



Making waves

IVSS CAMPAIGN OCT 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 has launched 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 the vessel is complying with all the items. Kindly liaise with the crewing department if there are any issues.

2. RIYADH MOU CIC – LIFTING APPLIANCES

The Member Authorities of the Memorandum of Understanding on Port State Control in the Riyadh MOU Region (RMOU) has initiated a Concentrated Inspection Campaign (CIC) focusing on Ships' Lifting Appliances.

This CIC will be conducted over a three-month period, commencing on 1 September 2024 and concluding on 30 November 2024.

The primary objective of the CIC is to ensure that ship crew members are adequately trained and familiar with various types of crane equipment, capable of identifying potential hazards promptly, and knowledgeable about the appropriate actions to take in emergency situations. Furthermore, it aims to confirm that all crew members possess the necessary qualifications for their respective roles and have access to current safety manuals that outline best practices for each task. The campaign also seeks to ensure that periodic maintenance of the ship's lifting equipment and devices is performed by the crew.

Port State Control Officers (PSCOs) will utilize a list of 10 questions to assess the adequacy and compliance of Ships' Lifting Appliances and equipment with relevant requirements, ensure that the master and crew members are familiar with operations concerning these appliances, and verify that the equipment is properly maintained and functional.

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

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:

- **ENCLOSED LIFEBOAT -ON LOAD RELEASE GEAR SYSTEM**
- **NAVIGATIONAL INCIDENT – SUEZ CANAL**
- **SAFETY, ENVIRONMENT AND SECURITY ORIENTATION**

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. OJT - BODY AND BAGGAGE SEARCH

The Master shall conduct OJT with all deck officers and ratings as per attached guidelines.

Records of training shall be maintained in form 3.2.3

6. SHIPS' ROUTING SYSTEM FOR THE SHANGHAI SECTION OF THE YANGTZE RIVER

The Master shall discuss attached P&I circular with all deck officers and take necessary actions as applicable if calling the Shanghai Section of the Yangtze River.

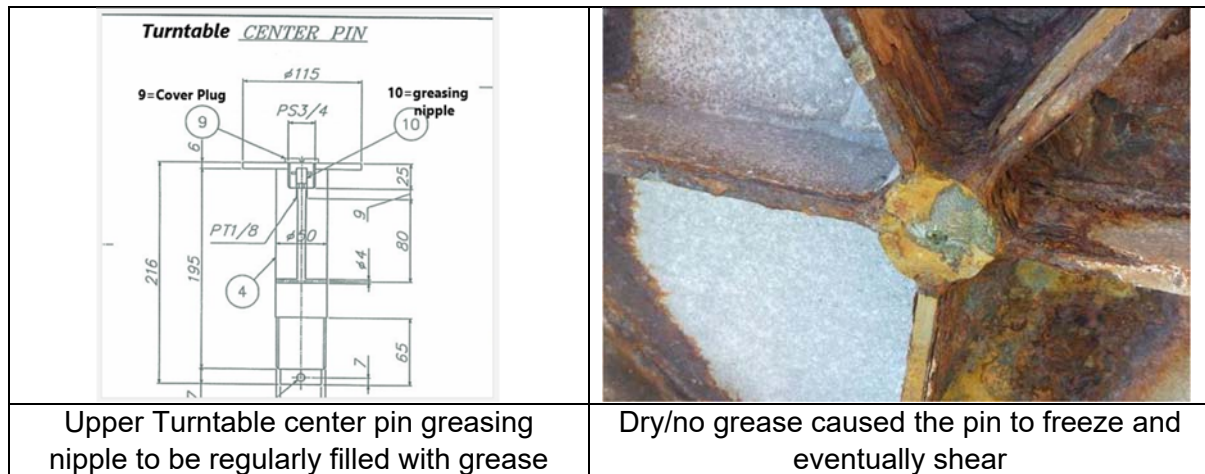
7. ACCOMMODATION LADDER TURNTABLE PIN

We are sharing the failure of the accommodation ladder turn table pin on one of our managed vessels.

While departing from port, the crew were lifting up the port side accommodation ladder and during this process the ladder detached from the turn table and hung vertically on the fall wires. The ship's crew managed to retrieve the ladder back to the horizontal position and secure it outboard.

Root cause:

- Metallurgical failure of the pin securing the turntable (Mechanical failure) caused by lack of greasing of the shaft of the pin
- Inadequate inspection of the turntable and the pin during drydock



Corrective action:

The turntable and the swivel plate were landed at local workshop for repairs.

A new pin was fitted, repairs were carried out and the accommodation ladder was fitted back onboard.

The accommodation ladder was tested to the satisfaction of the Classification Society.

Preventive action:

The fleets dry docking specifications has been reviewed and a new job request added which includes inspection and crack detection of the pin and servicing of the turntable during drydock. The Center Pin is to be regularly greased to keep the pin free and able to rotate.

8. RIGHTSHIP SECTION 12 – SECURITY

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 17 chapters in the RIGHTSHIP questionnaire.

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

For this month, the Master shall go through the attached “SECURITY” checklist and ensure if vessel is in compliance with all the items.

9. NEAR MISS REPORTING

We have observed that there is a decline in the number of near misses reported by ships in month of September and October.

We encourage all staff onboard irrespective of rank to report near miss incidents. The INTERCARGO recommended standard is five near misses per vessel per month. In September the fleet averaged only 1.9 near misses per vessel for the month.

Below are the definition and examples of near misses as per the ISM code.

- A Near Miss is an event, or sequence of events, which did not lead to an injury, damage to property, damage to environment, cargo contamination, commercial losses, loss of process, or any lost time but which, under slightly different circumstances, could have done so.
- A Near Miss is often referred to as 'Hazardous Occurrence'.
- Example 1 - Any event that leads to the implementation of an emergency procedure, plan or response and thus prevents a loss. For example, a collision is narrowly avoided; or a crew member double checks a valve and discovers a wrong pressure reading on the supply side.
- Example 2 - Any event where an unexpected condition could lead to an adverse consequence, but which does not occur. For example, a person moves from a location immediately before a crane unexpectedly drops a load of cargo there; or a ship finds itself off-course in normally shallow waters but does not ground because of an unusual high spring tide.
- Example 3 - Any dangerous or hazardous situation or condition that is not discovered until after the danger has passed. For example, a vessel safely departs a port of call and discovers several hours into the voyage that the ship's radio was not tuned to the Harbour Master's radio frequency; or it is discovered that ECDIS display's scale does not match the scale, projection, or orientation of the chart and radar images.
- **Even if one incident can be prevented due to your near miss report, you have done a great service to your seafarer colleagues.**
- **All Near Misses are required to be promptly reported to Office using CSM**

10. CRANE BLOCKS

Recently we have had a number of incidents where we have had reports of poor condition of crane blocks aboard our vessels. All Officers (including Engineers), and deck Crew aboard should have a basic knowledge of the requirements that need to be checked, to ensure that lifting operations remain safe. When preparing for lifting operations there are a number a separate aspect to be checked:

- The Sheaves, Crane wires, Jib and safety limits.
- The Crane Cabin and Controls. This includes safe access to the cabin and safety escape for the crane operator.
- The operation of the slewing, luffing and hoisting motors. This includes reeling drums, hydraulics and limits.
- The Cargo Block and Loose gear.

Cargo blocks and Loose gear are often neglected:

Crane Hooks

Take time to discuss the following:

- Hooks must be checked for damage, distortion, grooving and safety clips missing/not functioning. Any damage must be inspected by a Senior Officer and reported to the Office.
- All hooks must swivel freely but must not be loose. Grease must be visible and free of grit (especially after dry dock maintenance).
- All shackles attached must be free, with original pin and bolt, held in position by a good diameter split pin. Shackles must not be grooved, distorted or elongated. The certificate number must be clearly marked on the shackle.
- The Sheave must be well greased and rotate smoothly, without touching the cheeks of the block. There must be no wobble, noise or metal pieces visible (bearing wear/failure indication).
- The block cheeks must not be indented, distorted or appear to be cracked. Check carefully around bolt holes and sheave pin.
- The Tie bolts must be checked to ensure they are not stretched, washers are in place, and that the bolts are secure by welding, to stop the bolts working loose. Any cracked paint, welding, elongation must be reported immediately.
- The bolt heads sometimes sit in a recess. This is a particular place of failure on some blocks and needs to be carefully inspected for corrosion, cracking or plate thinning.
- Every block must be marked with its SWL and the stamped certificate marking must be clearly marked (not painted over).

Loose Gear

Any loose gear that is attached to the vessel's cranes (Grabs, slings, chains, spreaders etc.) should be inspected before use. The Chief Officer, if not satisfied with the condition of the equipment, should request certificates from the owner of the equipment (normally the Stevedore company). There have been numerous reports of forklifts and bull dozers being dropped onto tank tops. Any refusal or inability of the individuals to supply these documents must be reported to the Charterers immediately. No equipment in poor condition may be used.

2024 - CIC ON CREW WAGES AND SEAFARERS' EMPLOYMENT AGREEMENTS (MLC)

NO	QUESTION	ACTION TO BE TAKEN	MLC REFERENCE / SMS REFERENCE / GUIDANCE	Verified by Master	Remarks / Concerns if any
1	Is the seafarer given a SEA signed by both the seafarer and the shipowner or a representative of the shipowner?	<ul style="list-style-type: none"> • 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 • Seafarers are given the opportunity to examine and seek advice on the SEA before signing, then each SEA has been willingly signed by the seafarer. • SEA signed and held by the seafarer is same as the SEA provided by the master. • SEA are valid for the period in which the seafarer is on board. • SEA consistent with the seafarer's current position. 	MLC 2006 / Std.A2.1.1	<input type="checkbox"/>	
2	Is the seafarer able to access information regarding their employment conditions on board?	<ul style="list-style-type: none"> • Clear information on employment conditions can be obtained by all seafarers. • MLC Certificate , Last MLC Class audit report / (DMLC) part I and II displayed in a conspicuous place (Crew mess room, noticeboard) 	MLC 2006 / Std.A2.1.1(d) MLC 2006 / Std.A2.1.3 MLC 2006 / Std.A5.1.3.12	<input type="checkbox"/>	
3	Are standard form of seafarers' employment agreements and parts of any applicable collective bargaining agreements	<ul style="list-style-type: none"> • SEA / CBA provided to seafarer in English. 	MLC 2006 / Std.A2.1.2	<input type="checkbox"/>	

2024 - CIC ON CREW WAGES AND SEAFARERS' EMPLOYMENT AGREEMENTS (MLC)

	<p>subject to port State control under Reg.5.2, available in English?</p>	<ul style="list-style-type: none"> Copy of the applicable CBA is available on board when the applicable CBA form all or part of the SEA. 			
4	<p>Does the seafarers' employment agreement include all the required elements specified in the MLC, 2006?</p>	<ul style="list-style-type: none"> SEA does not contain any clauses that violates seafarers' rights SEA is consistent with the DMLC parts I and II SEA incorporates the following information, at a minimum: <ol style="list-style-type: none"> <i>the seafarer's full name, date of birth or age, and birthplace;</i> <i>the shipowner's name and address;</i> <i>the place where and date when the SEA is entered into;</i> <i>the capacity in which the seafarer is to be employed;</i> <i>the amount of the seafarer's wages or formula used for calculating them;</i> <i>the amount of paid annual leave or formula used for calculating it;</i> <i>the termination conditions of the agreement, including notice period, etc.;</i> <i>the health and social security protection benefit to be provided;</i> <i>the seafarer's entitlement to repatriation;</i> <i>reference to any applicable collective bargaining agreement; and</i> <i>any other particulars required by national law.</i> 	<p>MLC 2006 / Std.A2.1.4 (a-k)</p>	<input type="checkbox"/>	

2024 - CIC ON CREW WAGES AND SEAFARERS' EMPLOYMENT AGREEMENTS (MLC)

5	Do particulars included in the seafarers' employment agreement comply with MLC, 2006 requirements?	<p>SEA includes the following particulars that comply with MLC, 2006 requirements:</p> <ul style="list-style-type: none"> • Shipowner's details consistent with the MLC Certificate; • Amount of paid annual leave, e.g. calculated base of a minimum of 2.5 calendar days per month, etc.; • 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 • Any applicable CBA. <ul style="list-style-type: none"> • SEA must specify the circumstances where the seafarer is entitled to repatriation, including: <ol style="list-style-type: none"> 1. <i>SEA expired while abroad;</i> 2. <i>SEA terminated by shipowner or by seafarer for justified reasons; and</i> 3. <i>Seafarer no longer able to carry out duties.</i> 	<p>MLC 2006 / Std.A2.4.2</p> <p>MLC 2006 / Std.A2.5.1</p> <p>MLC 2006 / appendix A5-II MLC Certificate</p>	<input type="checkbox"/>	
6	Are wage or salary payments made to the seafarer at no greater than monthly intervals?	<ul style="list-style-type: none"> • Seafarers' wages paid in full at not more than monthly intervals in accordance with their SEA and any applicable CBA. • Only one set of wage payment accounts are used. 	MLC 2006 / Std.A2.2.1	<input type="checkbox"/>	
7	Have seafarers been given a status of accounts and wages paid on at least a monthly basis?	<ul style="list-style-type: none"> • Documents to confirm the individual wage payments including monthly account (such as wage slip) provided to seafarers. 	MLC 2006 / Std.A2.2.2	<input type="checkbox"/>	

2024 - CIC ON CREW WAGES AND SEAFARERS' EMPLOYMENT AGREEMENTS (MLC)

		<ul style="list-style-type: none"> • 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. • 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. 			
8	Are wage or salary payments in accordance with any applicable CBA or SEA?	<ul style="list-style-type: none"> • Seafarers paid regularly and in full as per their SEA and/or applicable CBAs. • SEA, payroll records, and wage accounts (slips) available to verify wage payments. • Base and overtime wages paid according to the recorded work/rest hours in consistent with the DMLC parts I, DMLC parts II and/or applicable CBA. • Evidence for correct wages payment (monthly accounts such as slips) is provided to seafarers. • Seafarer's monthly account includes wages paid, amount due , 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 	<p>MLC 2006 / Std.A2.2.1</p> <p>MLC 2006 / Std.A2.2.2</p>	<input type="checkbox"/>	
9	If payments made to a seafarer include deductions, are they in accordance to the MLC, 2006?	<ul style="list-style-type: none"> • Reliable system in place to transmit seafarer's wages to their families, e.g. bank statements, etc. • Wages allotted (a portion if desired by seafarer) to their families at regular intervals; and allotments remitted directly to their nominated recipients in due time. • No unauthorized deductions were 	<p>MLC 2006 / Std.A2.2.1</p> <p>MLC 2006 / Std.A2.2.3</p> <p>MLC 2006 / Std.A2.2.4</p> <p>MLC 2006 / Std.A2.2.6</p>	<input type="checkbox"/>	

2024 - CIC ON CREW WAGES AND SEAFARERS' EMPLOYMENT AGREEMENTS (MLC)

		<p>made and the charges for remittance services reasonable and based on the prevailing market or official exchange rate in accordance with SEA. (Deductions from seafarers' remuneration only permitted according to national laws/regulations/CBA and the seafarer has been informed)</p> <ul style="list-style-type: none"> • Evidence 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. • Wages not deducted for the transportation costs associated with the seafarer's travel to and from the ship for the purpose of their employment. • Any remittance of pay to a seafarer's family/dependent/legal beneficiary including service charges and exchange rates recorded and available for inspection • Monetary fines against seafarers are prohibited, except those authorized by national laws/CBA 			
10 A	<p>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?</p>	<ul style="list-style-type: none"> • Vessel to display both these financial security certificates issued by P&I club on notice boards / crew smoke room (Latest valid certificate MLC 2.5.2 / 4.2.1). • Certificates to be filed in CSM. 	<p>MLC 2006 / Std. A4.2.1 MLC 2006, Std. A2.5.2.7 SMS REFERENCE - PERSONNEL MANUAL/11 FINANCIAL SECURITY</p>	<input type="checkbox"/>	

2024 - CIC ON CREW WAGES AND SEAFARERS' EMPLOYMENT AGREEMENTS (MLC)

		<ul style="list-style-type: none"> All officers and crew shall be familiar with these certificates 			
10 B	<p>Is a certificate or documentary evidence of financial security, issued by the financial security provider, available on board in the event of the repatriation?</p>	<p>CERTIFICATE OF INSURANCE OR OTHER FINANCIAL SECURITY IN RESPECT OF SHIPOWNERS' LIABILITY AS REQUIRED UNDER REGULATION 4.2 STANDARD A4.2.1 PARAGRAPH 1 (b) OF THE MARITIME LABOUR CONVENTION 2006 AS AMENDED</p> <p>CERTIFICATE OF INSURANCE OR OTHER FINANCIAL SECURITY IN RESPECT OF SEAFARER REPATRIATION COSTS AND LIABILITIES AS REQUIRED UNDER REGULATION 2.5.2, STANDARD A2.5.2 OF THE MARITIME LABOUR CONVENTION 2006 AS AMENDED</p>		<input type="checkbox"/>	

MISCELLANEOUS:

Following to be posted in Crew mess room /Notice board

- DMLC I
- DMLC II
- LAST MLC INSPECTION REPORT BY CLASSIFICATION SOCIETY
- MLC certificate
- Financial security certificate's (MLC 2.5.2 / 4.2.1) issued by P&I CLUB
- CBA



مذكرة تفاهم الرياض
للمراقبة والتفتيش على السفن
RIYADH MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL

CIC on Ships Lifting Appliances			
Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

QUESTIONS 1 TO 10 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON FORM B OF THE INSPECTION REPORT

No.	Item	Yes	No	N/A
1*	Are all relevant documentation for the ship's lifting appliances, including cargo operation manuals, approved lifting gears certificates, and loading instrument function documentation, available on board the ship?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2*	Is the cargo gears record logbook and lose gears conformance test report of all the ship's lifting devices available onboard the ship?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3*	Are the inspection reports for the lifting appliances, including those conducted by the classification society and the ship's crew, available onboard the ship?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4*	Are the lifting appliances maintained and working in good condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5*	Are the ship's communications devices maintained and working in good condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6*	Are the safety operation procedures available onboard the ship?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7*	Is the master's order for cargo operations available onboard the ship?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8*	Is cargo operation Risk Assessment available onboard the ship?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9*	Have the lifting appliances on the ship been inspected for oil leaks and cleanliness?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10*	Are the ship's crew and shore operators properly familiarized with the cargo and lifting appliances operations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>


Note: If "No" is ticked for questions marked with an asterisk "*", the ship may be considered for detention.




