

# 中华人民共和国交通运输部公告

第 19 号

## 交通运输部关于实施 《成山角水域船舶定线制(2015)》和《成山角水域 强制性船舶报告制(2015)》的公告

《成山角水域船舶定线制(2015)》和《成山角水域强制性船舶报告制(2015)》修订案已经由国际海事组织海上安全委员会第 94 次会议审议通过,自 2015 年 6 月 1 日起施行。2000 年 12 月 1 日起施行的原《成山角水域船舶定线制》和《成山角水域强制性船舶报告制》同时废止。

凡在该水域航行、停泊、作业和从事各类活动的所有船舶、设施必须严格遵守《成山角水域船舶定线制(2015)》和《成山角水域强制性船舶报告制(2015)》规定,并服从当地海事管理机构的监督管理。

特此公告。

附件1. 成山角水域船舶定线制(2015)

2. 成山角水域强制性船舶报告制(2015)

交通运输部

2015年4月24日

# 成山角水域船舶定线制

注：请参考《成山角水域强制性船舶报告制》(参考海图：中文版海图 1305、35001 号)。

注：上述海图数据以世界大地测量系统(WGS84)为基准。

成山角水域船舶定线制由以下几部分组成：

1. 成山角水域内分道通航制、内警戒区和沿岸通航带；
2. 成山角水域外分道通航制和外部警戒区

## 一、内分道通航制部分：成山角水域内分道通航制、内警戒区和沿岸通航带

- (a) 分隔带(a)是以下列地理位置的连线为中心线，宽度为 2 海里的水域：
- (1) 37°31'.18 N 122°45'.40 E      (3) 37°11'.60 N 122°49'.68 E  
(2) 37°25'.29 N 122°49'.68 E
- (b) 分隔带(b)是以内警戒区(g)的部分边界线和以下地理位置的连线所围成的水域：
- (13) 37°38'.20N 122°47'.31E      (27) 37°11'.60N 122°56'.60E  
(14) 37°38'.82N 122°47'.76E      (9) 37°11'.60N 122°53'.46E  
(15) 37°37'.30N 122°51'.00E      (8) 37°26'.09N 122°53'.46E  
(26) 37°31'.08N 122°56'.62E      (7) 37°32'.69N 122°48'.68E
- (c) 分道通航制的内边界线为下列地理位置的连线：
- (4) 37°29'.69 N 122°42'.13E      (6) 37°11'.60 N 122°45'.91E  
(5) 37°24'.49 N 122°45'.91E
- (d) 分道通航制的外边界线为分隔带(b)的一部分，为下列地理位置的连线：
- (7) 37°32'.69N 122°48'.68E      (9) 37°11'.60N 122°53'.46E  
(8) 37°26'.09N 122°53'.46E
- (e) 南行船舶通航分道为分隔带(a)与分道通航制内边界线(c)之间的水域，宽为 2 海里。主交通流为 150° (真方向)和 180° (真方向)。
- (f) 北行船舶通航分道为分隔带(a)与分道通航制外边界线(d)之间的水域，宽为 2 海里；主交通流为 000° (真方向)和 330° (真方向)。

## 内警戒区

- (g) 成山角水域内警戒区是以下列地理位置为中心、5 海里为半径的圆弧：
- (10) 37°34'.65N 122°42'.88E  
并与下列地理位置的连线所围成的水域：
- (4) 37°29'.69 N 122°42'.13E      (7) 37°32'.69N 122°48'.68E

## 沿岸通航带

- (h) 沿岸通航带为分道通航制的内界线(c)与邻近海岸之间的水域。

## 二、外分道通航制部分：成山角水域外分道通航制和外警戒区

### 北分道通航制

- (i) 中央分隔带以下列地理位置的连线为中心线，宽度为 2 海里的水域：
- (11) 37°41'.41N 122°49'.65E      (12) 37°39'.89N 122°52'.89E
- (j) 分道通航制的边界线为下列地理位置的连线：

