INTRODUCTION

This guide is published in order to provide the users with a brief introduction to the Tianjin vessel traffic services (hereinafter referred to as Tianjin VTS) and the requirements of the vessel traffic services centre and its branches of Tianjin MSA (hereinafter referred to VTS center) concerning traffic management and service as well as relevant information which may be necessary for the vessels, thus to promote the understanding and cooperation between VTS center and users, and to ensure the safety of navigation, maintain the order of vessel traffic, improve the efficiency of vessel traffic, protect the environment.

SYSTEM SUMMARY

The Tianjin VTS is located at the east end of Tianjin Port. The coordinate of the VTS center is: latitude-38°58'31.471", longitude-117°47'12.461". The Tianjin VTS mainly consists of 1 VTS center, 1 sub VTS center and 9 radar stations.

Tianjin VTS Center:

- Postcode: 300456
- Office add: the traffic control tower, No.1 the east end of Tianjin Port, Tianjin Binhai New Area, P.R.CHINA
- Fax: 022-25700459 65367013 (Dagukou sub center)
- Tel: 022-25700692 25700693 65367012 (Dagukou sub center)
- Online information service mode:
  - Tianjin VTS vessel traffic information service platform (Website: 60.30.247.211:88)
  - Micro-blog: Tianjin MSA VTS center official blog
  - WeChat: Tianjin VTS wechat official account
- Working language: Mandarin and/or English
- Working time: 0000-2400 (Beijing time)

VTS participating Vessels: The ships which in accordance with the international conventions and/or national rules and regulations should be equipped with the communication equipment and the ships the competent authority may require to be governed by the VTS. The following vessels have to report to VTS: All foreign vessels and Chinese vessels over 50 meters in length, or with towing length over 50 meters or with towing breadth over 15 meters.

VTS area: The area is the navigable waters within the Reporting line with a radius of 20 nautical miles at the center of VTS geographical coordination (Latitude: 38°58’31.471” N/Longitude: 117°47’12.461”E). Tianjin VTS area consists of 5 sectors, including Sector 1, Sector 2, Sector 3, Sector 4, Sector 5.
  - Sector 1: the waters beyond Sector 2, Sector 3, Sector 4 and Sector 5, the communication channel is VHF CH09.
  - Sector 2: the fairway waters from Xingang Ship Lock to the west of Dagu Lighthouse, as well the waters within the Breakwater thereof, the communication channel is VHF CH14.
Sector 3: the waters of Haihe Downstream, (including Xingang Ship Lock), the communication channel is VHF CH71.

Sector 4: the waters of Dagusha fairway and within the Breakwater thereof, also as well the south of the parallel line and its extension line of 1000 meters on the north side of Dagusha fairway to VTS reporting line and the north of the parallel line and its extension line of 1000 meters on the north of the Dagang fairway, the communication channel is VHF CH10.

Sector 5: the waters of Dagang fairway and within the Breakwater thereof, also as well the south of the parallel line and its extension line of 1000 meters on the north side of Dagang fairway to VTS reporting line, the communication channel is VHF CH08.

**VTS Reporting line:** The offshore arc line drawn at the center of the VTS geographical coordination and with the radius of 20 nautical miles.

**Note:**

Tianjin VTS (Vessel traffic services) is a system implemented by the Competent Authority, designed to improve the safety of vessel traffic, maintain the maritime traffic order, promote the efficiency of vessel traffic, and to protect the environment. The system can control the vessel traffic and provide consulting service.

Tianjin VTS Center is the executive body of VTS. It is a management department for safety of vessel traffic within VTS coverage established by the Competent Authority in accordance with the national laws and regulations.

Tianjin VTS Center authorized by Tianjin MSA is responsible for the management of vessel traffic and traffic services in the VTS area in accordance with the Maritime Traffic Safety Law of the People’s Republic of China, the Safety Management Regulations of Vessel Traffic Service of the People’s Republic of China, the Maritime Traffic Safety Management Regulation of Tianjin and other relevant laws, regulations, rules, and Regulations on Safety Supervising and Management of Tianjin MSA Vessels Traffic Service.
**Tianjin VTS service Categorisation coding:**

In accordance with IALA categorization coding requirements for VTS provision of services, the codes of service provided by Tianjin VTS are as follows:

VTS/X/(24hours)/T1234567/INS+NAS+TOS/AS.

This code represents: Normally, Tianjin VTS is available 24 hours per day; that builds its vessel traffic image using AIS, Radar, CCTV(Closed circuit TV), Visual, RDF(Radio Direction Finder), at the request of a vessel or when deemed necessary by the VTS, that provides information, navigational assistance and traffic organization services, and has communications with other VTS or allied services.

<table>
<thead>
<tr>
<th>1 . Service Availability</th>
</tr>
</thead>
<tbody>
<tr>
<td>X = 24 hours</td>
</tr>
<tr>
<td>Y – other, Code Number</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2 . Vessel Traffic Image Generation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicated by ‘T’ and code number from table</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Code Number</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Automatic Identification System(AIS)</td>
</tr>
<tr>
<td>2</td>
<td>Real Time Tracking</td>
</tr>
<tr>
<td>3</td>
<td>Radar</td>
</tr>
<tr>
<td>4</td>
<td>Closed Circuit Television(CCTV)</td>
</tr>
<tr>
<td>5</td>
<td>Visual</td>
</tr>
<tr>
<td>6</td>
<td>Radio Direction Finder(RDF)</td>
</tr>
<tr>
<td>7</td>
<td>VHF Radio Position Reporting</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3 . VTS type of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Service</td>
</tr>
<tr>
<td>Indicated by <strong>INS</strong></td>
</tr>
<tr>
<td>Navigational Assistance Service</td>
</tr>
<tr>
<td>Indicated by <strong>NAS</strong></td>
</tr>
<tr>
<td>Traffic Organization Service</td>
</tr>
<tr>
<td>Indicated by <strong>TOS</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4 . Availability to Allied Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>A service that includes information exchange with other VTS or allied services</td>
</tr>
<tr>
<td>Indicated by <strong>AS</strong></td>
</tr>
</tbody>
</table>
Illustration for the symbols of this guide

1. Reporting line of VTS coverage

2. Anchorage limits

3. Limits of no anchoring areas

4. Call in point

5. Report line

6. Sector line

7. Limit of VTS area
# ROUTE REGULATIONS

## Fairways:
The Fairways in the VTS area, including the main fairway of Tianjin Port (including 300,000 dwt fairway and Compound Fairways) and the small-vessel fairways on the south and north of it, east lock fairway, Haihe downstream fairway, Dagusha fairway and Dagang fairway, etc.

