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## **Revisions to Ship's Routeing System of Qiongzhou Strait and Ship Reporting System of Qiongzhou Strait**

Dear Sirs/Madam,

On February 28<sup>th</sup>, 2022, China MSA published *The Announcement of China Maritime Safety Administration on issuing the Ship's Routeing System of Qiongzhou Strait and Ship Reporting System of Qiongzhou Strait* (hereinafter referred to as 'the Announcement'). The Announcement modified the *Routeing System of Qiongzhou Strait and Ship Reporting System of Qiongzhou Strait* (Announcement 2006 No.42), which was published on November 26<sup>th</sup>, 2006

by Ministry of Transport of the PRC, and will come into force on April, 1<sup>st</sup>, 2022. There are some major modifications to the current ship's routing system and ship reporting system in Qiongzhou Strait, which have been implemented for more than 15 years. We hereby introduce the main modification to the two systems for Clubs/Member's reference.

## **Main Modifications to Ship's Routing System**

### **1. Adjusting the Length of East-west Traffic Lanes (details please refer to the illustration below.)**

- Adjust the length of the No.1 (the lane between No.1 and No.2 Precautionary Areas) and No.2 traffic lanes (the lane between No.2 and No.3 Precautionary Areas), in order to adapt to the change of traffic direction from the two sides of Qiongzhou Strait.
  
- A traffic lane is added (the traffic lane to the west of No.3 Precautionary Area). The east-west traffic lane sections are adjusted from 2 to 3 to meet the safety navigation need for ro-ro passenger ships navigating in Xinhai-Nanshan lines, vessels entering or leaving Macun Port, and east-west passing vessels.

## **2. Adjusting the Extent of Precautionary Areas**

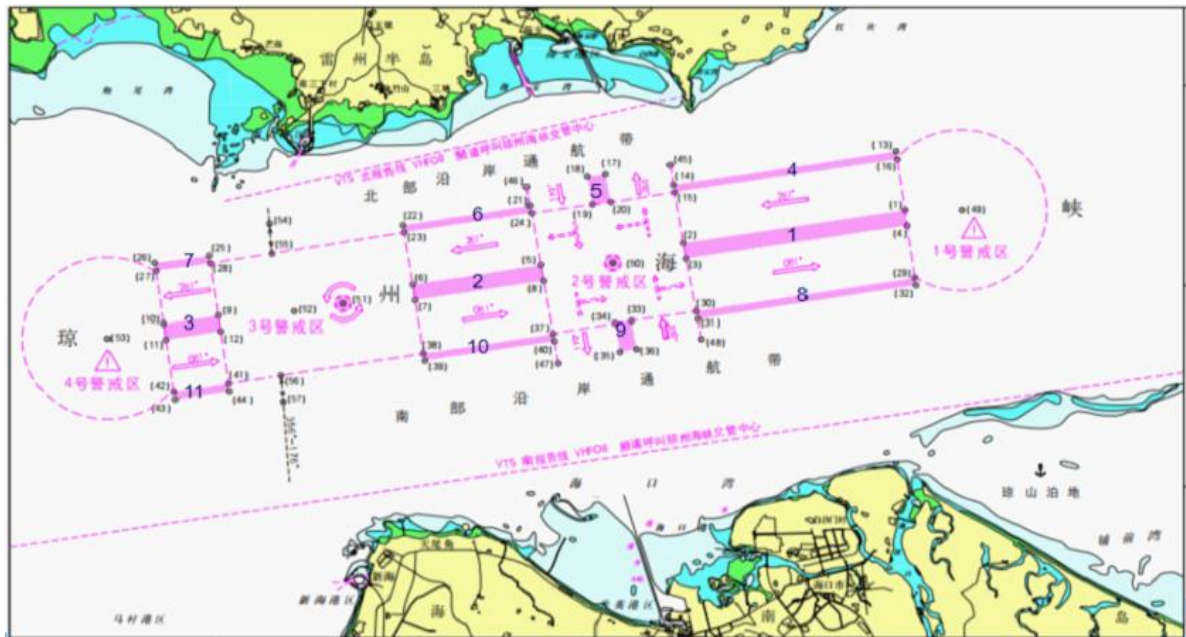
- No.1 Precautionary Area is modified from circular to arc-shaped area.
- The length of No.2 Precautionary Area is reduced from 4.8 nautical miles to 3.4 nautical miles.
- No.3 Precautionary Area is adjusted from circular to a rectangular area with the length of 4.6 nautical miles.
- No.4 Precautionary Area is added to relieve crossing situations for vessels entering or leaving Macun Port and east-west passing vessels.