- (16) 37°44'.00N 122°51'.56E      (17) 37°42'.49N 122°54'.76E
- (k) 东南向的通航分道为分隔带(i)和分隔带(b)中以下地理位置的连线之间的水域:
- (14) 37°38'.82N 122°47'.76E      (15) 37°37'.30N 122°51'.00E
- 宽为 2 海里, 主交通流为 120° (真方向)。
- (l) 西北向的通航分道为分隔带(i)和边界线(j)之间的水域, 宽为 2 海里。主交通流为 300° (真方向)。

#### 东分道通航制

- (m) 中央分隔带以下列地理位置的连线为中心线, 宽度为 2 海里的水域:
- (18) 37°33'.72N 123°06'.07E      (19) 37°32'.15N 123°09'.44E
- (n) 分道通航制的南边界线为下列地理位置的连线:
- (20) 37°31'.14N 123°04'.16E      (21) 37°29'.56N 123°07'.53E
- (o) 分道通航制的北边界线为下列地理位置的连线:
- (22) 37°36'.33N 123°07'.94E      (23) 37°34'.76N 123°11'.30E
- (p) 东南向的通航分道为中央分隔带(m)和边界线(n)之间的水域, 宽为 2 海里。主交通流为 120° (真方向)。
- (q) 西北向的通航分道为中央分隔带(m)和边界线(o)之间的水域, 宽为 2 海里。主交通流为 300° (真方向)。

#### 南分道通航制

- (r) 中央分隔带以下列地理位置的连线为中心线, 宽度为 2 海里的水域:
- (24) 37°31'.08N 123°00'.37E      (25) 37°11'.60N 123°00'.37E
- (s) 分道通航制的边界线为以下列地理位置的连线
- (20) 37°31'.14N 123°04'.16E      (28) 37°11'.60N 123°04'.14E
- (t) 南行船舶的通航分道为中央分隔带(r)与分隔带(b)中以下地理位置连线之间的水域:
- (26) 37°31'.08N 122°56'.62E      (27) 37°11'.60N 122°56'.60E
- 宽为 2 海里。主交通流为 180° (真方向)
- (u) 北行船舶的通航分道为中央分隔带(r)与分道通航制的边界线(s)之间的水域:
- 宽为 2 海里。主交通流为 000° (真方向)

#### 外警戒区

- (v) 外警戒区为以下地理位置的连线:
- (17) 37°42'.49N 122°54'.76E      (26) 37°31'.08N 122°56'.62E
- (22) 37°36'.33N 123°07'.94E      (15) 37°37'.30N 122°51'.00E
- (20) 37°31'.14N 123°04'.16E

注: 建议航经成山角水域的 150 总吨及以上的油轮、载运危险、毒害和/或潜在污染货物的船舶、船长大于 200 米或平均吃水大于 12 米的船舶以及高速船舶在成山角外分道通航制中航行。

## **SHIP'S ROUTEING SYSTEM "IN THE WATERS OFF THE CHENGSHAN JIAO PROMONTORY"**

**Note:** See mandatory ship reporting system "Off the Chengshan Jiao Promontory".  
(Reference charts: Chinese charts 1305 and 35001.

**Note:** These charts are based on WGS 84 Datum.)

The ship's routeing system in the waters off the Chengshan Jiao promontory consists of several elements comprising:

- .1 The inner traffic separation scheme, the inner precautionary area and inshore traffic zone;
- .2 The outer traffic separation schemes and outer precautionary area.

