

营口港港区船舶定线制

一、参考海图

中国人民解放军海军司令部航海保证部出版海图图号：
11500、11519、11521、11524、11531；

中华人民共和国海事局出版海图图号：1303、13001、
13111、13144。

本定线制各坐标点采用 2000 国家大地坐标系（航海用途等同 WGS-84 世界大地坐标系）。

二、定线制范围

由分道通航制、双向航路、推荐航线、警戒区及连接处组成。本定线制中通航分道、双向航路、推荐航线的走向按主交通流的方向确定：主交通流向（指真方向，下同）在 045° — 135° 之间的称为东行；主交通流向在 225° — 315° 之间的称为西行；主交通流向在 315° — 045° 之间的称为北上；主交通流向在 135° — 225° 之间的称为南下。

（一）分道通航制

分道通航制由分隔线、边界线、通航分道组成。

1. 第 1 分道通航制

（1）分隔线

分道通航制的分隔线为以下两点连线：

$40^{\circ}08'56.70''\text{N}$ ， $121^{\circ}38'08.00''\text{E}$ ；

$40^{\circ}01'22.68''\text{N}$ ， $121^{\circ}25'40.37''\text{E}$ 。

（2）边界线

分道通航制的北边界线为以下两点连线:

40°09'27.46"N, 121°37'29.24"E;

40°02'24.91"N, 121°25'53.87"E。

分道通航制的南边界线为以下两点连线:

40°08'28.06"N, 121°38'42.63"E;

40°00'15.26"N, 121°25'22.04"E。

(3) 通航分道

东行船舶通航分道为分隔线与分道通航制南边界线之间的水域,宽度约为 0.7 海里,长度约为 12.5 海里,主交通流向为 051°。

西行船舶通航分道为分隔线与分道通航制北边界线之间的水域,宽度约为 0.7 海里,长度约为 11.7 海里,主交通流向为 231°。

2.第 2 分道通航制

(1) 分隔线

分道通航制的分隔线为以下两点连线:

40°20'34.55"N, 121°46'29.74"E;

40°18'23.40"N, 121°48'05.00"E。

(2) 边界线

分道通航制的西边界线为以下两点连线:

40°18'23.00"N, 121°47'20.21"E;

40°20'13.28"N, 121°46'01.22"E。

分道通航制的东边界线为以下两点连线:

40°18'23.60"N, 121°48'48.27"E;

40°20'54.33"N, 121°47'00.46"E。

(3) 通航分道

北行船舶通航分道为分隔线与分道通航制东边界线之间的水域,宽度约为 0.5 海里,长度约为 2.7 海里,主交通流向为 331°。

南行船舶通航分道为分隔线与分道通航制西边界线之间的水域,宽度约为 0.5 海里,长度约为 2.3 海里,主交通流向为 151°。

3.第 3 分道通航制

(1) 分隔线

分道通航制的分隔线为以下两点连线:

40°25'09.00"N, 121°43'09.00"E;

40°22'06.50"N, 121°45'35.00"E。

(2) 边界线

分道通航制的西边界线为以下两点连线:

40°24'43.68"N, 121°42'43.51"E;

40°21'59.25"N, 121°44'55.04"E。

分道通航制的东边界线为以下两点连线:

40°25'24.66"N, 121°43'42.44"E;

40°22'14.76"N, 121°46'13.49"E。

(3) 通航分道

北行船舶通航分道为分隔线与分道通航制东边界线之间的水域,宽度约为 0.5 海里,长度约为 3.7 海里,主交通流向为 329°。

南行船舶通航分道为分隔线与分道通航制西边界线之间的水域,宽度约为 0.5 海里,长度约为 3.4 海里,主交通流向为 149°。

4.第 4 分道通航制

(1) 分隔线

分道通航制的分隔线为以下四点连线:

40°22'12.00"N, 121°48'26.00"E;

40°24'02.00"N, 121°50'49.00"E;

40°24'17.00"N, 121°51'43.00"E;

40°24'17.00"N, 121°56'36.00"E。

(2) 边界线

分道通航制的北边界线为以下四点连线:

40°22'20.47"N, 121°48'14.79"E;

40°24'12.37"N, 121°50'40.26"E;

40°24'29.00"N, 121°51'40.16"E;

40°24'29.00"N, 121°56'35.93"E。

分道通航制的南边界线为以下四点连线:

40°22'03.52"N, 121°48'37.06"E;

40°23'51.62"N, 121°50'57.59"E;

40°24'05.00"N, 121°51'45.69"E;