2024 - CIC ON SHIPS LIFTING APPLIANCES

NO	QUESTION	ACTION TO BE TAKEN	SMS REFERENCE / GUIDANCE	Verified by Master	Remarks / Concerns if any
1	Are all relevant documentation for the ship's lifting appliances, including cargo operation manuals, approved lifting gears certificates, and loading instrument function documentation, available on board the ship?	<ul style="list-style-type: none"> • Check Register of Lifting Appliances and Cargo Handling Gear (Chain Register) is updated for annual examination and 5 yearly load test. • Check load test certificates of the cargo/provision cranes and ER trolley • Check hoist and luffing wires certificates • Check crane maker's manual • Check grab (if provided) maker's manual • Check Loading Computer Software Certificate and Test Conditions 		<input type="checkbox"/>	
2	Is the cargo gears record logbook and loose gears conformance test report of all the ship's lifting devices available onboard the ship?	<ul style="list-style-type: none"> • Check cargo gears certificates are available matching with the marking of the cargo and loose gears. • Certificates for chain blocks and shackles • Mark shackles and slings with Identification marks and record on certificates 		<input type="checkbox"/>	
3	Are the inspection reports for the lifting appliances, including those conducted by the classification society and the ship's crew, available onboard the ship?	<ul style="list-style-type: none"> • Register of Lifting Appliances and Cargo Handling Gear (Chain Register) endorsed by Class surveyor for annual examination and five yearly load test. • PMS maintenance records – monthly/quarterly/annual – Rocking test records • Inspection of lifting gears Form 6.6.20 (IVSS Form) 		<input type="checkbox"/>	

2024 - CIC ON SHIPS LIFTING APPLIANCES

4	Are the lifting appliances maintained and working in good condition?	<ol style="list-style-type: none"> 1. Check cranes are marked with SWL and operational angles. 2. Check crane maintenance is carried out as per PMS and records are available. 3. Check and test limit switches, keep test record. 4. Hook clasp is operational 5. Inspect wire and sheeves condition, these are in good visual condition. 6. Check access to the crane cabin is safe 7. Check greasing of the gears, sheaves and gears, these should not be dry or show sign of rust 8. Crane hooks, shackles markings are visible and matching with certificates 9. Check crane cabin and fittings inside are operational 10. Carry out cargo cranes check using pre-arrival Form 2.3.7 (IVSS SMS). 		<input type="checkbox"/>	
5	Are the ship's communications devices maintained and working in good condition??	<ul style="list-style-type: none"> • Check portable radio/PA system operational. • Crew aware of crane operational signals • Watch keepers carrying portable radio with them. 		<input type="checkbox"/>	
6	Are the safety operation procedures available onboard the ship?	<ul style="list-style-type: none"> • Check crane operation instructions are posted in crane cabin with warnings. • Refer company SMS procedure • Bulk Cargo loading/unloading sequence Form 2.3.2 (IVSS Form) 	<p>Cargo manual – Chapter 22 – Cargo crane wires and sheaves</p> <p>Attached poster to be posted on each crane</p>	<input type="checkbox"/>	 CRANE SAFETY POSTER .docx
7	Is the master's order for cargo operations available onboard the ship?	<ul style="list-style-type: none"> • Master's standing orders to contain a section on cargo/port operations which includes – supervision of the cargo operation, stowage and cargo gears, bunkering operation, de-ballasting/ballasting operation, 		<input type="checkbox"/>	

2024 - CIC ON SHIPS LIFTING APPLIANCES

		vessel draft/trim/UKC monitoring, weather/tidal stream condition, readiness of fire fighting equipment, gangway manned, monitoring surrounding environment and anti-pollution measures in place, tending mooring, deck safety/security rounds, compliance with local regulations, action in case of an emergency etc			
8	Is cargo operation Risk Assessment available onboard the ship??	<ul style="list-style-type: none"> • Ensure Risk Assessment on cargo operation is carried out at each port and RA is available. 		<input type="checkbox"/>	
9	Have the lifting appliances on the ship been inspected for oil leaks and cleanliness?	<ul style="list-style-type: none"> • Check the hydraulic pipes are rust free and well painted. • Check the condition of hydraulic flexible hoses and connectors. • Check hydraulic machinery for oil leaks and ensure piping and machinery area is kept clean. Any oil around is to be wiped out. 		<input type="checkbox"/>	
10	Are the ship's crew and shore operators properly familiarized with the cargo and lifting appliances operations?	<ul style="list-style-type: none"> • Ensure crew members are familiar with the lifting appliances which they operate. • Ensure deck crew has completed Cargo Crane Familiarization using Form 4.1.2A 1 (IVSS SMS) and Provision crane using Form 4.1.2A (IVSS SMS). <p>Ensure Engine staff has completed training on Provision and Engine room crane using Form 4.1.2A (IVSS SMS).</p>	Laminated copy to be kept onboard and discussed with shore personnel	<input type="checkbox"/>	 SHORE CREW FAMILIARIZATION.doc



VESSEL : _____

DATE : _____

Details of training: BODY AND BAGGAGE SEARCH PROCEDURES

- Searches of personnel seeking to board ship shall be conducted at the discretion of the SSO, in accordance with the applicable Security level.
- Visitors are subject to be checked for the carriage of weapons, ammunition, incendiaries and explosives, narcotics and paraphernalia at the gangway
- If a hat or coat is worn, ask the visitor to remove them and inspect its insides.
- Ask the visitor to empty the pockets into a tray.
- Sensible and tactful body screening is important. Manual body search (Pat-down or frisk searches shall be performed over the clothed body)
- The visitor should be asked to stand with his arms raised on the side and legs slightly apart.
- Start the search from the collar downwards running your hands over the shoulders, below the arms, chest (front and back, paying special attention to the spinal area), down the legs, lifting the trouser base to inspect the socks and shoes. Run your hands over the arms to ensure nothing is hidden under the armpit and in the sleeves. Check hands for their contents, if any.
- The visitor shall be politely requested to open his baggage. Direct the visitor to remove items of interest and place them on the table / tray and visually check the contents without touching to ascertain if there is anything harmful in it or not matching with the work expected to be carried out by the visitor (example, large tools inside the bag of a person who has come for computer repairs).
- Female visitors shall not be subject to physical body search by men. On vessels where female seafarers are on board , politely ask for consent from the visitor for body search. The female seafarer shall then carry out body search of female visitor inside the tally room.
- Anybody search must be undertaken in a manner which fully takes into account the human rights of the crew member and preserves their basic human dignity.
- Anyone refusing to be checked at the point of access should not be allowed to board the ship. The Master will decide whether the SSO to report this to the CSO and authorities, and whether entry will be permitted. The Master will consider local information, security risk, recent incidents and experience to decide on whether entry will be permitted.

Training conducted by Master:

Name:

Please file in OneDrive/ 3.2.3 Training folder

Section 12: Security

NO	QUESTION	GUIDANCE	REFERENCE / GUIDANCE	Verified by Master / Comments
12.1	Is access to the ship being controlled by an adequate deck watch? (V)	<p style="text-align: center;">Guide to Inspection</p> <p>Even if it is not applicable under local regulations for some vessels to comply with the ISPS Code, it must be borne in mind that it is good practice to have a member of the vessel's crew permanently stationed at the gangway for safety purposes. They will be able to assist persons transiting the gangway as required and to monitor any dangerous practices. The watchman must keep in mind that he is the first point of contact on the vessel for the person boarding. If a vessel is alongside a berth affected by tidal conditions, constant reassessment of the situation should be carried out. In addition, the watchman must have access to the times of high and low waters and be aware of any cargo operations which may affect the vessel's trim. If a watchman is not present at the gangway and an incident occurs, the vessel's crew may carry on with their duties unaware of the situation.</p> <p style="text-align: right;">(Gangways, 2014)</p> <p>The deck watch has a responsibility to make all visitors aware of any specific hazards of the cargo or operations onboard the vessel and point out instructions to visitors what to do in the event of an emergency.</p>	<p>Visitor log to be updated (SHEQ FORM APPX 6)</p> <p>Positive checking of the identity, issue visitor's card</p> <p>Visitors card back side contains action to be taken in event of emergency and other information</p> <p>Body / baggage search (SHEQ FORM APPX 6)</p> <p>Gangway to be manned 24 hrs in port (HSE 4.17)</p> <p>High and low tide timings to be kept at gangway (HSE 4.17)</p> <p>Gangway / moorings to be adjusted based on draft / trim / tide (HSE 4.17)</p> <p>Hazard of cargo to be kept at gangway (IMSBC CODE PAGE / MSDS ETC) (HSE 4.17 – safe access)</p> <p>Conduct OJT 031 – Security Duties in Port and Anchorage</p>	<input type="checkbox"/>

Section 12: Security

<p>12.2</p>	<p>Has a Ship Security Officer (SSO) been appointed and trained adequately to perform the duties of SSO and have all crew received security-related training and instructions? (V)</p>	<p style="text-align: center;">Guide to Inspection</p> <p>The duties and responsibilities of the SSO shall include, but are not limited to:</p> <ul style="list-style-type: none"> > Undertaking regular security inspections of the ship to ensure that appropriate security measures are maintained > Maintaining and supervising the implementation of the SSP, including any amendments to the plan > Coordinating the security aspects of the handling of cargo and ship's stores with other shipboard personnel and with the relevant PFSOs > Proposing modifications to the SSP > Reporting to the company's security officer (CSO) any deficiencies and non-conformities identified during internal audits, periodic reviews, security inspections and verifications of compliance and implementing any corrective actions > Enhancing security awareness and vigilance on board > Ensuring that adequate training has been provided to shipboard personnel, as appropriate > Reporting all security incidents > Coordinating implementation of the SSP with the CSO and the relevant Port Facility Security Officer (PFSO) > Ensuring that security equipment is properly operated, tested, and calibrated, and ensuring the occurrence of ship security drills and exercises. > Ensuring the proper maintenance of all records pertaining to the ship's security > Notifying the CSO of ship security incidents and any breaches of this regulation. In the absence of a CSO, notify law enforcement agencies and other law enforcement respondents of ship security incidents and any breaches of this regulation, and > Ensuring that all security measures set forth in this regulation are implemented and enforced. <p style="text-align: right;">(ISPS Code, 2003)</p> <p>In accordance to the revised STCW 2010 Code as of 1st January 2014 all seafarers must receive approved security awareness training. (STCW code Reg A-VI/6-1)</p>	<p>(CNO designated as SSO – HSE 5.1/SHIP SECURITY) should hold SSO training certificate.</p> <p>All seafarers shall have security awareness training certificate</p> <p>SSO should be familiar with his duties as provided in SSP and chapter 5.1 Ship Security in HSE Procedure Manual.</p> <p>Ensure all ship security related records are filed in the Shared folder.</p> <p>Conduct training and drills as per FORM 3.2.1</p>	<p style="text-align: center;"><input type="checkbox"/></p>
<p>12.3</p>	<p>Are deck officers familiar with the function and use of the Ship Security Alert System and is the Ship Security Alert System being tested regularly? (V)</p>	<p style="text-align: center;">Guide to Inspection</p> <p>The inspector shall not ask for the details and location of the ship's Security Alert System.</p> <p>All ships constructed after 1st July 2004 shall be fitted with a ship security alert system.</p> <p>The ship security alert system shall, when activated, initiate, and transmit a ship-to-shore security alert to a competent authority, which in these circumstances may include the Company, identifying the ship, its location and indicating that the security of the ship is under <u>threat</u> or it has been compromised.</p> <p>It shall not send the security alert to other ships or raise the alarm on board, and it shall continue until deactivated or reset. The ship security alert system shall be capable of being activated from the navigation bridge, and in at least one other location.</p> <p style="text-align: right;">(SOLAS74, 2020)</p>	<p>Deck officers should be aware of the 2 SSAS locations.</p> <p>Ensure SSAS test records are filed in Onedrive / G drive</p> <p>Deck Officers should be aware that SSAS is tested with office and flag state MPA on annual basis. Annual test with MI flag is not required</p>	<p style="text-align: center;"><input type="checkbox"/></p>

Section 12: Security

12.4	If the vessel transits or may transit a Piracy High Risk Area (HRA), are updated security charts and publications being provided? (V)	<p style="text-align: center;">Guide to Inspection</p> <p>ADMIRALTY Maritime Security Charts contain safety-critical information to assist bridge crews in the planning of safe passages through high-risk areas. All information has been gathered by the UKHO through work with NATO and other government <u>organisations</u>, ensuring each chart has the most accurate, up-to-date, and verified information available.</p> <p>Each Maritime Security Chart includes:</p> <ul style="list-style-type: none"> > Information about dangers to the security of navigation including piracy, terrorism, embargoes, mine warfare, exclusion zones, blockades, and illegal fishing. This information, when used alongside official navigational charts, can help to ensure the safety of ships, crew, and cargo. > General security advice, self-protective measures, security procedures and regional contacts, as well as <u>routeing</u> and reporting requirements implemented by military or security forces. > Weekly updates and new editions to help maintain high levels of accuracy and safety. Guides also include ADMIRALTY Quick Response (QR) codes for quick access to a list of all Notices to Mariners (NMs) that affect the specific chart or publication. > Maritime Security Charts should be kept up to date with the latest security-critical navigational information. The Security Related Information to Mariners (SRIM) service provides all the data needed to maintain your charts from official government sources. <p style="text-align: right;">(Admiralty.co.uk, 2018)</p>	Somalia / West coast BMP and other anti-piracy publications are available in Regs4ships (Antipiracy section) Following latest edition of security charts to be available on board as per library list: Q6099 Q6110 Q6111 Q6112 Q6113 Q6114	<input type="checkbox"/>
12.5	If the vessel transited or may transit an area with a high risk of piracy, has a voyage risk assessment been produced? (V)	<p style="text-align: center;">Guide to Inspection</p> <p>The company's security officer (CSO) and the vessel's master have the combined responsibility to produce a voyage risk assessment. The procedure for this should be outlined in the vessels SMS. The risk assessment should include:</p> <ul style="list-style-type: none"> > Highlighting areas of increased threat to the vessel. Identify the high-risk areas for that region > Identifying methods often used by pirates in these areas, and vulnerable areas where pirates could board > The ships own characteristics including handling, freeboard, speed, and general arrangement > Military or official <u>organisation</u> cooperation and reporting requirements > Existing guidelines and information sources > Ship and company procedures, communication, and chain of command. <p>The vessel's manager should implement appropriate measures to meet the threat of piracy by adopting IMO and other industry-recommended practices suitable for the circumstances of the voyage and ship type.</p> <p style="text-align: right;">(Maritime Security – General Recommendations, 2017)</p>	RA to be prepared when in HRA for piracy. Company form SSP 10.2.2 to be completed and filed HSE Procedure Manual/5.1 Ship Security/section , 7.3 Risk Assessment	<input type="checkbox"/>
12.6	Have preventive measures been taken by the master and crew during the stay in port and prior to departure to prevent stowaways? (V)	<p style="text-align: center;">Guide to Inspection</p> <p>The issue of stowaways is one which has existed ever since vessels began to trade. Procedures for the prevention of stowaways should be incorporated in the Safety Management System and should be effectively implemented by the master and the crew on board the ship.</p>	HSE 5.1- SECTION 12 Prior departure port , stowaway search to be carried out and entered in deck log book. Contingency plan – section 47 - STOWAWAY	<input type="checkbox"/>

Section 12: Security

			<p>STOWAWAY search checklist – NAV B9</p> <p>SSP - STOWAWAY</p>	
12.7	<p>Are cyber security policies and procedures being incorporated in the safety management system and has the cyber security management system been evaluated and verified?</p>		<p>Refer Office Procedure Manual/ 4.3</p> <p>Cyber Security Responsibility – refer section 1.1 , Master is responsible.</p> <p>Office PIC – Brett . Refer Communication chart Designated Company Cyber Security Officer.</p> <p>Refer contingency plan no. 42 & 43 for response to the cyber incidents.</p> <p>Detailed on the job training OJT 68 and risk assessment for cyber security and has promulgated the same to all vessels</p> <p>MEMO/ CYBER SECURITY CAMPAIGNS</p>	<input type="checkbox"/>

Section 12: Security

Guide to Inspection

Record Finding if cyber security management has not been incorporated into the vessel's SMS by the company's first annual verification of the DOC after January 1, 2021.

The cyber security management shall:

- > Identify the roles and responsibilities of users, key personnel, and management both ashore and on board
- > Identify the systems, assets, data and capabilities, which if disrupted, could pose risks to the ship's operations and safety
- > Implement technical measures to protect against a cyber-incident and ensure continuity of operations. This may include configuration of networks, access control to networks and systems, communication and boundary defence and the use of protection and detection software
- > Implement activities and plans (procedural protection measures) to provide resilience against cyber incidents. This may include training and awareness, software maintenance, remote and local access, access privileges, use of removable media and equipment disposal
- > Implement activities to prepare for and respond to cyber incidents.

(The Guidelines on Cyber Security On board Ships, 2017)

The IMO have urged the maritime industry to refer to the requirements of Member Governments and Flag Administrations, as well as applicable international and industry standards and best practices, for detailed guidelines on cyber risk management. Additional guidance and standards may include, but are not limited to:

1. The Guidelines on Cyber Security Onboard Ships produced and supported by ICS, IUMI, BIMCO, OCIMF, INTERTANKO, INTERCARGO, InterManager, WSC and SYBAss.
2. Consolidated IACS Recommendation on cyber resilience (Rec 166).
3. ISO/IEC 27001 standard on Information technology – Security techniques – Information security management systems – Requirements. Published jointly by the International Organization for Standardization (ISO) and the International Electrotechnical Commission (IEC).
4. United States National Institute of Standards and Technology's Framework for Improving Critical Infrastructure Cybersecurity (the NIST Framework).

