

Regulation on Ship's Routing System in Shanghai Section of Yangtze River

Chapter One General

Article 1 These Regulations are formulated according to "the Maritime Traffic Safety Law of the People's Republic of China" and the other relative international conventions and national laws and regulations for enhancing the water traffic order, improving the environments of navigating, ensuring the safety of vessels, installations, property and human lives, contributing to safety and efficiency of navigation and promoting the development of shipping industry.

Article 2 Every vessel shipping or berthing in Shanghai section of Yangtze River should observe this regulation, except for the following ships under the working situation:

1. Public service vessels of government and ships of war in the line of duty;
2. Engineering ships constructing on their way of shipping on verify waters;
3. Vessels engaging in searching and rescuing other vessels;
4. Other vessels permitted by the superintend authority.

Article 3 Ship's Routing System Practiced in Shanghai Section of Yangtze River

Ship's Routing System is formulated in accordance with traffic separation scheme for large vessels and small vessels, they navigate respectively as near to the out limit of fairway which lies on their starboard side, and the principle of undertaking responsibility of mistakes.

Article 4 Shanghai Maritime Safety Administration of People's Republic of China (abr. Shanghai MSA) is the superintend authority for these Regulations.

Chapter Two Fairway

Article 5 Fairways in Shanghai section of Yangtze River include Main Channel, Assistant Channel and Channel for small vessels (as contained in Appendix 1).

Article 6 Main Channel includes Changjiangkou Deep-water Channel, Waigaoqiao Channel, Baoshan Channel, Baoshan North Channel, and Baoshan South Channel.

The borderlines of the above channels are indicated by lateral marks. The central line of channels is regarded as the separation line of traffic lanes (the following is separation line for short).

Article 7 The Assistant Channel is made up of the downstream section and the upstream

section of the Nancao Channel.

The route tendency of the downstream sector of Nancao Channel is indicated by safe water marks. The joint line linking safe water marks is regarded as the separation line of the channel.

The borderlines of the upstream section of the Nancao Channel are indicated by lateral marks. The central line of the channel is the separation line of the channel.

Article 8 Channels for Small Vessels are Nanzhi Channel, Waigaoqiao Inshore Channel, Baoshan Branch Channel, the South-side Channel of Baoshan South Channel and the North-side Channel of the Main Channel.

1. The Nanzhi Channel is indicated by lateral marks. The central line of the channel is the separation line.

2. Waigaoqiao Inshore Channel is the waters within the south borderline of Waigaoqiao Channel and its parallel, 80 meters in front of the line of port. The central line of the channel is the separation line.

3. Baoshan Branch Channel is indicated by lateral buoys. The central line of the channel is the separation line.

4. The South-side Channel of Baoshan South Channel is the waters on the southness of Baoshan South Channel, its width is 100 meters.

5. The North-side Channel of the Main Channel is the waters on the north of the main channels (except Baoshan South Channel).

The North-side Channel of the Main Channel adjacent to Changjiangkou deep-water channel is two-way channel, 200 meter wide. The central line of the channel is the separation line.

The North-side Channel of the Main Channel adjacent to Waigaoqiao Channels, Baoshan Channels, Baoshan North Channels is one-way channel, 100 meters wide.

Article 9 The intersection of channels is regulated as the precautionary area as contained in Appendix 2.

Chapter Three Navigation

Article 10 Vessels shall keep the principle of keep as near to the outer limit of channel and fairway which lies on her starboard side in prescribed channels.

Vessels shall so far as possible keep away from traffic separation while navigating in prescribed channels.

Vessels shall keep safety distance from buoys while navigating in prescribed channels.

Article 11 Large vessels shall navigate in Main Channels or Assistant channels. However, they can navigate in Channels for Small Vessels while leaving or berthing the wharf, arriving or departing the harbor basin and anchorages.

Large vessels navigating from waters in Yangtze River, Jiangsu Section to Changjiangkou can navigate in the Baoshan North Channel through Liuhekou Precautionary Area.

