

辽宁沿海船舶航法指引（1.0 版）

为保障辽宁沿海船舶航行安全，根据《中华人民共和国海上交通安全法》《1972 年国际海上避碰规则》及有关规定，制定《辽宁沿海船舶航法指引（1.0 版）》。

辽宁沿海实施船舶定线制管理，规定船舶应当使用定线制水域航行，不得在定线制及其端部锚泊或从事捕捞、养殖等碍航活动，实现“商渔分界、各行其道”。本指引仅供船舶进出辽宁沿海港口和使用辽宁沿海船舶定线制航行时参考。无论何时均不免除船员对船舶安全的责任，不免除其应当遵守《1972 年国际海上避碰规则》和有关航行管理规定的义务。

一、总体要求

（一）航线设计

1.除特殊情况外，船舶应使用定线制航行，并将计划航线设计在相应的通航分道内，沿该分道船舶总流向的右侧航行。

2.船舶应尽可能在通航分道的端部或警戒区驶进或驶出。

3.船舶应尽可能避免穿越通航分道，如需穿越时，尽可能以与分道通航船舶总流向成直角方向穿越。

4.船舶应尽可能让开分隔带或分隔线。

5.深水航路仅供吃水受限的重载超大型船舶使用，沿岸通航带仅供船舶总长小于 20 米的船舶使用，其他船舶应尽

量避免使用。

6.设计航线时应充分考虑商渔船碰撞高风险警示区。

（二）船舶航行值班

1.在分道通航制或深水航路航行时，船位应保持在相应的通航分道或航路内，不得进入分隔带。当船舶由于避让他船等原因而偏离时，在保证安全的情况下应尽快回到相应的通航分道内航行；船舶在警戒区及附近水域航行时应特别小心谨慎驾驶。

2.在航行期间，应使用视觉、听觉以及当时环境和情况下的一切可用的合适手段保持正规的瞭望，以便对局面和碰撞危险作出充分的估计。

3.在任何时候均应以安全航速行驶，以便能采取适当而有效的避碰行动，并能在适合当时环境和情况的距离以内把船停住。

在决定安全航速时，考虑的因素中应包括但不限于下列各点：

（1）能见度情况；

（2）通航密度，包括渔船或者任何其他船舶的密集程度；

（3）船舶的操纵性能，特别是在当时情况下的停船距离和旋回性能；

（4）夜间的背景光线，例如来自岸上的灯光或者本船灯光的反向散射；

（5）风、浪和流的状况以及与航行危险物的距离；

(6) 吃水与可用水深的关系；

(7) 对备有可使用的雷达的船舶，还应考虑：

- ①雷达设备的特性、效率和局限性；
- ②所选用的雷达距离标尺带来的任何限制；
- ③海况、天气和其他干扰源对雷达探测的影响；
- ④在足够范围内，雷达对小船、浮冰和其他漂浮物有探测不到的可能性；
- ⑤雷达探测到的船舶数目、位置和动态；
- ⑥当用雷达测定附近船舶或其他物体的距离时，可能对能见度作出更确切的估计。

4.应加强与周边船舶沟通联系，明确意图，保持安全距离。

5.应始终保持甚高频（VHF）指定频道有效守听，与他船交会时提前沟通协调。

6.海上航行期间，应正确显示号灯号型，始终保持 AIS、雷达等导航设备正常使用。

（三）船舶避让

1.坚持“早、大、宽、清”原则，最小会遇距离开阔海域不小于 1 海里，商渔船碰撞高风险警示区尽可能不小于 0.5 海里。

2.在警戒区或遭遇多船会遇的复杂情况时，使用甚高频（VHF）指定频道积极联系，协调避让；若无法有效联系，应主动避让。

3.必要时使用汽笛、白昼信号灯等进行警示。

4.警戒区，连接处和定线制与航道、锚地之间连接处通航环境复杂，应避免追越他船。

（四）重点船舶

应特别关注失去控制的船舶、操纵能力受限的船舶、限于吃水的船舶、从事捕鱼的船舶，以及从事拖带或顶推他船的船舶，密切监控其航行态势，尤其注意其操纵受限性、巨大盲区、较大冲程等特殊情况，必要时调整安全距离，提前明确会遇意图，及时建立通信联系，有效避免碰撞风险。

（五）高频使用规范

1.除使用海事管理机构规定频道进行报告、通话外，船舶间建立甚高频（VHF）通信流程遵循“先16后专用”原则：船舶需先在甚高频（VHF）16频道呼叫建立联系，再转换至双方约定频道进行后续通话。

2.任何船舶不得在甚高频（VHF）频道播发与船舶航行安全无关的信息，不得长时间占用甚高频（VHF）16频道或指定频道。

（六）船舶应急

1.失去控制的船舶应立即显示对应的号灯和号型，应当立即报告海上搜救中心，使用一切有效手段告知周边船舶本船动态。

2.失去控制或遇险船舶应当采取有效措施防止、减少生命财产损失和海洋环境污染。

二、特殊情形附加要求

（一）老铁山水道水域

使用老铁山水道船舶定线制的船舶，应遵守《关于实施老铁山水道船舶定线制和船舶报告制的公告》《老铁山水道船舶定线制实施细则》相关要求。

（二）能见度不良天气

在能见度不良的水域中或在其附近航行的船舶，应由船长亲自指挥，正确鸣放声号，及时开启航行灯，指派专人瞭望，以适合当时能见度不良的环境和情况的安全航速行驶，调整为手操舵，备妥双锚，并时刻做好应急抛锚的准备。同时，加强值班值守，守听甚高频（VHF）16 频道或指定频道，接收相关航行安全信息，如有必要及时发布本船雾航动态，充分正确利用雷达、VHF、AIS 等助航导航设备，及早发现来船并判断是否存在碰撞危险。航经渔船作业附近水域时还应特别注意周边渔船动态。

（三）冬季冰区水文条件

1.船舶冬季进出辽东湾各港口前，应通过海事、海洋、气象等部门发布的冰情信息了解航经水域的海冰情况，结合船舶装载情况、抗冰等级、冰情发展预报等信息研判船舶航行是否具备安全条件。

2.船舶航行期间遭遇海面结冰或大量浮冰时，应调整航速，船长到驾驶台指挥，根据船舶情况和冰情制定船舶进出冰区的方案。在冰中航行时应特别谨慎驾驶，按照冰中航行的相关要求操纵船舶航行。船舶冰中航行期间，应密切注意冰情的变化，并适当调整航速和航向，抵达港口附近时应对船位进行校核，使用浮标进行导航时应考虑浮标移位的风

险。

三、避免商渔船碰撞事故的良好做法

（一）航行航法

1. 进入渔船密集区水域之前

（1）开航前，船长应严格审核计划航线，对航次计划中存在的风险进行充分的评估。尽量使用定线制水域合理制定航线，必要时，应合理绕航，尽可能避开渔船集中作业水域，最大限度的减少与渔船相遇的机会。

（2）对雷达、电子海图、GPS、AIS、VDR、VHF、航行灯和声号等助航设备进行检查和测试，对车、舵进行检查和测试，确保正常可用。

（3）合理安排驾驶台航行值班人员，任何时候驾驶台应保持至少 2 名航行值班人员。

（4）应在驾驶台显著位置张贴渔区航行安全注意事项及相应行动对策。

（5）船长应确保每位参加航行的值班人员熟悉上述信息。

2. 经过或临近渔船密集区水域期间

（1）驾驶台航行值班人员应使用视觉、听觉以及适合当时环境和情况的一切可用手段保持正规瞭望，全面掌握本船周边水域其他船舶的航行态势，以便对局面和碰撞危险作出充分的估计。

（2）值班驾驶员根据周围渔船密集程度和航行值班强度调整值班等级，必要时应立即通知船长到驾驶台。

(3) 进入渔船密集区域航行时应将自动舵调整为手操舵。若当时环境许可，尽可能保持 1 海里以上距离通过，并保持戒备，防止渔船因为护网等原因突然加速、停船、掉头等造成紧迫局面。

(4) 船长要针对夜间渔区航行的特殊戒备要求，制定和签发夜航命令。

(5) 使用安全航速航行，提前通知机舱备车，必要时减速航行。

(6) 雾航时即使雷达上没有发现渔船也应按章鸣放雾号。

3. 特别注意事项

(1) 每年伏季休渔结束后是沿海渔船活动密集程度最高时段。

(2) 夜间是商渔船碰撞事故高发时段，应予以特别关注。

(3) 应特别注意部分夜间锚泊渔船可能未按要求值班、显示号灯和开启 AIS；还要特别注意大量渔网网位仪对 AIS、雷达回波和电子海图的干扰。

(4) 部分木质渔船的雷达回波较弱，大风浪天气情况下可能无法根据雷达回波辨识目标。

(5) 驾驶人员交接班时要说明周边水域商船与渔船动向等航行安全风险点。正在进行避让的，要完成避让行动并驶过让清后再予交接。

(6) 船长、驾驶员应注意，即使是在休渔期，也可能

有部分渔船出海活动，值班人员应加强瞭望，谨慎驾驶，避免麻痹大意。

（二）碰撞风险的判定

1. 与他船相互驶近，应先利用雷达 6~12 海里量程远距离标绘目标，以便尽早判定是否存在碰撞风险。当目标进入目视范围时，应对他船的目视方位保持持续的观测。

2. 如果任何一艘船舶改变航向或速度，ARPA 需要在稳定的航向和速度下至少保持 3 分钟，才能预测准确的数据或矢量。

3. 若观测到渔船船速在 3 节左右，通常标明该渔船正在从事捕鱼作业，操作能力受限，此时应及早协调避让、宽让，尤其是让清渔船的网具。

（三）避让行动

1. 应严格遵守避碰规则，避让时坚持“早、大、宽、清”。避让行动应积极且及时的实施，使他船能够通过目视或雷达明显察觉到。在开阔水域与他船会遇，只要条件允许，避让他船时最小会遇距离不应少于 1 海里，以确保让清他船。

2. 构成碰撞危险时，及早通过 VHF16 频道呼叫渔船。若数次尝试呼叫无应答，应主动采取避让行动，同时采用汽笛、灯光等其他视听方式进行警告。

3. 发现需紧急避让的渔船，可用白昼信号灯闪烁至少 5 次，或用至少 5 短声的连续声号引起渔船注意。紧急避让时，除用舵避让外，应同时考虑主机协调，减速避让。

4. 值班驾驶员在避让渔船的同时，也要重点识别和关注

其他商船的动态，以免与其构成碰撞危险，尤其是处在众多渔船中的商船。

5. 能见度不良情况下，应按规定鸣放声号，必要时加派人员瞭头。

6. 大风浪天气情况下，应降低航速、加强瞭望，严防渔船在视觉、雷达盲区内无法被发现。

7. 特别注意事项。

（1）语言沟通时要充分考虑口音、语言表达等方面的局限性，确保双方互相清楚对方意图。

（2）商船与渔船即使发生轻微擦碰也可能造成渔船受损甚至倾覆，而商船上的人员却不易察觉。当近距离驶过渔船时，应仔细观察，确保未发生擦碰或浪损。

（3）渔船与商船特别临近时，出于护网或传统习俗的原因，部分渔船可能会突然做出改向、加速、抢船头等异常举动。如遇渔船抢船头情况，很可能是本船航行的前方有该渔船的渔网。

（4）受到渔船作业灯光及网位仪干扰，驾驶员容易忽视渔船作业密集区内的其他商船。

（四）应急救援

1. 在碰撞不可避免时，应尽可能避免本船船首与渔船正面撞击。

2. 发生碰撞事故后应立即停船，将人命救助置于首位，全力实施救助。全部遇险人员脱险前，只要不严重危及自身安全，严禁擅自驶离现场。

3. 发生碰撞事故后，通过一切有效途径，立即向就近的海事管理机构报告，报告内容应包含事故发生位置、遇险船舶名称、人员伤亡情况、船舶受损情况、天气海况、救助需求等。同时，通告周围船舶，请求参与救助。

4. 船长应服从主管机关的安排，妥善处理事故现场，保留好相关证据，配合主管机关做好事故调查。

附件：1.老铁山水道（含警戒区）船舶航法指引；
2.大连港大三山水道（含警戒区）船舶航法指引；
3.辽宁沿海航路（含深水航路）船舶航法指引。

附件 1

老铁山水道（含警戒区） 船舶航法指引

中华人民共和国辽宁海事局

2026 年 7 月

一、船舶航法

（一）西行驶入老铁山水道。

黄海海域-老铁山水道分道通航制-老铁山水道警戒区-渤海海域船舶定线制。（参见示意图红线）

（二）东行驶入老铁山水道。

渤海海域船舶定线制-老铁山水道警戒区-老铁山水道分道通航制-黄海海域。（参见示意图绿线）

二、特殊水域航法指引

老铁山水道警戒区汇集老铁山水道至天津港、老铁山水道至唐山港曹妃甸港区、老铁山水道至黄骅港、老铁山水道至唐山港京唐港区、老铁山水道至秦皇岛港、老铁山水道至葫芦岛绥中港区、老铁山水道至营口港、老铁山水道至旅顺新港双向航路，老铁山水道至唐山港曹妃甸港区深水航路（含南线）、老铁山水道至营口仙人岛深水航路，老铁山水道至东营港推荐航线，根据港口位置分为渤海北部、渤海西北部、渤海西部、渤海南部四股交通流，各交通流推荐航法如下：

（一）渤海北部交通流

1.渤海北部交通流包含老铁山水道至营口港、老铁山水道至旅顺新港双向航路、老铁山水道至营口仙人岛深水航路。

2.北行船舶在驶入老铁山水道分道通航制西行通道后沿北侧边线航行，驶入老铁山水道警戒区时应加强瞭望，密切关注渤海西北部、渤海西部、渤海南部航行船舶动态，运用

良好船艺做好沟通和协调避让，保持安全航速，择机从老铁山水道警戒区圆心（38°36'24.00"N/120°51'18.00"E，下同）东北侧驶入对应船舶定线制并靠右侧航行。

3.南行船舶在对应船舶定线制驶入老铁山水道警戒区时应加强瞭望，密切关注渤海西北部、渤海西部、渤海南部航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机从老铁山水道警戒区圆心西南侧驶入老铁山水道分道通航制东行通道并靠右侧航行。

（二）渤海西北部交通流

1.渤海西北部交通流包含老铁山水道至秦皇岛港、老铁山水道至葫芦岛绥中港区双向航路。

2.西行船舶在驶入老铁山水道分道通航制西行通道后靠近北侧边线航行，驶入老铁山水道警戒区时应加强瞭望，密切关注渤海北部、渤海西部、渤海南部航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机从老铁山水道警戒区圆心东北侧驶入对应船舶定线制并靠右侧航行。

3.东行船舶在对应船舶定线制驶入老铁山水道警戒区时应加强瞭望，密切关注渤海北部、渤海西部、渤海南部航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机从老铁山水道警戒区圆心西南侧驶入老铁山水道分道通航制东行通道并靠右侧航行。

（三）渤海西部交通流

1.渤海西部交通流包含老铁山水道至天津港、老铁山水

道至黄骅港、老铁山水道至唐山港曹妃甸港区、老铁山水道至唐山港京唐港区双向航路。老铁山水道至唐山港曹妃甸港区（含南线）深水航路。

2.西行船舶在驶入老铁山水道分道通航制西行通道后沿西行通道中线航行，驶入老铁山水道警戒区时应加强瞭望，密切关注渤海北部、渤海西北部、渤海南部航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机从老铁山水道警戒区圆心北侧驶入对应船舶定线制并靠右侧航行。

3.东行船舶在对应船舶定线制驶入老铁山水道警戒区时应加强瞭望，密切关注渤海北部、渤海西北部、渤海南部航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机从老铁山水道警戒区圆心西南侧驶入老铁山水道分道通航制东行通道并靠右侧航行。

（四）渤海南部交通流

1.渤海南部交通流包含老铁山水道至东营港推荐航线。

2.南行船舶在驶入老铁山水道分道通航制西行通道后靠近分隔带北侧边线航行，驶入老铁山水道警戒区时应加强瞭望，密切关注渤海北部、渤海西北部、渤海西部航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机从老铁山水道警戒区圆心北侧驶入对应船舶定线制并靠右侧航行。

3.北行船舶在对应船舶定线制驶入老铁山水道警戒区时应加强瞭望，密切关注渤海北部、渤海西北部、渤海西部航

行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机从老铁山水道警戒区圆心西南侧驶入老铁山水道分道通航制东行通道并靠右侧航行。

三、注意事项

（一）老铁山水道船舶通航密度大、通航分道宽度较窄，警戒区多股复杂交通流汇入、分流，会遇态势复杂，碰撞风险高，船舶航经该水域应特别谨慎驾驶。

（二）驶入、驶出老铁山水道的船舶应在驶入、驶出前确保机电设备处于正常工作状态。

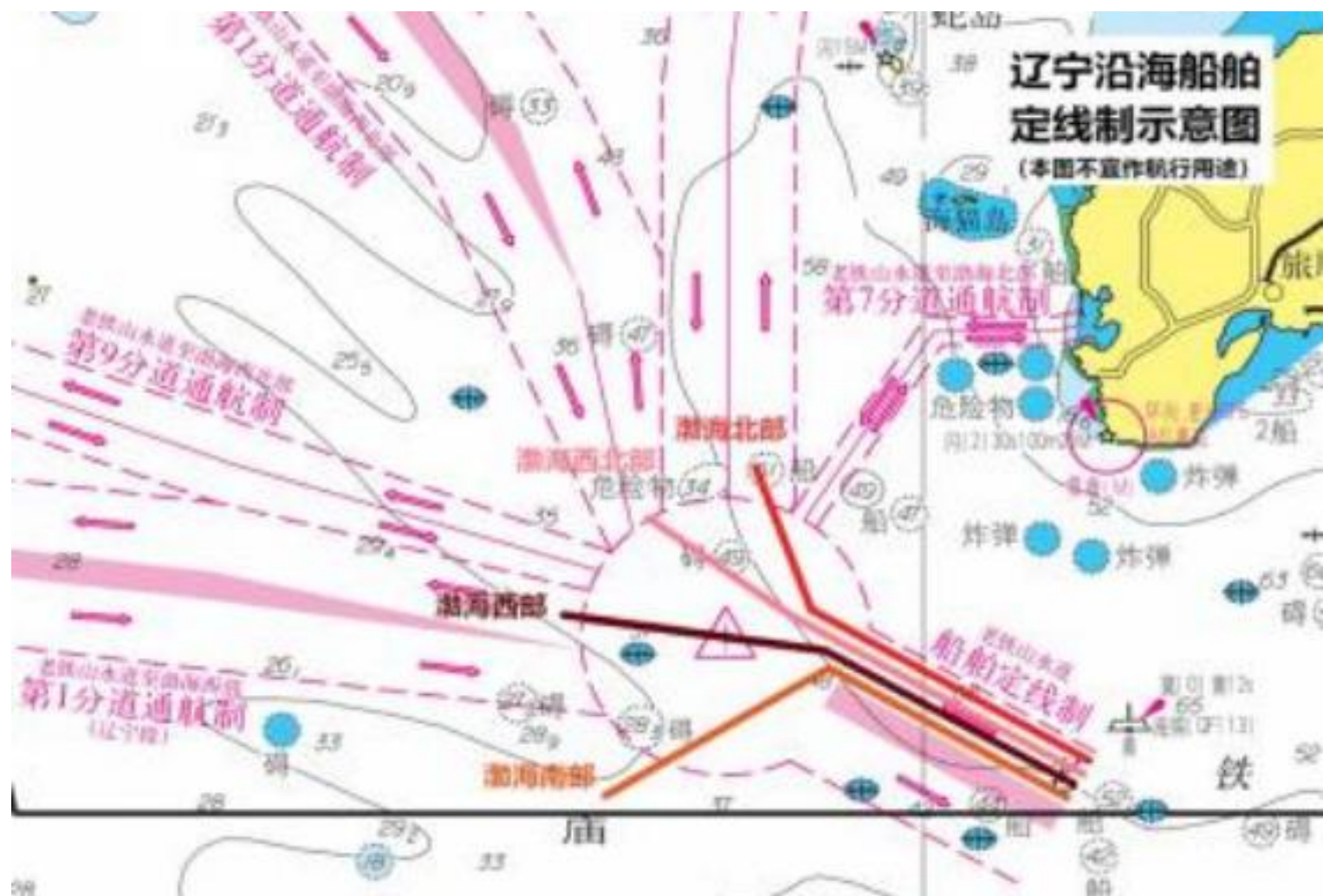
（三）老铁山水道南北两侧设有军事禁航区，除特殊情况外，禁止任何船舶进入军事禁航区。

（四）老铁山水道及周边水域常有军事演习，应密切关注海事部门发布的航行警（通）告等安全信息，合理安排航行计划。

（五）渤海海峡温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。

（六）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



老铁山水道（含警戒区）航法指引示意图

附件 2

大连港大三山水道（含警戒区） 船舶航法指引

中华人民共和国辽宁海事局

2026 年 7 月

一、船舶航法

（一）北行驶入大连港大三山水道。

黄海北部海域船舶定线制/大连港大窑湾、鲇鱼湾港区-大连港大三山水道分道通航制/沿海通航带-大连港大三山水道警戒区-大连港大连湾内各港区。（参见示意图红线）

（二）南行驶入大连港大三山水道。

大连港大连湾内各港区-大连港大三山水道警戒区-大连港大三山水道分道通航制/沿海通航带-黄海北部海域船舶定线制/大连港大窑湾、鲇鱼湾港区。（参见示意图绿线）

二、特殊水域航法指引

大连港大三山水道警戒区汇集进出大连港大港港区、黑嘴子港区、甘井子港区、大石化港区、和尚岛西港区、和尚岛东港区、大孤山西港区船舶，根据港区位置分为大连港大连湾西南部，大连港大连湾西部、北部及东部两股船舶交通流，各交通流推荐航法如下：

（一）大连港大连湾西南部交通流

1.大连港大连湾西南部交通流包含进出大连港大港港区船舶。

2.北行船舶在驶入大连港大三山水道分道通航制北行通道后沿分隔带东边线航行，驶入大连港大三山水道警戒区时应加强瞭望，密切关注大连港大连湾西部、北部及东部航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机从大连港大三山水道警戒区圆心（38°54'27.00"N/121°46'12.00"E，下同）北侧向西驶入大港

港区方向并靠右侧航行。

3.南行船舶在驶入大连港大三山水道警戒区时应加强瞭望，密切关注大连港大连湾西部、北部及东部航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机从大连港大三山水道警戒区圆心西侧驶入大连港大三山水道分道通航制南行通道并靠右侧航行。

（二）大连港大连湾西部、北部及东部交通流

1.大连港大连湾西部、北部及东部交通流包含进出黑嘴子港区、甘井子港区、大石化港区、和尚岛西港区、和尚岛东港区、大孤山西港区船舶。

2.北行船舶在驶入大连港大三山水道分道通航制北行通道后靠近东侧边线航行，驶入大连港大三山水道警戒区时应加强瞭望，密切关注大连港大连湾西部航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机从大连港大三山水道警戒区圆心东侧驶入对应港区并靠右侧航行，根据作业计划合理规划后续航线。

3.东行船舶在对应船舶定线制驶入大连港大三山水道警戒区时应加强瞭望，密切关注大连港大连湾西部航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机从大连港大三山水道警戒区圆心西侧驶入大连港大三山水道分道通航制南行通道并靠右侧航行。

三、注意事项

（一）大连港大三山水道船舶定线制周边水域船舶交通流量大，会遇态势复杂，碰撞风险高，所有船舶航经该水域

应特别谨慎驾驶。

（二）大连港大三山水道东西两侧设有沿岸通航带，仅供船舶总长小于 20 米的船舶使用。

（三）大连港大三山水道船舶定线制附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

（四）大连港大三山水道船舶定线制内辽鲁省际客运船舶动态频繁，航速较快，应提前沟通，保持安全距离。

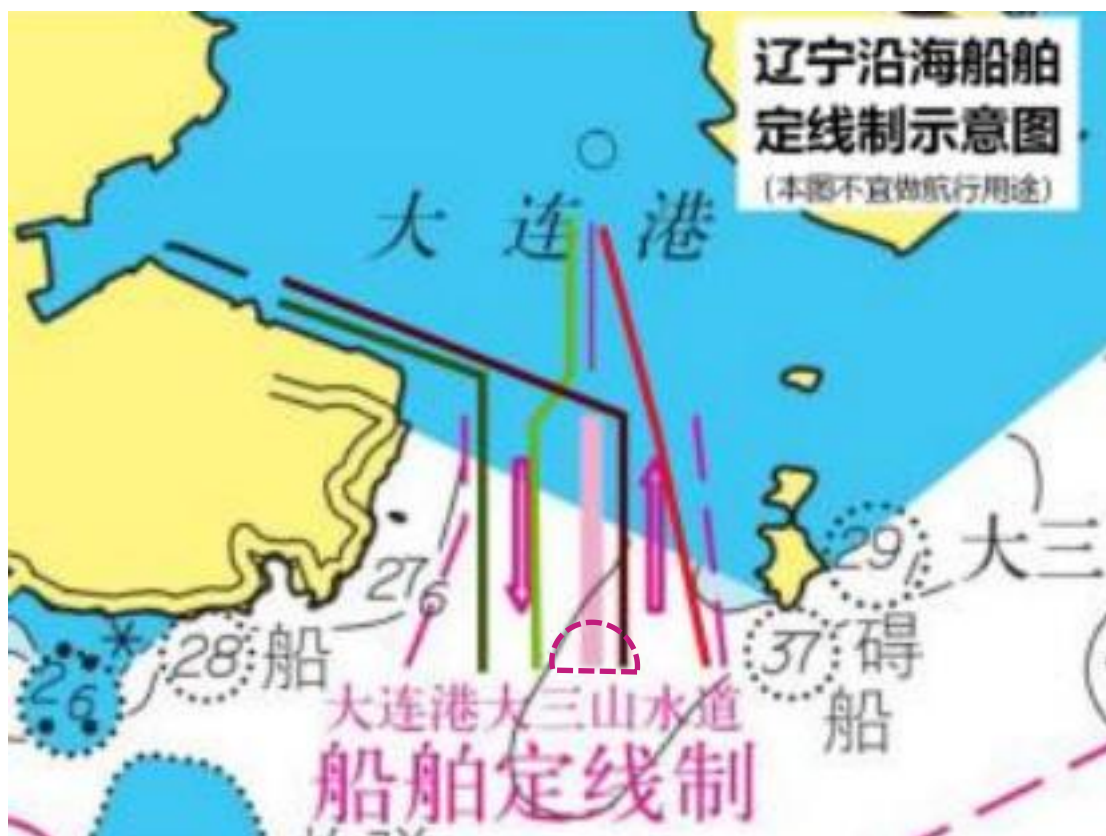
（五）大连港周边水域常有船舶从事试航活动，应密切关注海事部门发布的航行警（通）告等安全信息，提前采取避让措施。

（六）黄海北部海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。

（七）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图

大连港大三山水道（含警戒区）航法指引示意图



附件 3

辽宁沿海航路船舶航法指引

中华人民共和国辽宁海事局

2026 年 7 月

目录

1. 老铁山水道至天津港/黄骅港/唐山港曹妃甸港区（辽宁段）航法指引	1
2. 老铁山水道至唐山港京唐港区航法指引	3
3. 老铁山水道至秦皇岛港船舶航法指引	5
4. 老铁山水道至葫芦岛绥中港区船舶航法指引	8
5. 老铁山水道至锦州港/葫芦岛柳条沟港区船舶航法指引 ...	12
6. 老铁山水道至营口港/盘锦港船舶航法指引	16
7. 老铁山水道至大连旅顺新港船舶航法指引	20
8. 天津港至渤海北部船舶航法指引	22
9. 秦皇岛港至渤海北部船舶航法指引	26
10. 葫芦岛绥中港区至渤海北部船舶航法指引	30
11. 老铁山水道/烟台港至大连港船舶航法指引	34
12. 威海港至大连港船舶航法指引	37
13. 成山角至大连港船舶航法指引	40
14. 丹东港至大连港船舶航法指引	43
15. 威海港至丹东港船舶航法指引	47
16. 成山角至丹东港船舶航法指引	49
17. 老铁山水道至唐山港曹妃甸港区深水航路（辽宁段）航法指引	51
18. 老铁山水道至营口仙人岛深水航路航法指引	52

老铁山水道至天津港/黄骅港/ 唐山港曹妃甸港区（辽宁段）航法指引

一、船舶航法

（一）老铁山水道至天津港/黄骅港/唐山港曹妃甸港区（辽宁段）。

老铁山水道警戒区-老铁山水道至渤海西部（以下简称渤海西部）第1分道通航制（辽宁段）。（参见示意图红线）

（二）天津港/黄骅港/唐山港曹妃甸港区（辽宁段）至老铁山水道。

渤海西部第1分道通航制（辽宁段）-老铁山水道警戒区。（参见示意图绿线）

二、特殊水域航法指引

西行船舶驶出渤海西部第1分道通航制（辽宁段）后，根据作业计划合理规划后续航线。

东行船舶驶入渤海西部第1分道通航制（辽宁段）后需调整航向靠右航行。

三、注意事项

（一）渤海西部第1分道通航制周边水域船舶交通流量大，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

（二）老铁山水道至天津港/黄骅港/唐山港曹妃甸港区（辽宁段）航线附近渔业船舶较多，各船舶应加强瞭望，加强值班值守，密切注意渔业船舶作业特点，遵循“早、大、宽、

清”原则，做好协调避让。

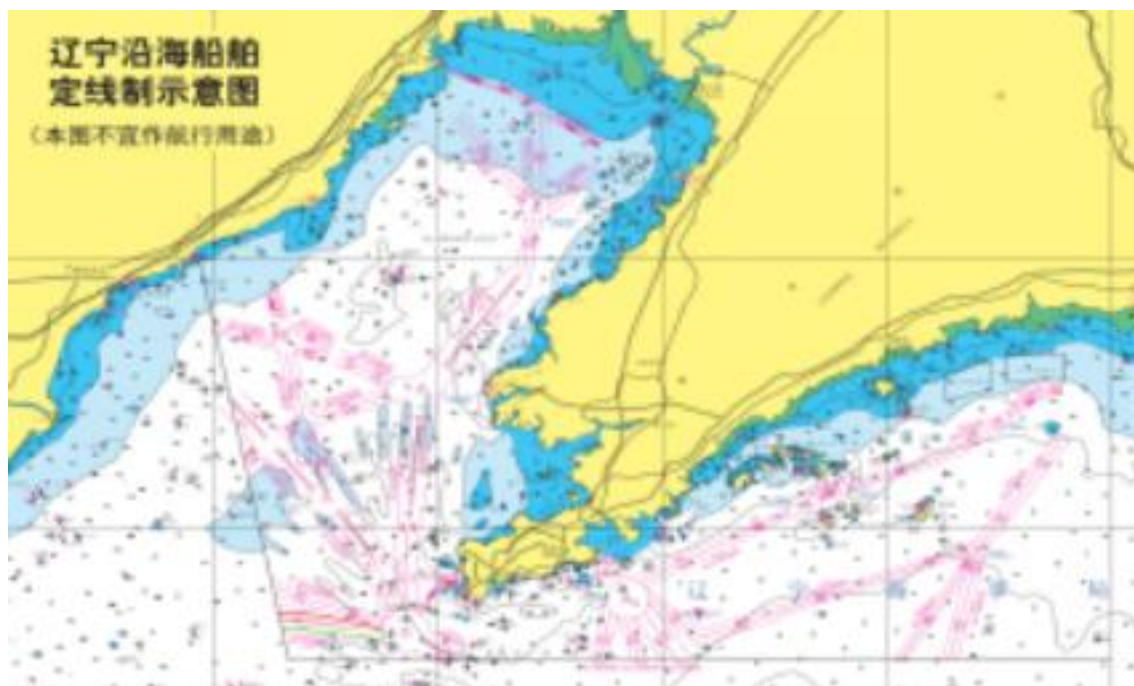
（三）老铁山水道至天津港/黄骅港/唐山港曹妃甸港区（辽宁段）航线航行船舶应特别注意老铁山水道至唐山港曹妃甸港区深水航路航行船舶，做好主动避让。

