Making waves

IVSS CAMPAIGN AND NEWSLETTER

AUG 2024

ISLAND VIEW SHIPPING SERVICES

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1. CIC 2024 - CREW WAGES AND SEAFARER EMPLOYMENT AGREEMENTS UNDER MLC

The Member Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Crew Wages and Seafarers' Employment Agreements (MLC, 2006).

The purpose of the campaign is:

- to create awareness within the shipping industry about the requirements on Crew Wages and Seafarer Employment Agreements (MLC); and
- to verify that ships comply with these requirements.

This inspection campaign will be held for three months, commencing from 1 September 2024 and ending 30 November 2024. The campaign will examine specific areas related to Crew Wages, Seafarers' Employment Agreements and financial securities (repatriation and shipowners' liability) (MLC, 2006) during regular Port State Control inspections.

Please go through the attached checklist and confirm if vessel is complying with all the items.

Please send the completed checklist to the Crewing manger by 15 August.

2. TOKYO MOU PUBLICATION OF SAFETY BULLETIN ON EMERGENCY POWER SUPPLY TESTING

It has been reported by port state control officers that there have been numerous observations where the "simulated blackout" testing of the Emergency Generator has demonstrated to be functioning normally. However, in the event of an actual power blackout, the system does not meet the requirements of SOLAS.

It is a common shipboard routine to use the "Sequence Test" or "Routine Test Switch (RTS)" for the testing of emergency generator. However, it was identified that these simulated blackouts test fails to test the actual circuits, relays, and other electrical and electronic components in a real event of a power blackout.

The Chief Engineer shall discuss the attached TOKYO MOU bulletin with all the engineering officers and test the emergency power supply. Please report if there are any issues to the Ship Manager.

3. CYBER SECURITY

The Office will be sending video training links to each vessel along with the instructions by email. Once received all crew on board shall view the cybersecurity videos.

Typically, the video's will be made available on the Master's Laptop, CEO's PC and Admin 1 pc. We propose that the Engine Dept. must watch the video on the CEO's PC likewise the Deck Dept. will watch on Admin 1.

The Office will be providing details of the video to be viewed shortly. A poster will also be made available to be displayed.

4. KARCO TRAINING

The ship staff shall conduct the following training modules this month:

- **TEN SURE WAYS TO HURT YOUR HANDS AND ARMS – VOL 2**
- **RESCUE BOAT ACCIDENT – CASE STUDY**
- **SHALLOW WATER EFFECTS**

The duration of each title is only about 10-15 minutes.

Training must be carried out in two sessions (based on work/rest hours) to ensure all crew are able to attend. Each session must be opened and concluded by a Senior Officer.

After the training, the Senior Officer should have an interactive session with the crew, discuss questions and the crew can also share their experience (Reflective learning). Once the training is completed, each crew shall log on individually and an assessment must be completed, and the records must be exported to KARCO system.

The Master can contact IT department and support team (mohammed.ali@karcoservices.com, support@karcoservices.com) for any queries regarding KARCO.

Records of training to be maintained in form 3.2.3

5. CHINA PORT REGULATIONS

The Master shall discuss attached circulars with all deck officers and take necessary actions as applicable when calling at the following areas in China.

- Notice of Tianjin MSA on Issuing the "Ships' Routing System for Central Waters of Bohai Bay
- Water Traffic Safety Special Supervision Area in the Pearl River Estuary
- Potential hazards in Guishan anchorage and its surrounding waters

6. PSC DETENTIONS- MARPOL ANNEX VI PENALTIES

We would like to bring to your attention to the recent of PSC detention by Italy PSC mainly due to MARPOL Annex VI non-compliance.

The following are the MARPOL Annex VI detainable deficiencies noted by the PSCO.

Code	Deficiency
14699	IMO number (as required by EIAPP Technical Files) is not present and/or readable on M/E cylinder heads no. 1,2,4 and 5
14699	Locking wires and W seals not found on mechanical load limiters of all diesel generator as required by technical files. (On-Board NOx verification procedures)
14699	IMO numbers missing on Injection pumps and DD/GG. One spare injection nozzle found without IMO number and two spare injection nozzles found with different IMO number as required by NOx technical files (family component specification)

The C/E shall verify that onboard machineries and equipment are in accordance with the relevant approved technical files and MARPOL Annex VI and report to the Ship Manager if any non-compliance is found.

7. RIGHTSHIP SECTION 6 – SHIP STRUCTURE

RIGHTSHIP has commenced inspection of dry vessels using their checklist (RISQ) which is uploaded on the landing page of SHEQ. The RIGHTSHIP inspection is similar to the OCIMF SIRE inspection on tankers.

There are 16 chapters in the RIGHTSHIP questionnaire.

The Company will send guidance for each section as part of the monthly campaign.

For this month, the Master and CEO shall go through the attached “SHIP STRUCTURE” checklist and ensure that the vessel is in compliance with all the items.

8. CARGO HOLD DRAIN PLUGS

Hatch coaming drains are still proving to be one of the major sources of ingress of water into a vessel's holds.

Drain systems generally consist of a drain channel, drain hole in the coaming table and a drainpipe fitted with a non-return valve and cap.

These drains are basically provided to allow water that manages to pass through the hatch cover sealing gasket, to run aft, along the coaming channels, and drain from the channel to the vessel's deck rather than entering the cargo hold below.

The non-return valve prevents water from outside from entering into the hold (in case of heavy weather).

The valve **caps** shall be **KEPT OPEN at all times** so that the water drains on to the deck and does not enter the cargo hold.
During internal audits, we have observed that these valves were kept closed with the cap which is a bad practice.

BAD PRACTICE (Cap kept closed which will prevent the water draining on to the deck)

These caps shall be closed when releasing CO_2 into the hold or fumigation.
The CNO shall ensure that these caps are kept open and shall brief all crew in this regard.

9. CUSTOMS DECLARATIONS IN PORT

Recently one vessel was loading in New Zealand. During a routing customs inspection officials discovered an additional fifteen cartons of cigarettes under the bed of a crew member which has resulted in a fine of almost US$3,000 for the crew member concerned (about $200 / carton).

Please be aware that there may be additional customs scrutiny in many ports, especially in NZ ports.

Kindly ensure that all crew continue to declare their personnel effects accurately and comply fully with their legal obligations as per the customs declaration.

If any crew intentionally provides a false declaration in any port, this is a criminal offence and he / she will be responsible for paying the fine.

Paris MoU on Port State Control

Press release

TOKYO MOU

1 August 2024

JOINT CONCENTRATED INSPECTION CAMPAIGN ON CREW WAGES AND SEAFARERS' EMPLOYMENT AGREEMENTS (MLC)

The Member Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Crew Wages and Seafarers' Employment Agreements (MLC, 2006)

The purpose of the campaign is:

- to create awareness within the shipping industry about the requirements on Crew Wages and Seafarer Employment Agreements (MLC); and
- to verify that ships comply with these requirements.

This inspection campaign will be held for three months, commencing from 1 September 2024 and ending 30 November 2024. The campaign will examine specific areas related to Crew Wages, Seafarers' Employment Agreements and financial securities (repatriation and shipowners' liability) (MLC, 2006) during regular Port State Control inspections.

A ship will be subject to only one inspection under this CIC during the period of the campaign.

Port State Control Officers (PSCOs) will use a pre-defined questionnaire to assess that crew wages, seafarers' employment agreements (SEAs) and financial securities provided comply with the relevant MLC requirements.

If non-conformities are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to detaining the ship until the serious deficiencies have been rectified or until the port State has accepted a proposal for a plan of action. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

The results of the campaign will be analysed and findings will be presented to the governing bodies of both MoUs for possible submission to the ILO and IMO.

Paris MOU	Tokyo MOU
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Notes to editors:

Paris MOU	Tokyo MOU
Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 28 countries are member of the Paris MOU (The membership of the Russian Federation is currently suspended). The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee. The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website. The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.	The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 22 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.
Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.	

MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL
IN THE ASIA-PACIFIC REGION

CONCENTRATED INSPECTION CAMPAIGN
ON CREW WAGES AND SEAFARER
EMPLOYMENT AGREEMENT (MLC)
01/09/2024 to 30/11/2024

CIC on Crew Wages and Seafarer Employment Agreement (MLC)			
Inspection Authority			
Ship Name		**IMO Number**	
Date of Inspection		**Inspection Port**	

No.	Item	Yes	No	N/A	Detention
Q1*	Is the seafarer given a SEA signed by both the seafarer and the shipowner or a representative of the shipowner?				
Q2*	Is the seafarer able to access information regarding their employment conditions on board?				
Q3	Are standard form of seafarers' employment agreements and parts of any applicable collective bargaining agreements subject to port State control under Reg.5.2, available in English?				
Q4*	Does the seafarers' employment agreement include all the required elements specified in the MLC, 2006?				
Q5*	Do particulars included in the seafarers' employment agreement comply with MLC, 2006 requirements?				
Q6*	Are wage or salary payments made to the seafarer at no greater than monthly intervals?				
Q7*	Have seafarers been given a status of accounts and wages paid on at least a monthly basis?				
Q8*	Are wage or salary payments in accordance with any applicable CBA or SEA?				
Q9*	If payments made to a seafarer include deductions, are they in accordance to the MLC, 2006?				
Q10a*	Is a certificate or documentary evidence of financial security, issued by the financial security provider, available on board in the event of compensation for death and long-term disability?				
Q10b*	Is a certificate or documentary evidence of financial security, issued by the financial security provider, available on board in the event of the repatriation?				

Note:

- Questions 1 to 10b answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection.
- If the box "NO" is ticked off for questions marked with an "*", the ship may be considered for detention.

Safety Bulletin 04/2024

July 2024

Emergency Power Supply Testing

This update is issued to raise awareness of the potential risk of testing of automatic start of emergency source of electrical power and connection to the emergency switchboard (SOLAS Ch. II-1, Regulation 42 / 43) using simulated blackout method.

This safety update is for:

- Shippers and Shipmasters
- Classification Societies, Maritime Administrations, their officers, investigators and technical advisors

Attention shippers, shipmasters, and Classification Societies

There have been numerous observations by PSCOs where the “simulated blackout” testing of the Emergency Generator is demonstrated as fully functional, but during an actual power blackout, the system does not meet the requirements of SOLAS Ch. II-1, Reg. 42 / 43.

Emergency Power Supply Testing

Be aware of risk, take precautions and comply with SOLAS requirements

SOLAS Ch. II-1 Reg 42.3.1.2 / 43.3.1.2

The emergency source of electrical power *shall start automatically* upon failure of the electrical supply from the main source of electrical power and *shall be automatically connected to the emergency switchboard*(…).

SOLAS Ch. II-1 Reg 42.7 / 43.7

Provision shall be made for the periodic testing of the complete emergency system and shall include the testing of automatic starting arrangements

Common Shipboard Practice

Use of "Sequence Test" or "Routine Test Switch (RTS)" for testing emergency generator

In meeting the requirements of SOLAS Chapter II-1 Regulation 42.7 / 43.7, many if not most ships, in undertaking routine testing in accordance with their preventative maintenance procedures, make use of a "Sequential test" selector and/or "Routine Test Switch" (RTS) for the testing of the emergency generator.
It has been identified these simulated blackouts use a different logic than when a 'controlled' blackout is performed.
Therefore, the actual circuits, relays, and Printed Circuit Boards when used in a real situation are not tested during routine maintenance to demonstrate SOLAS operational requirements.

Emergency Power Supply Testing

What has been observed by Port State Control Officers?

PSCOs have observed an alarming number of ships that were able to demonstrate a satisfactory test of the emergency generator utilizing a Sequence Test or RTS, but when tested by opening the Main Switch Board (MSB) Bus Tie (controlled blackout), the emergency generator was unable to:

1) automatically start; or

2) provide transitional power; or

3) automatically connect to the emergency switchboard.

As such, these simulated blackout tests of the emergency generator may not meet the requirements of SOLAS Ch. II-1, Reg. 43.7, and more importantly, give ships' engineers a false sense of readiness of the ship's emergency systems in the case an emergency. This may endanger life, ship, and the environment.

