**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, with numerous islands and reefs, crisscrossed shipping routes, heavy vessel traffic, and complex navigational environment. In order to ensure vessel navigation safety and improve navigation efficiency, this guidance is formulated based on COLREGS 1972 and relevant navigation regulations, as well as in light of ordinary navigation practices and actual conditions.

This guidance is for reference only. At no time shall it exempt the master and crew of their responsibility for the safety of the vessel, nor their obligation to comply with the COLREGS 1972, and relevant navigation regulations.

**Part A - Underway**

1. Vessels should navigate on the starboard side within the sea route (or fairway). The course of a vessel proceeding in the waters outside fairway or traffic separation scheme should, as far as practicable, keep in the general direction of traffic flow for the adjacent lane. A vessel proceeding within the customary route should, as far as practicable, navigate on the starboard side of the route, and should not change the navigation route arbitrarily.

2. A vessel should 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, and report her intention proactively. 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 report her intention proactively. A vessel crossing, entering, or leaving a route (or fairway), should not impede the passage of any other vessel navigating within the route (or fairway).

3. When the route and fairway intersect, vessels following the route should not impede the vessels navigating within the fairway. It is advisable to coordinate with other vessels in advance for collision prevention.

4. A vessel navigating within the route (or fairway) should maintain a distance no less than 6 times her LOA from the vessel in front, except for overtaking. A vessel overtaking or in parallel with another should keep a safety distance no less than LOA of the larger one. LNG carriers should set area ahead and around to check for safe navigation as required.

5. It is a good practice to ask for permission from the vessel being overtaken. It should promptly overtake from the port side of the vessel to be overtaken, as far 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 vessels in route (or fairway) bends, route (or fairway) intersections, and bridge areas.

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

8. UKC should be kept not less than 12% of her draft when navigating in non-sheltered navigation areas in the port, and not less than 10% of her draft in sheltered navigation areas in the port. UKC for a vessel carrying dangerous bulk goods should be not less than 12% of her draft and in any way not less than one meter.

9. The air draft of a vessel should be less than the navigation clearance height of the bridge or overhead cable. It is advisable to confirm the vessel's data and take necessary safety measures if air draft close to the limit.

10. Every vessel should at all times proceed at a safe speed when entering or leaving a port, passing through a bridge or traffic-intensive area, which should be not over 16 knots except a high-speed vessel. As far as safe and practicable, her speed should not be under 4 knots. Avoid stalling or drifting in the route (or fairway), anchorage (or mooring area), dock front, and any waters nearby.

11. For the towing group whose total length is over 250 meters or the maximum width is over 45 meters, as well as a vessel restricted in her ability to manoeuvre, it is advisable to navigate in the port during daytime, take special safety measures, and report the navigation plan to the competent authority as required.

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

13. Officers and crew on navigational duty should be familiar with relevant contents such as the "Guideline for the Prevention of Collision Between Merchant Vessels and Fishing Boats in Coastal Waters of China", promptly anticipate risks, and take any action to prevent collision between merchant vessel and fishing boat, to be positive, made in ample time and with due regard to the observance of good seamanship.

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

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

**Part B - Not Underway**

1. It is advisable for vessels to anchor at the allocated anchorage (or mooring area). Vessels are prohibited to anchor in routes (or fairways), harbour basins, anchoring prohibited areas, pipeline protection areas, and other areas that may affect traffic safety. In case of an emergency requiring anchoring, the vessel must report to the VTS Center immediately. Vessels are encouraged to reserve anchor position by “HAISHITONG” APP.
2. Vessels should pay close attention to the changes of wind and currents in the anchorage (or mooring area), and maintain sufficient chain length and safe distance to other vessels. Non-self-propelled or mechanically malfunctioning vessels should be engaged with guard tugs, and large vessels should apply for tug assistance for anchoring operations if necessary.
3. During anchorage, vessels should comply with relevant laws, regulations and technical specifications, 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.
4. Vessels should make proper berthing and anchoring plan in advance. The anchoring duration in Mazhi Anchorage, Yeyashan Anchorage and Xiushan East Anchorage should not be over 3 days. The duration in other anchorages (mooring areas) should not be over 7 days, it should report to the competent authority as required if the anchoring duration is over 7 days.
5. 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**

1. Vessels should assess navigation risks based on meteorological and sea conditions, ship conditions, UKC, cargo loading, securing and lashing conditions, etc., and implement corresponding emergency measures, while avoiding navigating at risk.
2. 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.
3. Vessels should fully evaluate the current situation in waters such as Xihoumen, Guanmen, and Guishan channels. Vessels with a calm-water speed of less than 10 knots should not navigate on above area against the currents during periods of rapid currents in spring tides.
4. 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 approved standards for their operations.
5. When the forecast wind force in the port is over Beaufort scale 8, vessels should not berth, tow, or pass through waters such as bridges and narrow channels. Large vessels should not enter the port and vessels with a gross tonnage of less than 500 should not leave the port. When it is over Beaufort scale 9, vessels with a gross tonnage of less than 3000 should not leave the port. When it is over Beaufort scale 10, vessels should take necessary measures and proceed to safe waters as early as possible.
6. When the forecast wind force in the port is over Beaufort scale 8 or during the periods of rapid currents in spring tides, anchoring vessels should take safety measures based on the actual situation such as standing by main engine, keeping on navigation watch, dropping another anchor, using the engine to fight against the wind or being engaged with tugs.
7. Vessels should pay 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.

**General Definition and Notes：**

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

Speed *–* means the speed over ground.

Large vessel *–* means a vessel with a deadweight tonnage of 80000 and over or a LOA of 250 meters and over.

Under keel clearance (UKC) *–* 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 "below" in this guidance includes this number; the "less than", "over" and "under" do not include this number.