## Speed Limitation:

### East Lock fairway:
The navigation speed shall not exceeds 8 knots.

### Main fairway of Tianjin Port:
The navigation speed shall not exceeds 13 knots west of Buoy No 35 and 15 knots East of Buoy No 35.

### Small-vessel fairway:
The navigation speed shall not exceed 13 knots.

### Dagusha fairway:
The navigation speed of the vessels of 100,000 dwt or more and the vessels of 50,000 dwt or more carrying dangerous cargos shall not exceed 10 knots, and the speed of the other vessels shall not exceed 13 knots.

### Dagang fairway:
The navigation speed shall not exceed 10 knots.

The navigation speed of the vessels in the fairway shall not be less than 5 knots unless permitted.

## Restriction for entry and departure:
The Fairways in the VTS area are the channel of artificial dredging. If the ship’s size exceeds the limit, the weather is bad or dangerous situation occurs, the vessel movements may be restricted.

# VHF PROCEDURES

## Tianjin VTS area consists of 5 sectors:

- **Sector 1:** VHF CH 09
- **Sector 2:** VHF CH 14
- **Sector 3:** VHF CH 71
- **Sector 4:** VHF CH 10
- **Sector 5:** VHF CH 08

VHF CH72 and VHF CH65 are the standby working channel of Tianjin VTS center.

All Vessels navigating, berthing and operating in the VTS area should call Tianjin VTS and maintain a continuous listening watch on the appropriate VHF Channel.

## Other VHF channels:

- **Tianjin coast radio station:** 16
- **Pilot station:** VHF CH 12
- **Tug service:** VHF CH 13
- **Xingang Lock:** VHF CH 71
- **Penavico:** VHF CH 11
- **Sinoagent:** VHF CH 74
# Reports

**Pre-arrival Reports:**

**TIME LIMITATION:** at least 24 hours before the intended arrival, and as required by the Competent Authority

**TO:** Tianjin VTS Center

**GIVING:** IMO SRS ITEMS: A B G I O P Q T U

**VIA:** Agent (Internet, or FAX and other effective ways)

**Position Reports:**

**WHEN:**
- (A) While passing the specified reporting line (point)
- (B) Before entering or leaving the fairway
- (C) Before entering or leaving the ship lock
- (D) Before passing the open-type bridge
- (E) Before turning around in the fairway
- (F) Before crossing the fairway
- (G) Before weighing anchors
- (H) After getting anchored
- (I) Before leaving the berth
- (J) After getting berthed

**TO:** Tianjin VTS Center

**GIVING:** IMO SRS ITEMS: A B, name of reporting point

**VIA:** VHF (According to VHF communication requirements)

**Deviation Reports:**

**WHEN:** any change in details given in the Pre-arrival Report

**TO:** Tianjin VTS Center

**GIVING:** any changed information

**VIA:** Agent (Internet, or FAX and other effective ways)

**Emergency Reports:**

**WHEN:** Vessels involving in traffic accident, pollution, crew or passengers’ accident and any other emergencies

**TO:** Tianjin VTS Center

**GIVING:** full details of the emergency situation

**VIA:** VHF (According to VHF communication requirements)

**Observations Report:**

**WHEN:** observing any abnormality of navigation aids or navigation facilities, obstructions or floating objects, other vessel in distress, and other circumstance which may affect the safety of navigation or ocean pollution.

**TO:** Tianjin VTS Center

**GIVING:** IMO SRS ITEMS: Alpha X-ray (Navigational status and any accidents and/or damage occurred during navigation).

**VIA:** VHF (According to VHF communication requirements)

**Activities Reports:**

**WHEN:** carrying out any of the following operations:
- (A) Overhauling main engine, steering gear, windlass, radio station, boiler and other equipments that may affect the ship’s maneuverability;
- (B) Sea trial, testing main engine;
- (C) Life saving drill with lifeboat;
- (D) Fumigation.

**TO:** Tianjin VTS Center

**GIVING:** IMO SRS Items: Alpha Charlie X-ray.

**VIA:** VHF (According to VHF communication requirements)
<table>
<thead>
<tr>
<th>PILOTAGE</th>
<th>TRAFFIC SERVICES</th>
<th>PROHIBITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Compulsory Pilotage:</strong></td>
<td><strong>VTS Center can provide:</strong></td>
<td><strong>(A) Swimming, angling and fishing are prohibited in the fairway, the basin and the anchorage;</strong></td>
</tr>
<tr>
<td>The following vessels shall apply to the pilot station for pilotage when navigating or shifting berth in the port:</td>
<td>(A) Traffic information(on request);</td>
<td>(B) Aquaculture is prohibited in the port area;</td>
</tr>
<tr>
<td>(A) Foreign Vessels</td>
<td>(B) Meteorological early warning information;</td>
<td>(C) Cargo transferring in the anchorage is prohibited without approval;</td>
</tr>
<tr>
<td>(B) Vessels carrying special dangerous cargo;</td>
<td>(C) Navigational assistance service(on request)</td>
<td>(D) Laying together and cargo loading/unloading is prohibited without approval.</td>
</tr>
<tr>
<td>(C) Vessels constrained by navigation conditions and restricted in their ability to maneuver;</td>
<td>(D) Information for supporting the allied activities(on request)</td>
<td></td>
</tr>
</tbody>
</table>
## ANCHORAGE

