**Guidance on the Maritime Traffic Safety in Zhoushan Archipelago Waters**

The waters of Zhoushan Archipelago are one of the “six zones and one line” key waters identified by the Ministry of Transport of China, with a large number of ships and complex navigation environment. In order to ensure navigation safety and improve navigation efficiency, this guidance is formulated based on *the International Regulations for Preventing Collisions at Sea,1972* and relevant regulations on navigation safety management, as well as in light of ordinary navigation practices and actual conditions.

This guideline is for reference only and is not mandatory. At no time shall it exempt the master and crew of their responsibility for the safety of the vessel, and their obligations to comply with the COLREGS 1972, and relevant navigation management regulations.

**Part A - Sailing**

1. A vessel proceeding along a sea route (or fairway) should keep to the right of the route (or fairway). The course of a vessel proceeding in the waters outside fairway or traffic separation scheme should, so far as practicable, keep as consistent as possible with the general flow direction of the adjacent lanes. Vessels proceeding along the customary (recommended) route (line) should, so far as practicable, navigate on her starboard side of the route (line), and should not change the navigation route arbitrarily.

2. A vessel shall join or leave from either side of the route (or fairway) at as small an angle to the general direction of traffic flow as practicable; When crossing a route (or fairway) , a vessel should cross on a heading as nearly as practicable at right angles to the general direction of traffic flow; and proactively report her status.

3. A vessel crossing, entering, or leaving a route (or fairway), should not impede the normal navigation of any other vessel in the route (or fairway); being close to an intersection of routes and fairways, vessels proceeding along the route should not impede ships sailing along the fairway; it is advisable to contact with other vessels concerned in advance and coordinate for collision avoidance action.

4.A vessel proceeding along the route (or fairway) should maintain a distance of no less than 6 times her own length from the vessel in front of her, except for overtaking. When a vessel is overtaking or sailing in parallel with another vessel, it should maintain an abeam distance no less than the length of the larger ship. LNG carriers should set up a mobile safety zone as required.

5.When a vessel intends to overtake another vessel, it is advised to ask for permission of the vessel to be overtaken. It should promptly overtake from the port side of the vessel to be overtaken, as long as it is safe and practicable. While overtaking, vessels should avoid a close-quarters situation.

6.Vessels should avoid turning around, overtaking, or crossing any other vessel in route (or fairway) bends, route (or fairway) intersections, and bridge areas.

7.Vessels should maintain a safe distance, so far as possible, at least twice her own length from the berth and anchorage (mooring area) during sailing, except for berthing and unberthing, anchoring and heaving up anchor. When the distance between a large vessel and the aforementioned boundary is less than twice the length of her own, necessary safety measures should be taken.

8.Vessels should maintain an under keel clearance of not less than 12% of her draft when sailing in non-sheltered navigation areas in the port, and an under keel clearance of not less than 10% of her draft when sailing in sheltered navigation areas in the port. The under keel clearance for a vessel carrying dangerous bulk goods should be not less than 12% of her draft and not less than 1 meter.

9. The air draft of a vessel should be less than the navigation clearance height of the bridge or overhead line. If it approaches the limit, it is advisable to confirm the accuracy of the ship's data and take necessary safety measures.

10. When a vessel, except a high-speed vessel, entering or leaving a port or proceeding through a bridge or dense traffic area should keep a safe speed of not over 16 knots; As far as safe and practicable, her speed should not be under 4 knots; Avoid stalling or drifting in the route (or fairway), anchorage (mooring area), dock front, and nearby waters.

11. If the total length of the towing group is greater than 250 meters or the maximum width is over 45 meters, or its maneuverability is restricted, it is advisable to navigate in the port during daytime and take special safety measures, and report the navigation plan to the competent authorities as required.

12. It is prohibited to engage in illegal aquaculture, cultivation, fishing, and other activities that affect maritime traffic safety in route (or fairway), anchorage (mooring area), dock front, and other heavy traffic areas.

13. Navigation duty crew should be familiar with relevant content such as the "Guidelines for the Prevention of Collision Between Merchant Vessels and Fishing Boats in Coastal Waters of China", predict risks in time, and fully utilize good seamanship to positively avoid collision between merchant vessels and fishing boats.

14.Vessels should test main engine, rudders, anchors, communication system and emergency equipment in advance before entering and leaving the port to ensure that they are in good working condition.

15.The master of the vessel which sails in the waters of Zhoushan Archipelago for the first time should be familiar in advance with relevant information such as reefs, fishing grounds, navigational regulations or recommended navigation practices that may affect the voyage, check position carefully, and navigate with caution.

**Part B - Berthing/Anchoring**

16.It is advisable for vessels to anchor at the allocated anchorage (mooring area). Except in emergency situations, anchoring is not allowed in routes (or fairways), harbour basins, no-anchoring areas, pipeline protection areas, and other areas that may affect traffic. Vessels are encouraged to reserve anchor position by “Haishitong” APP.