Recommendations

ISM Management companies should:

1. Ensure that any device such a **"Sequential test"** selector and/or **"Routine Test Switch"** (RTS), fitted to the ship for the purposes of testing the simulation blackout test are designed and wired in such a way as to use the actual circuit paths used to meet the requirements SOLAS is Chapter II-1, Reg 42.3.1.2 / 43.3.1.2, so as to test the system completely;

2. Update Company Safety Management Procedure (SMS) for emergency generator test procedures to include periodic 'Controlled blackout tests' (i.e. not using sequence test) to ensure the actual circuit paths required by SOLAS is Chapter II-1, Reg 42.3.1.2 / 43.3.1.2, can be accomplished a safe and practical manner, while assuring functionality of the system.

   Example: 'Controlled blackout' may be accomplished by opening MCR bus-tie (aka transfer line) circuit breaker, while the switch is in normal mode, and operation switches are in auto such as to be in a sea-going state.

3. Be aware that "Sequential test" selector and/or "Routine Test Switch" (RTS), may not meet the requirements of SOLAS Chapter II-1 Reg. 42.5.4 / 43.5.4 if it sends a signal to disconnect the inter-connector instead of automatically disconnecting on loss of main source of power, and do not meet Chapter II-1 Reg. 42.7 / 43.7 when not testing the complete system.

Emergency Power Supply Testing

Flag State Authorities, Classification Societies, and ISM Recognized Organizations should:

- Taking into account the information above, during routine inspections, surveys, and/or ISM audits, ensure that the emergency generator functionality is tested both by utilizing any "simulated blackout" routine/sequential test switch and a controlled a blackout (as described in (2) above). If a discrepancy is noted – i.e. test is satisfactory during simulated black out during use "test switch" but unsatisfactory during controlled blackout – then appropriate actions should be taken either through amending emergency generator test procedure or assuring test switch circuit paths allow for a full and complete test of the emergency generator.

- If modifications of routine/sequential test switch circuit paths are required to ensure proper functionality, these modifications should be approved by Classification Society / Recognized Organization. Any amendments to the emergency generator testing procedure should be documented through the ship's safety management system and preventative maintenance system.

- Take note that electrical system design and approval is the responsibility of the cognizant Recognized Organization / Classification Society, to ensure that at a minimum the system complies with the requirements of SOLAS.

Tokyo MOU

The memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1st December 1993 and came into operation on 1st April 1994. Currently, the Memorandum has 22 full members.

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Annex 1

Guidance to Hong Kong Registered Ships for preparing of the Concentrated Inspection Campaign on Crew Wages and Seafarer Employment Agreement (Period from 1 September to 30 November 2024)

Introduction

A Concentrated Inspection Campaign (CIC) on Crew Wages and Seafarer Employment Agreement will be launched from 1 September to 30 November 2024 in the Tokyo Memoranda of Understanding (MOU) region in conjunction with Paris MOU region. A ship will be subject to one inspection under this CIC during this period, and the inspection will be carried out in conjunction with the normal PSC inspection. Hence, a copy of the PSC inspection report (Form A and B) with the completed CIC questionnaire shall be kept onboard for record.

Purpose

The CIC intends to assess the seafarers' employment conditions across ships of various flags. The Seafarer's Employment Agreements (SEA) and applicable Collective Bargaining Agreement (CBA) will be inspected by Port State Control Officers (PSCO) to ensure compliance with the Maritime Labour Convention, 2006 (MLC) and applicable flag State requirements. PSCO will also verify that seafarers are paid according to their SEAs and applicable CBAs, and confirm that shipowners have the appropriate financial security instruments in place for seafarer death, long-term disability, and repatriation. PSCOs will use a list of 10 questions to assess that ships are complied with the MLC requirements.

Questionnaire Guidance

Question No.1*

Is the seafarer given a SEA signed by both the seafarers and the shipowner or a representative of the shipowner?

1. Ship Manager, Master and responsible officer shall ensure that:

(a) signed original version or copy of the SEA signed by both the seafarer and the shipowner or the shipowner representative is provided onboard for all seafarers.
(b) seafarers are given the opportunity to review and seek advice before signing the SEA willingly.
(c) the SEA signed and held by the seafarer is same as the SEA provided by the master.
(d) all SEAs are valid for the period in which the seafarer is on board.
(e) all SEAs are consistent with the seafarer's current position.

2. Requirements:

(a) Signed SEA by both the seafarer and the shipowner or the shipowner's representative (or other evidence of contractual arrangements or similar arrangements) must be provided to all seafarers (seafarer means a person who works on board a ship in any capacity on the business of the ship, but does not include a person specified in Schedule 1A of Merchant Shipping (Seafarers) Ordinance (Cap. 478)).
(b) Seafarers must be given the opportunity to examine and seek advice on the SEA before signing, then each SEA has been willingly signed by the seafarer.

3. Convention Reference:

(a) MLC 2006 / Std.A2.1.1

* Ship may be considered for detention if the answer is "No" for questions.

Question No.2*

Is the seafarer able to access information regarding their employment conditions on board?

1. Ship Manager, Master and responsible officer shall ensure that:

(a) clear information on employment conditions can be obtained by all seafarers.

(b) original or copy of the SEA signed by the seafarer, shipowner or shipowner representative is available for possession by the crew and inspection on board.

(c) where a CBA form all or part of the SEA, a copy of that agreement is available on board.

(d) the Maritime Labour Certificate (ML Certificate) and Declaration of Maritime Labour Compliance (DMLC) parts I and II are displayed in a conspicuous place, e.g. mess room, ship officer, etc., and an English translation is available if the documents are not in English.

(e) DMLC mentioned Hong Kong legislation to be provided for PSC inspection.

2. Requirements:

(a) Measures shall be taken to ensure that clear information as to the conditions of the seafarers' employment can easily be obtained onboard by the seafarers, including the ship's master. This may include CBAs stipulated in the SEA.

3. Convention Reference:

(a) MLC 2006 / Std.A2.1.1(d)

(b) MLC 2006 / Std.A2.1.3

(c) MLC 2006 / Std.A5.1.3.12

* Ship may be considered for detention if the answer is "No" for questions.

Question No.3*

Are standard form of seafarers' employment agreements and parts of any applicable collective bargaining agreements subject to port State control under Reg.5.2, available in English?

1. **Ship Manager, Master and responsible officer shall ensure that:**

   (a) SEA provided to seafarer is also be available in English.
   (b) relevant areas of any applicable CBA are also available in English.
   (c) a copy of the applicable CBA is available on board when the applicable CBA form all or part of the SEA.

2. **Requirements:**

   (a) Where the SEA and the relevant areas of any applicable CBA is not in English, a copy of a standard form of the agreement and the portions of the applicable CBA that are subject to a port State inspection under Regulation 5.2 shall be available in English.

3. **Convention Reference:**

   (a) MLC 2006 / Std.A2.1.2

* Ship may be considered for detention if the answer is "No" for questions.

Question No.4*

Does the seafarers' employment agreement include all the required elements specified in the MLC 2006?

1. Ship Manager, Master and responsible officer shall ensure that:

(a) the SEA is required to contain all the particulars specified in paragraph 4 of MLC 2006 / Standard A2.1. (see below 2(a)i. to xi.).

(b) the SEA is consistent with the DMLC parts I and II.

(c) the SEA does not contain any clauses that violates seafarers' rights, e.g. The payment for the injured seafarers after repatriated is less than 80% of the wages, or less than 16 weeks from the commencement of sickness or the date of injury, etc.

2. Requirements:

(a) The SEA must incorporate the following information, at a minimum:

i. the seafarer's full name, date of birth or age, and birthplace;
ii. the shipowner's name and address;
iii. the place where and date when the SEA is entered into;
iv. the capacity in which the seafarer is to be employed;
v. the amount of the seafarer's wages or formula used for calculating them;
vi. the amount of paid annual leave or formula used for calculating it;
vii. the termination conditions of the agreement, including notice period, etc.;
viii. the health and social security protection benefit to be provided;
ix. the seafarer's entitlement to repatriation;
x. reference to any applicable collective bargaining agreement; and
xi. any other particulars required by national law.

3. Convention Reference:

(a) MLC 2006 / Std.A2.1.4 (a-k)

* Ship may be considered for detention if the answer is "No" for questions.

Question No.5*

Do particulars included in the seafarers' employment agreement comply with MLC, 2006 requirements?

1. Ship Manager, Master and responsible officer shall ensure that:

(a) the SEA includes the following particulars that comply with MLC, 2006 requirements:

i. shipowner's details are consistent with the ML Certificate;

ii. amount of paid annual leave, e.g. calculated base of a minimum of 2.5 calendar days per month, etc.;

iii. seafarer's entitlement to repatriation, e.g. require the seafarer to make an advance payment towards the cost of repatriation at the beginning of seafarer's employment, etc; and

iv. any applicable CBA.

2. Requirements:

(a) The SEA must include the name and address of the MLC shipowner consistent with the one as defined per the MLC 2006 and recorded on the ML Certificate.

(b) The SEA must specify the annual leave with pay entitlement that calculated on the basis of a minimum of 2.5 calendar days per month.

(c) The SEA must specify the circumstances where the seafarer is entitled to repatriation, including:

i. SEA expired while abroad;

ii. SEA terminated by shipowner or by seafarer for justified reasons; and

iii. Seafarer no longer able to carry out duties.

(d) The CBA which referred to in the SEA shall be the correct one, if applicable.

3. Convention Reference:

(a) MLC 2006 / Std.A2.4.2

(b) MLC 2006 / Std.A2.5.1

(c) MLC 2006 / appendix A5-II ML Certificate

* Ship may be considered for detention if the answer is "No" for questions.

Question No.6*

Are wage or salary payments made to the seafarer at no greater than monthly intervals?

1. **Ship Manager, Master and responsible officer shall ensure that:**

   (a) seafarers' wages are paid in full at not more than monthly intervals in accordance with their SEA and any applicable CBA.

   (b) only one set of wage payment accounts are used.

2. **Requirements:**

   (a) Seafarers must be paid at intervals not to exceed one month and in accordance with any collective agreement.

3. **Convention Reference:**

   (a) MLC 2006 / Std.A2.2.1

* Ship may be considered for detention if the answer is "No" for questions.

Question No.7*

Have seafarers been given a status of accounts and wages paid on at least a monthly basis?

1. Ship Manager, Master and responsible officer shall ensure that:

(a) documents to confirm the individual wage payments including monthly account (such as wage slip) shall be provided to seafarers.

(b) the rate of exchange used where payment has been made in a different currency or at a rate different from the one agreed is in the monthly account or a wage slip.

2. Requirements:

(a) Seafarers have the right to receive a monthly account record that clearly outlines their monthly wage, as well as any authorized deduction such as allotments.

3. Convention Reference:

(a) MLC 2006 / Std.A2.2.2

* Ship may be considered for detention if the answer is "No" for questions.

Question No.8*

Are wage or salary payments in accordance with any applicable CBA or SEA?

1. **Ship Manager, Master and responsible officer shall ensure that:**

   (a) seafarers are paid regularly and in full as per their SEA and/or applicable CBAs.
   (b) SEA, payroll records, and wage accounts (slips) are available to verify wage payments.
   (c) base and overtime wages were paid according to the recorded work/rest hours in consistent with the DMLC parts I, DMLC parts II and/or applicable CBAs.
   (d) evidence for correct wages payment (monthly accounts such as slips) is provided to seafarers.
   (e) Seafarer's monthly account should include wages, additional payments such as bonus, and specify the exchange rate when the payment is paid in a currency or at a rate different from the agreement.

2. **Requirements:**

   (a) Seafarer wages are paid in accordance with any applicable collective agreement.

   (a) Seafarers must be provided a monthly account record detailing the payments due and amounts paid, including wages, currency exchange rates and additional payments, if applicable.

3. **Convention Reference:**

   (a) MLC 2006 / Std.A2.2.1

   (b) MLC 2006 / Std.A2.2.2

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* Ship may be considered for detention if the answer is "No" for questions.

Question No.9*

If payments made to a seafarer include deductions, are they in accordance to MLC, 2006?