（四）老铁山水道及周边水域常有军事演习，应密切关注海事部门发布的航行警（通）告等安全信息，合理安排航行计划。

（五）渤海海峡温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。冬季应提前获取冰情信息，注意浮标移位风险。

（六）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



老铁山水道至唐山港京唐港区航法指引

一、船舶航法

（一）老铁山水道至唐山港京唐港区。

老铁山水道警戒区-老铁山水道至渤海西北部（以下简称渤海西北部）第9分道通航制。（参见示意图红线）

（二）唐山港京唐港区至老铁山水道。

渤海西北部第9分道通航制-老铁山水道警戒区。（参见示意图绿线）

二、特殊水域航法指引

西行船舶驶出渤海西北部第9分道通航制后向西航行至唐山港京唐港区。

东行船舶驶入渤海西北部第9分道通航制后需调整航向靠右航行。

三、注意事项

（一）渤海西北部第9分道通航制周边水域船舶交通流量大，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

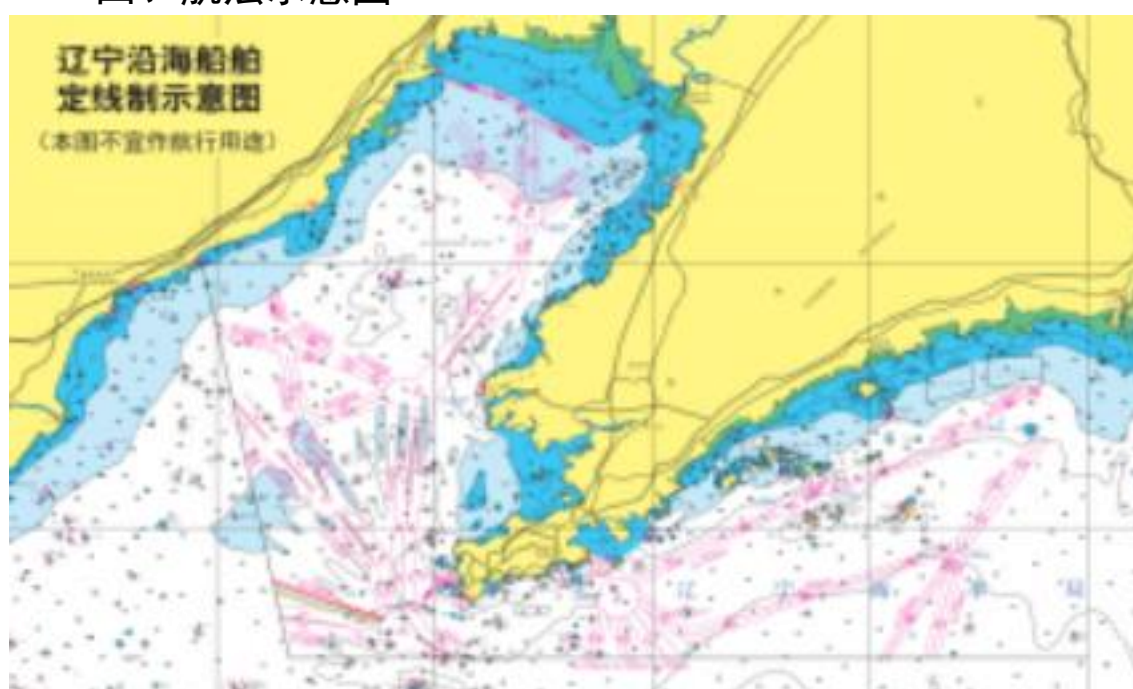
（二）老铁山水道至唐山港京唐港区航线附近渔业船舶较多，各船舶应加强瞭望，加强值班值守，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

（三）老铁山水道及周边水域常有军事演习，应密切关注海事部门发布的航行警（通）告等安全信息，合理安排航行计划。

（四）渤海海峡温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。冬季应提前获取冰情信息，注意浮标移位风险。

（五）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



老铁山水道至秦皇岛港船舶航法指引

一、船舶航法

（一）老铁山水道至秦皇岛港。

老铁山水道警戒区-老铁山水道至渤海西北部（以下简称渤海西北部）第1分道通航制-渤海西北部警戒区-渤海西北部第2分道通航制。（参见示意图红线）

（二）秦皇岛港至老铁山水道。

渤海西北部第2分道通航制-渤海西北部警戒区-渤海西北部第1分道通航制-老铁山水道警戒区。（参见示意图绿线）

二、特殊水域航法指引

老铁山水道至秦皇岛港航线全程需经过1处警戒区和1处连接处，即：渤海西北部警戒区、渤海西北部第2分道通航制与第8分道通航制连接处。

（一）警戒区。

渤海西北部警戒区主要汇集老铁山水道至秦皇岛港、老铁山水道至葫芦岛绥中港区的交通流。

北行船舶驶入渤海西北部第1分道通航制后沿渤海西北部第1分道通航制分隔带西边线航行。驶入渤海西北部警戒区时应加强瞭望，密切关注老铁山水道至葫芦岛绥中港区航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海西北部第2分道通航制并靠右侧航行。

南行船舶驶入该区域时，加强瞭望，密切关注老铁山水道至葫芦岛绥中港区航行船舶动态，运用良好船艺做好沟通

和协调避让，保持安全航速，择机驶入渤海西北部第 1 分道通航制并靠右侧航行。

（二）连接处。

渤海西北部第 2 分道通航制与第 8 分道通航制连接处主要汇集老铁山水道至秦皇岛港和天津港至渤海北部的交通流。

北行、南行船舶航行至连接处时，总体上保持原航向不变，但应密切关注连接处及天津港至渤海北部航线东行、西行船舶动态，按照避碰规则做好沟通和协调避让。

三、注意事项

（一）渤海西北部定线制第 1 分道通航制南端口周边水域船舶交通流量大，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

（二）老铁山水道至秦皇岛港航线附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

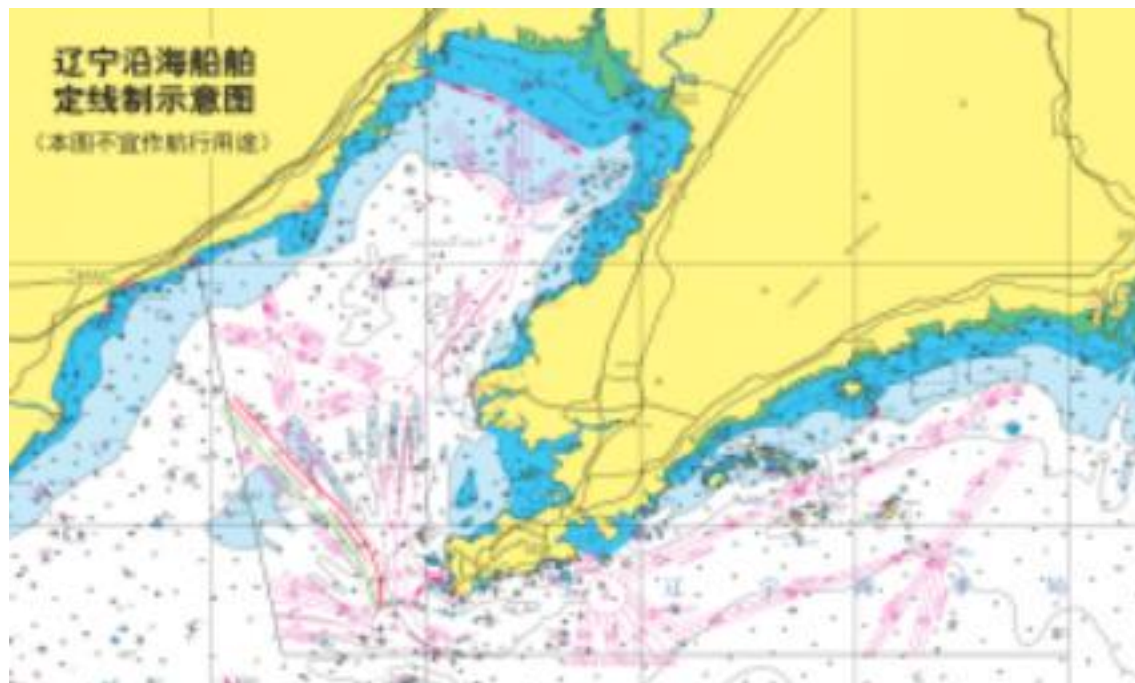
（三）老铁山水道至秦皇岛航线常有军事演习，应密切关注海事部门发布的航行警（通）告等安全信息，合理安排作业计划。

（四）渤海海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。

（五）本航法指引仅为船舶通过通航密集水域提供指

导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



老铁山水道至葫芦岛绥中港区 船舶航法指引

一、船舶航法

（一）老铁山水道至葫芦岛绥中港区。

老铁山水道警戒区-老铁山水道至渤海西北部（以下简称渤海西北部）第1分道通航制-渤海西北部警戒区-渤海西北部第3分道通航制-渤海西北部第4分道通航制。（参见示意图红线）

（二）葫芦岛绥中港区至老铁山水道。

渤海西北部第4分道通航制-渤海西北部第3分道通航制-渤海西北部警戒区-渤海西北部第1分道通航制-老铁山水道警戒区。（参见示意图绿线）

二、特殊水域航法指引

老铁山水道至葫芦岛绥中港区航线全程需经过1处警戒区和3个连接处，即：渤海西北部定线制警戒区、渤海西北部第3分道通航制、渤海西北部第4分道通航制与渤海西北部第5分道通航制的连接处、渤海西北部第3分道通航制与渤海西北部第6分道通航制的连接处、渤海西北部第3分道通航制与渤海西北部第8分道通航制的连接处。

（一）警戒区。

渤海西北部警戒区主要汇集老铁山水道至秦皇岛港、老铁山水道至葫芦岛绥中港区的交通流。

北行船舶驶入渤海西北部第1分道通航制后靠渤海西北

部第 1 分道通航制东侧边线航行。驶入渤海西北部警戒区时应加强瞭望，密切关注老铁山水道至秦皇岛港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海西北部第 3 分道通航制并靠右侧航行。

南行船舶驶入该区域时，加强瞭望，密切关注老铁山水道至秦皇岛港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海西北部第 1 分道通航制并靠右侧航行。

（二）连接处

1.渤海西北部第 3 分道通航制、渤海西北部第 4 分道通航制与渤海西北部第 5 分道通航制的连接处主要与渤海北部至葫芦岛绥中港区交通流交叉。

北行船舶驶入该区域时，受渤海西北部第 4 分道通航制宽度变窄影响，应密切关注渤海西北部第 5 分道通航制交汇船舶的动态，按照避碰规则做好沟通和协调避让。

南行船舶驶入该区域时，保持靠右行驶。

2.渤海西北部第 3 分道通航制与渤海西北部第 6 分道通航制的连接处主要与渤海北部至秦皇岛港交通流交叉。

北行、南行船舶航行至连接处时，总体上保持原航向不变，但应密切关注水域连接处及渤海北部至秦皇岛港航线东行、西行船舶动态，按照避碰规则做好沟通和协调避让。

3.渤海西北部第 3 分道通航制与渤海西北部第 8 分道通航制连接处，主要与渤海北部-天津港交通流交叉。

北行、南行船舶航行至连接处时，总体上保持原航向不

变，但应密切关注连接处及渤海北部-天津港航线东行、西行船舶动态，按照避碰规则做好沟通和协调避让。

三、注意事项

（一）渤海西北部第4分道通航制在39°47'14.24"N/120°16'22.00"E附近存在宽度变化，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

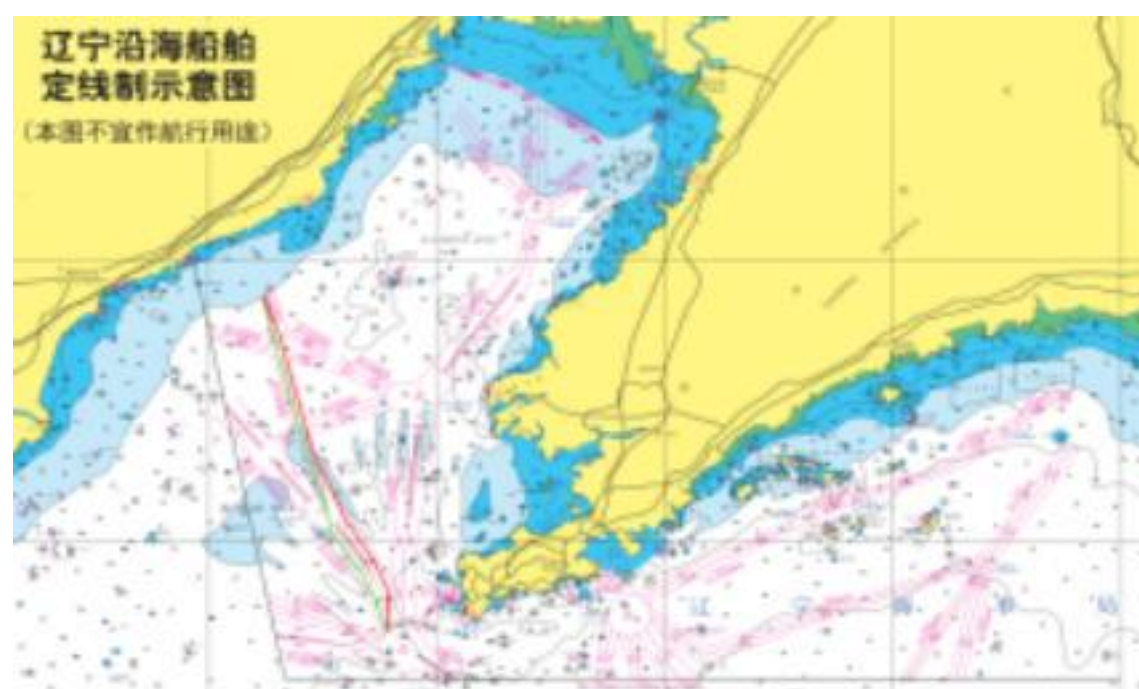
（二）老铁山水道至葫芦岛绥中港区航线附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

（三）老铁山水道至葫芦岛绥中港区航线常有军事演习，应密切关注海事部门发布的航行警（通）告等安全信息，合理安排作业计划。

（四）渤海海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。冬季应提前获取冰情信息，注意浮标移位风险。

（五）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



老铁山水道至锦州港/葫芦岛柳条沟港区船舶航法指引

一、船舶航法

（一）老铁山水道至锦州港/葫芦岛柳条沟港区。

航线一：老铁山水道警戒区-老铁山水道至渤海北部（以下简称渤海北部）第1分道通航制-渤海北部1号警戒区-渤海北部第2分道通航制-渤海北部2号警戒区-渤海北部第3分道通航制；（参见示意图南侧红线）

航线二：老铁山水道警戒区-老铁山水道至渤海北部（以下简称渤海北部）第1分道通航制-渤海北部1号警戒区-渤海北部第2分道通航制-渤海北部2号警戒区-渤海北部第4分道通航制。（参见示意图北侧红线）

（二）锦州港/葫芦岛柳条沟港区至老铁山水道。

航线一：渤海北部第3分道通航制-渤海北部2号警戒区-渤海北部第2分道通航制-渤海北部1号警戒区-老铁山水道警戒区；（参见示意图南侧绿线）

航线二：渤海北部第4分道通航制-渤海北部2号警戒区-渤海北部第2分道通航制-渤海北部1号警戒区-老铁山水道警戒区；（参见示意图北侧绿线）

二、特殊水域航法指引

老铁山水道至锦州港/葫芦岛柳条沟港区航线一、二全程需经过2处警戒区，即：渤海北部1号警戒区、渤海北部2号警戒区。

（一）渤海北部 1 号警戒区。

渤海北部 1 号警戒区主要汇集老铁山水道至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部、老铁山水道至营口仙人岛港深水航路的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部、老铁山水道至营口仙人岛港深水航路航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海北部第 2 分道通航制并靠右侧航行。

南行船舶驶入该区域时，加强瞭望，密切关注天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部、老铁山水道至营口仙人岛港深水航路航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海北部第 1 分道通航制并靠右侧航行。

（二）渤海北部 2 号警戒区。

渤海北部 2 号警戒区主要汇集老铁山水道至渤海北部、营口港/盘锦港/锦州港/葫芦岛柳条沟港区至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注营口港/盘锦港至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部及营口港、盘锦港航道航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航

速，根据船舶吨位和吃水合理选择航线，择机驶入渤海北部第3分道通航制或者渤海北部第4分道通航制并靠右侧航行。

南行船舶驶入该区域时，加强瞭望，密切关注老铁山水道至渤海北部、营口港/盘锦港至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部及营口港、盘锦港航道航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海北部第2分道通航制并靠右侧航行。

三、注意事项

（一）渤海北部第3分道通航制、渤海北部第4分道通航制周边水域船舶交通流量大，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

（二）5万吨级及以上或者吃水9米及以上船舶应选择老铁山水道至锦州港/葫芦岛柳条沟港区航线一，5万吨级以下且吃水9米以下船舶建议选择航线二。

（三）老铁山水道至锦州港/葫芦岛柳条沟港区航线一、二附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

（四）老铁山水道至锦州港/葫芦岛柳条沟港区航线一南侧端部为锦州港3#锚地、航线二南侧端部为锦州港2#锚地，航行船舶应根据作业计划合理规划后续航线。如需穿越锚

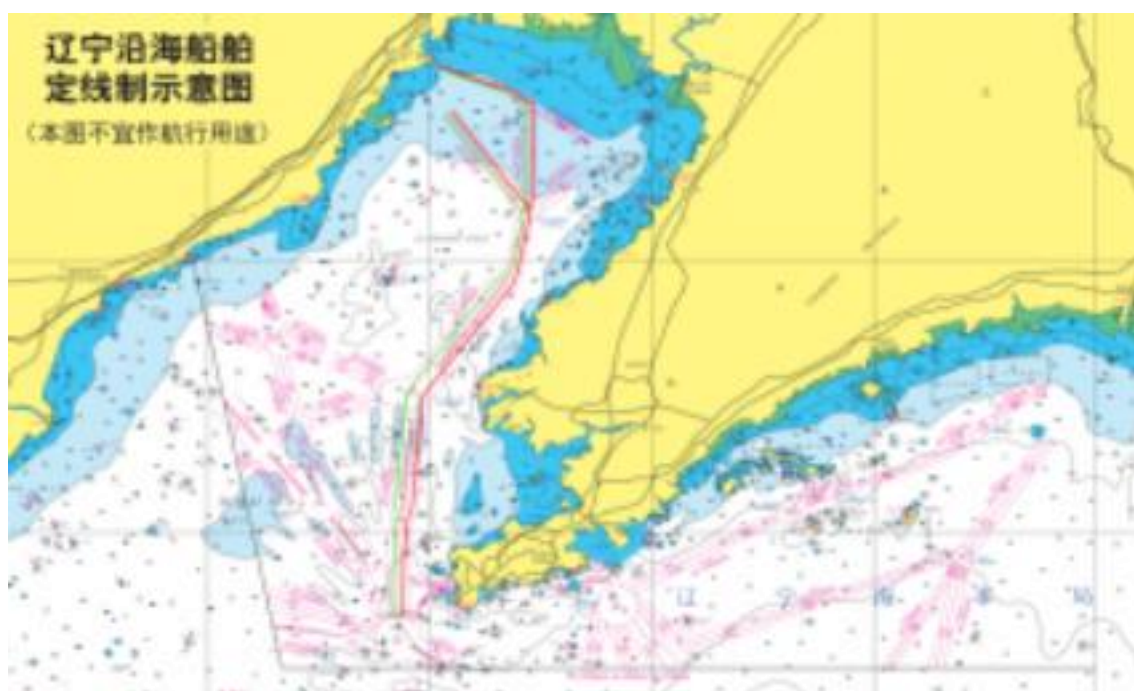
地，应与锚地锚泊船保持安全距离。

（五）老铁山水道至锦州港/葫芦岛柳条沟港区航线一、二附近设有海洋石油钻井平台和海底管缆，常有船舶从事水上水下作业，应密切关注海事部门发布的航行警（通）告等安全信息，提前采取避让措施。

（六）渤海海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。冬季应提前获取冰情信息，注意浮标移位风险。

（七）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



老铁山水道至营口港/盘锦港船舶航法指引

一、船舶航法

（一）老铁山水道至营口港/盘锦港。

老铁山水道警戒区-老铁山水道至渤海北部（以下简称渤海北部）第1分道通航制-渤海北部1号警戒区-渤海北部第2分道通航制-渤海北部2号警戒区-渤海北部第6分道通航制。（参见示意图红线）

（二）营口港/盘锦港至老铁山水道。

渤海北部第6分道通航制-渤海北部2号警戒区-渤海北部第2分道通航制-渤海北部1号警戒区-渤海北部第1分道通航制-老铁山水道警戒区。（参见示意图绿线）

二、特殊水域航法指引

老铁山水道至营口港/盘锦港全程需要经过2处警戒区，即：渤海北部1号警戒区、渤海北部2号警戒区。

（一）渤海北部1号警戒区

渤海北部1号警戒区主要汇集老铁山水道至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部、老铁山水道至营口仙人岛港深水航路的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部、老铁山水道至营口仙人岛港深水航路航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶

入渤海北部第 2 分道通航制并靠右侧航行。

南行船舶驶入该区域时，加强瞭望，密切关注天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部、老铁山水道至营口仙人岛港深水航路航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海北部第 1 分道通航制并靠右侧航行。

（二）渤海北部 2 号警戒区

渤海北部 2 号警戒区主要汇集老铁山水道至渤海北部、营口港/盘锦港/锦州港/葫芦岛柳条沟港区至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注锦州港/葫芦岛柳条沟港区至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部及营口港、盘锦港航道航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海北部第 6 分道通航制并靠右侧航行。

南行船舶驶入该区域时，加强瞭望，密切关注老铁山水道至渤海北部、锦州港/葫芦岛柳条沟港区至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海北部第 2 分道通航制并靠右侧航行。

三、注意事项

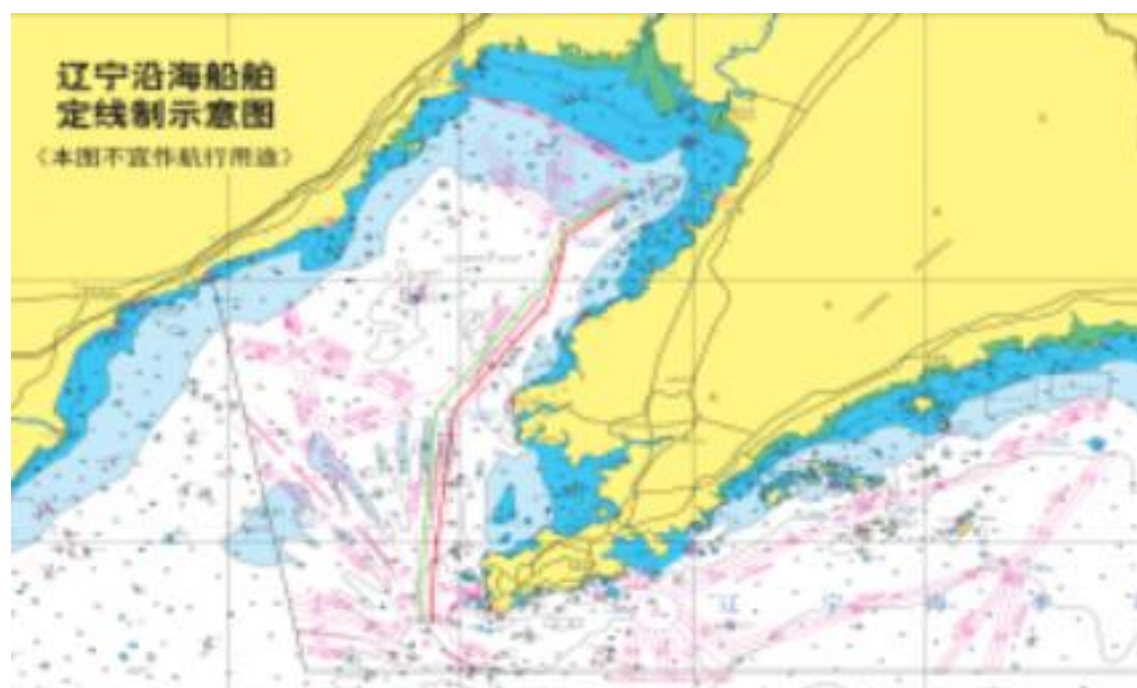
（一）渤海北部第1分道通航制在39°04'23.75"N/120°52'31.44"E附近、渤海北部第2分道通航制在39°57'49.00"N/121°22'45.00"E附近存在宽度变化，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

（二）老铁山水道至营口港/盘锦港航线附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

（三）渤海海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。冬季应提前获取冰情信息，注意浮标移位风险。

（四）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



老铁山水道至大连旅顺新港船舶航法指引

一、船舶航法

（一）老铁山水道至大连旅顺新港。

老铁山水道警戒区-老铁山水道至渤海北部（以下简称渤海北部）第7分道通航制。（参见示意图红线）

（二）大连旅顺新港至老铁山水道。

渤海北部第7分道通航制-老铁山水道警戒区。（参见示意图绿线）

二、特殊水域航法指引

北行船舶驶出渤海北部第7分道通航制后，根据助航设施指引驶入大连旅顺新港。

南行船舶驶入渤海北部第7分道通航制后靠右航行。

三、注意事项

（一）渤海北部第7分道通航制东侧端部会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

（二）老铁山水道至大连旅顺新港航线附近渔业船舶较多，各船舶应加强瞭望，加强值班值守，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

（三）渤海北部第7分道通航制北行、南行通航分道不等宽，北行船舶经过 $38^{\circ}47'07.00''\text{N}/121^{\circ}00'59.06''\text{E}$ 附近时特别注意通航分道宽度变化。同时，北行通航分道东南侧为军事禁航区，除特殊情况外，禁止任何船舶进入军事禁航区。

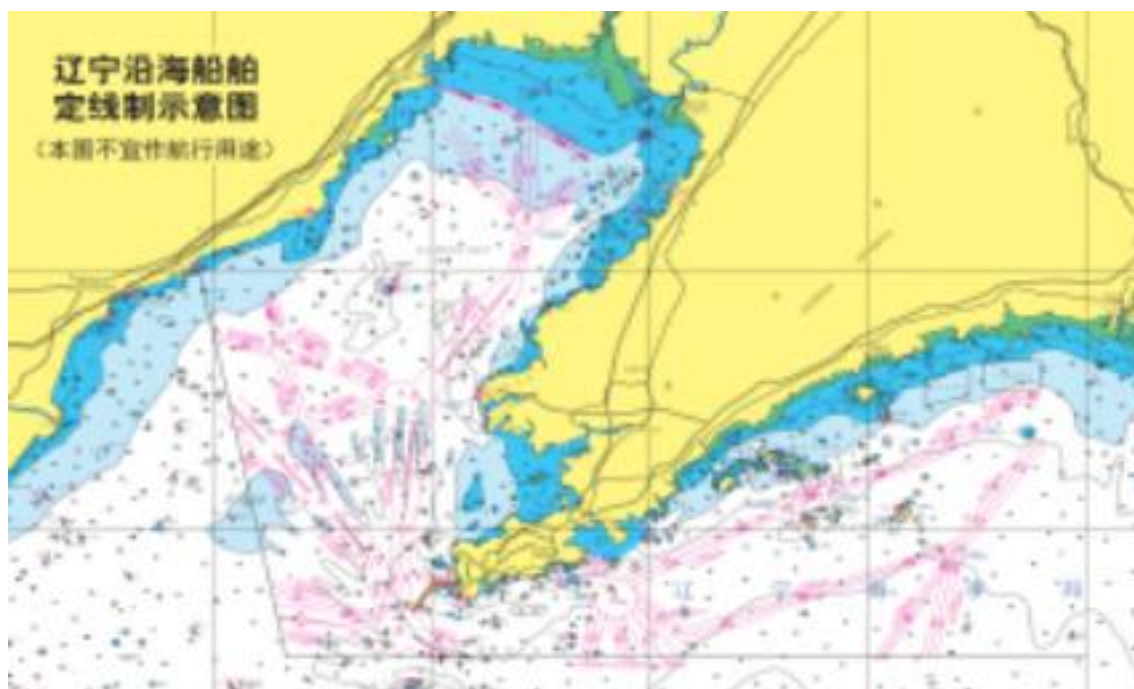
（四）老铁山水道及周边水域常有军事演习，应密切关

注海事部门发布的航行警（通）告等安全信息，合理安排航行计划。

（五）渤海海峡温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。冬季应提前获取冰情信息，注意浮标移位风险。

（六）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



天津港至渤海北部船舶航法指引

一、船舶航法

（一）天津港至渤海北部。

老铁山水道至渤海西北部（以下简称渤海西北部）第 8 分道通航制-老铁山水道至渤海北部（以下简称渤海北部）1 号警戒区-渤海北部第 2 分道通航制-渤海北部 2 号警戒区。（参见示意图红线）

（二）渤海北部至天津港。

渤海北部 2 号警戒区-渤海北部第 2 分道通航制-渤海北部 1 号警戒区-渤海西北部第 8 分道通航制。（参见示意图绿线）

二、特殊水域航法指引

天津港至渤海北部全程需经过 2 处警戒区和 2 处连接处，即：渤海北部 1 号警戒区、渤海北部 2 号警戒区；渤海西北部第 2 分道通航制与渤海西北部第 8 分道通航制连接处、渤海西北部第 3 分道通航制与渤海西北部第 8 分道通航制连接处。

（一）警戒区

1.渤海北部 1 号警戒区主要汇集老铁山水道至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部、老铁山水道至营口仙人岛港深水航路的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注老铁山

水道至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部、老铁山水道至营口仙人岛港深水航路航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海北部第2分道通航制并靠右侧航行。

南行船舶驶入该区域时，加强瞭望，密切关注老铁山水道至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部、老铁山水道至营口仙人岛港深水航路航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海西北部第8分道通航制并靠右侧航行。

2.渤海北部2号警戒区主要汇集老铁山水道至渤海北部、营口港/盘锦港/锦州港/葫芦岛柳条沟港区至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注老铁山水道至渤海北部、营口港/盘锦港/锦州港/葫芦岛柳条沟港区至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部及营口港、盘锦港航道航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，根据作业计划合理规划航线。

南行船舶驶入该区域时，加强瞭望，密切关注老铁山水道至渤海北部、营口港/盘锦港/锦州港/葫芦岛柳条沟港区至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部及营口港、盘锦港航道航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海北部第2分