Reference should be made to the most current version of any guidance or standards utilized.

(The additional guidance and standards are listed as a non-exhaustive reference to further detailed information for users of these Guidelines. The referenced guidance and standards have not been issued by the Organization and their use remains at the discretion of individual users of these Guidelines.)

(IMO Guidelines on Maritime Cyber Risk Management 2021)

As computer technology advances, the nature of digital attacks will continue to evolve. To secure the safety of the digital infrastructure, shipping companies are strongly encouraged to go above and beyond regulatory compliance and implement a more proactive cyber-risk management approach.

RightShip urges vessel managers to create a robust cyber security management system to avoid and reduce cyber threats to their ships by engaging cyber security expert firms. The system should undergo an operational, technical, and physical evaluation in accordance with industry standards, and be certified by an expert cyber security firm. Example of cyber security expert firms include classification societies and other firms specializing in this domain.

The term 'Cyber Security Expert Firm' refers to a professional entity that leverages skills, technological expertise, and training to secure an enterprise's sensitive data from both internal and external threats.

Section 12: Security

12.8	<p>Are measures in place for controlling the use of removable media such as USB memory sticks, CDs, DVDs, and diskettes on shipboard computers? (V)</p>	<p style="text-align: center;">Guide to Inspection</p> <p>Removable media is a collective term for all methods of storing and transferring data between computers. This includes laptops, USB memory sticks, CDs, DVDs, and diskettes.</p> <p>Transferring data from uncontrolled systems to controlled systems represents a major risk of introducing malware. Removable media can be used to bypass layers of <u>defences</u> and can be used to attack systems that are otherwise not connected to the internet.</p> <p>A clear policy for the use of such media devices is essential; it must ensure that media devices are not normally used to transfer information between un-controlled and controlled systems.</p> <p>To avoid <u>unauthorised</u> access, removable media blockers should be used on all physically accessible computers and network ports. (The Guidelines on Cyber Security on board Ships, 2017)</p> <p>Critical equipment such as ECDIS should be protected from malware and virus attack. Access to USB and RJ-45 ports shall be controlled – i.e., disable or lock the ports.</p>	<p>Refer Office Procedure Manual/ 4.3 - Cyber Security Refer section 3.3 Protection and Detection Measures</p> <p>Inactivation of all USB port except Master's Laptop and Bridge PC.</p> <p>Dedicated USB for use in ECDIS/Bridge PC.</p> <p>Visitor's USB not allowed in the ship board computers.</p> <p>Monthly training on cyber security</p> <p>Ensure RISK ASSESSMENT for ECDIS has been completed and filed in NP 133C.</p> <p>USB for use in bridge PC & ECDIS is under 2NO custody.</p> <p>Conduct OJT 068 – Cyber Security to crew</p>	<input type="checkbox"/>
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JAPAN P&I NEWS

To the Members

China—the “Regulations on Ships’ Routing System for the Shanghai Section of the Yangtze River (2024)” (Enforced from 15 July 2024)

We have obtained information by Huatai Insurance Agency & Consultant Service Ltd. on the Regulations on Ships’ Routing System for the Shanghai Section of the Yangtze River (2024) issued by China MSA.

The Routing System (2024) came into effect on 15 July 2024; seven provisions are added and five articles are revised to ensure that all types of ships can navigate the Shanghai Section of the Yangtze River safely and effectively. For details, please find attached their circular as well as their free translation of the Routing System (2024).

Yours faithfully,

The Japan Ship Owners’ Mutual Protection & Indemnity Association

Attachment: Huatai Circular No. PNI (2024) 08

Free Translation - Regulations on Ships’ Routing System for the Shanghai Section of the Yangtze River (2024)



**HUATAI
MARINE**

CIRCULAR

www.huataimarine.com

pni.bj@huatai-serv.com

Duty Phone: +86 13701125026

PNI [2024] 08

30 August 2024



China MSA issues the "Regulations on Ships' Routeing System for the Shanghai Section of the Yangtze River (2024)"

Dear Sir / Madam,

The "Regulations on Ships' Routeing System for the Shanghai Section of the Yangtze River (2024)" (hereinafter referred to as the "Routeing System (2024)") issued by the Maritime Safety Administration of the People's Republic of China came into effect on July 15, 2024. In this Circular, we

will summarize the major revisions through comparing with its previous version, i.e. the "Regulations on Ships' Routeing System for the Shanghai Section of the Yangtze River (2017)", and provide relevant suggestions for the Clubs and their Members' reference.

Major Revisions

I. New Provisions

Seven provisions are added to the "Routeing System (2024)", namely the Article 14, Article 15, Article 22, Article 26, Article 29, Article 40 and Article 42. Those new provisions address navigation and reporting requirements, safety measures and traffic security to ensure that all types of ships can navigate the Shanghai Section of the Yangtze River safely and efficiently. Please refer to the attached free translation of the "Routeing System (2024)" for more detailed information.

II. Revised Provisions

Five articles are revised in the "Routeing System (2024)", namely the Article 27, Article 28, Article 33, Article 35 and Article 49. Those articles involve special provisions for trial ships, detailed requirements for night navigation of ships in the Shanghai Section of the Yangtze River, updates to communication and reporting requirements, an expansion of the circumstances where ships can meet in the waters on both sides of the slope of the deepwater channel at the Yangtze River Estuary, as well as the interpretation of some terms, etc., aiming at improving the adaptability and effectiveness of the rules and reflecting the latest legal and regulatory requirements and industry standards. Please refer to the attached free translation of the "Routeing System (2024)" for more detailed information.

III. Overview of the Revisions

1. Encourage LNG ships to use the South Channel under the premise of safety and feasibility. (Article 15)

2. New requirements have been added for ships intending to enter the Shanghai Section of the Yangtze River to conduct testing on their engines, rudders, communication and emergency equipment, etc. (Article 22)
3. New requirements have been added to ensure the safe navigation of large towing fleets. (Article 26)
4. Optimize and improve the night navigation regulations for specific ships. (Articles 27 and 28)
5. The traffic protection provisions for key ships have been refined and improved, and the types of ships that are prioritized for traffic protection have been clearly identified. (Article 29)
6. Increase the types of ships that can meet in the 100-meter Slope Water Area of the deepwater channel at the Yangtze River Estuary, and restrictions have been imposed on the range of waters where new types of ships can meet. (Article 33)
7. The reporting requirements for deep draught ships intending to enter the South Channel have been added, and the reporting requirements for ships dropping and weighing anchor have been improved. (Article 14 and Article 35)
8. The period during which ships engaged in dredging and surveying operations to avoid operations has been clearly defined. (Article 42)
9. The scope of application of the "Routeing System (2024)" is adjusted to include the waters of the North Branch Channel in the waters of the Shanghai Section of the Yangtze River. (Article 49)
10. Define the scope of the Artificial Construction Section of the South Channel and clarify the responsibility of small ships not to impede the safe navigation of certain specific ships. (Articles 40 and 49)

11. Adjust the buoy numbers and positions of the South Channel. (Appendix I)

12. The resources and functions of the anchorage have been optimized by adding anchorage area No. 0 at Wusongkou Anchorage and the anchoring time limit of some anchorage areas has been adjusted. (Appendix IV)

Our Suggestions

In order to adapt to the continuous changes in the water traffic safety situation and the development of ship technology in recent years, the Maritime Safety Administration of the People's Republic of China has revised the "Regulations on Ships' Routeing System for the Shanghai Section of the Yangtze River (2017)". The new "Routeing System (2024)" covers aspects such as the route setting in the Shanghai Section of the Yangtze River, general navigation and berthing/anchoring rules, special safety management for high-risk ships, speed limits, collision avoidance relationships between ships, communication and reporting requirements, etc. The implementation of the "Routeing System (2024)" will help reduce collision risks, promotes the improvement of port efficiency and achieve environmental protection goals. In addition, the adjustments to the usage time and functions of anchorages in the appendixes reflect more detailed considerations on port operation efficiency and the demand for ships' berthing/anchoring. The newly added anchorage areas are designed to alleviate congestion in busy traffic waters and provide safer anchoring options for passing ships, particularly under adverse weather conditions or in the circumstances where emergency refuge is required.

When ships navigate in the Shanghai Section of the Yangtze River, they must strictly abide by the "Routeing System (2024)". We suggest shipping companies organize training for crew members to ensure that they are familiar with the specific contents of the "Routeing System (2024)" and understand the latest navigation rules and operation requirements. In addition, shipping companies are suggested to formulate corresponding operation procedures for ships entering the Shanghai Section of the Yangtze River in accordance with the new regulations to provide practical guidance for crew members. It is also good practice for ships intending to enter the Shanghai Section of the

Yangtze River to develop comprehensive navigation plans under the guidance of the "Routeing System (2024)" to ensure navigation safety.

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

Best regards,

A handwritten signature in black ink, appearing to be '崔吉宇' (CUI Jiyu).

CUI Jiyu
Head of Marine Team

Free Translation

长江上海段船舶定线制规定（2024年）

Regulations on Ships' Routeing System for the Shanghai Section of the Yangtze River (2024)

第一章 总则

Chapter I General Provisions

第一条 为维护长江上海段水上交通秩序，改善通航环境，保障船舶、设施和人命财产的安全，根据《中华人民共和国海上交通安全法》等有关法律法规，制定本规定。

Article 1 In order to maintain the order of water transportation in the Shanghai Section of the Yangtze River, improve the navigation environment, and ensure the safety of ships, facilities, human life and property, this regulation is formulated in accordance with relevant laws and regulations such as the Maritime Traffic Safety Law of the People's Republic of China.

第二条 长江上海段实行船舶定线制。船舶依照定线制航行时，应当遵循大型船舶小型船舶分流、各自靠右的原则。

Article 2 The ship routeing system is implemented in the Shanghai Section of the Yangtze River. When ships navigate in accordance with the routeing system, they should follow the principle of separating large ships from small ships and navigating to the right respectively.

第三条 航行、停泊、作业于长江上海段的船舶，应当遵守本规定。

Article 3 Ships navigating, berthing and operating in the Shanghai Section of the Yangtze River shall comply with these regulations.

第四条 中华人民共和国上海海事局是实施本规定的主管机关。

Article 4 The Shanghai Maritime Safety Administration of the People's Republic of China is the competent authority for the implementation of these regulations.

第二章 航路

Chapter II Routes

第五条 长江上海段的航路由主航道、辅助航道、小型船舶航道和警戒区组成（见附件1）。

Article 5 The routes in the Shanghai Section of the Yangtze River consist of the main channel, auxiliary channels, small ship channels and precautionary areas (see Appendix I).

第六条 主航道包括长江口深水航道、外高桥航道、宝山航道、宝山北航道和宝山南航道。长江口深水航道的边界线由虚拟自动识别系统（AIS）航标标示。外高桥航道、宝山航道、宝山北航道和宝山南航道的边界线由侧面标标示。长江口深水航道延伸段位于外高桥航道、宝山航道和宝山北航道内，其边界线由虚拟 AIS 航标标示。

Article 6 The main channels include the Deepwater Channel at the Yangtze River Estuary, the Waigaoqiao Channel, the Baoshan Channel, the North Baoshan Channel and the South Baoshan Channel. The boundary lines of the Deepwater Channel at the Yangtze River Estuary are marked by virtual Automatic Identification System (AIS) navigation marks. The boundary lines of the Waigaoqiao Channel, the Baoshan Channel, the North Baoshan Channel and the South Baoshan Channel are marked by lateral marks. The extension section of the Deepwater Channel at the Yangtze River Estuary is located within the Waigaoqiao Channel, the Baoshan Channel and the North Baoshan Channel, and its boundary lines are indicated by virtual AIS navigation marks.

第七条 辅助航道包括南槽航道下段和南槽航道上段。南槽航道下段由安全水域标标示航道走向，安全水域标的连线为航道分隔线。南槽航道上段的边界线由侧面标标示，航道的中心线为航道分隔线。

Article 7 The auxiliary channels include the lower section of the South Channel and the upper section of the South Channel. The lower section of the South Channel is marked by safety water area marks indicating the direction of the channel, and the connecting line of the safety water area marks is the channel separation line. The boundary lines of the upper section of the South Channel are marked by lateral marks, and the center line of the channel is the channel separation line.

第八条 小型船舶航道包括南支航道及其延伸段、圆圆沙北侧通道、外高桥沿岸航道和宝山支

航道。小型船舶航道主要供小型船舶使用。

Article 8 Small ship channels include the South Branch Channel and its extension section, the channel on the north side of Yuanyuan Sha, the coastal channel of Waigaoqiao and the Baoshan Branch Channel. Small ship channels are mainly for the use by small ships.

第九条 警戒区包括九段沙警戒区、圆圆沙警戒区、吴淞口警戒区、宝山警戒区和浏河口警戒区（见附件2）。

Article 9 Precautionary areas include Jiuduansha Precautionary Area, Yuanyuansha Precautionary Area, Wusongkou Precautionary Area, Baoshan Precautionary Area and Liuhekou Precautionary Area (see Appendix II).

第三章 航行

Chapter III Navigation

第十条 船舶应当按照各自靠右的原则在规定的航路航行。长江口深水航道有关通航管理规定，由主管机关另行制定。

Article 10 Ships shall navigate in the prescribed routes in accordance with the principle of keeping to the right respectively. The relevant navigation management regulations for the Deepwater Channel at the Yangtze River Estuary shall be separately formulated by the competent authority.

第十一条 由长江江苏段水域驶往长江口方向的大型船舶应当经浏河口警戒区从宝山北航道下行。靠离宝山沿岸码头、下行进入黄浦江以及拟靠外高桥沿岸码头的船舶可以使用宝山南航道。

Article 11 Large ships sailing from the waters of the Jiangsu Section of the Yangtze River towards the estuary of the Yangtze River shall travel downstream through the Liuhekou Precautionary Area via the North Baoshan Channel. Ships berthing or departing from the coastal terminals of Baoshan, traveling downstream into the Huangpu River, and those planning to berth at the coastal terminals of Waigaoqiao can use the Baoshan South Channel.

第十二条 大型船舶在靠离码头或进出港池、锚地时，可以使用小型船舶航道。

Article 12 Large ships may use small ship channels when berthing or departing from terminals or

entering or leaving ports, harbors and anchorages.

第十三条 小型船舶在外高桥航道、宝山航道、宝山北航道和宝山南航道内航行时，应当尽可能沿本船右舷一侧航道航行。由南槽航道驶往黄浦江或吴淞口警戒区上游的小型船舶应当经圆沙警戒区从外高桥航道上行。由外高桥沿岸码头离泊上行拟靠外高桥沿岸码头的船舶，如安全可行，可使用外高桥沿岸航道。拟靠宝山支航道沿岸码头的船舶，如安全可行，可使用宝山支航道上行。

Article 13 When small ships navigating in the Waigaoqiao Channel, the Baoshan Channel, the North Baoshan Channel and the South Baoshan Channel, they should navigate along the right side of the channel of their own ships as far as possible. Small ships sailing from the South Channel to the Huangpu River or upstream of the Wusongkou Precautionary Area should travel upstream through the Yuanyuan Sha Precautionary Area and via the Waigaoqiao Channel. Ships departing from the berths along the coastal terminals of Waigaoqiao and traveling upstream to berth at the coastal terminals of Waigaoqiao can use the coastal channel of Waigaoqiao if it is safe and feasible. Ships planning to berth at the terminals along the Baoshan Branch Channel can travel upstream via the Baoshan Branch Channel if it is safe and feasible.

第十四条 拟进入南槽航道的吃水7米及以上的船舶应当提前向吴淞船舶交通管理中心（吴淞VTS）报告船舶动态和吃水。

Article 14 Ships with a draft of 7 meters and above that intend to enter the South Channel shall report the ship's movements and draft to the Wusong Vessel Traffic Service Center (Wusong VTS) in advance.

第十五条 载运散装液化天然气的船舶，如安全可行，应当尽可能使用南槽航道。

Article 15 Ships carrying bulk liquefied natural gas shall, if safe and feasible, use the South Channel as much as practicable.

第十六条 船舶进出警戒区及在警戒区内航行时，应当谨慎驾驶，尽可能按照建议的交通流向航行。警戒区内大型船舶间禁止追越。

Article 16 When ships entering or exiting the precautionary area and navigating within the

precautionary area, they shall navigate with caution and, as far as possible, follow the suggested traffic flow. Overtaking between large ships within the precautionary area is prohibited.

第十七条 船舶沿航道航行时，应当尽可能与码头前沿水域保持安全距离。

Article 17 When ships navigating along the channel, they should, as far as possible, keep a safe distance from the waters in front of the wharf.

第十八条 船舶应当遵守以下航速规定：

（一）长江口深水航道航速不得超过 15 节，长兴高潮前 4 小时至 1 小时上行航速和下行平均航速一般应不低于 10 节；

（二）圆圆沙警戒区东边界线至浏河口上海港港界线之间的航道和警戒区航速不得超过 12 节；高速船可不受上述最高航速的限制。本条前款规定不免除船舶在任何时候采取安全航速的责任。

Article 18 Ships shall comply with the following speed regulations:

(1) The speed in the Deepwater Channel of the Yangtze River Estuary shall not exceed 15 knots. From 4 hours before the high tide at Changxing to 1 hour before the high tide, the upstream speed and the average downstream speed shall generally not be less than 10 knots.

(2) The speed in the channel and precautionary area between the eastern boundary line of the Yuanyuan Sha Warning Area and the port boundary line of Shanghai Port at Liuhekou shall not exceed 12 knots. High-speed ships are not subject to the above maximum speed limit. The provisions of the preceding paragraph of this Article do not relieve the ship from the responsibility of taking a safe speed at any time.

第十九条 船舶在追越他船时，只要安全可行，应当尽可能从被追越船左舷追越。

Article 19 When a ship is overtaking another ship, she shall, as far as it is safe and practicable, overtake from the port side of the ship being overtaken.

第二十条 高速船、车客渡船应当选择安全的航路航行，横越航道前主动通报本船动态，谨慎驾驶。

Article 20 High-speed ships, vehicle and passenger ferries shall select a safe route for navigation. Before crossing the channel, they shall proactively broadcast their dynamics and navigate with

caution.