1. Ship Manager, Master and responsible officer shall ensure that:

(a) a reliable system to transmit seafarer's wages to their families, e.g. bank statements, etc. No unauthorized deductions should be made and the charges for remittance services must be reasonable accordance with Hong Kong legislation and SEA.
(b) evidence is available to clearly demonstrate any deduction, e.g. postage expenses, goods supplies, etc., made from the seafarer's wages, accompanied by confirmation from the seafarer.
(c) wages are not deducted for the transportation costs associated with the seafarer's travel to and from the ship for the purpose of their employment.
(d) any remittance of pay to a seafarer's family/dependent/legal beneficiary including service charges and exchange rates are recorded and available for inspection.

2. Requirements:

(a) Deductions from seafarers' remuneration are only permitted according to national laws/regulations/CBA and the seafarer has been informed as per MLC 2006 / Std.A2.2.6 and Guideline B2.2.2.4 (h).
(b) No deductions are allowed for seafarer's remuneration with regard to obtaining or retaining employment (such as travel costs) as per MLC 2006 / Std.A2.2.6 and Guideline B2.2.2.4 (i).
(c) Seafarers must be able to transmit their earnings to families as per MLC 2006 / Std.A2.2.1, Std.A2.2.3 and Std.A2.2.4 that:
    i. Allot wages (a portion if desire by seafarer) to their families at regular intervals; and
    ii. Have allotments remitted directly to their nominated recipients in due time.
(d) Any charges for the services in (c) must be reasonable and based on the prevailing market or official exchange rate as per MLC 2006 / Std.A2.2.5.
(e) Monetary fines against seafarers are prohibited, except those authorized by national laws/CBA as per MLC 2006 / Std.A2.2.6.

3. Convention reference:

(a) MLC 2006 / Std.A2.2.1
(b) MLC 2006 / Std.A2.2.3
(c) MLC 2006 / Std.A2.2.4
(d) MLC 2006 / Std.A2.2.6

* Ship may be considered for detention if the answer is "No" for questions.

Question No.10a*

Is a certificate or documentary evidence of financial security, issued by the financial security provider, available on board in the event of compensation for death and long-term disability?

1. **Ship Manager, Master and responsible officer shall ensure that:**

   (a) a valid and unexpired certificate(s) or other documentary evidence of financial security for compensation in the event of death and long-term disability of seafarers is available on board.

   (b) the certificate of financial security is posted on board conspicuously and available to all seafarers.

   (c) the certificate(s) or other documentary evidence contains the information required in Appendix A4-I of the MLC. (see below 2(b)i. to vi.)

   (d) the certificate(s) or documentary evidence are in English or supported with English translation.

2. **The requirements:**

   (a) Shipowners must provide health protection and medical care, including liability for costs related to sickness, injury, burial expenses in case of death to all seafarers working for their ships between the date of commencing duty and repatriation.

   (b) Shipowners are required to provide financial security to assure compensation in the event of the death or long-term disability of seafarers due to an occupational injury, illness, or hazard.

   (c) Shipowners are liable to the expense of medical care (including treatment, medicines, therapeutic appliances and board/lodging away from home) until whichever is the earliest of the following:

      i. The seafarer has recovered;

      ii. The sickness or incapacity suffered by the seafarer has been declared to be of a permanent character;

      iii. The expiry of 16 weeks from the commencement of sickness or the date of injury.

   (d) The certificate or other documentary evidence of financial security must include the following information as per MLC 2006 / Appendix A4-I:

      i. Name / Port of registry / Call sign / IMO number of the ship;

      ii. Name and address of the provider(s) of the financial security;

      iii. Contact details of the responsible party for handling seafarers' contractual claims;

      iv. Name of the shipowner, or registered owner if different from the shipowner;

      v. Period of validity of the financial security; and

      vi. Attestation from the financial security provider that the financial security meets the requirements of Standard A4.2.1.

3. **Convention reference:**

   (a) MLC 2006 / Std. A4.2.1

* Ship may be considered for detention if the answer is "No" for questions.

Question No.10b*

Is a certificate or documentary evidence of financial security, issued by the financial security provider, available on board in the event of the repatriation?

1. Ship Manager, Master and responsible officer shall ensure that:

(a) a valid certificate or other documentary evidence of financial security for the repatriation of seafarers is carried on board the ship.

(b) the certificate or other documentary evidence of financial security is posted conspicuously on board and available to all seafarers.

(c) the certificate or other documentary evidence of financial security contains all the information required in Appendix A2-I of the MLC 2006. (see below 2(b) i. to vi.)

(d) the certificate or other documentary evidence of financial security is in English or accompanied by an English translation.

(e) if more than one financial security provider provides cover, the document provided by each provider is carried on board.

2. The requirements:

(a) Ships that fly its flag, and to which paragraph 1 or 2 of Regulation 5.1.3 applies, carry on board a certificate or other documentary evidence of financial security issued by the financial security provider.

(b) The certificate or other documentary evidence referred to in MLC 2006 / Standard A2.5.2.7 and Appendix A2-I shall include the following information:

i. name / port of registry / call sign / IMO number of the ship;

ii. name and address of the provider or providers of the financial security;

iii. contact details of the persons or entity responsible for handling seafarers' requests for relief;

iv. name of the shipowner, or registered owner if different from the shipowner;

v. period of validity of the financial security; and

vi. an attestation from the financial security provider that the financial security meets the requirements of Standard A2.5.2.

3. Convention reference:

(a) MLC 2006, Std. A2.5.2.7

----------end----------

* Ship may be considered for detention if the answer is "No" for questions.

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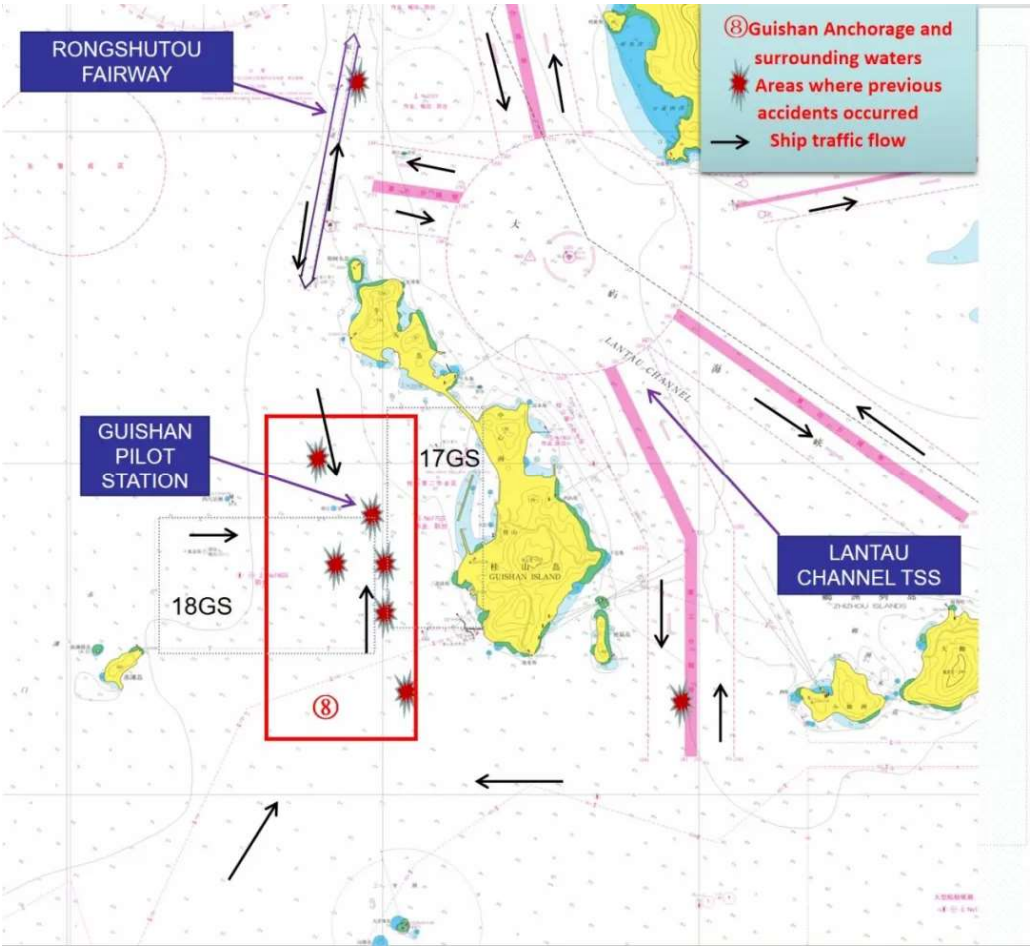
Date: 09 July 2024

Oasis Circular No.: 2407

Subject: Special attention is required when ships navigate in the waters of Guishan anchorage of Guangzhou, China

When flood and typhoon season approaches, currents and winds would intensify at Guishan anchorage and its surrounding waters of the Pearl River Estuary. Recently we have seen an increasing number of ship collision incidents in this area due to various reasons. The frequent accident locations are marked in the diagram below.



Schematic diagram of risky locations in Guishan anchorage and its surrounding waters

Potential hazards in Guishan anchorage and its surrounding waters

1. Guishan anchorage and its surrounding waters are the converging waters when ships navigate through the Pearl River Estuary. Many merchant ships anchor at the 18GS anchorage before entering the ports, and many fishing boats and offshore ships anchor at the 17GS anchorage. Both anchorages are busy with ships, which results in limited maneuvering space and difficulty in ship handling.

2. The waters between the 18GS and the 17GS anchorages are the customary route for ships entering or leaving the ports, which also serve as the boarding and disembarking points for pilots. Ships often accelerate, decelerate, or maneuver in this area for picking up or disembarking pilots, which may increase the risk of collision because of ineffective communication between ships due to language barriers.

3. Ships often cross the customary route or heave up anchor to head for various ports within the Pearl River Estuary with sudden changes in course, which easily leads to crossing situations and makes the traffic flow more complicated.

4. Ships anchored at the 18GS anchorage are relatively large. Their deck lights and the night tourism lighting of Guishan Island may cause difficulty or confusion to ships' lookout.

Suggestions

1. Ships shall make full use of the rudder and the engine to avoid collision incidents and slow down at an early stage if the situation cannot be assessed adequately. When anchoring, ships shall maintain strengthened lookout, be aware of the change of tides and currents and have the engine prepared in case of emergency.

2. Ships shall display appropriate lights and shapes in line with regulations, engage extra watchman on the bridge, stay vigilant, use radar for long and short-range scanning to learn the movements of nearby ships at an early stage. Ships shall maintain contact with each other via VHF in case the traffic becomes complicated.

3. Ships shall maintain constant communication with the pilot station and make preparations in advance before the pilot boards or disembarks. In the meantime, ships shall take extra care when maneuvering to avoid colliding with surrounding ships.

4. Ships shall maintain safe speed and try to avoid making large turns or acceleration. If effective communication cannot be established due to language barriers, ships shall employ all alternative measures, such as using the whistle to alert other ships, contact Guangzhou VTS via VHF08\09 or via telephone No. +86 12395 for assistance.

We hope the above is of assistance. If there is any query, please feel free to contact us at oasis@oasispandi.com any time.