道通航制并靠右侧航行。

（二）连接处

1.渤海西北部第2分道通航制与渤海西北部第8分道通航制连接处主要与老铁山水道至秦皇岛港交通流交叉。

西行、东行船舶航行至连接处时，总体上保持原航向不变，但应密切关注连接处及老铁山水道至秦皇岛港航线南、北行船舶动态，按照避碰规则做好沟通和协调避让。

2.渤海西北部第3分道通航制与渤海西北部第8分道通航制连接处主要与老铁山水道至葫芦岛绥中港区交通流交叉。

西行、东行船舶航行至连接处时，总体上保持原航向不变，但应密切关注连接处及老铁山水道至葫芦岛绥中港区航线南、北行船舶动态，按照避碰规则做好沟通和协调避让。

三、注意事项

（一）天津港至渤海北部需要经过2处警戒区和2处连接处，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

（二）天津港至渤海北部航线附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

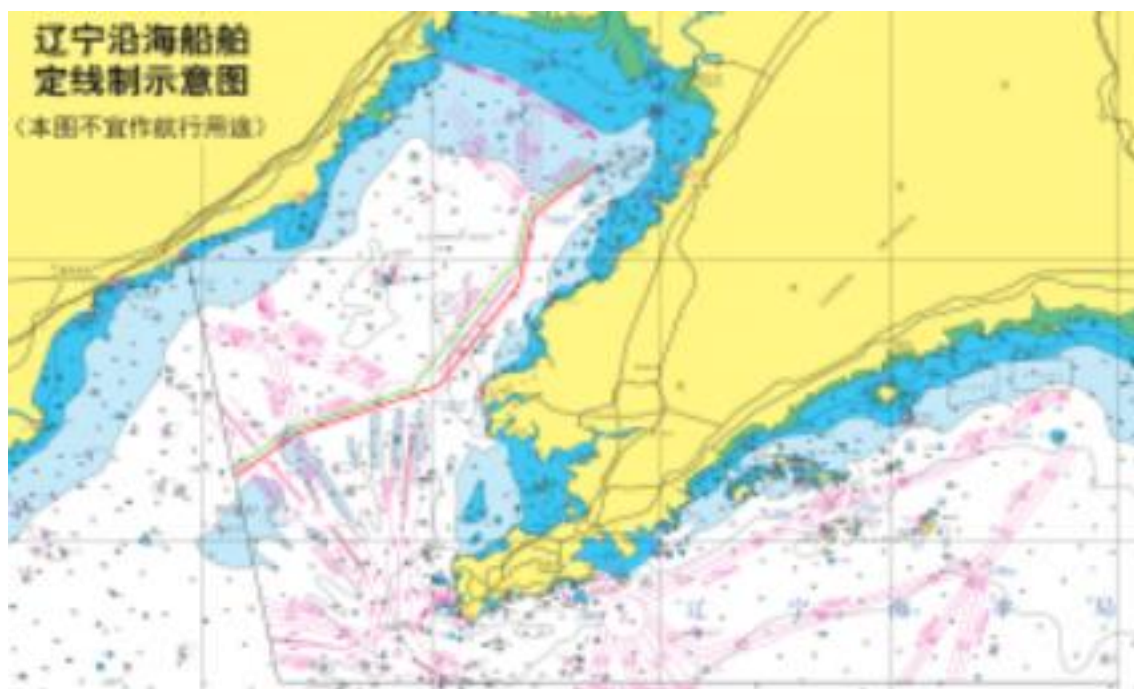
（三）天津港至渤海北部航线附近设有海洋石油钻井平台和海底管缆，常有船舶从事水上水下作业，应密切关注海

事部门发布的航行警（通）告等安全信息，提前采取避让措施。

（四）渤海海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。冬季应提前获取冰情信息，注意浮标移位风险。

（五）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



秦皇岛港至渤海北部船舶航法指引

一、船舶航法

（一）秦皇岛港至渤海北部。

老铁山水道至渤海西北部（以下简称“渤海西北部”）第6分道通航制-渤海西北部第7分道通航制-老铁山水道至渤海北部（以下简称“渤海北部”）1号警戒区-渤海北部第2分道通航制-渤海北部2号警戒区（参见示意图红线）

（二）渤海北部至秦皇岛港。

老铁山水道至渤海北部2号警戒区-渤海北部第2分道通航制-渤海北部1号警戒区-渤海西北部第7分道通航制-渤海西北部第6分道通航制。（参见示意图绿线）

二、特殊水域航法指引

秦皇岛港至渤海北部全程需要经过2处警戒区和2处连接处，即：渤海北部1号警戒区、渤海北部2号警戒区、渤海西北部第3分道通航制和渤海西北部第6分道通航制连接处、渤海西北部第6分道通航制和渤海西北部第7分道通航制连接处。

1.渤海北部1号警戒区主要汇集老铁山水道至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部、老铁山水道至营口仙人岛港深水航路的多股交通流。

东行船舶驶入该区域时，应加强瞭望，密切关注老铁山水道至渤海北部、天津港至渤海北部、葫芦岛绥中港区至渤

海北部、老铁山水道至营口仙人岛港深水航路航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海北部第2分道通航制并靠右侧航行。

西行船舶驶入该区域时，加强瞭望，密切关注老铁山水道至渤海北部、天津港至渤海北部、葫芦岛绥中港区至渤海北部、老铁山水道至营口仙人岛港深水航路航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海西北部第6分道通航制并靠右侧航行。

2.渤海北部2号警戒区主要汇集老铁山水道至渤海北部、营口港/盘锦港/锦州港/葫芦岛柳条沟港区至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注老铁山水道至渤海北部、营口港/盘锦港/锦州港/葫芦岛柳条沟港区至渤海北部、天津港至渤海北部、葫芦岛绥中港区至渤海北部及营口港、盘锦港航道航行船舶动态，保持安全航速，运用良好船艺做好沟通和协调避让。

南行船舶驶入该区域时，加强瞭望，密切关注老铁山水道至渤海北部、营口港/盘锦港/锦州港/葫芦岛柳条沟港区至渤海北部、天津港至渤海北部、葫芦岛绥中港区至渤海北部及营口港、盘锦港航道航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海北部第2分道通航制并靠右侧航行。

（二）连接处

1.渤海西北部第3分道通航制和渤海西北部第6分道通航制连接处主要与老铁山水道至葫芦岛绥中港区交通流交叉。

西行、东行船舶航行至连接处时，总体上保持原航向不变，但应密切关注连接处及老铁山水道至葫芦岛绥中港区航线北行、南行船舶动态，按照避碰规则做好沟通和协调避让。

2.渤海西北部第6分道通航制和渤海西北部第7分道通航制连接处主要与渤海北部至葫芦岛绥中港区交通流交叉。

西行、东行船舶航行至连接处时，总体上保持原航向不变，但应密切关注连接处及渤海北部至葫芦岛绥中港区航线西行、东行船舶动态，按照避碰规则做好沟通和协调避让。

三、注意事项

（一）渤海北部第2分道通航制在 $39^{\circ}57'49.00''\text{N}/121^{\circ}22'45.00''\text{E}$ 附近存在宽度变化，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

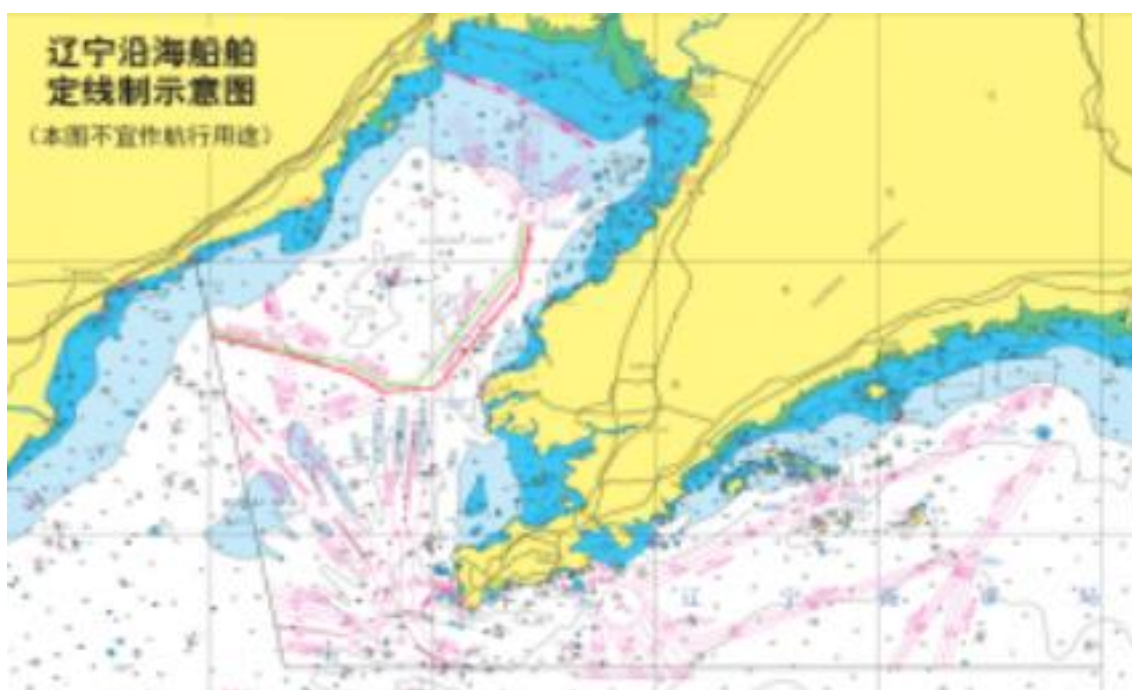
（二）秦皇岛港至渤海北部航线附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

（三）秦皇岛港至渤海北部航线附近设有海洋石油钻井平台和海底管缆，常有船舶从事水上水下作业，应密切关注海事部门发布的航行警（通）告等安全信息，提前采取避让措施。

（四）渤海海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。冬季应提前获取冰情信息，注意浮标移位风险。

（五）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



葫芦岛绥中港区至渤海北部船舶航法指引

一、船舶航法

（一）葫芦岛绥中港区至渤海北部。

老铁山水道至渤海西北部（以下简称“渤海西北部”）第4分道通航制-渤海西北部第5分道通航制-渤海西北部第7分道通航制-老铁山水道至渤海北部（以下简称“渤海北部”）1号警戒区-渤海北部第2分道通航制-渤海北部2号警戒区。（参见示意图红线）

（二）渤海北部至葫芦岛绥中港区。

渤海北部2号警戒区-渤海北部第2分道通航制-渤海北部1号警戒区-渤海西北部第7分道通航制-渤海西北部第5分道通航制-渤海西北部第4分道通航制。（参见示意图绿线）

二、特殊水域航法指引

葫芦岛绥中港区至渤海北部全程需要经过2处警戒区和2处连接处，即：渤海北部1号警戒区、渤海北部2号警戒区、渤海西北部第4分道通航制和渤海西北部第5分道通航制连接处、渤海西北部第5分道通航制和渤海西北部第7分道通航制连接处。

（一）警戒区

1.渤海北部1号警戒区主要汇集老铁山水道至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部、老铁山水道至营口仙人岛港深水航路的多股交通流。

东行船舶驶入该区域时，应加强瞭望，密切关注老铁山水道至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、老铁山水道至营口仙人岛港深水航路航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海北部第2分道通航制并靠右侧航行。

西行船舶驶入该区域时，加强瞭望，密切关注老铁山水道至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、老铁山水道至营口仙人岛港深水航路航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海西北部第7分道通航制并靠右侧航行。

2.渤海北部2号警戒区主要汇集老铁山水道至渤海北部、营口港/盘锦港/锦州港/葫芦岛柳条沟港区至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部、葫芦岛绥中港区至渤海北部的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注老铁山水道至渤海北部、营口港/盘锦港/锦州港/葫芦岛柳条沟港区至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部及营口港、盘锦港航行船舶动态，保持安全航速，运用良好船艺做好沟通和协调避让。

南行船舶驶入该区域时，加强瞭望，密切关注老铁山水道至渤海北部、营口港/盘锦港/锦州港/葫芦岛柳条沟港区至渤海北部、天津港至渤海北部、秦皇岛港至渤海北部及营口港、盘锦港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入渤海北部第2分道通航制并靠

右侧航行。

（二）连接处

1.渤海西北部第4分道通航制和渤海西北部第5分道通航制连接处主要与老铁山水道至葫芦岛绥中港区交通流交叉。

西行、东行船舶航行至连接处时，总体上保持原航向不变，但应密切关注连接处及老铁山水道至葫芦岛绥中港区航线北行、南行船舶动态，按照避碰规则做好沟通和协调避让。

2.渤海西北部第5分道通航制和渤海西北部第7分道通航制连接处主要与渤海北部至秦皇岛港交通流交叉。

西行、东行船舶航行至连接处时，总体上保持原航向不变，但应密切关注连接处及渤海北部至秦皇岛港航线西行、东行船舶动态，按照避碰规则做好沟通和协调避让。

三、注意事项

（一）渤海北部第2分道通航制在 $39^{\circ}57'49.00''\text{N}/121^{\circ}22'45.00''\text{E}$ 附近存在宽度变化，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

（二）葫芦岛绥中港区至渤海北部航线附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

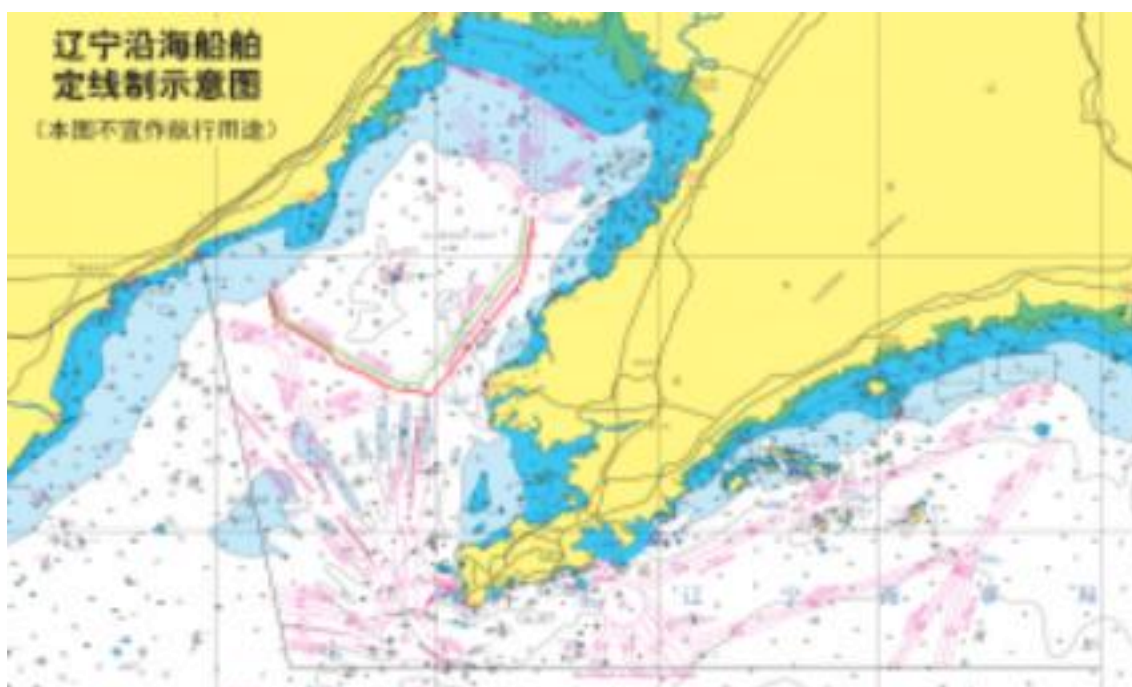
（三）葫芦岛绥中港区至渤海北部航线附近设有海洋石油钻井平台和海底管缆，常有船舶从事水上水下作业，应密

切关注海事部门发布的航行警（通）告等安全信息，提前采取避让措施。

（四）渤海海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。冬季应提前获取冰情信息，注意浮标移位风险。

（五）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



老铁山水道/烟台港至大连港船舶航法指引

一、船舶航法

（一）老铁山水道/烟台港至大连港。

黄海北部第1分道通航制-黄海北部1号警戒区。（参见示意图红线）

（二）大连港至老铁山水道/烟台港。

黄海北部1号警戒区-黄海北部第1分道通航制（参见示意图绿线）

二、特殊水域航法指引

老铁山水道/烟台港至大连港航线全程需经过1处警戒区，即：黄海北部1号警戒区。

黄海北部1号警戒区主要汇集老铁山水道/烟台港至大连港、成山角至大连港、威海港至大连港、丹东港至大连港的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注成山角至大连港、威海港至大连港、丹东港至大连港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，根据作业计划合理规划后续航线。

南行船舶驶入该区域时，应加强瞭望，密切关注成山角至大连港、威海港至大连港、丹东港至大连港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，前往老铁山水道方向的船舶正横遇岩灯塔（38°34'19.30"N/121°38'23.00"E）后择机调整航向驶出黄海

北部第 1 分道通航制；前往烟台港的船舶沿黄海北部第 1 分道通航制靠右向南航行至烟台港。

三、注意事项

（一）黄海北部第 1 分道通航制和老铁山水道船舶定线制周边水域船舶交通流量大，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

（二）老铁山水道/烟台港至大连港航线附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

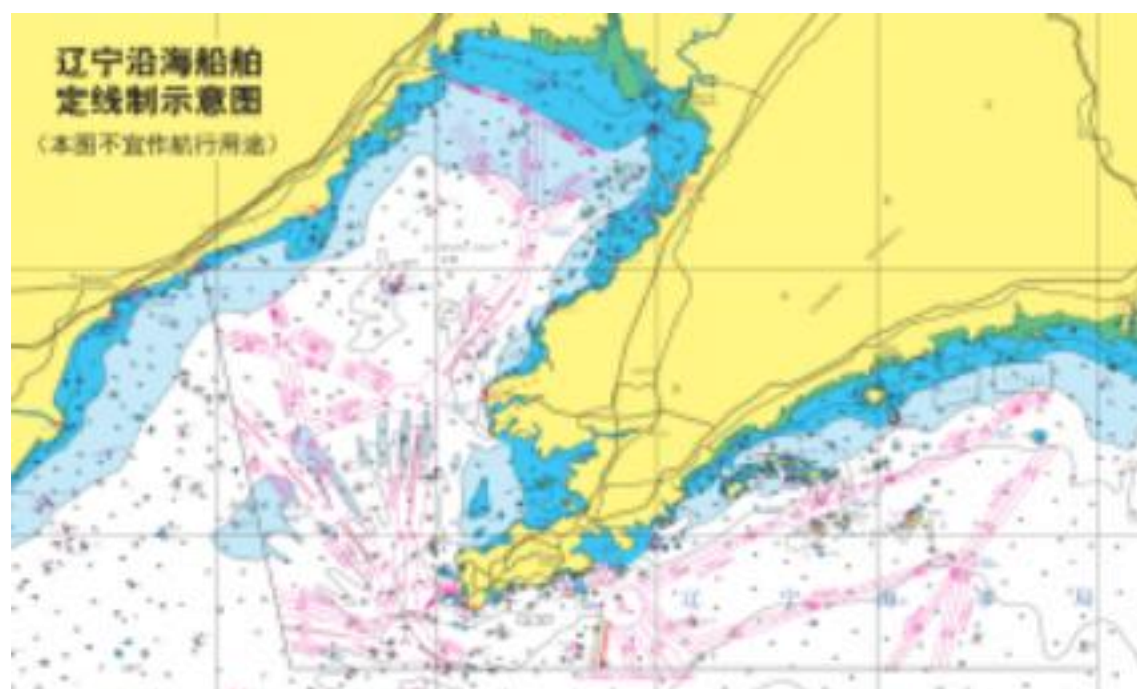
（三）老铁山水道/烟台港至大连港航线附近辽鲁省际客运船舶动态频繁，航速较快，应提前沟通，保持安全距离。

（四）大连港周边水域常有船舶从事试航活动，应密切关注海事部门发布的航行警（通）告等安全信息，提前采取避让措施。

（五）黄海北部海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。

（六）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



威海港至大连港船舶航法指引

一、船舶航法

（一）威海港至大连港。

黄海北部第2分道通航制-黄海北部1号警戒区。（参见示意图红线）

（二）大连港至威海港。

黄海北部1号警戒区-黄海北部第2分道通航制。（参见示意图绿线）

二、特殊水域航法指引

威海港至大连港航线全程需经过1处警戒区，即：黄海北部1号警戒区。

黄海北部1号警戒区主要汇集老铁山水道/烟台港至大连港、成山角至大连港、威海港至大连港、丹东港至大连港的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注老铁山水道/烟台港至大连港、成山角至大连港、丹东港至大连港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，根据作业计划合理规划后续航线。

南行船舶驶入该区域时，应加强瞭望，密切关注老铁山水道/烟台港至大连港、成山角至大连港、丹东港至大连港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入黄海北部第2分道通航制并靠右侧航行。

三、注意事项

（一）黄海北部第2分道通航制周边水域船舶交通流量大，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

（二）威海港至大连港航线附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

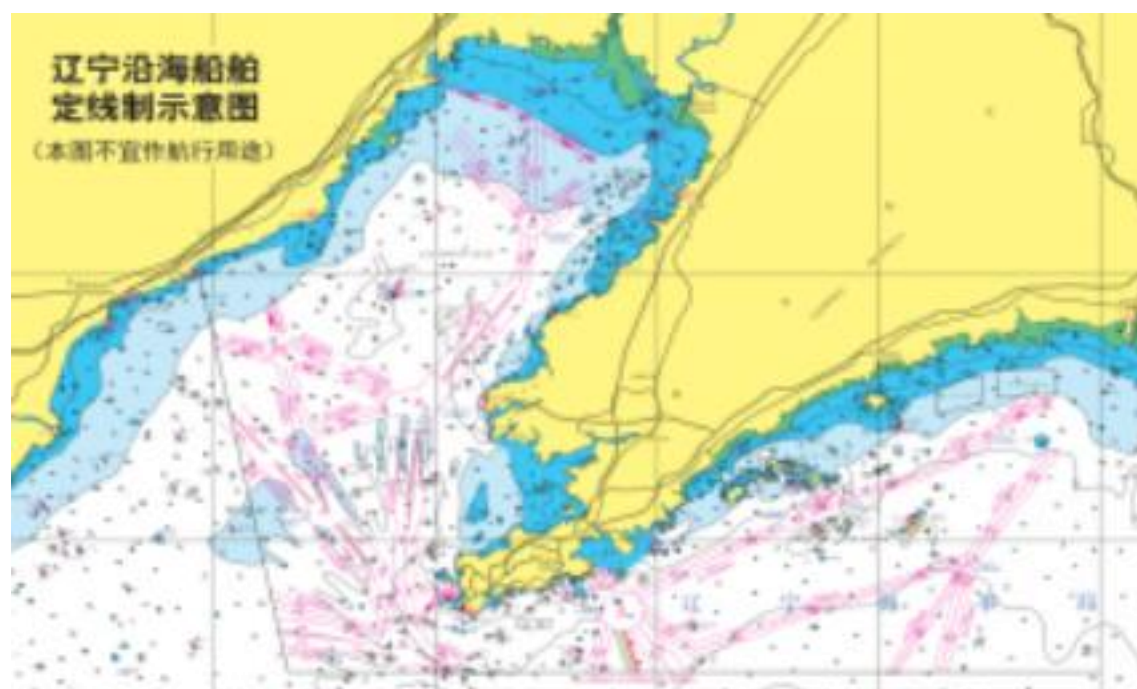
（三）威海港至大连港航线附近辽鲁省际客运船舶动态频繁，航速较快，应提前沟通，保持安全距离。

（四）大连港周边水域常有船舶从事试航活动，应密切关注海事部门发布的航行警（通）告等安全信息，提前采取避让措施。

（五）黄海北部海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。

（六）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



成山角至大连港船舶航法指引

一、船舶航法

（一）成山角至大连港。

黄海北部第3分道通航制-黄海北部1号警戒区。（参见示意图红线）

（二）大连港至成山角。

黄海北部1号警戒区-黄海北部第3分道通航制。（参见示意图绿线）

二、特殊水域航法指引

成山角至大连港航线全程需经过1处警戒区，即：黄海北部1号警戒区。

黄海北部1号警戒区主要汇集老铁山水道/烟台港至大连港、成山角至大连港、威海港至大连港、丹东港至大连港的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注老铁山水道/烟台港至大连港、威海港至大连港、丹东港至大连港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，根据作业计划合理规划后续航线。

南行船舶驶入该区域时，应加强瞭望，密切关注老铁山水道/烟台港至大连港、威海港至大连港、丹东港至大连港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，择机驶入黄海北部第3分道通航制并靠右侧航行。

三、注意事项

（一）黄海北部第3分道通航制周边水域船舶交通流量大，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

（二）成山角至大连港航线附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

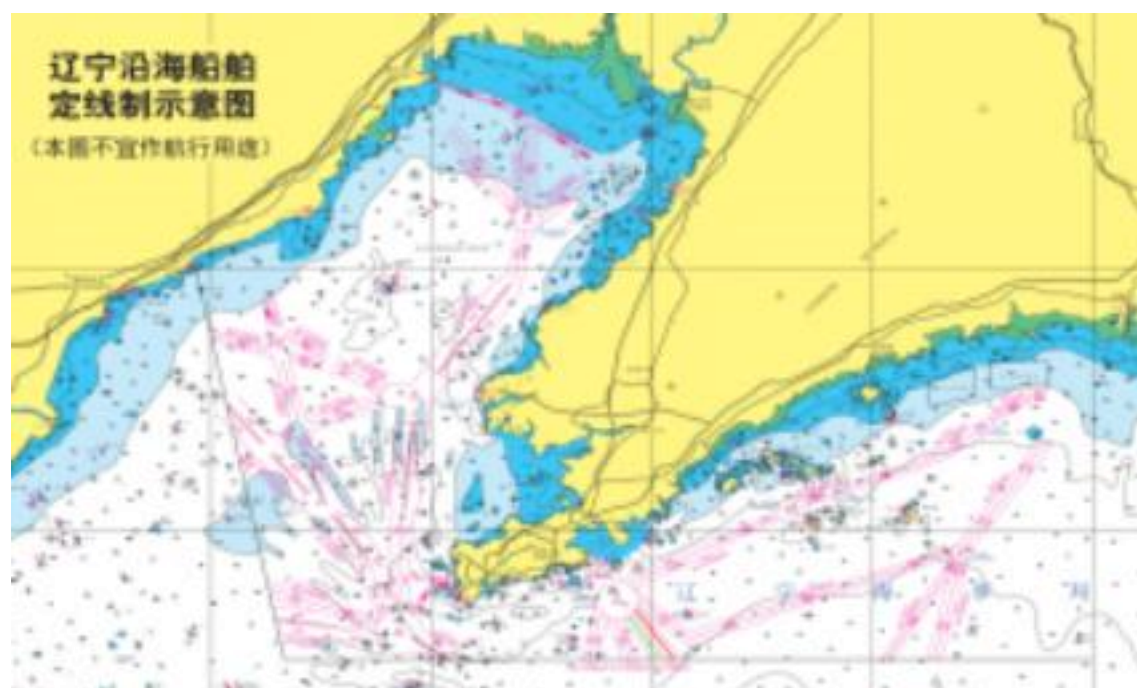
（三）成山角至大连港航线附近辽鲁省际客运船舶动态频繁，航速较快，应提前沟通，保持安全距离。

（四）大连港周边水域常有船舶从事试航活动，应密切关注海事部门发布的航行警（通）告等安全信息，提前采取避让措施。

（五）黄海北部海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。

（六）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



丹东港至大连港船舶航法指引

一、船舶航法

（一）丹东港至大连港。

航线一：黄海北部第 8 分道通航制-黄海北部 3 号警戒区-黄海北部第 9 分道通航制-黄海北部 4 号警戒区-黄海北部第 10 分道通航制-黄海北部 5 号警戒区-黄海北部第 11 分道通航制-黄海北部 1 号警戒区。（参见示意图北侧红线）

航线二：黄海北部第 7 分道通航制-黄海北部 2 号警戒区-黄海北部第 4 分道通航制-黄海北部 1 号警戒区。（参见示意图南侧红线）

（二）大连港至丹东港。

航线一：黄海北部 1 号警戒区-黄海北部第 11 分道通航制-黄海北部 5 号警戒区-黄海北部第 10 分道通航制-黄海北部 4 号警戒区-黄海北部第 9 分道通航制-黄海北部 3 号警戒区-黄海北部第 8 分道通航制。（参见示意图北侧绿线）

航线二：黄海北部 1 号警戒区-黄海北部第 4 分道通航制-黄海北部 2 号警戒区-黄海北部第 7 分道通航制。（参见示意图南侧绿线）

二、特殊水域航法指引

丹东港至大连港航线一全程需经过 4 处警戒区，即黄海北部 1 号警戒区、黄海北部 3 号警戒区、黄海北部 4 号警戒区、黄海北部 5 号警戒区。

丹东港至大连港航线二全程需经过 2 处警戒区，即：黄

海北部 1 号警戒区、黄海北部 2 号警戒区。

（一）黄海北部 1 号警戒区。

黄海北部 1 号警戒区主要汇集老铁山水道/烟台港至大连港、成山角至大连港、威海港至大连港、丹东至大连港的多股交通流。

西行船舶驶入该区域时，应加强瞭望，密切关注老铁山水道/烟台港、成山角至大连港、威海港至大连港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速。提前确认到港作业计划，科学规划航线，择机驶入大连港大连湾或大连港大窑湾港区。

东行船舶驶入该区域时，应加强瞭望，密切关注老铁山水道/烟台港、成山角至大连港、威海港至大连港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，科学规划航线，择机驶入黄海北部第 4 分道通航制或黄海北部第 11 分道通航制并靠右侧航行。

（二）黄海北部 2 号警戒区。

黄海北部 2 号警戒区主要汇集丹东港至大连港、威海港至丹东港、成山角至丹东港的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注威海港至丹东港、成山角至丹东港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速。提前确认到港作业计划，科学规划航线，择机驶入黄海北部第 7 分道通航制并靠右侧航行。

南行船舶驶入该区域时，应加强瞭望，密切关注威海港

至丹东港、成山角至丹东港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，科学规划航线，择机驶入黄海北部第4分道通航制并靠右侧航行。

（三）黄海北部3号警戒区。

黄海北部3号警戒区边界线南侧设有海洋牧场，宽度存在变化，东行、西行船舶航经该水域时应特别谨慎驾驶。

（四）黄海北部4号警戒区、黄海北部5号警戒区。

黄海北部4号警戒区、黄海北部5号警戒区主要汇集丹东港至大连港及周边陆岛运输的多股交通流，东行、西行船舶航经该水域时应特别谨慎驾驶。

三、注意事项

（一）黄海北部第4分道通航制在 $38^{\circ}40'55.00''\text{N}/122^{\circ}31'10''\text{E}$ 附近、黄海北部第9分道通航制在 $39^{\circ}17'05.00''\text{N}/123^{\circ}16'45.00''\text{E}$ 附近存在宽度变化、黄海北部第11分道通航制在 $38^{\circ}57'19.00''\text{N}/122^{\circ}18'19.00''\text{E}$ 附近存在宽度变化，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

（二）丹东港至大连港航线一、航线二附近渔业船舶较多，特别是丹东港至大连港航线一两侧尤为繁多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

（三）丹东港至大连港航线一附近从事陆岛运输船舶动态频繁，航速较快，应提前沟通，保持安全距离。

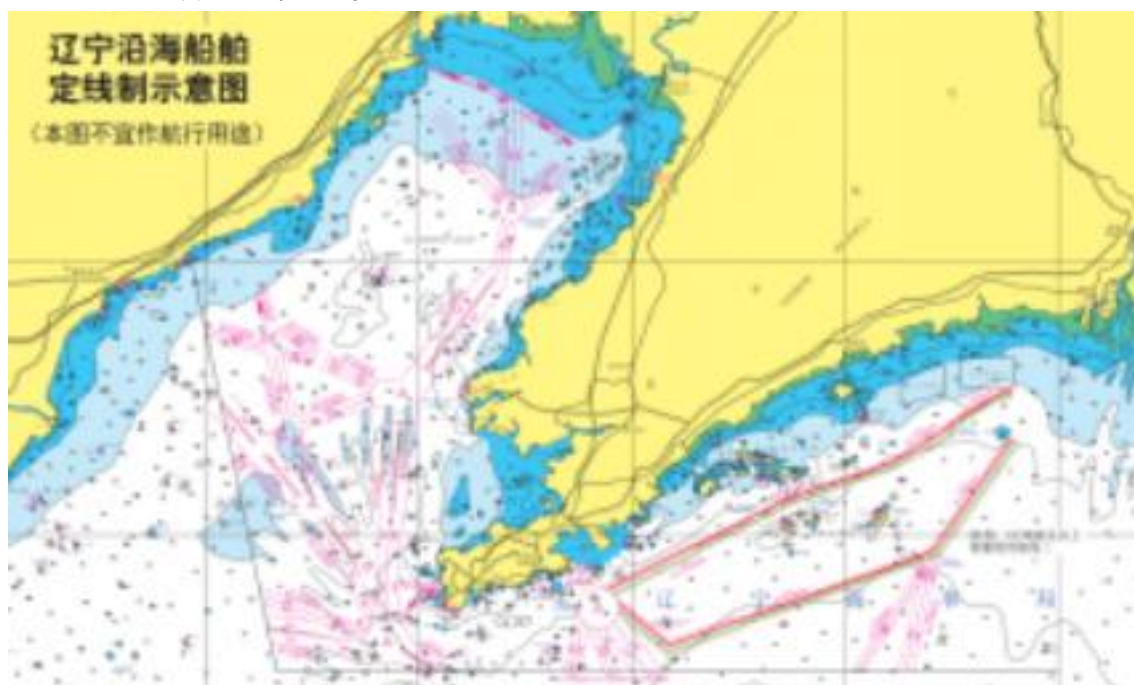
（四）丹东港至大连港航线一附近设有海洋牧场海上风电及海底管缆、丹东港至大连港航线一、航线二附近水域常有船舶从事试航活动和军事演习，应密切关注海事部门发布的航行警（通）告等安全信息，提前采取避让措施。