Large vessels navigating from waters in Yangtze River in Jiangsu Province to the Luoqing Wharfs, Baogang Wharfs, Waigaoqiao Wharfs or to Huangpu River can navigate in the Baoshan South Channel through Liuhekou Precautionary Area.

Article 12 Small vessels shall navigate in Channels for Small Vessels and Assistant Channels.

Small vessels navigating to the waters upstream from Wusongkou in Yangtze River shall navigate along The North-side Channel of the Main Channel through Yuanyuansha Precautionary Area.

Small vessels navigating to the waters downstream from Wusongkou in Yangtze River through The South-side Channel of Baoshan South Channel shall navigate through Wusongkou Precautionary Area via Baoshan Branch Channel, and navigate along the Waigaoqiao Inshore Channel.

Article 13 Vessels shall navigate with caution while entering or leaving precautionary areas. Vessels in the precautionary areas are prohibited from overtaking the others.

Article 14 Vessel shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow and inform passing vessels in advance if obliged to cross traffic lanes when shifting or berthing alongside wharves and entering or leaving harbor basin and anchorages.

Article 15 Vessels shall, so far as practicable, avoid navigating in waters in front of wharf except for unberthing or berthing.

Article 16 Vessels shall overtake on other's port side, as is safe and practicable.

Article 17 High-speed vessels (and passenger ships) and ferries shall subject to the channel approved by the appropriate authority.

Article 18 Vessels shall be equipped on board with VHF radio telephone and keep listening watch on the channel designated by appropriate authority during their navigating, operating or anchoring.

Article 19 Area to be Avoid in Changjiangkou is the waters linked orderly with Light Buoy No.s P16, P15, P14, P13, P12, P11, A10B, A10A, A8A, A8, A6, A4, A2, A0 and Nanhuizui on south of the estuary of Dazhi River, into which vessels shall avoid steering.

Chapter Four Berthing

Article 20 Vessels shall anchor in the anchorages publicized by the competent authority as described in Appendix 3 to these Regulations.

Article 21 The water in the appropriate range of the two sides of under-water pipelines and cable are anchorage prohibited areas as described in Appendix 4 to these Regulations. Anchoring or dragging in these areas is prohibited.

Article 22 Vessels shall make well clear of anchorage prohibited areas and fairway if the vessels are badly in need of emergency anchoring due to bad weather or/and losing out of control on sail. At the same time vessels should report to Wusong Port Control.

Chapter Five Collision Give-way

Article 23 Vessels crossing the traffic lanes shall take the initiative to give way to vessels navigating in the traffic lanes.

Article 24 High-speed vessels (high-speed passengers) shall keep well clear of the other vessels.

Article 25 Vessels navigating in Wusongkou Precautionary Area shall observe the following Collision Give-way Regulations:

1. Give way to the large vessels entering or leaving the Huangpu River.
2. Upstream vessels shall take the initiative to give way to downstream vessels.
3. Small vessels shall give way to large vessels.

Article 26 Vessels navigating upstream to berth at the Luoqing Wharf, Baogang Wharf in Baoshan South Channel shall take the initiative to give way to downstream vessels.

Chapter Six Responsibility

Article 27 Small vessels entering Main Channel in violation of these Regulations and causing collision with vessels navigating in main channels shall be subject to major or total liability.

Article 28 In violation of these Regulations, vessels shall be subject to major or total liability, which navigating upstream the traffic flow in traffic lanes and causing colliding accidents with vessels navigating in traffic lanes.

Article 29 In violation of these Regulations, crossing vessels which cause collision shall be subject to major or total liability, as not giving way to other vessels navigating in traffic lanes on their own.

Article 30 In violation of these Regulations, high-speed vessels (and high-speed passengers) which cause collision shall be subject to major liability as not keeping well clear of others or navigating in the channels not approved by the competent authority.

Article 31 If not navigating in channels approved by the appropriate authority, ferries which cause collision shall be subject to major liability.

Article 32 In violation of Article 25, vessels navigating in Wusong Precautionary Area shall be subject to major or total liability, when causing collision.

Article 33 In violation of Article 26 Vessels navigating upstream in Baoshan South Channel shall be subject to major or total liability, as causing collision.