## **3. Improving Traffic Rules in No.3 Precautionary Area**

- A roundabout and an Area to be Avoided are added to minimize the crossing situations in the Precautionary Area.
- A Recommended Route is added for vessels navigating between Yue Hai Ferry North Harbor and Yue Hai Ferry South Harbor, in order to increase the transit capacity of Guangdong-Hainan Railway.
- No.51 Center and No.52 Center are set - No.52 Center is set to separate the train ferries and ro-ro passenger ships; No.51 Center is set to separate

northbound and southbound ro-ro passenger ships in order to enhance the transit efficiency.

Illustration below is the modified Ship's Routeing System.



## Main Modifications to Ship's Reporting System

### 1. Adjusting the Applicable Vessels

- Passenger ships and ro-ro passenger ships are jointly referred to as passenger ships.
- Ships of foreign nationality, vessels carrying dangerous goods, vessels carrying hazardous goods, towing ships, and vessels restricted in

maneuverability are also required to comply with the reporting system.

- Other ships required to comply with the system are changed from 200 GT and above to 300 GT and above.

**2. The competent authority is changed from Hainan Maritime Safety Administration to Haikou Maritime Safety Administration.**

**3. Communication Channels are Modified / Added**

- VHF08 shall be used as Watchkeeping / Working Channel. VHF25 shall be used as Alternative channel.
- Telephone and Fax shall be used as alternative means of communication.

**4. Adjusting Contents of Reporting**

- The port to report is changed from port of departure to last port of call.
- Contents of reporting on dangerous goods and ships equipped with AIS are added.

## Precautions

### 1. Ship's Routeing System

- Participating ships shall not be exempted from the responsibilities and obligations under the *International Regulations for Preventing Collision at Sea, 1972*.
- Anchoring, fishing and farming are prohibited in the Precautionary Areas and Traffic Lanes.
- Ships should, so far as practicable, avoid crossing traffic lanes, but if obliged to do so, shall report to the competent authority in advance.
- Ships in violation of this Routeing System shall be subject to penalties by the competent authority in accordance with relevant laws, regulations and rules.

### 2. Ship's Reporting System

- Ships navigating, berthing and operating in reporting area shall strictly comply with the emission control requirements by relevant international conventions, domestic laws, regulations and standards.

- Ships following this reporting system should maintain watch on the frequency designated by Qiongzhou Strait VTS.
- Ships in violation of this reporting system shall be subject to penalties by competent authority in accordance with relevant laws, regulations and rules.

Should you have any inquiries, please feel free to contact us ([pni.bj@huatai-serv.com](mailto:pni.bj@huatai-serv.com)) or our local branches.

Best regards,



CUI Jiyu

Head of Marine Team

Attachments:

- *Ship's Routeing System of Qiongzhou Strait (Revision)*
- *Ship Reporting System of Qiongzhou Strait (Revision)*

## Attachments

### **Ships' Routeing System of Qiongzhou Strait (Revision)**

Reference charts: Charts No.01103/88001/3315 by the Maritime Safety Administration of the People's Republic of China, and Chart No.15770 by the Navigation Guarantee Bureau of the PLA Navy Staff Department.

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

This routeing system consists of Separation Zones, Boundary Lines, Traffic Lanes, Precautionary Areas, Areas to be Avoided, Recommended Routes, Roundabout and Inshore Traffic Zones.

#### **1. Separation Zone**

**1.1 No.1 Separation Zone, 0.4 nautical miles wide, is bounded by the line connecting the following four geographical positions.**

- (1) 20°11'.88N, 110°22'.38E
- (2) 20°11'.06N, 110°16'.83E
- (3) 20°10'.66N, 110°16'.90E
- (4) 20°11'.49N, 110°22'.43E



**1.2 No.2 Separation Zone, 0.4 nautical miles wide, is bounded by the line connecting the following four geographical positions.**

- (5) 20°10'.51N, 110°13'.27E
- (6) 20°10'.02N, 110°10'.07E
- (7) 20°09'.63N, 110°10'.13E
- (8) 20°10'.11N, 110°13'.34E

**1.3 No.3 Separation Zone, 0.4 nautical miles wide, is bounded by the line connecting the following four geographical positions.**