Best regards,

Oasis P&I Services Company Limited

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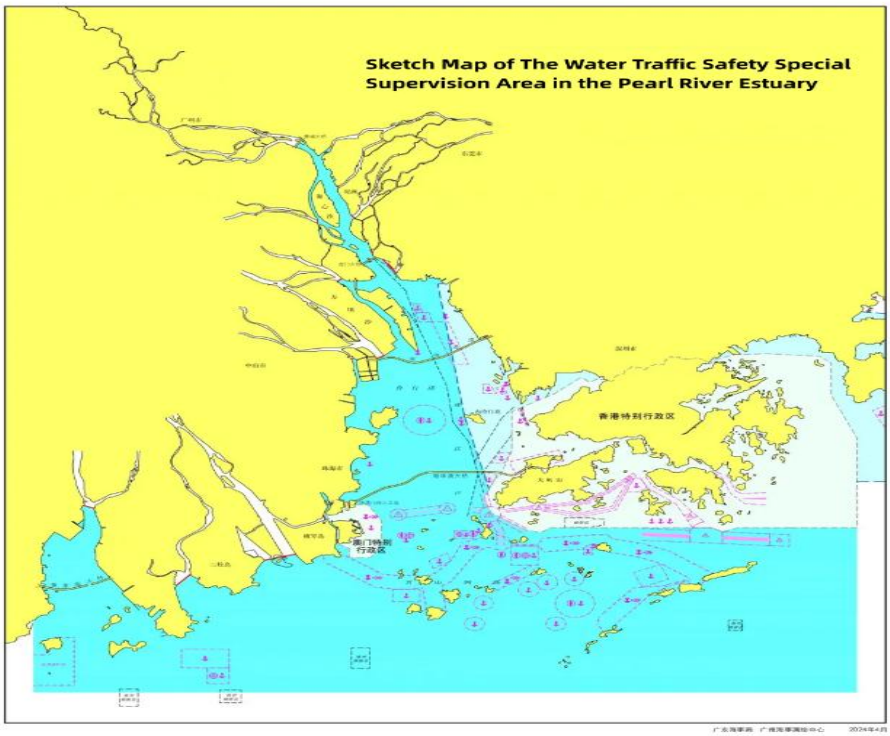

The "Provisions on the Administration of Water Traffic Safety Special Supervision Area in the Pearl River Estuary (for Trial Implementation)" Came into Force on July 1, 2024

Dear Sir/Madam,

On April 11, 2024, Guangdong MSA (Guangdong MSA) released the "Provisions on

the Administration of Water Traffic Safety Special Supervision Area in Pearl River Estuary (for Trial Implementation)" (hereinafter referred to as the "Provisions"), which has been implemented on a trial basis from July 1, 2024 and will be valid for two years. We hereby issue this Circular to provide a brief introduction with regard to the contents that closely related to the ships that navigating, berthing, and operating within the Special Supervision Area for the reference of the Clubs and their Members.

Main Contents

The "Provisions" consist of thirty-three Articles, among which the contents closely related to ships that navigating, berthing, and operating within the Special Supervision Area are set out and explained hereunder:

1. Requirements on Ship's UKC (Article 8)

Maintaining sufficient UKC (under keel clearance) is crucial for the safety navigating, berthing, and operation of ships. In order to avoid grounding accidents and in the meantime to better control the entry and exit of certain ships that beyond the regular operation capacity of a specific fairway, Article 8 of the "Provisions" provides explicit requirements on UKC for ships that navigating and operating within the Special Supervision Area based on factors such as the location of the ship, ship's type, ship's DWT and navigation status, in combination with the characteristics of the fairway as well as the hydrological and meteorological conditions within the Special Supervision Area.

2. General Navigation Regulations (Articles 9 to 14)

(1) Article 9 provides a description of the general actions and regulations that to be followed by ships navigating along the fairway. The content of the first paragraph is consistent with Paragraph 1, Rule 9 (Narrow Channels) of the "Convention on the International Regulations for Preventing Collisions at Sea, 1972" (COLREGS), which

guides ships to steer as far as practicable to her starboard side respectively under the premise of ensuring their own safety, standardizes the traffic flow of ships navigating along the fairway to reduce the possibility of the formation of head-on situations and improve the navigation safety. In addition, the third and fourth paragraphs stipulate the fundamental principles for use of the fairway by shallow draught ships according to their specific drafts, so as to avoid small ships with drafts less than 5 meters occupying the main channel for a long time and affecting the safety and efficiency passage of deep draught ships that can only navigate safely within the fairway.

(2) Article 10 specifies that a ship entering or leaving the fairway shall keep out of the way of the ship sailing along the fairway. In addition, the Article also draws on Paragraph 5, Rule 9 of the COLREGS, 1972 concerning the actions of ships when overtaking other ships in narrow channels or fairways, i.e. when entering or exiting the fairway can take place only if the ships sailing along the fairway has to take corresponding safety actions to permit safe entering or exiting, the ship entering or exiting the fairway shall contact and coordinate with the ship sailing along the fairway in advance to avoid collision and ensure navigation safety.

(3) Drawing on Paragraph 3, Rule 10 of the COLREGS, 1972 concerning the action to be taken by the ship when crossing the traffic lane, Article 11 of the “Provisions” specifies the collision avoidance actions and obligations to be taken between the ships when crossing the fairway, as well as the warning signals to be displayed or sounded by the crossing ship before crossing and the means of manoeuvre when crossing. Such stipulation effectively reduces the risk of collision between the ships crossing the fairway and the ships navigating along the fairway.

(4) Article 12, 13 and 14 aim to: (i) make it clear that ships shall avoid meeting at the turns of the fairway and define the collision avoidance relationship between ships when they meet in some specific water areas， and (ii) considering there are curved sections within some special water areas, insufficient water depth outside the fairway, high traffic density and the confined collision avoidance spaces, ships within

these areas are prone to collide when overtaking, navigating in parallel and turning around. Therefore, the aforementioned manoeuvres are prohibited in certain water areas in order to minimize the risk of collision.

3. Speed Restrictions (Article 15)

Taking into account of the actual needs and conditions of the fairway, Article 15 specifies the rules for slow navigation in certain special areas and the specific speed limitations in some water areas listed therein. Considering the characteristics of high-speed passenger ships and the actual demand of passenger transport, the speed limit of high-speed passenger ships is exempted.

4. Navigation Requirements in Restricted Visibility (Article 16)

On the basis of Rule 19 and 35 of the COLREGS, Article 16 of the “Provision” specifies the rules for ship’s actions when navigating in restricted visibility. In addition, it clarifies the requirements for restricting speeds and prohibiting navigation under certain visibility, as well as the circumstances under which reports must be made to MSA. This article also provides a conditional exemption for high-speed passenger ships and cruise liners.

5. Critical Equipment Testing and Reporting (Article 20)

Similar to the self-inspection requirements for ships entering the Yangtze River Deep water Channel, Article 20 of the "Provisions" put forward requirements on the testing of engines, steering gears, communication and emergency equipment for ships more than 50,000 DWT and intending to entering the Guangzhou Port seaward fairway or the main fairway of Gaolan Port in Zhuhai to ensure those equipment are in good technical condition. Ships shall confirm that such test have been completed in accordance with the requirements when reporting the voyage plans to the VTS center.

6. Navigation Requirements in Bridge Areas (Articles 22 to 24)

The navigable waters in the bridge areas are restricted and the traffic flow is dense, resulting in higher navigation risks. Article 22 to 24 of the “Provisions” explicitly prohibit ships from crossing non-navigable bridge openings and it is required that when ships pass through bridges in the Special Supervision Areas, they should choose and use appropriate bridge openings based on their tonnage and the technical scale of the bridge openings, navigate with their engine on stand-by. At the same time, they should endeavor to avoid meeting beneath the bridge openings. In addition, in order to protect the safety of the piers of non-navigable openings in Shenzhong Passage and the Huangmaohai Cross Sea Passage, Article 24 also sets navigation prohibited areas.

Our Suggestions

The implementation of the “Provisions” has provided guarantee for strengthening the management of water traffic safety, maintaining regional water traffic order, and ensuring the safety of navigation, berthing and operation of ships in the Pearl River estuary Special Supervision Area.

We suggest ships strictly abide by the regulations and carefully study the "Provisions", especially the important Articles mentioned above, before entering the Special Supervision Area so as to fully understand the navigation environment, such as the characteristics, width and depth of the fairway to be used, the traffic flow, the distribution of bridges, turning areas, navigation prohibited areas, the offshore wind farms and the specific location of obstacles and dangerous areas etc. within the supervision area.

Meanwhile, ships should develop detailed voyage plans and effectively implement them, maintain safe speed and good communication with other ships. Officers in charge of navigation should maintain proper lookout and a high degree of situation

awareness, closely monitor the surrounding navigation environment, take early collision avoidance measures to avoid collision accidents.

Should you have any inquiries, please feel free to contact Huatai Beijing (pni.bj@huatai-serv.com) or our local branch offices.

Best regards,

CUI Jiyu

Head of Marine Team

Free Translation

珠江口水上交通安全特别监管区管理规定
（试行）
Provisions on the Administration of Water Traffic Safety Special Supervision Area in the Pearl River Estuary (for Trial Implementation)

第一条 为加强珠江口水上交通安全监督管理，维护水上交通秩序，保障人民群众生命和财产安全，提升海事管理机构服务水平，依据《中华人民共和国海上交通安全法》《1972 年国际海上避碰规则》等有关法律、法规、规章、国际公约，制定本规定。

Article 1 This provision is formulated in accordance with the Maritime Traffic Safety Law of the People's Republic of China, the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGS) and other relevant laws, regulations, rules and international conventions in order to strengthen the supervision and administration of maritime traffic safety in the Pearl River Estuary, maintain the maritime traffic order, safeguard the safety of people's lives and property, and improve the service level of MSA.

第二条 在珠江口水上交通安全特别监管区（以下简称特别监管区）内从事航行、停泊、作业以及其他与水上交通安全相关的活动，适用本规定。

Article 2 This provision applies to navigation, berthing, operation and other activities related to water traffic safety in the Pearl River estuary water traffic safety Special Supervision Area (hereinafter referred to as the “Special Supervision Area”).

第三条 广东海事局统一实施特别监管区水上交通安全监督管理和服务保障。

广州海事局、东莞海事局、珠海海事局、江门海事局、中山海事局、港珠澳大桥海事局依照职责，具体负责对所管辖特别监管区海域实施水上交通安全监督管理和服务保障。

Article 3: Guangdong MSA shall uniformly implement the supervision, management, and service guarantee of water traffic safety in Special Supervision Areas.

The Guangzhou MSA, Dongguan MSA, Zhuhai MSA, Jiangmen MSA, Zhongshan MSA, and Hong Kong-Zhuhai-Macao Bridge MSA shall, in accordance with their responsibilities, be specifically responsible for the supervision, management, and service guarantee of water traffic safety in the Special Supervision Areas under their jurisdiction.

第四条 鼓励船舶采用数字化信息技术或者装备对航行、停泊、作业以及其他与水上交通安全相关的活动进行管理和监控。

海事管理机构利用数字化信息技术为船舶提供航行安全服务保障。

Article 4: Encourage ships to use digital information technology or equipment to manage and monitor navigation, berthing, operation, and other activities related to water traffic safety.

The MSA shall use digital information technology to provide navigation safety services for ships.

第五条 海事管理机构应当依法划定、调整船舶定线区、船舶报告区、交通管制区、禁航区、安全作业区和港外锚地等海上交通功能区域，并以通告、公告、航行通（警）告等适当方式对外公布。

船舶定线区包括分道通航制、双向航路、推荐航路、推荐航线、避航区、禁锚区、沿岸通航带、环形道、警戒区和深水航路等。

Article 5: The MSA shall, in accordance with the law, delineate and adjust maritime traffic functional areas such as the ship routing areas, ship reporting areas, traffic control areas, navigation prohibited areas, safety operation areas and roadsteads and publish them to the public through appropriate means such as notices, announcements, navigation notices (warnings), etc.

The ship routing area includes traffic separation scheme (TSS), two-way route, recommended route, avoidance area, anchor prohibited area, inshore traffic zone, roundabout, precautionary area, and deep-water route.

第六条 海洋工程、海岸工程建设施工、运营期间影响海上交通安全的，建设单位、施工单位、所有人或者经营人应当根据情况配备防止船舶碰撞的设施、设备并设置专用航标。防止船舶碰撞的设施、设备包括硬件设施、设备和监控预警系统等。

防止船舶碰撞的设施、设备和专用航标应当与海洋工程、海岸工程同时设计、同时施工、同时投入生产和使用。

Article 6: The construction and operation of marine and coastal engineering projects may affect the safety of maritime traffic, therefore the construction unit, the owner or operator shall, depending on the situation, equip them with facilities and equipment to prevent collisions and establish specialized navigational aids. The facilities and equipment for preventing collisions include construction facilities, equipment, as well as the monitoring and warning systems.

Facilities, equipment, and specialized navigational aids for preventing collisions from ships should be designed, constructed, put into production and service simultaneously with the marine and coastal engineering.