### **Part I (Inner TSS):**

#### **Description of the Chengshan Jiao inner traffic separation scheme, the inner precautionary area and inshore traffic zone;**

- (a) A separation zone, 2 miles wide, is centered upon the line connecting the following geographical positions:  
(1) 37°31'.18 N 122°45'.40 E      (3) 37°11'.60 N 122°49'.68 E  
(2) 37°25'.29 N 122°49'.68 E
- (b) A separation zone is bounded by part of the inner precautionary area (g) and by lines connecting the following geographical positions:  
(13) 37°38'.20N 122°47'.31E      (27) 37°11'.60N 122°56'.60E  
(14) 37°38'.82N 122°47'.76E      (9) 37°11'.60N 122°53'.46E  
(15) 37°37'.30N 122°51'.00E      (8) 37°26'.09N 122°53'.46E  
(26) 37°31'.08N 122°56'.62E      (7) 37°32'.69N 122°48'.68E
- (c) The inner limit of the traffic separation scheme is the line connecting the following geographical positions:  
(4) 37°29'.69 N 122°42'.13E      (6) 37°11'.60 N 122°45'.91E  
(5) 37°24'.49 N 122°45'.91E
- (d) The outer limit of the traffic separation scheme is the part of separation zone (b) connecting the following geographical positions:  
(7) 37°32'.69N 122°48'.68E      (9) 37°11'.60N 122°53'.46E  
(8) 37°26'.09N 122°53'.46E
- (e) The traffic lane for southbound traffic, 2 miles wide, is established between the separation zone (a) and the inner limit of the traffic separation scheme (c). The main traffic directions are 150° (T) and 180° (T).
- (f) The traffic lane for northbound traffic, 2 miles wide, is established between the separation zone (a) and the outer limit of the traffic separation scheme (d). The main traffic directions are 000° (T) and 330° (T).

#### **Inner precautionary area**

- (g) The inner precautionary area is established to the north by an arc of a circle

of radius 5 miles centering upon geographical position:

(10) 37°34'.65N 122°42'.88E

and connecting with the following geographical positions:

(4) 37°29'.69 N 122°42'.13E

(7) 37°32'.69N 122°48'.68E

#### **Inshore traffic zone**

- (h) The inshore traffic zone is the waters between the inner limit of the traffic separation scheme described in (c) and the adjacent coast.

#### **Part II (Outer TSSs):**

#### **Description of the Chengshan Jiao outer traffic separation schemes and outer precautionary area**

##### **North traffic separation scheme**

- (i) A separation zone, 2 miles wide, is centered upon the following geographical positions:  
(11) 37°41'.41N 122°49'.65E (12) 37°39'.89N 122°52'.89E
- (j) A boundary line connects the following geographical positions:  
(16) 37°44'.00N 122°51'.56E (17) 37°42'.49N 122°54'.76E
- (k) A 2 mile wide traffic lane for southeast bound traffic between the separation zone described in (i) and that portion of separation zone described in (b) above connecting the following geographical positions:  
(14) 37°38'.82N 122°47'.76E (15) 37°37'.30N 122°51'.00E  
The main traffic direction is 120° (T)
- (l) A 2 mile wide traffic lane for northwest bound traffic is established between the separation zone described in (i) and the boundary line described in (j) above. The main traffic direction is 300° (T).

##### **East traffic separation scheme**

- (m) A separation zone, 2 miles wide, is centered upon the following geographical positions:  
(18) 37°33'.72N 123°06'.07E (19) 37°32'.15N 123°09'.44E
- (n) A boundary line connects the following geographical positions:  
(20) 37°31'.14N 123°04'.16E (21) 37°29'.56N 123°07'.53E
- (o) A boundary line connects the following geographical positions:  
(22) 37°36'.33N 123°07'.94E (23) 37°34'.76N 123°11'.30E
- (p) A traffic lane for southeast bound traffic between the separation zone described in (m) and the boundary line described in (n) above. 2 miles wide, the main traffic direction is 120° (T)
- (q) A traffic lane for northwest bound traffic between the separation zone described in (m) and the boundary line described in (o) above. 2 miles wide, the main traffic direction is 300° (T).

