



## Administrative Provisions on Navigation Safety of Nantong Coastal Port and Its Nearby Waters

Article 1. These Provisions formulated in accordance with the requirement of The Laws of Maritime Navigation safety of the People's republic of China and Sea environmental protection of the People's republic of China, implemented and supervised by MSA Nantong.

Article 2. These Provisions are applicable to navigation, berthing and operation of ships and marine facilities (exclude Military and fishery vessels) in Nantong coastal port and its adjacent waters, as well as activities related to maritime traffic safety and prevention and control of ship pollution.

Article 3 The navigation route of Nantong coastal port and its adjacent waters consists of

1	the north channel of Yangkou Port
2	the south channel of Yangkou Port
3	the Haimen approach channel
4	the Lusi approach channel
5	the Sanjiasha Branch channel
6	the Tongzhou Bay approach channel
7	the Qidong Port approach channel of the Yangtze Estuary

Article 4 When a ship is navigating along a channel, it shall,

1	on the premise of ensuring safety
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2	drive at the side of the channel on its starboard side
3	one-way navigation

Article 5 When navigating in the wharf apron waters of such areas

1	Yangkou Operation Area
2	Tongzhou Bay Operation Area
3	Sandclip Operation Area
4	Haimen Operation Area
5	Lvsi Operation Area

vessels shall keep a safe distance from the wharf and the vessels berthed at the wharf, shall not obstruct the vessels berthing or unberthing.

Article 6 Ship are required to take such actions to ensure safety

1	Ships shall avoid night navigation
2	Ships shall enter & leave the port under the condition that when the wind is not greater than Grade 7
3	Ships shall enter & leave the port under the condition that when the visibility distance is not less than 1 nautical mile
4	vigilance maintenance and tugboat accompanying shall be implemented for ships that exceed the representative ship type of the channel design navigation
5	A ship with limited draft shall check tide height & the time for passing through in advance, reserve sufficient water depth



and arrange tugs for escort

Article 7 Ships with port entry and exit plans shall report to Nantong Maritime (Tongzhou Bay) Port and Channel Dispatching Center 24 hours in advance. Nantong Maritime (Tongzhou Bay) Port and Channel Dispatching Center arranges ships' entering and leaving as per Navigable capacity of waterway.

Article 8 Vessels carrying LNG in bulk in entering and leaving Yangkou operation area, Lvsi operation area and berthing and unberthing operations shall comply with the following provisions in addition to the requirements of the Code for Design of Liquefied Natural Gas Terminals.

- A. Entry and exit, berthing and unberthing shall be carried out in the daytime. If ship must berth or depart at night due to special circumstances, an application shall be submitted to MSA in advance, and corresponding safety measures and emergency plans shall be formulated and implemented in accordance with the Operation Manual for Safe Operation of Liquefied Natural Gas Ships Berthing at Wharf at Night and other relevant regulations and standards, which shall be demonstrated by experts.
- B. The visible distance when sailing in and out of the port shall not be less than 2000m, and the force wind shall not be greater than 6 when berthing and departing.
- C. There should be a firefighting and towing tug on duty nearby during the period of ship staying in the port.

Article 9 When navigating, a ship shall reserve a surplus water depth of not less than 10% of the ship's draft according to its ship type, draft, speed, and in combination with the factors such as seabed sediment and siltation. Add 0.1m for dangerous goods, and 0.1m for those with speed exceeding 12 knots.



Article 10 In addition to legal pilotage, the following vessels entering and leaving Nantong coastal port and its adjacent waters may apply for pilotage as required:

- (1) Ships carrying liquefied natural gas in bulk.
- (2) International navigation ships of Chinese nationality.
- (3) Other ships with restricted navigation conditions.

Article 11 Pilots shall board and leave the guided ship at the specified embarkation and departure points (see Annex 2). In case of bad weather and other special circumstances, if it is necessary to change the location to board or leave the ship, the pilot shall report to MSA in a timely manner.

Article 12 The ship shall berth at the wharf, berth and legally announced anchorage (see Annex 3) according to the ship's type, size, tonnage and draft, correctly display the type of lights and numbers, keep enough watchmen on duty and keep listening at the specified VHF channel.

