



MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING ADVISORY
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For the attention of: SRS Ship Owners, Ship Managers, Designated Persons (DPA) and Masters.

Safety Recommendations for Vessels Navigating in China's Coastal Waters

We wish to draw your attention to the "Safety Recommendations for Vessels Navigating in China's Coastal Waters" published by the China Maritime Safety Administration (MSA), as appended in the Annex below.

2 Large numbers of fishing vessels are currently departing Chinese ports for seasonal fishing operations across the East China Sea, Yellow Sea, and South China Sea. Full fishing seasons commence on 16 August (South China Sea), 1 September (Yellow Sea and Bohai Sea), and 16 September (East China Sea). During these periods, merchant and fishing vessels will intersect intensively, resulting in a significantly increased navigational risk.

3 All vessels operating under your company in the aforementioned areas are required to strictly adhere to the recommended safety measures for Vessels Navigating in China's Coastal Waters.

Flag State Control Team
MARITIME AND PORT AUTHORITY OF SINGAPORE

Safety Recommendations for Vessels Navigating in China’ s Coastal Waters

1. Strengthen Shore-based Monitoring and Guidance

1.1 Implement 24-hour shore-based watchkeeping, strengthen dynamic monitoring of your ships, and promptly receive early warning information issued by competent authorities on waters with dense fishing vessels, high-risk waters, and concentrated entry or exit of fishing vessels. Guide your ships to conduct thorough pre-voyage risk assessments, focusing on verifying voyage plans, collision prevention measures and watchkeeping arrangements in fishing areas.

1.2 When developing voyage plans, full reference should be made to documents including the Guidelines for Coastal Public Shipping Routes, the Notice of the Maritime Safety Administration of the People's Republic of China on Promulgating High-risk Warning Zones for Collisions between Merchant Ships and Fishing Vessels in Coastal Waters of China, and the Guidelines for the Prevention of Collisions between Merchant Ships and Fishing

Vessels in Coastal Waters of China, to plan reasonable routes and specify collision prevention measures.

2. Enhance Navigation Safety

2.1 Vessels navigating along China ' s coast shall formulate voyage plans in a scientific manner. The planned routes shall keep clear of concentrated fishing areas as far as practicable, and vessels shall navigate along recommended routes whenever possible. During navigation watch handover, full information regarding the movements of surrounding merchant ships and fishing vessels as well as all navigation safety hazards shall be handed over. Watch handover shall only be conducted after collision avoidance manoeuvres have been completed and the vessels have passed and cleared each other.

2.2 Before entering areas with dense fishing vessels in coastal waters of China, a navigation safety meeting should be convened to clarify navigation requirements. When navigating in waters with dense fishing vessels, ships should strengthen bridge watchkeeping manpower, with at least two watchkeeping officers on the bridge. The master should take command when necessary. When navigating in fishing areas at night, the master should issue night orders specifying safe navigation requirements.

2.3 Before entering fishing areas, inspect and test radar, electronic chart display and information system (ECDIS), automatic identification system (AIS), voyage data recorder (VDR), very high frequency (VHF) radio, emergency power supply, navigation lights, daylight signalling lights and other sound signalling equipment. Inspect the “four engines and one boiler” to ensure their good working conditions and stand by the main engine for immediate use. Test manual steering (follow-up, non-follow-up), automatic steering and emergency steering to ensure the steering system functions properly for emergency collision avoidance manoeuvre.

2.4 When taking measures to avoid collision with fishing vessels, on the premise of ensuring the ship’s own navigation safety, exercise good seamanship to take early and positive action to keep clear of fishing vessels, so as to avoid the close-quarters situation. The minimum distance at closest point of approach (CPA) should be kept at no less than 1 nautical mile (0.5 nautical mile as far as possible in dense fishing areas). Use VHF Channel 16, ship’s whistle and lights to carry out early communication and warning with fishing vessels.

2.5 When giving way to fishing vessels engaged in fishing operations, maintain a sufficient safe distance from both the vessels

and their fishing nets. When passing a trawler, keep a distance of no less than 1 nautical mile from its stern. Crossing between pair trawlers is prohibited. When passing fishing vessels engaged in seining operation, keep a safe distance to windward and upstream of the vessel.

3. Emergency Response and Rescue

3.1 In a close-quarters situation, take decisive evasive actions such as slowing down, stopping, reversing, and altering course to avoid bow-on collision with the side of fishing vessels, to minimize collision consequences.

3.2 In the event of a collision, prioritize the rescue of human life and adopt all possible measures to rescue persons in distress. Immediately report to the nearest maritime administration through all effective means, including the location of the incident, name of the vessel in distress, casualties, ship damage, weather and sea conditions, and rescue needs. Meanwhile, notify surrounding vessels and request their assistance in rescue operations.

4. Other Important Notices

4.1 Fishing vessels engaged in drift netting, stow netting and cage fishing usually use fishing net position AIS locator to indicate fishing nets, which appear as triangular symbols on ECDIS. Fishing

net position AIS locator may affect watchkeepers' judgment of shipborne AIS, ECDIS and radar information, requiring special attention and identification.

4.2 Fishing vessels engaged in fishing operations may fail to exhibit appropriate lights and shapes in accordance with regulations. Keep clear of low-speed fishing vessels, which may be operating, anchored or adrift, possibly with improper watchkeeping or switched-off VHF/AIS equipment. Some wooden fishing vessels may be difficult to be detected by radar due to their material and structure.

4.3 Fishing vessels may suddenly alter course or increase speed to protect their fishing nets. Enhanced lookout is required.

4.4 Foreign ships communicating with fishing vessels via VHF in coastal waters of China should fully consider language barriers.