（五）推荐 1.5 万吨级及以上船舶使用丹东港至大连港航线二。

（六）黄海北部海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。冬季应提前获取冰情信息，注意浮标移位风险。

（七）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



威海港至丹东港船舶航法指引

一、船舶航法

（一）威海港至丹东港。

黄海北部第5分道通航制-黄海北部2号警戒区-黄海北部第7分道通航制。（参见示意图红线）

（二）丹东港至威海港。

黄海北部第7分道通航制-黄海北部2号警戒区-黄海北部第5分道通航制。（参见示意图绿线）

二、特殊水域航法指引

威海港至丹东港航线全程需经过1处警戒区，即：黄海北部2号警戒区。

黄海北部2号警戒区主要汇集丹东港至大连港、威海港至丹东港、成山角至丹东港的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注丹东港至大连港、成山角至丹东港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速。提前确认到港作业计划，科学规划航线，择机驶入黄海北部第7分道通航制并靠右侧航行。

南行船舶驶入该区域时，应加强瞭望，密切关注丹东港至大连港、成山角至丹东港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，科学规划航线，择机驶入黄海北部第5分道通航制并靠右侧航行。

三、注意事项

（一）黄海北部 2 号警戒区周边水域船舶交通流量大，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

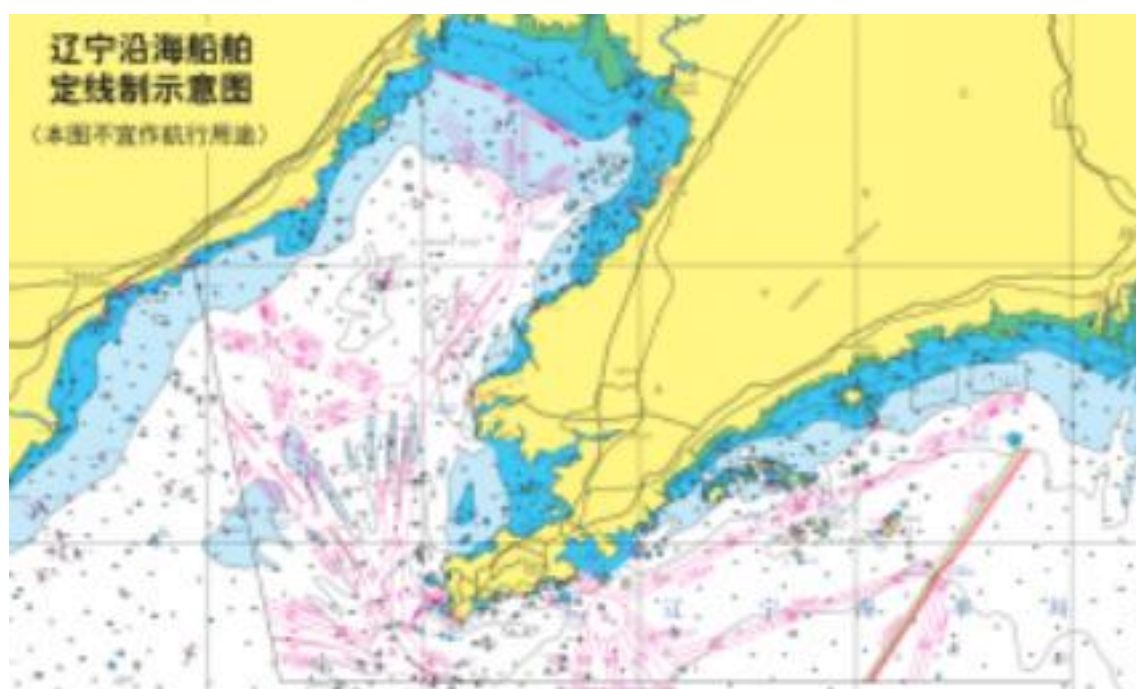
（二）威海港至丹东港航线附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

（三）威海港至丹东港航线常有船舶从事试航活动，应密切关注海事部门发布的航行警（通）告等安全信息，提前采取避让措施。

（四）黄海北部海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。

（五）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



成山角至丹东港船舶航法指引

一、船舶航法

（一）成山角至丹东港。

黄海北部第6分道通航制-黄海北部2号警戒区-黄海北部第7分道通航制。（参见示意图红线）

（二）丹东港至成山角。

黄海北部第7分道通航制-黄海北部2号警戒区-黄海北部第6分道通航制。（参见示意图绿线）

二、特殊水域航法指引

成山角至丹东港航线全程需经过1处警戒区，即：黄海北部2号警戒区。

主要汇集丹东港至大连港、威海港至丹东港、成山角至丹东港的多股交通流。

北行船舶驶入该区域时，应加强瞭望，密切关注丹东港至大连港、威海港至丹东港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速。提前确认到港作业计划，科学规划航线，择机驶入黄海北部第7分道通航制并靠右侧航行。

南行船舶驶入该区域时，应加强瞭望，密切关注丹东港至大连港、威海港至丹东港航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速，科学规划航线，择机驶入黄海北部第6分道通航制并靠右侧航行。

三、注意事项

（一）黄海北部 2 号警戒区周边水域船舶交通流量大，会遇态势复杂，碰撞风险高，所有船舶航经该水域应特别谨慎驾驶。

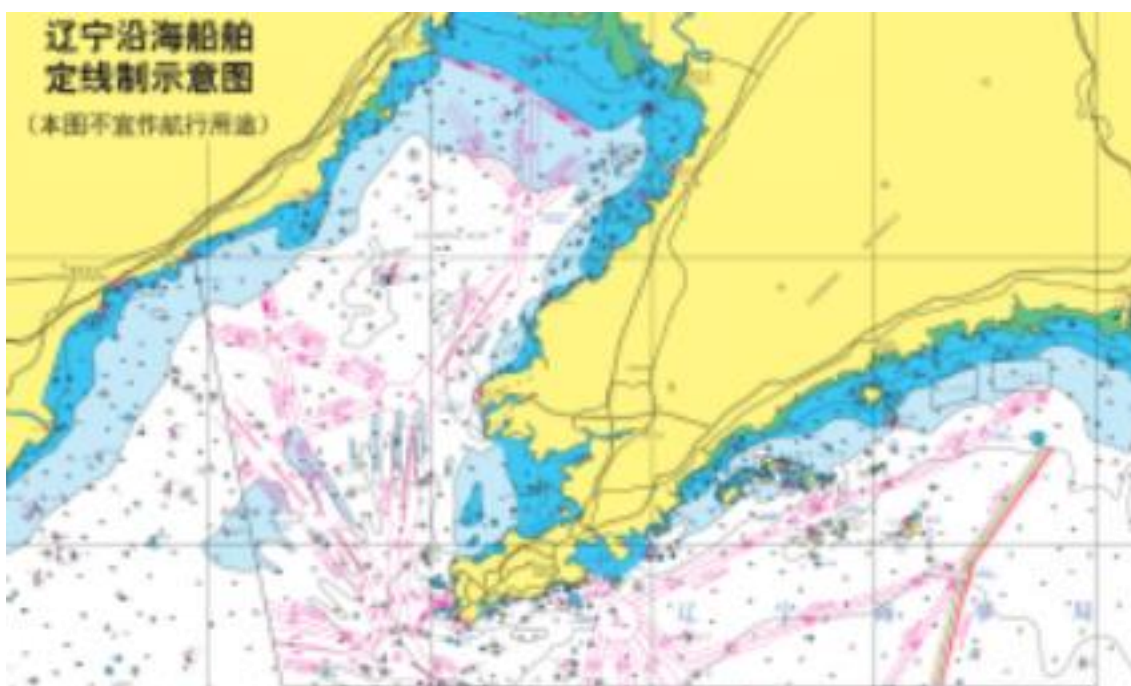
（二）成山角至丹东港航线附近渔业船舶较多，港口水域周边常有不开启照明设备作业的渔业船舶，各船舶应加强瞭望，加强值班值守，夜间航行需额外注意，密切注意渔业船舶作业特点，遵循“早、大、宽、清”原则，做好协调避让。

（三）成山角至丹东港航线附近存在中韩国际客运船舶，航速较快，应提前沟通，保持安全距离。

（四）黄海北部海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。

（五）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

四、航法示意图



老铁山水道至唐山港曹妃甸港区深水航路 (辽宁段) 航法指引

一、船舶航法

(一) 老铁山水道至唐山港曹妃甸港区。

航线一：老铁山水道警戒区-老铁山水道至唐山港曹妃甸港区深水航路。（参见示意图北侧红线）

航线二：老铁山水道警戒区-老铁山水道至唐山港曹妃甸港区深水航路（南线）。（参见示意图南侧红线）

(二) 唐山港曹妃甸港区至老铁山水道。

老铁山水道至渤海西部船舶定线制（辽宁段）-老铁山水道警戒区。（参见示意图绿线）

二、注意事项

(一) 老铁山水道至唐山港曹妃甸港区航线一、二供限于吃水的重载超大型船舶使用，其他船舶应尽量避免使用。由于航线宽度较窄，重载超大型船舶操作困难，其他船舶应做好主动避让。

(二) 重载超大型船舶应根据船型尺度、吃水等情况科学选择老铁山水道至唐山港曹妃甸港区航线，并在使用前提前向海事部门报告。

(三) 使用老铁山水道至唐山港曹妃甸港区航线二航行船舶应额外关注老铁山水道至渤海西部船舶定线制（辽宁段）航行船舶动态，运用良好船艺做好沟通和协调避让，保持安全航速。

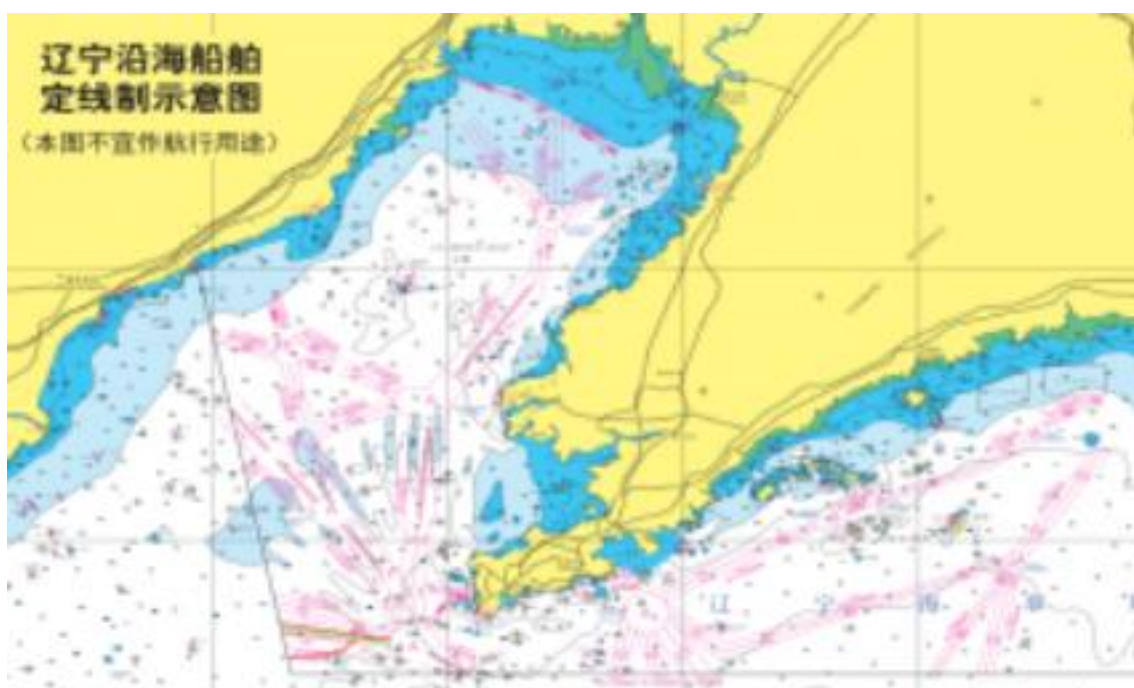
（四）空载超大型船舶出港应靠老铁山水道至渤海西部船舶定线制（辽宁段）右侧航行。

（五）老铁山水道及周边水域常有军事演习，应密切关注海事部门发布的航行警（通）告等安全信息，合理安排航行计划。

（六）渤海海峡温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。

（七）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

三、航法示意图



老铁山水道至营口仙人岛深水航路 航法指引

一、船舶航法

（一）老铁山水道至营口仙人岛。

老铁山水道警戒区-老铁山水道至营口仙人岛深水航路。
（参见示意图红线）

（二）营口仙人岛至老铁山水道。

老铁山水道至渤海北部（以下简称渤海北部）第2分道通航制-渤海北部1号警戒区-渤海北部第1分道通航制-老铁山水道警戒区。（参见示意图绿线）

二、注意事项

（一）老铁山水道至营口仙人岛深水航路供限于吃水的重载超大型船舶使用，其他船舶应尽量避免使用。由于航线宽度较窄，重载超大型船舶操作困难，其他船舶应做好主动避让。

（二）重载超大型船舶应根据船型尺度、吃水等情况科学选择老铁山水道至营口仙人岛深水航路，并在使用前提前向海事部门报告。

（三）使用老铁山水道至营口仙人岛深水航路航行船舶应额外关注渤海北部第1分道通航制、渤海北部第2分道通航制、老铁山水道至渤海西北部（以下简称渤海西北部）第7分道通航制、渤海西北部第8分道通航制、渤海北部1号警戒区航行船舶动态，运用良好船艺做好沟通和协调避让，

保持安全航速。

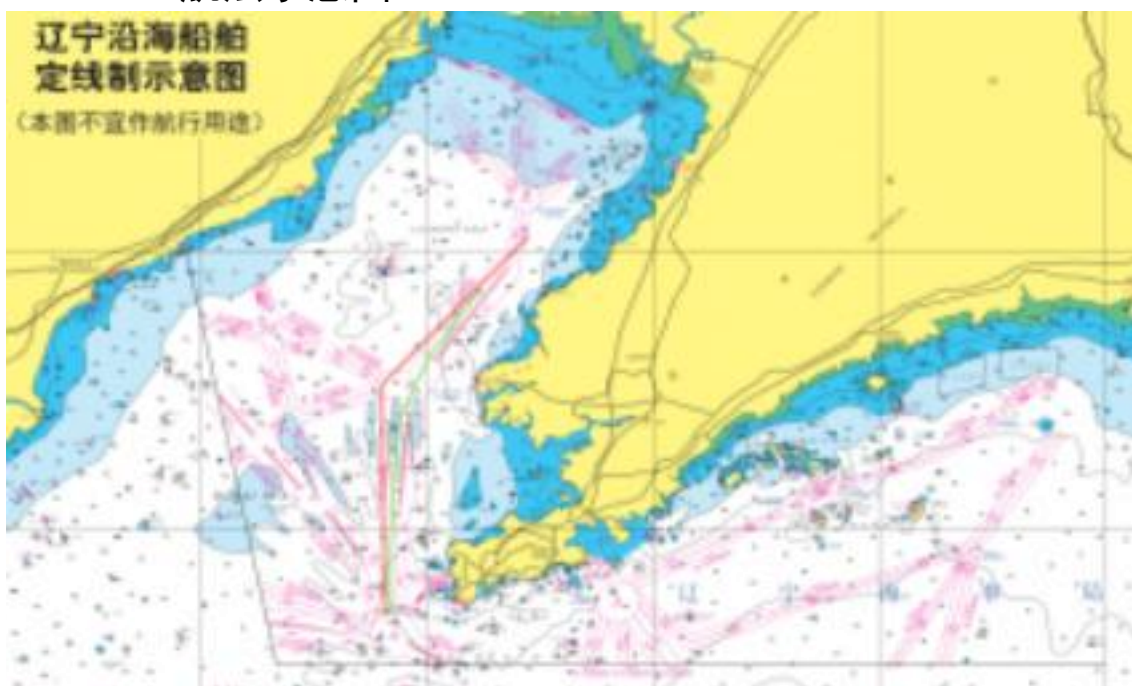
（四）超大型船舶减载或空载出港应靠渤海北部第 1 分道通航制、渤海北部第 2 分道通航制右侧航行。

（五）老铁山水道及周边水域常有军事演习，应密切关注海事部门发布的航行警（通）告等安全信息，合理安排航行计划。

（六）渤海海域温带季风气候特征明显，船舶应密切跟踪气象、海况变化，及时采取相应措施妥善应对。

（七）本航法指引仅为船舶通过通航密集水域提供指导，不免除船舶履行《1972 年国际海上避碰规则》《中华人民共和国海上交通安全法》等所规定的各项责任和义务。

三、航法示意图



Sailing Guide for Vessels Navigating in Liaoning Coastal Waters (V1.0)

This Guide is promulgated to enhance the safety of navigation off the coast of Liaoning. It is formulated with reference to *The Maritime Traffic Safety Law of the People's Republic of China*, *The International Regulations for Preventing Collisions at Sea, 1972*(COLREGs ,1972), and other applicable regulations.

In Liaoning coastal waters, ship's routeing systems have been implemented, which stipulate that vessels shall navigate within the designated routeing areas, and anchoring or engaging in fishing, aquaculture, or other activities that obstruct navigation is prohibited within the routeing system and its termination areas, so as to achieve “separate lanes for merchant ships and fishing vessels, each navigating in its designated channel”. This guide is merely for reference when vessels navigating within, or entering and departing, ports in Liaoning coastal waters. Nothing herein shall relieve the crew of their responsibility for safety of the vessel, nor their obligations to comply with the COLREGs or other statutory requirements.

I General Requirements

1 Passage Planning

1.1 Except under special circumstances, vessels shall

navigate in accordance with the routing system, design their planned routes within the corresponding traffic lanes, and sail on the right side of the general direction of traffic flow in such lanes.

1.2 Vessels shall, so far as practicable, join or leave a traffic lane at the terminations or precautionary areas.

1.3 Vessels shall, so far as practicable, avoid crossing the traffic lanes, and if the crossing is unavoidable, shall do so at an angle as close to perpendicular as possible to the general direction of traffic flow in the traffic lanes.

1.4 Vessels shall, so far as practicable, keep clear of traffic separation zones or separation lines.

1.5 Deep-water routes shall be used exclusively by ultra-large loaded vessels constrained by their draughts; Inshore traffic zones shall be used solely by vessels of less than 20 metres in overall length; and all other vessels shall avoid using them as far as practicable.

1.6 In the passage planning, due consideration shall be given to the precautionary area of high-risk collision to merchant-fishing vessels.

2 Navigational Watch-keeping

2.1 If a vessel deviates therefrom for the purpose of taking avoiding action or other reasons, she shall return to the appropriate traffic lane as soon as practicable while maintaining

safety. Vessels shall navigate with particular caution in or near the precautionary areas.

2.2 Vessels shall, when navigating, maintain a proper lookout by sight and hearing as well as by all available means appropriate to the prevailing circumstances and conditions, so as to make a full appraisal of the situation and of any risk of collision.

2.3 Vessels shall proceed at a safe speed at all times , so that they can take proper and effective action to avoid collision and be stopped within distances appropriate to the prevailing circumstances and conditions.

In determining a safe speed, factors to be considered shall include, but are not limited to the following:

- (1) Visibility;
- (2) Traffic density, including concentration of fishing vessels or any other vessels;
- (3) Vessels' maneuverability, especially their stopping distances and turning abilities in the prevailing conditions;
- (4) Background lights at night, such as shore lights or backscatter from the vessel's own lights.
- (5) The state of wind, sea, and current, and proximity of navigational hazards;
- (6) Draught in relation to available depth of water;
- (7) For vessels equipped with an operational radar, the

following shall also be taken into account:

- ① The characteristics, efficiency and limitations of the radar equipment;
- ② Any restrictions arising from the selected radar range marker;
- ③ The effect of sea state, weather and other sources of interference on radar scale;
- ④ The possibility that small craft, ice floes and other floating objects may not be detected by radar at an adequate range;
- ⑤ The number, position and movement of vessels detected by radar;
- ⑥ That a more accurate assessment of visibility may be made when using radar to determine the distance of nearby vessels or other objects.

2.4 Vessels shall enhance communication with vessels in the vicinity, clarifying intentions, and maintain a safe passing distance.

2.5 Vessels shall, at all times, keep a proper listening watch on a designated VHF channel, and shall, when converging with another vessel, establish early communication and cooperation.

2.6 Vessels shall, while navigating at sea, exhibit proper navigation lights and shapes, and shall keep navigational equipment, such as AIS and radars, operational at all times.

3 Collision Avoidance

3.1 action taken to avoid collision shall be early action, ample maneuvering space, wide berth and clear passage. The minimum acceptable CPA should be not less than 1 nautical mile in open waters, and as far as practicable, not less than 0.5 nautical mile in the precautionary area of high-risk collision to merchant-fishing vessels.

3.2 Vessels shall, in precautionary areas or complex multi-vessel meeting situations, use designated VHF channels to initiate contact and coordinate manoeuvres. If effective communication cannot be established, positive avoiding action shall be taken.

3.3 Use sound whistles and daylight signaling lamps to give warnings where necessary.

3.4 Overtaking shall be avoided in areas with complex navigation conditions, including precautionary areas, junctions and junctions between routeing systems, fairways and anchorages.

4 Key Vessels

Special attention shall be paid to vessels not under command, vessels restricted in their ability to manoeuvre, vessels constrained by their draughts, vessels engaged in fishing, and vessels engaged in towing or pushing another vessel. Navigation statuses shall be closely focused. on status. Special

characteristics shall be heeded, such as restricted maneuverability, extensive blind sectors and long stopping distance. While practical, safe distances shall be adjusted. Intentions for collision avoidance shall be clarified in advance. Prompt communications shall be established to prevent risk of collision effectively.

5 VHF Communication Rules

5.1 Except for reports and communications conducted on channels designated by the maritime administrative authorities, ship-to-ship VHF communication shall follow the principle of “Channel 16 first, then a designated working channel”, i.e, a vessel shall first establish contact with another vessel by calling on VHF Channel 16 before switching to a mutually agreed working channel for subsequent communication.

5.2 Any vessel is forbidden to transmit information irrelevant to navigation safety on any VHF channel, and shall not occupy VHF Channel 16 or a designated channel for a prolonged period of time.

6 Vessel in Emergencies

6.1 A vessel not under command shall immediately exhibit the prescribed lights and shapes, promptly report to Maritime Rescue Coordination Centre (MRCC) and use all available means to inform vessels nearby of her movement.

6.2 Vessels not under command or in distress shall take

effective measures to prevent or reduce casualties, property losses and pollution to the marine environment.

II Additional Requirements for Special Circumstances and Conditions

1 In the Laotieshan Channel

Vessels using the Laotieshan Channel Ship's Routeing System, shall comply with relevant requirements of *Notice of Implementation of the Laotieshan Channel Ship's Routeing System and Ship Reporting System*, and *Specific Rules Governing Implementation of The Laotieshan Channel Ship's Routeing System*.

2 In Restricted Visibility

2.1 Vessels navigating in or near water areas with restricted visibility, shall be under the direct command of the master, and shall sound proper signals, promptly switch on navigation lights, post proper lookouts, and navigate at a safe speed appropriate to the prevailing poor visibility, and shall change to manual steering, have both anchors ready for letting go, and be prepared for emergency anchoring.

2.2 Vessels shall enhance watch-keeping, keep a listening watch on VHF Channel 16 or a designated channel, and receive relevant navigational safety information, and when necessary, broadcast their fog navigation status in a timely manner, make proper use of all available navigational aids such as radar, VHF

and AIS to detect the approaching vessels early and determine whether the risk of collision exists.

2.3 When navigating near areas where fishing vessels are operating, special attention shall also be paid to the movements of surrounding fishing vessels.

3 In Winter Ice Areas

3.1 Vessels shall, prior to entering or leaving ports in Liaodong Bay in winter, obtain information on sea ice along the intended route from ice condition bulletins issued by maritime, oceanic, and meteorological authorities, and shall assess whether navigation is safe by combining vessel's loading condition, ice-resisting class, and ice development forecast.

3.2 Vessels shall, when encountering sea ice or extensive ice floes during navigation, adjust speed and the master shall assume direct command on the bridge, and make out a plan for entering or leaving the ice area on the basis of the vessel's condition and ice situation. Vessels shall, when sailing in an ice area, navigate with particular caution when manoeuvring in ice, closely observe ice state change and adjust speed and course, and shall check vessel's position on arriving at port approaches, and the possibility of floating aids to navigation being shifted shall be taken into account.

III Good Practices for Preventing Merchant-fishing Vessels Collision

1 Navigation Practices

1.1 Prior to entering waters with a high density of fishing vessels

(1) Before sailing, the master of the vessel shall rigorously review the passage plan and conduct a thorough risk assessment of the intended voyage. The master shall plan routes within routing system waters wherever possible, and make reasonable deviations if required. Vessels shall avoid areas of concentrated fishing activity, thereby minimizing encounters with fishing vessels to the greatest extent practicable.

(2) The master shall conduct pre-voyage checks and tests including RADAR, ECDIS, GPS, AIS, VDR, VHF, navigation lights, and sound signals; the main engine and steering gear shall be tested to ensure their full readiness for operation.

(3) The master shall properly arrange bridge navigational watch personnel with no fewer than two watchkeepers present on the bridge at all times.

(4) Precautions and corresponding countermeasures for navigating in fishing areas shall be posted in a prominent position on the bridge.

(5) The master of the vessel shall ensure that all watch-keeping personnel are familiarized with the above information.

1.2 While transiting through or proceeding near waters with

a high density of fishing vessels

(1) Navigational watchkeepers on the bridge shall maintain a proper lookout by sight and hearing, as well as by all available means appropriate to the prevailing circumstances and conditions. Vessels shall keep fully informed of the movements of other vessels in the surrounding waters, so as to make a full appraisal of the situation and the risk of collision.

(2) Watch-keeping officers shall adjust watch-keeping arrangements in accordance with the density of surrounding fishing vessels and the workload of watch-keeping, shall call the master up to the bridge if necessary.

(3) When navigating in areas with a high density of fishing vessels, the autopilot shall be changed to manual steering. If prevailing circumstances permit, pass at a distance of not less than one nautical mile whenever possible and remain on full alert to avoid any close-quarters situations caused by fishing vessels' sudden acceleration, stopping or turning while tending their fishing nets.

(4) The master shall make and issue night orders specifying special alertness requirements for night navigation in fishing areas.

(5) Vessels shall navigate at a safe speed, inform the engine room to stand by the engine in advance, and where necessary, reduce speed.

(6) When navigating in fog, sound fog signals even when no fishing vessels are detected by radar.

1.3 Special Notes

(1) The period following the conclusion of the annual summer fishing moratorium sees the highest density of coastal fishing vessel operations.

(2) Nighttime is a period of high incidence of collision accidents between merchant and fishing vessels and warrants particular vigilance.

(3) It shall be particularly noted that some fishing vessels at anchor may not maintain proper watch, exhibit correct lights, or have their AIS activated at nighttime, and that a high-density of fishing net buoys equipped with transmitters may cause potential interference to AIS, RADAR echoes, and ECDIS.

(4) Some wooden fishing vessels with weak radar echoes may not be identified by radar in heavy weather.

(5) During bridge watch handover, the officer of the watch shall brief on navigation safety risks including movements of merchant ships and fishing vessels in surrounding waters. Where a collision avoidance manoeuvre is in progress, watch handover shall not take place until the manoeuvre is completed and the vessel has finally passed and cleared.

(6) The master and the officer of the watch shall be aware that some fishing activities may occur at sea even during the

fishing moratorium. Therefore, watchkeepers shall maintain a vigilant lookout and navigate with caution, completely avoiding complacency.

2 Risk of Collision Assessment

2.1 When approaching another vessel, firstly plot targets using at a range of 6 to 12 nautical miles long-range plotting so as to determine if a risk of collision exists at the earliest possible stage. When a target comes into visual range, continuous observation of its visual bearing shall be maintained by the watchkeeper.

2.2 If any vessel alters her course or speed, the ARPA can only provide an accurate prediction of data or vector after the vessel's course and speed have been kept steady for at least three minutes.

2.3 A fishing vessel observed making a speed of some three knots is generally engaged in fishing and restricted in her ability to manoeuvre. Therefore, vessels shall take timely coordinated collision avoidance action, give the fishing vessel a wide berth, and particularly clear its fishing gear.

3 Action to Avoid Collision

3.1 Comply with COLREGs strictly. action shall be early action, ample maneuvering space, wide berth and clear passage, and shall be positive and made in ample time, so that the vessel can be clearly perceived to another vessel observing visually or

by radar. When encountering another vessel in open waters, the minimum CPA shall, whenever circumstances permit, be not less than 1 nautical mile to ensure a safe passing distance.

3.2 When collision risk develops, initiate early calls to fishing vessels on VHF Channel 16; and if repeated calls go unanswered, take positive avoiding action and simultaneously give warnings by whistle, lights and other visual and audible means.

3.3 When fishing vessels requiring immediate avoiding action are detected, attract their attention by flashing the daylight signal lamp no less than five times, and/or by sounding at least five short blasts. In taking emergency avoiding action, apart from course alteration, the main engine shall also be used in coordination to reduce speed

3.4 When maneuvering to avoid fishing vessels, the Officer of the Watch shall particularly identify and keep a lookout for movement of other merchant ships, especially those surrounded by fishing vessels, so as not to create a risk of collision with them.

3.5 In restricted visibility, sound the prescribed sound signals and post additional lookouts if necessary.

3.6 In heavy weather and rough sea conditions, reduce speed and keep a sharp lookout to prevent failing to detect fishing vessels within visual or radar blind sectors.

3.7 Special Notes

(1) Take full account of limitations such as accents and language proficiency during communication to ensure mutual understanding of intentions on both sides.

(2) Even minor contact between merchant ships and fishing vessels may cause significant damage or even capsizing to the latter, which often goes unnoticed by personnel on board merchant ships. Therefore, when passing fishing vessels at close range, keep a careful watch to ensure that no contact or wave damage occurs.

(3) When near merchant ships, some fishing vessels may make unexpected manoeuvres such as altering course, increasing speed or cutting across the bow to protect fishing nets or out of customary practices. If a fishing vessel attempts to cut across your bow, her fishing nets are likely positioned ahead of your vessel.

(4) Distracted by working lights and net sounders of fishing vessels, the officers of the watch may fail to notice other merchant ships within high density areas of fishing vessels.

4 Emergency Rescue

4.1 Where collision is unavoidable, avoid a head-on strike with a fishing vessel as far as practicable.

4.2 Stop the vessel immediately after a collision occurs. Give priority to saving lives and make every effort to save lives.

Under no circumstances shall the vessel leave the scene before all persons in distress are safe, unless doing so may severely endanger the vessel herself.