Article 13 When berthing, vessels and installations shall not obstruct the navigation, berthing or operation of other vessels, nor endanger the safety of approach bridges, wharves and other marine structures.

Article 14 It is prohibited for vessels and floating facilities to anchor in the front of wharves, navigation channels, harbor basins and bridge approaches. In case of special circumstances requiring emergency anchoring, necessary safety measures shall be taken and immediately reported to MSA.

It is prohibited for ships to anchor or tow anchors within the specified protection waters on both sides of submarine cables and underwater pipelines.

Article 15 Vessels and floating facilities shall berth according to the verified berthing capacity of wharves and berths.



Article 16 Ships shall have measures against wind, current and wave endangering the safety of berthing. When the wind force reaches level 7 or above, loading and unloading or berthing and unberthing operations shall be stopped, and safety measures shall be taken in a timely manner. When necessary, the dock shall be evacuated in advance.

Article 17 Those who engage in aquatic and underwater activities, safe operations in the harbor, and the discharge of pollutants and ballast water from ships in Nantong coastal port and its adjacent waters shall comply with the requirements of the Provisions of the People's Republic of China on the Administration of Navigational Safety of Maritime and Underwater Activities, the Provisions of the People's Republic of China on the Administration of the Prevention and Control of Marine Environment Pollution by Ships and Their Related Operations, and the Measures for the Administration of the Supervision of Safe Operations of Ships in the Harbor, [Relevant procedures shall be handled in advance](#), and corresponding [safety and pollution prevention measures](#) shall be implemented.

Article 18 Ships equipped with automatic identification system (AIS) equipment and VHF radio telephone (hereinafter referred to as "VHF") shall use or listen to them correctly as required.

Article 19 When navigating, berthing and operating in the area of Nantong VTS covered area, vessels shall report the vessel dynamics to Nantong Maritime (Tongzhou Bay) Traffic Management Center (hereinafter referred to as "Nantong VTS") through VHF or other effective means according to the reporting procedures and contents specified in the Jiangsu VTS Service Guide issued by the competent authority.

Article 20 Under the following circumstances, the ship shall report to Nantong VTS in advance and take corresponding safety measures:

- (1) Ship anchoring and heaving.
- (2) Ship berthing and departing from the wharf;



(3) The ship needs emergency anchoring in the waters outside the anchorage due to severe weather, out of control and other special circumstances;

(4) Other situations that need to be reported.

Article 21 In case of maritime traffic accidents, pollution accidents or equipment failures affecting safe navigation, vessels shall immediately report to Nantong VTS [through effective means](#), take corresponding safety measures, sail away from the channel, and release the ship's dynamic information.

Article 22 Before the sunken objects, floating objects, stranding objects or other navigational obstacles impeding maritime traffic safety are properly solved, their owners, operators or managers shall accurately report their names, shapes, dimensions, positions and depths to Nantong VTS, and set up warning signs in a timely manner in accordance with the requirements of the relevant mandatory standards and technical specifications.

Article 23 Any unit or individual shall promptly report the following situations to Nantong Maritime Traffic Control Center:

(1) Displacement, damage or loss of navigation aids or navigation facilities.

(2) Having sunken objects, floating objects, grounding objects or other navigational obstacles that hinder maritime traffic safety.

(3) Other abnormalities that hinder maritime traffic safety.

Article 24 Defines of words in the regulations

(1) "Nantong Coastal Port and its adjacent waters" refers to the sea area under the jurisdiction of Jiangsu MSA, which extends from the shore edge along the 32° 40' 00" N latitude line to the east to 32° 40' 00" N/121° 05' 00" E, then along the 121° 05' 00" E longitude line to the north to 33° 00' 00" N/121° 05' 00" E, and then along the 33° 00' 00" N latitude line to the east to 33° 00' 00" N/121° 55



' 00 " E, Then along the 121 ° 55 ' 00 " E longitude line, it extends to the south to 31 ° 40 ' 00 " N/121 ° 55 ' 00 " E, and along the 31 ° 40 ' 00 " N latitude line, it extends to the west to Chongming Island.

Article 25 For matters relating to navigation, berthing, collision avoidance, etc., matters not covered in the current relevant laws and regulations of China and these Provisions shall be implemented in accordance with the relevant laws and regulations and the 1972 International Regulations for Preventing Collisions at Sea.

