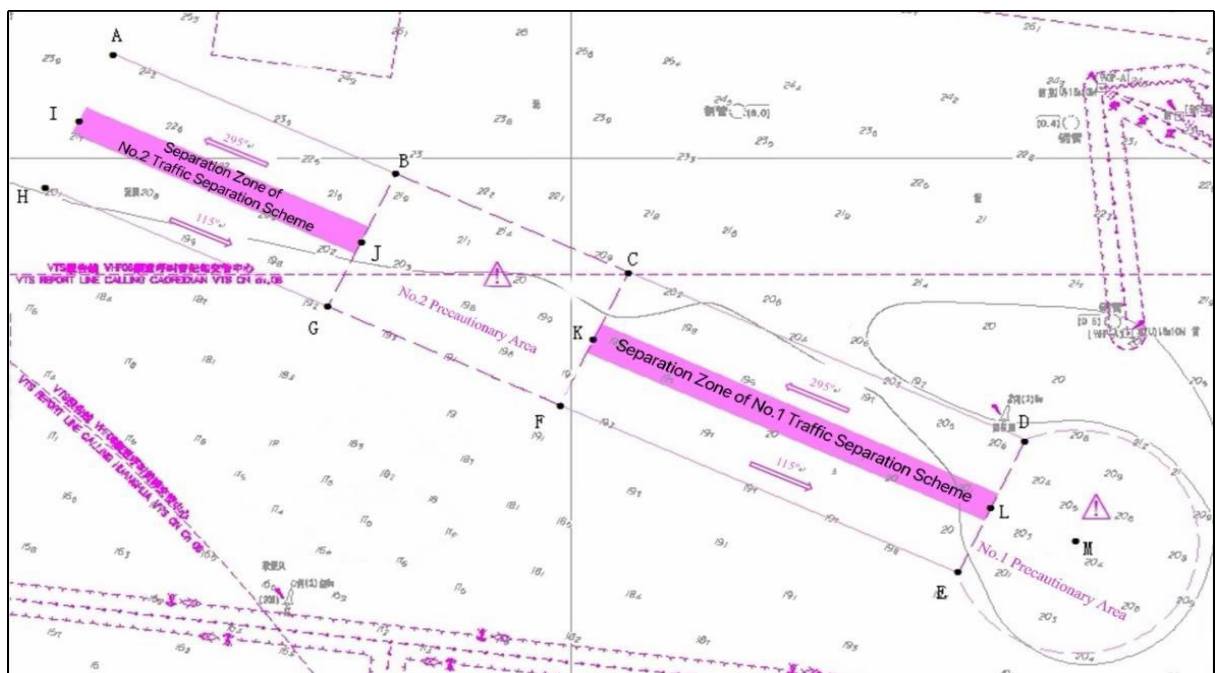


## Notice of Tianjin MSA on Issuing the “Ships’ Routeing System for Central Waters of Bohai Bay (for Trial Implementation)”

Ingosstrakh’s P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd., keeps us in loop of update concerning the recently issued the navigation notice of "Jinhangtong [2024] 0049".

### Notice of Tianjin MSA on Issuing the “Ships’ Routeing System for Central Waters of Bohai Bay (for Trial Implementation)”

Tianjin Maritime Safety Administration (Tianjin MSA) recently issued the navigation notice of "Jinhangtong [2024] 0049". This notice announced the "Ships' Routeing System in the Central Waters of Bohai Bay (for Trial Implementation)" (hereinafter referred to as the "Ships' Routeing System"), which has been implemented on a trial basis from June 1, 2024.



## **Main Contents of the "Ships' Routeing System"**

### **1. Geographical Scope of the Ships' Routeing System**

The Routeing System consists of No.1 Traffic Separation Scheme (TSS), No.1 Precautionary Area, No.2 TSS and No.2 Precautionary Area. The geographical scope and coordinates of the Traffic Lanes, Boundary Lines, Separation Zones and Precaution Areas are specified in the attachment.

### **2. The Competent Authority**

The competent authority is Tianjin MSA of the People's Republic of China.

The Vessel Traffic Service Center of Tianjin MSA (Tianjin VTS) is responsible for the implementation of vessel traffic management and the acceptance of reporting.

### **3. Special Provisions**

Ships following the Routeing System are not required to report to Tianjin VTS when entering or leaving the applicable waters, however they are expected to maintain continuous listening watch on VHF channel 09.

The principles to be observed by ships when navigating within the waters of the Routeing System are basically the same as those in Rule 10 of the "Convention on the International Regulations for Preventing Collisions at Sea, 1972", such as the actions to be taken for ships when crossing or entering/leaving traffic lanes, as well as other prohibited actions, etc. It should be noted that ships crossing the traffic lanes must meet certain preconditions and should report to Tianjin VTS before crossing. In addition, when overtaking other ships in the waters of the Routeing System, the overtaking ship must obtain the consent of the overtaken ship and report to Tianjin VTS in advance. Please refer to the attachment for more specific requirements.