Article 34 In violation of these Regulations, casually berthing and anchoring vessels which cause collision shall be subject to major or total liability.

Article 35 The administrative penalties and administrative compulsory measures shall be imposed on anyone who violates these Regulations by appropriate authority.

Chapter 7 Annex

Article 36 The appendixes of these Regulations have the same legal force as the text has. Any changes of it shall be proclaimed by the appropriate authority in forms of Notices to Mariners, Navigational Warning, etc.

Article 37 The definitions meanings of the following terms in these Regulations or in the appendixes are:

(1) “Yangtze River in Shanghai Section” means the waters within the joint line linking Dongwangjiao in Congming Island, Sheshan Lighthouse, Jigujiao Light-pole, coordinate points A, B, C, D, Nanzhi Light Vessel, light-buoys No A10B, A10A, A8A, A8, A6, A4, A2, A0 and Nanhuizui and the joint line linking Liuheiwu (near the Liuhekou in Yangtze River) and Shixingan

(near the river estuary of Shiqiao River beside Chongming Island) which is the border line of Shanghai Port.

(2) “Small vessel” means the power-driven vessel less than 1600 gross tonnage or no power vessel less than 1000 DWT.

(3) “Large vessel” means the power-driven vessel more than 1600 gross tonnage or no power vessel more than 1000 DWT.

(4) “Waters in front of wharf” means the water for leaving and berthing in front of quay, which is usually no more than 45 meters in width.

(5) “Precautionary areas” means areas where ships must navigate with particular caution and follow the direction of traffic flow may be recommended as is practicable.

Article 38 All the positions which cannot be expressed by Aids to Navigation are described by Geographical Coordinate Points or Geography Names (as contained in Appendix 5 to these Regulations).

Article 39 These Regulations shall be interpreted by Maritime Safety Administration of the People’s Republic of China.

Article 40 These Regulations shall go into effect as of March 1, 2006.

Appendix 1 Fairways of Yangtze River in Shanghai Section

(Reference Charts: charts № 40404, 40405, 40406, 40407, 40410, 40413, 40414, and 40415 by Maritime Safety Administration of the People’s Republic of China.)

1. Main Channel

(1) The Deep Water Channel at the Outlet of the Yangtze River

North Borderline: The parallel line is shifted 75 meters abeam southward from the joint line orderly linking Geography Point E and the odd light-buoys from D9 to D43, then passes through light-buoy No.D45 and extends to Light-buoy D47.

South Borderline: The parallel line is shifted 75 meters abeam northward from

the joint line orderly linking Geographical Coordinate Point F and the even light-buoys from D10 to D44, and extends to Yuanyuansha Light-vessel.

The Deep Water Channel at the Outlet of the Yangtze River is only for large vessels.

(2) Waigaoqiao Channel

North Borderline: the joint line orderly linking Light-buoys No.51, 53, 55, 57 and the Geographical Coordinate Point I.

South Borderline: the joint line orderly linking Geographical Coordinate Points H, 52, 54, 56, 58 and the light-buoy No.60.

Waigaoqiao Channel is only for large vessels.

(3) Baoshan Channel

North Borderline: the joint line orderly linking Light-buoys No.65, 67, 69 and the Geographical Coordinate Point K.

South Borderline: the joint line orderly linking Light-buoys No.66, 68, 70 and 72.

Baoshan Channel is only for large vessels.

(4) Baoshan North Channel

North Borderline: the joint line orderly linking Geographical Coordinate Points M, 73, 75, 75A, 77, 79 and the light-buoy No.81.

South Borderline: the joint line orderly linking Light-buoys No.74, 76, 78, 80 and Baoshan Light-buoy.

Baoshan North Channel is only for large vessels.

(5) Baoshan South Channel

North Borderline: the joint line orderly linking Light-buoys No.74, A81, A83, A85, A87 and Baoshan Light-buoy.

South Borderline: the joint line originating from Geographical Coordinate Point N, along the north parallel line shifted 100 meters abeam from the front line of Baosteel Raw Material Terminal and Luoqing Coal Terminal, orderly passing through Light-buoys A84, and A86 and extending to Light-buoy A88.