<table>
<thead>
<tr>
<th>Name of Anchorage</th>
<th>Range of Anchorage</th>
<th>Anchoring Principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dagukou North Anchorage</td>
<td>The water areas within the joint line connecting the following points (not include anchor prohibited area): 38°59.24′N/117°58.18′E; 38°58.01′N/118°07.04′E; 38°56.57′N/117°57.39′E; 38°55.33′N/118°06.26′E.</td>
<td>Except oil tankers, liquefied cargo tankers and bulk chemical tankers, any vessel with draft not more than 10.5 meters shall anchor at “Dagukou North Anchorage”.</td>
</tr>
<tr>
<td>Dagukou Bulk-chemical anchorage</td>
<td>The water areas within the joint line connecting the following points (not include anchor prohibited area): 38°55.42′N/118°01.04′E; 38°56.18′N/117°57.29′E; 38°53.26′N/117°00.39′E; 38°54.02′N/117°56.54′E.</td>
<td>Any oil tanker, liquefied cargo tanker and bulk chemical tanker with draft not more than 8 meters shall anchor at “Dagukou Bulk Chemical Anchorage”.</td>
</tr>
<tr>
<td>DAGUKOU South anchorage</td>
<td>The water areas within the joint line connecting the following points: 38°55.42′N/118°01.14′E; 38°53.26′N/118°00.39′E; 38°54.54′N/118°06.15′E; 38°52.38′N/118°05.40′E.</td>
<td>Any oil tanker, liquefied cargo tanker and bulk chemical tanker with draft more than 8 meters and any other vessel with draft more than 10.5 meters shall anchor at “Dagukou South Anchorage”.</td>
</tr>
<tr>
<td>100,000 DWT Anchorage</td>
<td>The water areas within the joint line connecting the following points: 38°51.49′N/118°10.18′E; 38°49.43′N/118°13.53′E; 38°48.07′N/118°12.21′E; 38°50.13′N/118°08.46′E.</td>
<td>Any vessel with draft more than 13 meters can anchor at “100,000 DWT Anchorage”.</td>
</tr>
<tr>
<td>Temporary Anchorage No 6</td>
<td>The water areas within the joint line connecting the following points: 38°48.47′N/118°01.43′E; 38°47.35′N/118°03.46′E; 38°46.47′N/118°03.00′E; 38°47.59′N/118°00.57′E.</td>
<td>Chart Depth(from 11.6 to 13.1 meters) The vessels of 20000 DWT can anchor at Temporary Anchorage No 6.</td>
</tr>
<tr>
<td>Temporary Anchorage No 7</td>
<td>The water areas within the joint line connecting the following points: A. 38°44.58.0′N/117°56.03′E; B. 38°44.55.0′N/118°02.57′E; C. 38°41.40.0′N/118°02.54′E; D. 38°41.44.0′N/117°56.00′E; E. 38°43.05.6′N/118°02.55′E; F. 38°43.05.9′N/117°56.01′E.</td>
<td>Chart Depth(from 8.9 to 13.1 meters) The vessels of 10000 DWT can anchor at Temporary Anchorage No 7.</td>
</tr>
<tr>
<td>Temporary Anchorage No 8</td>
<td>The water areas within the joint line connecting the following points: A. 38°42.24.0′N/118°13.21′E; B. 38°42.21.0′N/118°18.52′E; C. 38°39.22.0′N/118°18.48′E; D. 38°39.26.0′N/118°13.18′E; E. 38°41.40.0′N/118°18.50′E; F. 38°41.43.0′N/118°13.19′E.</td>
<td>Chart Depth(from 14.5 to 17.4 meters) The vessels of 50000 DWT to 100,000 DWT can anchor at Temporary Anchorage No 8.</td>
</tr>
<tr>
<td>LNG Temporary Anchorage No 1</td>
<td>The water areas within the joint line connecting the following points: 38°48.39′N/118°15.44′E; 38°47.51′N/118°14.57′E; 38°47.51′N/118°13.55′E; 38°49.02′N/118°15.04′E.</td>
<td>Chart Depth(from 20 to 24 meters) The anchorage applies to LNG vessel emergency use.</td>
</tr>
<tr>
<td>Large vessel Temporary Anchorage No 1</td>
<td>The water areas within the joint line connecting the following points: A. 38°48.09.43′N/118°23.06′E; B. 38°47.46.25′N/118°26.39′E; C. 38°46.22.75′N/118°26.25′E; D. 38°46.45.93′N/118°22.51′E; E. 38°47.57.85′N/118°24.53′E; F. 38°46.34.35′N/118°24.38′E.</td>
<td>Chart Depth(from 24.7 to 26.2 meters) The anchorage applies to the vessel of 300,000 DWT.</td>
</tr>
<tr>
<td>Large oil vessel Anchorage (Tianjin Port and Tangshan Caofeidian Port area)</td>
<td>The water areas within the joint line connecting the following points: 38°53.37.2′N/118°24.39′E; 38°53.25.8′N/118°26.25′E; 38°52.03.6′N/118°27.16′E; 38°52.21.6′N/118°23.51′E.</td>
<td>The vessel of 200,000 DWT and the vessel of 150,000 DWT to 200,000 DWT can anchor at large oil vessel anchorage.</td>
</tr>
<tr>
<td>SERIAL NUMBER</td>
<td>PORT AREA (SYMBOL NAME)</td>
<td>EMBARKING/DISEMBARKING WATERS</td>
</tr>
<tr>
<td>---------------</td>
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<td>-----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1</td>
<td>Xingang embarking point No 1</td>
<td>At the east of the symbol position and the north of Tianjin port main fairway (the symbol position: 38°55'.90N/118°06'.52E)</td>
</tr>
<tr>
<td>2</td>
<td>Xingang embarking area No 2</td>
<td>38°56.44'N/118°00'.80E; 38°56.95'N/118°00'.97E; 38°56.42'N/118°04'.20E; 38°55.92'N/118°04'.10E</td>
</tr>
<tr>
<td>3</td>
<td>Xingang embarking area No 3</td>
<td>38°56.95'N/117°56.95'E; 38°57.45'N/117°57.01'E; 38°57.35'N/117°57.80'E; 38°56.85'N/117°57.66'E</td>
</tr>
<tr>
<td>4</td>
<td>Xingang disembarking point No 1</td>
<td>At the east of the symbol position and the south of Tianjin port main fairway (the symbol position: 38°54'.70N/118°06'.30E)</td>
</tr>
<tr>
<td>5</td>
<td>Xingang disembarking area No 2</td>
<td>38°55.48'N/118°00.50'E; 38°56.00'N/118°00.65'E; 38°55.45'N/118°03.98'E; 38°54.94'N/118°03.80'E</td>
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<tr>
<td>6</td>
<td>Xingang disembarking area No 3</td>
<td>38°56.06'N/117°56.78'E; 38°56.55'N/117°56.85'E; 38°56.50'N/117°57.60'E; 38°56.01'N/117°57.45'E</td>
</tr>
<tr>
<td>7</td>
<td>Xingang embarking/disembarking area</td>
<td>The radius of 1 nautical mile (the symbol position: 38°50'.85N/118°14'.50E)</td>
</tr>
<tr>
<td>8</td>
<td>Dagukou embarking area No 1</td>
<td>38°52.33'N/117°58.45'E; 38°52.73'N/117°58.82'E; 38°51.95'N/118°00.20'E; 38°51.50'N/117°59.80'E</td>
</tr>
<tr>
<td>9</td>
<td>Dagukou embarking area No 2</td>
<td>38°54.47'N/117°54.73'E; 38°54.87'N/117°55.08'E; 38°53.91'N/117°56.85'E; 38°53.47'N/117°56.50'E</td>
</tr>
<tr>
<td>10</td>
<td>Dagukou disembarking point No 1</td>
<td>38°51.75'N/117°57.91'E; 38°52.20'N/117°58.30'E; 38°51.35'N/117°59.65'E; 38°50.91'N/117°59.30'E</td>
</tr>
<tr>
<td>11</td>
<td>Dagukou disembarking point No 2</td>
<td>38°53.91'N/117°54.21'E; 38°54.32'N/117°54.55'E; 38°53.29'N/117°56.34'E; 38°52.89'N/117°56.00'E</td>
</tr>
<tr>
<td>12</td>
<td>Dagukou embarking/disembarking area</td>
<td>The radius of 1 nautical mile (the symbol position: 38°47.25'N/118°06.50'E)</td>
</tr>
<tr>
<td>Code</td>
<td>Code Word</td>
<td>Field Description</td>
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<tr>
<td>------</td>
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<td>-------------------</td>
</tr>
<tr>
<td>A</td>
<td>ALPHA</td>
<td>Ship</td>
</tr>
<tr>
<td>B</td>
<td>BRAVO</td>
<td>Date and time of event</td>
</tr>
<tr>
<td>C</td>
<td>CHARLIE</td>
<td>Position</td>
</tr>
<tr>
<td>D</td>
<td>DELTA</td>
<td>Position</td>
</tr>
<tr>
<td>E</td>
<td>ECHO</td>
<td>True course</td>
</tr>
<tr>
<td>F</td>
<td>FOXTROT</td>
<td>Speed in knots and tenths of knots</td>
</tr>
<tr>
<td>G</td>
<td>GOLF</td>
<td>Port of departure</td>
</tr>
<tr>
<td>H</td>
<td>HOTEL</td>
<td>Date, time and point of entry into system</td>
</tr>
<tr>
<td>I</td>
<td>INDIA</td>
<td>Destination and expected time of arrival</td>
</tr>
<tr>
<td>J</td>
<td>JULIET</td>
<td>Pilot</td>
</tr>
<tr>
<td>K</td>
<td>KILO</td>
<td>Date, time and point of exit from system or arrival at the ship's destination</td>
</tr>
<tr>
<td>L</td>
<td>LIMA</td>
<td>Route information</td>
</tr>
<tr>
<td>M</td>
<td>MIKE</td>
<td>Radio communications</td>
</tr>
<tr>
<td>N</td>
<td>NOVEMBER</td>
<td>Time of next report</td>
</tr>
<tr>
<td>O</td>
<td>OSCAR</td>
<td>Maximum present static draught in metres</td>
</tr>
<tr>
<td>P</td>
<td>PAPA</td>
<td>Cargo on board</td>
</tr>
<tr>
<td>Q</td>
<td>QUEBEC</td>
<td>Defects/damage/deficiencies/other Limitations</td>
</tr>
<tr>
<td>R</td>
<td>ROMEO</td>
<td>Description of pollution or dangerous goods lost overboard</td>
</tr>
<tr>
<td>S</td>
<td>SIERRA</td>
<td>Weather conditions</td>
</tr>
<tr>
<td>T</td>
<td>TANGO</td>
<td>Ship's representative and/or owner</td>
</tr>
<tr>
<td>U</td>
<td>UNIFORM</td>
<td>Ship size and type</td>
</tr>
<tr>
<td>V</td>
<td>VICTOR</td>
<td>Medical personnel</td>
</tr>
<tr>
<td>W</td>
<td>WHISKEY</td>
<td>Total number of persons on board</td>
</tr>
<tr>
<td>X</td>
<td>X-RAY</td>
<td>Miscellaneous</td>
</tr>
<tr>
<td>Y</td>
<td>YANKEE</td>
<td>Request to relay report to another system e.g., AMVER, AUSREP, JASREP, MAREP etc.</td>
</tr>
<tr>
<td>Z</td>
<td>ZULU</td>
<td>End of report</td>
</tr>
</tbody>
</table>
Procedures on Safety Supervising and Management of Tianjin MSA