### **Huatai's suggestions**

The implementation of the "Ships' Routeing System" provides powerful guarantees for both maintaining navigation order and improving navigation safety and efficiency in the central waters of Bohai Bay. The MSA requires that ships navigating in the applicable waters strictly abide by the "Ships' Routeing System" and submit to the supervision and management of the local MSA.

Apart from choosing to use the TSS outside Caofeidian Port, the implementation of the Ships' Routeing System provides another route choice for ships sailing from Laotieshan Waterway or Changshan Waterway to Tianjin Port, which is conducive to alleviating the traffic pressure within the TSS outside Caofeidian Port to a certain extent. We suggest ships planning to sail to Dagukou South Anchorage and Dagukou Bulk Chemical Anchorage may consider following this Routeing System. However, it is worth mentioning that the charted depth in the waters of the Routeing System is around 20 meters only, therefore deep draught ships shall choose to use the Routeing System on the premise of ensuring their safety by exercising due comprehensive consideration and assessment on the factors such as their own manoeuvring characteristics, under keel clearances, navigation environments, etc.

## Attachment

### **Subject: SHIPS' ROUTEING SYSTEM FOR CENTRAL WATERS OF BOHAI BAY (DRAFT ON A TRIAL BASIS)**

#### **1. Reference Charts and Coordinate System**

Charts No. 1304/22001/22122/23001 by the Maritime Safety Administration of the People's Republic of China.

Charts No. 11010/11661/11700/11710/11800 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).

#### **2. Applicable Geographical Area**

Ships' Routeing System for Central Waters of Bohai Bay consists of No.1 Traffic Separation Scheme, No.1 Precautionary Area, No.2 Traffic Separation Scheme and No.2 Precautionary Area.

##### 2.1 No.1 Traffic Separation Scheme

2.1.1 No.1 Traffic Separation Scheme consists of Separation Zone and Traffic Lane.

2.1.2 Separation Zone of No.1 Traffic Separation Scheme, 6.8 nautical miles in length and 0.5 nautical miles in width, is centered on the line connecting the following geographical positions:

K: 38°41'54.690"N, 118°30'27.430"E

L: 38°39'02.102"N, 118°38'19.806"E

##### 2.1.3 Traffic Lane of No.1 Traffic Separation Scheme

(1) The North Boundary Line of the Traffic Lane is the line connecting the following two geographical positions:

C: 38°43'03.071"N, 118°31'08.146"E

D: 38°40'10.498"N, 118°39'00.476"E

(2) The South Boundary Line of the Traffic Lane is the line connecting the following two geographical positions:

E: 38°37'53.688"N, 118°37'39.136"E

F: 38°40'46.353"N, 118°29'46.806"E

(3) The westbound traffic lane is the area between Separation Zones and the North Boundary Line, with the length of 6.8 nautical miles, the width of 1 nautical mile, and the main traffic direction is 295° (Ships with true course).

(4) The eastbound traffic lane is the area between Separation Zones and the South Boundary Line, with the length of 6.8 nautical miles, the width of 1 nautical mile, and the main traffic direction is 115° (Ships with true course).

## 2.2 No.1 Precautionary Area

No.1 Precautionary Area is bounded by the arc centered on point M, geographical position (38°38'25.091"N, 118°40'00.974"E) with the radius of 1.925 nautical miles, and the line connecting the following three geographical positions successively.

D: 38°40'10.498"N, 118°39'00.476"E

L: 38°39'02.102"N, 118°38'19.806"E

E: 38°37'53.688"N, 118°37'39.136"E

## 2.3 No.2 Traffic Separation Scheme

2.3.1 No.2 Traffic Separation Scheme consists of Separation Zone and Traffic Lane.

2.3.2 Separation Zone of No.2 Traffic Separation Scheme, 4.85 nautical miles in length and 0.5 nautical miles in width, is centered on the line connecting the following two geographical positions:

I: 38°45'38.812"N, 118°20'13.562"E

J: 38°43'35.810"N, 118°25'50.500"E

### 2.3.3 Traffic Lane of No.2 Traffic Separation Scheme

(1) The North Boundary Line of the Traffic Lane is the line connecting the following two geographical positions:

A: 38°46'47.201"N, 118°20'54.232"E

B: 38°44'44.197"N, 118°26'31.185"E

(2) The South Boundary Line of the Traffic Lane is the line connecting the following two geographical positions:

G: 38°42'27.533"N, 118°25'09.845"E

H: 38°44'30.603"N, 118°19'32.892"E

(3) The westbound traffic lane is the area between Separation Zones and the North Boundary Line, with the length of 4.85 nautical miles, the width of 1 nautical mile, and the main traffic direction is 295° (Ships with true course).