Baoshan South Channel is for downstream large vessels and the vessels upstream

to berth at the Luoqing Wharf, Baosteel Wharf and other inshore wharves from the downstream waters.

2. Auxiliary Channels

(1) The Downstream Sector of Nancao Channel

North Borderline: Regarding the line linking light-buoys orderly from No.S7 to S18 as the base line, the North Borderline is the parallel line shifted 500meters abeam northward from the base line, then passes through Light-buoy A31 and extends to Light-buoy A33.

South Borderline: Regarding the line linking light-buoys orderly from S7 to S18 as the base line, the South Borderline is the parallel line shifted 500 meters abeam southward from the base line, and extends to Jiudian Light-vessel.

The Downstream Sector of Nancao Channel is for both large vessels and small vessels.

(2) The Upstream Sector of Nancao Channel

North Borderline: the joint line orderly linking the odd Light-buoys from A33 to A53 and Yuanyuansha Light-vessel.

South Borderline: the joint line orderly linking the even Light-buoys from No.A32 to No.A54.

The Upstream Sector of Nancao Channel is for both large vessels and small vessels.

3. Channels for Small Vessels

(1) Nanzhi Channel

North Borderline: the joint line orderly linking the odd Light-buoys from A11 to A29 and Jiudian Light-vessel.

South Borderline: the joint line orderly linking the even Light-buoys from No.A12 to No.A32.

(2) Waigaoqiao Inshore Channel

North Borderline: the joint line orderly linking Geographical Coordinate Points

H, light-buoy No.52, 54, 56, 58 and 60.

South Borderline: The parallel line shifted 80 meters abeam northward from the front line of Waigaoqiao Inshore Wharf, which originates from the Light-vessel A56 and extends to the Geographical Coordinate Point J.

(3) Baoshan Secondary Channel

North Borderline: the joint line orderly linking light-buoys No.66, A73, A75, 70.

South Borderline: the joint line orderly linking light-buoys A72, F1, A76, A78, Geographical Coordinate Point L and light-buoy No.72.

(4) The South-side Channel of Baoshan South Channel

North Borderline: the joint line originating from Geographical Coordinate Point N, along the north parallel line shifted 100 meters abeam from the front line of Baosteel Raw Material Terminal and Luojing Coal Terminal, orderly passing through Light-buoys A84, A86 and extending to Light-buoy A88, which overlaps with the South Borderline of Baoshan South Channel.

South Borderline: the south parallel line which is 100 meters away from the North Borderline.

The South-side Channel of Baoshan South Channel is for small vessel navigating downward.

(5) The North-side Channel of the Main Channel

North Borderline: the parallel line shifted 200 meters abeam northward from the joint line orderly linking Geographical Coordinate Point G (abeam of Light-buoy D42), Light-buoy D43, D45 and D47 and the parallel line shifted 100 meters abeam northward from the joint line orderly linking the odd light-buoys from No.51 to No.75 and light-buoy No. 75A, 77, 79, 81.

South Borderline: the joint line orderly linking Point G (abeam of Light-buoy No.D4order2) Light-buoy No.D43, D45, D47, odd light-buoys from No.51 to No.75 , and light-buoys Q13 and 14, which overlaps with the North Borderline of Main Channel (Except for Baoshan South Channel).

The North-side Channel of the Main Channel is for small vessels navigating upstream.

Appendix 2 Precautionary Area of Yangtze River in Shanghai Section

1. Jiuduansha Precautionary Area

This Precautionary Area is bounded by the following positions:

- (1) Jiudian Light-vessel
- (2) No. A30 Light-buoy
- (3) No. A32 Light-buoy
- (4) No. A33 Light-buoy
- (5) No. A31 Light-buoy

2. Yuanyuansha Precautionary Area

This Precautionary Area is bounded by the following positions:

- (1) 30°20'30"N / 121°40'57"E
- (2) 30°20'30"N / 121°40'57"E
- (3) Yuanyuansha Light-vessel
- (4) No.A54 Light-buoy
- (5) No. A56 Light-buoy
- (6) No. 52 Light-buoy