Vessels Traffic Services

Chapter I General Rules

Article 1 These Procedures are formulated in accordance with the Maritime Traffic Safety Law of the People’s Republic of China, the Safety Management Regulations of Vessel Traffic Service of the People’s Republic of China, the Maritime Traffic Safety Management Regulation of Tianjin and other relevant laws, regulations, rules, and for the purpose of enhancing the vessels traffic safety management, promoting the vessels traffic efficiency.

Article 2 These Procedures are applicable to all vessels and installations (hereinafter referred to as the vessels) which are navigating, berthing, and operating within the Tianjin Vessel Traffic Service (hereinafter referred to as the VTS) Area, including their owners, operators, agents and relative departments or people.

Article 3 Tianjin Maritime Safety Administration of the Republic of China is the competent authority to implement these Procedures. The Vessel Traffic Service Center of Tianjin Maritime Safety Administration and the branches (hereinafter referred to as the VTS Center) are responsible for management of vessel traffic in accordance with the responsibilities.

Article 4 For the purpose of these Procedures:

1. “VTS Area” means the water area prescribed and published by the competent authority, which VTS could efficiently control the traffic, including the fairway of Tianjin Port, the anchorage, the pilot embarking and disembarking area and other navigational waters inside the VTS gate line.

2. “Fairway” means the channels in the VTS area, including the main fairway of Tianjin Port (including 300,000 dwt fairway) and the small-vessel fairways on the south and north of it, east lock fairway, Haihe downstream fairway, Dagusha fairway and Dagang fairway, etc.

3. “VTS Gate-line” means the outside line of water area within 20 nautical miles radius from the geographical coordinate (Lat 38°58′31.471N/Long 117°47′12.461E).

4. “Vessels carrying dangerous cargo” means the vessel carrying the following cargos:

   (1) Carrying 100 tons of explosives or over;

   (2) Carrying dangerous chemical substances in bulk of high-viscosity class X or coagulative class Y, as stipulated in Appendix II of MAPPOL 73/78;

   (3) Carrying inflammable liquids in bulk with flash point (close up) below 23°C;

   (4) Carrying liquefied gas in bulk;

   (5) A nuclear-powered vessel or a vessel carrying nuclear fuel or nuclear waste.

