



**Regulations Governing the Anchorage of Vessels in
International Commercial Port, Taiwan International
Ports Corporation, Ltd. (TIPC)**

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Regulations Governing the Anchorage of Vessels in International Commercial Port, Taiwan International Ports Corporation, Ltd. (TIPC)

I. Objectives

“Regulations Governing the Anchorage of Vessels in International Commercial Port, Taiwan International Ports Corporation, Ltd.” is herein stipulated to prevent the vessels occupying the anchorage outside the port for a long period of time, which may result in the lack of anchorage for inbound/outbound vessels; to enhance the use efficiency of anchorage managed by Port of Keelung, to ensure the navigation safety of vessels; and to enhance the management of anchoring area.

II. Anchorage Area

III. Application for anchoring

(I) Inbound vessels

1、Object: Vessels whose arrival has been application and permission by Maritime and Port Bureau, MOTC in advance and who is waiting for a berth.

2、Duration in anchorage: According to jurisdictional port of TIPC.

(II) Outbound vessels

1. Object: Vessels that need to stay in the anchoring area for a short period of time due to business needs.

2. Duration in anchorage: According to jurisdictional port of TIPC.

(III) Vessels that shift berth

1. Object: Vessels that stay in the anchoring area for a short period of time due to business needs, and need to enter the port again.

2. Duration in anchorage: According to jurisdictional port of TIPC.

(IV) Anchor on arrival

1. Object: Vessels intend to anchor at anchorage temporarily for water supply, stores, repair, crew change, awaiting order etc. but not enter jurisdictional port of TIPC.

2. Duration in anchorage: According to jurisdictional port of TIPC.

(V) Application procedures :

Firstly, the vessels shall apply permission for anchoring through the computer system. When the system failure, the vessels may fax the written application (please refer to Attachment for the application form) to the Vessel traffic service (VTS) and then register the application in the system afterwards.

(VI) Anchoring procedures

Vessels shall choose an appropriate anchor position according to the suggestion of Vessel traffic service (VTS) and keep a safe distance from other vessels. Before anchoring, vessels shall confirm location with Vessel traffic service (VTS). Upon anchoring, vessels shall report their anchor position and time to the Vessel traffic service (VTS).

IV. Prohibition of anchoring

Where the anchoring area or vessel complies with any of the following conditions, TIPC may prohibit the vessel from anchoring in the anchoring area:

- (I) The vessel fails to commission a shipping agent to apply for anchoring.
- (II) There is no appropriate place for dropping anchor and the vessel is unable to keep a safe distance from the others.
- (III) The vessel's AIS fails, or has been turned off, or the display data is not in line with application form and cannot be verified or confirmed.
- (IV) The vessel suffers from drift anchor and, after attempting to anchor again, but fails to keep its anchor location.
- (V) The vessel is on the embargo list of United Nations Security Council and the following list of Maritime and Port Bureau, Ministry of Transportation and Communications (MOTC).
- (VI) Vessels of the mainland China that enter the anchoring area without permission.

Vessel not following VTS instruction of departing anchorage but anchoring or lingering at the water area outside anchorage shall be:

1. Suspended applying for anchoring, and ship's list will be submitted to Maritime and Port Bureau.
2. Period of suspension : According to jurisdictional port of TIPC.

V. Early warning mechanism

- (I) After the Central Weather Bureau (CWB) issues the sea/land warning for typhoon, works prescribed in "Principles for Vessel Berthing Operations during the Typhoon Period" shall be conducted. Besides, as an early warning mechanism, shipping agent in the port area shall be notified in order to be prepared for the typhoon.
- (II) After the Central Weather Bureau (CWB) issues a tropical depression (where the max. wind speed close to the center equals to or is smaller than 33 nautical miles per hour (17.1 m / second, or the wind level is smaller than 7) or sea gale (where the average wind level is above 6) warning, TIPC will adopt the following measures in response:
 1. Notify the shipping agents to timely control the vessel dynamic. If the belong there to vessels desire to enter the port, it must to make an arrangement accordingly as early as possible.
 2. Send gale related message of the AIS, reminding the vessels to pay attention to anchor watch and make main engine standby at any time.
 3. The VTS will activate the clearance mechanism of the anchor area according to indication.
- (III) The on-duty personnel of the VTS center shall enhance the monitoring of vessels in the anchoring area. Where any abnormality or danger happen as evaluated, it must to warning vessels in an appropriate way.

