

Circular No.: SPI230201

Date: 07 February, 2023

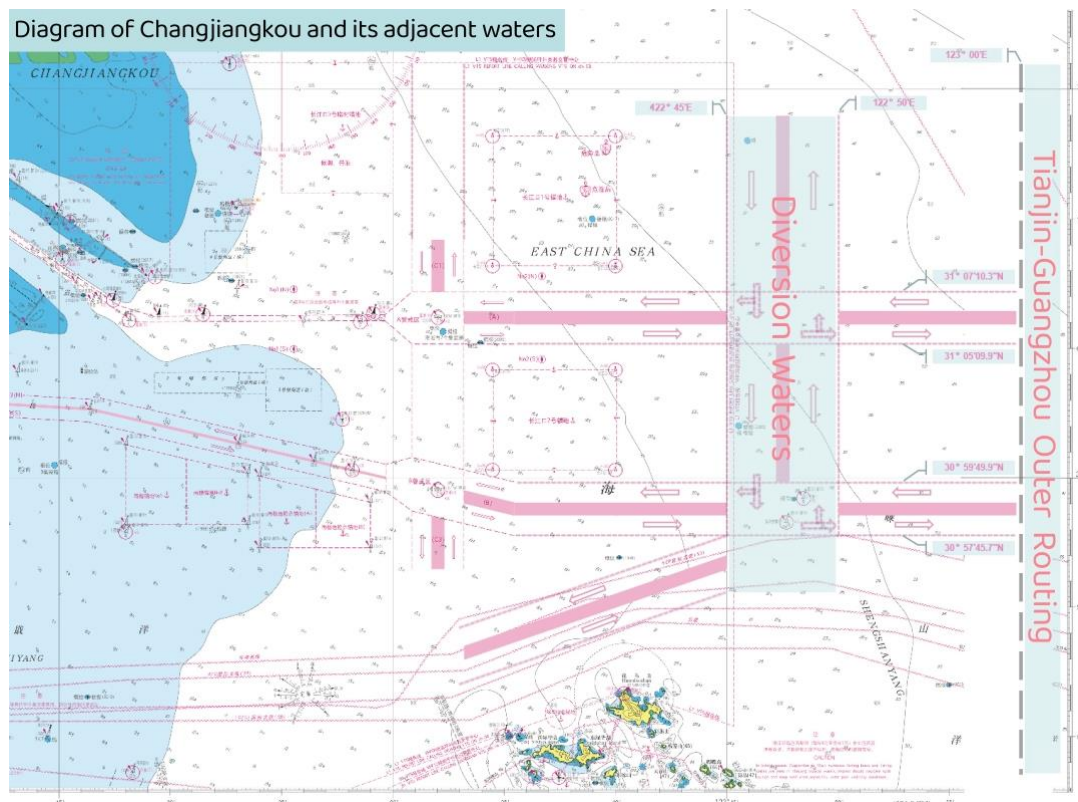
Subject: Notice issued by Shanghai MSA on Further Strengthening Vessel Traffic Management in Changjiangkou and its adjacent waters

Dear Sirs / Madams,

Please be kindly advised that Shanghai MSA issued a notification on 23 December 2022 regarding "Further Strengthening Vessel Traffic Management in Changjiangkou and its adjacent waters", which shall come into force on 1 February 2023 and be valid until 31 January 2026.

Background

Changjiangkou (CJK) water area is the only way for vessels to navigate in and out of the Yangtze River and Shanghai Port, as well as for vessels navigating south-north. At present, the daily average traffic flow in CJK and its adjacent waters is more than 1000 vessels, which are mainly vessels passing the North and South Channel of Changjiangkou and the pass-by vessels from south or north direction. There are many types of vessels, large sizes of vessels, many anchoring vessels and many transit ships in this area. Due to the fact that there are both east-west and south-north navigating vessels in CJK water area, as well as the vessels entering and leaving the CJK anchorage, the situation of the cross traffic of multiple vessels in CJK and its adjacent waters is very complex.