5. Large-scale towing means awkward towage of drilling platforms, floating docks, unpowered vessels with DWT of more than 10,000 etc, for which vessels are seriously restricted in their ability to maneuver or the towing length exceeds 200 meters or the towing breadth exceeds 40 meters;

Chapter II Report

Article 5 Vessels or her owners, operators and the agents shall report the vessel’s ETA, name, nationality, callsign, draft, type, size, description of carrying cargo, next port of call and other information required by the authority to the VTS Center at least 24 hours in advance via writing or other valid ways.

Vessels shall report to the VTS Center before leaving the last port if the voyage is less than 24 hours.

While the vessel’s ETA changed more than 2 hours or the other main information changed, vessels shall
report the changed information to the VTS Center via writing or other valid ways.

**Article 6** All foreign vessels and Chinese vessels over 50 meters in length, or with towing length over 50 meters or with towing breadth over 15 meters, shall report the navigation plan to the VTS Center at least 4 hours before entering or leaving the port or shifting berth in the port.

Vessels planning to pass the Xingang Ship Lock and/or the open-type bridges, while reporting the navigation plan, shall also report the expected time of passing Xingang ship lock and/or the open-type bridges to the VTS Center.

If the navigation plan is changed, the vessel shall report to the VTS Center at least 2 hours in advance.

**Article 7** Vessels engaged in the water construction work, passenger travel, oil supply, residual oil receiving and tug operation in the port shall report the working plan and the vessels’ movements to the VTS Center in advance. If any exception occurs, vessels shall report to the VTS center timely.

**Article 8** The pilot station shall report the pilot plans between 1700 to next day before 1600 to the VTS Center and shall report the change timely.

**Article 9** Vessels shall report to the VTS Center via the Very High Frequency radio telephone (hereinafter referred to as the VHF) their names, positions, movements and other information that the VTS center need to know. In case the VHF could not establish valid communication, vessels shall take all necessary measures to report to the VTS Center and shall be confirmed.

1. While passing the VTS gate-line and the specified reporting line;
2. Before entering or leaving the fairway;
3. Before entering or leaving the ship lock;
4. Before passing the open-type bridge;
5. Before turning around in the fairway;
6. Before crossing the fairway;
7. Before weighing anchors;
8. After getting anchored;
9. Before leaving the berth;
10. After getting berthed.

**Article 10** In the following circumstances, vessels shall abide by the relative regulations of the competent authority, and vessels shall also report to the VTS center before and after they take the action.

1. Overhauling main engine, steering gear, windlass, radio station, boiler and other equipments that may affect the ship’s maneuverability;
2. Sea trial, testing main engine;
3. Life saving drill with lifeboat;
4. Fumigation.

**Article 11** Vessels involving in traffic accident, pollution, crew or passengers’ accident and any other emergencies, shall immediately report to the VTS Center.

**Article 12** Vessels shall timely report to the VTS center when finding any abnormality of navigation aids or navigation facilities, obstructions or floating objects, other vessel in danger, and other circumstance which may affect the safety of navigation or ocean pollution.

**Article 13** When the ship lock or bridge breaks down or other exceptional condition occurs and have affected the safety navigation or passing of vessels, the owners or the managers of the ship lock or the bridge should report to the VTS center immediately.

**Article 14** The owners or managers of port facilities (wharf) shall take effective measures to keep available depth of the fairway, basin, berth, and anchorage, and they shall commission a legal measurement qualified
institution to measure the actual depth of the fairway, basin, berth and the anchorage regularly. After regularly measuring, the owner or manager of port facilities (wharf) shall provide measurement report and depth drawing to the VTS center.

Chapter III Vessel Traffic Management

Article 15 Vessels shall abide by the navigation regulations established by the competent authority when they are navigating, berthing or operating within the VTS Area.

Article 16 Vessels shall navigate in the appointed fairway with the limited speed and follow the specified order made by the competent authority when entering or leaving the port as well as passing the traffic control area, dense traffic area or the navigation condition-restricted water areas.

Article 17 The VTS center can implement traffic organization and traffic control in accordance with the need of traffic safety on the sea, and if necessary, the VTS center can adjust and change the vessel’s navigation plan.

Article 18 When passing through the following water areas, vessels shall proceed in low speed and keep safe distance on the premise of navigation safety.
1. Water areas where vessels turning over, getting or leaving berth or entering or leaving dock;
2. Water areas where on-water or under-water operation is undergoing;
3. Dense vessels anchoring area.

Vessels conducting lightering operation, diving operation or other on-water and under-water operations shall show corresponding lights, shapes or signal flag according to the relevant rules.

Article 19 Except for compliance with the International Regulations for Preventing Collisions at Sea, 1972, vessels navigating in the fairway shall also comply with the following requirements on navigation and preventing collisions:
1. While two-way navigation is applicable to the fairway, vessels shall respectively proceed along the right outside edge of the fairway if it is safe and feasible, and avoid meeting head-on vessels in the vicinity of the workboats;
2. Self-propulsion dredger operating in the fairway shall agree the measures of collision avoidance with vessels navigating in the fairway in advance and take actions to avoid collision;
3. While two-way navigation is applicable to the fairway, unless under exceptional circumstances, passenger vessels and Ro/Ro passenger vessels navigating in the fairway as the navigation plans shall not meet vessels carrying special dangerous cargo;
4. Overtaking is prohibited to one-way navigation vessel unless an emergency occurs. If overtaking is necessary, overtaking vessel shall get permission from the overtaken vessel and report to the VTS center. Overtaking shall not result in close-quarters situation with other vessels;
5. Vessels proceeding in the same direction along the fairway shall keep a safe distance which should be at least six times of the length of own vessel except overtaking;
6. Vessels entering or crossing the fairway shall not affect the vessel proceeding in the fairway and shall complete the operation as quickly as practicable;
7. Vessels leaving the semi-closed basin, turning around in the fairway, leaving berth or entering the intersectional area of the fairway shall report the vessel’s movement via VHF in advance, and shall not affect other vessels’ normal navigation in the fairway;
8. Temporary traffic control measures established by the competent authorities.
Article 20  The following vessels shall apply to the pilot station for pilotage when navigating or shifting berth in the port:

1. Foreign Vessels
2. Vessels carrying special dangerous cargo;
3. Vessels constrained by navigation conditions and restricted in their ability to manoeuver
4. Other Chinese vessels that shall request pilotage according to national regulations.

Other Chinese vessels besides the vessels specified in the preceding clause can apply for pilotage according to the need.