第二十一条 船舶应当保持足够的富余水深。

Article 21 Ships shall maintain sufficient under keel clearance.

第二十二条 拟进入长江上海段的船舶应当进行车、舵、通讯和应急设备等的测试，确保上述设备处于良好的工作状态。

Article 22 Ships intending to enter the Shanghai Section of the Yangtze River shall conduct tests on their engines, rudders, communication and emergency equipment, etc., to ensure that the above mentioned equipment are in good working condition.

第二十三条 船舶应当按规定配备船舶 AIS 设备，并使其处于正常工作状态。船舶航行或锚泊期间应当在主管机关规定的甚高频无线电话（VHF）频道守听。

Article 23 Ships shall be equipped with ship AIS equipment as required and keep it in normal working condition. Ships shall monitor the very high frequency radiotelephone (VHF) channels stipulated by the competent authorities during navigating and anchoring.

第二十四条 发生水上交通事故或影响航行安全的设备发生故障时，船舶应当采取相应安全措施，尽可能驶离航道，通报船舶动态，并及时向主管机关报告。

Article 24 When a water traffic accident occurs or a failure of equipment that affects navigation safety occurs, the ship shall take corresponding safety measures, navigate away from the channel as far as possible, report the ship's dynamics, and report to the competent authority in a timely manner.

第二十五条 登离轮作业的引航员和交接引航员的船舶应当遵守有关规定。

Article 25 The pilots conducting embarkation and disembarkation operations and the ships transferring pilots shall comply with relevant regulations.

第二十六条 总长度 300 米及以上，或总宽度 45 米及以上的拖带船队在长江上海段航行时，应当制定航行计划和安全保障措施。

Article 26 When a towing fleet with a total length of 300 meters or more, or a total width of 45 meters

or more, navigates in the Shanghai Section of the Yangtze River, it shall formulate a voyage plan and safety guarantee measures.

第二十七条 试航船舶应当避免夜间航行，并遵守以下规定：

- （一）制定试航通航安全保障方案，并提前向主管机关报告；
- （二）配备有效的航海图书资料；
- （三）开航前完成与船舶航行安全有关的设备检查，确保设备处于正常工作状态；
- （四）按规定显示信号。

Article 27 Trial ships shall avoid night navigation and comply with the following regulations:

- (1) Formulate a navigation safety guarantee plan for the trial-navigation and report to the competent authority in advance;
- (2) Be equipped with effective nautical charts and publications;
- (3) Complete the inspection of equipment related to the navigation safety of the ship before departure to ensure that the equipment is in normal working condition;
- (4) Display signals as prescribed.

第二十八条 下列船舶应当避免在长江上海段夜间航行：

- （一）船龄 26 年及以上的油船、散装液体化学品船，但双底双壳的油船及达到 2 型船舶及以上标准的散装液体化学品船除外；
- （二）载运闪点小于 23℃ 散装液体化学品的船舶；
- （三）载运污染类别为 X 类强污染物质的散装液体化学品船舶；
- （四）载运散装液化气体的船舶。

确需夜间航行的，应当采取必要的安全措施，谨慎行驶。

Article 28 The following ships shall avoid night navigation in the Shanghai Section of the Yangtze River:

- (1) Oil tankers and bulk liquid chemical tankers with a ship age of 26 years or more, except for double-bottom and double-hull oil tankers and bulk liquid chemical tankers that meet the standards of Type 2 ships and above;
- (2) Ships carrying bulk liquid chemicals with a flash point less than 23°C;
- (3) Ships carrying bulk liquid chemicals of pollution category X, which are highly polluting

substances;

(4) Ships carrying bulk liquefied gases.

If night navigation is absolute necessary, necessary safety measures shall be taken and they shall navigate cautiously.

第二十九条 因实施水上交通管制需要对船舶进行疏导时，以下船舶可予以优先保障通行：

- (一) 邮轮、国际航行集装箱班轮；
- (二) 载运急需的粮食、能源等重点物资的船舶；
- (三) 其他需要优先保障的船舶。

Article 29 When ships need to be diverted due to the implementation of water traffic control, the following ships may be given priority for passage:

- (1) Cruise ships and international container liner ships;
- (2) Ships carrying key materials such as urgently needed grain and energy;
- (3) Other ships that require priority passage.

第三十条 船舶通过桥区水域，应当满足桥梁的通航净空尺度和技术要求，并特别谨慎地驾驶。

Article 30 Ships pass through the bridge water area shall meet the navigable height clearance dimensions and technical requirements of the bridge and navigate with extraordinary caution.

第三十一条 能见距离小于 1000 米时禁止船舶航行。

Article 31 Ships are prohibited from navigating when the visibility is less than 1,000 meters.

第三十二条 除紧急情况或特定工程船外，船舶应当避免驶入避航区（见附件 3）。

Article 32 Except in emergency situations or for specific engineering ships, ships shall avoid entering the navigation avoidance area (see Appendix III).

第三十三条 以下船舶之间可利用长江口深水航道两侧边坡 100 米水域实施交会：

- (一) 邮轮与集装箱船；
- (二) 邮轮与邮轮；
- (三) 邮轮与滚装船；

- (四) 集装箱船与集装箱船;
- (五) 集装箱船与滚装船;
- (六) 集装箱船与载运件(杂)货船。

上述(四)(五)(六)类船舶仅限在 26 号灯浮至圆圆沙灯船之间利用边坡 100 米水域交会。

Article 33 The following ships may meet in the 100-meter Slope Water Area on both sides of the Deepwater Channel of the Yangtze River Estuary:

- (1) Cruise ships and container ships;
- (2) Cruise ships and cruise ships;
- (3) Cruise ships and ro-ro ships;
- (4) Container ships and container ships;
- (5) Container ships and ro-ro ships;
- (6) Container ships and ships carrying general cargo.

The ships in categories (4), (5), and (6) above are only allowed to meet in the 100-meter Slope Water Area between the light buoy No. 26 and Yuanyuansha lightship.

第四章 停泊

Chapter IV Anchoring and Berthing

第三十四条 船舶应当在主管机关公布的锚地内(见附件 4)锚泊,且不得从事非法过驳作业。

Article 34 Ships shall anchor in the anchorage areas announced by the competent authorities (see Appendix IV), and shall not engage in illegal lightering operations.

第三十五条 拟在锚地、锚泊点抛起锚的船舶应当提前向海事管理机构报告,锚地、锚泊点位于吴淞 VTS 管理服务区域以内的,向吴淞 VTS 报告,位于吴淞 VTS 管理服务区域以外的,向辖区海事管理机构报告。

Article 35 Ships intending to drop or weigh anchor at anchorages or anchoring points shall report to the Maritime Safety Administration in advance. If the anchorages or anchoring points are within the management and service area of Wusong VTS, they shall report to Wusong VTS; if they are outside the management and service area of Wusong VTS, they shall report to the Maritime Safety Administration of the jurisdiction.

第三十六条 水下管线两侧一定范围内的水域为禁锚区（见附件 5），禁止任何船舶在禁锚区内锚泊或拖锚航行。船舶锚泊应当尽可能远离隧道轴线水域。

Article 36 The waters within a certain range on both sides of the underwater pipelines are anchor prohibited areas (see Appendix V). No ships are allowed to anchor or navigate with dragging anchors in the anchor prohibited areas. Ships should anchor as far away from the water area of the tunnel axis as possible.

第三十七条 船舶应急锚泊时，应当尽可能选择安全水域并远离禁锚区。

Article 37 When ships conduct emergency anchoring, they should select safe waters and stay away from the anchor prohibited areas as much as possible.

第三十八条 船舶应当根据码头的核定靠泊能力进行靠泊。除从事补给、污染物接收作业外，在码头上并靠船舶总宽度不得超过 45 米。

Article 38 Ships shall berth according to the approved berthing capacity of the wharf. Except for engaging in supply and pollutant receiving operations, the total width of ships berthed side by side at the wharf shall not exceed 45 meters.

第五章 避让

Chapter V Collision Avoidance

第三十九条 在长江口深水航道及其延伸段内航行的船舶应当避免妨碍下列正常航行的船舶：

- （一）吃水大于 11.5 米的船舶；
- （二）最大宽度大于 32.5 米的集装箱船、油船、化学品船、液化气船；
- （三）最大宽度大于 40 米的船舶。

Article 39 Ships navigating in the Deepwater Channel of the Yangtze River Estuary and its extension section shall avoid impeding the following normal navigating ships:

- (1) Ships with a draft greater than 11.5 meters;
- (2) Container ships, oil tankers, chemical tankers and liquefied gas tankers with a maximum width greater than 32.5 meters;

(3) Ships with a maximum width greater than 40 meters.

第四十条 只要安全可行，小型船舶不应妨碍因受吃水限制只能在南槽航道人工建设段内航行船舶的安全通行。

Article 40 As long as it is safe and feasible, small ships should not impede the safe passage of ships that can only navigate within the artificially constructed section of the South Channel due to draft restrictions.

第四十一条 沿着长江口深水航道及其延伸段船舶交通总流向行驶的船舶在警戒区内航行时，其他船舶不应妨碍其安全通行。

Article 41 For ships that traveling along the general traffic flow direction of ships in the Deepwater Channel of the Yangtze River Estuary and its extension section, when they navigating within the precaution area, other ships shall not impede their safe passage.

第四十二条 在航道和警戒区内从事疏浚、测绘作业的船舶应当避免在船舶流高峰时段作业。

Article 42 Ships engaged in dredging and surveying operations in the channel and the precautionary area shall avoid carrying out such operations during the peak period of ship traffic.

第四十三条 在吴淞口警戒区内航行的船舶，应当依次遵守以下航行规则：

- (一) 避让进出黄浦江的大型船舶；
- (二) 进出黄浦江的船舶，逆水船应当避让顺水船；
- (三) 进出黄浦江的船舶，小型船舶应当避让大型船舶。

Article 43 Ships navigating in the Wusong precautionary area shall successively abide by the following navigation rules:

- (1) Give way to large ships entering and leaving the Huangpu River;
- (2) For ships entering and leaving the Huangpu River, ships navigate against the current shall give way to ships navigate with the current;
- (3) For ships entering and leaving the Huangpu River, small ships shall give way to large ships.

第四十四条 靠离码头、进出港池或锚地的船舶不应妨碍在航道内正常航行的船舶。

Article 44 Ships berthing or leaving the wharf, entering or leaving the harbour or anchorage shall not impede ships that navigating normally within the channel.

第四十五条 穿越、驶进或驶出航道的船舶应当避让在航道内正常航行的船舶。

Article 45 Ships crossing, entering or leaving the channel shall give way to ships that navigating normally within the channel.

第四十六条 从外高桥沿岸码头离泊上行拟靠外高桥沿岸码头的船舶，应当避让沿外高桥沿岸航道下行的船舶。从宝山支航道上行拟靠宝山支航道沿岸码头的船舶，应当避让沿宝山支航道下行的船舶。

Article 46 Ships departing from the coastal wharves of Waigaoqiao thereafter travelling upstream and intending to berth at the coastal wharves of Waigaoqiao shall give way to ships going downstream along the coastal channel of Waigaoqiao. Ships travelling upstream from the Baoshan Branch Channel and intending to berth at the wharves along the Baoshan Branch Channel shall give way to ships going downstream along the Baoshan Branch Channel.

第四十七条 高速船在高速航行状态下，应当主动宽裕地让清其他船舶。

Article 47 High-speed ships in high-speed navigation conditions shall proactively give way to and keep clear of other ships.

第四十八条 有关船舶避让事宜，现行有关法律法规及本规定未作规定的，适用《1972年国际海上避碰规则》。

Article 48 Regarding matters related to collision avoidance, where there is no guidance in accordance with the current relevant laws, provisions and these regulations, the “Convention on the International Regulations for Preventing Collision at Sea, 1972” shall apply.

第六章 附则

Chapter VI Supplementary Articles

第四十九条 本规定及其附件中下列用语的含义是：

Article 49 The meanings of the following terms in these regulations and their appendixes are:

(一) “长江上海段”是指 122° 29' 38. 6" E 经度线和浏黑屋（长江浏河口下游附近）、施信杆（崇明岛施翘河口下游附近）连线之间的长江干线水域，以及 121° 14' 30" E 经度线（牛棚港高压线）与 121° 55' E 经度线之间的北支水道。

(1) "The Shanghai Section of the Yangtze River" refers to the main water area of the Yangtze River between the longitude line of 122°29'38.6"E and the connection line of Liuheiwu (near the downstream of the Liuhekou of the Yangtze River) and Shixingan (near the downstream of the Shiqiao Estuary of Chongming Island), as well as the North Branch Channel between the longitude line of 121°14'30"E (Niupenggang High-Voltage Line) and the longitude line of 121°55'E.

(二) “边坡 100 米水域”是指长江口深水航道两侧边界线向外各 100 米水域，其外侧边界线由侧面标标示。该水域可用于第三十三条所述船舶之间进行交会，也可供拖轮、疏浚作业船、引航作业船、测绘作业船使用以及船舶应急操作。

(2) The "100-meter Slope Water Area " refers to the water area 100 meters outward from each side of the boundary lines on both sides of the Deepwater Channel of the Yangtze River Estuary. The outer boundary lines are marked by lateral marks. This water area can be used for the meeting and passing between ships as described in Article 33, and can also be used by tugboats, dredging operation ships, pilot operation ships, mapping operation ships, and for emergency operations of ships.

(三) “南槽航道人工建设段”是指 NAN CAO 1 至 NAN CAO21 之间水域，底宽 600 米，维护水深为当地理论最低潮面以下 6. 0 米，其南北边界线由虚拟 AIS 航标标示（北边界线：NAN CAO 1 至 NAN CAO 9、NAN CAO 13 至 NAN CAO 21 奇数号虚拟 AIS 航标的依次连线；南边界线：NAN CAO 2 至 NAN CAO 20 偶数号虚拟 AIS 航标的依次连线）。

(3) "The Artificially Constructed Section of the South Channel" refers to the water area between NAN CAO 1 and NAN CAO 21, with a bottom width of 600 meters and a maintained water depth of 6.0 meters below the local theoretical lowest tide level. The north and south boundary lines are marked by virtual AIS navigation marks (the north boundary line: the successive connection lines of the odd-numbered virtual AIS navigation marks from NAN CAO 1 to NAN CAO 9 and from NAN CAO 13 to NAN CAO 21; the south boundary line: the successive connection lines of the even-numbered

virtual AIS navigation marks from NAN CAO 2 to NAN CAO 20).

(四) “码头前沿水域”是指码头前沿供船舶进行靠离泊作业的水域，其宽度通常不大于 80 米。

(4) "The Water Area in front of the Wharf" refers to the water area in front of the wharf for ships to conduct berthing and unberthing operations, and its width is usually not more than 80 meters.

(五) “避航区”是指由于航行特别危险，船舶应当避离的区域。

(5) "Navigation Avoidance Area" refers to the area where ships should avoid due to particularly dangerous related to navigation.

(六) “大型船舶”是指 3000 总吨及以上或船长 100 米及以上的船舶。

(6) "Large Ships" refer to ships with a gross tonnage of 3,000 or more or a length of 100 meters or more.

(七) “小型船舶”是指除大型船舶以外的其他船舶。

(7) "Small Ships" refer to ships other than large ships.

第五十条 本规定正文中所有不能用助航标志表示的位置，均用地理坐标点或地理名称表示（见附件 6）。

Article 50 All positions in the main text of these regulations that cannot be indicated by navigation aids shall be indicated by Geographic Coordinate points or geographic names (see Appendix VI).

第五十一条 下列船舶因工作需要可不受本规定中航路、航速和能见度不良相关条款的限制：

- (一) 正在执行公务的公务船舶；
- (二) 正在从事搜寻救助的船舶；
- (三) 在核定水域和时间内正在施工作业的船舶。

Article 51 The following ships may not be restricted by the provisions related to the route, speed and poor visibility in these regulations due to work needs:

- (1) Official ships that are performing official duties;

(2) Ships that are engaged in search and rescue;

(3) Ships that are under construction and operation within the approved waters and time.

第五十二条 本规定附件与规定具有同等效力，附件内容如需变动，主管机关可以以航行通告、航行警告等形式予以公告。

Article 52 The appendixes to these regulations have the same validity as the regulations. If the contents of the appendixes need to be modified, the competent authority may announce them in the form of navigational notices, navigational warnings, etc.

第五十三条 本规定自 2024 年 7 月 15 日起施行，有效期 5 年。

Article 53 These regulations shall come into effect on July 15, 2024 and be valid for 5 years.

附件 1

Appendix I

长江上海段航路

Routes in the Shanghai Section of the Yangtze River

（参考海图：中华人民共和国海事局海图 44211、44121、44122、44123、44124、44125、44126、44127、44128、44129、44131、44132、44133、44134、44135、44173、44001、44174、43001、43331、43332、43371）

(Reference charts: Charts 44211, 44121, 44122, 44123, 44124, 44125, 44126, 44127, 44128, 44129, 44131, 44132, 44133, 44134, 44135, 44173, 44001, 44174, 43001, 43331, 43332, 43371 of the Maritime Safety Administration of the People's Republic of China.)

一、主航道

1.Main Channels

(一) 长江口深水航道。

(1) Deepwater Channel of the Yangtze River Estuary.

长江口深水航道是指长江口船舶定线制 A 警戒区西侧边界线至圆圆沙警戒区东侧边界线之间的航道。A 警戒区西侧边界线至 D12 灯浮航道底宽 400 米，D12 灯浮至圆圆沙警戒区东侧边界线航道底宽 350 米。长江口深水航道底宽维护水深为理论最低潮面以下 12.5 米。航道南北边界线由虚拟 AIS 航标标示。

The deepwater channel of the Yangtze River Estuary refers to the channel between the western boundary line of Area A precautionary area of the ships' routing system at the Yangtze River Estuary and the eastern boundary line of Yuanyuansha precautionary area. The bottom width of the channel from the western boundary line of Area A precautionary area to buoy D12 is 400 meters, and the bottom width of the channel from buoy D12 to the eastern boundary line of Yuanyuansha precautionary area is 350 meters. The maintained water depth at the bottom of the deepwater channel of the Yangtze River Estuary is 12.5 meters below the theoretical lowest tide level. The north and south boundary lines of the channel are marked by virtual AIS beacons.