- (9) 20°09'.26N, 110°05'.22E
- (10) 20°09'.06N, 110°03'.86E
- (11) 20°08'.66N, 110°03'.92E
- (12) 20°08'.87N, 110°05'.28E

**1.4 No.4 Separation Zone, 0.2 nautical miles wide, is bounded by the line connecting the following four geographical positions.**

- (13) 20°13'.35N, 110°22'.15E
- (14) 20°12'.51N, 110°16'.58E
- (15) 20°12'.32N, 110°16'.61E
- (16) 20°13'.15N, 110°22'.18E

**1.5 No.5 Separation Zone, 0.4 nautical miles wide, is bounded by the line connecting the following four geographical positions.**

- (17) 20°12'.78N, 110°14'.88E
- (18) 20°12'.72N, 110°14'.45E
- (19) 20°12'.02N, 110°14'.58E
- (20) 20°12'.08N, 110°15'.02E

**1.6 No.6 Separation Zone, 0.2 nautical miles wide, is bounded by the line connecting the following four geographical positions.**

(21) 20°11'.99N, 110°13'.00E

(22) 20°11'.50N, 110°09'.82E

(23) 20°11'.32N, 110°09'.85E

(24) 20°11'.80N, 110°13'.04E

**1.7 No.7 Separation Zone, 0.2 nautical miles wide, is bounded by the line connecting the following four geographical positions.**

(25) 20°10'.74N, 110°04'.99E

(26) 20°10'.56N, 110°03'.63E

(27) 20°10'.36N, 110°03'.67E

(28) 20°10'.55N, 110°05'.02E

**1.8 No.8 Separation Zone, 0.2 nautical miles wide, is bounded by the line connecting the following four geographical positions.**

(29) 20°10'.19N, 110°22'.63E

(30) 20°09'.36N, 110°17'.16E

(31) 20°09'.17N, 110°17'.20E

(32) 20°10'.00N, 110°22'.66E

**1.9 No.9 Separation Zone, 0.4 nautical miles wide, is bounded by the line connecting the following four geographical positions.**

(33) 20°09'.13N, 110°15'.55E

(34) 20°09'.07N, 110°15'.12E

(35) 20°08'.36N, 110°15'.25E

(36) 20°08'.43N, 110°15'.68E

**1.10 No.10 Separation Zone, 0.2 nautical miles wide, is bounded by the line connecting the following four geographical positions.**

(37) 20°08'.81N, 110°13'.58E

(38) 20°08'.33N, 110°10'.34E

(39) 20°08'.15N, 110°10'.38E

(40) 20°08'.63N, 110°13'.61E

**1.11 No.11 Separation Zone, 0.2 nautical miles wide, is bounded by the line connecting the following four geographical positions.**

(41) 20°07'.58N, 110°05'.48E

(42) 20°07'.37N, 110°04'.12E

(43) 20°07'.17N, 110°04'.15E

(44) 20°07'.38N, 110°05'.50E

## **2. Boundary Line**

**2.1 The Northeast Boundary Line is the line connecting the following two geographical positions:**

(14) 20°12'.51N, 110°16'.58E

(45) 20°13'.01N, 110°16'.51E

**2.2 The Northwest Boundary Line is the line connecting the following two geographical positions:**

(21) 20°11'.99N, 110°13'.00E

(46) 20°12'.46N, 110°12'.92E

**2.3 The Southwest Boundary Line is the line connecting the following two geographical positions:**

(40) 20°08'.63N, 110°13'.61E

(47) 20°08'.08N, 110°13'.71E

**2.4 The Southeast Boundary Line is the line connecting the following two geographical positions:**

(31) 20°09'.17N, 110°17'.20E

(48) 20°08'.68N, 110°17'.29E

### **3. Traffic Lane**

3.1 The westbound traffic lane is the area between No.1, 2 & 3 Separation Zones and No.4, 6 & 7 Separation Zones, with the width of 1.3 nautical miles, and the main traffic direction is 261°.

3.2 The eastbound traffic lane is the area between No.1, 2 & 3 Separation Zones and No.8, 10 & 11 Separation Zones, with the width of 1.3 nautical miles, and the main traffic direction is 081°.