VI. Reporting and response procedures

Where any of the following circumstances occurs, the VTS center will, according to the Commercial Port Law and TIPC's disaster prevention and rescue plan, conduct relevant response actions and inform TIPC's monitoring center to report it to relevant units:

- (I) The Vessels that comply with conditions of the anchoring prohibited in Article 4, enter or

stay in the anchoring area without a permission, and fail to follow the instructions of VTS center to leave the area.

- (II) Vessels that anchor in the anchoring area fail to keep a safe distance from other vessels or no switch on AIS, and fail to make an improvement upon receiving the warning of VTS center.
- (III) Vessels that anchor in the anchoring area the anchor drift, collision with other vessels, or has a risk of stranded due to continue to drift to the shore.
- (IV) Other maritime incidents.

VII. Management of sub-standard vessels

- (I) Upon confirmation of the sub-standard vessel list provided by Maritime and Port Bureau, sub-standard vessels will be arranged an appropriate anchorage when they enter the anchoring area for mooring.
- (II) During the anchoring, sub-standard vessel above-mentioned shall keep power ready at any time and shall not remove the main engine. In the meantime, VTS center will enhance the monitoring of the vessels.
- (III) Anchoring Period is according to jurisdictional port of TIPC.

VIII. Important notice

- (I) During the anchoring period, vessels shall have sufficient crews to stay in the vessel and shall have the AIS switched on. Whether in day or night, the bridge shall have an on-duty officer keep radio watch on jurisdictional port assign VHF channels at all the time.
- (II) During the anchoring period, the vessels shall comply with the following terms for their own safety:
 - 1. Where the weather is bad or there is any safety concern, it must not to dismantle or repair machines that are related to the power of vessel.
 - 2. Vessels that require maintenance works or repair, it must to acquire permission from the VTS center.
- (III) During the anchoring period, discarding garbage (including kitchen waste) or discharging oily water or ballast water is prohibited. All waste oil, wastes and other contaminants shall be reserved in the vessel or discharged to relevant land facilities. Those who violate this provision will be sent to Maritime and Port Bureau in accordance to Articles 37, 38 and 63 of the Commercial Port Law for punishment.
- (IV) Upon completing the anchoring mission, the vessels shall immediately depart the anchoring area. Those who fail the instructions of VTS center will be sent to Maritime and Port Bureau in accordance to Articles 33 and 67 of the Commercial Port Law for punishment.
- (V) In case of lacking anchorage, the VTS center will, according to the vessels location and order of applications, request the captain to wait outside the anchoring area.
- (VI) All types of vessels that enter the anchoring area shall drive to and moor in the anchorage designated by the jurisdictional port, TIPC. Those who violate the above condition, will have their rights to anchor cancelled if the situation is deemed serious. Where the above vessels result in a danger of the anchoring area or other vessels, the vessels will be sent to Maritime and Port Bureau for tribunal.
- (VII) During the anchoring period, vessels shall ensure that there is always a watchman in the

vessel and pay attention to their navigation safety. Where any accident occurs due to the negligence of the vessel, the vessel shall be solely liable therefore. The anchoring area is only provided for vessel anchoring; the vessels are not under the custody of the jurisdictional port of TIPC, TIPC is not liable for any damages thereof.

(VIII) To maintain the order and management of anchoring area, the Maritime and Port Bureau, TIPC, Environmental Bureau of City Government and Coast Guard Administration (CGA) may accompany the shipping agent to inspect the vessel. Where the vessel violates relevant laws or regulations, the competent authority will sanction by law or request the vessel to leave the anchoring area.