第七条 海洋工程、海岸工程的建设单位、施工单位、所有人或者经营人需要设置临时航标的，应当提前向海事管理机构提供拟设航标的位置、类型、灯质等必要信息。海事管理机构综合考虑工程特点及附近水域的通航安全情况，确定临时航标的设置点。

临时航标使用期限应当不超过30日，使用期满后应当立即自行撤除。超过使用期限且需继续使用的，海洋工程、海岸工程的建设单位、所有人或者经营人应当依法向海事管理机构申请办理专用航标设置、撤除、位置移动和其他状况改变审批。

Article 7: If the construction unit, the owner or operator of marine engineering or coastal engineering needs to set up temporary navigation aids, they shall provide necessary information such as the position, type, light character of the proposed navigation aids to the MSA in advance. The MSA shall comprehensively consider the characteristics of the project and the navigation safety conditions of the adjacent waters to determine the setting positions of the temporary navigational aids.

The period of use of temporary navigational aids shall not exceed 30 days, and they shall be immediately removed voluntarily after the expiration of the period of use. If the use period has exceeded and the temporary navigational aids need continue to be used, the construction unit, owner or operator of marine engineering and coastal engineering shall apply to the MSA for approval of the establishment, removal, movement, and other changes in conditions of the special navigational aids in accordance with the law.

第八条 船舶航行、停泊和作业应当保持足够的富余水深。

在港珠澳大桥至深中通道之间水域航行时，船舶保留的富余水深应当不小于实际吃水的12%。

在深中通道以北水域航行时，船舶保留的富余水深应当不小于实际吃水的10%。

在珠海高栏港区航道、港池水域航行时，船舶保留的富余水深应当不小于实际吃水的10%，且不小于0.5米，但10万载重吨以上危险品船舶保留的富余水深应当不小于船舶实际吃水的12%；载运散装液化天然气船舶航行时保留的富余水深应当不小于实际吃水的15%，在停泊期间保留的富余水深应当不小于实际吃水的10%，且不小于1.0米。

Article 8: Ships shall maintain sufficient under keel clearance (UKC) during navigation, berthing, and operations.

When navigating in the water area between the Hong Kong-Zhuhai-Macao Bridge and the Shen Zhong Passage, the UKC retained by the ship should not be less than 12% of her actual draft.
When sailing in the waters north of the Shen Zhong Passage, the UKC reserved by the ship should not be less than 10% of her actual draft.
When sailing in the fairways and harbor areas of Gaolan Port in Zhuhai, the reserved UKC should not be less than 10% of the ship's actual draft and shall in no case be less than 0.5 meters. However, the UKC reserved by dangerous goods ships over 100,000 DWT should not be less than 12% of their actual drafts; For the ships carrying bulk liquefied natural gas, the retained UKC shall not be less than 15% of their actual draft when navigating, and not be less than 10% of their actual draft when mooring, and shall in no case be less than 1.0 meter.

第九条 船舶沿航道行驶时，只要安全可行，应当尽量靠近本船右舷的该航道的外缘行驶。

靠近航道外边缘航行的船舶，其航向应当与邻近航道一侧的交通流向保持一致。

吃水 3 米以下的船舶顺广州港出海航道、高栏港主航道航行时，应当在航道灯浮连线 20 米外的水域行驶。

吃水 3 米至 5 米的船舶使用广州港出海航道、高栏港主航道时，不得妨碍广州港出海航道、高栏港主航道其他船舶的正常航行。当有限于吃水的船舶驶近时，若环境允许，应当及早驶离至本船右舷一侧的航道灯浮连线 20 米外的水域行驶。

Article 9: A ship proceeding along a fairway shall keep as near to the outer limit of the fairway which lies on her starboard side as is safe and practicable.
Ships proceeding near the outer limit of the fairway should maintain their courses in consistent with the general direction of traffic flow which on their adjacent side of the fairway.
Ships with drafts less than 3 meters proceeding along the Guangzhou Port seaward fairway and the main channel of Gaolan Port shall navigate outside the channel in the water area 20 meters away from the joining lines of the light buoy .
When ships with drafts of 3 to 5 meters use the Guangzhou Port seaward fairway and the main channel of Gaolan Port, they shall not impede the normal navigation of other ships that proceeding within the channel. When ships constrained by their draughts approaching, if the circumstances permit, ships with drafts of 3 to 5 meters proceeding along the channel shall sail out of the channel from their starboard side as soon as possible and navigate in the water area 20 meters away from the joining line of the light buoy.

第十条 船舶驶入或者驶出航道时，应当避让顺航道航行的船舶。

驶入或者驶出航道的船舶，如只有在顺航道航行船舶采取行动才能安全通过时，则该船应当与顺航道航行船舶联系，表明其意图；顺航道航行船舶如果同意，应当明确回应，并采取使其能安全通过的措施。

Article 10: When a ship enters or exits a fairway, it shall keep out of the way of the ship sailing along the fairway.

If a ship entering or exiting the fairway can only pass safely under the cooperation action taken by the ship navigate along the fairway, she should contact the ship navigating along the route to indicate her intention; If the ship navigating along the fairway agrees, she shall respond clearly and take measures to enable the other ship entering or exiting the fairway safely.

第十一条 船舶在横越航道前，应当观察周围环境，确认无碍他船航行时，方可横越。船舶横越航道时，应当按下列规定避让：

（一）主动避让顺航道航行船舶；

（二）在横越前鸣放声号一长声，夜间可采取灯光警示等措施，以引起他船注意；

（三）尽可能用与航道船舶总流向成直角的航向穿越，并避免横越他船船首。

Article 11: Ships shall observe the surrounding environment and confirm that there is no obstruction to the navigation of other ships before crossing. When a ship crosses a fairway, she should avoid collision with other ships in accordance with the following regulations:

(1) Proactively avoiding collision with ships sailing along the fairway;

(2) Sound one prolonged blast before crossing, and take measures such as light warnings at night to attract the attention of other ships;

(3) Cross with a course as nearly as practicable at a right angle to the general direction of the traffic flow and avoid crossing the bow of other ships.

第十二条 船舶应当避免在航道转弯处会船。

禁止船舶在崖门出海航道转弯处会船。在该水域两船相遇时，逆水船应当让顺水船先通过；平流时，南向船应当让北向船先通过。

禁止船舶在高栏港主航道、崖门出海航道 Y1 号灯浮至 Y17 号灯浮水域并列行驶。

Article 12: Ships shall avoid meeting at turns of the fairway.

Ships are prohibited from meeting at the turns of the Yamen seaward fairway. When ships meet in this water area, the upstream ships shall allow the downstream ship pass first. And during slack water, the southbound ship should allow the northbound ship to pass first.

Ships are prohibited from navigating in parallel in the waters of the main channel of Gaolan Port and the Yamen seaward fairway from light buoy Y1 to Y17.

第十三条 禁止船舶在大濠洲航道南段（黄埔大桥以南）、赤沙航道北段（赤沙航道转向点以北）、新沙航道、莲花山东航道、莲花山西航道追越他船，高速客船除外。

船舶使用川鼻航道时，只要安全可行，应当避免驶出航道追越他船，高速客船除外。

Article 13: Except for high-speed passenger ships, ships are prohibited from overtaking other ships in the southern section of the Dahaozhou fairway (south of the Huangpu Bridge), the northern section of the Chisha Fairway (north of the turning point of the Chisha fairway), the Xinsha fairway, the Lianhuashan east and west fairway.

Except for high-speed passenger ships, ships using the Chuanbi fairway should, as long as it is safe and practicable, avoid overtaking other ships by way of sailing out of the fairway.

第十四条 船舶应当避免在叉河口或者狭窄、弯曲航段掉头。

他船与在掉头区内掉头的船舶会遇时，应当主动避让掉头船舶；船舶在掉头区以外的水域掉头时，不得妨碍他船正常航行。

掉头的船舶应当按规定显示号灯、号型，鸣放声号，密切注意周围环境。

Article 14: Ships shall avoid turning around at estuaries or narrow, curved sections..

When encountering a ship turning around in the turning area, the other vessel should proactively avoid collision with the turning ship; When a ship turning around in the waters outside the turning area, she shall not impede the normal navigation of other ships.

Ships turning around should display lights signal and shapes in accordance with regulations, give sound signals, and pay close attention to the surrounding environment.

第十五条 船舶航行时，应当遵守海事管理机构公布的限速规定。

船舶航经航道弯曲航段、交通密集区、船坞、船舶装卸区、施工区或者满载小船时，应当慢速通过，以策安全。

船舶在港珠澳大桥至深中通道之间水域航行时，航速不得超过 15 节；船舶在深中通道以北水域、珠海港主航道铁炉湾防波堤以内航道航行时，航速不得超过 12 节。高速客船除外。

船舶在广州港出海航道、崖门出海航道航行时，只要安全可行，航速不应当低于 5 节。

Article 15: Ships shall comply with the speed restriction regulations which published by the MSA when navigating.

When ships navigating through curved sections of fairways, dense traffic areas, shipyards, loading and unloading areas, construction areas, or passing fully loaded small ships, they should pass slowly to ensure safety.

When sailing in the waters between the Hong Kong-Zhuhai-Macao bridge and the Shen Zhong passage, ships' speed shall not exceed 15 knots; When sailing in the waters north of the Shen Zhong fairway and within the Tie Lu Wan breakwater of the main channel of Zhuhai port, ships' speed shall not exceed 12 knots. Excluding high-speed passenger ships.

When sailing in the Guangzhou Port seaward fairway and Yamen seaward fairway, as long as it is safe and feasible, ships' speed should not be less than 5 knots.

第十六条 能见度不良时，船舶应当备车、备锚，谨慎驾驶，使用安全航速，加强瞭望，注意与附近行驶船舶的联系，并按规定鸣放雾号。

船舶航经水域的能见度小于 2000 米时，航速不得超过 10 节。

码头、锚地或者系船浮筒等停泊点所在水域的能见度小于 1000 米时，禁止船舶离泊航行。

船舶航经或者拟航经水域的能见度小于 1000 米时，船舶应当特别谨慎。若环境允许，应当及时驶离航道就近选择水域停泊，并向海事管理机构报告。

高速客船不受本条第二、第三款限制，但码头、锚地或者系船浮筒等停泊点所在水域能见度小于 500 米时，禁止高速客船离泊航行。

邮轮制定并落实安全保障措施和应急预案的情况下，可免受本条第二、第三款的约束，但应当提前向海事管理机构报告。

Article 16: When the visibility is poor, ships shall prepare engine and anchor, navigate with caution, use safe speed, strengthen lookout, communicate with nearby ships, and sound fog signals in accordance with the regulations.

When ships passing through the waters where the visibility is less than 2,000 meters, they shall navigate with a speed not exceeding 10 knots.

When the visibility of the waters where the dock, anchorage, or mooring buoy is located is less than 1000 meters, ships are prohibited from leaving the berth for navigation.

When the visibility of the waters through which a ship is sailing or intended to sail is less than 1000 meters, the ship should exercise great caution. If the circumstance permits, she should promptly leave the fairway, choose the nearest water area for anchoring and report to MSA at the same time.

High speed passenger ships are exempted from the restrictions of the second and third paragraphs of this article, but when the visibility of the waters where the dock,

anchorage, or mooring buoy is located is less than 500 meters, the high-speed passenger ships are prohibited from leaving the berth for navigation.
When a cruise ship formulates and implements safety measures and emergency plans, it may be exempted from the constraints of the second and third paragraphs of this article, however she shall report to the MSA in advance.

第十七条 船舶不得在下列水域锚泊：
（一）公布的航道、港池（靠离泊、应急需要时除外）；
（二）桥区水域；
（三）叉河口水域（应急需要除外）；
（四）海底管线保护区；
（五）高栏港主航道 1 号灯浮至 12 号灯浮航道两侧各 500 米范围内；
（六）高栏港铁炉湾防波堤以内航道、崖门出海航道两侧各 200 米范围内。

Article 17: Ships are prohibited from anchoring in the following waters:
(1) Announced fairways and harbors (excluding berthing/unberthing or emergency needs);
(2) Bridge areas;
(3) Bifurcation area (excluding emergency needs);
(4) Submarine pipeline protection area;
(5) The main channel of Gaolan port within a range of 500 meters on either side of the channel from light buoy No.1 to No.12;
(6) Fairway within Tie Lu Wan breakwater of Gaolan port and the waters within a range of 200 meters on each side of the Yamen seaward fairway.

第十八条 禁止在航道、锚地、码头前沿停泊水域、桥区水域从事养殖、种植等可能影响通航安全的活动。

Article 18: It is prohibited to engage in activities such as aquaculture or planting that may affect the navigation safety in fairways, anchorages, stopping areas in front of docks, and bridge areas.