Article 21  Pilot shall comply with the relevant management regulations while engaging in pilot operation.

Pilot shall not embark or disembark piloted vessels in the lighthouse anchoring-prohibited area and the fairway.

Pilot shall embark or disembark piloted vessels in the specified area. Pilot shall apply to the VTS center for permission in advance in case bad weather or other exceptional circumstances occur and pilot need to embark or disembark piloted vessel in other area.

Pilot shall handover the conditions clearly with the captain or the successive pilot, and the pilot cannot disembark the vessel unless they can confirm safety.

Article 22  Swimming, angling and fishing are prohibited in the fairway, the basin and the anchorage; Aquaculture is prohibited in the port area.

Article 23  Vessels shall choose an appropriate anchor position to drop anchor according to her ship’s type, draft, applicable scope of the anchorage and combining the depth of the water, hydro meteorology and other conditions. Anchor vessels shall follow the anchoring order, keep a safe anchoring distance and keep watching on VHF during anchoring.

Vessels are not allowed to drop anchor in the fairway, the basin, the intersectional area of the fairway or the anchoring prohibited area. While a vessel needs to anchor in those area in particular cases, she shall apply to the VTS center in advance and can drop anchor only if she gets the permission.

Article 24  Vessels are prohibited to enter or leave the port or shift berth in one of the following circumstances:

1. The visibility is less than 1000 meters;
2. Wind force scale 9 or above;
3. Signal of ice states “3” or above;
4. Other circumstances that affects vessels’ safety navigation seriously.

Chapter IV VESSEL TRAFFIC SERVICES

Article 25  The VTS center publishes vessels’ movements, traffic control and other relevant information through the VTS vessel traffic information service platform.

When necessary or requested, the VTS Center could broadcast aids to navigation, hydro meteorology, navigation warning (notices) and other important safety information on VHF channels.

Article 26  Vessels can apply to the VTS center for navigational assistance service or advice on navigation safety when the vessels break down, encounter bad weather conditions which lead to the difficulties in navigation.

Vessels shall report to the VTS center when they don’t need the navigational assistance service.

Chapter V COMMUNICATION
Article 27  All vessels navigating, berthing and operating within the VTS area shall keep watch and report to the VTS center on the specified VHF channels and respond to the call from the VTS center in time.

Sector 1: the waters beyond Sector 2, Sector 3, Sector 4 and Sector 5, the communication channel is VHF CH09.

Sector 2: the fairway waters from Xingang Ship Lock to the west of Dagu Lighthouse, as well the waters within the Breakwater thereof, the communication channel is VHF CH14.

Sector 3: the waters of Haihe Downstream,(including Xingang Ship Lock), the communication channel is VHF CH71.

Sector 4: the waters of Dagusha fairway and within the Breakwater thereof, also as well the south of the parallel line and its extension line of 1000 meters on the north side of Dagusha fairway to VTS reporting line and the north of the parallel line and its extension line of 1000 meters on the north of the Dagang fairway, the communication channel is VHF CH10.

Sector 5: the waters of Dagang fairway and within the Breakwater thereof, also as well the south of the parallel line and its extension line of 1000 meters on the north side of Dagang fairway to VTS reporting line, the communication channel is VHF CH08.

Dagu Lighthouse vessel reporting point was added in the Dagu light house of the main fairway. VHF CH72 and VHF CH65 are the standby working channel of Tianjin VTS center.

Article 28  Vessels shall conduct VHF communication in the principle of partition and frequency demultiplication:

1. Vessels navigating near the junction of different partitions or plan to cross the boundary shall stand by two partitions’ VHF communication channel.

2. Vessels that want to heave up the anchor to enter the port or want to enter the port when they arrived at the port shall report to the VTS center through the corresponding VHF communication channel of the vessel’s partition.

3. Vessels entering or leaving Tianjin Xingang port area and entering or leaving the fairway in the west of Dagu lighthouse shall report to the VTS center in VHF CH14; vessels entering or leaving the fairway in the east of Dagu lighthouse shall report to the VTS center in VHF CH09.

Vessels navigating in the main fairway shall change VHF communication channels when passing the Dagu light house vessel reporting point abeam, inbound vessel shall report to the VTS center in VHF CH14 when passing the Dagu lighthouse vessel reporting point, and outbound vessels shall report to the VTS center in VHF CH09 when passing the Dagu lighthouse vessel reporting point.

4. Vessels entering or leaving Dagukou port area and enter or leaving Dagusha fairway shall report to the VTS center in VHF CH10.

5. Vessels entering or leaving Dagukou port area and enter or leaving Dagusha fairway shall report to the VTS center in VHF CH10.

Article 29  Unless the reports required by these regulations, any vessel stations or base stations are not allowed to use the above mentioned VHF frequencies or interfere the communication order. Vessels are not allowed to disturb the emergency communications related to distress, salvage at sea and navigation.

Unless in emergency circumstances, vessels are not allowed to interfere the communication on the required channels or communicate matters not related to navigation.

Article 30  English or Mandarin Chinese is the working language of vessels and the VTS center, and the language shall be simple, brief and clear.

Article 31  Vessels equipped with AIS shall guarantee that the information of the vessel is correct and keep it in the normal working condition.
Chapter VI APPENDIX

Article 32 The appendixes to these regulations and the main body are equally authentic. If there is any change, the competent authority will inform the changes in the form of notice to mariners.


Appendix 1 Navigation Regulations of the Main Fairway and the Nearby Waters of Tianjin Port
Appendix 2 Navigation Regulations of Dagusha Fairway and the Nearby Waters of Tianjin Port
Appendix 3 Navigation Regulations of Dagang Fairway and the Nearby Waters of Tianjin Port
Appendix 1 Navigation Regulations of the Main Fairway and the Nearby Waters of Tianjin Port

1. Scope of the fairway

“Main Fairway of Tianjin Port” refers to the fairway from lighted buoy no.1 and no.2 to lighted buoy no.48 and includes the 300,000 dwt fairway.

“East Lock Fairway” refers to the fairway from lighted buoy no.48 to the east lock gate of Xingang ship lock.

“300,000 dwt fairway” refers to the fairway from lighted buoy no.1 and no.2 to lighted buoy no.41 and no.42 (fairway mileage 47+500 to 12+200).

“Multiple Fairway Water Area” refers to the waters consisted of precautionary area, part of the main fairway of Tianjin port (lighted buoy no.29 to no.39, fairway mileage 22+465 to 13+910) and small-vessel fairway in the north and south, where vessels can enter or leave the port.