IX. Remark

(I) Article 33 of the Commercial Port Law : A ship which is navigating or berthing in a commercial port area, shall comply with the rules of prevention of collision and other relevant regulations provided by the commercial port authority.

(II) Paragraph 1 of Article 37 of the Commercial Port Law: : The following acts that pollute the commercial port are prohibited within a commercial port area: Ships that emit toxic liquids, toxic substances, harmful substances, sewage, oil and water or other contaminants.

(III) Article 38 of the Commercial Port Law: Waste oil, waste, or other pollutants of ships within the commercial port area should be kept on the boat or emission to the reception facilities on shore.

(IV) Article 44 of the Commercial Port Law: Article 15 to Article 20, Article 23 to Article 25, Article 28 to Article 34, Article 36 to Article 40, that are relevant to ship entrance and departure, berthing, suspending ship service, hindrance of port safety, port pollution, hinder of loading and unloading of port facilities and dangerous items, control of ships encountering danger or taking refuge , and management of ship repair etc. port management regulations, should be stipulated by competent authority.

(V) Article 63 of the Commercial Port Law: When Violation of Article 37, Paragraph 1 and Article 38 , a fine ranging from three hundred thousand New Taiwan Dollars (NT\$300,000) to one point five million New Taiwan Dollars(NT\$1,500,000) can be issued to the master or ship owner by commercial port authorities or Designated Agency. An order to make improvements within a limited of time may also be granted. If no improvements have been made by then, they will be fined per violation.

(VI) Article 66 of the Commercial Port Law: When Violation of relevant port management items in Article 44, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars(NT\$500,000) can be issued by commercial port authorities.

(VII) Article 67 of the Commercial Port Law: When Violation of Article 33, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars (NT\$500,000) can be issued by commercial port authorities.

(VIII) Article 52 of the Regulations on Port Services at Commercial Ports: To ensure safety, machinery relating to the mobility of the ship in the anchorage may not be repaired during bad weather or when there are potential safety concerns.

Regulations Governing the Anchorage of Vessels in Keelung International Commercial Port, Taiwan International Ports Corporation, Ltd. (TIPC)

I. Objectives

“Regulations Governing the Anchorage of Vessels in Keelung International Commercial Port, Taiwan International Ports Corporation, Ltd.” is herein stipulated to prevent the vessels occupying the anchorage outside the port for a long period of time, which may result in the lack of anchorage for inbound/outbound vessels; to enhance the use efficiency of anchorage managed by Port of Keelung, to ensure the navigation safety of vessels; and to enhance the management of anchoring area.

II. Anchoring area (As illustrated in Attachment 1)

Anchorage of the Keelung Port is at a distance of 1 – 1.5 miles N of the north-breakwater. The range of the anchorage, within the connecting lines of points A`-B`-C`-D`, is indicated on CN Charts No. 0354B (WGS-84) published by the Chinese Naval Hydrographic & Oceanographic Office. Its depth is about 16-26 meters. The seabed is sandy and anchoring area is waters formed by points from A to D:

Point A` : Lat25°10'13"N 、 Long121°44'12"E (WGS-84)

Point B` : Lat25°12'38"N N 、 Long121°43'46"E (WGS-84)

Point C` : Lat25°12'57"N 、 Long121°42'23"E (WGS-84)

Point D` : Lat25°11'09"N 、 Long121°41'50"E (WGS-84)

Use: To meet the demand of vessels proceeding in and out for anchoring.

III. Application for anchoring

(I) Inbound vessels

1. Object: Vessels whose arrival has been application and permission by The North Taiwan maritime Afair Centre, Maritime and Port Bureau, MOTC in advance and who is waiting for a berth.
2. Duration in anchorage: According to arrangement of the berth in the port, the principle is 5 days.

(II) Outbound vessels

1. Object: Vessels that need to stay in the anchoring area for a short period of time due to business needs.
2. Duration in anchorage: Should not exceed 1 day unless approved by port of Keelung.VTS Centre.