3.3 The northbound traffic lane, is the area between No.5 Separation Zone, No.4 Separation Zone & the Northeast Boundary Line, and No.9 Separation Zone, No.8 Separation Zone & the Southeast Boundary Line, with the width of 1.5 nautical miles, and the main traffic direction is 350°.

3.4 The southbound traffic lane, is the area between No.5 Separation Zone, No.6 Separation Zone & the Northwest Boundary Line, and No.9 Separation Zone, No.10 Separation Zone & the Southwest Boundary Line, with the width

of 1.5 nautical miles, and the main traffic direction is 170°.

#### **4. Precautionary Area**

**4.1 No.1 Precautionary Area is bounded by the arc centered on No.49 geographical position (20°11'.88N/110°23'.80E) with the radius of 2 nautical miles, and the line connecting the following four geographical positions successively.**

- (16) 20°13'.15N, 110°22'.18E
- (1) 20°11'.88N, 110°22'.38E
- (4) 20°11'.49N, 110°22'.43E
- (29) 20°10'.19N, 110°22'.63E

**4.2 No.2 Precautionary Area is bounded by the line connecting the following twelve geographical positions successively.**

- (15) 20°12'.32N, 110°16'.61E
- (20) 20°12'.08N, 110°15'.02E
- (19) 20°12'.02N, 110°14'.58E
- (24) 20°11'.80N, 110°13'.04E
- (5) 20°10'.51N, 110°13'.27E
- (8) 20°10'.11N, 110°13'.34E
- (37) 20°08'.81N, 110°13'.58E
- (34) 20°09'.07N, 110°15'.12E
- (33) 20°09'.13N, 110°15'.55E
- (30) 20°09'.36N, 110°17'.16E
- (3) 20°10'.66N, 110°16'.90E
- (2) 20°11'.06N, 110°16'.83E

**4.3 No.3 Precautionary Area is bounded by the line connecting the following eight geographical positions successively.**

- (23) 20°11'.32N, 110°09'.85E
- (28) 20°10'.55N, 110°05'.02E
- (9) 20°09'.26N, 110°05'.22E
- (12) 20°08'.87N, 110°05'.28E
- (41) 20°07'.58N, 110°05'.48E
- (38) 20°08'.33N, 110°10'.34E
- (7) 20°09'.63N, 110°10'.13E
- (6) 20°10'.02N, 110°10'.07E

**4.4 No.4 Precautionary Area is bounded by the arc centered on No.53 geographical position (20°08'.69N/110°02'.45E) with the radius of 2 nautical miles, and the line connecting the following four geographical positions successively.**

- (27) 20°10'.36N, 110°03'.67E
- (10) 20°09'.06N, 110°03'.86E
- (11) 20°08'.66N, 110°03'.92E
- (42) 20°07'.37N, 110°04'.12E

## **5. Area to be Avoided**

5.1 No.1 Area to be Avoided is bounded by the circle centered on No.50 geographical position (20°10'.56N/110°15'.07E) with the radius of 0.2 nautical miles.

5.2 No.2 Area to be Avoided is bounded by the circle centered on No.51 geographical position (20°09'.55N/110°08'.33E) with the radius of 0.2 nautical

miles.

## **6. Recommended Route**

Vessels navigating between Yue Hai Ferry North Harbour, Xu Wen harbour area of Zhan Jiang Port and Yue Hai Ferry South Harbour, Xin Hai harbour area of Hai Kou Port should follow the Recommended Routes connecting No.54 and No.55 geographical positions as well as No.56 and No. 57 geographical positions:

(54) 20°11'.54N, 110°06'.49E

(55) 20°10'.79N, 110°06'.55E

(56) 20°07'.78N, 110°06'.78E

(57) 20°07'.11N, 110°06'.84E

Ships with true course 176°-356° should pass on the west side of No.52 geographical position (20°09'.36N/110°07'.12E) in No.3 Precautionary Area.

## **7. The Roundabout**

The Roundabout is established in No.3 Precautionary Area, centering on No.2 Area to be avoided. Ships should sail along the roundabout counterclockwise.

## **8. Inshore Traffic Zone**

8.1 The Northern inshore traffic zone is the area bounded by No.4 Separation Zone, No.6 Separation Zone, No.7 Separation Zone and the Coastline of Leizhou Peninsula.

8.2 The Southern inshore traffic zone is the area bounded by No.8 Separation Zone, No.10 Separation Zone, No.11 Separation Zone and the Coastline of Hainan Island.