40°24'05.00"N, 121°56'35.93"E。

(3) 通航分道

东行船舶通航分道为分隔线与分道通航制南边界线之间的水域,宽度约为 0.3 海里,长度约为 7.0 海里,主交通流向

为 045° 转 070° , 再转 090° 。

西行船舶通航分道为分隔线与分道通航制北边界线之间的水域, 宽度约为 0.3 海里, 长度约为 7.0 海里, 主交通流向为 270° 转 250° , 再转 225° 。

(二) 双向航路

双向航路由边界线组成。

双向航路的北边界线为以下两点连线:

$40^{\circ}18'23.40''\text{N}$, $121^{\circ}48'46.00''\text{E}$;

$40^{\circ}18'23.40''\text{N}$, $121^{\circ}43'07.24''\text{E}$ 。

双向航路的南边界线为以下两点连线:

$40^{\circ}16'35.00''\text{N}$, $121^{\circ}48'46.00''\text{E}$;

$40^{\circ}16'35.00''\text{N}$, $121^{\circ}40'21.80''\text{E}$ 。

双向航路宽度约为 1.8 海里, 长度约为 5.8 海里, 主交通流向为 $090^{\circ}/270^{\circ}$ 。

(三) 推荐航线

推荐航线由边界线组成。

推荐航线的北边界线为以下两点连线:

$40^{\circ}17'43.50''\text{N}$, $121^{\circ}51'05.70''\text{E}$;

$40^{\circ}09'55.50''\text{N}$, $121^{\circ}38'16.20''\text{E}$ 。

推荐航线的南边界线为以下两点连线:

$40^{\circ}17'20.00''\text{N}$, $121^{\circ}51'30.00''\text{E}$;

$40^{\circ}09'31.20''\text{N}$, $121^{\circ}38'46.40''\text{E}$ 。

推荐航线宽度约为 0.5 海里, 长度约为 12.5 海里, 主交通流向为 231° 。

（四）警戒区

警戒区为多点构成的不规则的几何图形，为以下四点连线构成的水域：

40°21'23.90"N， 121°41'46.50"E；

40°19'04.00"N， 121°44'18.50"E；

40°22'01.40"N， 121°48'40.00"E；

40°22'33.50"N， 121°47'57.70"E。

（五）连接处

（1）第1分道通航制与推荐航线、仙人岛港区航道端部的连接处由以下四点连线构成：

40°08'28.06"N， 121°38'42.63"E；

40°09'27.46"N， 121°37'29.24"E；

40°09'55.50"N， 121°38'16.20"E；

40°09'20.40"N， 121°39'00.00"E。

（2）第4分道通航制与鞍钢港区航道端部的连接处由以下四点连线构成：

40°24'33.20"N， 121°56'36.00"E；

40°24'00.80"N， 121°56'36.00"E；

40°24'02.40"N， 121°58'39.60"E；

40°24'08.90"N， 121°58'42.10"E。

三、特别规定

（一）除特殊情况外，船舶应当使用定线制水域航行，按照《中华人民共和国海事局关于在全国主要水域实施“一次性船位报告”便利化措施的通告》要求报告。

（二）在定线制水域航行的船舶，不免除其遵守《1972年国际海上避碰规则》所规定的各项责任和义务。

（三）在定线制水域航行的船舶，应当遵守下列规定：

（1）在甚高频（VHF）16频道守听。

（2）尽可能避免穿越通航分道、双向航路、推荐航线，如需穿越时，应当提前向周围船舶通报本船动态，在确认没有顺通航分道、双向航路、推荐航线航行的船舶接近的情况下方可穿越，并尽可能以与通航分道、双向航路和推荐航线船舶总流向成直角方向穿越。