In order to prevent and reduce the risk of vessel collision accident in Changjiangkou (CJK) and its adjacent waters, relieve navigation pressure in the Precautionary Areas A and B, improve the overall navigational efficiency, in accordance with the "Maritime Traffic Safety Law of the PRC" and "Changjiangkou Ship Routing System (2008)", the Shanghai MSA issued a notice on December 2022 on further strengthening vessel traffic management in CJK and its adjacent waters to guide the separation of ship traffic flow.

Notice Interpretation

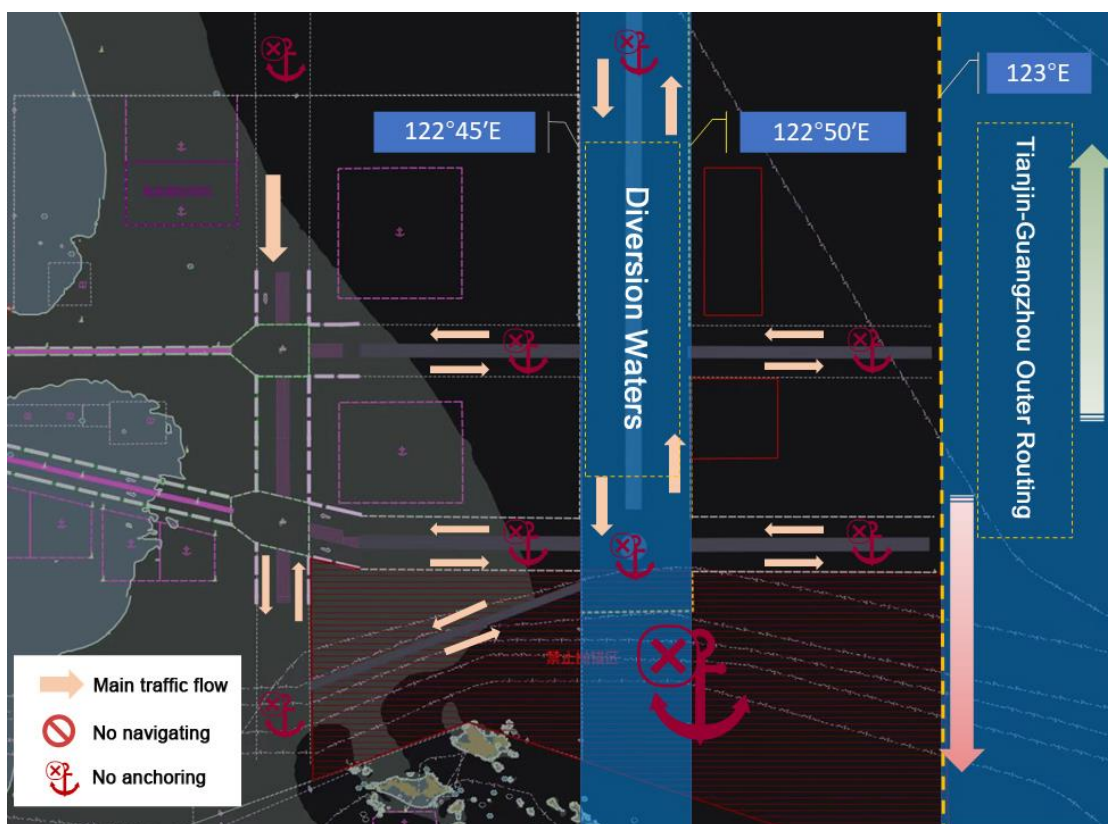
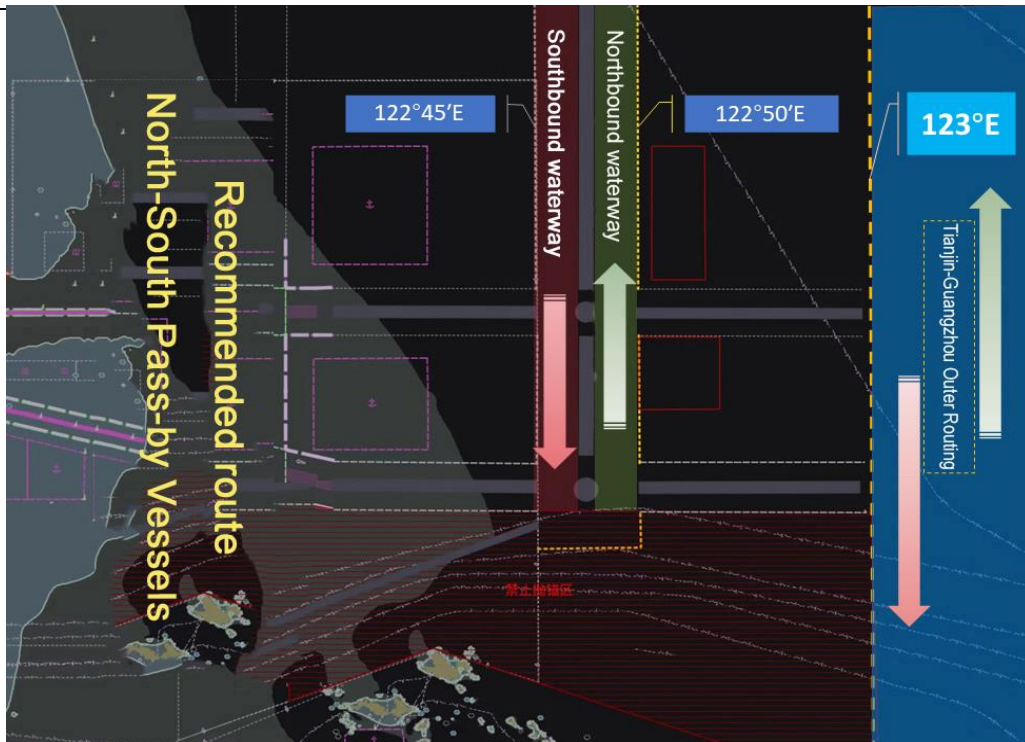