第十九条 船舶为避免紧迫危险采取行动，或者执行公务、实施抢险及救助活动时，可不受本规定有关限速、掉头、追越、并列行驶、能见度不良条款的约束。

经批准从事水上水下作业和活动的船舶，在批准水域内可不受本规定有关禁止锚泊、掉头条款的限制。

Article 19: Ships may not be bound by the articles regarding speed restriction, turn around, overtaking, parallel navigating and restricted visibility when they taking

actions to avoid immediate danger, or performing official duties, or carrying out rescue and salvage activities.
Ships approved to engage in water surface and underwater operations and activities may not be subject to the restrictions of the articles regarding the prohibition of anchoring and turning around within the approved waters.

第二十条 拟进入广州港出海航道、珠海高栏港主航道且大于5万吨级的船舶，应当提前进行车、舵、通信和应急设备等的测试，确保其处于良好的技术状态。

前款规定的船舶向有关船舶交通管理中心进行航行计划预报时，应当确认已按照前款要求进行测试。

Article 20: Ships over 50,000 DWT intending to enter Guangzhou Port seaward fairway and the main channel of Gaolan Port shall perform tests on their engines, steering gears, communication and emergency equipment in advance to ensure that they are in good technical condition.
Ships specified in the preceding paragraph shall confirm that the test has been conducted in accordance with the requirements of the preceding paragraph when they reporting their voyage plans to VTS center.

第二十一条 船舶、设施发生水上交通事故或者影响安全航行的设备故障时，应当采取相应安全措施，尽可能驶离航道，播报船舶动态，并及时向辖区海事管理机构报告。

Article 21: In the event of a water traffic accident or equipment malfunction that affects safe navigation, ships or facilities shall take corresponding safety measures, sail away from the fairway as far as possible, broadcast ship's dynamic information, and promptly report to the MSA in the jurisdiction.

第二十二条 禁止船舶穿越非通航桥孔航行。

船舶进出桥梁通航孔所在航道，应当备车航行，加强瞭望，谨慎驾驶，提前了解水域范围内的交通状况，保持航行设备、通导设备及应急设备处于良好工作状态；及早与过往船舶取得联系，明确各自动态及会让意图。

Article 22: Ships are prohibited from crossing non-navigable bridge openings for navigation.
Ships entering and exiting the fairway where the bridge navigation opening is located should prepare engine, strengthen lookout, navigate with caution, learn the traffic conditions within the water area in advance, and keep navigation equipment, communication equipment, and emergency equipment in good working condition.

Establish contact with passing ships as early as possible in order to clarify their respective dynamics and intentions.

第二十三条 船舶通过桥梁前，应当根据本船的吨位和桥梁通航孔的技术尺度，使用适合本船安全通过的通航孔航道，保留足够的富余高度。

船舶航经单向通航桥孔时，应当沿桥梁航道中轴线航行；航经双向通航桥孔时，应当避免在桥孔下方会遇，无法避免时，尽可能靠右航行，并与桥墩边缘保持足够的安全间距。

Article 23: Before a ship passes through a bridge, she shall select suitable bridge opening for safe passage based on her tonnage and the technical scale of the bridge opening, and retain sufficient height clearance.

When ships pass through one-way navigation bridge openings, they should navigate along the central axis of the bridge channel; When passing through a two-way navigation bridge opening, it is necessary to avoid meeting under the bridge opening. Where it is unavoidable, ships shall endeavor to navigate to her starboard side and maintain sufficient safety distance from the edge of the bridge pier.

第二十四条 除应急处置、执行公务，以及依法经海事管理机构许可的水上水下作业和活动外，船舶、设施不得进入深中通道、黄茅海跨海通道非通航桥孔桥梁轴线两侧各 1000 米以内水域。

Article 24: Except for emergency response, performing official duties, water surface and underwater operations and activities authorized by MSA in accordance with the law, ships and facilities shall not enter the waters within 1,000 meters on either side of the axis of non-navigable bridge openings of the Shen Zhong passage and Huang Mao Hai cross sea passage.

第二十五条 船舶应当避免驶入海上风电场、海洋牧场水域。

船舶航经海上风电场、海洋牧场附近水域时，应当加强瞭望，谨慎驾驶。紧急锚泊时，应当尽量远离海上风电场、海洋牧场水域，并立即向海事管理机构报告，按照规定显示号灯号型。

Article 25: Ships shall avoid entering the waters of offshore wind farms and marine farms.

When ships pass through the waters near offshore wind farms and marine farms, they should strengthen their lookout and navigate with caution. When anchoring under emergency situation, they shall stay as far away from the offshore wind farms and marine farms as possible, promptly report to MSA, and display lights and shapes in accordance with the regulations.

第二十六条 海上水面自主航行船舶和海洋装备在试验前应当制定活动方案、安全保障方案和应急预案，并按规定向始发地、试验活动水域所在地海事管理机构报告。试验活动应当在海事管理机构核定和公布的试验水域范围内进行。

Article 26: The activity plans, safety guarantee plans, and emergency response plans shall be developed and reported to MSA of the place of origin and the location of the water area where testing activity is performed in accordance with the regulations before trial of maritime autonomous surface ships and marine equipment. The experimental activities shall be conducted within the scope of the water area which is approved and published by the MSA.

第二十七条 自卸砂（石）船在航行过程中，应当遵守下列规定：

（一）输送臂应当收缩至最短并降至最低；

（二）船首龙门架应当放至最低；

（三）夜间或者能见度不良时，应当在输送臂前端位置显示白色环照灯一盏。

Article 27: A self-dumping sand (stone) ship shall following below regulations when navigating:

(1) The convey arm should be contracted to the shortest and lowered to the lowest point;

(2) The bow gantry should be lowered to the lowest position;

(3) A white all-round light should be exhibited at the front end of the convey arm at night or when the visibility is poor.

第二十八条 高速船与他船会遇时，应当主动避让他船。

高速船之间的会遇，按《1972 年国际海上避碰规则》规定进行避让。

Article 28: When a high-speed ship encounters another ship, it shall proactively avoid collision with the other ship.

Collision avoidance measures shall be taken in accordance with the provisions of the COLREGS when high-speed ships encounter each other.

第二十九条 在船人员在未设置舷墙、栏杆等船员保护设施的开敞甲板活动或者在舷外进行作业时，应当规范穿着救生衣。

开敞式船艇航行、停泊、作业时，船艇上的人员应当规范穿着救生衣。

除实施抢险及救助活动外，在航船舶的附属艇筏、吊杆等不得伸出舷外。

Article 29: When onboard personnel engage in activities on open decks without crew protection facilities such as bulwarks and railings, or working over-side, they shall wear life jackets in a standardized manner.

During the navigation, berthing, and operation of open boats, personnel on the boat should wear life jackets in a standardized manner.

Except for carrying out rescue and salvage activities, the auxiliary boats, rafts, and derricks of the ship in transit shall not extend beyond the ship's hull.

第三十条 本规定下列用语的含义：

（一）特别监管区，是指珠江口21° 45′ 00.0″ N纬度线以北，112° 59′ 30″ E经度线以东，114° 30′ 08.8″ E经度线以西和广州港黄埔大桥以南的广东海事局管辖的海区水域范围，即上述边界与以下河口界线范围内的水域：

1.沙湾水道，22° 53′ 28″ N/113° 30′ 45″ E与22° 52′ 30″ N/113° 30′ 45″ E连线；

2.蕉门河口，22° 44′ 56″ N/113° 33′ 27″ E与22° 44′ 32″ N/113° 32′ 58″ E连线；

3.洪奇沥，22° 33′ 24″ N/113° 37′ 12″ E与22° 33′ 48″ N/113° 38′ 6″ E连线；

4.横门，横门岛（蚬洲）东端（22° 33′ 54″ N/113° 35′ 42″ E）与横门岛（蚬洲）南端（22° 33′ 25″ N/113° 34′ 42″ E）及22° 33′ 14 ″ N/113° 34′ 30″ E连线；

5.磨刀门，三灶岛尖峰顶的东角咀（22° 4′ 10″ N/113° 24’ 50″ E）至大横琴塔石角（22° 05′ 12″ N/113° 28′ 48″ E）连线以南；小横琴岛的北山咀（22° 09′ 26″ N/113° 31′ 52″ E)与湾仔镇南(22° 11′ 15″ N/113° 31′ 14″ E）连线；

6.鸡啼门，大木乃南端（22° 02′ 28″ N/113° 17′ 04″ E）至大箕湾银屏咀（22° 00′ 18″ N/113° 15′ 00″ E）连线；

7.虎跳门、崖门，小雷珠岛（22° 11′ 36″ N/113° 06′ 32″ E）至白塔交杯石（22° 12′ 10″ N/113° 04′ 52″ ）连线；

8.太平口，沙角码头内侧（22° 45′ 44″ N/113° 39′ 25.5″ E）至亚娘鞋岛的上围角（22° 47′ 43″ N/113° 37′ 56″ E）连线；

9.仙屋涌口，原虎门轮渡码头（22° 49′ 03″ N/113° 36′ 36″ E）与虎门电厂码头（22° 48′ 35″ N/113° 36′ 48″ E）连线；

10.东莞江口，坭洲头灯桩（22° 54′ 00″ N/113° 34′ 30″ E）与华润水泥厂码头（22° 53′ 36″ N/113° 34′ 54″ E）连线；

11.淡水河口，北岸转角（22° 58′ 18″ N/113° 33′ 00″ E）与南岸河口水闸（22° 58′ 00″ N/113° 33′ 6″ E）连线；

12.麻涌河口，四航局预制厂码头（23° 02′ 6″ N/113° 31′ 36″ E）与新沙驳船码头（23° 02′ 13″ N/113° 31′ 30″ E）连线；

13.东江口，东江口铁路桥。

（二）广州港出海航道，是指从马友石灯船至西基掉头区的主航道，包括伶仃航道、川鼻航道、大虎航道、坭洲航道、莲花山东航道、新沙航道。

（三）海上水面自主航行船舶，是指在不同程度上可以独立于人员干预运行的船舶。

Article 30: The meanings of the following terms in this provision:

1. The Special Supervision Area refers to the sea area under the jurisdiction of Guangdong MSA north of latitude 21 ° 45 ′ 00.0 ″ N, east of longitude 112 ° 59 ′ 30 ″ E, west of longitude 114 ° 30 ′ 08.8 ″ E and south of the Huangpu Bridge in Guangzhou Port, i.e, the waters within the above boundary and the following estuary boundaries:

(1) Shawan Waterway, connecting 22 ° 53'28 "N/113 ° 30'45" E with 22 ° 52'30 "N/113 ° 30'45" E;

(2) Jiaomen River Estuary, the line connecting 22 ° 44'56 "N/113 ° 33'27" E with 22 ° 44'32 "N/113 ° 32'58" E;

(3) Hong Qili, the line connecting 22 ° 33'24 "N/113 ° 37'12" E with 22 ° 33'48 "N/113 ° 38'6" E;

(4) Hengmen, the line connecting the eastern end of Hengmen Island (Yi Zhou) (22 ° 33'54 "N/113 ° 35'42" E) with the southern end of Hengmen Island (Yi Zhou) (22 ° 33'25 "N/113 ° 34'42" E) and 22 ° 33'14 "N/113 ° 34'30" E;

(5) Mo Dao Men, south of the line connecting the eastern corner of Sanzao Island Peak (22 ° 4'10 "N/113 ° 24'50" E) to the Tashijiao of Dahengqin Island (22 ° 05'12 "N/113 ° 28'48" E); The line connecting North Mountain of Xiaohengqin Island (22 ° 09'26 "N/113 ° 31'52" E) with the South of Wanzai Town (22 ° 11'15 "N/113 ° 31'14" E);

(6) Jiti Men, the line connecting the southern end of Da Mu Nai (22 ° 02'28 "N/113 ° 17'04" E) to Yin Ping Ju in Da Ji Wan (22 ° 00'18 "N/113 ° 15'00" E);

(7) Hutiao Men, Ya Men, the line connecting Xiaoleizhu Island (22 ° 11'36 "N/113 ° 06'32" E) with Baita Jiaobei Stone (22 ° 12'10 "N/113 ° 04'52");

(8) Taipingkou, the line connecting the inner side of Shajiao Wharf (22 ° 45'44 "N/113 ° 39'25.5" E) with the upper perimeter of Yaniang Xie Island (22 ° 47'43 "N/113 ° 37'56" E) ;

(9) Xianwu Yongkou, the line connecting the original Humen Ferry Terminal (22 ° 49'03 "N/113 ° 36'36" E) with the Humen Power Plant Terminal (22 ° 48'35 "N/113 ° 36'48" E);

(10) Dongguan River Estuary, the line connecting Nizhoutou light beacon (22 ° 54'00 "N/113 ° 34'30" E) with the Huarun Cement Plant dock (22 ° 53'36 "N/113 ° 34'54" E);

(11 Danshui River Estuary, the line connecting north bank corner (22 ° 58'18 "N/113 ° 33'00" E) with the south bank mouth water gate (22 ° 58'00 "N/113 ° 33'6" E);

(12) Machong River Estuary, the line connecting the dock of prefabrication plant of The Fourth Navigation Bureau (23 ° 02'6 "N/113 ° 31'36" E) with the Xinsha barge dock (23 ° 02'13 "N/113 ° 31'30" E;
(13) Dongjiang Estuary, Dongjiangkou Railway Bridge.
2. The Guangzhou Port seaward fairway refers to the main channel from Mayushi Light vessel to Xiji Turning Area, including Lingding Channel, Chuanbi Channel, Dahu Channel, Nizhou Channel, Lianhua East Channel, and Xinsha Channel.
3. Maritime autonomous surface ships refer to ships that can operate independently of human intervention to varying degrees.