##### **South traffic separation scheme**

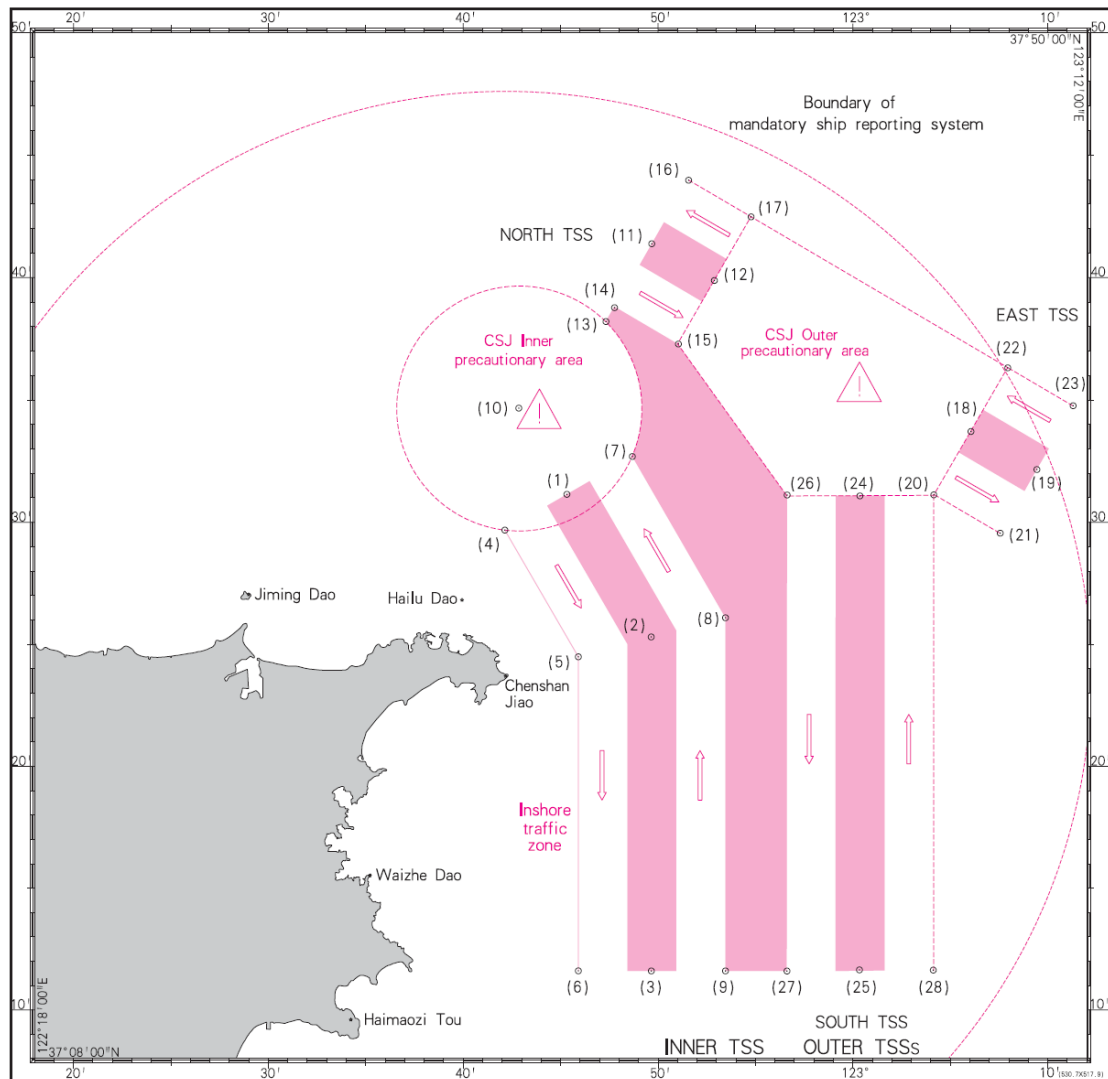
- (r) A separation zone, 2 miles wide, is centered upon the following geographical positions:  
(24) 37°31'.08N 123°00'.37E (25) 37°11'.60N 123°00'.37E
- (s) A boundary line connects the following geographical positions:  
(20) 37°31'.14N 123°04'.16E (28) 37°11'.60N 123°04'.14E
- (t) A traffic lane for southbound traffic between the separation zone described in (r) and that portion of separation zone described in (b) above connecting the following geographical positions:  
(26) 37°31'.08N 122°56'.62E (27) 37°11'.60N 122°56'.60E  
2 miles wide, the main traffic direction is 180° (T).
- (u) A traffic lane for northbound traffic between the separation zone described in (r) and the boundary line described in (s) above.  
2 miles wide, the main traffic direction is 000° (T).