Article 26 These Provisions shall come into force on November 1, 2022 and shall be valid for five years.

## Appendix I

### Nantong Coastal Main Channel

#### A. Yangkou operation area

##### (a) North Channel of Yangkou Port

The channel starts from Point B0 (32 ° 31'45.4 " N/121 ° 51'26.6 " E) of North Lanshayang Waterway in the east and ends at Point B3 (32 ° 33'23.5 " N/121 ° 28'32.8 " E) in the east of LNG temporary emergency anchorage in the west, with a total length of about 38.3 kilometers. The bottom elevation of the channel is -15.8 m, the width of the mark is 450 m, and the navigation width is 334 m, meeting the requirements of 150000 ton oil tankers for one-way tidal navigation and 267000 m<sup>3</sup> LNG ships for one-way full tide navigation.

##### (b) Yangkou Port South Approach Channel (Lanshayang South Waterway Channel, Jinniu Wharf Area Approach Channel)

i. Lanshayang South Waterway Channel: the channel starts from point A (32 ° 26'29.5 " N/121 ° 40'20.7 " E) at the entrance of Lanshayang South Waterway in the east and ends at point D (32 ° 30'43.1 " N/121 ° 25'30.2 " E) near the west Taiyangsha South Wharf



Area in the west, with a total length of about 24.82 km. The bottom elevation of the channel from the entrance of the channel to the operation area of Jinniu Island is -11.1m, and the bottom elevation of the channel from the operation area of Jinniu Island to the heavy cargo wharf is -9.2m. The width of the marking is 400m, and the navigable width is 300m, meeting the requirements of full tidal navigation from 10000 tonnage ships to the heavy cargo wharf, and for 70000 tonnage bulk cargo ships to the planned operation area of Jinniu Island.

ii. The approach channel of Jinniu Wharf Area: the channel axis is divided into two sections, and the connecting section with the channel of the South Passage of the Lanshayang River runs along  $252^{\circ} 00' - 72^{\circ} 00'$ , and runs along  $221^{\circ} 00' - 41^{\circ} 00'$  after the entrance. It is planned to build the channel according to the tidal navigation standard for 50000 tonnage bulk carriers, with a navigation width of about 200 meters and a total length of about 11 kilometers. Two breakwaters will be built by using two existing channels to the sea, including 9.7km for the west breakwater and 11km for the east breakwater.

B. Lvsj operation area, Sanjiasha operation area, Tongzhou Bay operation area and Haimen operation area

(a) Tongzhou Bay South Channel (Xiaomiaohong Channel, Lvsj Encircling Basin Channel, Sanjiasha South Channel, Sanjiasha Branch Channel, Tongzhou Bay First Harbor Basin Channel)

i) Xiaomiaohong Approach Channel: (1) The channel is 53.41km long from point A ( $31^{\circ} 49' 58.8''$  N/ $122^{\circ} 12' 36.8''$  E) of the - 18m isobath outside the Xiaomiao floodway entrance to point D ( $32^{\circ} 04' 39.9''$  N/ $121^{\circ} 46' 31.7''$  E) near the wharf of Lusi Datang Power Plant. The bottom elevation of the channel is -13.1m, and the corresponding navigation width is 218m; The bottom elevation is -11.0m, and the corresponding navigation width is 286m, which meets the requirements of 185000m<sup>3</sup> LNG ship, 100000t bulk cargo ship and 20000t bulk cargo ship for tidal one-way navigation and full tidal two-way navigation. (2) Starting from point D ( $32^{\circ} 05' 45.514''$  N/ $121^{\circ} 44' 27.924''$  E) near the wharf of Lusi Datang Power



Plant, go along Xiaomiao Flood Channel to point G '(32 ° 09 ' 40.7 " N/121 ° 33 ' 31.9 " E), the starting point of Sanjiasha South Channel. The total length of the channel is 19.2 km, and the design bottom elevation is -11.7 m. The navigation width of the outer section of the channel is 246 meters, the navigation width of the entrance section is 263 meters, and the navigation width of the inner section of the channel is 228 meters, meeting the requirements of one-way navigation for 50000 tonnage bulk cargo ships and two-way navigation for 20000 tonnage bulk cargo ships and general cargo ships in full tide.