3. Yuanyuansha Precautionary Area

This Precautionary Area is bounded by the following positions:

- (1) 31°25'28"N / 121°30'57"E
- (2) 31°24'49"N / 121°32'11"E
- (3) 31°23'50"N / 121°34'53"E
- (4) 31°23'28"N / 121°34'53"E
- (5) 31°22'41"N / 121°34'23"E
- (6) 31°23'09"N / 121°32'54"E
- (7) 31°23'23"N / 121°31'12"E
- (8) 31°24'26"N / 121°30'48"E
- (9) No. A72 Light-buoy

(10) No. 66 Light-buoy

4. Baoshan Precautionary Area

This Precautionary Area is bounded by the following positions:

(1) 31°29′04"N / 121°26′31"E

(2) 31°28′10"N / 121°27′01"E

(3) 31°27′41"N / 121°27′36"E

(4) Geographical Coordinate Point L

(5) 31°28′13"N / 121°25′51"E

(6) 31°28′26"N / 121°25′32"E

(7) No. 74 Light-buoy

5. Liuhekou Precautionary Area

This Precautionary Area is bounded by the following positions:

(1) 31°31′24"N / 121°20′42"E

(2) 31°32′18"N / 121°19′40"E

(3) 31°33′12"N / 121°20′09"E

(4) 31°32′27"N / 121°21′26"E

(5) No. 74 Light-buoy

(6) Baoshan Light-buoy

(7) No. A88 Light-buoy

Appendix 3

Anchorage of Yangtze River in Shanghai Section

Name	Location, Purpose and Requirement
	<p>1. "Jiuduansha Anchorage for Small Vessels" is composed of No.1 Anchorage and No.2 Anchorage.</p> <p>(1) Anchorage No.1 is the water areas within the joint line linking light-buoys No. A40, A42 and the parallel line shifted</p>

<p>1000 meters abeam southward.</p> <p>1000 meters abeam southward.</p> <p>(2) Anchorage No.1 is the water areas within the joint line linking light-buoys No. A42, A44 and the parallel line shifted 1000 meters abeam southward.</p>	<p>2. Purpose: for calling for orders, waiting for berth, sheltering and awaiting tide of small vessels which entering or leaving Nancao Channel or Nancao Secondary Channel</p> <p>3. Successive period of anchoring shall not exceed 72 hours.</p>
<p>Jiuduansha Anchorage for Small Vessels</p>	<p>1. “Jiangyanansha Temporary Anchorage for Dangerous Goods” is the water areas within the joint line linking light-buoys No. A45, A47 and the joint line linking light-buoys No. Q15, Q16.</p> <p>2. Purpose: for calling for orders, waiting for berth, sheltering and awaiting tide of oil tankers, liquefied gas carriers, chemicals or dangerous goods carriers which entering or leaving Nancao Channel or Nancao Branch Channel.</p> <p>3. Successive period of anchoring shall not exceed 72 hours.</p>
<p>Jiangyanansha Temporary Anchorage</p>	<p>1. “Jiangyanansha Temporary Anchorage” is the water areas within the joint line linking light-buoys No. A47, A49 and the joint line linking light-buoys No. Q15, Q16.</p> <p>2. Purpose: for calling for orders, waiting for berth, sheltering and awaiting tide of large vessels which entering or leaving Nancao Channel.</p> <p>3. Successive period of anchoring shall not exceed 72 hours.</p>