（3）如需从通航分道、双向航路、推荐航线的一侧驶进或驶出时，应当与该通航分道、双向航路和推荐航线的船舶总流向形成尽可能小的角度。

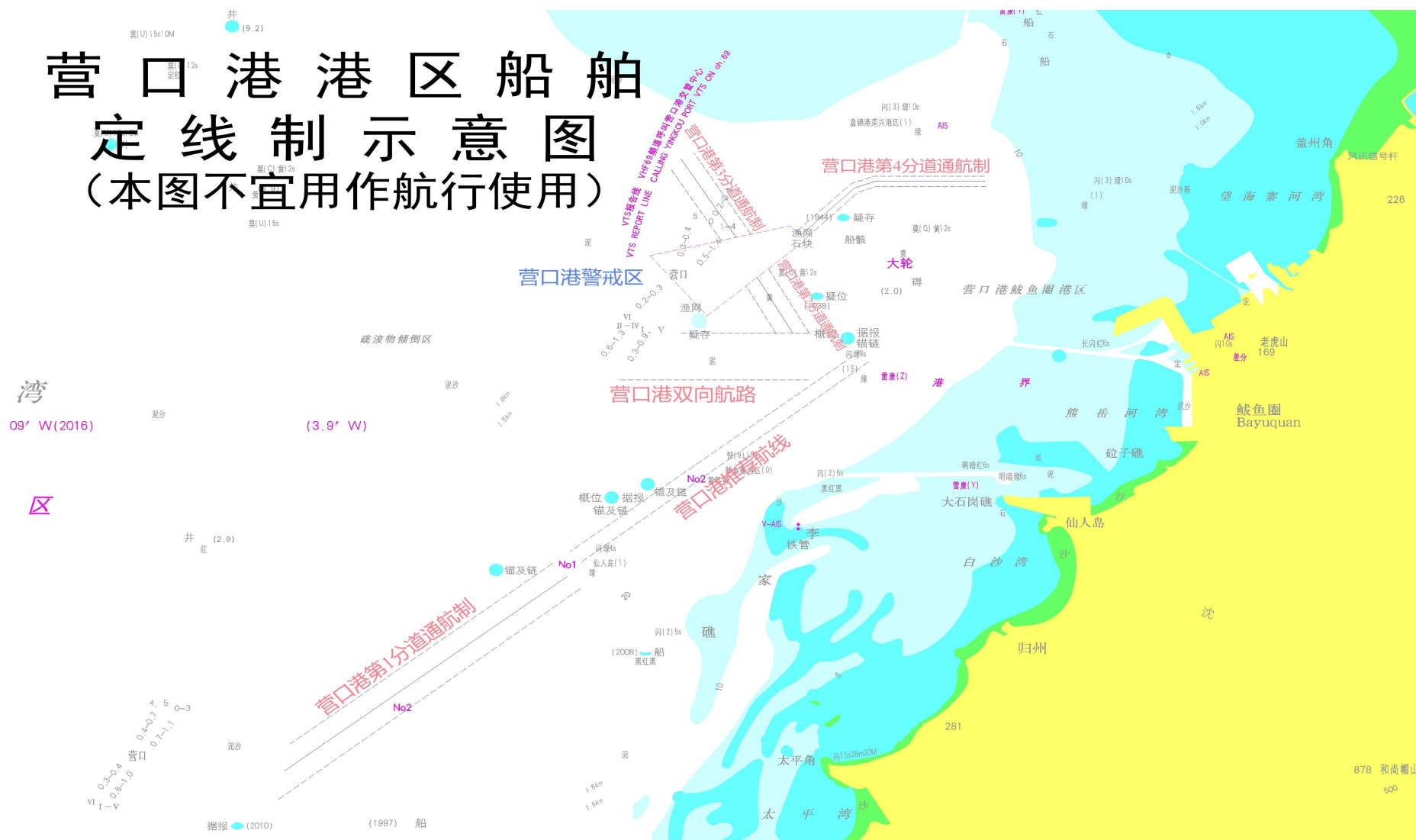
（4）追越时，应当提前征得被追越船同意，追越应当不致与其他船舶形成紧迫局面。

（5）在警戒区、连接处航行及驶入和驶出警戒区、连接处时应当特别谨慎航行，并运用良好的船艺。

（四）不得在定线制水域及其端部锚泊或从事捕捞、养殖等碍航活动。

（五）船舶违反定线制规定，由海事管理机构依照有关法律、行政法规的规定处置。

营口港港区船舶 定线制示意图 (本图不宜用作航行使用)



Ship's Routeing System for Yingkou Port Waters

1. Reference Charts

The relevant chart numbers published by the Navigation Support Department of the Naval Headquarters of Chinese People's Liberation Army Navy are as follows: Chart No. 11500, Chart No. 11519, Chart No. 11521, Chart No. 11524, Chart No. 11531;

In addition, the relevant chart numbers published by the Maritime Safety Administration of the People's Republic of China are as follows: Chart No. 1303, Chart No. 13001, Chart No. 13111, Chart No. 13144;

Furthermore, all coordinate points adopted in this Ship's Routeing System are on the basis of the China Geodetic Coordinate System 2000 (CGCS2000), which is equivalent to the WGS-84 World Geodetic System for navigational purposes.

2. The Scope of the Ship's Routeing System

It is composed of traffic separation schemes, two-way route, recommended route, precautionary area and junctions. The alignment of the traffic lanes, the two-way route and the recommended route within this system is determined in accordance with the direction of the main traffic flow. The general direction of the main traffic flow (hereinafter referred to as the true bearing) is defined as follows:

- Eastbound: between 045° and 135°;
- Westbound: between 225° and 315°;
- Northbound: between 315° and 045°;
- Southbound: between 135° and 225°.