4.3 In the event of a collision accident, inform the nearest maritime authorities immediately by all available means, giving such details as position of the incident, name of the vessel in distress, number of casualties, extent of damage to the vessel, weather and sea conditions, and assistance required. Meanwhile, notify vessels nearby to request for search and rescue.

4.4 The master shall obey instructions from the competent authority, deal with the accident scene appropriately, preserve all relevant evidence, and cooperate fully with the subsequent casualty investigation.

Annex 1. Sailing Guide to Vessels Navigating in the Laotieshan Channel (including a precautionary area);

2. Sailing Guide to Vessels Navigating in the Dalian Port Dasanshan Channel(including a precautionary area);

3. Sailing Guide to Vessels Navigating in Liaoning Coastal Routes (including deep-water fairways).

Annex 1

**Sailing Guide to Vessels Navigating
in The Laotieshan Channel
(including precautionary areas)**

Liaoning Maritime Safety Administration

July 2026

I Vessel Sailing Methods

1 Westbound entering the Laotieshan Channel

Yellow Sea - The Laotieshan Channel Traffic Separation Scheme - The Laotieshan Precautionary Area - Bohai Sea Ship's Routeing System. (Refer to the red line in the schematic diagram)

2 Eastbound entering the Laotieshan Channel

Bohai Sea Ship's Routeing System - The Laotieshan Precautionary Area - The Laotieshan Channel Traffic Separation Scheme - Yellow Sea. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

The Laotieshan Channel Precautionary Area accommodates two-way routes connecting the Laotieshan Channel with Tianjin Port, Caofeidian Port Area of Tangshan Port, Huanghua Port, Jingtang Port Area of Tangshan Port, Qinhuangdao Port, Suizhong Port Area of Huludao Port, Yingkou Port and Lvshun Port. It also includes the deep-water routes (including the southern route) from the Laotieshan Channel to Caofeidian Port Area of Tangshan Port, the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port, as well as the recommended route from the Laotieshan Channel to Dongying Port. Based on port locations, the traffic flows are divided into four streams: Northern Bohai Sea traffic flow,

Northwestern Bohai Sea traffic flow, Western Bohai Sea traffic flow, and Southern Bohai Sea traffic flow.

1 Northern Bohai Sea traffic flow

1.1 The traffic flow in Northern Bohai Sea section consists of two-way routes from the Laotieshan Channel to Yingkou Port, from the Laotieshan Channel to Lvshun Port, as well as the deep-water route from the Laotieshan Channel to Xianrendao Port area of Yingkou port.

1.2 Northbound vessels shall, after entering the westbound lane of The Laotieshan Channel Traffic Separation Scheme, navigate along its northern boundary line. When proceeding into The Laotieshan Channel Precautionary Area, vessels shall keep a sharp lookout, closely monitor movements of vessels navigating in the Northwestern, Western and Southern Bohai Sea, and exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter the respective ship's routing system from the northeast side of the centre of the Laotieshan Channel Precautionary Area (38° 36'24.00"N/120°51'18.00"E; hereinafter referred to as the same) and keep to the starboard side of the traffic lane.

1.3 Southbound vessels shall, after entering The Laotieshan Channel Precautionary Area via the designated ship's routing system, keep a sharp lookout, closely monitor movements of

vessels navigating in the Northwestern, Western and Southern Bohai Sea sections and shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to proceed into the eastbound lane of The Laotieshan Channel Traffic Separation Scheme from the southwest side of the centre of the Laotieshan Channel Precautionary Area and keep to the starboard side of the traffic lane.

2 Northwestern Bohai Sea Traffic Flow

2.1 The traffic flow in Northwestern Bohai Sea section consists of two-way routes from the Laotieshan Channel to Qinhuangdao Port, and from the Laotieshan Channel to Suizhong Port area of Huludao port.

2.2 Westbound vessels shall, after entering the westbound lane of the Laotieshan Channel Traffic Separation Scheme, navigate close to the northern side of the lane, and when entering the Laotieshan Channel Precautionary Area, keep a sharp lookout, closely monitor movements of vessels navigating in the Northern, Western and Southern Bohai Sea areas, exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter the corresponding routing system from the northeast side of the centre of the precautionary area and keep to the starboard side of the traffic lane.

2.3 Eastbound vessels shall, when entering the Laotieshan Channel Precautionary Area from the designated routeing system, keep a sharp lookout, closely monitor movements of vessels navigating in the Northern, Western and Southern Bohai Sea areas, exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter the eastbound lane of the Laotieshan Channel Traffic Separation Scheme from the southwest side of the centre of the precautionary area, and keep to the starboard side of the traffic lane.

3 Western Bohai Sea Traffic Flow

3.1 The traffic flow in Western Bohai Sea consists of two-way routes from the Laotieshan Channel to Tianjin Port, Huanghua Port, Caofeidian Port Area of Tangshan Port, and Jingtang Port Area of Tangshan Port, and the deep-water route from the Laotieshan Channel to Caofeidian Port Area of Tangshan Port (including the southern route).

3.2 Westbound vessels shall, after entering the westbound lane of The Laotieshan Channel Traffic Separation Scheme, proceed along the center line of the lane and shall, when entering The Laotieshan Channel Precautionary Area, keep a sharp lookout, closely monitor movements of vessels navigating in the Northern, Northwestern and Southern Bohai Sea sections and shall exercise good seamanship in communication,

coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to proceed into the designated ship's routeing system from the north side of the centre of the Laotieshan Precautionary Area and keep to the starboard side of the traffic lane.

3.3 Eastbound vessels shall, when entering the Laotieshan Channel Precautionary Area from the designated routeing system, keep a sharp lookout, closely monitor movements of vessels navigating in the Northern, Northwestern and Southern Bohai Sea areas, exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter the eastbound lane of the Laotieshan Channel Traffic Separation Scheme from the southwest side of the centre of the Laotieshan Channel Precautionary Area, and keep to the starboard side of the traffic lane.

4 Southern Bohai Sea traffic flow

4.1 The traffic flow in Southern Bohai Sea consists of recommended sailing routes from the Laotieshan Channel to Dongying Port.

4.2 Southbound vessels shall, after entering the westbound lane of The Laotieshan Channel Traffic Separation Scheme, proceed close to the north boundary line of the separation zone, and shall, when proceeding into The Laotieshan Channel

Precautionary Area, keep a sharp lookout, closely monitor movements of vessels navigating in the Northern, Northwestern and Western Bohai Sea sections, and when exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter the respective ship's routing system from the north side of the centre of the Laotieshan Channel Precautionary Area and keep to the starboard side of the traffic lane.

4.3 Northbound vessels shall, after entering the Laotieshan Channel Precautionary Area via the designated ship's routing system, keep a sharp lookout, closely monitor movements of vessels navigating in the Northern, Northwestern and Western Bohai Sea sections and shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to proceed into the eastbound lane of The Laotieshan Channel Traffic Separation Scheme from the southwest side of the centre of the Laotieshan Precautionary Area and keep to the starboard side of the traffic lane.

III Cautionary Notes

1 The Laotieshan Channel features heavy traffic density, narrow traffic separation lanes, and complex converging/diverging traffic flows in the precautionary areas, leading to complicated encounter situations and high collision

risk. All vessels transiting this area are therefore required to navigate with extreme caution.

2 Vessels entering or leaving the Laotieshan Channel shall ensure that all machinery and electrical equipment is in normal working condition prior to transit.

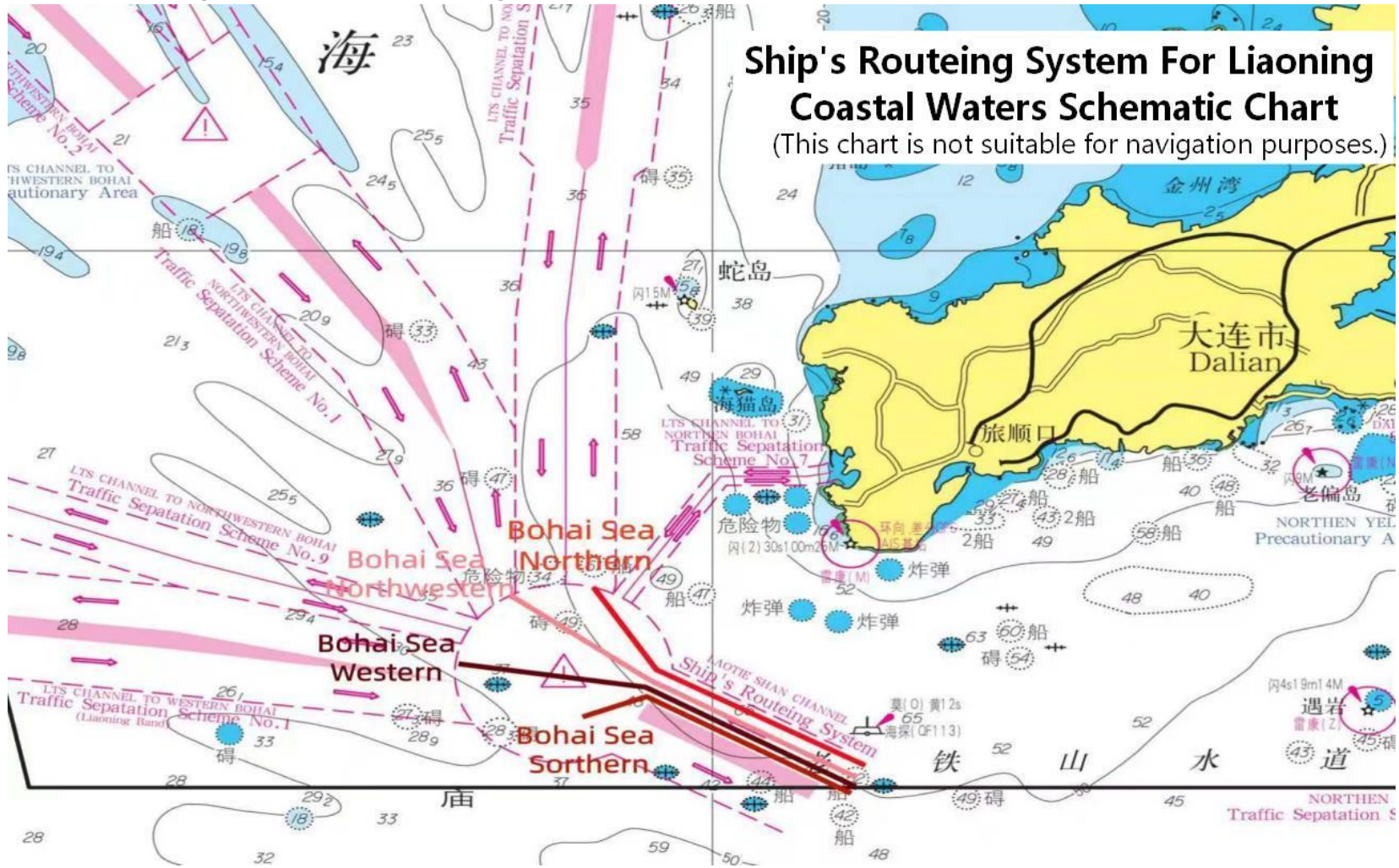
3 There are military prohibited navigation areas on both the northern and southern sides of the Laotieshan Channel, and no vessels are allowed to enter these areas except under special circumstances.

4 Military exercises are frequently conducted in The Laotieshan Channel and adjacent waters, so vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime safety administrative authorities, and make navigation plan properly.

5 The Bohai Strait has distinct temperate monsoon climate features, vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly.

6 This Sailing Guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in *the International Regulations for Preventing Collisions at Sea, 1972* and *the Maritime Traffic Safety Law of the People's Republic of China*.

IV Navigation schematic diagram



Annex 2

**Sailing Guide for Vessels Navigating in the
Dalian Port Dasanshan Channel
(including precautionary areas)**

Liaoning Maritime Safety Administration

July 2026

I Vessel Sailing Methods

1 Northbound entering the Dalian Port Dasanshan Channel

Ship's Routeing System in Northern Yellow Sea/Dayaowan and Nianyuwan Port Areas of Dalian Port - Dasanshan Channel Traffic Separation Scheme/Inshore Traffic Zone - the Dalian Port Dasanshan Channel Precautionary Area - Port Areas within Dalian Bay of Dalian Port. (Refer to the red line in the schematic diagram)

2 Southbound entering the Dalian Port Dasanshan Channel

Port Areas within Dalian Bay of Dalian Port - the Dalian Port Dasanshan Channel Precautionary Area - the Dalian Port Dasanshan Channel Traffic Separation Scheme/Inshore Traffic Zone - Ship's Routeing System in Northern Yellow Sea/Dayaowan and Nianyuwan Port Areas of Dalian Port. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

The Dalian Port Dasanshan Channel Precautionary area accommodates vessels arriving from and departing from Dagang Port Area, Heizuizi Port Area, Ganjingzi Port Area, Dashihua Port Area, West Heshangdao Port Area, East Heshangdao Port Area and West Dagushan Port Area of Dalian Port. According to the locations of port areas, vessel traffic flows are divided into two categories: traffic flow in the southwestern, western,

northern part of Dalian Bay of Dalian Port, and traffic flow in the eastern parts of Dalian Bay of Dalian Port. Recommended sailing methods for each traffic flow are as follows:

1 Traffic flow in the southwestern part of Dalian Bay of Dalian Port

1.1 The traffic flow in the southwestern part of Dalian Bay of Dalian Port consists of vessels entering and departing from Dagang Port Area of Dalian Port.

1.2 After entering the northbound lane of the Traffic Separation Scheme of the Dalian Port Dasanshan Channel, northbound vessels shall navigate close to the eastern boundary line of the separation zone. When proceeding into the Precautionary Area of the Dalian Port Dasanshan Channel, vessels shall keep a sharp lookout, closely monitor movements of vessels navigating in the western, northern and eastern parts of Dalian Bay of Dalian Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to sail westward towards Dagang Port Area from the north side of the centre of the Precautionary Area (38°54'27.00"N/121°46'12.00"E; hereinafter referred to as the same) and keep to the starboard side of the traffic lane.

1.3 When entering the Precautionary Area of the Dalian Port Dasanshan Channel, southbound vessels shall keep a sharp

lookout, closely monitor movements of vessels navigating in the western, northern and eastern parts of Dalian Bay of Dalian Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to proceed into the southbound lane of the Traffic Separation Scheme of the Dalian Port Dasanshan Channel from the west side of the centre of the Precautionary Area and keep to the starboard side of the traffic lane.

2 Traffic flows in the western, northern and eastern parts of Dalian Bay of Dalian Port

2.1 The traffic flow in the western, northern and eastern parts of Dalian Bay of Dalian Port consists of vessels entering and departing from Heizuizi Port Area, Ganjingzi Port Area, Dashihua Port Area, West Heshangdao Port Area, East Heshangdao Port Area and West Dagushan Port Area.

2.2 After entering the northbound lane of the Traffic Separation Scheme of the Dalian Port Dasanshan Channel, northbound vessels shall navigate close to the eastern boundary line. When proceeding into the Precautionary Area of the Dalian Port Dasanshan Channel, vessels shall keep a sharp lookout, closely monitor movements of vessels navigating in the western part of Dalian Bay of Dalian Port. Vessels shall exercise good seamanship in communication, coordination and collision

avoidance, maintain a safe speed, and select an appropriate moment to enter the corresponding port areas from the east side of the centre of the Precautionary Area and keep to the starboard side and plan the subsequent route properly according to the operational plan.

2.3 When entering the Precautionary Area of the Dalian Port Dasanshan Channel via the designated ship's routing system, eastbound vessels shall keep a sharp lookout, closely monitor movements of vessels navigating in the western part of Dalian Bay of Dalian Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter the southbound lane of the Traffic Separation Scheme of the Dalian Port Dasanshan Channel from the west side of the centre of the Precautionary Area and keep to the starboard side.

III Cautionary Notes

1 The waters around the ship's routing system of the Dalian Port Dasanshan Channel have heavy vessel traffic and complex meeting situations with high collision risks. Therefore, all vessels navigating through this area shall proceed with extreme caution.

2 Coastal traffic lanes are arranged on both the eastern and western sides of the Dalian Port Dasanshan Channel, which are

only available for vessels with an overall length of less than 20 metres.

3 Large numbers of fishing vessels operate near the ship's routing system of the Dalian Port Dasanshan Channel. Some fishing vessels in adjacent port waters work without lights switched on. All vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Masters and crews shall fully understand the operational characteristics of fishing vessels, follow the principle of "early action, ample maneuvering space, wide berth and clear passage", and make proper coordination and collision avoidance.

4 Inter-provincial passenger vessels sailing between Liaoning and Shandong Provinces operate frequently and navigate at high speeds within the ship's routing system of the Dalian Port Dasanshan Channel. Vessels shall communicate in advance and maintain a safe distance.

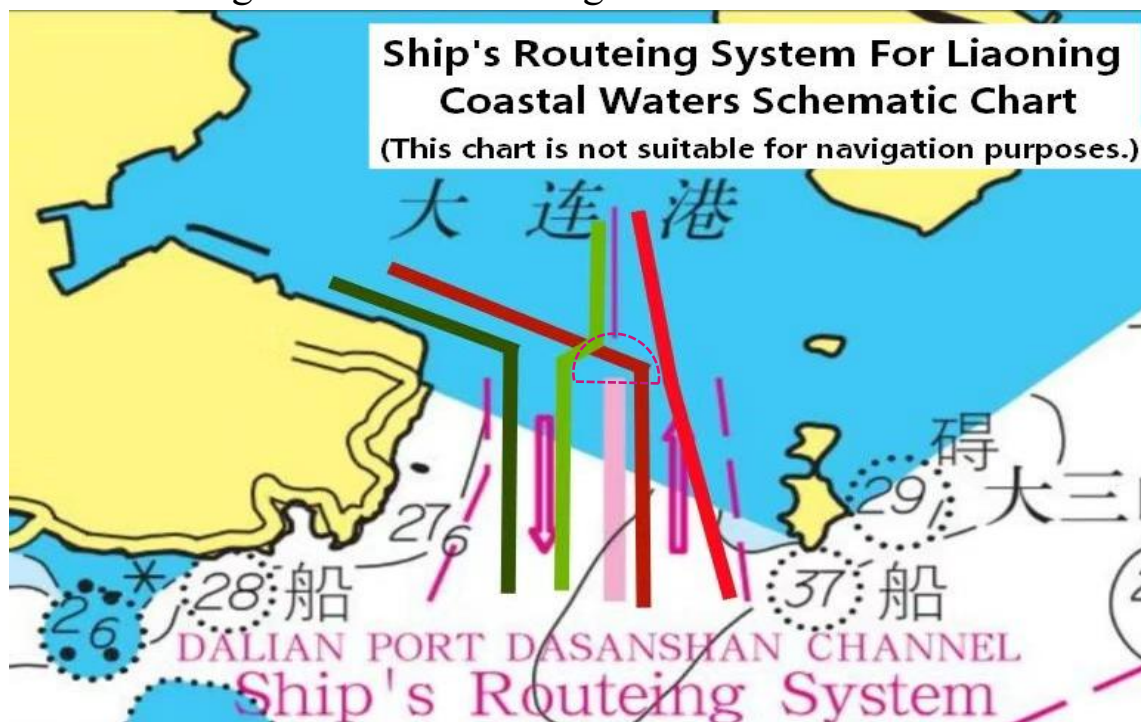
5 Vessel sea trials are frequently conducted in waters around Dalian Port. Vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime authorities and take avoiding measures in advance.

6 Northern Yellow Sea features a distinct temperate monsoon climate. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate

measures accordingly.

7 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's Republic of China*.

IV Navigation schematic diagram



Annex 3

Sailing Guide for Vessels Navigating in Liaoning Coastal Waters

Liaoning Maritime Safety Administration

July 2026

Content

1.Sailing Guide for Routes from the Laotieshan Channel to Tianjin Port/Huanghua Port/Caofeidian Port Area of Tangshan Port (Liaoning Section).....	1
2.Sailing Guide for Routes from the Laotieshan Channel to Jingtang Port Area of Tangshan Port	4
3.Sailing Guide for Routes from the Laotieshan Channel to Qinhuangdao Port.....	7
4.Sailing Guide for Routes from the Laotieshan Channel to Suizhong Port Area of Huludao Port	12
5.Sailing Guide for Routes from the Laotieshan Channel to Jinzhou Port /Liutiaogou Port Area of Huludao Port.....	18
6.Sailing Guide for Routes from the Laotieshan Channel to Yingkou Port/Panjin Port.....	25
7.Sailing Guide for Routes from the Laotieshan Channel to Lvshun Port of Dalian.....	31
8.Sailing Guide for Routes from Tianjin Port to Northern Bohai Sea	34
9.Sailing Guide for Routes from Qinhuangdao Port to Northern Bohai Sea	41
10.Sailing Guide for Routes from Suizhong Area of Huludao Port to Northern Bohai Sea.....	48
11.Sailing Guide for Routes from the Laotieshan Channel/Yantai Port to Dalian Port.....	55
12.Sailing Guide for Routes from Weihai Port to Dalian Port.....	59

13.Sailing Guide for Routes from Chengshanjiao to Dalian Port.....	63
14.Sailing Guide for Routes from Dandong Port to Dalian Port.....	67
15.Sailing Guide for Routes from Weihai Port to Dandong Port.....	74
16.Sailing Guide for Routes from Chengshanjiao to Dandong Port.....	78
17.Sailing Guide for Deep-water Route from the Laotieshan Channel to Caofeidian Port Area of Tangshan Port (Liaoning Section).....	82
18.Sailing Guide for Deep-water Route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port.....	85

Sailing Guide for Routes from the Laotieshan Channel to Tianjin Port/Huanghua Port/Caofeidian Port Area of Tangshan Port (Liaoning Section)

I Vessel Sailing Methods

1 From the Laotieshan Channel to Tianjin Port/Huanghua Port/Caofeidian Port Area of Tangshan Port. (Liaoning Section)

The Laotieshan Channel Precautionary Area - No.1 Traffic Separation Scheme from the Laotieshan Channel to Western Bohai Sea (hereinafter referred to as Western Bohai Sea) (Liaoning Section). (Refer to the red line in the schematic diagram)

2 From Tianjin Port/Huanghua Port/Caofeidian Port Area of Tangshan Port (Liaoning Section) to the Laotieshan Channel

No.1 Traffic Separation Scheme of Western Bohai Sea (Liaoning Section) - The Laotieshan Channel Precautionary Area. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

After exiting No.1 Traffic Separation Scheme of Western Bohai Sea (Liaoning Section), westbound vessels shall reasonably plan their subsequent routes in accordance with their operational plans.

After exiting No.1 Traffic Separation Scheme of Western

Bohai Sea (Liaoning Section), eastbound vessels shall alter course and proceed along the starboard side.

III Cautionary Notes

1 The waters surrounding No.1 Traffic Separation Scheme of Western Bohai Sea (Liaoning Section) have heavy vessel traffic, complex meeting situations and high collision risks. Therefore, all vessels navigating through this area shall proceed with extreme caution.

2 Given that a large number of fishing vessels operate along the routes from the Laotieshan Channel to Tianjin Port/Huanghua Port/Caofeidian Port Area of Tangshan Port (Liaoning Section), all vessels shall keep a sharp lookout and keep proper watch, closely observe the operational characteristics of fishing vessels, follow the principle of "early action, ample maneuvering space, wide berth and clear passage", and make proper coordination and collision avoidance.

3 Vessels navigating on the route from the Laotieshan Channel to Tianjin Port/Huanghua Port/Caofeidian Port Area of Tangshan Port (Liaoning Section) shall pay special attention to vessels navigating on the deep-water route from the Laotieshan Channel to the Caofeidian Port Area of Tangshan Port, and take proactive avoiding action.

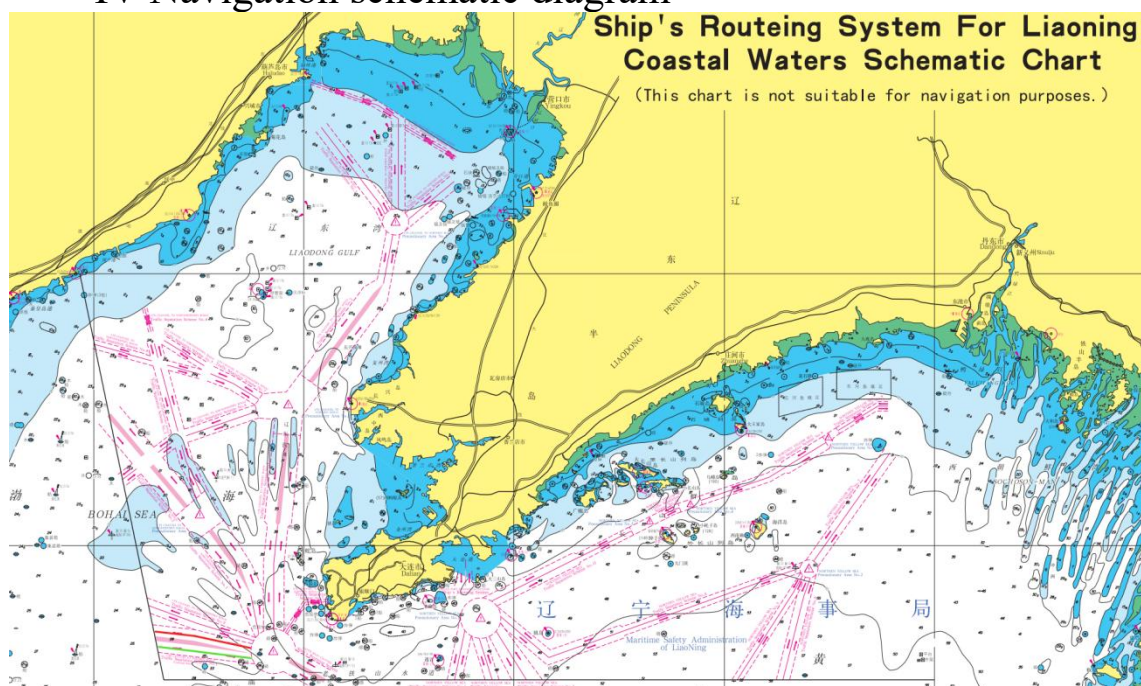
4 Military exercises are frequently held in the Laotieshan

Channel and surrounding waters. Vessels shall pay close attention to navigational warnings or notices issued by the maritime authorities, and plan their voyages reasonably.

5 The Bohai Strait has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly. In winter, vessels shall obtain ice condition information in advance and guard against the risk of displaced navigation buoys.

6 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's Republic of China*.

IV Navigation schematic diagram



Sailing Guide for Routes from the Laotieshan Channel to Jingtang Port Area of Tangshan Port

I Vessel Sailing Methods

1 From the Laotieshan Channel to Jingtang Port Area of Tangshan Port:

The Laotieshan Channel Precautionary Area – No.9 Traffic Separation Scheme from the Laotieshan Channel to Northwestern Bohai Sea (hereinafter referred to as Northwestern Bohai Sea). (Refer to the red line in the schematic diagram)

2. From Jingtang Port Area of Tangshan Port to Laotieshan Channel:

No.9 Traffic Separation Scheme of Northwestern Bohai Sea – The Laotieshan Channel Precautionary Area. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

After entering No.9 Traffic Separation Scheme of Northwestern Bohai Sea, westbound vessels shall proceed westward to Jingtang Port Area of Tangshan Port.

After entering No.9 Traffic Separation Scheme of Northwestern Bohai Sea, eastbound vessels shall alter course and keep to the starboard side.

III Cautionary Notes

1 The waters surrounding No.9 Traffic Separation Scheme of Northwestern Bohai Sea have heavy vessel traffic, complex meeting situations and high collision risks. Therefore, all vessels navigating through this area shall proceed with extreme caution.

2 Given that a large number of fishing vessels operate along the routes from the Laotieshan Channel to Jingtang Port Area of Tangshan Port, all vessels shall keep a sharp lookout and keep proper watch, closely observe the operational characteristics of fishing vessels, follow the principle of "early action, ample maneuvering space, wide berth and clear passage", and make proper coordination and collision avoidance.

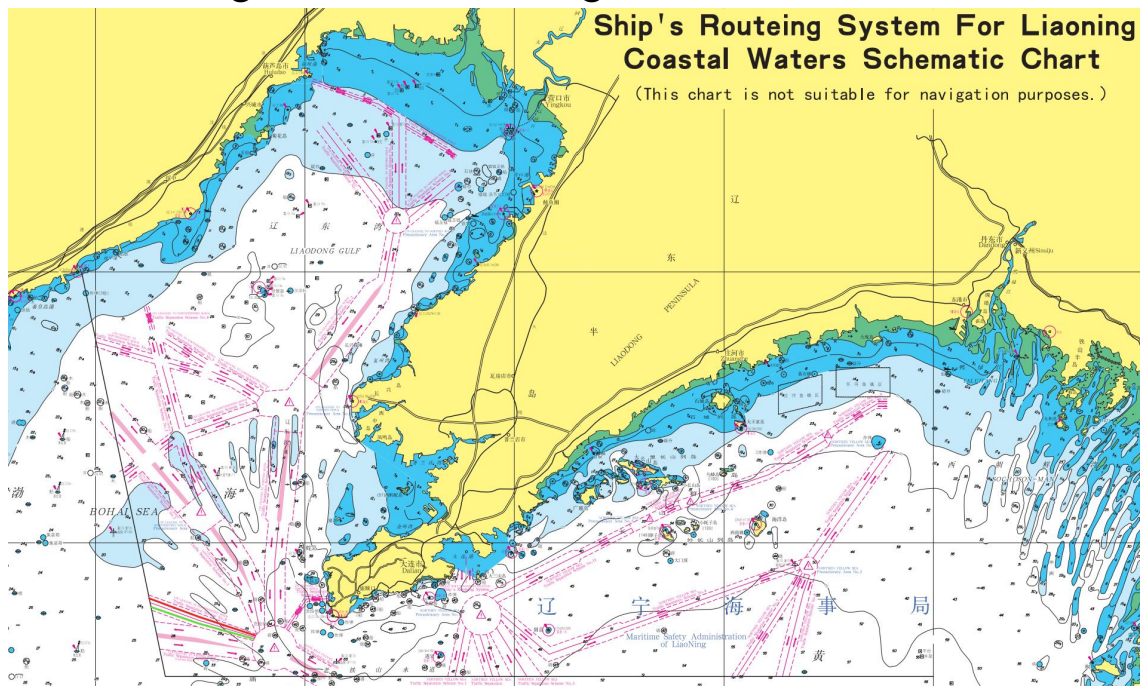
3 Military exercises are frequently conducted in the Laotieshan Channel and adjacent waters. Vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime authorities and plan their voyages properly.

4 The Bohai Strait is characterized by a distinct temperate monsoon climate. Vessels shall closely monitor changes in weather and sea conditions and take timely and appropriate measures accordingly. In winter, vessels shall obtain ice condition information, and precautions shall be taken against the risk of displaced navigation buoys.

5 This sailing guide is intended solely to provide guidance

for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's Republic of China*.

IV Navigation schematic diagram



Sailing Guide for Routes from the Laotieshan Channel to Qinhuangdao Port

I Vessel Sailing Methods

1 From the Laotieshan Channel to Qinhuangdao Port

The Laotieshan Channel Precautionary Area – No.1 Traffic Separation Scheme from the Laotieshan Channel to Northwestern Bohai Sea (hereinafter referred to as Northwestern Bohai Sea) – Precautionary Area of Northwestern Bohai Sea – No.2 Traffic Separation Scheme of Northwestern Bohai Sea. (Refer to the red line in the schematic diagram)

2 From Qinhuangdao Port to Laotieshan Channel

No.2 Traffic Separation Scheme of Northwestern Bohai Sea – Precautionary Area of Northwestern Bohai Sea – No.1 Traffic Separation Scheme of Northwestern Bohai Sea – The Laotieshan Channel Precautionary Area. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Vessels traveling on routes from the Laotieshan Channel to Qinhuangdao Port shall pass through one precautionary area and one junction along the whole voyage, namely the Precautionary Area of Northwestern Bohai Sea, and the junction of No.2 and No.8 Traffic Separation Schemes of Northwestern Bohai Sea.