**Outer Precautionary area**

- (v) The outer precautionary area is established by a line connecting the following geographical positions:  
(17) 37°42'.49N 122°54'.76E (26) 37°31'.08N 122°56'.62E  
(22) 37°36'.33N 123°07'.94E (15) 37°37'.30N 122°51'.00E  
(20) 37°31'.14N 123°04'.16E

**Notes:** All oil tankers 150 gross tonnage and above, all vessels carrying dangerous, hazardous cargo, vessels of LOA more than 200 meters, or mean draft more than 12 meters, and high speed vessels which are transiting the area of Chengshan Jiao Promontory are recommended to sail in the traffic lanes of the Outer Traffic Separation Schemes.

# CHARTLET



**SHIP'S ROUTEING SYSTEM "IN THE WATERS OFF THE CHENGSHAN JIAO PROMONTORY"**



## 附件 2

### 成山角水域强制性船舶报告制（2015）

#### 一、适用的船舶

##### (一) 要求参加该强制性船舶报告制的船舶:

- (a) 客船;
- (b) 150总吨及以上的油船, 载运危险品的船舶;
- (c) 船长超过200米或吃水大于12米的船舶;
- (d) 从事拖带和顶推的船舶(不考虑总吨);
- (e) 在以下情况, 船舶应强制向VTS报告:
  - 失控或计划在分道通航制内抛锚;
  - 船舶操纵能力受限; 或
  - 航行设备存在缺陷。

##### (二) 危险货物包括

- 1 在国际海运危险货物规则(IMDG规则)中分类的货物;
- 2 在IMO国际散装运输危险化学品船舶构造和设备规则(IBC规则)第17章和在IMO国际散装运输液化气体船舶结构和设备规则(IGC规则)第19章中分类的物质;
- 3 在MARPOL公约附则I中定义的油类;
- 4 在MARPOL公约附则II中定义的有毒液体物质;
- 5 在MARPOL公约附则III中定义的有害物质;
- 6 在船舶安全运输放射性原子能燃料、铀及高放射性废料规则(INF规则)中规定的放射性物质。

#### 二、适用的地理范围及相关海图的编号及版本

- (一) 该强制性船舶报告制的适用范围是以船舶交通管理中心(地理位置为37°23'.65N, 122°42'.12E)为圆心、半径24海里的水域。
- (二) 相关海图: 中文版海图1305、35001号。海图基准采用世界大地测量系统(WGS84)。

#### 三、报告格式、报告时间、内容和位置、主管机关及可提供的服务

##### (一) 报告格式

船舶报告制格式采用IMO A.851(20)号大会决议附则中所规定的格式。

- |     |                         |
|-----|-------------------------|
| A   | 船名、呼号和国际海事组织编码(若适用)     |
| C或D | 位置(纬度和经度或相对于陆标的位置)      |
| E   | 航向                      |
| F   | 航速                      |
| G   | 始发港                     |
| I   | 目的港(可选)                 |
| Q   | 缺陷及限制(拖船应报告其拖带长度及被拖物名称) |
| U   | 总长及总吨                   |

