berthing |
| Berthing area No.14 | North side of the connection line between Changjiang black buoy No.63 and black buoy No.64                             | 3200×600  | For large vessels berthing |
| Berthing area No.15 | North side of the connection line between Changjiang black buoy No.66 and black buoy No.67                             | 2600×600  | For large vessels berthing |

|                     |   |          |                            |
|---------------------|---|----------|----------------------------|
| Berthing area No.16 | lower mouth of Luanzhou river branch  | 1800×400 | For small vessels berthing |
| Berthing area No.17 | upper mouth of Luanzhou river branch  | 1000×400 | For small vessels berthing |
| Berthing area No.18 | Bank side of Baozizhou  | 1700×400 | For small vessels berthing |
| Berthing area No.19 | North side of the connection line between Changjiang black buoy No.77 and Tiejianggang Beichao black buoy No.1  | 4600×700 | For large vessels berthing |
| Berthing area No.20 | From the connection line between Changjiang black buoy No.81 and black buoy No.83 to the connection line between Changjiang red buoy No.T3 and red buoy No.T5,and the water area within the range of 1500m above and below the connection line between Changjiang black buoy No.82 and red buoy No.T4 | 3000×600 | For large vessels berthing |
| Berthing area No.21 | East side of Changjiang black buoy No.85  | 1500×500 | For large vessels berthing |
| Berthing area No.22 | upper mouth of Taipingzhou  | 2000×400 | For small vessels berthing |
| Berthing area No.23 | upper mouth of Hechangzhou  | 1800×400 | For small vessels berthing |
| Berthing area No.24 | North side of the connection line between Changjiang black buoy No.118 and black buoy No.119  | 2800×500 | For large vessels berthing |
| Berthing area No.25 | South side of red buoy No.Y3 at upper mouth of Yizhen shortcut waterway   | 2200×400 | For small vessels berthing |
| Berthing area No.26 | North side of Changjiang black buoy No.130 in Longtan inlet   | 600×300  | For large vessels berthing |
| Berthing area No.27 | lower mouth of Baota waterway   | 1400×400 | For small vessels berthing |
| Berthing area No.28 | Yangzi wharf in Baota waterway  | 1600×400 | For small vessels berthing |

|                     |  |          |                            |
|---------------------|--|----------|----------------------------|
| Berthing area No.29 | Dachang wharf in Baota waterway  | 1000×400 | For small vessels berthing |
| Berthing area No.30 | Bank side of Jiufuzhou   | 1700×400 | For small vessels berthing |
| Berthing area No.31 | 800 metres upstream the Third Nanjing Yangtze River Bridge in north side of Nanjing waterway | 1600×400 | For small vessels berthing |