2.1 Traffic Separation Schemes

The Traffic Separation Scheme consists of separation lines, boundary lines and traffic lanes.

2.1.1 Traffic Separation Scheme No. 1

(1) Separation Lines

The separation line of Traffic Separation Scheme No. 1 is a line joining the two geographical positions, including

40°08'56.70"N, 121°38'08.00"E;

40°01'22.68"N, 121°25'40.37"E.

(2) Boundary Lines

The northern boundary line is a line joining the two geographical positions, including

40°09'27.46"N, 121°37'29.24"E;

40°02'24.91"N, 121°25'53.87"E.

The southern boundary line is a line joining the two geographical positions, including

40°08'28.06"N, 121°38'42.63"E;

40°00'15.26"N, 121°25'22.04"E.

(3) Traffic Lanes

The eastbound traffic lane is bounded by the separation line and the southern boundary line of this traffic separation scheme, with approximately 0.7 nautical miles in width, 12.5 nautical miles in length and 051° of the general direction of traffic flow.

The westbound traffic lane is bounded by the separation line and the northern boundary line of this traffic separation scheme, with approximately 0.7 nautical miles in width, 11.7 nautical miles in length and 231° of the general direction of traffic flow.

2.1.2 Traffic Separation Scheme No. 2

(1) Separation Lines

The separation line of Traffic Separation Scheme No. 2 is a line joining the two geographical positions, including

40°20'34.55"N, 121°46'29.74"E;

40°18'23.40"N, 121°48'05.00"E.

(2) Boundary Lines

The western boundary line is a line joining the two geographical positions, including

40°18'23.00"N, 121°47'20.21"E;

40°20'13.28"N, 121°46'01.22"E.

The eastern boundary line is a line joining the two geographical positions, including

40°18'23.60"N, 121°48'48.27"E;

40°20'54.33"N, 121°47'00.46"E.

(3) Traffic Lanes

The northbound traffic lane is bounded by the separation line and the eastern boundary line of this traffic separation scheme, with approximately 0.5 nautical miles in width, 2.7 nautical miles in length and 331° of the general direction of traffic flow.

The southbound traffic lane is bounded by the separation line and the western boundary line of this traffic separation scheme, with approximately 0.5 nautical miles in width, 2.3 nautical miles in length and 151° of the general direction of traffic flow.

2.1.3 Traffic Separation Scheme No. 3

(1) Separation Lines

The separation line of Traffic Separation Scheme No. 3 is a line joining the two geographical positions, including

40°25'09.00"N, 121°43'09.00"E;

40°22'06.50"N, 121°45'35.00"E.

(2) Boundary Lines

The western boundary line is a line joining the two geographical positions, including

40°24'43.68"N, 121°42'43.51"E;

40°21'59.25"N, 121°44'55.04"E.

The eastern boundary line is a line joining the two geographical positions, including

40°25'24.66"N, 121°43'42.44"E;

40°22'14.76"N, 121°46'13.49"E.

(3) Traffic Lanes

The northbound traffic lane is bounded by the separation line and the eastern boundary line of this traffic separation scheme, with approximately 0.5 nautical miles in width, 3.7 nautical miles in length and 329° of the general direction of traffic flow.

The southbound traffic lane is bounded by the separation line and the western boundary line of this traffic separation scheme, with approximately 0.5 nautical miles in width, 3.4 nautical miles in length and 149° of the general direction of traffic flow.

2.1.4 Traffic Separation Scheme No. 4

(1) Separation Lines

The separation line of Traffic Separation Scheme No. 4 is a line joining the four geographical positions, including

40°22'12.00"N, 121°48'26.00"E;

40°24'02.00"N, 121°50'49.00"E;

40°24'17.00"N, 121°51'43.00"E;

40°24'17.00"N, 121°56'36.00"E.

(2) Boundary Lines

The northern boundary line is a line joining the four geographical positions, including

40°22'20.47"N, 121°48'14.79"E;

40°24'12.37"N, 121°50'40.26"E;

40°24'29.00"N, 121°51'40.16"E;

40°24'29.00"N, 121°56'35.93"E.

The southern boundary line is a line joining the four geographical positions, including

40°22'03.52"N, 121°48'37.06"E;

40°23'51.62"N, 121°50'57.59"E;

40°24'05.00"N, 121°51'45.69"E;

40°24'05.00"N, 121°56'35.93"E.