“Precautionary Area” refers to the navigational area from the lighted buoy no.39 (fairway mileage 13+910) and within the Xingang breakwater to the north and west warning line.

“North Warning Line” refers to the line from north lighted beacon of the Dongtudi workboat wharf to the south endpoint of Dongjiang port area precast yard wharf. (north lighted beacon: 38°58′34.4″N, 117°47′23.6″E, south endpoint of precast yard wharf: 38°58′54.8″N, 117°47′49.0″E).

“West Warning Line” refers to the line from south lighted beacon of the Dongtudi workboat wharf to the east endpoint of the no.9 coal wharf of Nanjiang. (south lighted beacon: 38°58′23.5″N, 117°47′17.8″E, east endpoint of the no.9 coal wharf of Nanjiang: 38°58′02.9″N, 117°47′08.0″E).

“Small-vessel Fairway” refers to the fairway on the south and north of the main fairway which can be used for the “small vessel” to enter or leave the port, and its breadth is 100 meters.

“North Small-vessel Fairway” refers to the fairway on the north of the main fairway which can be used for “small-vessel” to enter the port. The starting point locates at buoy no.N29 (fairway mileage 22+465); the end point locates at buoy no. N39 (fairway mileage 13+910).

“South Small-vessel Fairway” refers to the fairway on the south of the main fairway which can be used for “small-vessel” to leave the port. The starting point locates at buoy no.S30 (fairway mileage 22+465); the end point locates at buoy no.S40 (fairway mileage 13+910).

2. The following traffic control measures are applied in the main fairway of Tianjin Port from lighted buoy no.1 and no.2 to the west warning line;

(1) One-way navigation shall be applied in the following circumstances:

1) The visibility is less than 3,000 meters and/or the wind force scale is 7 or above
2) Signal of ice states of the main fairway is “2” or above
3) Wind force scale less than 7, the breadth of a single vessel is 52 meters or more (vessels carrying special dangerous cargo ‘s breadth 35 meters or more );
4) Wind force scale less than 7, total breadth of the two vessels which are to be meeting on reciprocal exceeds 80.6 meters (the breadth of two vessels exceeds 76.3 meters, if one of them is a vessel carrying oil.; the breadth of two vessels exceeds 60 meters, if one of them is a vessel carrying special dangerous cargo)
5) Large-scale towing;
6) The captain or the pilot applies for one-way navigation or other exceptional circumstances
(2) Regulations on speed limit

Vessels can proceed at most 13 knots on the west of the lighted buoy no.35 (fairway mileage 18+000) of the main fairway of Tianjin Port and 15 knots on the east; vessel’s lowest speed in the main fairway is 5 knots when normally navigating; the maximum speed of vessels (full loaded) larger than 150,000 dwt is 10 knots when entering the port.

(3) Regulations on under-keel clearance requirements

1) While navigating in the main fairway, the under-keel clearance of the vessel shall be more than 1.7 meters;
2) The under-keel clearance of the vessels of 250,000 dwt in the main fairway shall be not less than the 13% of their draught when the speed is more than 8 knots, and 11% when the speed is less than 8 knots.

3. The following traffic control measures are applied in the main fairway of Tianjin Port from the west warning line to lighted buoy no.48

(1) One-way navigation shall be applied in the following circumstances:
1) The visibility is less than 3,000 meters and/or the wind force scale is 7 or above
2) Signal of ice states of the main fairway is “2” or above
3) Large-scale towing
4) Wind force scale less than 7, the breadth of a single vessel is 40 meters or more (vessels carrying special dangerous cargo ‘s breadth 30 meters or more);
5) Wind force scale less than 7, total breadth of the two vessels which are to be meeting on reciprocal exceeds 65 meters (the breadth of two vessels exceeds 52 meters, if one of them is a vessel carrying special dangerous cargo)
6) The captain or the pilot applies for one-way navigation or other exceptional circumstances

(2) Unless stipulated otherwise, a vessel shall proceed at a safe speed and shall comply with the following requirements of limitation on navigation speed and under keel clearance:
1) While navigating on the main fairway, the navigation speed shall not exceed 13 knots and the under keel clearance shall not be less than 1.7 meters;
2) Unless permitted otherwise, the navigation speed shall not be less than 5 knots while navigating on the main fairway.

4. Traffic control measures of east lock fairway and other water areas

While navigating on the east lock fairway, the navigation speed shall not exceeds 8 knots and the under keel clearance shall not be less than 0.8 meters; while navigating in other water areas of Xingang port, the under keel clearance shall not be less than 0.5 meters.

5. Traffic control measures of multiple fairway water area

(1) “Small vessel” refers to the vessels that less than 10,000 dwt, and the length less than 146 meters, breadth less than 22 meters and draft meet the restricted conditions. Small vessel do not include the following vessels:
1) Passenger ferry, ro-ro passenger ship, high speed passenger ship;
2) Vessels carrying special dangerous cargo and vessels carrying oil and more than 17.5 meters long;
3) Vessels conducting towing operations;
4) Vessels carrying large chemical containers, container bridge and complete shock tackle or spare parts, oil survey platform, sections of hull, superstructure of hull and other ultra-large type cargo.

(2) Multiple fairways are used according to the principle of making the most of the fairway resource, so large vessels and small vessels navigate divergently and separately.
1) “Small vessels” use the “small-vessel fairway” on the either side of the main fairway. Inbound “small vessels” use the “north small-vessel fairway”, and outbound “small vessels” use the “south small-vessel fairway”, one-way navigation is applied to “small-vessel fairway”.
2) Other vessels shall navigate in the main fairway;
3) The VTS center can adjust the fairway the “small vessels” use according to the navigation condition of the fairway;
4) When the main fairway can satisfy all vessels’ inbound or outbound schedules or the “small-vessel fairway” is not available, “small vessels” can navigate in the main fairway.

(3) Vessels entering or leaving the multiple fairway water area shall report to the VTS center in the following circumstances:
1) Inbound “small vessels” before entering the north small-vessel fairway;
2) Vessels in the north basin when leaving the port and passing the north warning line

(4) “Small-vessel fairway” is not available for navigation in the following circumstances:
1) Wind force scale is 7 or above:
2) The visibility is less than 1,000 meters;
3) Signal of ice states is “3” or above;
4) When temporary traffic control is applied.

(5) “Small vessels” shall keep a under keel clearance of not less than 1.3 meters when navigating in the “small-vessel fairway”.