北边界线：地理坐标 A，D3 至 D45 号奇数号虚拟 AIS 航标的依次连线。

North boundary line: Geographical Coordinate A, the successive connection of odd-numbered virtual AIS beacons from D3 to D45.

南边界线：地理坐标 B，D4 至 D46 号偶数号虚拟 AIS 航标的依次连线。

South boundary line: Geographical Coordinate B, the successive connection of even-numbered virtual AIS beacons from D4 to D46.

(二) 外高桥航道。

(2) Waigaoqiao Channel.

北边界线：47、49、51、53 号灯浮和地理坐标 G 的依次连线。

North boundary line: successive connection of buoys No. 47, 49, 51, 53 and Geographical Coordinate G.

南边界线：A54A、A54B、A56、A58 和 A60 号灯浮的依次连线。

South boundary line: successive connection of buoys No. A54A, A54B, A56, A58 and A60.

(三) 宝山航道。

(3) Baoshan Channel.

北边界线：67、69、71、73 号灯浮的依次连线。

North boundary line: successive connection of buoys No. 67, 69, 71 and 73.

南边界线：66、68、70、72 号灯浮和地理坐标 S 的依次连线。

South boundary line: successive connection of buoys No. 66, 68, 70, 72 and Geographical Coordinates.

(四) 宝山北航道。

(4) Baoshan North Channel.

北边界线：75、77、79、81、83 和 85 号灯浮的依次连线。

North boundary line: successive connection of buoys No. 75, 77, 79, 81, 83 and 85.

南边界线：74、78、80、82 号灯浮和宝山灯浮的依次连线。

South boundary line: successive connection of buoys No. 74, 78, 80, 82 and Baoshan buoy.

(五) 宝山南航道。

(5) Baoshan South Channel.

北边界线：74、A77、A79、A81、A83 号灯浮和宝山灯浮的依次连线。

North boundary line: successive connection of buoys No. 74, A77, A79, A81, A83 and Baoshan buoy.

南边界线：地理坐标 E，沿距宝钢主原料码头前沿线 100 米的北侧平行线，经地理坐标 R，至

罗泾码头前沿线 100 米的北侧平行线，连接 A80、A82 和 A84 灯浮。

South boundary line: Geographical Coordinate E, along the parallel line 100 meters to the north of the front line of Baosteel's main raw material wharf, through Geographical Coordinate R, to the parallel line 100 meters to the north of the front line of Luoqing wharf, and connect buoys No. A80, A82 and A84.

(六) 长江口深水航道延伸段。

(6) Extension section of the deepwater channel of the Yangtze River Estuary.

长江口深水航道延伸段位于外高桥航道、宝山航道和宝山北航道内，其边界线由虚拟 AIS 航标标示。

The extension section of the deepwater channel of the Yangtze River Estuary is located in the Waigaoqiao Channel, Baoshan Channel and North Baoshan Channel. Its boundary lines are marked by virtual AIS beacons.

北边界线：“SHEN SHUI BEI JIE 1”号至“SHEN SHUI BEI JIE 5”号、SHEN SHUI BEI JIE 6”号至“SHEN SHUI BEI JIE 8”号和 SHEN SHUI BEI JIE 9”号至“SHEN SHUI BEI JIE 13”号虚拟 AIS 航标的依次连线。

North boundary line: successive connection of virtual AIS beacons from “SHEN SHUI BEI JIE 1” to “SHEN SHUI BEI JIE 5”, from “SHEN SHUI BEI JIE 6” to “SHEN SHUI BEI JIE 8” and from “SHEN SHUI BEI JIE 9” to “SHEN SHUI BEI JIE 13”.

南边界线：“SHEN SHUI NAN JIE 1”号至“SHEN SHUI NAN JIE 5”号、SHEN SHUI NAN JIE 6”号至“SHEN SHUI NAN JIE 8”号和 SHEN SHUI NAN JIE 9”号至“SHEN SHUI NAN JIE13”号虚拟 AIS 航标的依次连线。

South boundary line: successive connection of virtual AIS beacons from “SHEN SHUI NAN JIE 1” to “SHEN SHUI NAN JIE 5”, from “SHEN SHUI NAN JIE 6” to “SHEN SHUI NAN JIE 8” and from “SHEN SHUI NAN JIE 9” to “SHEN SHUI NAN JIE 13”.

分隔线：地理坐标 I1 至地理坐标 I8 的依次连线，将外高桥航道、宝山航道和宝山北航道分隔

成进出口通航分道。

Separation line: successive connection of Geographical Coordinates I1 to I8, which divides the Waigaoqiao Channel, Baoshan Channel and North Baoshan Channel into inbound and outbound traffic lanes.

长江口深水航道延伸段供实际吃水 7 米及以上的大型船舶使用。

The extension section of the deepwater channel of the Yangtze River Estuary is for large ships with an actual draft of 7 meters and above.

二、辅助航道

2. Auxiliary channels

南槽航道

The South Channel

南槽航道下段：

Lower section of the South Channel:

北边界线：以地理坐标 K、S1 至 S8 灯浮的依次连线为基线，距其 0.5 海里的北侧平行线，及以 S8 至 S10 灯浮的依次连线为基线，距其 500 米的北侧平行线，并经 S11 灯浮延伸至 S23 灯浮的连线。

North boundary line: Taking the successive connection of Geographical Coordinate K and buoys S1 to S8 as the baseline, the parallel line 0.5 nautical miles to the north of it, and taking the successive connection of buoys S8 to S10 as the baseline, the parallel line 500 meters to the north of it, and extending through buoy S11 to the connection of buoy S23.

南边界线：以地理坐标 K、S1 至 S10 灯浮的依次连线为基线，距其 0.5 海里的南侧平行线，并经 S12 至 S20 延伸至九段灯船的连线。

South boundary line: Taking the successive connection of Geographical Coordinate K and buoys S1

to S10 as the baseline, the parallel line 0.5 nautical miles to the south of it, and extending through buoys S12 to S20 to the connection of the No. 9 lightship.

南槽航道上段:

Upper section of the South Channel:

北边界线: S25 至 S49 奇数号灯浮、圆圆沙灯船的依次连线。

North boundary line: Successive connection of odd-numbered buoys S25 to S49 and Yuanyuansha lightship.

南边界线: S24 至 S42、S46 至 S50 偶数号灯浮的依次连线。

South boundary line: Successive connection of even-numbered buoys S24 to S42 and S46 to S50.

三、小型船舶航道

3. Channels for Small Ships

(一) 南支航道延伸段。

(1) Extension section of the South Branch Channel.

东侧边界线: 以 A0 至 A9 灯浮、南支灯船的依次连线为基线, 距其 500 米的东侧平行线。

Eastern boundary line: Taking the successive connection of buoys A0 to A9 and the South Branch lightship as the baseline, the parallel line 500 meters to the east of it.

西侧边界线: 以 A0 至 A9 灯浮、南支灯船的依次连线为基线, 距其 500 米的西侧平行线。

Western boundary line: Taking the successive connection of buoys A0 to A9 and the South Branch lightship as the baseline, the parallel line 500 meters to the west of it.

(二) 南支航道。

(2) South Branch Channel.

北边界线：以南支灯船，A10 至 A15、A17、A19、A21、A23 灯浮的依次连线为基线，距其 500 米的北侧平行线并延伸至九段灯船。

North boundary line: Taking the successive connection of the South Branch lightship, buoys A10 to A15, A17, A19, A21, and A23 as the baseline, the parallel line 500 meters to the north of it and extending to the No. 9 lightship.

南边界线：以南支灯船，A10 至 A15 灯浮的依次连线为基线，距其 500 米的南侧平行线并经 A16、A20、A22 延伸至 A26 灯浮的连线。

South boundary line: Taking the successive connection of the South Branch lightship and buoys A10 to A15 as the baseline, the parallel line 500 meters to the south of it and extending through buoys A16, A20, and A22 to the connection of buoy A26.

（三）圆圆沙北侧通道。

北边界线：地理坐标 T1 与地理坐标 T2 之间的连线。

南边界线：地理坐标 Y 与地理坐标 H 之间的连线。

(3) The channel on the north side of Yuanyuansha.

North boundary line: The line between Geographical Coordinate T1 and Geographical Coordinate T2.

South boundary line: The line between Geographical Coordinate Y and Geographical Coordinate H.

（四）外高桥沿岸航道。

(4) Waigaoqiao coastal channel.

北边界线：A54A、A54B、A56、A58 和 A60 灯浮的依次连线。

North boundary line: Successive connection of buoys A54A, A54B, A56, A58 and A60.

南边界线：地理坐标 L、地理坐标 M，沿距外高桥沿岸码头前沿 100 米的北侧平行线延伸至地理坐标 N。

South boundary line: Geographical Coordinate L, Geographical Coordinate M, extending along the parallel line 100 meters to the north of the front line of Waigaoqiao coastal wharves to Geographical Coordinate N.

(五) 宝山支航道。

(5) Baoshan branch channel.

北边界线：66、A73、A75、70、72 灯浮 和地理坐 标 S 的依次连线。

North boundary line: Successive connection of buoys No. 66, A73, A75, 70, 72 and Geographical Coordinate S.

南边界线：A72 号虚拟 AIS 航标，沿距吴淞口国际邮轮码头前沿 120 米的北侧平行线，连接地
理坐标 P、地理坐标 Q 和 A76 灯浮。

**South boundary line: Virtual AIS beacon No. A72, along the parallel line 120 meters to the north of
the front line of Wusongkou International Cruise Terminal, connecting Geographical Coordinate P,
Geographical Coordinate Q and buoy A76.**

四、边坡 100 米水域

4. The 100-meter Slope Water Area

(一) 长江口深水航道北侧边坡 100 米水域。

**(1) The 100-meter Slope Water Area on the north side of the deepwater channel of the Yangtze River
Estuary.**

北边界线：地理坐标 C，3 到 45 号奇数号灯浮和地理坐标 H 的依次连线。

**North boundary line: Geographical Coordinate C, successive connection of odd-numbered buoys
from No. 3 to No. 45 and Geographical Coordinate H.**

南边界线：地理坐标 A，D3 至 D45 号奇数号虚拟 AIS 航标的依次连线。

**South boundary line: Geographical Coordinate A, successive connection of odd-numbered virtual AIS
beacons from D3 to D45.**

(二) 长江口深水航道南侧边坡 100 米水域。

(2) The 100-meter Slope Water Area on the south side of the deepwater channel of the Yangtze River Estuary.

北边界线：地理坐标 B，D4 至 D46 号偶数号虚拟 AIS 航标的依次连线。

North boundary line: Geographical Coordinate B, successive connection of even-numbered virtual AIS beacons from D4 to D46.

南边界线：地理坐标 D，4 至 42 号偶数号灯浮和地理坐标 J 的依次连线。

South boundary line: Geographical Coordinate D, successive connection of even-numbered buoys from No. 4 to No. 42 and Geographical Coordinate J.

附件 2

Appendix II

长江上海段警戒区

Precautionary Areas in the Shanghai Section of the Yangtze River

一、九段沙警戒区

该警戒区为以下五点依次连线围成的水域：

- (一) $31^{\circ} 05' 05.6'' \text{ N} / 121^{\circ} 59' 57.6'' \text{ E}$ (九段灯船)；
- (二) $31^{\circ} 04' 57.3'' \text{ N} / 121^{\circ} 59' 22.0'' \text{ E}$ (S22 灯浮)；
- (三) $31^{\circ} 05' 45.3'' \text{ N} / 121^{\circ} 57' 52.0'' \text{ E}$ (S24 灯浮)；
- (四) $31^{\circ} 06' 38.0'' \text{ N} / 121^{\circ} 58' 26.0'' \text{ E}$ (S25 灯浮)；
- (五) $31^{\circ} 05' 45.0'' \text{ N} / 121^{\circ} 59' 52.0'' \text{ E}$ (S23 灯浮)。

1. Jiuduansha Precautionary Area

This precautionary area is the water area enclosed by the successive connection of the following five points:

- (1) $31^{\circ}05'05.6''\text{N} / 121^{\circ}59'57.6''\text{E}$ (Jiuduansha lightship);
- (2) $31^{\circ}04'57.3''\text{N} / 121^{\circ}59'22.0''\text{E}$ (buoy S22);

- (3) 31°05'45.3"N / 121°57'52.0"E (buoy S24);
- (4) 31°06'38.0"N / 121°58'26.0"E (buoy S25);
- (5) 31°05'45.0"N / 121°59'52.0"E (buoy S23).

二、圆圆沙警戒区

该警戒区为以下七点依次连线围成的水域：

- (一) 31° 18 ' 57. 8" N / 121° 42 ' 49. 0" E (圆圆沙灯船) ；
- (二) 31° 18 ' 35. 3" N / 121° 42 ' E (S50 灯浮) ；
- (三) 31° 19 ' 11. 7" N / 121° 41 ' 11. 3" E (地理坐标 U) ；
- (四) 31° 19 ' 43. 3" N / 121° 40 ' 22. 0" E (地理坐标 L) ；
- (五) 31° 20 ' 04. 9" N / 121° 40 ' 39. 5" E (A54A 灯浮) ；
- (六) 31° 20 ' 34. 3" N / 121° 41 ' 03. 2" E (47 灯浮) ；
- (七) 31° 19 ' 20. 5" N / 121° 43 ' 41. 3" E (地理坐标 T1) 。

2. Yuanyuansha Precautionary Area

This precautionary area is the water area enclosed by the successive connection of the following seven points:

- (1) 31°18'57.8"N / 121°42'49.0"E (Yuanyuansha lightship);
- (2) 31°18'35.3"N / 121°42'E (buoy S50);
- (3) 31°19'11.7"N / 121°41'11.3"E (Geographical Coordinate U);
- (4) 31°19'43.3"N / 121°40'22.0"E (Geographical Coordinate L);
- (5) 31°20'04.9"N / 121°40'39.5"E (buoy A54A);
- (6) 31°20'34.3"N / 121°41'03.2"E (buoy No. 47);
- (7) 31°19'20.5"N / 121°43'41.3"E (Geographical Coordinate T1).

三、吴淞口警戒区

该警戒区为以下十三点依次连线围成的水域：

- (一) 31° 22 ' 41. 9" N / 121° 34 ' 26. 9" E (地理坐标 N) ；
- (二) 31° 22 ' 43. 4" N / 121° 34 ' 23. 2" E (地理坐标 V1) ；
- (三) 31° 22 ' 46. 6" N / 121° 34 ' 07. 5" E (地理坐标 V2) ；
- (四) 31° 23 ' 10. 7" N / 121° 32 ' 57. 0" E (地理坐标 V3) ；

- (五) $31^{\circ} 23' 23.2''$ N / $121^{\circ} 31' 15.2''$ E (地理坐标 V4) ;
- (六) $31^{\circ} 23' 47.2''$ N / $121^{\circ} 31' 08.4''$ E (吴淞口灯塔) ;
- (七) $31^{\circ} 24' 28.0''$ N / $121^{\circ} 30' 53.0''$ E (A72 号虚拟 AIS 航标) ;
- (八) $31^{\circ} 24' 41.5''$ N / $121^{\circ} 31' 12.4''$ E (66 灯浮) ;
- (九) $31^{\circ} 25' 23.5''$ N / $121^{\circ} 31' 01.6''$ E (67 灯浮) ;
- (十) $31^{\circ} 24' 49.4''$ N / $121^{\circ} 32' 14.0''$ E (65 灯浮) ;
- (十一) $31^{\circ} 23' 53.2''$ N / $121^{\circ} 34' 12.5''$ E (61 灯浮) ;
- (十二) $31^{\circ} 23' 30.8''$ N / $121^{\circ} 34' 59.7''$ E (地理坐标 G) ;
- (十三) $31^{\circ} 22' 59.9''$ N / $121^{\circ} 34' 39.0''$ E (A60 灯浮) 。

3. Wusongkou Precautionary Area

This precautionary area is the water area enclosed by the successive connection of the following thirteen points:

- (1) $31^{\circ}22'41.9''$ N / $121^{\circ}34'26.9''$ E (Geographical Coordinate N);
- (2) $31^{\circ}22'43.4''$ N / $121^{\circ}34'23.2''$ E (Geographical Coordinate V1);
- (3) $31^{\circ}22'46.6''$ N / $121^{\circ}34'07.5''$ E (Geographical Coordinate V2);
- (4) $31^{\circ}23'10.7''$ N / $121^{\circ}32'57.0''$ E (Geographical Coordinate V3);
- (5) $31^{\circ}23'23.2''$ N / $121^{\circ}31'15.2''$ E (Geographical Coordinate V4);
- (6) $31^{\circ}23'47.2''$ N / $121^{\circ}31'08.4''$ E (Wusongkou Lighthouse);
- (7) $31^{\circ}24'28.0''$ N / $121^{\circ}30'53.0''$ E (virtual AIS beacon No. A72);
- (8) $31^{\circ}24'41.5''$ N / $121^{\circ}31'12.4''$ E (buoy No. 66);
- (9) $31^{\circ}25'23.5''$ N / $121^{\circ}31'01.6''$ E (buoy No. 67);
- (10) $31^{\circ}24'49.4''$ N / $121^{\circ}32'14.0''$ E (buoy No. 65);
- (11) $31^{\circ}23'53.2''$ N / $121^{\circ}34'12.5''$ E (buoy No. 61);
- (12) $31^{\circ}23'30.8''$ N / $121^{\circ}34'59.7''$ E (Geographical Coordinate G);
- (13) $31^{\circ}22'59.9''$ N / $121^{\circ}34'39.0''$ E (buoy A60).