(3) Traffic Lanes

The eastbound traffic lane is bounded by the separation line and the southern boundary line of this traffic separation scheme, with approximately 0.3 nautical miles in width and 7.0 nautical miles in length. And the general direction of traffic flow alters from 045° to 070°, then to 090°.

The westbound traffic lane is bounded by the separation line and the northern boundary line of this traffic separation scheme, with approximately 0.3 nautical miles in width and 7.0 nautical miles in length. And the general direction of traffic flow alters from 270° to 250°, then to 225°.

2.2 Two-way Route

The two-way route is defined by its boundary lines.

The northern boundary line is a line joining the two geographical positions, including

40°18'23.40"N, 121°48'46.00"E;

40°18'23.40"N, 121°43'07.24"E.

The southern boundary line is a line joining the two geographical positions, including

40°16'35.00"N, 121°48'46.00"E;

40°16'35.00"N, 121°40'21.80"E.

This two-way route is approximately 1.8 nautical miles in width and 5.8 nautical miles in length, with 090°/270° of the general direction of traffic flow.

2.3 Recommended Route

The recommended route is defined by its boundary lines.

The northern boundary line is a line joining the two geographical positions, including

40°17'43.50"N, 121°51'05.70"E;

40°09'55.50"N, 121°38'16.20"E.

The southern boundary line is a line joining the two geographical positions, including

40°17'20.00"N, 121°51'30.00"E;

40°09'31.20"N, 121°38'46.40"E.

This recommended route is approximately 0.5 nautical miles in width and 12.5 nautical miles in length, with 231° of the general direction of traffic flow.

2.4 Precautionary Area

The precautionary area is an irregular-shape water bounded by lines connecting the four geographical positions, including

40°21'23.90"N, 121°41'46.50"E;

40°19'04.00"N, 121°44'18.50"E;

40°22'01.40"N, 121°48'40.00"E;

40°22'33.50"N, 121°47'57.70"E.

2.5 Junctions

(1) The junction between Traffic Separation Scheme No. 1, the Recommended Route and the end of the channel of Xianrendao Port Area of Yingkou Port is defined as the waters bounded by lines joining the four geographical positions, including

40°08'28.06"N, 121°38'42.63"E;

40°09'27.46"N, 121°37'29.24"E;

40°09'55.50"N, 121°38'16.20"E;

40°09'20.40"N, 121°39'00.00"E.

(2) The junction between Traffic Separation Scheme No. 4 and the end of the channel of Angang Port Area of Yingkou Port is defined as the waters bounded by lines joining the four geographical positions, including

40°24'33.20"N, 121°56'36.00"E;

40°24'00.80"N, 121°56'36.00"E;

40°24'02.40"N, 121°58'39.60"E;

40°24'08.90"N, 121°58'42.10"E.

3. Special Provisions

3.1 Except in special circumstances, vessels shall navigate in waters subject to the planned ship's routing system and report in accordance with the requirements of The Notice of the Maritime Safety Administration of the People's Republic of China on Implementation of the "One-off Vessel Position Report" Facilitation Measures in Major National Waters.

3.2 Vessels navigating in the ship's routing system are not exempt from complying with the responsibilities and obligations stipulated in the International Regulations for Preventing Collisions at Sea, 1972.

3.3 Vessels navigating in the ship's routing system shall comply with the following provisions:

(1) Keep a listening watch on VHF Channel 16.

(2) Shall, so far as practicable, avoid crossing the traffic lanes, two-way route, recommended route. If the crossing is unavoidable, the vessel shall notify surrounding vessels of its movements in advance and may cross only after confirming that no vessel is approaching along the traffic lanes, two-way route, recommended route. The crossing shall be made at an angle as close to perpendicular as possible to the general direction of traffic flow in the traffic lanes, two-way route, recommended route.

(3) When joining or leaving a traffic lane, two-way route, recommended route from either side of the lane, vessels shall do so at as small an angle to the general direction of traffic flow as practicable.

(4) When overtaking, the consent shall be obtained from the vessel being overtaken, and the overtaking manoeuvring operation shall not result in a close-quarters situation with other vessels.

(5) Vessels shall navigate with particular caution and exercise good seamanship when navigating within, entering or exiting the precautionary area and the junctions.

3.4 Anchoring or engaging in fishing, aquaculture, or other activities that obstruct navigation is prohibited in the waters of this ship's routeing system and its terminals.

3.5 Vessels that violate the regulations of the ship's routeing system shall be penalised by the Maritime Administration Authorities in accordance with relevant laws, regulations, and administrative codes.

Ship's Routeing System For Yingkou Port Waters Schematic Chart

(This chart is not suitable for
navigation purposes.)