Hengsha East Anchorage	<p>1. “Hengsha East Anchorage” is bounded by the following positions:</p> <ol style="list-style-type: none"> (1) No.Q1 Light Buoy; (2) 31°16'27"N, 121°51'13"E; (3) 31°17'18"N, 121°48'58"E; (4) 31°17'57"N, 121°49'21"E; (5) 31°17'44"N, 121°49'51"E; (6) 31°17'26"N, 121°49'44"E; (7) 31°17'12"N, 121°50'36"E; (8) 31°17'23"N, 121°50'39"E. <p>2. Purpose: for calling for orders, waiting for berth, sheltering and awaiting tide of large vessels.</p> <p>3. Successive period of anchoring shall not exceed 72 hours.</p>
Hengsha West Anchorage	<p>1. “Hengsha West Anchorage” is bounded by the following positions:</p> <ol style="list-style-type: none"> (1) Hengnan Light Buoy; (2) 31°17'51"N, 121°47'35"E; (3) 31°18'20"N, 121°46'19"E; (4) 31°18'43"N, 121°46'35"E; (5) 31°18'44"N, 121°47'31"E. <p>2. Purpose: for calling for orders, waiting for berth, sheltering and awaiting tide of large vessels.</p> <p>3. Successive period of anchoring shall not exceed 72 hours.</p>
Hengsha Anchorage for Dangerous Goods	<p>1. “Hengsha Anchorage for Dangerous Goods” is bounded by the following positions:</p> <ol style="list-style-type: none"> (1) Hengnan Light-buoy; (2) 31°17'57"N / 121°49'21"E; (3) 31°17'18"N / 121°48'58"E; (4) 31°17'51"N / 121°47'35"E. <p>2. Purpose: for calling for orders, waiting for berth, sheltering and awaiting tide of oil tankers, liquefied gas carriers, chemicals and other dangerous goods carriers.</p> <p>3. Successive period of anchoring shall not exceed 72 hours.</p>
	<p>1. Wusongkou Anchorage is composed of the following 11 Anchorages:</p> <p>(1) Anchorages No.1 and No.2 are the water areas within the joint line linking light-buoys No. Q4, Q5 and the parallel line shifted 100 meters abeam northward from the joint line linking light-buoys No. 51, 53. The perpendicular bisector of the joint line linking light buoys No. 51 and 53 is the separate line of Anchorages No.1 and No.2;</p> <p>(2) Anchorages No.3 and No.4 are waters within the joint line</p>

<p>Wusongkou Anchorage</p>	<p>orderly linking light-buoys No. Q4, Q5, Q7 and the parallel line shifted 100 meters abeam northward from the joint line linking light-buoys No. 53, 55. The perpendicular bisector of the joint line linking light-buoys No. 53 and 55 is the separate line of Anchorages No.3 and No.4;</p> <p>(3) Anchorages No.5 and No.6 are waters within the joint line linking light-buoys No. Q5, Q7 and the parallel line shifted 100 meters abeam northward from the joint line linking light buoys No. 55, 57. The perpendicular bisector of the joint line linking light-buoys No. 55 and 57 is the separate line of Anchorages No.5 and No.6;</p> <p>(4) Anchorages No.7 and No.8 are waters within the joint line linking light-buoys No. Q7, Q8, and the parallel line shifted 100 meters abeam northward from the joint line linking light-buoys No. 57, 61. The perpendicular bisector of the joint line linking light buoys No. 57 and 61 is the separate line of Anchorages No.7 and No.8;</p> <p>(5) Anchorage No.9 and Anchorage No.10: waters within the joint line orderly linking light-buoys No. Q7, Q8, Q9 and the parallel line shifted 100 meters abeam northward from the joint line linking light-buoys No. 61, 63. The vertical line of the joint line linking light-buoys No. 61, 63, which passes through Light buoy Q8, is the separate line of Anchorages No.9 and No.10;</p> <p>(6) No.11 Anchorage is waters within the joint line linking light-buoys Q9, Q10 and the parallel line shifted 100 meters abeam northward from the joint line linking light-buoys No. 63, 65;</p> <p>2. Purpose: for calling for orders, waiting for berth, sheltering and awaiting tide. Including:</p> <p>(1) Anchorages No.1 to No.7 for vessels engaged in domestic voyage;</p> <p>(2) Anchorages No.8 and No.9 for vessels engaged in international voyage;</p> <p>(3) No.10 Anchorage for vessels to berth at the wharves along the Yangtze River on upstream waters of Wusongkou of Shanghai Port.</p> <p>(4) No.11 Anchorage for seagoing vessels less than 1600 gross tonnage (to load) loading and (unload) unloading at Shanghai Port.</p> <p>3. Successive period of anchoring shall not exceed 72 hours.</p>
	<p>1. Baosteel Upper Anchorage is bounded by the following positions :</p> <p>(1) 31°27'50"N / 121°25'54"E;</p> <p>(2) 31°27'34"N / 121°26'18"E;</p> <p>(3) 31°27'23"N / 121°26'07"E;</p> <p>(4) 31°27'39"N / 121°25'43"E.</p> <p>2. Purpose: for berth, formation and deformation of large steel</p>