ii) The approach channel of Lvsi encircling harbor basin: the channel starts from point D (32 ° 05 ' 09.197 " N/121 ° 37 ' 47.964 " E) at the west boundary of the west harbor basin of 8 # - 11 # berth of Lvsi encircling harbor basin and ends at point A (32 ° 05 ' 43.83 " N/121 ° 44 ' 28.64 " E) of Xiaomiaohong approach channel. The total length of the channel is 10.9 kilometers, the navigation bottom elevation is -12.9 meters, and the navigation width of the channel is 201 meters to 256 meters, meeting the requirements of 100000 ton bulk carriers Requirements for one-way navigation of 100000 ton container ships by tide.

iii) Sanjiasha South Channel: the channel starts from point G '(32 ° 09 ' 40.697 " N/121 ° 33 ' 31.915 " E), along the southwest waterway to point K (32 ° 08 ' 26.781 " N/121 ° 30 ' 17.260 " E) in the north of the first harbor pool in Dongzao Port operation area. The total length of the channel is about 6.5 kilometers, the design bottom elevation is -11.7 meters, and the navigation width is 246 meters to 327 meters (246 meters to 536 meters in the turning section), meeting the requirements for one-way navigation of 50000 tonnage bulk cargo ships and two-way navigation of 20000 tonnage bulk cargo ships and general cargo ships in full tide.

iv) Sanjiasha Branch Channel (planned construction): the approach channel of the wharf area on the east side of Sanjiasha Operation Area is a Sanjiasha Branch Channel, which is planned to be a 50000 ton approach channel.

v) Tongzhou Bay First Harbor Basin Approach Channel (planned



and constructed): The first harbor basin approach channel in the southern dock area of Tongzhou Bay operation area is about 3.67 kilometers long from the general dock of Dongzao Port to the root of the first harbor basin. It is planned to be a 50000 ton approach channel. Sand prevention and diversion dikes can be built at the entrance as needed.

(b) Tongzhou Bay Middle Approach Channel [Wangcanghong Channel (planned and constructed)]

The net warehouse flood channel in the north terminal area of Tongzhou Bay operation area connects Sansha flood channel with the net warehouse flood channel in the open sea. The planned net warehouse flood channel is constructed according to the standard of 100000 ton channel at the initial stage. The design bottom elevation of the channel is -14.0 meters, and the width is 220 meters, which can meet the requirements of 100000 ton container ships and bulk carriers for one-way tidal navigation. The length of the channel is about 52 kilometers; Netcang flood channel can be upgraded to 200000 tons as required.

C. Qidong Port Approach Channel (Qidong Port Approach Channel at the Changjiang Estuary)

The channel is 47.78km long from point A (31 ° 41 ' 42.9 " N/122 ° 11 ' 17.3 " E) of the isobath 10 meters outside the north branch of Changjiang River to point E (31 ° 43 ' 03.5 " N/121 ° 42 ' 54.7 " E). The bottom elevation of the channel is -5.2m, and the navigation width is 300m, meeting the requirements for two-way navigation of 3000 ton bulk carriers and one-way navigation of 80000 ton no-load oil tankers.

Appendix II Nantong coastal pilot embarkation & departure point

No.	Location	Description



1	About 6 nautical miles southeast by east of the large light buoy at the mouth of the north waterway of Lanshayang	Water area with a radius of 1 nautical mile centered on 32 ° 31 ' 00 " N/121 ° 52 ' 12 " E
2	Near S1 light buoy at the entrance of Lanshayang South Waterway	Water area with a radius of 0.3 nautical miles centered on 32 ° 26 ' 00 " N/121 ° 43 ' 00 " E
3	Near No. 4 light buoy of approach channel in Lvsj operation area	The water area with a radius of 1 nautical mile centered on 31 ° 54 ' 00 " N/122 ° 07 ' 00 " E