17.Vessels should pay close attention to the changes of wind and currents in the anchorage (mooring area), and should enter and leave against the wind or currents, while maintaining sufficient chain length and anchor distance. Non-self-propelled or mechanically malfunctioning vessels should be equipped with guard tugs, and large vessels should apply for tug assistance if necessary for anchoring operations.

18.Vessels should comply with relevant laws, regulations, and technical specifications during anchorage, and keep a sharp lookout. It is advisable to avoid approaching or mooring alongside vessels that are not correctly displaying AIS, and all illegal activities are prohibited.

19.Vessels should make proper berthing or anchoring plan in advance. The anchoring duration of vessels in anchorages (mooring areas) should not be over 7 days, and the anchoring duration in Mazhi Anchorage, Yeyashan Anchorage and Xiushan East Anchorage should not exceed 3 days.

20.Vessels should berth according to the approved berthing capacity of the terminal and comply with relevant technical requirements of berthing, unberthing and mooring technical requirements.

**Part C - Special Period**

21.Vessels should assess navigation risks based on weather and sea conditions, ship conditions, under keel clearance, cargo loading, securing and lashing conditions, etc., and implement corresponding emergency measures, while avoid navigating with high risk.

22.Heavy-loaded vessels should avoid dropping or heaving up anchors in densely filled anchorages (mooring areas) during periods of rapid currents in spring tides. If unavoidable, it is advised to avoid entering or exiting the area by following or crossing the currents.

23.Vessels should fully evaluate the current situation in water areas such as Xihoumen, Luotoujiao, Guanmen, and Guishan channels. Vessels with a calm water speed of less than 10 knots should not navigate against the currents during periods of rapid currents in spring tides.

24.When the visibility is below 1000 meters, vessels should navigate with great attention or choose safe waters for anchoring. It is advisable to avoid berthing, unberthing, towing, or passing through waters such as bridges and narrow channels. Passenger ferries and other special vessels should refer to self-discipline or demonstrated standards for their operations.

25.When the forecast wind speed in the port is over Beaufort scale 8 and continues, vessels should not berth, tow, or pass through water areas such as bridges and narrow channels. Large vessels should not enter the port to anchor and vessels with a gross tonnage of less than 500 should not leave the port. When it is over Beaufort scale 9 and continues, vessels with a gross tonnage of less than 3000 should not leave the port. When it is over Beaufort scale 10 and continues, vessels should take necessary safety measures and sail to safe waters as early as possible. Vessels with a specified wind-resistance level shall operate according to its level.

26.When the forecast wind force in the port is over Beaufort scale 8 or during the period of rapid currents in spring tides, vessels at anchor should, based on the actual situation, take safety measures such as standing by main engine, keeping on navigation watch, dropping another anchor, using the engine to fight the wind or being equipped with tugs.

27.In case of severe weather and sea conditions or other situations that affect the navigation, vessels should pay prompt attention to the safety information released by maritime authorities via VHF, official websites or the “Haishitong” APP, and comply with traffic organization and control measures.

**Notes：**

Route (Fairway) *–* means the route or fairway announced by the competent authority.

Speed *–* means the speed over ground (SOG)

Large vessel *–* means a vessel with a deadweight tonnage of 80000 or a total length of 250 meters or more.

Under keel clearance *–* means the minimum distance from the bottom of the ship's keel to the bottom of the waterway.

Sheltered navigation area *–* means the water area approved as a sheltered navigation area by the relevant national rules.

High-speed vessel *–* means a vessel that meets the requirements of the relevant national rules.

The date of spring tides *–* means the second day, the seventeenth day in every month, and two days before and after them, according to the lunar calendar.

Numerical containment relation, the "above" and "below" in this guidance include this number; the "greater than", "less than", "over" and "under" do not include this number.

Explanation of Mandatory Clauses: Paragraph 10 in this guidance: Article 43 of the Maritime Traffic Law of the PRC stipulates that when ships enter or leave ports or pass through bridge areas and high traffic density areas, they shall proceed at a safe speed at all times. Paragraph 12: "Prohibition of Violations" means prohibiting acts that violate relevant laws and regulations such as the Maritime Traffic Law of the PRC, the Port Law of the PRC, the Fisheries Law of the PRC, and the Waterway Law of the PRC, etc. Paragraph 16: Article 47 of the Maritime Traffic Law of the PRC states that vessels shall berth at anchorages that conform to the safety requirements. Paragraph 20: Article 47 of the Maritime Traffic Law of the PRC stipulates that vessels shall berth at terminals that conform to the safety requirements. Paragraph 21: Article 34 of the Maritime Traffic Law of the PRC requires that the master shall check and confirm the competence of the seafarers, the seaworthiness of the vessel, and cargo worthiness before the vessel leaves the berth, and be aware of meteorological and sea conditions as well as the notices to mariners, navigational warnings and other warnings issued by the maritime authorities, have pertinent emergency measures in place, and never proceed to sea at a risk.Paragraph 27: Measures for the Administration of Water Traffic Control (for Trial Implementation)