(4) The eastbound traffic lane is the area between Separation Zones and the South Boundary Line, with the length of 4.85 nautical miles, the width of 1 nautical mile, and the main traffic direction is 115° (Ships with true course).

## 2.4 No.2 Precautionary Area

No.2 Precautionary Area is bounded by the line connecting the following four geographical positions successively.

B: 38°44'44.197"N, 118°26'31.185"E

C: 38°43'03.071"N, 118°31'08.146"E

F: 38°40'46.353"N, 118°29'46.806"E

G: 38°42'27.533"N, 118°25'09.845"E

No.2 Precautionary Area is in a rectangular shape, 3.98 nautical miles in length and 2.5 nautical miles in width.

### **3. The Competent Authority**

3.1 The Competent Authority is Tianjin Maritime Safety Administration, P. R. China.

3.2 The Vessel Traffic Service Center of Tianjin Maritime Safety Administration (hereinafter referred to as Tianjin VTS) are responsible for vessel traffic management and report in accordance with the responsibilities.

### **4. Special Provisions**

4.1 Ships following this routing system are not required to report when entering or leaving this area.

4.2 Ships navigating within this routing system shall comply with the following regulations:

(1) They shall not be exempt from the responsibilities and obligations prescribed by the International Regulations for Preventing Collisions at Sea, 1972.

(2) They shall keep watch on VHF Channel 09.

(3) Ships are not allowed to cross the traffic lane unless permitted. If crossing is unavoidable, they shall report to Tianjin VTS and inform surrounding ships of their status in advance. Crossing should only occur when it is confirmed that no ships are approaching within the traffic lane.

(4) When entering or leaving the traffic lane, ships shall navigate with an angle as small as possible with the general direction of flow within the lane.

(5) When overtaking is necessary, overtaking vessel shall get permission from the overtaken vessel, and report to Tianjin VTS in advance. Overtaking shall not result in close-quarters situation with other vessels.

(6) Anchoring, fishing, and farming are prohibited in the Precautionary Areas, Traffic Lanes, and nearby waters of their terminations. Other activities within the routing system area are subject to approval by the maritime safety administration.

(7) Ships shall navigate with particular caution proceeding into and out of the Precautionary Areas as well as in the Precautionary Areas. Good seamanship practices shall be employed at all times.

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

### **5. Implementation**

This ships' routing system shall be implemented on June 1, 2024, on a trial basis for a period of one year.

Full text of the Circular is available via the [link](#).

## **BIMCO unveils guide to help shipowners cut single-use plastic**

**BIMCO has published a Best Practice Guide to help shipowners reduce their single-use plastic footprint by installing advanced drinking water systems onboard. The guide aims to ensure the highest quality drinking water is available onboard, prioritizing seafarer wellbeing.**

A survey by BIMCO in 2021 determined that between half a billion and one billion bottles of drinking water are used on board cargo ships for seafarer hydration needs per year. These are primarily single-use plastic (SUP) bottles. Even with all the best efforts to undertake proper management onboard and discharge of the plastic waste generated, there is still a risk that bottles could reach the ocean due to mismanagement on land becoming part of the “marine litter” problem.

As well as the catastrophic impact poorly managed plastic waste is having on the ocean plastic bottles have other environmental footprints such as high greenhouse gas emission (from production to supply) and high water-demand during production.

At BIMCO we have prioritized actions that allow shipowners to reduce and, where possible remove, SUP bottles from ships and we believe the shipping industry has the opportunity to show real leadership in this area. Our best practice guide shows how simple making an impact can be – as well as highlighting the significant cost-savings and additional business, moral and environmental benefits of stepping away from plastics.

Many of our members have already begun to take action to remove SUP used on their ships and demonstrated the potential to significantly reduce the number of plastic bottles purchased by a company through the purchase or leasing of an advanced drinking water system (or systems) that provides fresh potable water. However, practical guidance on selection of systems and safe operation and maintenance was identified as a limiting factor for those ship owners wishing to implement a change. “The art and science of removing single-use plastic bottles from ships - A practical guide to ensuring safe and high-quality drinking water and realizing the environmental benefits of plastic removal” takes the experiences of those members who have made the leap to remove plastic bottle and puts it into some easily digestible steps. It describes technologies designed to replace bottled water and details key questions for you to ask potential suppliers- providing shipowners with the necessary tools to choose the most effective and suitable system. It also outlines different methods to encourage seafarers to trust and consume water produced on board, including regular water testing, transparent communication of test results, and conducting blind taste tests as well as ways to dispel misconceptions about tap water.

**[Find the BIMCO Best Practice Guide for SUP Removal here](#)**