Baosteel Upper Anchorage	barges. 3. Successive period of anchoring shall not exceed 72 hours.
Baoshan North Anchorage	<p>1. The range of “Baoshan North Anchorage” (former name: Anchorage for ultra-large vessels) is the water areas within the joint line linking light-buoys Q11, Q12 and the parallel line shifted 100 meters abeam northward from the joint line linking light buoys No. 77, 79, 81.</p> <p>2. Purpose: for calling for orders, awaiting tide, typhoon fighting, replenishment and take-over of etc. large vessels.</p> <p>3. Successive period of anchoring shall not exceed 72 hours.</p>

Appendix 4

Anchorage Prohibited Areas of Yangtze River in Shanghai Section

1. No.1 Anchorage Prohibited Area

The area is bounded by the following positions:

- (1) 31°18'50"N / 121°40'50"E
- (2) 31°19'18"N / 121°40'05"E
- (3) 31°22'18"N / 121°42'20"E
- (4) 31°22'12"N / 121°42'40"E

2. No.2 Anchorage Prohibited Area

The area is bounded by the following positions:

- (1) 31°27'00"N / 121°26'08"E
- (2) 31°26'37"N / 121°26'30"E
- (3) 31°32'04"N / 121°34'41"E
- (4) 31°31'42"N / 121°35'35"E

3. No.3 Anchorage Prohibited Area

The area is bounded by the following positions:

- (1) 31°30'19"N / 121°19'55"E
- (2) 31°30'53"N / 121°19'20"E
- (3) 31°37'06"N / 121°23'22"E
- (4) 31°36'56"N / 121°24'11"E

4. No.4 Anchorage Prohibited Area

The area is bounded by the following positions:

- (1) 31°28'44"N / 121°44'57"E
- (2) 31°24'50"N / 121°42'32"E
- (3) 31°25'13"N / 121°41'14"E
- (4) 31°29'21"N / 121°43'42"E

Appendix 5

Geographical Coordinate Point of Yangtze River in Shanghai Section

number	name	Latitude and Longitude
1	Geographical coordinate point A	31°06'35"N, 122°21'27"E
2	Geographical coordinate point B	31°05'35"N, 122°21'27"E
3	Geographical coordinate point C	31°03'08"N, 122°16'28"E
4	Geographical coordinate point D	31°02'10"N, 122°16'12"E
5	Geographical coordinate point E	31°06'14"N, 122°21'27"E
6	Geographical coordinate point F	31°06'01"N, 122°21'27"E
7	Geographical coordinate point G	31° 18'40"N, 121° 45'12"E
8	Geographical	31° 19'57"N, 121° 40'40"E

	coordinate point H	
9	Geographical coordinate point I	31° 23'27"N, 121° 34'54"E
10	Geographical coordinate point J	31° 22'41"N, 121° 34'23"E
11	Geographical coordinate point K	31° 27'39"N, 121° 27'33"E
12	Geographical coordinate point L	31° 27'10"N, 121° 27'00"E
13	Geographical coordinate point M	31° 29'01"N, 121° 26'24"E
14	Geographical coordinate point N	31° 28'29"N, 121° 25'34"E
15	south extremity in the estuary of Dazhi River	30° 59'54"N, 121° 56'22"E
16	Dongwangjiao in Congming Island	31° 27'50"N, 121° 49'48"E
17	Nanhuizui	30° 52'58"N, 121° 52'25"E
18	Liuheiwu	31° 30'52"N, 121° 18'54"E
19	Shixingan	31° 37'34"N, 121° 22'30"E