##### (二) 报告内容及地理位置

1. 船舶进入船舶报告制水域内应报告3.1项中的信息;如船舶驶离该水域则不要求报告。
  2. 船舶驶离报告制水域内的港口时,应报告其船名、船位、驶离时间及目的港。
  3. 船舶抵达报告制水域内的港口或锚地时,应在靠泊后或抵达后报告其船名、船位和抵达时间。
  4. 在报告制水域内发生交通事故或污染事故时,船舶应立即报告事故的种类、时间、地点、损害或污染的程度以及是否需要援助,并应按照主管机关的要求提供与事故有关的其它信息。
- (三) 主管机关  
主管机关为中华人民共和国威海海事局,呼叫名称为“成山头交管中心”。
- 四、 向船舶提供的信息及应遵守的程序
- (一) 成山角VTS中心将视情况为参加报告制的船舶提供诸如冲突船舶交通、异常天气情况及海上安全等信息。
- (二) 船舶应在VTS指定的工作频道上保持守听。
- 五、 报告制要求的无线电通讯,发送报告的频率和应报告的信息
- (一) 成山角VTS中心的工作频道:  
工作频道: VHF 08  
备用频道: VHF 09或VHF 65
- (二) 报告制所用语言为中文或英文。所有无线电电话通讯均应按规定格式采用航海通讯用语。
- 六、 报告制水域内的规定和规则  
为实施作为缔约国对其生效的国际公约,中国已采取了适当的措施,包括视情况进行了国内立法和通过国内法律颁布规章。实施的相关法律还包括履行《1972年国际海上避碰规则》、《1974年国际海上人命安全公约》及《73/78防止船舶污染国际公约》等公约的国内立法及规定。
- 七、 支持报告制运行的岸基设施
- (一) 成山角VTS中心的系统组成有:雷达系统、VHF通讯系统、信息处理和显示系统、信息传输、记录、重放系统及水文气象传感系统。其功能为:数据收集与评估、信息提供、助航服务、交通组织、支持联合行动。
- (二) 成山角VTS中心保持24小时不间断值班。
- 八、 岸基机关的通讯设施发生故障时的替代通讯手段  
成山角VTS中心的每一个频道均为多接收器冗余设计。船岸通讯替代方式为高频(单边带)、传真、电子邮件或移动电话。  
传真号码: +86-631-5232467  
电子邮件号码: whvts@whmsa.gov.cn  
移动电话号码: +86-631-5203320 +86-631-5190330
- 九、 对未能遵守报告制的船舶应采取的措施  
采取与国际法一致的适当措施确保报告制的实施。

**MANDATORY SHIP REPORTING SYSTEM "OFF CHENGSHAN JIAO  
PROMONTORY" (2015)**

**1 Categories of ships required to participate in the system**

1.1 The following ships are required to participate in the system:

- .1 *passenger ships;*
- .2 *all oil tankers 150 gross tonnage and above, all ships carrying hazardous cargo;*
- .3 *ships of LOA more than 200 m or draft more than 12 m;*
- .4 *ships engaged in towing or pushing another ship, regardless of gross tonnage; and*
- .5 *ships are compulsory to report to VTS in circumstances where they:*
  - .1 *are "not under command" or at anchor in the TSSs,*
  - .2 *are "restricted in their ability to manoeuvre"; or*
  - .3 *have defective navigational equipment.*

1.2 The meaning of hazardous cargoes is as follows:

- .1 goods classified in the International Maritime Dangerous Goods (IMDG Code);
- .2 substances classified in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code);
- .3 oils as defined in MARPOL Annex I;
- .4 noxious liquid substances as defined in MARPOL Annex II;
- .5 harmful substances as defined in MARPOL Annex III; and
- .6 radioactive materials specified in the Code for the Safe Carriage of Irradiated Nuclear Fuel, Plutonium and High-level Radioactive Wastes in Flasks on Board Ships (INF Code).

**2 Geographical coverage of the system and the numbers and editions of the reference charts used for the delineation of the system**

2.1 The waters covered by the Ship Reporting System is the water area with the VTS Center (geographical position is 37°23'.65N, 122°42'.12E) as the center and 24 miles as the radius.