四、宝山警戒区

该警戒区为以下六点依次连线围成的水域:

- (一) $31^{\circ} 26' 58.8''$ N / $121^{\circ} 27' 20.4''$ E (A76 灯浮) ;
- (二) $31^{\circ} 27' 40.5''$ N / $121^{\circ} 26' 38.1''$ E (地理坐标 E) ;

- (三) $31^{\circ} 27' 59.7'' \text{ N} / 121^{\circ} 27' 03.4'' \text{ E}$ (74 灯浮) ;
- (四) $31^{\circ} 28' 21.1'' \text{ N} / 121^{\circ} 27' 31.8'' \text{ E}$ (75 灯浮) ;
- (五) $31^{\circ} 27' 31.3'' \text{ N} / 121^{\circ} 28' 23.1'' \text{ E}$ (地理坐标 F) ;
- (六) $31^{\circ} 27' 07.0'' \text{ N} / 121^{\circ} 27' 37.1'' \text{ E}$ (地理坐标 S) 。

4. Baoshan Precautionary Area

This precautionary area is the water area enclosed by the successive connection of the following six points:

- (1) $31^{\circ}26'58.8''\text{N} / 121^{\circ}27'20.4''\text{E}$ (buoy A76);
- (2) $31^{\circ}27'40.5''\text{N} / 121^{\circ}26'38.1''\text{E}$ (Geographical Coordinate E);
- (3) $31^{\circ}27'59.7''\text{N} / 121^{\circ}27'03.4''\text{E}$ (buoy No. 74);
- (4) $31^{\circ}28'21.1''\text{N} / 121^{\circ}27'31.8''\text{E}$ (buoy No. 75);
- (5) $31^{\circ}27'31.3''\text{N} / 121^{\circ}28'23.1''\text{E}$ (Geographical Coordinate F);
- (6) $31^{\circ}27'07.0''\text{N} / 121^{\circ}27'37.1''\text{E}$ (Geographical Coordinate S).

五、浏河口警戒区

该警戒区为以下六点依次连线围成的水域:

- (一) $31^{\circ} 31' 58.4'' \text{ N} / 121^{\circ} 21' \text{ E}$ (宝山灯浮) ;
- (二) $31^{\circ} 31' 30.0'' \text{ N} / 121^{\circ} 20' 47.0'' \text{ E}$ (A84 灯浮) ;
- (三) $31^{\circ} 32' 21.4'' \text{ N} / 121^{\circ} 19' 44.9'' \text{ E}$ (A86 灯浮) ;
- (四) $31^{\circ} 33' 12.4'' \text{ N} / 121^{\circ} 20' 12.0'' \text{ E}$ (地理坐标 W1) ;
- (五) $31^{\circ} 32' 27.4'' \text{ N} / 121^{\circ} 21' 29.0'' \text{ E}$ (地理坐标 W2) ;
- (六) $31^{\circ} 32' 22.3'' \text{ N} / 121^{\circ} 21' 25.8'' \text{ E}$ (85 灯浮) 。

5. Liuhekou Precautionary Area

This precautionary area is the water area enclosed by the successive connection of the following six points:

- (1) $31^{\circ}31'58.4''\text{N} / 121^{\circ}21'\text{E}$ (Baoshan buoy);
- (2) $31^{\circ}31'30.0''\text{N} / 121^{\circ}20'47.0''\text{E}$ (buoy A84);
- (3) $31^{\circ}32'21.4''\text{N} / 121^{\circ}19'44.9''\text{E}$ (buoy A86);
- (4) $31^{\circ}33'12.4''\text{N} / 121^{\circ}20'12.0''\text{E}$ (Geographical Coordinate W1);
- (5) $31^{\circ}32'27.4''\text{N} / 121^{\circ}21'29.0''\text{E}$ (Geographical Coordinate W2);

(6) 31°32'22.3"N / 121°21'25.8"E (buoy No. 85).

附件 3

Appendix III

长江上海段避航区

Navigation Avoidance Areas in the Shanghai Section of the Yangtze River

大治河东口南端，禁 16、禁 15、禁 14、禁 13、禁 12、禁 11、禁 10、禁 9、禁 8、禁 7、禁 6、禁 5、禁 4、禁 3、禁 2、禁 1、禁 0 灯浮和南汇嘴依次连线围成的水域为避航区，航行船舶应当避免驶入。

The water area enclosed by the successive connection of buoys Jin16, Jin15, Jin14, Jin13, Jin12, Jin11, Jin10, Jin9, Jin8, Jin7, Jin6, Jin5, Jin4, Jin3, Jin2, Jin1, Jin0 and Nanhuizui at the southern end of the east entrance of the Dazhi River is a navigation avoidance area. Ships should avoid entering this water area.

附件 4

Appendix IV

长江上海段锚地

Anchorage in the Shanghai Section of the Yangtze River

名称 Name	位置、用途和要求 Location, purpose and requirements
南槽危险品锚地 South Channel Dangerous Goods Anchorage	<p>一、南槽危险品锚地由 A、B 号锚泊区组成： 1. The South Channel Dangerous Goods Anchorage is composed of anchorage areas A and B.</p> <p>(一) 南槽危险品锚地 A 区为以下四点依次连线围成的水域： 30° 59 ' 33. 6" N / 122° 26 ' 32. 0" E; 30° 57 ' 18. 0" N / 122° 26 ' 32. 0" E; 30° 57 ' 18. 0" N / 122° 24 ' E (Q23 灯浮) ; 31° 00 ' 04. 0" N / 122° 24 ' E (Q24 灯浮) 。</p> <p>(1) Area A of the South Channel Dangerous Goods Anchorage is the water area enclosed by the successive connection of the following four points:</p> <p style="padding-left: 40px;">30°59'33.6"N / 122°26'32.0"E; 30°57'18.0"N / 122°26'32.0"E; 30°57'18.0"N / 122°24'E (buoy Q23); 31°00'04.0"N / 122°24'E (buoy Q24).</p> <p>(二) 南槽危险品锚地 B 区为以下四点依次连线围成的水域： 30° 57 ' 18. 0" N / 122° 26 ' 32. 0" E; 30° 59 ' 33. 6" N / 122° 26 ' 32. 0" E; 30° 59 ' 04. 0" N / 122° 29 ' E (Q21 灯浮) ; 30° 57 ' 18. 0" N / 122° 29 ' E (Q22 灯浮) 。</p> <p>(2) Area B of the South Channel Dangerous Goods Anchorage is the water area enclosed by the successive connection of the following four points:</p>

	<p>30°57'18.0"N / 122°26'32.0"E; 30°59'33.6"N / 122°26'32.0"E; 30°59'04.0"N / 122°29'E (buoy Q21); 30°57'18.0"N / 122°29'E (buoy Q22).</p> <p>二、供油轮、液化汽船、散化船和其他危险品船待命、待泊、避风和候潮等。 2. For oil tankers, liquefied gas ships, chemical tankers and other dangerous goods ships to stand by, wait for berthing, take shelter from wind and wait for tide, etc.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。 3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
南槽锚地 South Channel Anchorage	<p>一、南槽锚地由 1、2 号锚泊区组成： 1. The South Channel Anchorage is composed of anchorage areas No. 1 and No. 2.</p> <p>(一) 南槽锚地 1 号锚区为以下四点依次连线围成的水域： 31° 00 ' 43. 4" N / 122° 20 ' 44. 0" E; 30° 58 ' 12. 0" N / 122° 20 ' 44. 0" E; 30° 58 ' 12. 0" N / 122° 18 ' E (Q27 灯浮) ; 31° 01 ' 16. 5" N / 122° 18 ' E (Q28 灯浮) 。 (1) Anchorage area No. 1 of the South Channel Anchorage is the water area enclosed by the successive connection of the following four points: 31°00'43.4"N / 122°20'44.0"E; 30°58'12.0"N / 122°20'44.0"E; 30°58'12.0"N / 122°18'E (buoy Q27); 31°01'16.5"N / 122°18'E (buoy Q28).</p> <p>(二) 南槽锚地 2 号锚区为以下四点依次连线围成的水域： 30° 58 ' 12. 0" N / 122° 20 ' 44. 0" E;</p>

	<p>31° 00 ' 43. 4" N / 122° 20 ' 44. 0" E; 31° 00 ' 10. 0" N / 122° 23 ' 29. 0" E (Q25 灯浮) ; 30° 58 ' 12. 0" N / 122° 23 ' 29. 0" E (Q26 灯浮) 。</p> <p>(2) Anchorage area No. 2 of the South Channel Anchorage is the water area enclosed by the successive connection of the following four points:</p> <p style="padding-left: 40px;">30°58'12.0"N / 122°20'44.0"E; 31°00'43.4"N / 122°20'44.0"E; 31°00'10.0"N / 122°23'29.0"E (buoy Q25); 30°58'12.0"N / 122°23'29.0"E (buoy Q26).</p> <p>二、供进出南槽航道的大型船舶待命、待泊、避风和候潮等。</p> <p>2. For large ships entering and leaving the South Channel to stand by, wait for berthing, take shelter from wind and wait for tide, etc.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。</p> <p>3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
九段沙小型船舶锚地 Jiuduansha Small Ship Anchorage	一、九段沙小型船舶锚地由 1、2 号锚泊区组成： 1. The Jiuduansha Small Ship Anchorage is composed of anchorage areas No. 1 and No. 2. （一）1 号锚泊区范围为 S36 和 S38 灯浮连线（南槽航道上段南边界线）与距其 1000 米的南侧平行线之间的水域。 31° 11 ' 06. 3" N / 121° 49 ' 41. 0" E (S36 灯浮) ; 31° 12 ' 17. 3" N / 121° 48 ' 28. 0" E (S38 灯浮) 。 <p>(1) The scope of anchorage area No. 1 is the water area between the line connecting buoys S36 and S38 (the southern boundary line of the upper section of the South Channel) and the parallel line 1000 meters to the south of it.</p> <p style="padding-left: 40px;">31°11'06.3"N / 121°49'41.0"E (buoy S36); 31°12'17.3"N / 121°48'28.0"E (buoy S38).</p>

	<p>(二) 2号锚泊区范围为 S38 和 S40 灯浮连线 (南槽航道上段南边界线) 与距其 1000 米的南侧平行线之间的水域。</p> <p>31° 12 ' 17. 3" N / 121° 48 ' 28. 0" E (S38 灯浮) ;</p> <p>31° 13 ' 29. 3" N / 121° 47 ' 24. 0" E (S40 灯浮) 。</p> <p>(2) The scope of anchorage area No. 2 is the water area between the line connecting buoys S38 and S40 (the southern boundary line of the upper section of the South Channel) and the parallel line 1000 meters to the south of it.</p> <p>31°12'17.3"N / 121°48'28.0"E (buoy S38);</p> <p>31°13'29.3"N / 121°47'24.0"E (buoy S40).</p> <p>二、供进出南槽航道、南支航道的小型船舶待命、待泊、避风和候潮等。</p> <p>2. For small ships entering and leaving the South Channel and the South Branch Channel to stand by, wait for berthing, take shelter from wind and wait for tide, etc.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。</p> <p>3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
<p>江亚南沙危险 品锚地</p> <p>Jiangya Nansha Dangerous Goods Anchorage</p>	<p>一、江亚南沙危险品锚地范围为 S41 灯浮、S43 灯浮、地理坐标 X 和 Q15 灯浮依次连线之间的水域。</p> <p>(一) 31° 14 ' 22. 3" N / 121° 47 ' 30. 9" E (S41 灯浮) ;</p> <p>(二) 31° 15 ' 40. 3" N / 121° 46 ' 08. 0" E (S43 灯浮) ;</p> <p>(三) 31° 16 ' 02. 4" N / 121° 46 ' 37. 8" E (地理坐标 X) ;</p> <p>(四) 31° 14 ' 59. 3" N / 121° 47 ' 40. 0" E (Q15 灯浮) 。</p> <p>1. The scope of the Jiangya Nansha Dangerous Goods Anchorage is the water area enclosed by the successive connection of buoy S41, buoy S43, Geographical Coordinate X and buoy Q15.</p> <p>31°14'22.3"N / 121°47'30.9"E (buoy S41);</p> <p>31°15'40.3"N / 121°46'08.0"E (buoy S43);</p> <p>31°16'02.4"N / 121°46'37.8"E (geographical coordinate X);</p>

	<p>31°14'59.3"N / 121°47'40.0"E (buoy Q15).</p> <p>二、供进出南槽航道、南支航道的油轮、散化船、液化气船等危险品船和载运烟花爆竹船舶待命、待泊、避风和候潮等。</p> <p>2. For oil tankers, chemical tankers, liquefied gas ships and other dangerous goods ships as well as ships carrying fireworks and firecrackers entering and leaving the South Channel and the South Branch Channel to stand by, wait for berthing, take shelter from wind and wait for tide, etc.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。</p> <p>3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
<p>江亚南沙锚地 Jiangya Nansha Anchorage</p>	<p>一、江亚南沙锚地范围为 S45 灯浮、地理坐标 O、Q16A、Q16 灯浮依次连线之间的水域。</p> <p>(一) 31° 16 ' 35. 3" N / 121° 45 ' 12. 5" E (S45 灯浮) ; (二) 31° 17 ' 32. 3" N / 121° 44 ' 16. 0" E (地理坐标 O) ; (三) 31° 17 ' 57. 7" N / 121° 44 ' 41. 9" E (Q16A 灯浮) ; (四) 31° 16 ' 59. 3" N / 121° 45 ' 42. 0" E (Q16 灯浮) 。</p> <p>1. The scope of the Jiangya Nansha Anchorage is the water area enclosed by the successive connection of buoy S45, Geographical Coordinate O, buoy Q16A and buoy Q16.</p> <p>31°16'35.3"N / 121°45'12.5"E (buoy S45); 31°17'32.3"N / 121°44'16.0"E (geographical coordinate O); 31°17'57.7"N / 121°44'41.9"E (buoy Q16A); 31°16'59.3"N / 121°45'42.0"E (buoy Q16).</p> <p>二、供进出南槽航道的大型船舶待命、待泊、避风和候潮等。</p> <p>2. For large ships entering and leaving the South Channel to stand by, wait for berthing, take shelter from wind and wait for tide, etc.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。</p>

	<p>3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
<p>横沙危险品 锚地 Hengsha Dangerous Goods Anchorage</p>	<p>一、横沙危险品锚地范围为以下六点依次连线围成的水域： (一) 31° 17 ' 07. 0" N / 121° 49 ' 38. 2" E; (二) 31° 17 ' 25. 8" N / 121° 49 ' 47. 5" E; (三) 31° 17 ' 12. 4" N / 121° 50 ' 38. 7" E; (四) 31° 17 ' 22. 9" N / 121° 50 ' 42. 3" E; (五) 31° 16 ' 55. 7" N / 121° 52 ' 13. 9" E (Q1 灯浮) ; (六) 31° 16 ' 17. 3" N / 121° 52 ' 01. 9" E。</p> <p>The scope of the Hengsha Dangerous Goods Anchorage is the water area enclosed by the successive connection of the following six points:</p> <p style="padding-left: 40px;">31°17'07.0"N / 121°49'38.2"E; 31°17'25.8"N / 121°49'47.5"E; 31°17'12.4"N / 121°50'38.7"E; 31°17'22.9"N / 121°50'42.3"E; 31°16'55.7"N / 121°52'13.9"E (buoy Q1); 31°16'17.3"N / 121°52'01.9"E.</p> <p>二、供油轮、液化汽船、散化船和其他危险品船待命、待泊、避风和候潮等。</p> <p>2. For oil tankers, liquefied gas ships, chemical tankers and other dangerous goods ships to stand by, wait for berthing, take shelter from wind and wait for tide, etc.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。</p> <p>3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
<p>横沙西锚地 Hengsha West Anchorage</p>	<p>一、横沙西锚地范围为以下四点依次连线围成的水域： (一) 31° 18 ' 19. 4" N / 121° 47 ' 31. 3" E; (二) 31° 17 ' 57. 5" N / 121° 47 ' 20. 4" E; (三) 31° 18 ' 32. 3" N / 121° 45 ' 45. 0" E; (四) 31° 18 ' 54. 5" N / 121° 45 ' 55. 0" E。</p> <p>1. The scope of the Hengsha West Anchorage is the water area enclosed by the successive connection of the following four points:</p> <p>(1) 31°18'19.4"N / 121°47'31.3"E; (2) 31°17'57.5"N / 121°47'20.4"E;</p>

	<p>(3) 31°18'32.3"N / 121°45'45.0"E; (4) 31°18'54.5"N / 121°45'55.0"E.</p> <p>二、供大型船舶待命、待泊、避风和候潮等。 2. For large ships to stand by, wait for berthing, take shelter from wind and wait for tide, etc.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。 3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
<p>横沙东锚地 Hengsha East Anchorage</p>	<p>一、横沙东锚地范围为以下四点依次连线围成的水域： (一) 31° 17 ' 44. 5" N / 121° 47 ' 55. 3" E; (二) 31° 18 ' 26. 3" N / 121° 48 ' 16. 0" E (Q3 灯浮) ; (三) 31° 17 ' 50. 5" N / 121° 49 ' 39. 3" E (Q2 灯浮) ; (四) 31° 17 ' 13. 4" N / 121° 49 ' 20. 0" E.</p> <p>1. The scope of the Hengsha East Anchorage is the water area enclosed by the successive connection of the following four points: 31°17'44.5"N / 121°47'55.3"E; 31°18'26.3"N / 121°48'16.0"E (buoy Q3); 31°17'50.5"N / 121°49'39.3"E (buoy Q2); 31°17'13.4"N / 121°49'20.0"E.</p> <p>二、供大型船舶待命、待泊、避风和候潮等。 2. For large ships to stand by, wait for berthing, take shelter from wind and wait for tide, etc.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。 3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
<p>圆圆沙应急 锚地 Yuanyuansha Emergency Anchorage</p>	<p>一、圆圆沙应急锚地范围为以下四点依次连线之间的水域。 (一) 31° 17 ' 45. 8" N / 121° 44 ' 01. 0" E (S47 灯浮) ; (二) 31° 18 ' 27. 5" N / 121° 43 ' 19. 0" E (S49 灯浮) ; (三) 31° 18 ' 45. 3" N / 121° 43 ' 47. 2" E (Q35 灯浮) ; (四) 31° 18 ' 30. 8" N / 121° 44 ' 47. 2" E (42 灯浮) 。</p> <p>1. The scope of Yuanyuansha Emergency Anchorage is the water area between the successive connection of the following four points: 31°17'45.8"N / 121°44'01.0"E (buoy S47);</p>