1 Precautionary Area

The Precautionary Area of Northwestern Bohai Sea mainly where traffic flows converge from the Laotieshan Channel to Qinhuangdao Port and from the Laotieshan Channel to Suizhong Port Area of Huludao Port.

After entering No.1 Traffic Separation Scheme of Northwestern Bohai Sea, northbound vessels shall navigate along the western boundary line of the separation zone of this scheme. When entering the Precautionary Area of Northwestern Bohai Sea, vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel to Suizhong Port Area of Huludao Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.2 Traffic Separation Scheme of Northwestern Bohai Sea and keep to the starboard side.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel to Suizhong Port Area of Huludao Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.1 Traffic Separation Scheme of Northwestern Bohai Sea and keep to the starboard side.

2 Junctions

The junction of No.2 and No.8 Traffic Separation Schemes of Northwestern Bohai Sea mainly where traffic flows converge from the Laotieshan Channel to Qinhuangdao Port and from Tianjin Port to Northern Bohai Sea.

When navigating in the junctions, both northbound and southbound vessels shall generally maintain their original courses. Meanwhile, vessels shall closely monitor eastbound and westbound vessels on the junction and routes from Tianjin Port to Northern Bohai Sea, and conduct communication, coordination and collision avoidance in accordance with the *Collision Regulations*.

III Cautionary Notes

1 The waters around the southern end of No.1 Traffic Separation Scheme of Northwestern Bohai Sea have heavy vessel traffic, complex meeting situations and high collision risks. Therefore, all vessels navigating through this water area shall proceed with extreme caution.

2 A large number of fishing vessels operate along the routes from the Laotieshan Channel to Qinhuangdao Port, and some fishing vessels in adjacent port waters work without lights switched on. All vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of "early

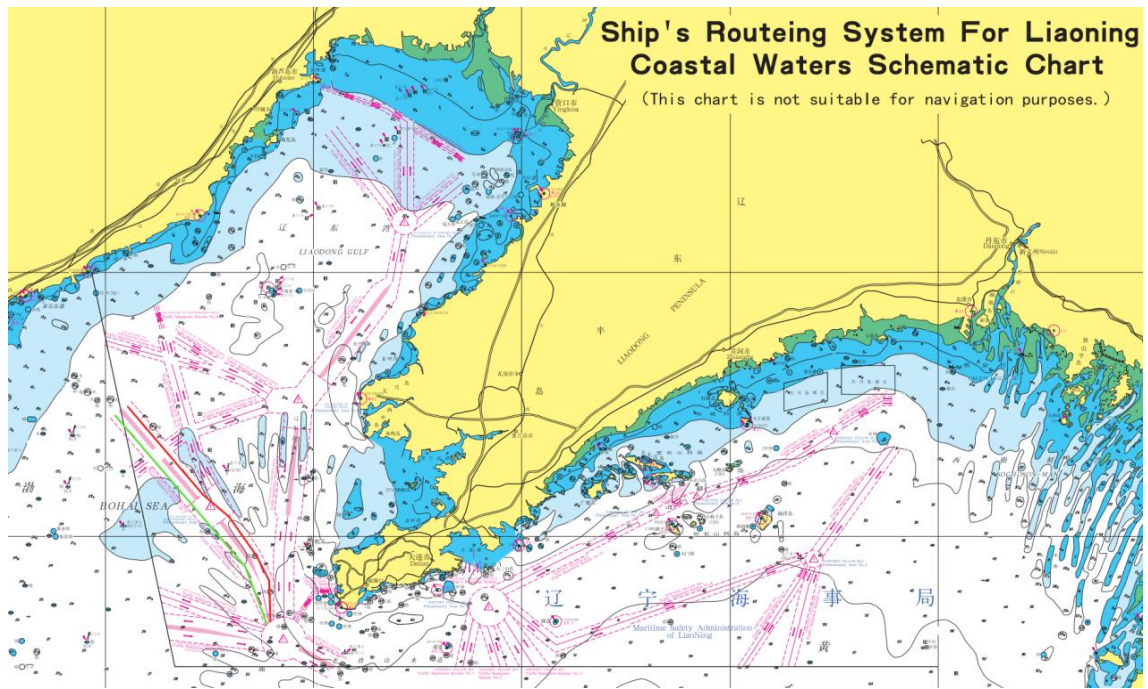
action, ample maneuvering space, wide berth and clear passage", and make proper coordination and collision avoidance.

3 Military exercises are frequently carried out on the routes from the Laotieshan Channel to Qinhuangdao Port. Vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime authorities and arrange operation plans properly.

4 The Bohai Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly.

5 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's Republic of China*.

IV Navigation schematic diagram



Sailing Guide for Routes from the Laotieshan Channel to Suizhong Port Area of Huludao Port

I Vessel Sailing Methods

1 From the Laotieshan Channel to Suizhong Port Area of Huludao Port

The Laotieshan Channel Precautionary Area – No.1 Traffic Separation Scheme from the Laotieshan Channel to Northwestern Bohai Sea (hereinafter referred to as Northwestern Bohai Sea) – Precautionary Area of Northwestern Bohai Sea – No.3 Traffic Separation Scheme of Northwestern Bohai Sea – No.4 Traffic Separation Scheme of Northwestern Bohai Sea. (Refer to the red line in the schematic diagram)

2 From Suizhong Port Area of Huludao Port to Laotieshan Channel

No.4 Traffic Separation Scheme of Northwestern Bohai Sea – No.3 Traffic Separation Scheme of Northwestern Bohai Sea – Precautionary Area of Northwestern Bohai Sea – No.1 Traffic Separation Scheme of Northwestern Bohai Sea – The Laotieshan Channel Precautionary Area. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Vessels traveling on the route from the Laotieshan Channel

to Suizhong Port Area of Huludao Port shall pass through one precautionary area and three junctions during the whole voyage, namely the Precautionary Area of Northwestern Bohai Sea, the junction of Traffic Separation Schemes No.3, No.4 and No.5 of Northwestern Bohai Sea, the junction of Traffic Separation Schemes No.3 and No.6 of Northwestern Bohai Sea, and the junction of Traffic Separation Schemes No.3 and No.8 of Northwestern Bohai Sea.

1 Precautionary Area

The Precautionary Area of Northwestern Bohai Sea mainly where traffic flows converge from the Laotieshan Channel to Qinhuangdao Port and from the Laotieshan Channel to Suizhong Port Area of Huludao Port.

After entering No.1 Traffic Separation Scheme of Northwestern Bohai Sea, northbound vessels shall navigate close to the eastern boundary line of this lane. When entering the Precautionary Area of Northwestern Bohai Sea, vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel to Qinhuangdao Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.3 Traffic Separation Scheme of Northwestern Bohai Sea and keep to the starboard side.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel to Qinhuangdao Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.1 Traffic Separation Scheme of Northwestern Bohai Sea and keep to the starboard side.

2 Junctions

2.1 The junction of No.3, No.4 and No.5 Traffic Separation Schemes of Northwestern Bohai Sea is where the traffic flow mainly crosses from Northern Bohai Sea to Suizhong Port Area of Huludao Port.

Affected by the narrowed width of No.4 Traffic Separation Scheme of Northwestern Bohai Sea, northbound vessels entering this section shall keep a close watch on vessels converging from No.5 Traffic Separation Scheme of Northwestern Bohai Sea and conduct communication, coordination and collision avoidance in accordance with the Collision Regulations.

Southbound vessels shall keep to the starboard side while navigating through this section.

2.2 The junction of No.3 and No.6 Traffic Separation Schemes of Northwestern Bohai Sea is where the traffic flow mainly crosses from Northern Bohai Sea to Qinhuangdao Port.

When navigating in the junction, both northbound and southbound vessels shall generally maintain their original courses. Meanwhile, vessels shall closely monitor eastbound and westbound vessels in the junctions and on the routes from Northern Bohai Sea to Qinhuangdao Port, and conduct communication, coordination and collision avoidance in accordance with the Collision Regulations.

2.3 The junction of No.3 and No.8 Traffic Separation Schemes of Northwestern Bohai Sea is where the traffic flow mainly crosses from Northern Bohai Sea to Tianjin Port.

When navigating in the junctions, both northbound and southbound vessels shall generally maintain their original courses. Meanwhile, vessels shall closely monitor eastbound and westbound vessels in the junctions and on the routes from Northern Bohai Sea to Tianjin Port, and conduct communication, coordination and collision avoidance in accordance with the Collision Regulations.

III Cautionary Notes

1 No.4 Traffic Separation Scheme of Northwestern Bohai Sea near 39°47'14.24"N/120°16'22.00"E has variable width, resulting in complex meeting situations and high collision risks. Therefore, all vessels navigating through this water area shall proceed with extreme caution.

2 Given that a large number of fishing vessels operate

along the routes from the Laotieshan Channel to Suizhong Port Area of Huludao Port, and some fishing vessels in adjacent port waters work without lights switched on, all vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of "early action, ample maneuvering space, wide berth and clear passage", and make proper coordination and collision avoidance.

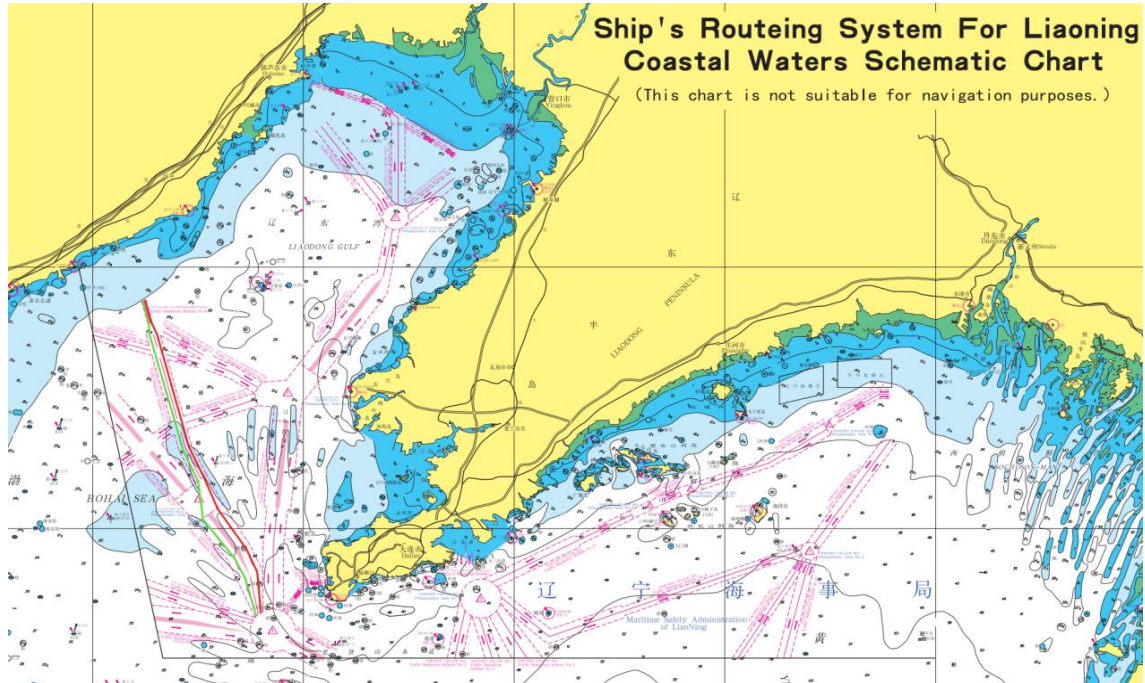
3 Military exercises are frequently carried out along the routes from the Laotieshan Channel to Suizhong Port Area of Huludao Port. Vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime authorities and arrange operation plans properly.

4 The Bohai Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly. In winter, vessels shall obtain ice condition information in advance and guard against the risk of displaced navigation buoys.

5 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea*,

1972 and the Maritime Traffic Safety Law of the People's Republic of China.

IV Navigation schematic diagram



Sailing Guide for Routes from the Laotieshan Channel to Jinzhou Port /Liutiaogou Port Area of Huludao Port

I Vessel Sailing Methods

1 From the Laotieshan Channel to Jinzhou Port/Liutiaogou Port Area of Huludao Port

Route 1: The Laotieshan Channel Precautionary Area – No.1 Traffic Separation Scheme from the Laotieshan Channel to Northern Bohai Sea (hereinafter referred to as Northern Bohai Sea) – No.1 Precautionary Area of Northern Bohai Sea – No.2 Traffic Separation Scheme of Northern Bohai Sea – No.2 Precautionary Area of Northern Bohai Sea – No.3 Traffic Separation Scheme of Northern Bohai Sea. (Refer to the southern red line in the schematic diagram)

Route 2: The Laotieshan Channel Precautionary Area – No.1 Traffic Separation Scheme from the Laotieshan Channel to Northern Bohai Sea (hereinafter referred to as Northern Bohai Sea) – No.1 Precautionary Area of Northern Bohai Sea – No.2 Traffic Separation Scheme of Northern Bohai Sea – No.2 Precautionary Area of Northern Bohai Sea – No.4 Traffic Separation Scheme of Northern Bohai Sea. (Refer to the northern red line in the schematic diagram)

2 From Jinzhou Port/Liutiaogou Port Area of Huludao Port

to Laotieshan Channel

Route 1: No.3 Traffic Separation Scheme of Northern Bohai Sea – No.2 Precautionary Area of Northern Bohai Sea – No.2 Traffic Separation Scheme of Northern Bohai Sea – No.1 Precautionary Area of Northern Bohai Sea – The Laotieshan Channel Precautionary Area. (Refer to the southern green line in the schematic diagram)

Route 2: No.4 Traffic Separation Scheme of Northern Bohai Sea – No.2 Precautionary Area of Northern Bohai Sea – No.2 Traffic Separation Scheme of Northern Bohai Sea – No.1 Precautionary Area of Northern Bohai Sea – The Laotieshan Channel Precautionary Area. (Refer to the northern green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Vessels taking Route 1 and Route 2 from the Laotieshan Channel to Jinzhou Port/Liutiaogou Port Area of Huludao Port shall pass through two precautionary areas along the voyage, namely No.1 Precautionary Area of Northern Bohai Sea and No.2 Precautionary Area of Northern Bohai Sea.

1 No.1 Precautionary Area of Northern Bohai Sea

This area mainly converges multiple traffic flows, including routes from the Laotieshan Channel to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, from Suizhong Port

Area of Huludao Port to Northern Bohai Sea, and the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port.

When entering this area, northbound vessels shall keep a sharp lookout and closely monitor movements of vessels on routes from Tianjin Port to Northern Bohai Sea, Qinhuangdao Port to Northern Bohai Sea, Suizhong Port Area of Huludao Port to Northern Bohai Sea, and Laotieshan Channel to Xianrendao Port Area of Yingkou Port deep-water route. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, choose to enter No.2 Traffic Separation Scheme of Northern Bohai Sea at an appropriate moment, and keep to the starboard side.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels on routes from Tianjin Port to Northern Bohai Sea, Qinhuangdao Port to Northern Bohai Sea, Suizhong Port Area of Huludao Port to Northern Bohai Sea, and Laotieshan Channel to Xianrendao Port Area of Yingkou Port deep-water route. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.1 Traffic Separation Scheme of Northern Bohai Sea and keep to the starboard side.

2 No.2 Precautionary Area of Northern Bohai Sea

This area mainly converges multiple traffic flows, including routes from the Laotieshan Channel to Northern Bohai Sea, Yingkou Port/Panjin Port/Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea, Tianjin Port to Northern Bohai Sea, Qinhuangdao Port to Northern Bohai Sea, Suizhong Port Area of Huludao Port to Northern Bohai Sea.

When entering this area, northbound vessels shall keep a sharp lookout and closely monitor movements of vessels on routes from Yingkou Port/Panjin Port to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, Qinhuangdao Port to Northern Bohai Sea, Suizhong Port Area of Huludao Port to Northern Bohai Sea and within the fairways of Yingkou Port and Panjin Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, select a proper route according to vessel tonnage and draft, choose to enter either No.3 Traffic Separation Scheme or No.4 Traffic Separation Scheme of Northern Bohai Sea at an appropriate moment, and keep to the starboard side.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels on routes from the Laotieshan Channel to Northern Bohai Sea, from Yingkou Port/Panjin Port to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, Qinhuangdao Port to Northern Bohai Sea, Suizhong Port Area of Huludao Port to

Northern Bohai Sea and within the fairways of Yingkou Port and Panjin Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.2 Traffic Separation Scheme of Northern Bohai Sea and keep to the starboard side.

III Cautionary Notes

1 The waters around No.3 and No.4 Traffic Separation Schemes of Northern Bohai Sea have heavy vessel traffic and complex meeting situations with high collision risks. Therefore, all vessels navigating through these waters shall proceed with extreme caution.

2 Vessels with a deadweight of 50,000 DWT and above or a draft of 9 metres and above shall take Route 1. Vessels with a deadweight below 50,000 DWT and a draft below 9 metres are recommended to take Route 2.

3 Given that a large number of fishing vessels operate along Route 1 and Route 2 from the Laotieshan Channel to Jinzhou Port/Liutiaogou Port Area of Huludao Port, and some fishing vessels in adjacent port waters work without lights on, all vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of “early action, ample

maneuvering space, wide berth and clear passage”, and make proper coordination and collision avoidance.

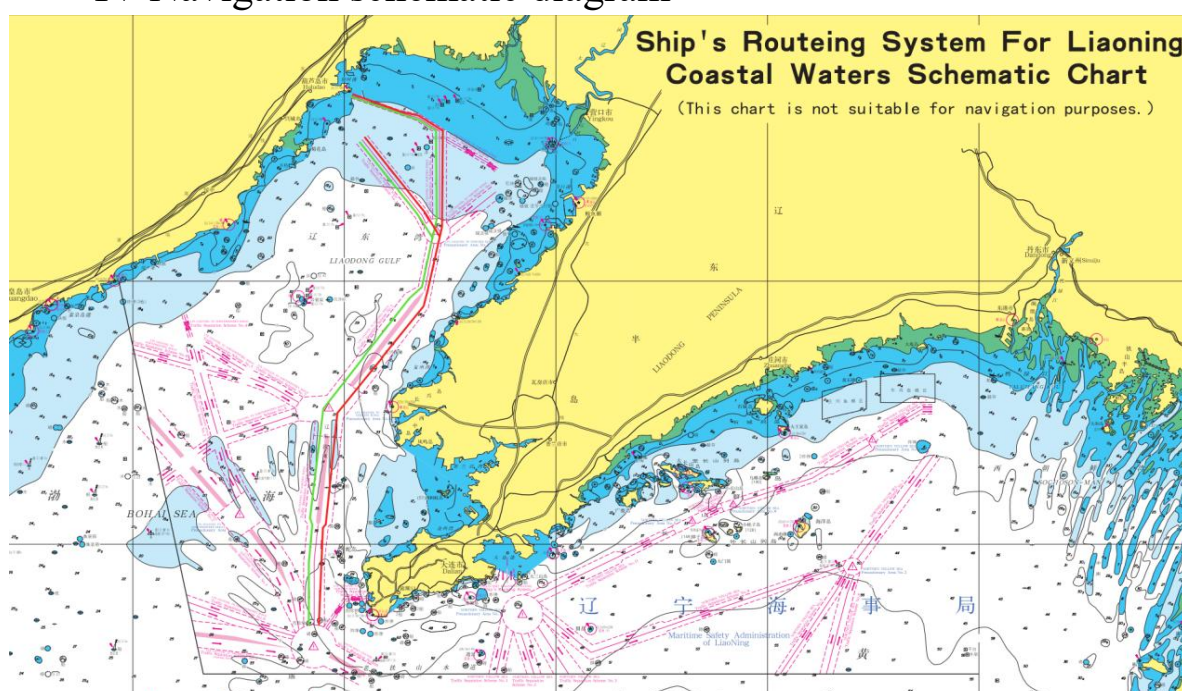
4 The southern end of Route 1 connecting the Laotieshan Channel to Jinzhou Port/Liutiaogou Port Area of Huludao Port borders No.3 Anchorage of Jinzhou Port, while the southern end of Route 2 borders No.2 Anchorage of Jinzhou Port. Navigating vessels shall reasonably plan subsequent routes in accordance with their operation schedules. Where passage through anchorages is necessary, vessels shall maintain a safe distance from anchored ships within the anchorages.

5 Offshore oil drilling platforms and submarine pipelines are situated in the vicinity of Route 1 and Route 2 linking the Laotieshan Channel to Jinzhou Port/Liutiaogou Port Area of Huludao Port, with frequent surface and underwater construction operations carried out by vessels in these waters. Vessels shall closely monitor safety information including navigational warnings and notices issued by maritime authorities and implement evasive measures well in advance.

6 The Bohai Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly. In winter, vessels shall obtain ice condition information in advance and guard against the risk of displaced navigation buoys.

7 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's Republic of China*.

IV Navigation schematic diagram



Sailing Guide for Routes from the Laotieshan Channel to Yingkou Port/ Panjin Port

I Vessel Sailing Methods

1 From the Laotieshan Channel to Yingkou Port/Panjin Port:

The Laotieshan Channel Precautionary Area – No.1 Traffic Separation Scheme from the Laotieshan Channel to Northern Bohai Sea (hereinafter referred to as Northern Bohai Sea) – No.1 Precautionary Area of Northern Bohai Sea – No.2 Traffic Separation Scheme of Northern Bohai Sea – No.2 Precautionary Area of Northern Bohai Sea – No.6 Traffic Separation Scheme of Northern Bohai Sea. (Refer to the red line in the schematic diagram)

2 From Yingkou Port/Panjin Port to Laotieshan Channel:

No.6 Traffic Separation Scheme of Northern Bohai Sea – No.2 Precautionary Area of Northern Bohai Sea – No.2 Traffic Separation Scheme of Northern Bohai Sea – No.1 Precautionary Area of Northern Bohai Sea – No.1 Traffic Separation Scheme of Northern Bohai Sea – The Laotieshan Channel Precautionary Area. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Vessels traveling between the Laotieshan Channel and

Yingkou Port/Panjin Port shall pass through two precautionary areas along the route, namely No.1 Precautionary Area of Northern Bohai Sea and No.2 Precautionary Area of Northern Bohai Sea.

1 No.1 Precautionary Area of Northern Bohai Sea

This area mainly converges multiple traffic flows, including routes from the Laotieshan Channel to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, from Suizhong Port Area of Huludao Port to Northern Bohai Sea, and the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port.

When entering this area, northbound vessels shall keep a sharp lookout and closely monitor movements of vessels on routes from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, from Suizhong Port Area of Huludao Port to Northern Bohai Sea and on the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.2 Traffic Separation Scheme of Northern Bohai Sea and keep to the starboard side.

When entering this area, southbound vessels shall keep a

sharp lookout and closely monitor movements of vessels on routes from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, from Suizhong Port Area of Huludao Port to Northern Bohai Sea and on the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.1 Traffic Separation Scheme of Northern Bohai Sea and keep to the starboard side.

2 No.2 Precautionary Area of Northern Bohai Sea

This area mainly converges multiple traffic flows, including routes from the Laotieshan Channel to Northern Bohai Sea, from Yingkou Port/Panjin Port/Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, and from Suizhong Port Area of Huludao Port to Northern Bohai Sea.

When entering this area, northbound vessels shall keep a sharp lookout and closely monitor movements of vessels on routes from Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, from Suizhong Port Area of Huludao Port to Northern Bohai Sea, and within the

fairways of Yingkou Port and Panjin Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.6 Traffic Separation Scheme of Northern Bohai Sea and keep to the starboard side.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels on routes from the Laotieshan Channel to Northern Bohai Sea, from Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, and from Suizhong Port Area of Huludao Port to Northern Bohai Sea. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.2 Traffic Separation Scheme of Northern Bohai Sea and keep to the starboard side.

III Cautionary Notes

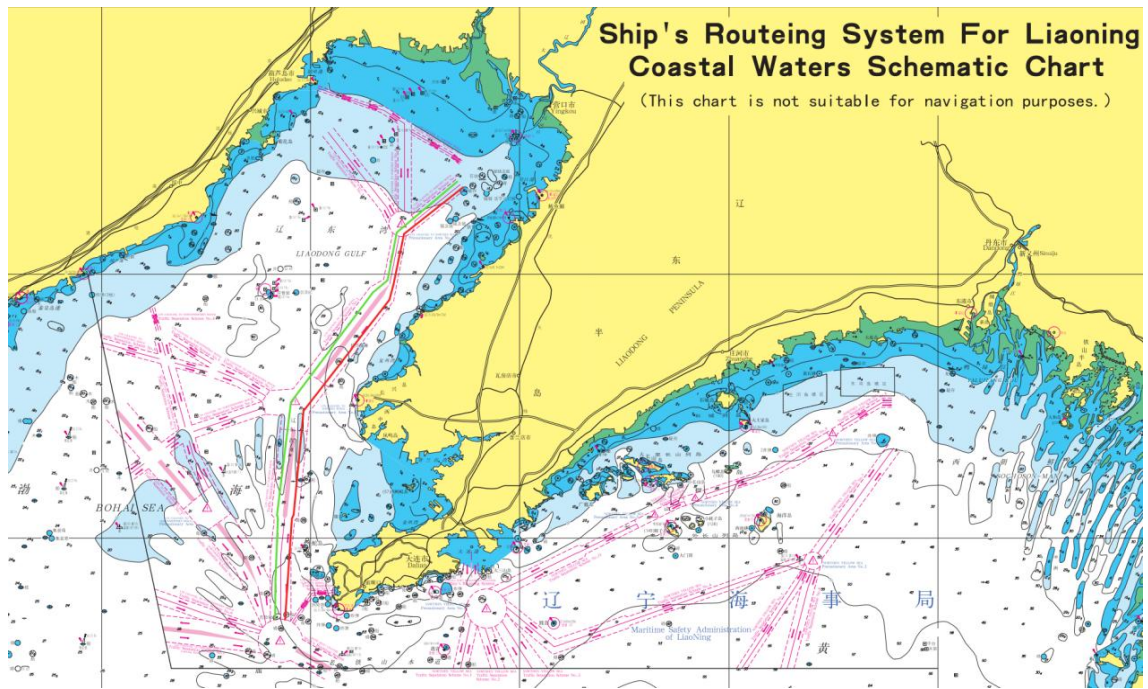
1 No.1 Traffic Separation Scheme of Northern Bohai Sea near 39°04'23.75"N/120°52'31.44"E and No.2 Traffic Separation Scheme of Northern Bohai Sea near 39°57'49.00"N/121°22'45.00"E have variable widths, resulting in complex meeting situations and high collision risks. Therefore, all vessels navigating through these waters shall proceed with extreme caution.

2 Given that a large number of fishing vessels operate along the routes from the Laotieshan Channel to Yingkou Port/Panjin Port, and some fishing vessels in adjacent port waters work without lights switched on, all vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of “early action, ample maneuvering space, wide berth and clear passage”, and make proper coordination and collision avoidance.

3 The Bohai Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly. In winter, vessels shall obtain ice condition information in advance and guard against the risk of displaced navigation buoys.

4 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's Republic of China*.

IV Navigation schematic diagram



Sailing Guide for Routes from the Laotieshan Channel to Lvshun Port of Dalian

I Vessel Sailing Methods

1 From the Laotieshan Channel to Lvshun Port of Dalian

The Laotieshan Channel Precautionary Area – No.7 Traffic Separation Scheme from the Laotieshan Channel to Northern Bohai Sea (hereinafter referred to as Northern Bohai Sea). (Refer to the red line in the schematic diagram)

2 From Lvshun Port of Dalian to the Laotieshan Channel

No.7 Traffic Separation Scheme of Northern Bohai Sea – The Laotieshan Channel Precautionary Area. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

After exiting No.7 Traffic Separation Scheme of Northern Bohai Sea, northbound vessels shall proceed to Lvshun Port of Dalian under the guidance of navigation aids.

Southbound vessels shall keep to the starboard side after entering No.7 Traffic Separation Scheme of Northern Bohai Sea.

III Cautionary Notes

1 The eastern end of No.7 Traffic Separation Scheme of Northern Bohai Sea sees complex vessel meeting situations with high collision risks. All vessels navigating through this water

area shall proceed with extreme caution.

2 A large number of fishing vessels operate along the routes from the Laotieshan Channel to Lvshun Port of Dalian. All vessels shall keep a sharp lookout and keep proper watch, closely observe the operational characteristics of fishing vessels, follow the principle of "early action, ample maneuvering space, wide berth and clear passage", and make proper coordination and collision avoidance.

3 The northbound and southbound lanes of No.7 Traffic Separation Scheme of Northern Bohai Sea are of unequal width. Northbound vessels shall pay close attention to the width variation when passing the vicinity of 38°47'07.00"N/121°00'59.06"E. Meanwhile, a military prohibited navigation areas is located on the southeast side of the northbound lane. No vessels are allowed to enter this area except under special circumstances.

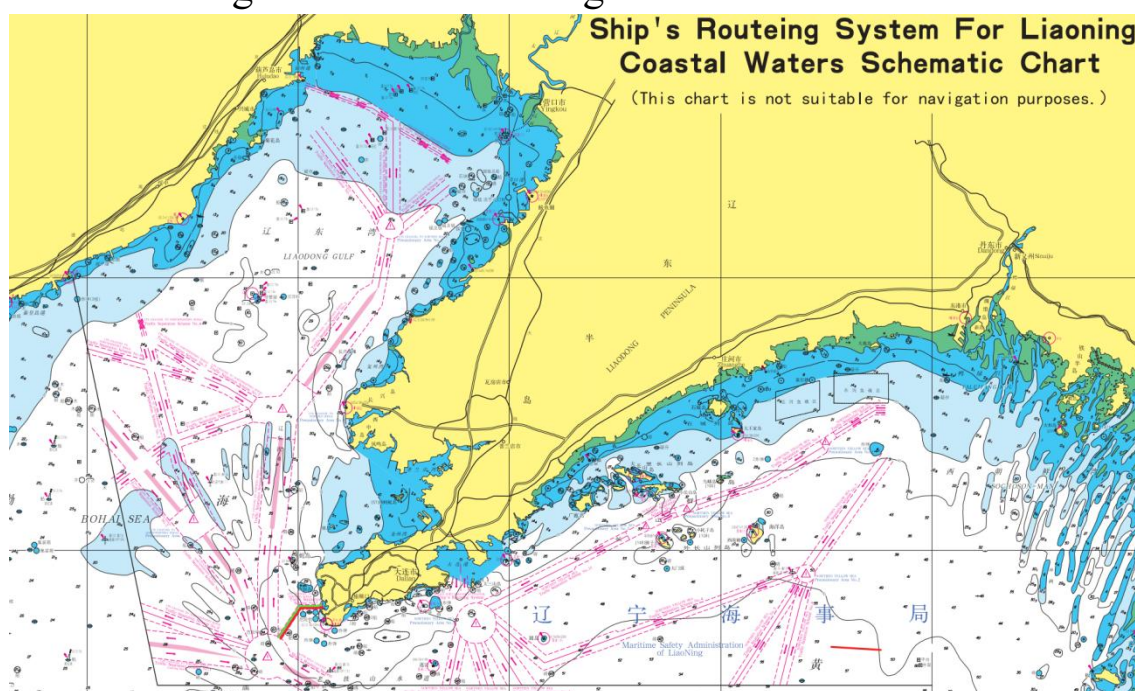
4 Military exercises are frequently carried out in the Laotieshan Channel and its adjacent waters. Vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime authorities and arrange sailing plans properly.

5 The Bohai Strait has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures

accordingly. In winter, vessels shall obtain ice condition information in advance and guard against the risk of displaced navigation buoys.

6 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's Republic of China*.

