

## **SHIPS' ROUTEING SYSTEM FOR CHANGJIANGKOU, 2008**

The Ships' Routeing System for Changjiangkou is an integrated ship traffic system composed of two precautionary areas, five separation zones and five traffic lanes as well as its relevant anchorages and pilot boarding stations.

### **1. Precautionary Areas**

1.1 Precautionary Area A is bounded by a line connecting the following six geographical positions successively:

- (1) 31°06'16.9"N 122°29'38.6"E;
- (2) 31°07'10.3"N 122°30'48.5"E;
- (3) 31°07'10.3"N 122°33'08.6"E;
- (4) 31°05'09.9"N 122°33'08.6"E;
- (5) 31°05'09.9"N 122°30'48.5"E;
- (6) 31°06'03.8"N 122°29'38.6"E.

1.2 Precautionary Area B is bounded by a line connecting the following six geographical positions successively:

- (7) 31°00'30.8"N 122°29'38.6"E;
- (8) 31°00'46.8"N 122°30'48.5"E;
- (9) 31°00'18.0"N 122°33'08.6"E;
- (10) 30°58'13.9"N 122°33'08.6"E;
- (11) 30°58'42.9"N 122°30'48.5"E;
- (12) 30°59'27.4"N 122°29'38.6"E.

### **2. Separation Zones**

2.1 Separation Zone A, 0.5nm wide and 1.94nm long, is bounded by a line connecting the following four geographic positions successively east to Precautionary Area A.

- (29) 31°06'25.1"N 122°33'08.6"E;
- (30) 31°06'25.1"N 122°35'24.4"E;
- (31) 31°05'55.1"N 122°35'24.4"E;
- (32) 31°05'55.1"N 122°33'08.6"E.

2.2 Separation Zone B is bounded by a line connecting the following four geographic

positions successively east to Precautionary Area B. The zone is 0.5nm wide and its central line is 2nm long.

(35) 30°59'31.4"N 122°33'08.6"E;

(36) 30°59'03.3"N 122°35'24.4"E;

(37) 30°58'32.3"N 122°35'24.4"E;

(38) 30°59'00.5"N 122°33'08.6"E.

2.3 Separation Zone C1, 0.5nm wide and 2nm long, is bounded by a line connecting the following four geographic positions successively north to Precautionary Area A.

(13) 31°07'10.3"N 122°31'41.0"E;

(14) 31°09'10.6"N 122°31'41.0"E;

(15) 31°09'10.6"N 122°32'16.0"E;

(16) 31°07'10.3"N 122°32'16.0"E.

2.4 Separation Zone C2 is bounded by a line connecting the following four geographic positions successively between Precautionary Area A and B. The zone is 0.5nm wide and its central line is 4.61nm long.

(19) 31°00'36.0"N 122°31'41.0"E;

(20) 31°05'09.9"N 122°31'41.0"E;

(21) 31°05'09.9"N 122°32'16.0"E;

(22) 31°00'28.8"N 122°32'16.0"E.

2.5 Separation Zone C3 is bounded by a line connecting the following four geographic positions successively south to Precautionary Area B. The zone is 0.5nm wide and its central line is 2nm long.

(23) 30°56'28.0"N 122°31'41.0"E;

(24) 30°58'32.0"N 122°31'41.0"E;

(25) 30°58'24.8"N 122°32'16.0"E;

(26) 30°56'28.0"N 122°32'16.0"E.

### **3. Traffic Lanes**

3.1 Traffic Lane A is the area covering the width of 0.75nm respectively beyond the two sides of Separation Zone A, separated into an entry lane and a departure lane by the separation zone. The northern boundary of the traffic lane is a line connecting the

following two geographical positions:

(3) 31°07'10.3"N 122°33'08.6"E;

(33) 31°07'10.3"N 122°35'24.4"E.

The southern boundary of the traffic lane is a line connecting the following two geographical positions:

(34) 31°05'09.9"N 122°35'24.4"E;

(4) 31°05'09.9"N 122°33'08.6"E.

The entry lane is established between the separation zone and the northern boundary of Traffic Lane A. The departure lane is established between the separation zone and the southern boundary of Traffic Lane A.

3.2 Traffic Lane B is the area covering the width of 0.75 nm respectively beyond the two sides of Separation Zone B, separated into an entry lane and a departure lane by the separation zone. The northern boundary of the traffic lane is a line connecting the following two geographical positions:

(9) 31°00'18.0"N 122°33'08.6"E;

(39) 30°59'49.9"N 122°35'24.4"E.