#### Appendix III Anchorages inside and outside Nantong Coastal Port

No.	Name	latitude	longitude	Function
1	N1	32°31'16.87"	121°49'11.26"	General Anchorage
		32°31'16.62"	121°50'20.23"	
		32°30'18.19"	121°50'19.92"	
		32°30'18.44"	121°49'10.96"	
2	N2	32°30'58.91"	121°54'33.00"	LNG Anchorage
		32°30'59.33"	121°52'53.38"	
		32°30'17.13"	121°52'53.14"	



		32°30'16.71"	121°54'32.74"	
3	N3	32°30'37.76"	122°01'34.29"	Dangerous Anchorage
		32°30'39.08"	121°57'06.12"	
		32°28'51.96"	121°57'05.43"	
		32°28'50.64"	122°01'33.51"	
4	S1	32°25'57.48"	121°39'05.89"	Anchorage for dangerous goods of 10000 tons ships and below
		32°25'57.67"	121°37'41.68"	
		32°25'08.97"	121°37'41.54"	
		32°25'08.79"	121°39'05.74"	
5	S2	32°25'46.41"	121°41'58.03"	LNG Anchorage
		32°25'46.69"	121°40'03.20"	
		32°25'14.23"	121°40'03.09"	
		32°25'13.94"	121°41'57.92"	
6	S3	32°26'14.53"	121°53'53.77"	Anchorage for 20000~50000 tons



		32°26'13.68"	121°57'05.17"	of dangerous goods tankers
		32°26'46.14"	121°57'05.38"	
		32°26'46.99"	121°53'53.96"	
7	S4 (under construction)	32°27'10.75"	122°01'41.20"	General Anchorage
		32°27'11.45"	121°59'23.37"	
		32°26'13.02"	121°59'22.97"	
		32°26'12.32"	122°01'40.77"	
8	LNG inner anchorage	32°33'16.16"	121°38'27.18"	radius 500m
9	Taiyangsha Anchorage (under construction)	32°32'38.83"	121°27'41.42"	radius 900m
10	1#	31°54'50.03"	122°04'16.12"	Anchorage for 50000 tonnage ships
		31°52'19.22"	122°08'00.18"	
		31°50'37.28"	122°06'25.92"	
		31°53'08.05"	122°02'41.88"	

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11	2#	31°51'55.05"	122°08'35.99"	Anchorage for dangerous goods ships
		31°50'44.56"	122°10'20.40"	
		31°49'15.45"	122°08'57.83"	
		31°50'25.91"	122°07'13.43"	
12	3# (under construction)	31°47'16.81"	122°20'43.12"	Anchorage for 100000 tonnage ships
		31°47'15.11"	122°24'50.16"	
		31°45'18.24"	122°24'49.02"	
		31°45'19.94"	122°20'42.06"	
13	LNG anchorage	31°50'48.56"	122°14'33.12"	LNG ship anchorage
		31°49'58.15"	122°15'47.64"	
		31°49'19.99"	122°15'12.21"	
		31°50'10.39"	122°13'57.70"	
14	4# (under construction)	32°01'39.30"	122°25'50.81"	Anchorage for 200000 tonnage ships
		32°01'27.98"	122°28'53.25"	



		31°59'50.91"	122°28'43.88"	
		32°00'02.19"	122°25'42.12"	
15	5# (under construction)	32°02'26.56"	122°20'30.15"	Anchorage for 100000 tonnage ships
		32°02'09.09"	122°24'56.15"	
		32°00'06.08"	122°24'45.16"	
		32°00'23.54"	122°20'19.26"	
16	6# (under construction)	32°02'49.77"	122°14'32.91"	Anchorage for 50000~100000 tonnage ships
		32°02'26.56"	122°20'30.15"	
		32°00'23.54"	122°20'19.26"	
		32°00'41.34"	122°15'45.80"	
		32°01'29.38"	122°13'47.81"	
17	7# (under construction)	32°05'28.17"	122°04'07.47"	Anchorage for 35000 tonnage ships
		32°04'56.40"	122°05'31.03"	
		32°04'11.94"	122°05'07.70"	



		32°04'43.71"	122°03'44.15"	
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A large green graphic with a diagonal line. On the left side, the word "waste" is written in a stylized font. Below it is an icon of a person putting a trash bin. On the right side, the word "Collection" is written in a stylized font. Above it is an icon of a truck. The diagonal line runs from the top left to the bottom right, crossing over the truck icon.

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