第三十一条 本规定未列有关船舶航行安全的事项，按照《1972 年国际海上避碰规则》等有关规定执行。

使用大濠水道船舶分道通航制区域的船舶，应当遵守《1972 年国际海上避碰规则》第十条关于分道通航制的规定。

Article 31: Matters related to ship navigation safety that are not listed in this provision shall be implemented in accordance with relevant regulations such as the COLREGS.
Ships using the TSS in Dahao fairway shall comply with the provisions of Rule 10 of the COLREGS regarding TSS.

第三十二条 涉及特别监管区水上交通安全监督管理，《港珠澳大桥广东水域通航安全管理办法》另有规定的，依照其规定执行；《广东海事局辖区船舶安全航行规定》与本规定不一致的，以本规定为准。

Article 32: If there are other applicable provisions in the “Measures for the administration of Navigation Safety in Guangdong Waters of Hong Kong-Zhuhai-Macao Bridge” (Measures) concerning the supervision and management of water traffic safety in the Special Supervision Areas, they shall be implemented in accordance with the Measures; In case of any inconsistency between the “Regulations on Safe Navigation of Ships under the Jurisdiction of Guangdong MSA” and this provision, this provision shall prevail.

第三十三条 本规定自 2024 年 7 月 1 日起试行，有效期 2 年。

Article 33: This provision shall be implemented on a trial basis from July 1, 2024, and shall be valid for two years.

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CIRCULAR

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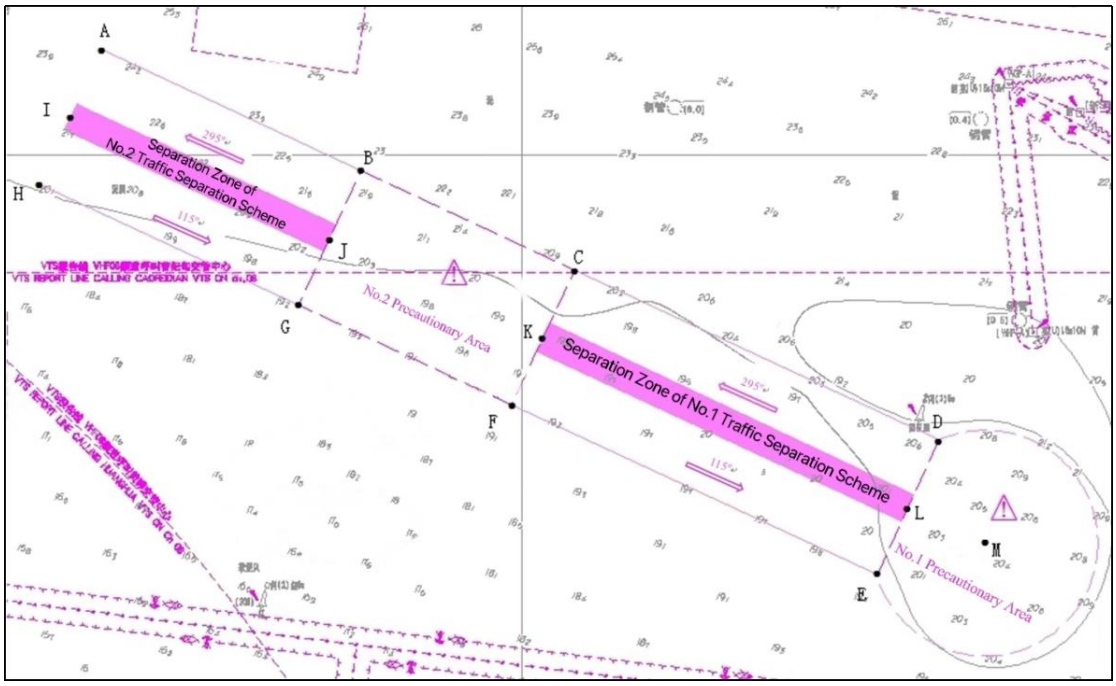
01 August 2024



Notice of Tianjin MSA on Issuing the "Ships' Routeing System for Central Waters of Bohai Bay (for Trial Implementation)"

Dear Sir/Madam

Tianjin Maritime Safety Administration (Tianjin MSA) recently issued the navigation

notice of "Jinhangtong [2024] 0049". This notice announced the "Ships' Routeing System in the Central Waters of Bohai Bay (for Trial Implementation)" (hereinafter referred to as the "Ships' Routeing System"), which has been implemented on a trial basis from June 1, 2024. We hereby issue this Circular to introduce the main contents of the "Ships' Routeing System" and provide relevant suggestions for the reference of the Clubs and their Members.

Main Contents of the "Ships' Routeing System"

1. Geographical Scope of the Ships' Routeing System

The Routeing System consists of No.1 Traffic Separation Scheme (TSS), No.1 Precautionary Area, No.2 TSS and No.2 Precautionary Area. The geographical scope and coordinates of the Traffic Lanes, Boundary Lines, Separation Zones and Precaution Areas are specified in the attachment.

2. The Competent Authority

The competent authority is Tianjin MSA of the People's Republic of China.
The Vessel Traffic Service Center of Tianjin MSA (Tianjin VTS) is responsible for the implementation of vessel traffic management and the acceptance of reporting.

3. Special Provisions

Ships following the Routeing System are not required to report to Tianjin VTS when entering or leaving the applicable waters, however they are expected to maintain continuous listening watch on VHF channel 09.

The principles to be observed by ships when navigating within the waters of the Routeing System are basically the same as those in Rule 10 of the "Convention on the International Regulations for Preventing Collisions at Sea, 1972", such as the

actions to be taken for ships when crossing or entering/leaving traffic lanes, as well as other prohibited actions, etc. It should be noted that ships crossing the traffic lanes must meet certain preconditions and should report to Tianjin VTS before crossing. In addition, when overtaking other ships in the waters of the Routeing System, the overtaking ship must obtain the consent of the overtaken ship and report to Tianjin VTS in advance. Please refer to the attachment for more specific requirements.

Our Suggestions

The implementation of the "Ships' Routeing System" provides powerful guarantees for both maintaining navigation order and improving navigation safety and efficiency in the central waters of Bohai Bay. The MSA requires that ships navigating in the applicable waters strictly abide by the "Ships' Routeing System" and submit to the supervision and management of the local MSA.

Apart from choosing to use the TSS outside Caofeidian Port, the implementation of the Ships' Routeing System provides another route choice for ships sailing from Laotieshan Waterway or Changshan Waterway to Tianjin Port, which is conducive to alleviating the traffic pressure within the TSS outside Caofeidian Port to a certain extent. We suggest ships planning to sail to Dagukou South Anchorage and Dagukou Bulk Chemical Anchorage may consider following this Routeing System. However, it is worth mentioning that the charted depth in the waters of the Routeing System is around 20 meters only, therefore deep draught ships shall choose to use the Routeing System on the premise of ensuring their safety by exercising due comprehensive consideration and assessment on the factors such as their own manoeuvring characteristics, under keel clearances, navigation environments, etc.

Should you have any inquiries, please feel free to contact Huatai Beijing (pni.bj@huatai-serv.com) or our local branch offices.

Best regards,

CUI Jiyu
Head of Marine Team

Attachment

SHIPS' ROUTEING SYSTEM FOR CENTRAL WATERS OF BOHAI BAY
(DRAFT ON A TRIAL BASIS)

1. Reference Charts and Coordinate System

Charts No. 1304/22001/22122/23001 by the Maritime Safety Administration of the People's Republic of China.

Charts No. 11010/11661/11700/11710/11800 by the Navigation Guarantee Bureau of the PLA Navy Staff Department.

The coordinate points of this routeing system adopt the National Geodetic Coordinate System 2000 (Navigational purposes are equivalent to WGS-84 World Geodetic Coordinate System).

2. Applicable Geographical Area

Ships' Routeing System for Central Waters of Bohai Bay consists of No.1 Traffic Separation Scheme, No.1 Precautionary Area, No.2 Traffic Separation Scheme and No.2 Precautionary Area.

2.1 No.1 Traffic Separation Scheme

2.1.1 No.1 Traffic Separation Scheme consists of Separation Zone and Traffic Lane.

2.1.2 Separation Zone of No.1 Traffic Separation Scheme, 6.8 nautical miles in length and 0.5 nautical miles in width, is centered on the line connecting the following geographical positions:

K: 38°41′54.690″N, 118°30′27.430″E
L: 38°39′02.102″N, 118°38′19.806″E

2.1.3 Traffic Lane of No.1 Traffic Separation Scheme

(1) The North Boundary Line of the Traffic Lane is the line connecting the following two geographical positions:

C: 38°43′03.071″N, 118°31′08.146″E
D: 38°40′10.498″N, 118°39′00.476″E

(2) The South Boundary Line of the Traffic Lane is the line connecting the following two geographical positions:

E: 38°37′53.688″N, 118°37′39.136″E
F: 38°40′46.353″N, 118°29′46.806″E

(3) The westbound traffic lane is the area between Separation Zones and the North Boundary Line, with the length of 6.8 nautical miles, the width of 1 nautical mile, and the main traffic direction is 295° (Ships with true course).

(4) The eastbound traffic lane is the area between Separation Zones and the South Boundary Line, with the length of 6.8 nautical miles, the width of 1 nautical mile, and the main traffic direction is 115° (Ships with true course).

2.2 No.1 Precautionary Area

No.1 Precautionary Area is bounded by the arc centered on point M, geographical position (38°38′25.091″N, 118°40′00.974″E) with the radius of 1.925 nautical miles, and the line connecting the following three geographical positions successively.

D: 38°40′10.498″N, 118°39′00.476″E
L: 38°39′02.102″N, 118°38′19.806″E
E: 38°37′53.688″N, 118°37′39.136″E

2.3 No.2 Traffic Separation Scheme

2.3.1 No.2 Traffic Separation Scheme consists of Separation Zone and Traffic Lane.

2.3.2 Separation Zone of No.2 Traffic Separation Scheme, 4.85 nautical miles in length and 0.5 nautical miles in width, is centered on the line connecting the following two geographical positions:

I: 38°45′38.812″N, 118°20′13.562″E

J: 38°43′35.810″N, 118°25′50.500″E

2.3.3 Traffic Lane of No.2 Traffic Separation Scheme

(1) The North Boundary Line of the Traffic Lane is the line connecting the following two geographical positions:

A: 38°46′47.201″N, 118°20′54.232″E
B: 38°44′44.197″N, 118°26′31.185″E

(2) The South Boundary Line of the Traffic Lane is the line connecting the following two geographical positions:

G: 38°42′27.533″N, 118°25′09.845″E
H: 38°44′30.603″N, 118°19′32.892″E

(3) The westbound traffic lane is the area between Separation Zones and the North Boundary Line, with the length of 4.85 nautical miles, the width of 1 nautical mile, and the main traffic direction is 295° (Ships with true course).