## 9. Special provisions

9.1 Participating ships shall not be exempted from the responsibilities and obligations under the ***International Regulations for Preventing Collision at Sea, 1972***.

9.2 Fishing ships are prohibited from anchoring, fishing and farming in the Precautionary Areas and Traffic Lanes.

9.3 Ships should, so far as practicable, avoid crossing traffic lanes, but if obliged to do so, shall report to the competent authority in advance.

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





# Ship Reporting System of Qiongzhou Strait (Revision)

## 1. Applicable Ships

Ship Reporting System of Qiongzhou Strait applies to the following ships:

- 1.1 Passenger ships;
- 1.2 Ships in foreign nationality;
- 1.3 Ships carrying dangerous goods or hazardous goods;
- 1.4 Towing ships;
- 1.5 Ships restricted in maneuverability;
- 1.6 Other ships of 300 gross tonnage and above.

## 2. Applicable Geographical Area and Relevant Charts

### 2.1 Applicable Geographical Area

The geographical area is the area covered by the arc centered on Mulantou Lighthouse (the geographical position is 20°09'.60N, 110°41'.07E) with the radius of 22 nautical miles, and between the line connecting Lingao Jiao Lighthouse (the geographical position is 20°00'.63N, 109°42'.70E) and Denglou Jiao Lighthouse (the geographical position is 20°13'.47N, 109°55'.12E) and the coastline of Qiongzhou Strait.

### 2.2 Relevant Charts

Chart No.15770 by the Navigation Guarantee Bureau of the PLA Navy Staff Department, Chart No.88001 by the Maritime Safety Administration of the People's Republic of China.

### **3. Format, Contents, Lines and Requirements of Reporting**

#### **3.1 Format**

The format for reporting is as set forth in the appendix to IMO resolution A.851(20).

#### **3.2 Contents**

A Ship's Name, call sign, IMO number (if applicable)

C or D Position (latitude and longitude or in relation to a landmark)

E Course

F Speed

G Last port of call

I Port of destination

O Draught

Q Defects and limitation (Ships towing shall report the length of tow and name of object in tow)

DG Dangerous goods

U LOA and GT

Ships equipped with AIS in good working condition may only report the following contents:

A Ship's Name, call sign

G Last port of call

I Port of destination

O Draught

Q Defects and limitations (Ships towing shall report the length of tow and name of object in tow)

DG Dangerous goods

### **3.3 Reporting Line**

#### **3.3.1 East Reporting Line**

The line is established connectedly by the arc drawn northwards and eastwards with Mulantou Lighthouse (the geographical position is 20°09'.60N, 110°41'.07E) as the center and 22 nautical miles as the radius, and the shoreline.

#### **3.3.2 West Reporting Line**

The line connecting Lin Gaojiao Lighthouse (the geographical position is 20°00'.63N, 109°42'.70E) and Deng Loujiao Lighthouse (the geographical position is 20°13'.47N, 109°55'.12E).

#### **3.3.3 South Reporting Line**

The line connecting Mu Lantou Lighthouse (the geographical position is 20°09'.60N, 110°41'.07E) and the geographical position 20°03'.50N, 110°00'.00E.

#### **3.3.4 North Reporting Line**

The line connecting Sandun LANBY (the geographical position is 20°12'.10N, 110°05'.40E) and Pai Weijiao lighthouse (the geographical position is 20°14'.80N, 110°16'.90E).

### **3.4 Requirements of Reporting**

3.4.1 Ships entering the reporting area shall report according to the requirements of article 3.2; reporting is not required when a ship leaves the reporting area.

3.4.2 In the event of traffic incidents, pollution incidents as well as any other emergencies involving seafarers or passengers within the reporting area, or other ships are found to be in the above situations, ships shall immediately report the type, time, location, extent of damage or pollution and whether assistance is needed, and

shall provide additional information related to the incident as required by the competent authority.

#### **4. The competent authority and the authority to whom the reports shall be sent**

4.1 The competent authority is Haikou Maritime Safety Administration, P.R.China.

4.2 The authority to whom the reports shall be sent is Qiongzhou Strait VTS Center.

#### **5. Information provided for ships**

The Qiongzhou Strait VTS Center, upon request, provides participating ships with information such as vessel traffic, abnormal weather conditions and maritime safety information.