2.2 The relevant charts are Chinese charts Nos. 1305, 35001. Chart datum is World Geodetic System 1984 (WGS 84) Datum.

**3 Format, reporting time and geographical positions for submitting reports, authority to whom the reports should be sent, available services.**

3.1 Format

The format for reporting is as set forth in paragraph 2 of the appendix to Assembly resolution A. 851(20)

- A Name of ship, call sign, and IMO number (if applicable)
  - C or D Position (latitude and longitude or in relation to a landmark)
  - E Course
  - F Speed
  - G Port of departure
  - I Port of destination (optional)
  - Q Defects and limitation (ships towing are to report length of tow and name of object in tow)
  - U Overall length and gross tonnage
- 3.2 Content and geographical position for submitting reports
- 3.2.1 Participating ships are to report the information in paragraph 3.1 when entering the ship reporting system area. Reports are not required when a participating ship leaves the area.
- 3.2.2 When a participating ship leaves a port that is located within the reporting area, it shall report its name, position, departure time and port of destination.
- 3.2.3 When a participating ship arrives at a port or anchorage within the reporting area, it shall report, on arrival at its berth, its name, position and arrival time.
- 3.2.4 When a traffic incident or a pollution incident occurs within the reporting area, the ship(s) shall immediately report the type, time, location of the incident, extent of damage or pollution, and whether assistance is needed. The ship(s) shall provide any additional information related to the incident, as required by the shore-based authority.
- 3.3 Authority
- The competent authority is *Weihai* Maritime Safety Administration, China. The voice call sign is "Chengshan Jiao VTS Center".
- 4 Information to be provided to ships and procedures to be followed**
- 4.1 The Chengshan Jiao VTS Center, where appropriate, will provide participating ships with information such as conflicting ship traffic, abnormal weather conditions, and maritime safety information.
- 4.2 Participating ships shall maintain a listening watch on the designated VTS working channel.
- 5 Radio communications required for the system, frequencies on which reports should be transmitted and the information to be reported.**
- 5.1 The working channels of the Chengshan Jiao VTS Center are:
- Primary-Channel 08*
- Secondary-Channel 09 or 65*
- 5.2 The language used for reports in the system will be Chinese or English. Marine communication phrases in a prescribed format will be used in all direct-printing telegraphy and radiotelephony communications.
- 6 Rules and regulations in force in the area of the system**

China has taken appropriate action to implement international conventions to which it is a party including, where appropriate, adopting domestic legislation and promulgating regulations through domestic law. Relevant laws in force include domestic legislation and regulations to implement the Convention on the International Regulations for Preventing Collisions at Sea, 1972, the International Convention for the Safety of Life at Sea, 1974, and the International Convention for the Prevention of Pollution from Ships, 1973/1978.

**7 Shore-based facilities to support operation of the system**

7.1 Chengshan Jiao VTS Center is comprised of radar, VHF communications, information processing and display, information transmission, recording, replay, and hydro-meteorological sensors. Its functions are data collection and evaluation, provision of information, navigational assistance, traffic organization and support to allied services.

7.2 Chengshan Jiao VTS Center maintains a continuous 24 hour watch.

**8 Alternative communications if the communication facility of the shore-based authority fails**

Chengshan Jiao VTS Center has built in redundancies with multiple receivers on each channel. Alternative means of ship to shore communication are by HF (SSB), telex (facsimile), email, or cellular telephone.