The southern boundary of the traffic lane is a line connecting the following two geographical positions:

(40) 30°57'45.7"N 122°35'24.4"E;

(10) 30°58'13.9"N 122°33'08.6"E.

The entry lane is established between the separation zone and the northern boundary of Traffic Lane B. The departure lane is established between the separation zone and the southern boundary of Traffic Lane B.

3.3 Traffic Lane C1 is the area covering the width of 0.75 nm respectively beyond the two sides of Separation Zone C1, separated into a northbound lane and a southbound lane by the separation zone. The eastern boundary of the traffic lane is a line connecting the following two geographical positions:

(18) 31°09'10.6"N 122°33'08.6"E;

(3) 31°07'10.3"N 122°33'08.6"E.

The western boundary of the traffic lane is a line connecting the following two

geographical positions:

(2) 31°07'10.3"N 122°30'48.5"E;

(17) 31°09'10.6"N 122°30'48.5"E.

The northbound lane is established between the separation zone and the eastern boundary of Traffic Lane C1. The southbound lane is established between the separation zone and the western boundary of Traffic Lane C1.

3.4 Traffic Lane C2 is the area covering the width of 0.75 nm respectively beyond the two sides of Separation Zone C2, separated into a northbound lane and a southbound lane by the separation zone. The eastern boundary of the traffic lane is a line connecting the following two geographical positions:

(4) 31°05'09.9"N 122°33'08.6"E;

(9) 31°00'18.0"N 122°33'08.6"E.

The western boundary of the traffic lane is a line connecting the following two geographical positions:

(8) 31°00'46.8"N 122°30'48.5"E;

(5) 31°05'09.9"N 122°30'48.5"E.

The northbound lane is established between the separation zone and the eastern boundary of Traffic Lane C2. The southbound lane is established between the separation zone and the western boundary of Traffic Lane C2.

3.5 Traffic Lane C3 lies in both sides of the Separation Zone C3 with 0.75nm in width respectively. It is divided into inbound and outbound traffic lanes by the Separation Zone C3. The eastern boundary of the traffic lane is a line connecting the following two geographical positions:

(10) 30°58'13.9"N 122°33'08.6"E;

(28) 30°56'28.0"N 122°33'08.6"E.

The western boundary of the traffic lane is a line connecting the following two geographical positions:

(27) 30°56'28.0"N 122°30'48.5"E;

(11) 30°58'42.9"N 122°30'48.5"E.

The northbound lane is established between the separation zone and the eastern

boundary of Traffic Lane C3. The southbound lane is established between the separation zone and the western boundary of Traffic Lane C3.

#### **4. Adjustments to Aids to Navigation**

4.1 Relocate the Changjiangkou lightship to 31°06'10.1"N 122°31'58.6"E.

4.2 Relocate the Nancao lightship to 30°59'30.5"N 122°31'58.6"E.

#### **5. Anchorages of Changjiangkou**

5.1 Anchorage No.1 of Changjiangkou is bounded by a line connecting the following four geographical positions successively:

(41) 31°08'10.3"N 122°34'29.0"E;

(42) 31°13'10.4"N 122°34'29.0"E;

(43) 31°13'10.4"N 122°40'00.0"E;

(44) 31°08'10.3"N 122°40'00.0"E.

Anchorage No.1 is primarily intended for use by large-scale ships and those entering the deep-water routes in Changjiangkou.

5.2 Anchorage No.2 of Changjiangkou is bounded by a line connecting the following four geographical positions successively:

(45) 31°00'17.6"N 122°34'29.0"E;

(46) 31°04'09.9"N 122°34'29.0"E;

(47) 31°04'09.9"N 122°40'00.0"E;

(48) 31°00'17.6"N 122°40'00.0"E.

Anchorage No.2 is primarily intended for use by small and medium-sized ships and those entering the lower section of the Nancao routes.

#### **6. Pilot Boarding Stations**

6.1 Pilot Boarding Station No.2 (N) is established at the geographical position of 31°07'46.3"N 122°36'39.2"E.

6.2 Pilot Boarding Station No.2 (S) is established at the geographical position of 31°04'34.3"N 122°36'39.2"E.

#### **7. Relevant Provisions**

7.1 Ships shall comply with the provisions on traffic separation scheme in the *Convention on the International Regulations for Preventing Collisions at Sea, 1972*.