(4) The eastbound traffic lane is the area between Separation Zones and the South Boundary Line, with the length of 4.85 nautical miles, the width of 1 nautical mile, and the main traffic direction is 115° (Ships with true course).

2.4 No.2 Precautionary Area

No.2 Precautionary Area is bounded by the line connecting the following four geographical positions successively.

B: 38°44′44.197″N, 118°26′31.185″E
C: 38°43′03.071″N, 118°31′08.146″E

F: 38°40′46.353″N, 118°29′46.806″E
G: 38°42′27.533″N, 118°25′09.845″E

No.2 Precautionary Area is in a rectangular shape, 3.98 nautical miles in length and 2.5 nautical miles in width.

3. The Competent Authority

3.1 The Competent Authority is Tianjin Maritime Safety Administration, P. R. China.

3.2 The Vessel Traffic Service Center of Tianjin Maritime Safety Administration (hereinafter referred to as Tianjin VTS) are responsible for vessel traffic management and report in accordance with the responsibilities.

4. Special Provisions

4.1 Ships following this routeing system are not required to report when entering or leaving this area.

4.2 Ships navigating within this routeing system shall comply with the following regulations:

(1) They shall not be exempt from the responsibilities and obligations prescribed by the International Regulations for Preventing Collisions at Sea, 1972.

(2) They shall keep watch on VHF Channel 09.

(3) Ships are not allowed to cross the traffic lane unless permitted. If crossing is unavoidable, they shall report to Tianjin VTS and inform surrounding ships of their status in advance. Crossing should only occur when it is confirmed that no ships are approaching within the traffic lane.

(4) When entering or leaving the traffic lane, ships shall navigate with an angle as small as possible with the general direction of flow within the lane.

(5) When overtaking is necessary, overtaking vessel shall get permission from the overtaken vessel, and report to Tianjin VTS in advance. Overtaking shall not result in close-quarters situation with other vessels.

(6) Anchoring, fishing, and farming are prohibited in the Precautionary Areas, Traffic Lanes, and nearby waters of their terminations. Other activities within the routeing system area are subject to approval by the maritime safety administration.

(7) Ships shall navigate with particular caution proceeding into and out of the Precautionary Areas as well as in the Precautionary Areas. Good seamanship practices shall be employed at all times.

4.3 Ships in violation of this Routeing System shall be subject to penalties by the competent authority in accordance with relevant laws, regulations and rules.

5. Implementation

This ships' routeing system shall be implemented on June 1, 2024, on a trial basis for a period of one year.

Section 6- Ship structure

NO	QUESTION	GUIDANCE	REFERENCE / GUIDANCE	Verified by CEO / CNO / Comments
6.1	Is the vessel free of any hull repairs unreported to class (v)	**Guide to Inspection** **Record a Finding if documents or visual evidence indicated that unauthorised hull repairs have been carried out.** The vessel's manager may engage a "Riding Crew" consisting of a qualified welder and fitters who carry out repairs and steel renewal at sea. The Riding Crew may be involved in welding fractures and replacing deck plate and hatch coaming in various locations, including cargo holds and ballast tanks. Many repairs carried out on voyages are not brought to the attention of the class society and are not always carried out in a professional way. It is the responsibility of the shipowner to maintain and repair the vessel in periods between regular surveys. Moreover, the shipowner is required to inform the corresponding Classification Society as soon as any damage or defect which may affect conformance with Classification rules is discovered. There is no precise definition of what deficiencies are relevant in this respect. In general, these would be defects which diminish the structural capability of the hull, breach the watertight integrity of tanks or the hull, or impair redundancy or normal operation of a vessel's propulsion, steering, power generation, auxiliary machinery, and associated systems. In case of doubt as to whether a particular deficiency warrants Class attention, shipowners should contact their Classification Society for clarification. (Onboard Repairs - Compliance with Class and Statutory Requirements - A P&I Perspective, 2017)	Report to ship manager if there are any machinery , water / weather tight issues or structural issues like welding fractures / cracks on deck , hatch coaming , holds , ballast tanks etc. Company defect management form 6.5.1. If fitter is on board , plan for repairs.	☐
6.2	Does the SMS include procedures and instructions for regular inspection of cargo holds, ballast tanks, void spaces, trunks, duct keel and cofferdams by the ship's personnel and are records maintained? (V)	**Guide to Inspection** **Record of inspection, photo and/or video evidence of such inspection shall be available. Record a Finding:** **1. When the inspection report is not available, or** **2. When inspection report was not supported with photos and /or video evidence.** After every discharge and each cleaning, holds should be formally inspected by the Master or Chief Officer. The ballast tanks, void spaces, cofferdams, and duct keel should be inspected at least annually. Ballast tanks and void spaces adjacent to grab or bulldozer's damage shall be inspected after completion of the discharge. This inspection should be recorded with photographs. The inspection plan and records should at least cover the following: > Framing of the holds – damaged and 'tripped' brackets > Condition of bulkhead coatings on the holds > Condition of hatch covers, trackways, compression bars, channel drainage, hatch rubbers, cross, hatch drain valve and side cleats > Hatch and hold vents and watertight lids, including access hatch lids, rubber packing and closing cleats and dogs > Tank top, any damage > Condition of coating in ballast tanks, void space, cofferdam, and duct keel > Condition of tank top double bottom or side tank access lid, condition and the fitting of the gaskets, condition of nuts > Condition of hold ladders, platforms and handrails > Condition of hold piping, air vent and water ballast sounding lines, and piping protection brackets > Condition of bilge wells, including bilge covers, strum boxes, and bilge well valves, including non-return valves > Condition of bilge high-level alarms > Condition of lights and light fittings.	Refer Technical Procedure Manual – Chapter 8. Hull Maintenance/section 3 PMS Hull inspection under Maintenance in MESPAS , (12 MONTHS FOR BALLAST TANKS / VOID SPACES / DUCT KEEL /COFFERDAM) .Please check and confirm if all these spaces are included in MESPAS and records updated. Photographs of inspection to be maintained. Form 2.3.20 – Hold condition report (each hold cleaning) Report any damages after discharging through stevedore damage form.(2.3.23) Form 2.3.21 – Record of Cargo hold bilge valve inspection and testing. Ensure records are filed in Shared folder MESPAS - Monthly inspection: hatch cover and coamings (msc.169 (79))	☐
6.3	Is the Enhanced Survey report file adequately maintained and does the condition evaluation report confirm the fitness of the ship for its intended service for the next five years? (M)	**Guide to Inspection** **Record the tank coating condition in comment.** Bulk carriers and oil tankers shall have a survey report file and supporting documents complying with paragraphs 6.2 and 6.3 of annex A and annex B of resolution A.744(18) – Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers. Note: refer to the requirements of survey report file and supporting documents for bulk carriers and oil tankers as referred to in paragraphs 6.2 and 6.3 of annex A/annex B, part A/part B, 2011 ESP Code. (SOLAS 1974, 2020)	Check latest enhanced survey report file and condition evaluation report is available.	☐

6.4	Are the access points to cargo holds, ballast tanks, and void spaces including vertical ladders, spiral ladders, rungs, stations, and platforms being maintained and in good order? (V)	**Guide to Inspection** Corrosion wastage affects the structural safety. Record a nFinding if vertical ladders, spiral ladders, rungs, station, and platform are found damaged or corroded.	Check Form 2.3.20 – Hold condition report – condition of ladders Check condition of ballast tank and void spaces access points for corrosion wastage or damage and report to ship manager if condition is not good or any damage is observed.	☐
6.5	Are the air pipes and sounding pipes in the cargo holds and void spaces in good condition? (V)	**Guide to Inspection** Deck sounding pipes pass through the weather deck and are fitted with screw-down caps. Sounding pipes for engine room double-bottom tanks are fitted with counterweight self-closing cocks. It is imperative that sounding pipe caps or cocks be kept shut and well maintained. Pipes passing through a dry cargo space must be inspected for physical damage after the completion of discharging operations. It is advisable to open and inspect air pipe headers on the exposed weather deck once every five years, following the first special survey. This is necessary because corrosion on the inside of an air pipe header will not be noticeable externally. To extend the life of air pipe headers, they should be galvanised. Screw-down caps are fitted to the top of sounding pipes. These caps should never be mislaid or replaced with wooden plugs. The self-closing cocks on engine room sounding pipes should never be tied open. (A Master's Guide to Ship's Piping, 2012)	Refer Monthly Maintenance of Air Vent in MESPAS, Form 2.3.20 requires inspection of Sounding Pipes passing through cargo hold. Ensure proper screw cap is used for the sounding pipe and is fully tightened. The threads of the sounding pipe and cap shall be in good order. Wooden plugs shall not be used as sounding pipe caps. Pipes passing through a dry cargo space must be inspected for physical damage after the completion of discharging operations Check air vent heads / sounding pipes on deck. Check if self- closing devices are operating correctly and can be properly closed. Ensure there are no devices fitted to keep them in the open position (i.e Self-closing devices should never be tied open with a rope). Check if caps are in good order with securing chain. Check if springs (where fitted) are in good order. Check if small-diameter self-closing control cock (push button type) below the self-closing device is in good order. Refer self-closing devices PMS in MESPAS	☐
6.6	If the vessel has a duct keel, is the access, mechanical ventilator, and lighting adequate		Ensure duct keel is dry and clean. Inform ship manager if there are any leaks Ensure mechanical ventilator is operational (if fitted)	☐

	and is it free of water? (V)			
6.7	Is the vessel free of any apparent structural defects? (V)		Check and report any structural defect to office.	☐
6.8	Are cargo hold ventilation systems being maintained in good condition? (V)	**Guide to Inspection** Every ventilator should have a positive means of closing. The closing mechanism could be in the form of a weathertight door or a ventilator flap (or damper) set within the vent trunk and operated by an external lever, or it may consist of a cowl which can be screwed down into a closed position by the operation of a valve wheel. It is essential that the closing devices are maintained and in a good condition, which includes being greased as needed and inspecting the gaskets to ensure an effective seal, especially in the case of a fire or shipping spray in the vicinity of ventilator intakes. Ventilation ports and fan spaces must be checked for possible loose rust or paint chips that might fall onto the cargo, causing contamination. Prior to any loading operation, the fans for mechanical ventilation should be checked to ensure they are in operation. It is recommended that the ventilators are prominently and permanently marked with the space (that is being serviced by the vent) and that it is indicated whether the shut-off is open or closed with the direction of the damper mechanism. For various cargoes, wire mesh guards shall be fitted over the fan openings on deck. The wire mesh guards shall have a mesh size not exceeding 13 x 13 mm and shall prevent foreign objects entering the fan casing which could produce sparks with the rotating impeller (SOLAS Regulation II-2/19.3.4.2 and MSC/Circ.1120). In addition, for the carriage of SEED CAKE UN 1386 (b), SEED CAKE UN 2217 and SULPHUR UN 1350, all ventilation openings on the deck shall be fitted with spark-arresting screens (IMSBC Code Appendix 1). These screens have a much finer mesh size than wire mesh guards. A definition of the term is not included in the IMSBC Code. However, the U.S. Coast Guard (46 CFR §151.03–25), for example, defines the mesh size as follows: single screen with at least 30 x 30 threads per square inch or two screens with 20 x 20 threads per square inch fitted in series not less than half an inch or more than one and a half inches apart. (CARGO AND CARGO HOLD VENTILATION, 2020)	Ensure vents are in good condition and sealing effectively. Check cargo holds air vents for appearance, gasket, wire mesh including correct size **30 X 30** threads per square inch, securing arrangement as applicable. Ensure the ventilators are prominently and permanently marked with the space (that is being serviced by the vent) and that it is indicated whether the shut-off is open or closed with the direction of the damper mechanism. IMO sticker (closing device) to be posted on the vents It is essential that the closing devices are maintained and in a good condition, which includes being greased as needed and inspecting the gaskets to ensure an effective seal Ensure vents are not rusted and there are no loose paint chips. Ensure fans are operational (where fitted) Refer to MESPAS for maintenance of vents	☐