IV Navigation schematic diagram



Sailing Guide for Routes from Tianjin Port to Northern Bohai Sea

I Vessel Sailing Methods

1 From Tianjin Port to Northern Bohai Sea

No.8 Traffic Separation Scheme from the Laotieshan Channel to Northwestern Bohai Sea (hereinafter referred to as Northwestern Bohai Sea) – No.1 Precautionary Area from the Laotieshan Channel to Northern Bohai Sea(hereinafter referred to as Northern Bohai Sea) – No.2 Traffic Separation Scheme of Northern Bohai Sea – No.2 Precautionary Area of Northern Bohai Sea. (Refer to the red line in the schematic diagram)

2 From Northern Bohai Sea to Tianjin Port

No.2 Precautionary Area of Northern Bohai Sea – No.2 Traffic Separation Scheme of Northern Bohai Sea – No.1 Precautionary Area of Northern Bohai Sea – No.8 Traffic Separation Scheme of Northwestern Bohai Sea. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Vessels traveling on routes from Tianjin Port to Northern Bohai Sea shall pass through two precautionary areas and two junctions along the whole voyage, namely No.1 Precautionary Area of Northern Bohai Sea, No.2 Precautionary Area of Northern Bohai Sea, the junction of No.2 and No.8 Traffic

Separation Schemes of Northwestern Bohai Sea, and the junction of No.3 and No.8 Traffic Separation Schemes of Northwestern Bohai Sea.

1 Precautionary Area

1.1 No.1 Precautionary Area of Northern Bohai Sea

This area mainly converges multiple traffic flows including routes from the Laotieshan Channel to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, from Suizhong Port Area of Huludao Port to Northern Bohai Sea and the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port.

When entering this area, northbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, from Suizhong Port Area of Huludao Port to Northern Bohai Sea, and the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.2 Traffic Separation Scheme of Northern Bohai Sea and keep to the starboard side.

When entering this area, southbound vessels shall keep a

sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, from Suizhong Port Area of Huludao Port to Northern Bohai Sea, and the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.8 Traffic Separation Scheme of Northwestern Bohai Sea and keep to the starboard side.

1.2 No.2 Precautionary Area of Northern Bohai Sea

This area mainly converges multiple traffic flows including routes from the Laotieshan Channel to Northern Bohai Sea, from Yingkou Port/Panjin Port/Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea , from Tianjin Port to Northern Bohai Sea , from Qinhuangdao Port to Suizhong Port Area of Huludao Port to Northern Bohai Sea and from Suizhong Port Area of Huludao Port to Northern Bohai Sea.

When entering this area, northbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel to Northern Bohai Sea, from Yingkou Port/Panjin Port/Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, from Suizhong Port Area of Huludao Port

to Northern Bohai Sea, as well as vessels navigating in the fairways of Yingkou Port and Panjin Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and plan routes properly according to operation schedules.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel to Northern Bohai Sea, from Yingkou Port/Panjin Port/Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, from Suizhong Port Area of Huludao Port to Northern Bohai Sea, as well as vessels navigating in the fairways of Yingkou Port and Panjin Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.2 Traffic Separation Scheme of Northern Bohai Sea and keep to the starboard side.

2. Junctions

2.1 The junction of No.2 and No.8 Traffic Separation Schemes of Northwestern Bohai Sea

This water area is where the traffic flow mainly crosses from the Laotieshan Channel to Qinhuangdao Port.

When navigating in the junctions, both westbound and eastbound vessels shall generally maintain their original courses.

Meanwhile, vessels shall closely monitor northbound and southbound vessels in the junctions and on the routes from the Laotieshan Channel to Qinhuangdao Port, and conduct communication, coordination and collision avoidance in accordance with the Collision Regulations.

2.2 The junction of No.3 and No.8 Traffic Separation Schemes of Northwestern Bohai Sea

This water area is where the traffic flow mainly crosses from the Laotieshan Channel to Suizhong Port Area of Huludao Port.

When navigating in the junctions, both westbound and eastbound vessels shall generally maintain their original courses. Meanwhile, vessels shall closely monitor northbound and southbound vessels in the junctions and on the routes from the Laotieshan Channel to Suizhong Port Area of Huludao Port, and conduct communication, coordination and collision avoidance in accordance with the Collision Regulations.

III Cautionary Notes

1 The route from Tianjin Port to Northern Bohai Sea passes through two precautionary areas and two junctions with complex meeting situations and high collision risks. Therefore, all vessels navigating through these water areas shall proceed with extreme caution.

2 A large number of fishing vessels operate along the routes

from Tianjin Port to Northern Bohai Sea, and some fishing vessels in adjacent port waters work without lights switched on. All vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of “early action, ample maneuvering space, wide berth and clear passage”, and make proper coordination and collision avoidance.

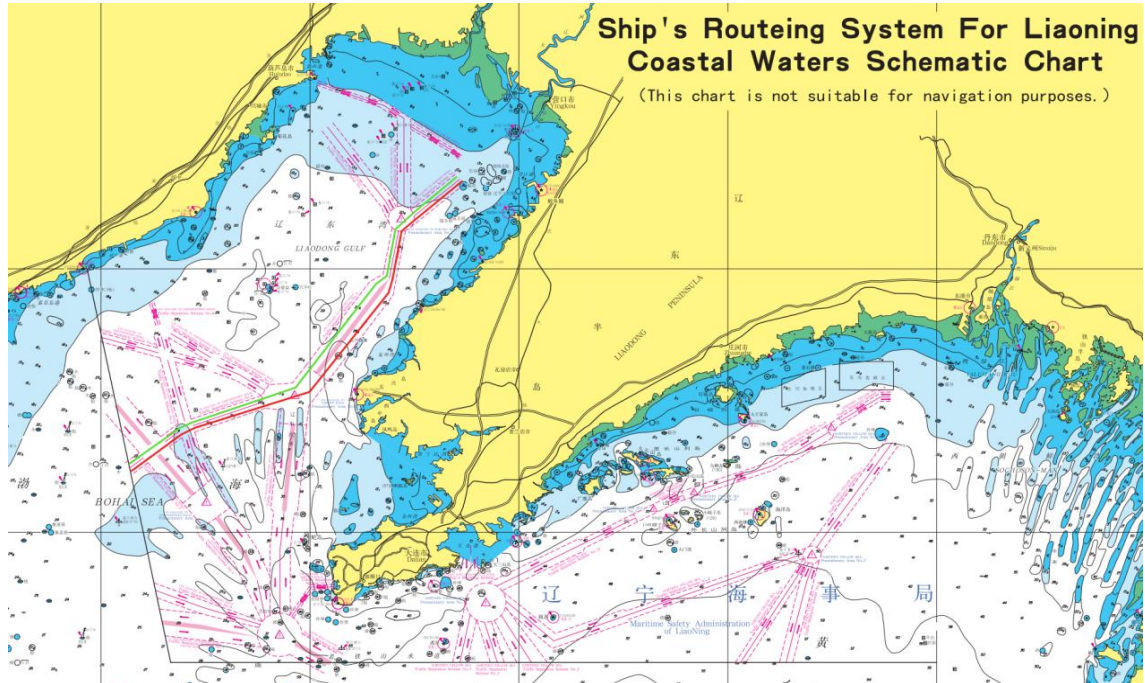
3 Offshore oil drilling platforms and submarine pipelines are distributed along the route, and various surface and underwater operations are frequently carried out. Vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime authorities and take evasive measures in advance.

4 The Bohai Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly. In winter, vessels shall obtain ice condition information in advance and guard against the risk of displaced navigation buoys.

5 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea*,

1972 and the Maritime Traffic Safety Law of the People's Republic of China.

IV Navigation schematic diagram



Sailing Guide for Routes from Qinhuangdao Port to Northern Bohai Sea

I Vessel Sailing Methods

1 From Qinhuangdao Port to Northern Bohai Sea

No.6 Traffic Separation Scheme from the Laotieshan Channel to Northwestern Bohai Sea (hereinafter referred to as Northwestern Bohai Sea) – No.7 Traffic Separation Scheme of Northwestern Bohai Sea – No.1 Precautionary Area from the Laotieshan Channel to Northern Bohai Sea (hereinafter referred to as Northern Bohai Sea) – No.2 Traffic Separation Scheme of Northern Bohai Sea – No.2 Precautionary Area of Northern Bohai Sea. (Refer to the red line in the schematic diagram)

2 From Northern Bohai Sea to Qinhuangdao Port

No.2 Precautionary Area of Northern Bohai Sea – No.2 Traffic Separation Scheme of Northern Bohai Sea – No.1 Precautionary Area of Northern Bohai Sea – No.7 Traffic Separation Scheme of Northwestern Bohai Sea – No.6 Traffic Separation Scheme of Northwestern Bohai Sea. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Vessels traveling between Qinhuangdao Port and Northern Bohai Sea shall pass through two precautionary areas and two junctions along the whole voyage, namely No.1 Precautionary

Area of Northern Bohai Sea, No.2 Precautionary Area of Northern Bohai Sea, the junction of No.3 and No.6 Traffic Separation Schemes of Northwestern Bohai Sea, and the junction of No.6 and No.7 Traffic Separation Schemes of Northwestern Bohai Sea.

1. Precautionary Area

1.1 No.1 Precautionary Area of Northern Bohai Sea

This area mainly converges multiple traffic flows including routes from the Laotieshan Channel to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea , from Suizhong Port Area of Huludao Port to Northern Bohai Sea, and the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port.

When entering this area, eastbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing on routes from the Laotieshan Channel to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea , from Suizhong Port Area of Huludao Port to Northern Bohai Sea, and the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.2

Traffic Separation Scheme of Northern Bohai Sea and keep to the starboard side.

When entering this area, westbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing on routes from the Laotieshan Channel to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea , from Suizhong Port Area of Huludao Port to Northern Bohai Sea, and the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.6 Traffic Separation Scheme of Northwestern Bohai Sea and keep to the starboard side.

1.2 No.2 Precautionary Area of Northern Bohai Sea

This area mainly converges multiple traffic flows including routes from the Laotieshan Channel to Northern Bohai Sea, from Yingkou Port/Panjin Port/Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, and from Suizhong Port Area of Huludao Port to Northern Bohai Sea.

When entering this area, northbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing

from the Laotieshan Channel to Northern Bohai Sea, from Yingkou Port/Panjin Port/Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, and from Suizhong Port Area of Huludao Port to Northern Bohai Sea, as well as vessels navigating in the fairways of Yingkou Port and Panjin Port. Vessels shall maintain a safe speed and exercise good seamanship in communication, coordination and collision avoidance.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel to Northern Bohai Sea, from Yingkou Port/Panjin Port/Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, and from Suizhong Port Area of Huludao Port to Northern Bohai Sea, as well as vessels navigating in the fairways of Yingkou Port and Panjin Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.2 Traffic Separation Scheme of Northern Bohai Sea and keep to the starboard side.

2 Junctions

2.1 The junction of No.3 and No.6 Traffic Separation

Schemes of Northwestern Bohai Sea. This water area is where the traffic flow mainly crosses from the Laotieshan Channel to Suizhong Port Area of Huludao Port.

When navigating in the junctions, both westbound and eastbound vessels shall generally maintain their original courses. Meanwhile, vessels shall closely monitor northbound and southbound vessels in the junctions and on the routes from the Laotieshan Channel to Suizhong Port Area of Huludao Port, and conduct communication, coordination and collision avoidance in accordance with the *Collision Regulations*.

2.2 The junction of No.6 and No.7 Traffic Separation Schemes of Northwestern Bohai Sea. This water area is where the traffic flow mainly crosses from Northern Bohai Sea to Suizhong Port Area of Huludao Port.

When navigating in the junctions, both westbound and eastbound vessels shall generally maintain their original courses. Meanwhile, vessels shall closely monitor westbound and eastbound vessels in the junctions and on the routes from Northern Bohai Sea to Suizhong Port Area of Huludao Port, and conduct communication, coordination and collision avoidance in accordance with the *Collision Regulations*.

III Cautionary Notes

1 The width of No.2 Traffic Separation Scheme of Northern Bohai Sea varies near 39°57'49.00"N/121°22'45.00"E,

resulting in complex meeting situations and high collision risks. Therefore, all vessels navigating through this water area shall proceed with extreme caution.

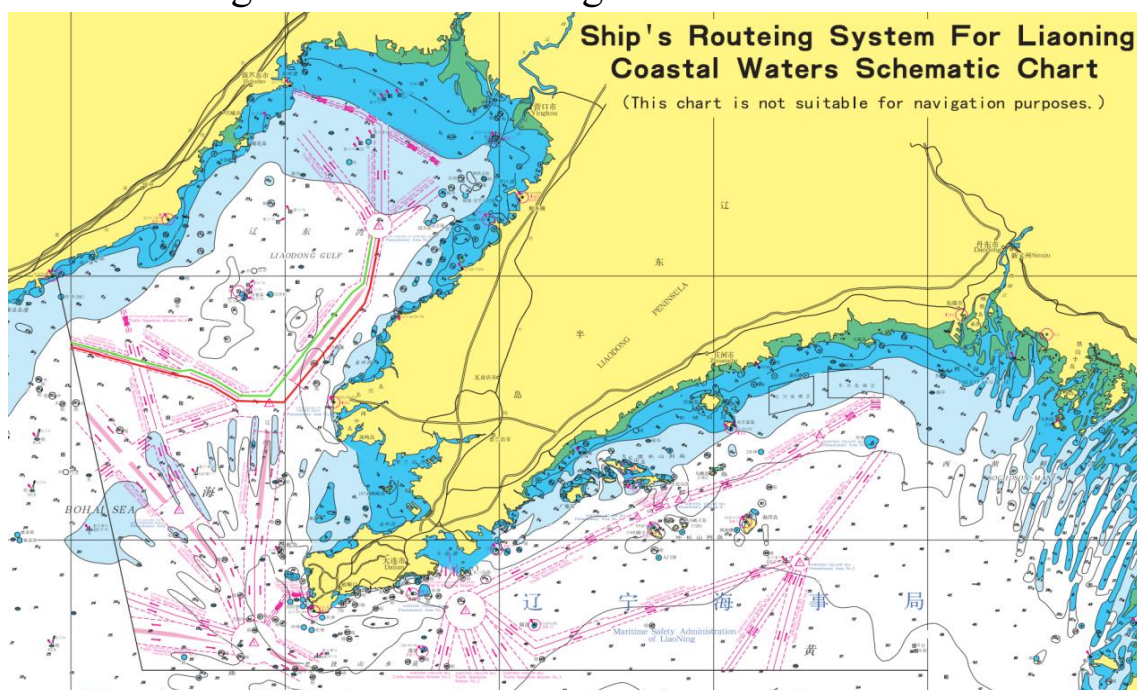
2 A large number of fishing vessels operate along the routes from Qinhuangdao Port to Northern Bohai Sea, and some fishing vessels in adjacent port waters work without lights switched on. All vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of "early action, ample maneuvering space, wide berth and clear passage", and make proper coordination and collision avoidance.

3 The Bohai Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly. In winter, vessels shall obtain ice condition information in advance and guard against the risk of displaced navigation buoys.

4 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's*

Republic of China.

IV Navigation schematic diagram



Sailing Guide for Routes from Suizhong Area of Huludao Port to Northern Bohai Sea

I Vessel Sailing Methods

1 From Suizhong Port Area of Huludao Port to Northern Bohai Sea

No.4 Traffic Separation Scheme from the Laotieshan Channel to Northwestern Bohai Sea (hereinafter referred to as Northwestern Bohai Sea) – No.5 Traffic Separation Scheme of Northwestern Bohai Sea – No.7 Traffic Separation Scheme of Northwestern Bohai Sea – No.1 Precautionary Area from the Laotieshan Channel to Northern Bohai Sea (hereinafter referred to as Northern Bohai Sea) – No.2 Traffic Separation Scheme of Northern Bohai Sea – No.2 Precautionary Area of Northern Bohai Sea. (Refer to the red line in the schematic diagram)

2 From Northern Bohai Sea to Suizhong Port Area of Huludao Port

No.2 Precautionary Area of Northern Bohai Sea – No.2 Traffic Separation Scheme of Northern Bohai Sea – No.1 Precautionary Area of Northern Bohai Sea – No.7 Traffic Separation Scheme of Northwestern Bohai Sea – No.5 Traffic Separation Scheme of Northwestern Bohai Sea – No.4 Traffic Separation Scheme of Northwestern Bohai Sea. (Refer to the

green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Vessels traveling between Suizhong Port Area of Huludao Port and Northern Bohai Sea shall pass through two precautionary areas and two junctions along the whole voyage, namely No.1 Precautionary Area of Northern Bohai Sea, No.2 Precautionary Area of Northern Bohai Sea, the junction of No.4 and No.5 Traffic Separation Schemes of Northwestern Bohai Sea, and the junction of No.5 and No.7 Traffic Separation Schemes of Northwestern Bohai Sea.

1 Precautionary Area

1.1 No.1 Precautionary Area of Northern Bohai Sea

This area mainly converges multiple traffic flows including routes from the Laotieshan Channel to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, from Suizhong Port Area of Huludao Port to Northern Bohai Sea, and the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port.

When entering this area, eastbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing on routes from the Laotieshan Channel to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea ,from Qinhuangdao Port to Northern Bohai Sea and the deep-water route from the

Laotieshan Channel to Xianrendao Port Area of Yingkou Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.2 Traffic Separation Scheme of Northern Bohai Sea and keep to the starboard side.

When entering this area, westbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing on routes from the Laotieshan Channel to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea ,from Qinhuangdao Port to Northern Bohai Sea and the deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.7 Traffic Separation Scheme of Northwestern Bohai Sea and keep to the starboard side.

1.2 No.2 Precautionary Area of Northern Bohai Sea

This area mainly converges multiple traffic flows including routes from the Laotieshan Channel to Northern Bohai Sea, Yingkou Port/Panjin Port/ Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea , from Qinhuangdao Port to Northern Bohai Sea and Suizhong Port Area of Huludao Port to Northern Bohai Sea,

When entering this area, northbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel to Northern Bohai Sea, from Yingkou Port/Panjin Port/Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea, from Qinhuangdao Port to Northern Bohai Sea, as well as vessels navigating in the fairways of Yingkou Port and Panjin Port. Vessels shall maintain a safe speed and exercise good seamanship in communication, coordination, and collision avoidance.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel to Northern Bohai Sea, from Yingkou Port/Panjin Port/ Jinzhou Port/Liutiaogou Port Area of Huludao Port to Northern Bohai Sea, from Tianjin Port to Northern Bohai Sea , from Qinhuangdao Port to Northern Bohai Sea, as well as vessels navigating in the fairways of Yingkou Port and Panjin Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and select an appropriate moment to enter No.2 Traffic Separation Scheme of Northern Bohai Sea and keep to the starboard side.

2 Junctions

2.1 The junction of No.4 and No.5 Traffic Separation

Schemes of Northwestern Bohai Sea. This water area is where the traffic flow mainly crosses from the Laotieshan Channel to Suizhong Port Area of Huludao Port.

When navigating in the junctions, both westbound and eastbound vessels shall generally maintain their original courses. Meanwhile, vessels shall closely monitor northbound and southbound vessels in the junction and on the routes from the Laotieshan Channel to Suizhong Port Area of Huludao Port, and conduct communication, coordination and collision avoidance in accordance with the Collision Regulations.

2.2 The junction of No.5 and No.7 Traffic Separation Schemes of Northwestern Bohai Sea. This water area is where the traffic flow mainly crosses from Northern Bohai Sea to Qinhuangdao Port.

When navigating in the junctions, both westbound and eastbound vessels shall generally maintain their original courses. Meanwhile, vessels shall closely monitor westbound and eastbound vessels in the junction and on the routes from Northern Bohai Sea to Qinhuangdao Port, and conduct communication, coordination and collision avoidance in accordance with the Collision Regulations.

III Cautionary Notes

1 The width of No.2 Traffic Separation Scheme of Northern Bohai Sea varies near 39°57'49.00"N/121°22'45.00"E,

resulting in complex meeting situations and high collision risks. Therefore, all vessels navigating through this water area shall proceed with extreme caution.

2 A large number of fishing vessels operate along the routes from Northern Bohai Sea to Suizhong Port Area of Huludao Port, and some fishing vessels in adjacent port waters work without lights switched on. All vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of “early action, ample maneuvering space, wide berth and clear passage”, and make proper coordination and collision avoidance.

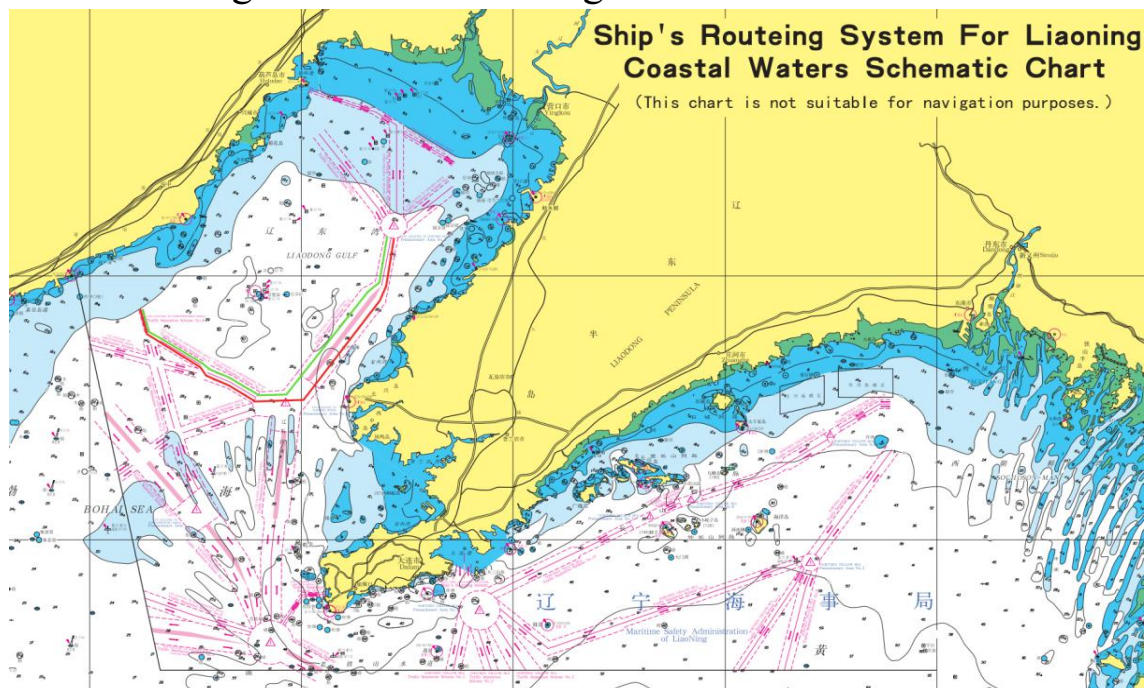
3 In the vicinity of the route between the Suizhong Port Area of Huludao Port and the northern Bohai Sea, there are offshore oil drilling platforms and submarine cables and pipelines, and vessels are often engaged in above-water and underwater operations in this area. Vessels shall closely monitor navigational warnings and notices to mariners issued by the maritime authorities, and take early evasive measures accordingly.

4 The Bohai Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures

accordingly. In winter, vessels shall obtain ice condition information in advance and guard against the risk of displaced navigation buoys.

5 This Sailing Guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's Republic of China*.

IV Navigation schematic diagram



Sailing Guide for Routes from the Laotieshan Channel/Yantai Port to Dalian Port

I Vessel Sailing Methods

1 From the Laotieshan Channel/Yantai Port to Dalian Port

No.1 Traffic Separation Scheme of Northern Yellow Sea –
No.1 Precautionary Area of Northern Yellow Sea. (Refer to the
red line in the schematic diagram)

2 From Dalian Port to the Laotieshan Channel/Yantai Port

No.1 Precautionary Area of Northern Yellow Sea – No.1
Traffic Separation Scheme of Northern Yellow Sea. (Refer to the
green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Vessels traveling on routes from the Laotieshan
Channel/Yantai Port to Dalian Port shall pass through one
precautionary area along the whole voyage, namely No.1
Precautionary Area of Northern Yellow Sea.

1 Precautionary Area

No.1 Precautionary Area of Northern Yellow Sea mainly
converges multiple traffic flows including routes from the
Laotieshan Channel/Yantai Port to Dalian Port, from
Chengshanjiao to Dalian Port, from Weihai Port to Dalian Port
and from Dandong Port to Dalian Port.

When entering this area, northbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from Chengshanjiao to Dalian Port, from Weihai Port to Dalian Port and from Dandong Port to Dalian Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and plan subsequent routes properly according to operation schedules.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from Chengshanjiao to Dalian Port, from Weihai Port to Dalian Port and from Dandong Port to Dalian Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance and maintain a safe speed. Vessels bound for the Laotieshan Channel shall adjust course at an appropriate moment to exit No.1 Traffic Separation Scheme of Northern Yellow Sea after abeam of Yuyan Lighthouse (38°34'19.30"N/121°38'23.00"E). Vessels bound for Yantai Port shall navigate southward on the starboard side along No.1 Traffic Separation Scheme of Northern Yellow Sea until arriving at Yantai Port.

III Cautionary Notes

1 The waters around No.1 Traffic Separation Scheme of Northern Yellow Sea and the routeing system of the Laotieshan Channel have heavy vessel traffic, complex meeting situations

and high collision risks. Therefore, all vessels navigating through these water areas shall proceed with extreme caution.

2 A large number of fishing vessels operate along the routes from the Laotieshan Channel/Yantai Port to Dalian Port, and some fishing vessels in adjacent port waters work without lights switched on. All vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of “early action, ample maneuvering space, wide berth and clear passage”, and make proper coordination and collision avoidance.

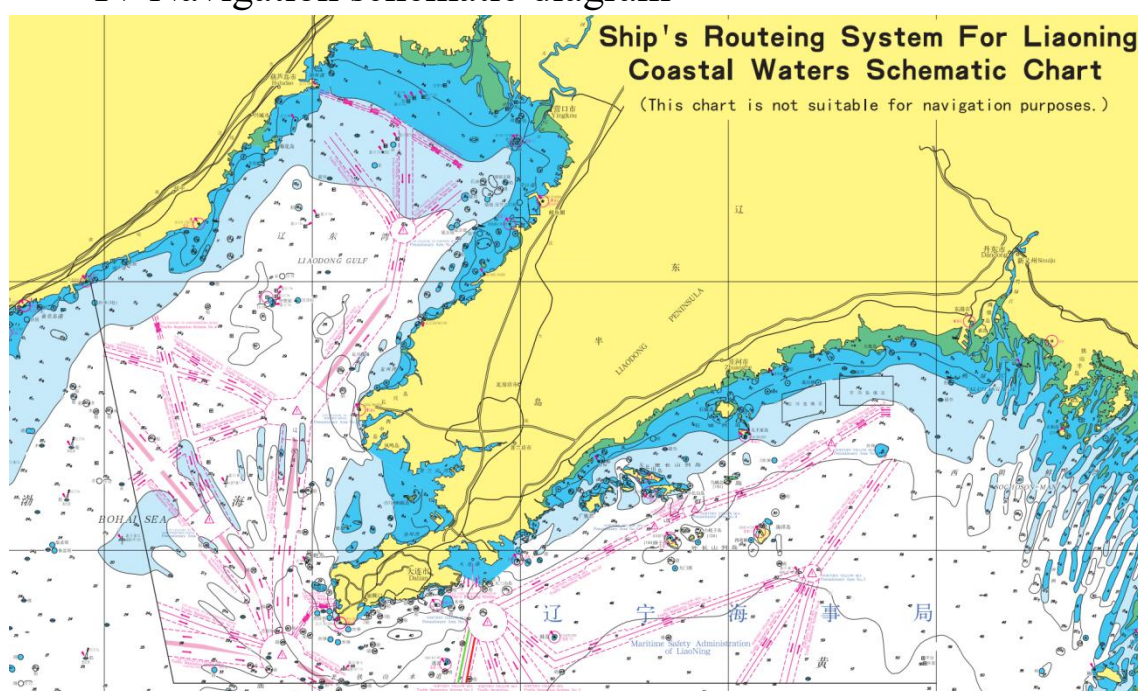
3 Inter-provincial passenger vessels between Liaoning and Shandong operate frequently and sail at high speeds along this route. Vessels shall communicate beforehand and maintain a safe distance.

4 Sea trials are regularly conducted by vessels in the waters around Dalian Port. Vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime authorities and take evasive measures in advance.

5 Northern Yellow Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly.

6 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's Republic of China*.

IV Navigation schematic diagram



Sailing Guide for Routes from Weihai Port to Dalian Port

I Vessel Sailing Methods

1 From Weihai Port to Dalian Port

No.2 Traffic Separation Scheme of Northern Yellow Sea –
No.1 Precautionary Area of Northern Yellow Sea. (Refer to the red line in the schematic diagram)

2 From Dalian Port to Weihai Port

No.1 Precautionary Area of Northern Yellow Sea – No.2 Traffic Separation Scheme of Northern Yellow Sea. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Vessels traveling on routes from Weihai Port to Dalian Port shall pass through one precautionary area along the whole voyage, namely No.1 Precautionary Area of Northern Yellow Sea.

1 Precautionary Area

No.1 Precautionary Area of Northern Yellow Sea mainly converges multiple traffic flows including routes from the Laotieshan Channel/Yantai Port to Dalian Port, Chengshanjiao to Dalian Port, Weihai Port to Dalian Port and Dandong Port to Dalian Port.

When entering this area, northbound vessels shall keep a

sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel/Yantai Port to Dalian Port, from Chengshanjiao to Dalian Port and from Dandong Port to Dalian Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and plan subsequent routes properly according to operation schedules.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel/Yantai Port to Dalian Port, from Chengshanjiao to Dalian Port and from Dandong Port to Dalian Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance and maintain a safe speed, then select an appropriate moment to enter No.2 Traffic Separation Scheme of Northern Yellow Sea and keep to the starboard side.

III Cautionary Notes

1 The waters around No.2 Traffic Separation Scheme of Northern Yellow Sea have heavy vessel traffic, complex meeting situations and high collision risks. Therefore, all vessels navigating through this water area shall proceed with extreme caution.

2 A large number of fishing vessels operate along the relevant routes, and some fishing vessels in adjacent port waters

work without lights switched on. All vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of "early action, ample maneuvering space, wide berth and clear passage", and make proper coordination and collision avoidance.

3 Inter-provincial passenger vessels between Liaoning and Shandong operate frequently and sail at high speeds in these waters. Vessels shall communicate beforehand and maintain a safe distance.

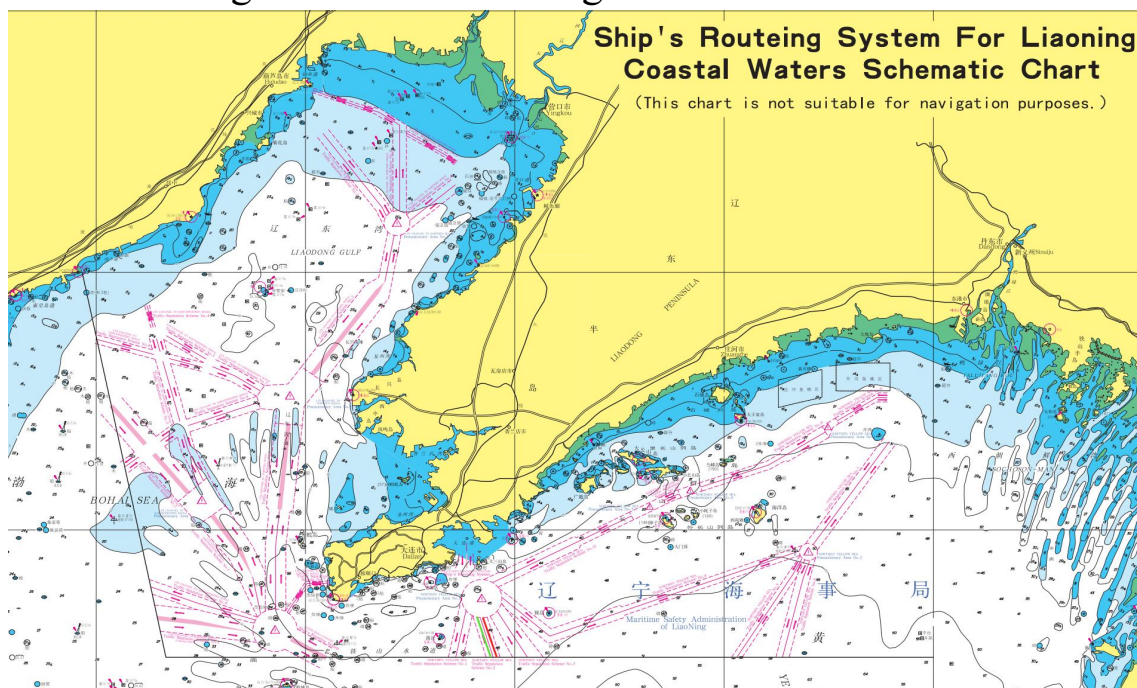
4 Sea trials are regularly conducted by vessels in the waters around Dalian Port. Vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime authorities and take evasive measures in advance.