7.2 A ship navigating within the areas under the ships' routing system, in case of collision risks, shall perform its responsibilities and obligations under the *Convention on the International Regulations for Preventing Collisions at Sea, 1972*.

7.3 Anchoring and fishing are forbidden for ships within the precautionary areas, separation zones and traffic lanes as well as areas near the terminations.

7.4 A vessel not using the areas subject to the ships' routing system shall avoid the areas as wide a margin as is practicable.

## **8. Reference Charts**

Reference charts include Chart No. 40410, 40402, 40405, 40406, 40408, 40416, 40417 and etc. published by the Maritime Safety Administration of the People's Republic of China.

**9. The area bounded by a line connecting the following four geographical positions successively, i.e. the former Traffic Lane B1 and its extension, is incorporated into the Shanghai section of Yangtze River.**

31°06'14.0"N 122°21'12.0"E;

31°06'16.9"N 122°29'38.6"E;

31°06'03.8"N 122°29'38.6"E;

31°06'01.0"N 122°21'12.0"E.

**10. The area bounded by a line connecting the following four geographical positions successively, i.e. the former Traffic Lane C5 and its extension, is incorporated into the Shanghai section of Yangtze River.**

31°03'07.0"N 122°16'27.0"E;

31°00'30.8"N 122°29'38.6"E;

31°59'27.4"N 122°29'38.6"E;

31°02'10.0"N 122°16'12.0"E.

# **SHIP REPORTING SYSTEM FOR CHANGJIANGKOU**

## **1. Applicable Ships**

The Ship Reporting System is compulsory. It applies to any ship which implements Ships' Routing System for Changjiangkou and falls into the following categories:

1.1 Passenger ship;

1.2 Other ships of 300GT and upwards;

1.3 Ships of less than 300GT which voluntarily participate the Ship Reporting System.

## **2. Applicable Geographical Area, Numbers and Editions of Relevant Charts**

2.1 The geographical area covered by the Ship Reporting System is bounded by a line connecting the following four geographical positions:

2.1.1 31°13'10.4"N 122°40'00"E;

2.1.2 30°55'28"N 122°40'00"E;

2.1.3 30°55'28"N 122°28'00"E;

2.1.4 31°13'10.4"N 122°28'00"E.

2.2 Relevant charts include the Chinese Chart No. 40401, 40402, 40405, 40406, 40408, 40416, 40417 and etc.

## **3. Format, Content and Requirements of Reporting**

### **3.1 Format of Reporting**

The Ship Reporting System adopts the format set out in the annex to IMO Resolution A.851 (20).

### **3.2 Content of Reporting**

A Ship's name, call sign and MMSI code (if applicable)

C or D position (latitude and longitude or position relative to the landmark)

E Course

F Speed

G Port of departure

I Port of destination

O Defects and restrictions (towing vessels shall report the towing length and the name of object being towed)

U Length overall and gross tonnage

### 3.3 Requirements of Reporting

3.3.1 Applicable ships entering the areas covered by the Ship Reporting System from the north, east or south shall report the information as required in paragraph 3.2 to Wusong Vessel Traffic Service (VTS) Center. Reporting is not required when a ship leaves the area.

3.3.2 Ships equipped with AIS containing correct information item A, I, U as stipulated in paragraph 3.2 and type of ship are not required to report.

3.3.3 Ships shall report to Wusong VTS Center 15 minutes prior to its dropping or weighing anchor in Changjiangkou Anchorage.

3.3.4 When being involved in any traffic or pollution incident within the reporting areas, ship(s) shall immediately report the nature, time and location of the incident, extent of damage or pollution, and whether assistance is needed. The ship(s) shall provide any additional information related to the incident as required by the Administration.

## **4. The Administration and the Report Reception Authority**

4.1 Shanghai Maritime Safety Administration of the People's Republic of China is the Administration.

4.2 Wusong VTS Center is the report reception authority.

## **5. Information to be Provided to Ships**

Wusong VTS Center will provide applicable ships with information such as vessel traffic conditions, adverse weather conditions and maritime safety information, etc. as appropriate.

## **6. Working VHF Channels and Languages Used for the Reporting**

6.1 VHF CH8 is the working channel of Wusong VTS Center, maintaining 24-hour listening watch.

6.2 The language used for the reporting is Mandarin Chinese or English. The radio communications shall follow the format of IMO Standard Marine Communication

Phrases (SMCP).

## **7 .Duty requirements**

7.1 Any ship navigating or berthing in the areas subject to the system shall keep listening watch on VHF CH8, the working channel of Wusong VTS Center.