Diagram of Vessel's Traffic in Changjiangkou Waters

1. Recommended Route for North-South Pass-by Vessels

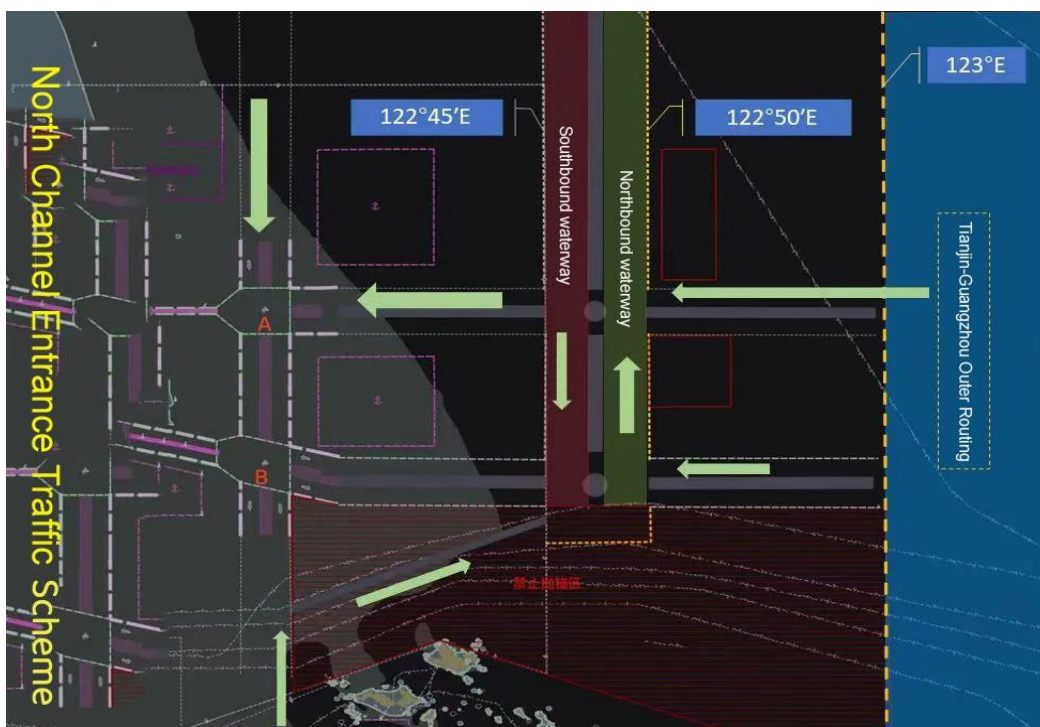
The passing-by vessels in south-north direction that navigate in Changjiangkou and its adjacent waters shall prefer to choose the Tianjin-Guangzhou Outer Routing (the north-south customary route along the longitude 123 °00 'E) or the diversion waters (between longitude 122 °45 'E and 122 °50 'E).