5 Northern Yellow Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly.

6 This Sailing Guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's*

Republic of China.

IV Navigation schematic diagram



Sailing Guide for Routes from Chengshanjiao to Dalian Port

I Vessel Sailing Methods

1 From Chengshanjiao to Dalian Port

No.3 Traffic Separation Scheme of Northern Yellow Sea –
No.1 Precautionary Area of Northern Yellow Sea. (Refer to the red line in the schematic diagram)

2 From Dalian Port to Chengshanjiao

No.1 Precautionary Area of Northern Yellow Sea – No.3 Traffic Separation Scheme of Northern Yellow Sea. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Vessels traveling on routes from Chengshanjiao to Dalian Port shall pass through one precautionary area along the whole voyage, namely No.1 Precautionary Area of Northern Yellow Sea.

1 Precautionary Area

No.1 Precautionary Area of Northern Yellow Sea mainly converges multiple traffic flows including routes from the Laotieshan Channel/Yantai Port to Dalian Port, from Chengshanjiao to Dalian Port, from Weihai Port to Dalian Port and from Dandong Port to Dalian Port.

When entering this area, northbound vessels shall keep a

sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel/Yantai Port to Dalian Port, from Weihai Port to Dalian Port and from Dandong Port to Dalian Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, maintain a safe speed, and plan subsequent routes properly according to operation schedules.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel/Yantai Port to Dalian Port, from Weihai Port to Dalian Port and from Dandong Port to Dalian Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance and maintain a safe speed, then select an appropriate moment to enter No.3 Traffic Separation Scheme of Northern Yellow Sea and keep to the starboard side.

III Cautionary Notes

1 The waters around No.3 Traffic Separation Scheme of Northern Yellow Sea have heavy vessel traffic, complex meeting situations and high collision risks. Therefore, all vessels navigating through this water area shall proceed with extreme caution.

2 A large number of fishing vessels operate along the routes from Chengshanjiao to Dalian Port, and some fishing vessels in

adjacent port waters work without lights switched on. All vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of "early action, ample maneuvering space, wide berth and clear passage", and make proper coordination and collision avoidance.

3 Inter-provincial passenger vessels between Liaoning and Shandong operate frequently and sail at high speeds along this route. Vessels shall communicate beforehand and maintain a safe distance.

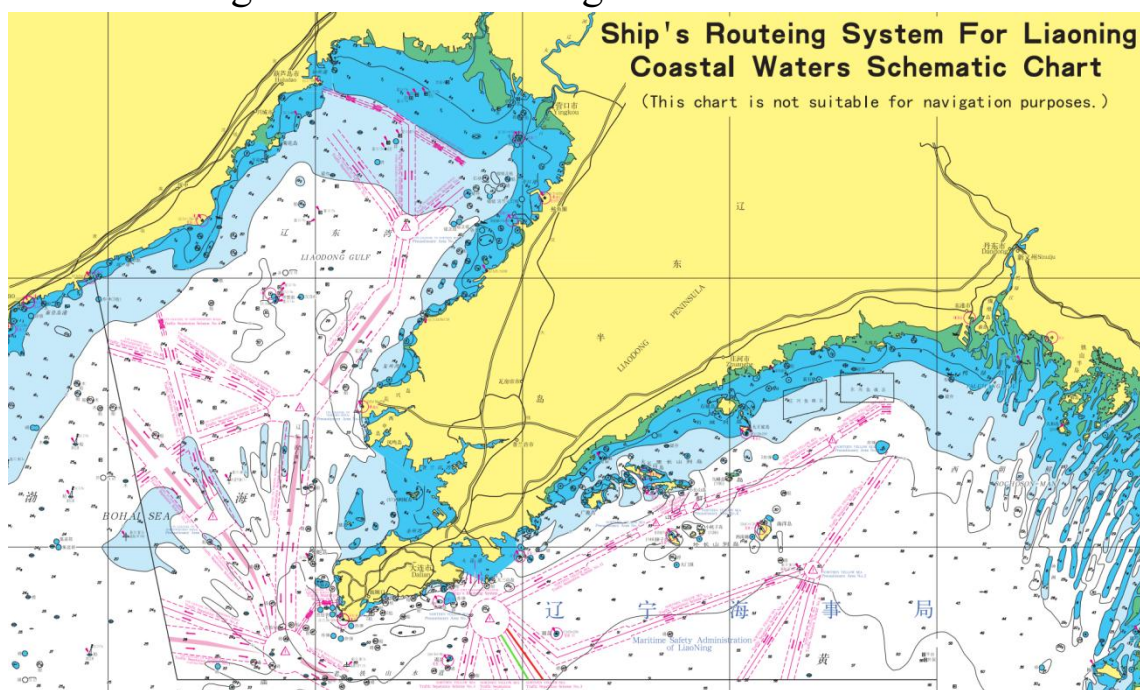
4 Sea trials are regularly conducted by vessels in the waters around Dalian Port. Vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime authorities and take evasive measures in advance.

5 Northern Yellow Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly.

6 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's*

Republic of China.

IV Navigation schematic diagram



Sailing Guide for Routes from Dandong Port to Dalian Port

I Vessel Sailing Methods

1 From Dandong Port to Dalian Port

Route 1: No.8 Traffic Separation Scheme of Northern Yellow Sea – No.3 Precautionary Area of Northern Yellow Sea – No.9 Traffic Separation Scheme of Northern Yellow Sea – No.4 Precautionary Area of Northern Yellow Sea – No.10 Traffic Separation Scheme of Northern Yellow Sea – No.5 Precautionary Area of Northern Yellow Sea – No.11 Traffic Separation Scheme of Northern Yellow Sea – No.1 Precautionary Area of Northern Yellow Sea. (Refer to the northern red line in the schematic diagram)

Route 2: No.7 Traffic Separation Scheme of Northern Yellow Sea – No.2 Precautionary Area of Northern Yellow Sea – No.4 Traffic Separation Scheme of Northern Yellow Sea – No.1 Precautionary Area of Northern Yellow Sea. (Refer to the southern red line in the schematic diagram)

2 From Dalian Port to Dandong Port

Route 1: No.1 Precautionary Area of Northern Yellow Sea – No.11 Traffic Separation Scheme of Northern Yellow Sea – No.5 Precautionary Area of Northern Yellow Sea – No.10 Traffic Separation Scheme of Northern Yellow Sea – No.4

Precautionary Area of Northern Yellow Sea – No.9 Traffic Separation Scheme of Northern Yellow Sea – No.3 Precautionary Area of Northern Yellow Sea – No.8 Traffic Separation Scheme of Northern Yellow Sea. (Refer to the northern green line in the schematic diagram)

Route 2: No.1 Precautionary Area of Northern Yellow Sea – No.4 Traffic Separation Scheme of Northern Yellow Sea – No.2 Precautionary Area of Northern Yellow Sea – No.7 Traffic Separation Scheme of Northern Yellow Sea. (Refer to the southern green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Route 1 from Dandong Port to Dalian Port passes through four precautionary areas in total, namely: No. 1 Precautionary Area of Northern Yellow Sea, No. 3 Precautionary Area of Northern Yellow Sea, No. 4 Precautionary Area of Northern Yellow Sea, and No. 5 Precautionary Area of Northern Yellow Sea.

Route 2 from Dandong Port to Dalian Port passes through two precautionary areas in total, namely: No. 1 Precautionary Area of Northern Yellow Sea and No. 2 Precautionary Area of Northern Yellow Sea.

1 No.1 Precautionary Area of Northern Yellow Sea

This area mainly converges multiple traffic flows including routes from the Laotieshan Channel/Yantai Port to Dalian Port,

from Chengshanjiao to Dalian Port, from Weihai Port to Dalian Port and Dandong Port to Dalian Port.

When entering this area, westbound vessels shall keep a sharp lookout and closely monitor the movements of vessels sailing from the Laotieshan Channel, from Yantai Port, Chengshanjiao, and from Weihai Port to Dalian Port. Vessels shall exercise good seamanship in communication, coordination, and collision avoidance, and maintain a safe speed. Confirm the port operation plan in advance, plan the route scientifically, and select an appropriate moment to proceed to Dalian Bay Area or Dayao Bay Area of Dalian Port.

When entering this area, eastbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from the Laotieshan Channel/Yantai Port to Dalian Port, from Chengshanjiao to Dalian Port and from Weihai Port to Dalian Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance and maintain a safe speed. Plan the route properly and select an appropriate moment to enter No.4 or No.11 Traffic Separation Scheme of Northern Yellow Sea and keep to the starboard side.

2 No.2 Precautionary Area of Northern Yellow Sea

This area mainly converges multiple traffic flows including routes from Dandong Port to Dalian Port, from Weihai Port to Dandong Port and from Chengshanjiao to Dandong Port.

When entering this area, northbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from Weihai Port to Dandong Port and from Chengshanjiao to Dandong Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, and maintain a safe speed. Confirm the port operation plan in advance, plan the route properly, and select an appropriate moment to enter No.7 Traffic Separation Scheme of Northern Yellow Sea and keep to the starboard side.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from Weihai Port to Dandong Port and Chengshanjiao to Dandong Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance and maintain a safe speed. Plan the route properly and select an appropriate moment to enter No.4 Traffic Separation Scheme of Northern Yellow Sea and keep to the starboard side.

3 No.3 Precautionary Area of Northern Yellow Sea

A marine ranch is located on the southern side of the boundary line of No.3 Precautionary Area of Northern Yellow Sea, and the width of the water area varies. Both eastbound and westbound vessels shall proceed with extreme caution when passing through this water area.

4 No.4 and No.5 Precautionary Areas of Northern Yellow

Sea

These two areas mainly converge traffic flows of vessels traveling between Dandong Port and Dalian Port as well as local land-island transport vessels. Both eastbound and westbound vessels shall proceed with extreme caution when passing through these waters.

III Cautionary Notes

1 The width of No.4 Traffic Separation Scheme of Northern Yellow Sea varies near 38°40'55.00"N/122°31'10"E, No.9 Traffic Separation Scheme of Northern Yellow Sea varies near 39°17'05.00"N/123°16'45.00"E, and No.11 Traffic Separation Scheme of Northern Yellow Sea varies near 38°57'19.00"N/122°18'19.00"E. These sections feature complex meeting situations and high collision risks. All vessels navigating in the above waters shall proceed with extreme caution.

2 Large numbers of fishing vessels operate along Route 1 and Route 2 from Dandong Port to Dalian Port, especially on both sides of Route 1 from Dandong Port to Dalian Port. Some fishing vessels in adjacent port waters work without lights switched on. All vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of "early

action, ample maneuvering space, wide berth and clear passage", and make proper coordination and collision avoidance.

3 Land-island transport vessels travel frequently and sail at high speeds along Route 1. Vessels shall communicate beforehand and maintain a safe distance.

4 Marine ranches, offshore wind farms and submarine pipelines are distributed along Route 1. Sea trials and military exercises are regularly carried out along both routes. Vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime authorities and take evasive measures in advance.

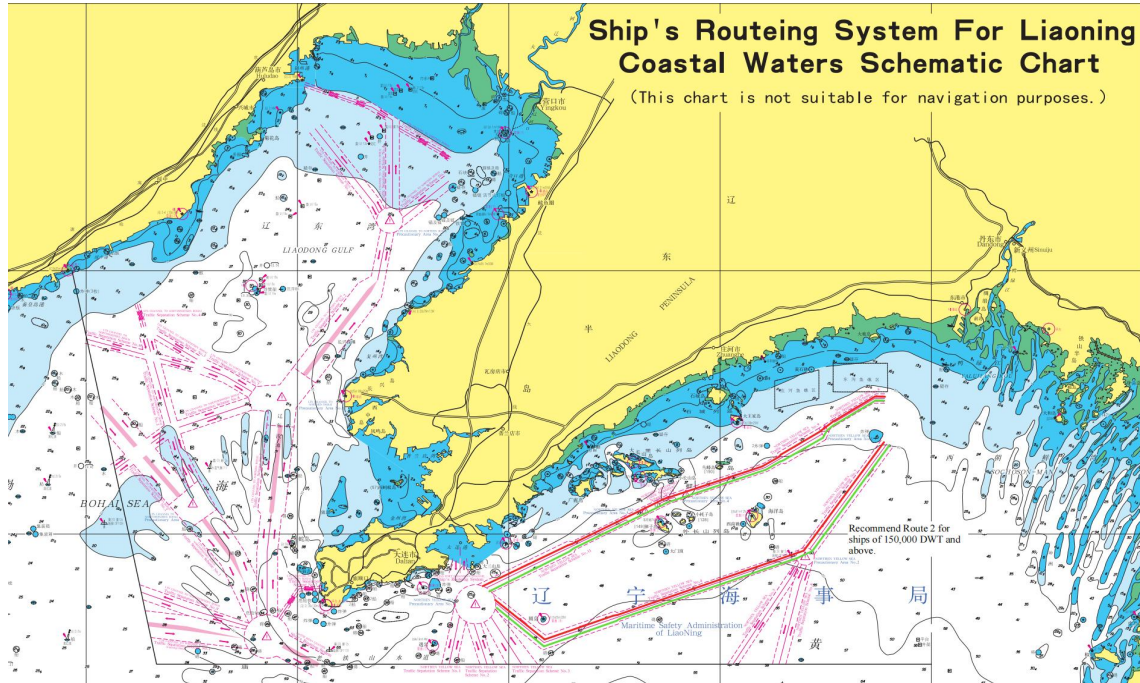
5 Route 2 from Dandong Port to Dalian Port is recommended for vessels of 15,000 DWT and above.

6 Northern Yellow Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly. In winter, vessels shall obtain ice condition information in advance and guard against the risk of displaced navigation buoys.

7 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea*,

1972 and the *Maritime Traffic Safety Law of the People's Republic of China*.

IV Navigation schematic diagram



Sailing Guide for Routes from Weihai Port to Dandong Port

I Vessel Sailing Methods

1 From Weihai Port to Dandong Port

No.5 Traffic Separation Scheme of Northern Yellow Sea – No.2 Precautionary Area of Northern Yellow Sea – No.7 Traffic Separation Scheme of Northern Yellow Sea. (Refer to the red line in the schematic diagram)

2 From Dandong Port to Weihai Port

No.7 Traffic Separation Scheme of Northern Yellow Sea – No.2 Precautionary Area of Northern Yellow Sea – No.5 Traffic Separation Scheme of Northern Yellow Sea. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Vessels traveling on routes from Weihai Port to Dandong Port shall pass through one precautionary area along the whole voyage, namely No.2 Precautionary Area of Northern Yellow Sea.

1 Precautionary Area

No.2 Precautionary Area of Northern Yellow Sea mainly converges multiple traffic flows including routes from Dandong Port to Dalian Port, from Weihai Port to Dandong Port, and from Chengshanjiao to Dandong Port.

When entering this area, northbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from Dandong Port to Dalian Port and from Chengshanjiao to Dandong Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, and maintain a safe speed. Confirm the port operation plan in advance, plan the route properly, and select an appropriate moment to enter No.7 Traffic Separation Scheme of Northern Yellow Sea and keep to the starboard side.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from Dandong Port to Dalian Port and from Chengshanjiao to Dandong Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, and maintain a safe speed. Plan the route properly and select an appropriate moment to enter No.5 Traffic Separation Scheme of Northern Yellow Sea and keep to the starboard side.

III Cautionary Notes

1 The waters around No.2 Precautionary Area of Northern Yellow Sea have heavy vessel traffic, complex meeting situations and high collision risks. Therefore, all vessels navigating through this water area shall proceed with extreme caution.

2 A large number of fishing vessels operate along the routes

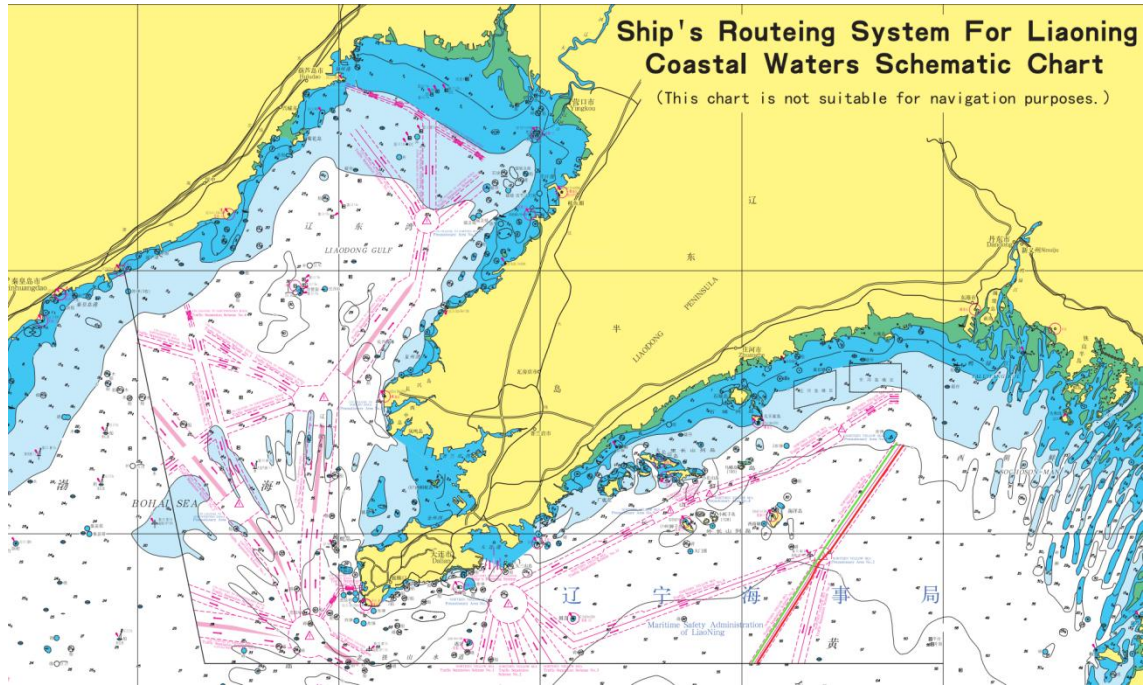
from Weihai Port to Dandong Port, and some fishing vessels in adjacent port waters work without lights switched on. All vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of "early action, ample maneuvering space, wide berth and clear passage", and make proper coordination and collision avoidance.

3 Vessels regularly conduct sea trials along this route. Vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime authorities and take evasive measures in advance.

4 Northern Yellow Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly.

5 This Sailing Guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the International Regulations for Preventing Collisions at Sea, 1972 and the Maritime Traffic Safety Law of the People's Republic of China.

IV Navigation schematic diagram



Sailing Guide for Routes from Chengshanjiao to Dandong Port

I Vessel Sailing Methods

1 From Chengshanjiao to Dandong Port

No.6 Traffic Separation Scheme of Northern Yellow Sea – No.2 Precautionary Area of Northern Yellow Sea – No.7 Traffic Separation Scheme of Northern Yellow Sea. (Refer to the red line in the schematic diagram)

2 From Dandong Port to Chengshanjiao

No.7 Traffic Separation Scheme of Northern Yellow Sea – No.2 Precautionary Area of Northern Yellow Sea – No.6 Traffic Separation Scheme of Northern Yellow Sea. (Refer to the green line in the schematic diagram)

II Sailing Guide for Special Water Areas

Vessels traveling on routes from Chengshanjiao to Dandong Port shall pass through one precautionary area along the whole voyage, namely No.2 Precautionary Area of Northern Yellow Sea.

This area mainly converges multiple traffic flows including routes from Dandong Port to Dalian Port, from Weihai Port to Dandong Port and Chengshanjiao to Dandong Port.

When entering this area, northbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing

from Dandong Port to Dalian Port and from Weihai Port to Dandong Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, and maintain a safe speed. Confirm the port operation plan in advance, plan the route properly, and select an appropriate moment to enter No.7 Traffic Separation Scheme of Northern Yellow Sea and keep to the starboard side.

When entering this area, southbound vessels shall keep a sharp lookout and closely monitor movements of vessels sailing from Dandong Port to Dalian Port and from Weihai Port to Dandong Port. Vessels shall exercise good seamanship in communication, coordination and collision avoidance, and maintain a safe speed. Plan the route properly and select an appropriate moment to enter No.6 Traffic Separation Scheme of Northern Yellow Sea and keep to the starboard side.

III Cautionary Notes

1 The waters around No.2 Precautionary Area of Northern Yellow Sea have heavy vessel traffic, complex meeting situations and high collision risks. Therefore, all vessels navigating through this water area shall proceed with extreme caution.

2 A large number of fishing vessels operate along the routes from Chengshanjiao to Dandong Port, and some fishing vessels in adjacent port waters work without lights switched on. All

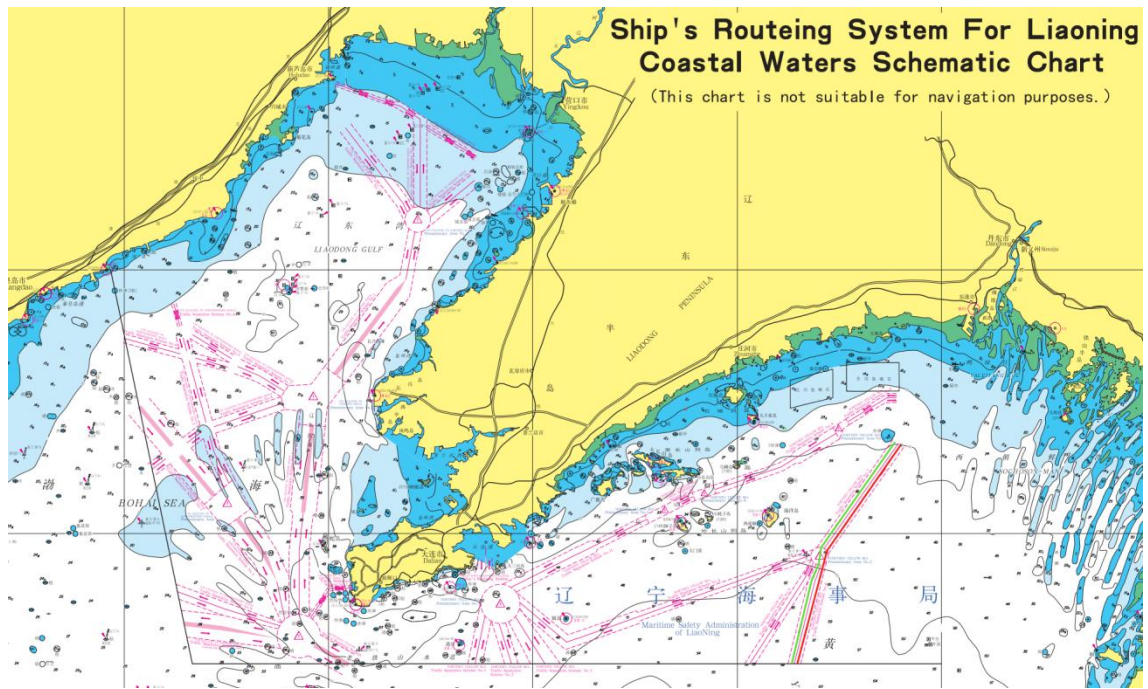
vessels shall keep a sharp lookout and keep proper watch. Extra vigilance shall be exercised during night navigation. Vessels shall closely observe the operational characteristics of fishing vessels, follow the principle of "early action, ample maneuvering space, wide berth and clear passage", and make proper coordination and collision avoidance.

3 China-Republic of Korea international passenger vessels navigate along this route at high speeds. Vessels shall communicate beforehand and maintain a safe distance.

4 Northern Yellow Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures accordingly.

5 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the International Regulations for Preventing Collisions at Sea, 1972 and the Maritime Traffic Safety Law of the People's Republic of China.

IV Navigation schematic diagram



Sailing Guide for Deep-water Route from the Laotieshan Channel to Caofeidian Port Area of Tangshan Port (Liaoning Section)

I Vessel Sailing Methods

1 From the Laotieshan Channel to Caofeidian Port Area of Tangshan Port

Route 1: The Laotieshan Channel Precautionary Area – Deep-water Route from the Laotieshan Channel to Caofeidian Port Area of Tangshan Port. (Refer to the northern red line in the schematic diagram)

Route 2: The Laotieshan Channel Precautionary Area – Southern Deep-water Route from the Laotieshan Channel to Caofeidian Port Area of Tangshan Port. (Refer to the southern red line in the schematic diagram)

2 From Caofeidian Port Area of Tangshan Port to the Laotieshan Channel

Routeing System from the Laotieshan Channel to Western Bohai Sea (Liaoning Section) – The Laotieshan Channel Precautionary Area. (Refer to the green line in the schematic diagram)

II Cautionary Notes

1 Route 1 and Route 2 from the Laotieshan Channel to Caofeidian Port Area of Tangshan Port are designated for large

deep-draft loaded vessels. Other vessels shall refrain from using these routes. Due to the narrow width of the routes, large loaded vessels have limited maneuverability, and other vessels shall take the initiative to keep clear.

2 Large loaded vessels shall select an appropriate route based on their dimensions, draft and other conditions, and report to the maritime authorities in advance of navigation navigation.

3 Vessels navigating via Route 2 shall keep a close watch on vessel movements in the Routeing System from the Laotieshan Channel to Western Bohai Sea (Liaoning Section). Vessels shall exercise good seamanship in communication, coordination and collision avoidance and maintain a safe speed.

4 Large vessels departing in ballast or after lightening draft from the port shall navigate on the starboard side of the Routeing System from the Laotieshan Channel to Western Bohai Sea (Liaoning Section).

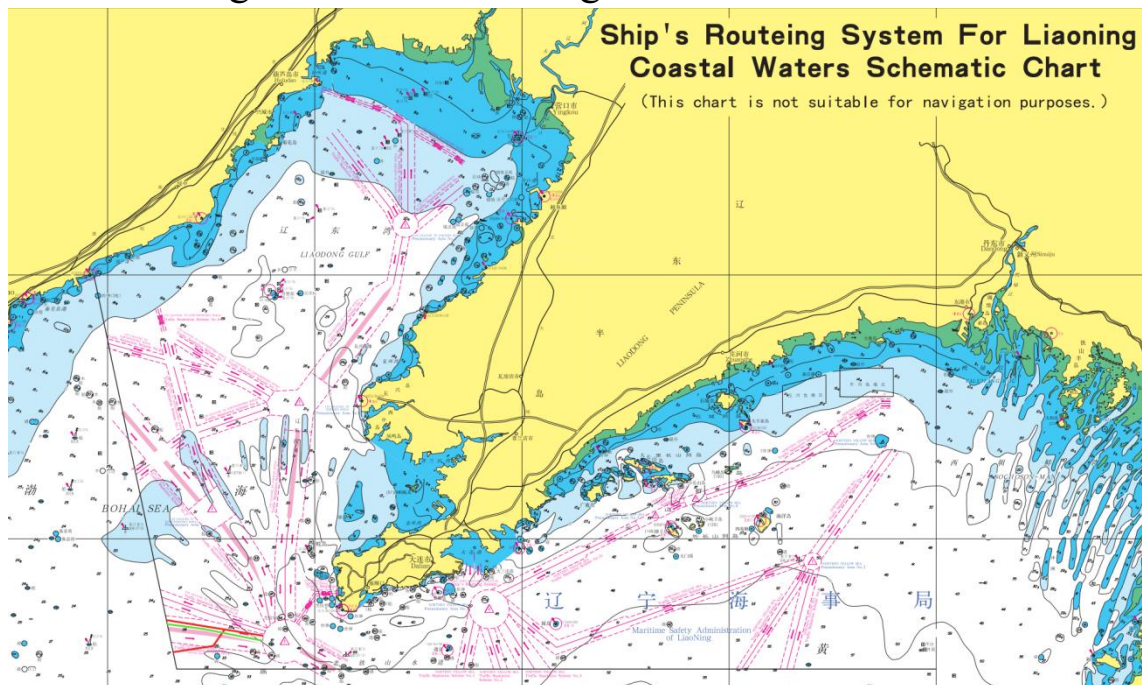
5 Military exercises are frequently conducted in the Laotieshan Channel and its adjacent waters. Vessels shall closely monitor safety information including navigational warnings and notices issued by maritime authorities and arrange sailing plans properly.

6 The Bohai Strait has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea conditions and take timely and appropriate measures

accordingly.

7 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's Republic of China*.

III Navigation schematic diagram



Sailing Guide for Deep-water Route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port

I Vessel Sailing Methods

1 From the Laotieshan Channel to Xianrendao Port Area of Yingkou Port

The Laotieshan Channel Precautionary Area – Deep-water Route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port. (Refer to the red line in the schematic diagram)

2 From Xianrendao Port Area of Yingkou Port to Laotieshan Channel

No.2 Traffic Separation Scheme from the Laotieshan Channel to Northern Bohai Sea (hereinafter referred to as Northern Bohai Sea) – No.1 Precautionary Area of Northern Bohai Sea – No.1 Traffic Separation Scheme of Northern Bohai Sea – The Laotieshan Channel Precautionary Area. (Refer to the green line in the schematic diagram)

II Cautionary Notes

1 The deep-water route from the Laotieshan Channel to Xianrendao Port Area of Yingkou Port is designated for large deep-draft loaded vessels. Other vessels shall refrain from using this route. Restricted by the narrow route width, large loaded vessels have poor maneuverability, so other vessels shall take

the initiative to keep clear.

2 Large loaded vessels shall select this deep-water route appropriately based on vessel dimensions, draft and other relevant conditions, and report to the maritime authorities prior to navigation.

3 Vessels navigating on this deep-water route shall keep a close watch on vessel movements in No.1 and No.2 Traffic Separation Schemes of Northern Bohai Sea, No.7 and No.8 Traffic Separation Schemes from the Laotieshan Channel to Northwestern Bohai Sea (hereinafter referred to as Northwestern Bohai Sea) as well as No.1 Precautionary Area of Northern Bohai Sea. Vessels shall exercise good seamanship in communication, coordination and collision avoidance and maintain a safe speed.

4 Large vessels departing the port in light condition or after lightening draft shall navigate on the starboard side of No.1 and No.2 Traffic Separation Schemes of Northern Bohai Sea.

5 Military exercises are frequently carried out in the Laotieshan Channel and its adjacent waters. Vessels shall closely monitor safety information such as navigational warnings and notices issued by maritime authorities and arrange sailing plans properly.

6 The Bohai Sea has distinct temperate monsoon climate features. Vessels shall closely monitor changing weather and sea

conditions and take timely and appropriate measures accordingly.

7 This sailing guide is intended solely to provide guidance for vessels transiting areas with heavy traffic. It shall not exempt vessels from any responsibilities and obligations stipulated in the *International Regulations for Preventing Collisions at Sea, 1972* and the *Maritime Traffic Safety Law of the People's Republic of China*.

III Navigation schematic diagram