(6) “Small vessels” shall keep a navigation speed of not more than 13 knots when navigating in the “small-vessel fairway”, and the speed shall not be less than 5 knots unless permitted.

(7) Vessel navigating in the multiple fairway water area shall also abide by the following regulations:
1) Vessels navigating in the north and south small-vessel fairway shall avoid navigating side by side with vessels in the main fairway;
2) Vessels shall keep navigating in the specified fairway as far as possible, if a vessel need to change a fairway, she shall be cautious and keep a normal lookout, she shall also avoid vessels navigating in the fairway and keep a safe distance with the navigation mark.
3) One-way navigation is applied to the “small-vessel fairway”, vessels shall keep a safe distance of more than 6 times of her own vessel’s length with other vessels, vessels are not allowed to overtake other vessels or turn around in the “small-vessel fairway” unless permitted. Vessels are not allowed to drop anchor or turn around in the precautionary area except in critical situations unless permitted.
4) Vessels using the main fairway to enter or leave the port are not allowed to cross the “small-vessel fairway” unless permitted.
5) Inbound vessel that heaved up her anchor from bulk chemical anchorage and south anchorage and waiting on the south of the fairway shall not affect vessels navigating in the fairway when entering the fairway.

(8) Inbound and outbound vessels shall also abide by the following navigation regulations:
1) Inbound “small vessels” that berth alongside the wharfs in the north basin shall navigate along the north water area of the main fairway to enter the north basin after they enter the breakwater thereof.
2) Other inbound vessels that berth alongside the wharfs in the north basin shall enter the north water area of the main fairway as early as possible after they pass the buoy no.39 (fairway mileage 13+910) and enter the north basin from this water area.

3) Inbound “small vessels” that berth alongside the wharfs in the west of Dongtudi shall enter the main fairway as early as possible after they pass the buoy no.39 (fairway mileage 13+910).

4) Other inbound vessels that berth alongside the wharfs in the west of Dongtudi shall continue navigating alongside the main fairway after they enter the breakwater thereof.

5) Outbound “small vessels” shall leave the main fairway and enter the south water area of the main fairway to navigate after they pass the buoy no.46 (east of Nanjiang no.15 wharf).

6) Other vessels shall navigate in the main fairway to leave the port.

(9) Vessels entering the “precautionary area” of the multiple fairway shall navigate with caution and keep smooth communication with vessels around and the VTS center, and shall navigate, wait, change or cross the fairway according to the regulations.
Appendix 2 Navigation Regulations of the Dagusha Fairway and the Nearby Waters of Tianjin Port

1. Scope of the fairway

“Dagusha Fairway of Tianjin Port” refers to the fairway from lighted buoy no.203 and no.204 to lighted buoy no. 263.

“100,000 dwt Dagusha fairway of Tianjin Port” refers to the fairway from lighted buoy no.203 and no.204 to lighted buoy no.259.

2. The following traffic control measures are applied to the Dagusha fairway of Tianjin port

(1) Vessels are prohibited to navigate in the Dagusha fairway in the following circumstances:
   1) From the sunset to sunrise;
   2) The visibility is less than 1,000 meters;
   3) Wind force scale is 9 or above;
   4) Signal of ice states is “3” or above;
   5) Other circumstances affect vessels’ safety navigation seriously.

(2) Except for the circumstances in which vessels are prohibited to navigate, the west of lighted buoy no.259 of Dagusha fairway is one-way navigation fairway, and one-way navigation fairway shall be applied in the east of lighted buoy no.259 (100.000 dwt Dagusha fairway) in the following circumstances:
   1) The visibility is less than 3000 meters;
   2) Wind force scale is 7 or above;
   3) Signal of ice states is “2”;
   4) Wind force scale less than 7, the breadth of a single vessel is 40 meters or more (vessels carrying special dangerous cargo’s breadth 30 meters or more)
   5) Wind force scale less than 7, total breadth of the two vessels which are to be meeting on reciprocal exceeds 65 meters (the breadth of two vessels exceeds 50 meters, if one of them is a vessel carrying special dangerous cargo);
   6) Large-scale towing;
   7) Vessel more than 10,000 dwt conducting ship trial;
   8) The competent authority considers it necessary.

(3) Regulations on under keel clearance requirements
   1) The under keel clearance of the vessels of more than 50,000 dwt shall not be less than 2.4 meters when the speed is more than 10 knots, and the under keel clearance or the bulk cargo vessels shall not be less than 2.0 meters when the speed is 10 knots or less;
   2) The under keel clearance of the 50,000 dwt vessels shall not be less than 2.0 meters;
   3) The under keel clearance of the vessels of less than 50,000 dwt shall not be less than 1.7 meters when navigating in the east of buoy no.237, and in the west of buoy no.237, the under keel clearance shall not be less than 0.8 meters;
   4) The under keel clearance shall not be less than 0.5 meters in harbor basin.

(4) Regulations on speed limit
   1) The navigation speed of the vessels of 100,000 dwt or more and the vessels of 50,000 dwt or more carrying dangerous cargos shall not exceed 10 knots, and the speed of the other vessels shall not exceed 13 knots;
   2) The navigation speed of the vessels in Dagusha fairway shall not be less than 5 knots unless permitted.
Appendix 3 Navigation Regulations of the Dagang Fairway and the Nearby Waters of Tianjin Port

1. Scope of the fairway

“Dagang 5,000 dwt Temporary Fairway of Tianjin Port” refers to the fairway from the lighted buoy no.145 and no.146 to lighted buoy no.175 and no.176.

2. The following traffic control measures are applied to the Dagang fairway of Tianjin port:

(1) Dagang fairway is one-way navigation fairway (overtaking is forbidden in the fairway), vessels are prohibited to navigate in the Dagang fairway in the following circumstances:
   1) From the sunset to sunrise;
   2) The visibility is less than 1,000 meters;
   3) Wind force scale is 7 or above;
   4) Signal of ice states is “3” or above;
   5) Other circumstances affect vessels’ safety navigation seriously.

(2) Regulations on under keel clearance requirements
   The under keel clearance of vessels in the fairway shall not be less than 1.3 meters. The under keel clearance of vessels shall not be less than 0.5 meters in harbor basin and on the berth.

(3) Regulations on speed limit
   The navigation speed of the vessels shall not be more than 10 knots. The navigation speed of the vessels shall not be less than 5 knots unless permitted.

3. Compilation of navigation plan

The owners, manager or agent of wharfs, construction organization and other port and shipping enterprises shall report the morrow’s vessel navigation plan to the competent authority before 1200 everyday.