#### **6. Communication Channels and Languages**

##### 6.1 Communication Channels

Watchkeeping/Working channel of Qiongzhou Strait VTS Center: VHF 08,  
Alternative channel: VHF 25.

Alternative means of communication:

Fax: +86-0898-68663304

Tel: +86-0898-68626019

6.2 The language used for reporting system shall be Mandarin Chinese or English; marine communication in a prescribed format shall be used in radiotelephony communication.

## **7. Shore-based facilities supporting operation of the system**

7.1 Qiongzhou Strait VTS Center comprises Radar, VHF communication, information processing and display, information transmission, recording/replay system, meteorological sensors and AIS system, with functions including data collection, data evaluation and processing, information provision, traffic organization, navigation assistance, and support for joint services.

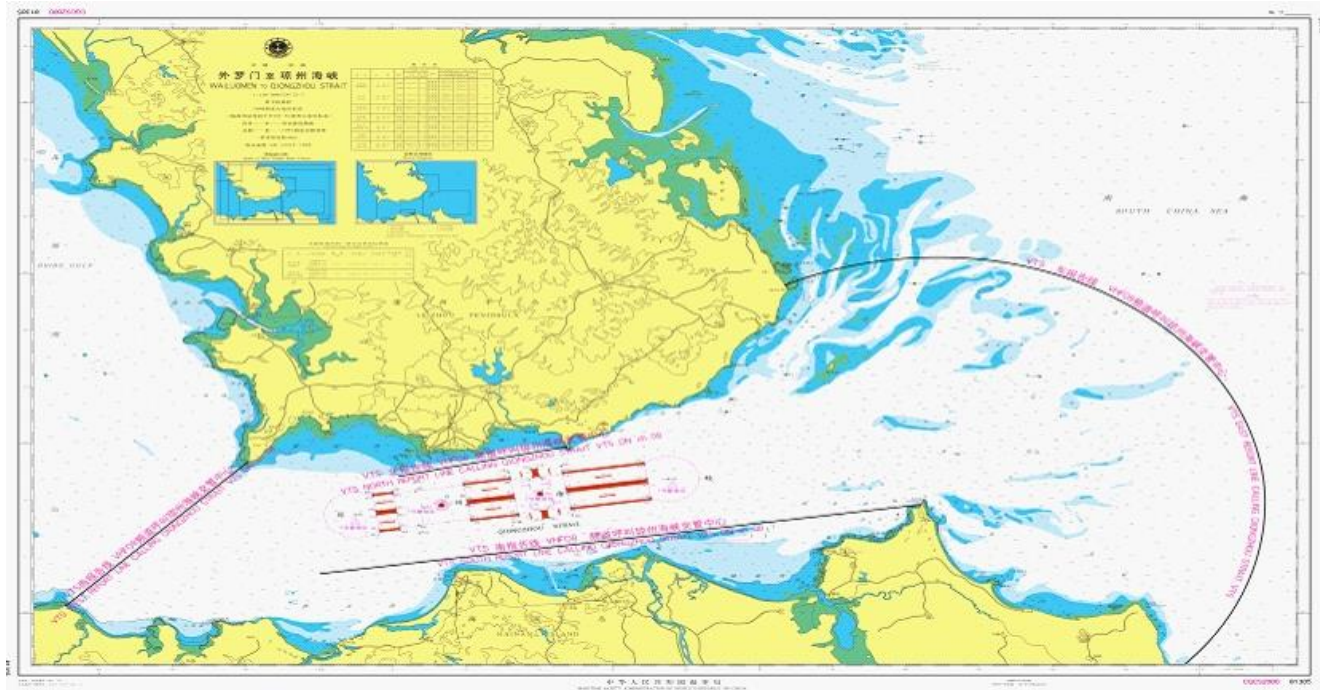
7.2 Qiongzhou Strait VTS Center maintains a continuous 24 hours watch.

## **8. Special provisions**

8.1 Ships navigating, berthing and operating in reporting area shall strictly comply with the emission control requirements by relevant international conventions, domestic laws, regulations and standards.

8.2 Ships following this reporting system should maintain watch on the frequency designated by Qiongzhou Strait VTS.

8.3 Ships in violation of this reporting system, shall be subject to penalties by competent authority in accordance with relevant laws, regulations and rules.



Ship Reporting System of Qiongzhou Strait (Revision)