	<p>31°18'27.5"N / 121°43'19.0"E (buoy S49); 31°18'45.3"N / 121°43'47.2"E (buoy Q35); 31°18'30.8"N / 121°44'47.2"E (buoy 42).</p> <p>二、供船舶补给和临时应急锚泊。 2. For ship supply and temporary emergency anchoring.</p> <p>三、船舶连续锚泊时间不得超过 24 小时。 3. The continuous anchoring time of ships shall not exceed 24 hours.</p>
<p>吴淞口锚地 Wusongkou Anchorage</p>	<p>一、吴淞口锚地由以下 11 个锚泊区组成： 1. The Wusongkou Anchorage is composed of the following 11 anchorage areas:</p> <p>(一) 1、2 号锚泊区范围为 Q4 灯浮、地理坐标 Z1 连线，与 47、49 灯浮连线之间的水域，47、49 灯浮连线的中垂线将其划分为 1、2 号锚泊区； 1. 31° 21 ' 42. 6" N / 121° 41 ' 49. 9" E (Q4 灯浮)； 2. 31° 22 ' 33. 6" N / 121° 40 ' 17. 6" E (地理坐标 Z1)； 3. 31° 20 ' 34. 3" N / 121° 41 ' 03. 2" E (47 灯浮)； 4. 31° 21 ' 20. 5" N / 121° 39 ' 28. 6" E (49 灯浮)。</p> <p>(1) The scope of anchorage areas No. 1 and No. 2 is the water area between the line connecting buoy Q4 and Geographical Coordinate Z1 and the line connecting buoys 47 and 49. The perpendicular bisector of the line connecting buoys 47 and 49 divides it into anchorage areas No. 1 and No. 2.</p> <p>31°21'42.6"N / 121°41'49.9"E (buoy Q4); 31°22'33.6"N / 121°40'17.6"E (Geographical Coordinate Z1); 31°20'34.3"N / 121°41'03.2"E (buoy 47); 31°21'20.5"N / 121°39'28.6"E (buoy 49).</p> <p>(二) 3、4 号锚泊区范围为地理坐标 Z1、地理坐标 Z2、Q5 灯浮依次连线，与 49、51 灯浮连线之间的水域，过地理坐标 Z2 作 49、51 灯浮连线的垂线将其划分为 3、4 号锚泊区； 1. 31° 22 ' 33. 6" N / 121° 40 ' 17. 6" E (地理坐标 Z1)； 2. 31° 22 ' 58. 9" N / 121° 39 ' 33. 3" E (地理坐标 Z2)； 3. 31° 23 ' 32. 1" N / 121° 38 ' 33. 9" E (Q5 灯浮)； 4. 31° 21 ' 20. 5" N / 121° 39 ' 28. 6" E (49 灯浮)；</p>

5. $31^{\circ} 22' 10.8''$ N / $121^{\circ} 37' 46.0''$ E (51 灯浮)。

(2) The scope of anchorage areas No. 3 and No. 4 is the water area between the successive connection of geographical coordinate Z1, geographical coordinate Z2 and buoy Q5 and the line connecting buoys 49 and 51. A perpendicular line from geographical coordinate Z2 to the line connecting buoys 49 and 51 divides it into anchorage areas No. 3 and No. 4.

$31^{\circ}22'33.6''$ N / $121^{\circ}40'17.6''$ E (Geographical Coordinate Z1);

$31^{\circ}22'58.9''$ N / $121^{\circ}39'33.3''$ E (Geographical Coordinate Z2);

$31^{\circ}23'32.1''$ N / $121^{\circ}38'33.9''$ E (buoy Q5);

$31^{\circ}21'20.5''$ N / $121^{\circ}39'28.6''$ E (buoy 49);

$31^{\circ}22'10.8''$ N / $121^{\circ}37'46.0''$ E (buoy 51).

(三) 5、6 号锚泊区范围为 Q5、Q7 灯浮连线，与 51、53 灯浮连线之间的水域，51、53 灯浮连线的中垂线将其划分为 5、6 号锚泊区；

1. $31^{\circ} 23' 32.1''$ N / $121^{\circ} 38' 33.9''$ E (Q5 灯浮)；

2. $31^{\circ} 23' 57.0''$ N / $121^{\circ} 36' 34.0''$ E (Q7 灯浮)；

3. $31^{\circ} 22' 10.8''$ N / $121^{\circ} 37' 46.0''$ E (51 灯浮)；

4. $31^{\circ} 23' 04.5''$ N / $121^{\circ} 35' 55.1''$ E (53 灯浮)。

(3) The scope of anchorage areas No. 5 and No. 6 is the water area between the line connecting buoys Q5 and Q7 and the line connecting buoys 51 and 53. The perpendicular bisector of the line connecting buoys 51 and 53 divides it into anchorage areas No. 5 and No. 6.

$31^{\circ}23'32.1''$ N / $121^{\circ}38'33.9''$ E (buoy Q5);

$31^{\circ}23'57.0''$ N / $121^{\circ}36'34.0''$ E (buoy Q7);

$31^{\circ}22'10.8''$ N / $121^{\circ}37'46.0''$ E (buoy 51);

$31^{\circ}23'04.5''$ N / $121^{\circ}35'55.1''$ E (buoy 53).

(四) 7、8 号锚泊区范围为 Q7 灯浮、地理坐标 Z3 连线，与 53、61 灯浮连线之间的水域，53、61 灯浮连线的中垂线将其划分为 7、8 号锚泊区；

1. $31^{\circ} 23' 57.0''$ N / $121^{\circ} 36' 34.0''$ E (Q7 灯浮)；

2. $31^{\circ} 24' 28.6''$ N / $121^{\circ} 34' 37.2''$ E (地理坐标 Z3)；

3. $31^{\circ} 23' 04.5''$ N / $121^{\circ} 35' 55.1''$ E (53 灯浮)；

4. $31^{\circ} 23' 53.2''$ N / $121^{\circ} 34' 12.5''$ E (61 灯浮)。

(4) The scope of anchorage areas No. 7 and No. 8 is the water area between the line connecting buoy Q7 and geographical coordinate Z3 and the line connecting buoys 53 and 61. The perpendicular bisector of the line connecting buoys 53 and 61 divides it into anchorage areas No. 7 and No. 8.

31°23'57.0"N / 121°36'34.0"E (buoy Q7);

31°24'28.6"N / 121°34'37.2"E (geographical coordinate Z3);

31°23'04.5"N / 121°35'55.1"E (buoy 53);

31°23'53.2"N / 121°34'12.5"E (buoy 61).

(五) 9、10号锚泊区范围为地理坐标 Z3、Q8 和 Q9 灯浮依次连线，与 61、65 灯浮连线之间的水域，过 Q8 灯浮作 61、65 灯浮连线的垂线将其划分为 9、10 号锚泊区；

1. 31° 24 ' 28. 6" N / 121° 34 ' 37. 2" E (地理坐标 Z3) ；

2. 31° 24 ' 43. 8" N / 121° 33 ' 41. 0" E (Q8 灯浮) ；

3. 31° 25 ' 12. 1" N / 121° 32 ' 23. 9" E (Q9 灯浮) ；

4. 31° 23 ' 53. 2" N / 121° 34 ' 12. 5" E (61 灯浮) ；

5. 31° 24 ' 49. 4" N / 121° 32 ' 14. 0" E (65 灯浮) 。

(5) The scope of anchorage areas No. 9 and No. 10 is the water area between the successive connection of geographical coordinate Z3, buoys Q8 and Q9 and the line connecting buoys 61 and 65. A perpendicular line from buoy Q8 to the line connecting buoys 61 and 65 divides it into anchorage areas No. 9 and No. 10.

31°24'28.6"N / 121°34'37.2"E (geographical coordinate Z3);

31°24'43.8"N / 121°33'41.0"E (buoy Q8);

31°25'12.1"N / 121°32'23.9"E (buoy Q9);

31°23'53.2"N / 121°34'12.5"E (buoy 61);

31°24'49.4"N / 121°32'14.0"E (buoy 65).

(六) 11号锚泊区范围为 Q9、Q10 号灯浮连线，与距 65、67 号灯浮连线之间的水域。

1. 31° 25 ' 12. 1" N / 121° 32 ' 23. 9" E (Q9 灯浮) ；

2. 31° 25 ' 39. 7" N / 121° 31 ' 17. 6" E (Q10 灯浮) ；

3. 31° 24 ' 49. 4" N / 121° 32 ' 14. 0" E (65 灯浮) ；

	<p>4. $31^{\circ} 25' 23.5'' \text{ N} / 121^{\circ} 31' 01.6'' \text{ E}$ (67 灯浮)。</p> <p>(6) The scope of anchorage area No. 11 is the water area between the line connecting buoys Q9 and Q10 and the line between buoys No. 65 and No. 67.</p> <p>$31^{\circ}25'12.1''\text{N} / 121^{\circ}32'23.9''\text{E}$ (buoy Q9); $31^{\circ}25'39.7''\text{N} / 121^{\circ}31'17.6''\text{E}$ (buoy Q10); $31^{\circ}24'49.4''\text{N} / 121^{\circ}32'14.0''\text{E}$ (buoy No. 65); $31^{\circ}25'23.5''\text{N} / 121^{\circ}31'01.6''\text{E}$ (buoy No. 67).</p> <p>二、供船舶待命、待泊、避风、补给和候潮等。</p> <p>2. For ships to stand by, wait for berthing, take shelter from wind, supply and wait for tide, etc.</p> <p>三、船舶连续锚泊时间不得超过 48 小时。</p> <p>3. The continuous anchoring time of ships shall not exceed 48 hours.</p>
<p>吴淞口锚地 0 号锚区 Wusongkou No.0 AnchorArea</p>	<p>一、吴淞口锚地 0 号锚区范围为以下五点依次连线之间的水域。</p> <p>(一) $31^{\circ} 19' 37.0'' \text{ N} / 121^{\circ} 43' 26.0'' \text{ E}$; (二) $31^{\circ} 20' 20.9'' \text{ N} / 121^{\circ} 41' 51.9'' \text{ E}$; (三) $31^{\circ} 21' 19.9'' \text{ N} / 121^{\circ} 42' 32.3'' \text{ E}$; (四) $31^{\circ} 20' 36.1'' \text{ N} / 121^{\circ} 43' 28.7'' \text{ E}$; (五) $31^{\circ} 20' 09.8'' \text{ N} / 121^{\circ} 43' 48.6'' \text{ E}$.</p> <p>1. The scope of Wusongkou No.0 Anchor Area is the water area enclosed by the successive connection of the following five points:</p> <p>$31^{\circ}19'37.0''\text{N} / 121^{\circ}43'26.0''\text{E}$; $31^{\circ}20'20.9''\text{N} / 121^{\circ}41'51.9''\text{E}$; $31^{\circ}21'19.9''\text{N} / 121^{\circ}42'32.3''\text{E}$; $31^{\circ}20'36.1''\text{N} / 121^{\circ}43'28.7''\text{E}$; $31^{\circ}20'09.8''\text{N} / 121^{\circ}43'48.6''\text{E}$.</p> <p>二、供船舶待命、待泊、避风、补给和候潮等。</p> <p>2. For ships to stand by, wait for berthing, take shelter from wind, supply and wait for tide, etc.</p>

	<p>三、船舶连续锚泊时间不得超过 48 小时。</p> <p>3. The continuous anchoring time of ships shall not exceed 48 hours.</p>
<p>宝山南锚地 Baoshan South Anchorage</p>	<p>一、宝山南锚地为以下八点依次连线围成的水域：</p> <p>(一) 31° 29 ' 35. 1" N / 121° 25 ' 24. 9" E (78 灯浮) ； (二) 31° 30 ' 22. 3" N / 121° 23 ' 57. 3" E (80 灯浮) ； (三) 31° 31 ' 22. 5" N / 121° 22 ' 05. 6" E (82 灯浮) ； (四) 31° 31 ' 05. 9" N / 121° 21 ' 53. 5" E (A83 灯浮) ； (五) 31° 30 ' 25. 5" N / 121° 22 ' 34. 8" E (A81 灯浮) ； (六) 31° 29 ' 52. 5" N / 121° 23 ' 35. 5" E ； (七) 31° 29 ' 32. 3" N / 121° 24 ' 12. 8" E (A79 灯浮) ； (八) 31° 29 ' 07. 9" N / 121° 25 ' 18. 2" E (A77 灯浮) 。</p> <p>1. The Baoshan South Anchorage is the water area enclosed by the successive connection of the following eight points:</p> <p>(1) 31°29'35.1"N / 121°25'24.9"E (buoy 78); (2) 31°30'22.3"N / 121°23'57.3"E (buoy 80); (3) 31°31'22.5"N / 121°22'05.6"E (buoy 82); (4) 31°31'05.9"N / 121°21'53.5"E (buoy A83); (5) 31°30'25.5"N / 121°22'34.8"E (buoy A81); (6) 31°29'52.5"N / 121°23'35.5"E; (7) 31°29'32.3"N / 121°24'12.8"E (buoy A79); (8) 31°29'07.9"N / 121°25'18.2"E (buoy A77).</p> <p>二、供船舶待命、待泊、避风、补给和候潮等。</p> <p>2. For ships to stand by, wait for berthing, take shelter from wind, supply and wait for tide, etc.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。</p> <p>3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
<p>宝山北锚地 Baoshan North Anchorage</p>	<p>一、宝山北锚地为以下五点依次连线围成的水域：</p> <p>(一) 31° 30 ' 36. 7" N / 121° 24 ' 48. 7" E ； (二) 31° 32 ' 24. 6" N / 121° 21 ' 28. 4" E ； (三) 31° 32 ' 41. 6" N / 121° 21 ' 47. 1" E (Q13 灯浮) ； (四) 31° 31 ' 51. 9" N / 121° 23 ' 32. 5" E (Q12 灯浮) ； (五) 31° 31 ' 02. 5" N / 121° 25 ' 17. 2" E (Q11 灯浮) 。</p>

	<p>1. The Baoshan North Anchorage is the water area enclosed by the successive connection of the following five points:</p> <p>(1) 31°30'36.7"N / 121°24'48.7"E;</p> <p>(2) 31°32'24.6"N / 121°21'28.4"E;</p> <p>(3) 31°32'41.6"N / 121°21'47.1"E (buoy Q13);</p> <p>(4) 31°31'51.9"N / 121°23'32.5"E (buoy Q12);</p> <p>(5) 31°31'02.5"N / 121°25'17.2"E (buoy Q11).</p> <p>二、宝山北锚地内设置应急专用锚区。应急专用锚区为下列四点依次连线范围内的水域：</p> <p>(一) 31° 32 ' 41. 6" N / 121° 21 ' 47. 1" E (Q13 灯浮) ；</p> <p>(二) 31° 32 ' 15. 0" N / 121° 22 ' 44. 0" E；</p> <p>(三) 31° 31 ' 55. 0" N / 121° 22 ' 24. 0" E；</p> <p>(四) 31° 32 ' 25. 0" N / 121° 21 ' 28. 0" E。</p> <p>2. An emergency special anchorage area is set up in the Baoshan North Anchorage. The emergency special anchorage area is the water area within the scope of the successive connection of the following four points:</p> <p>(1) 31°32'41.6"N / 121°21'47.1"E (buoy Q13);</p> <p>(2) 31°32'15.0"N / 121°22'44.0"E;</p> <p>(3) 31°31'55.0"N / 121°22'24.0"E;</p> <p>(4) 31°32'25.0"N / 121°21'28.0"E.</p> <p>三、供大型船舶待泊、候潮、补给、交接等。</p> <p>3. For large ships to wait for berthing, wait for tide, supply and hand over, etc.</p> <p>四、船舶连续锚泊时间不得超过 72 小时，应急专用锚区连续锚泊时间不得超过 24 小时。</p> <p>4. The continuous anchoring time of ships shall not exceed 72 hours. The continuous anchoring time in the emergency special anchorage area shall not exceed 24 hours.</p>
<p>横沙通道 1 号锚地 Hengsha</p>	<p>一、横沙通道 1 号锚地为以下四点依次连线围成的水域：</p> <p>(一) 31° 19 ' 21. 5" N / 121° 47 ' 40. 0" E；</p> <p>(二) 31° 20 ' 25. 5" N / 121° 47 ' 39. 5" E；</p> <p>(三) 31° 20 ' 23. 0" N / 121° 47 ' 21. 0" E；</p>

<p>Channel No.1 Anchorage</p>	<p>(四) 31° 19 ' 22. 0" N / 121° 47 ' 27. 0" E。</p> <p>(1) The Hengsha Channel No.1 Anchorage is the water area enclosed by the successive connection of the following four points:</p> <p>(1) 31°19'21.5"N / 121°47'40.0"E;</p> <p>(2) 31°20'25.5"N / 121°47'39.5"E;</p> <p>(3) 31°20'23.0"N / 121°47'21.0"E;</p> <p>(4) 31°19'22.0"N / 121°47'27.0"E.</p> <p>二、供船舶待泊、候潮、避风、补给等。</p> <p>2. For ships to wait for berthing, wait for tide, take shelter from wind, supply, etc.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。</p> <p>3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
<p>横沙通道 2 号锚地 Hengsha Channel No.2 Anchorage</p>	<p>一、横沙通道 2 号锚地为以下四点依次连线围成的水域：</p> <p>(一) 31° 21 ' 02. 5" N / 121° 47 ' 39. 0" E;</p> <p>(二) 31° 21 ' 55. 5" N / 121° 47 ' 27. 0" E;</p> <p>(三) 31° 21 ' 49. 0" N / 121° 47 ' 19. 0" E;</p> <p>(四) 31° 20 ' 59. 0" N / 121° 47 ' 24. 0" E。</p> <p>1. The Hengsha Channel No.2 Anchorage is the water area enclosed by the successive connection of the following four points:</p> <p>(1) 31°21'02.5"N / 121°47'39.0"E;</p> <p>(2) 31°21'55.5"N / 121°47'27.0"E;</p> <p>(3) 31°21'49.0"N / 121°47'19.0"E;</p> <p>(4) 31°20'59.0"N / 121°47'24.0"E.</p> <p>二、供船舶和渔业船舶待泊、候潮、避风、补给等。</p> <p>2. For ships and fishing vessels to wait for berthing, wait for tide, take shelter from wind, supply, etc</p> <p>三、船舶连续锚泊时间不得超过 72 小时。</p> <p>3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
<p>横沙通道 3 号锚地</p>	<p>一、横沙通道 3 号锚地为以下四点依次连线围成的水域：</p> <p>(一) 31° 23 ' 00" N / 121° 46 ' 50. 0" E;</p> <p>(二) 31° 23 ' 00" N / 121° 46 ' 44. 0" E;</p>