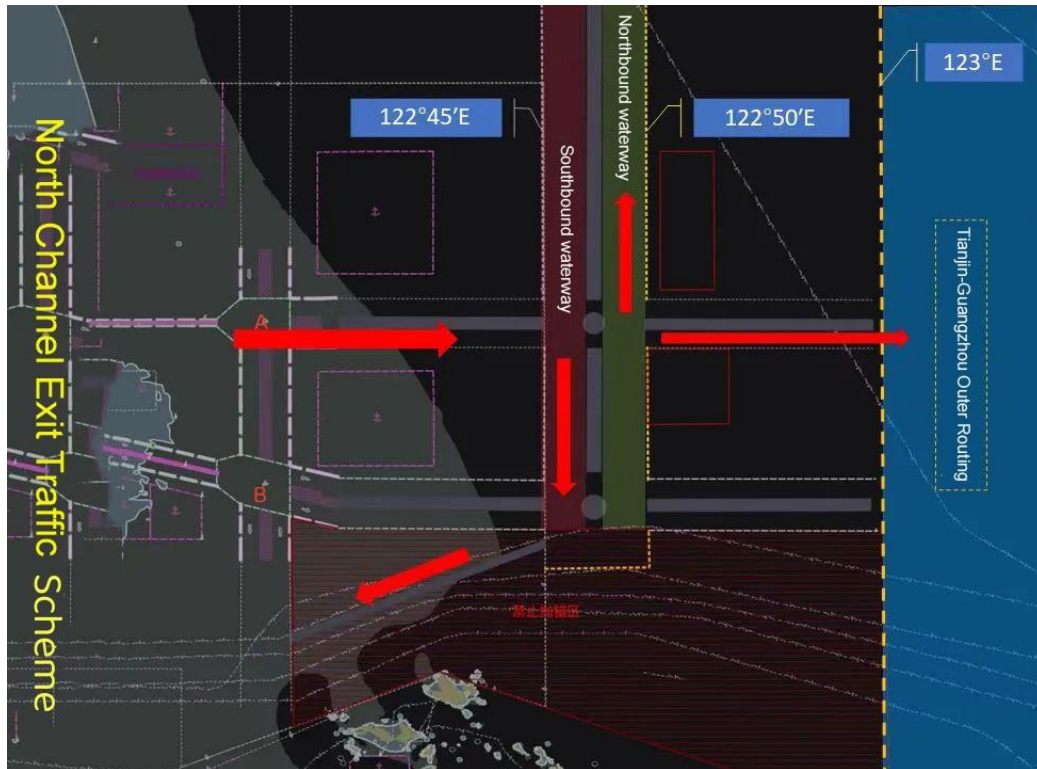
2. Wusong VTS Vessel's Traffic Organization

If it is safe and feasible, vessels passing through the Precautionary Areas A and B of the Changjiangkou Traffic Separation Schemes (CJK TSS) shall give priority to the following navigation suggestions and navigate under VTS's guidance:

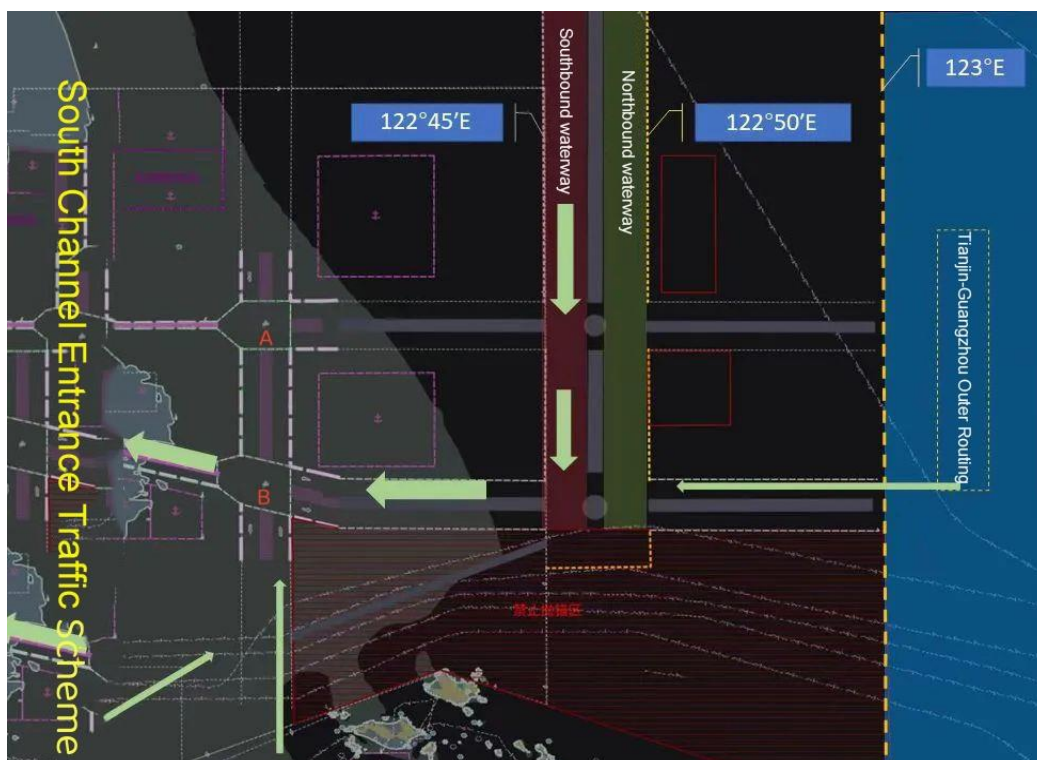
- (1) Inbound vessels proceeding to Changjiangkou Deepwater Channel (North Channel) from Changjiangkou waters shall take turns in the Precautionary Area A through the traffic lane C1 of CJK TSS, or turn into the traffic lane A through the diversion waters or the Tianjin-Guangzhou Outer Routing. (The Precautionary Area A is marked with "A" in red in the below diagram.)