*Fax: +86-631-5232467*

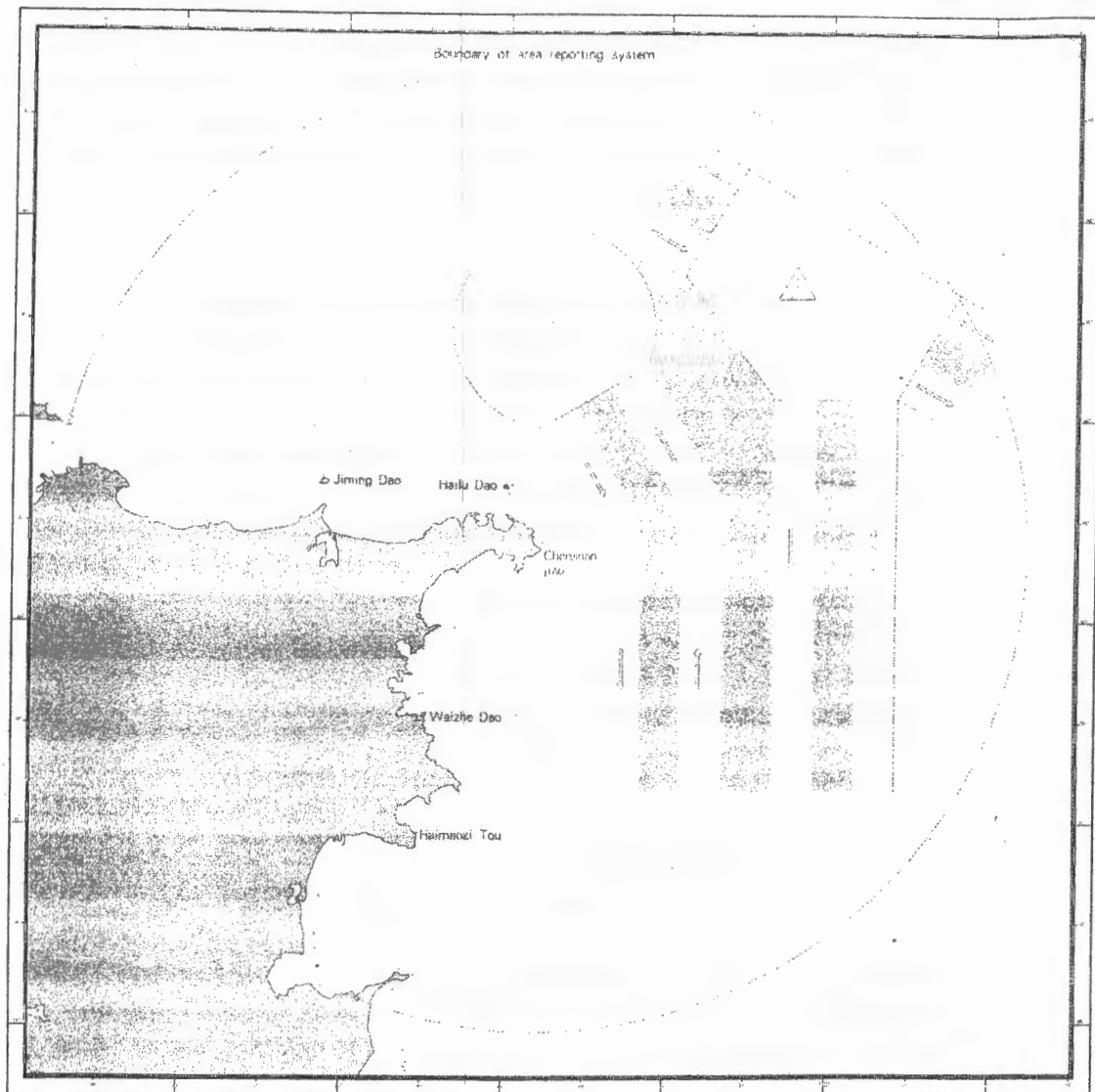
*Email: whvts@whmsa.gov.cn*

*Mobile phone: +86-631-5203320 +86-631-5190330*

**9 Measures to be taken if a ship fails to comply**

9.1 Appropriate measures will be taken to enforce compliance with the system, consistent with international law.

# CHARTLET



## BOUNDARY OF MANDATORY SHIP REPORTING SYSTEM

### "OFF CHENGSHAN JIAO PROMONTORY"

成山角水域强制性船舶报告制边界