<p>Hengsha Channel No.3 Anchorage</p>	<p>(三) 31° 22 ' 07" N / 121° 47 ' 14. 0" E; (四) 31° 22 ' 10" N / 121° 47 ' 19. 0" E。</p> <p>1. The Hengsha Channel No.3 Anchorage is the water area enclosed by the successive connection of the following four points:</p> <p>(1) 31°23'00"N / 121°46'50.0"E; (2) 31°23'00"N / 121°46'44.0"E; (3) 31°22'07"N / 121°47'14.0"E; (4) 31°22'10"N / 121°47'19.0"E.</p> <p>二、供船舶待泊、候潮、补给、临时避风等。</p> <p>2. For ships to wait for berthing, wait for tide, take supplies, and temporarily take shelter from the wind.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。</p> <p>3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
<p>南门临时锚地 Nanmen Temporary Anchorage</p>	<p>一、南门临时锚地为以下四点依次连线围成的水域： (一) 31° 34 ' 36. 0" N / 121° 28 ' 06. 0" E; (二) 31° 34 ' 00. 0" N / 121° 29 ' 20. 4" E; (三) 31° 33 ' 48. 0" N / 121° 29 ' 12. 0" E; (四) 31° 34 ' 26. 4" N / 121° 28 ' 00. 0" E。</p> <p>1. The Nanmen Temporary Anchorage is the water area enclosed by the successive connection of the following four points:</p> <p>(1) 31°34'36.0"N / 121°28'06.0"E; (2) 31°34'00.0"N / 121°29'20.4"E; (3) 31°33'48.0"N / 121°29'12.0"E; (4) 31°34'26.4"N / 121°28'00.0"E.</p> <p>二、供船舶待泊、候潮、补给等。</p> <p>2. For ships to wait for berthing, wait for tide and supply.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。</p> <p>3. The continuous anchoring time of ships shall not exceed 72 hours.</p>

<p>堡镇临时锚地</p> <p>Baozhen Temporary Anchorage</p>	<p>一、堡镇临时锚地为以下四点依次连线围成的水域：</p> <p>(一) 31° 31 ' 51. 0" N / 121° 33 ' 00. 0" E；</p> <p>(二) 31° 31 ' 24. 0" N / 121° 32 ' 38. 4" E；</p> <p>(三) 31° 32 ' 00. 0" N / 121° 31 ' 37. 8" E；</p> <p>(四) 31° 32 ' 26. 4" N / 121° 32 ' 01. 8" E。</p> <p>1. The Baozhen Temporary Anchorage is the water area enclosed by the successive connection of the following four points:</p> <p>(1) 31°31'51.0"N / 121°33'00.0"E;</p> <p>(2) 31°31'24.0"N / 121°32'38.4"E;</p> <p>(3) 31°32'00.0"N / 121°31'37.8"E;</p> <p>(4) 31°32'26.4"N / 121°32'01.8"E.</p> <p>二、供船舶待泊、候潮、补给等。</p> <p>2. For ships to wait for berthing, wait for tide and supply.</p> <p>三、船舶连续锚泊时间不得超过 72 小时。</p> <p>3. The continuous anchoring time of ships shall not exceed 72 hours.</p>
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附件 5

Appendix V

长江上海段禁锚区

Anchor Prohibited Areas in the Shanghai Section of the Yangtze River

一、1 号禁锚区

该禁锚区范围为以下四点依次连线围成的水域：

- (一) $31^{\circ} 18' 50.3'' \text{ N} / 121^{\circ} 40' 53.0'' \text{ E}$;
- (二) $31^{\circ} 19' 18.3'' \text{ N} / 121^{\circ} 40' 08.0'' \text{ E}$;
- (三) $31^{\circ} 22' 18.3'' \text{ N} / 121^{\circ} 42' 23.0'' \text{ E}$;
- (四) $31^{\circ} 22' 12.3'' \text{ N} / 121^{\circ} 42' 43.0'' \text{ E}$ 。

1. No. 1 Anchor prohibited area

The scope of this anchor prohibited area is the water area enclosed by the successive connection of the following four points:

- (1) $31^{\circ}18'50.3''\text{N} / 121^{\circ}40'53.0''\text{E}$;
- (2) $31^{\circ}19'18.3''\text{N} / 121^{\circ}40'08.0''\text{E}$;
- (3) $31^{\circ}22'18.3''\text{N} / 121^{\circ}42'23.0''\text{E}$;
- (4) $31^{\circ}22'12.3''\text{N} / 121^{\circ}42'43.0''\text{E}$.

二、2 号禁锚区

该禁锚区范围为以下四点依次连线围成的水域：

- (一) $31^{\circ} 27' 00.3'' \text{ N} / 121^{\circ} 26' 10.9'' \text{ E}$;
- (二) $31^{\circ} 26' 37.3'' \text{ N} / 121^{\circ} 26' 32.9'' \text{ E}$;
- (三) $31^{\circ} 32' 04.4'' \text{ N} / 121^{\circ} 34' 44.0'' \text{ E}$;
- (四) $31^{\circ} 31' 42.4'' \text{ N} / 121^{\circ} 35' 38.0'' \text{ E}$ 。

2. No. 2 Anchor prohibited area

The scope of this anchor prohibited area is the water area enclosed by the successive connection of the following four points:

- (1) $31^{\circ}27'00.3''\text{N} / 121^{\circ}26'10.9''\text{E}$;

(2) $31^{\circ}26'37.3''\text{N} / 121^{\circ}26'32.9''\text{E}$;

(3) $31^{\circ}32'04.4''\text{N} / 121^{\circ}34'44.0''\text{E}$;

(4) $31^{\circ}31'42.4''\text{N} / 121^{\circ}35'38.0''\text{E}$.

三、3号禁锚区

该禁锚区范围为以下四点依次连线围成的水域：

(一) $31^{\circ}30'19.4''\text{N} / 121^{\circ}19'58.0''\text{E}$;

(二) $31^{\circ}30'53.4''\text{N} / 121^{\circ}19'22.9''\text{E}$;

(三) $31^{\circ}37'06.4''\text{N} / 121^{\circ}23'25.0''\text{E}$;

(四) $31^{\circ}36'56.4''\text{N} / 121^{\circ}24'14.0''\text{E}$ 。

3. No. 3 Anchor prohibited area

The scope of this anchor prohibited area is the water area enclosed by the successive connection of the following four points:

(1) $31^{\circ}30'19.4''\text{N} / 121^{\circ}19'58.0''\text{E}$;

(2) $31^{\circ}30'53.4''\text{N} / 121^{\circ}19'22.9''\text{E}$;

(3) $31^{\circ}37'06.4''\text{N} / 121^{\circ}23'25.0''\text{E}$;

(4) $31^{\circ}36'56.4''\text{N} / 121^{\circ}24'14.0''\text{E}$.

四、4号禁锚区

该禁锚区范围为以下四点依次连线围成的水域：

(一) $31^{\circ}28'44.4''\text{N} / 121^{\circ}45'00.0''\text{E}$;

(二) $31^{\circ}24'50.3''\text{N} / 121^{\circ}42'35.0''\text{E}$;

(三) $31^{\circ}25'13.3''\text{N} / 121^{\circ}41'17.0''\text{E}$;

(四) $31^{\circ}29'21.4''\text{N} / 121^{\circ}43'45.0''\text{E}$ 。

4. No. 4 Anchor prohibited area

The scope of this anchor prohibited area is the water area enclosed by the successive connection of the following four points:

(1) $31^{\circ}28'44.4''\text{N} / 121^{\circ}45'00.0''\text{E}$;

(2) $31^{\circ}24'50.3''\text{N} / 121^{\circ}42'35.0''\text{E}$;

(3) $31^{\circ}25'13.3''\text{N} / 121^{\circ}41'17.0''\text{E}$;

(4) $31^{\circ}29'21.4''N / 121^{\circ}43'45.0''E$.

附件 6

Appendix VI

长江上海段地理坐标点

Geographic Coordinate Points of the Shanghai Section of the Yangtze River

- 1 地理坐标 A $31^{\circ} 06' 16.9'' N / 122^{\circ} 29' 38.6'' E$
- 2 地理坐标 B $31^{\circ} 06' 03.8'' N / 122^{\circ} 29' 38.6'' E$
- 3 地理坐标 C $31^{\circ} 06' 20.2'' N / 122^{\circ} 29' 38.6'' E$
- 4 地理坐标 D $30^{\circ} 06' 00.7'' N / 122^{\circ} 29' 38.6'' E$
- 5 地理坐标 E $31^{\circ} 27' 40.5'' N / 121^{\circ} 26' 38.1'' E$
- 6 地理坐标 F $31^{\circ} 27' 31.3'' N / 121^{\circ} 28' 23.1'' E$
- 7 地理坐标 G $31^{\circ} 23' 30.8'' N / 121^{\circ} 34' 59.7'' E$
- 8 地理坐标 H $31^{\circ} 19' 17.3'' N / 121^{\circ} 43' 33.5'' E$
- 9 地理坐标 I1 $31^{\circ} 20' 20.7'' N / 121^{\circ} 40' 52.1'' E$
- 10 地理坐标 I2 $31^{\circ} 23' 16.7'' N / 121^{\circ} 34' 50.3'' E$
- 11 地理坐标 I3 $31^{\circ} 25' 02.5'' N / 121^{\circ} 31' 06.9'' E$
- 12 地理坐标 I4 $31^{\circ} 25' 35.6'' N / 121^{\circ} 29' 57.0'' E$
- 13 地理坐标 I5 $31^{\circ} 27' 22.8'' N / 121^{\circ} 28' 06.7'' E$
- 14 地理坐标 I6 $31^{\circ} 28' 10.4'' N / 121^{\circ} 27' 17.7'' E$
- 15 地理坐标 I7 $31^{\circ} 29' 47.6'' N / 121^{\circ} 25' 37.3'' E$
- 16 地理坐标 I8 $31^{\circ} 32' 10.1'' N / 121^{\circ} 21' 12.6'' E$
- 17 地理坐标 J $31^{\circ} 19' 06.8'' N / 121^{\circ} 43' 09.2'' E$
- 18 地理坐标 K $30^{\circ} 59' 59.4'' N / 122^{\circ} 29' 41.7'' E$
- 19 地理坐标 L $31^{\circ} 19' 43.3'' N / 121^{\circ} 40' 22.0'' E$
- 20 地理坐标 M $31^{\circ} 19' 50.4'' N / 121^{\circ} 40' 10.9'' E$
- 21 地理坐标 N $31^{\circ} 22' 41.9'' N / 121^{\circ} 34' 26.9'' E$
- 22 地理坐标 O $31^{\circ} 17' 32.3'' N / 121^{\circ} 44' 16.0'' E$

- 23 地理坐标 P $31^{\circ} 25' 08.6''$ N / $121^{\circ} 29' 10.1''$ E
- 24 地理坐标 Q $31^{\circ} 25' 35.4''$ N / $121^{\circ} 28' 47.8''$ E
- 25 地理坐标 R $31^{\circ} 28' 59.8''$ N / $121^{\circ} 24' 32.5''$ E
- 26 地理坐标 S $31^{\circ} 27' 07.0''$ N / $121^{\circ} 27' 37.1''$ E
- 27 地理坐标 T1 $31^{\circ} 19' 20.5''$ N / $121^{\circ} 43' 41.3''$ E
- 28 地理坐标 T2 $31^{\circ} 18' 46.4''$ N / $121^{\circ} 45' 17.7''$ E
- 29 地理坐标 U $31^{\circ} 19' 11.7''$ N / $121^{\circ} 41' 11.3''$ E
- 30 地理坐标 V1 $31^{\circ} 22' 43.4''$ N / $121^{\circ} 34' 23.2''$ E
- 31 地理坐标 V2 $31^{\circ} 22' 46.6''$ N / $121^{\circ} 34' 07.5''$ E
- 32 地理坐标 V3 $31^{\circ} 23' 10.7''$ N / $121^{\circ} 32' 57.0''$ E
- 33 地理坐标 V4 $31^{\circ} 23' 23.2''$ N / $121^{\circ} 31' 15.2''$ E
- 34 地理坐标 W1 $31^{\circ} 33' 12.4''$ N / $121^{\circ} 20' 12.0''$ E
- 35 地理坐标 W2 $31^{\circ} 32' 27.4''$ N / $121^{\circ} 21' 29.0''$ E
- 36 地理坐标 X $31^{\circ} 16' 02.4''$ N / $121^{\circ} 46' 37.8''$ E
- 37 地理坐标 Y $31^{\circ} 18' 40.3''$ N / $121^{\circ} 45' 15.0''$ E
- 38 地理坐标 Z1 $31^{\circ} 22' 33.6''$ N / $121^{\circ} 40' 17.6''$ E
- 39 地理坐标 Z2 $31^{\circ} 22' 58.9''$ N / $121^{\circ} 39' 33.3''$ E
- 40 地理坐标 Z3 $31^{\circ} 24' 28.6''$ N / $121^{\circ} 34' 37.2''$ E
- 41 南汇嘴 $30^{\circ} 52' 58.3''$ N / $121^{\circ} 52' 28.0''$ E
- 42 浏黑屋 $31^{\circ} 30' 52.4''$ N / $121^{\circ} 18' 56.9''$ E
- 43 施信杆 $31^{\circ} 37' 34.4''$ N / $121^{\circ} 22' 33.0''$ E
1. Geographic Coordinate A: $31^{\circ}06'16.9''$ N / $122^{\circ}29'38.6''$ E
 2. Geographic Coordinate B: $31^{\circ}06'03.8''$ N / $122^{\circ}29'38.6''$ E
 3. Geographic Coordinate C: $31^{\circ}06'20.2''$ N / $122^{\circ}29'38.6''$ E
 4. Geographic Coordinate D: $30^{\circ}06'00.7''$ N / $122^{\circ}29'38.6''$ E
 5. Geographic Coordinate E: $31^{\circ}27'40.5''$ N / $121^{\circ}26'38.1''$ E
 6. Geographic Coordinate F: $31^{\circ}27'31.3''$ N / $121^{\circ}28'23.1''$ E
 7. Geographic Coordinate G: $31^{\circ}23'30.8''$ N / $121^{\circ}34'59.7''$ E
 8. Geographic Coordinate H: $31^{\circ}19'17.3''$ N / $121^{\circ}43'33.5''$ E
 9. Geographic Coordinate I1: $31^{\circ}20'20.7''$ N / $121^{\circ}40'52.1''$ E

10. Geographic Coordinate I2: 31°23'16.7"N / 121°34'50.3"E
11. Geographic Coordinate I3: 31°25'02.5"N / 121°31'06.9"E
12. Geographic Coordinate I4: 31°25'35.6"N / 121°29'57.0"E
13. Geographic Coordinate I5: 31°27'22.8"N / 121°28'06.7"E
14. Geographic Coordinate I6: 31°28'10.4"N / 121°27'17.7"E
15. Geographic Coordinate I7: 31°29'47.6"N / 121°25'37.3"E
16. Geographic Coordinate I8: 31°32'10.1"N / 121°21'12.6"E
17. Geographic Coordinate J: 31°19'06.8"N / 121°43'09.2"E
18. Geographic Coordinate K: 30°59'59.4"N / 122°29'41.7"E
19. Geographic Coordinate L: 31°19'43.3"N / 121°40'22.0"E
20. Geographic Coordinate M: 31°19'50.4"N / 121°40'10.9"E
21. Geographic Coordinate N: 31°22'41.9"N / 121°34'26.9"E
22. Geographic Coordinate O: 31°17'32.3"N / 121°44'16.0"E
23. Geographic Coordinate P: 31°25'08.6"N / 121°29'10.1"E
24. Geographic Coordinate Q: 31°25'35.4"N / 121°28'47.8"E
25. Geographic Coordinate R: 31°28'59.8"N / 121°24'32.5"E
26. Geographic Coordinate S: 31°27'07.0"N / 121°27'37.1"E
27. Geographic Coordinate T1: 31°19'20.5"N / 121°43'41.3"E
28. Geographic Coordinate T2: 31°18'46.4"N / 121°45'17.7"E
29. Geographic Coordinate U: 31°19'11.7"N / 121°41'11.3"E
30. Geographic Coordinate V1: 31°22'43.4"N / 121°34'23.2"E
31. Geographic Coordinate V2: 31°22'46.6"N / 121°34'07.5"E
32. Geographic Coordinate V3: 31°23'10.7"N / 121°32'57.0"E
33. Geographic Coordinate V4: 31°23'23.2"N / 121°31'15.2"E
34. Geographic Coordinate W1: 31°33'12.4"N / 121°20'12.0"E
35. Geographic Coordinate W2: 31°32'27.4"N / 121°21'29.0"E
36. Geographic Coordinate X: 31°16'02.4"N / 121°46'37.8"E
37. Geographic Coordinate Y: 31°18'40.3"N / 121°45'15.0"E
38. Geographic Coordinate Z1: 31°22'33.6"N / 121°40'17.6"E
39. Geographic Coordinate Z2: 31°22'58.9"N / 121°39'33.3"E

40. Geographic Coordinate Z3: 31°24'28.6"N / 121°34'37.2"E
41. Nanhuizui: 30°52'58.3"N / 121°52'28.0"E
42. Liuheiwu: 31°30'52.4"N / 121°18'56.9"E
43. Shixingan: 31°37'34.4"N / 121°22'33.0"E

Prepared by : Huatai Insurance Agency & Consultant Service Ltd.