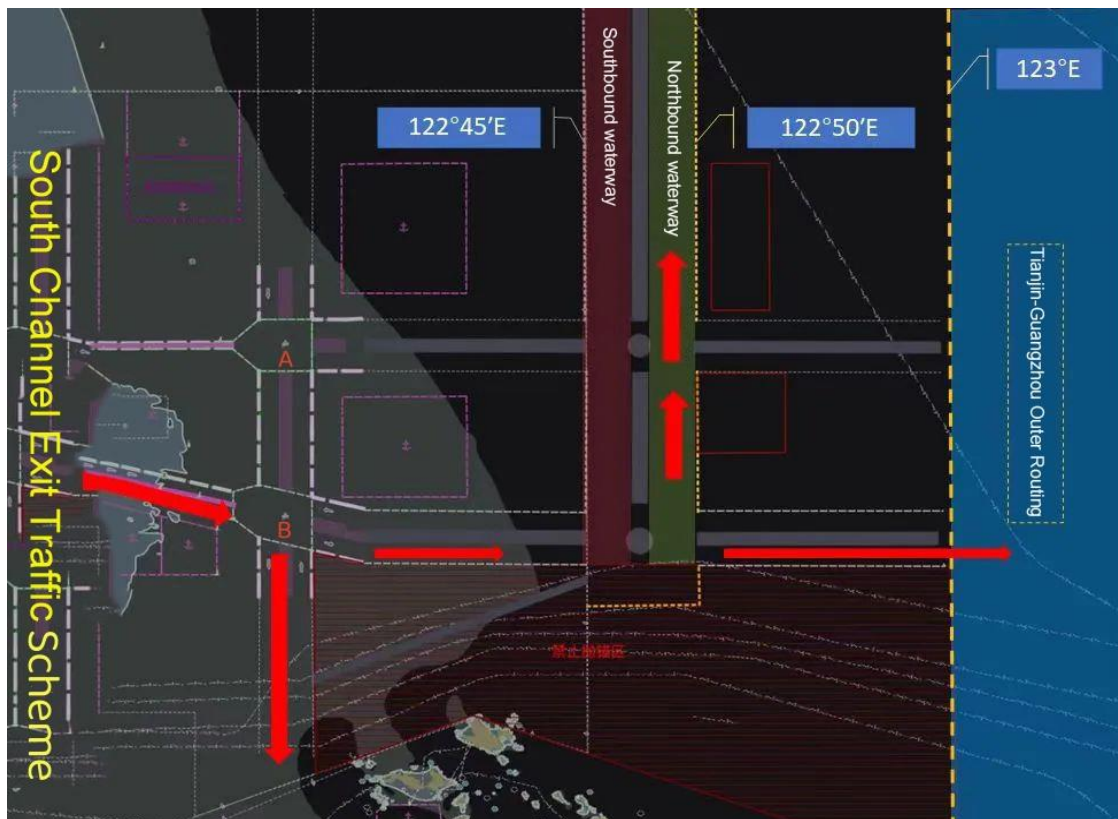
- (2) Outbound vessels sailing from Deepwater Channel (North Channel) to Changjiangkou waters, and intending to turn northward or southward, shall proceed eastward by TSS lane A, and take turns in the diversion waters or the Tianjin-Guangzhou Outer Routing.



- (3) Inbound vessels proceeding to South Channel from Changjiangkou waters, shall take turns in the Precautionary Area B through the TSS traffic lane C3, or turn to TSS traffic lane B through the diversion waters or Tianjin-Guangzhou Outer Routing. (The Precautionary Area B is marked with "B" in red in the below diagram.)



- (4) Outbound vessels sailing from South Channel to Changjiangkou waters, and intending to turn northward or southward, shall proceed eastward by the TSS traffic lane B, and take turns in the diversion waters or the Tianjin-Guangzhou Outer Routing. Vessels intending to turn to south could also take turns in the Precautionary Area B. (The Precautionary Area B is marked with "B" in red in the below diagram.)



3. Precautions for Navigation

Vessels shall make the voyage plan according to the navigation environment and hydro-meteorological conditions, taking into account their own manoeuvrability, performance of wind resistance, distribution of fishing vessels and fishing nets and other factors, comply with the on-site traffic organization measures taken by VTS to guarantee navigation safety and efficiency, and comply with the International Convention on the rules of collision avoidance by sea (1972) and Changjiangkou Ship Routing System (2008) and other relevant provisions.

4. Requirements for Vessel's Anchoring

Vessels shall reasonably select the anchorage according to the sailing plan, ship tonnage, etc. Vessels shall verify their intentions with other vessels to avoid collision when entering or leaving the anchorage. Vessels shall not anchor in the Diversion waters, and shall report to VTS immediately when dropping anchor in an emergency.





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We hope the above will be of some assistance. If you have any further queries, please feel free to contact with us.

(Note: The diagrams in this circular are sourced from Wusong MSA/VTs)

Yours faithfully,

A handwritten signature in black ink, appearing to be "J. Wang" or similar, written in a cursive style.

General Manager
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