(III) Vessels that shift berth

1. Object: Vessels that stay in the anchoring area for a short period of time due to business needs, and need to enter the port again.
2. Duration in anchorage: Should not exceed 1 day unless approved by port of Keelung.

(IV) Application procedures :

Firstly, the vessels shall apply permission for anchoring through the computer system. When the system failure, the vessels may fax the written application (please refer to Attachment 2 for the application form) to the monitoring center (fax number: 02-24627131) and then register the application in the system afterwards.

(V) Anchoring procedures

Vessels shall choose an appropriate anchor position according to the suggestion of VTS center and keep a safe distance from other vessels. Before anchoring, vessels shall confirm their location with VTS center. Upon anchoring, vessels shall report their anchor position and time to the VTS center.

IV. Prohibition of anchoring

Where the anchoring area or vessel complies with any of the following conditions, TIPC may prohibit the vessel from anchoring in the anchoring area:

- (I) The vessel fails to commission a shipping agent to apply for anchoring.
- (II) There is no appropriate place for dropping anchor and the vessel is unable to keep a safe distance from the others.
- (III) The vessel's AIS fails, or has been turned off, or the display data is not in line with application form and cannot be verified or confirmed.
- (IV) The vessel suffers from drift anchor and, after attempting to anchor again, but fails to keep its anchor location.
- (V) The vessel is on the embargo list of United Nations Security Council and the following list of Maritime and Port Bureau, Ministry of Transportation and Communications (MOTC).
- (VI) Vessels of the mainland China that enter the anchoring area without permission.

Anchored or detoured near the non-anchorage, and not obey driven away by the VTS ,will send the list of vessel to the Maritime and Port Bureau.

V. Early warning mechanism:

- (I) After the Central Weather Bureau (CWB) issues the sea/land warning for typhoon, works prescribed in "Principles for Vessel Berthing Operations during the Typhoon Period" shall be conducted. Besides, as an early warning mechanism, shipping agent in the port area shall be notified in order to be prepared for the typhoon.
- (II) After the Central Weather Bureau (CWB) issues a tropical depression (where the max. wind speed close to the center equals to or is smaller than 33 nautical miles per hour (17.1 m / second, or the wind level is smaller than 7) or sea gale (where the average wind level is above 6) warning, TIPC will adopt the following measures in response:
 - 1. Notify the shipping agents to timely control the vessel dynamic. If the belong thereto vessels desire to enter the port, it must to make an arrangement accordingly as early as possible.
 - 2. Send gale related message of the AIS, reminding the vessels to pay attention to

anchor watch and make main engine standby at any time.

3. The VTS will activate the clearance mechanism of the anchor area according to indication.

(III) The on-duty personnel of the VTS center shall enhance the monitoring of vessels in the anchoring area. Where any abnormality or danger happen as evaluated, it must to warning vessels in an appropriate way.

VI. Reporting and response procedures

Where any of the following circumstances occurs, the VTS center will, according to the Commercial Port Law and TIPC's disaster prevention and rescue plan, conduct relevant response actions and inform TIPC's monitoring center to report it to relevant units:

- (I) The Vessels that comply with conditions of the anchoring prohibited in Article 4, enter or stay in the anchoring area without a permission, and fail to follow the instructions of VTS center to leave the area.
- (II) Vessels that anchor in the anchoring area fail to keep a safe distance from other vessels or no switch on AIS, and fail to make an improvement upon receiving the warning of VTS center.
- (III) Vessels that anchor in the anchoring area the anchor drift, collision with other vessels , or has a risk of stranded due to continue to drift to the shore.
- (IV) Other maritime incidents.

VII. Management of sub-standard vessels

- (I) Upon confirmation of the sub-standard vessel list provided by Maritime and Port Bureau, sub-standard vessels will be arranged an appropriate anchorage when they enter the anchoring area for mooring.
- (II) During the anchoring, sub-standard vessel above-mentioned shall keep power ready at any time and shall not remove the main engine. In the meantime, VTS center will enhance the monitoring of the vessels.
- (III) Sub-standard vessel apply for anchoring please followed Article 3.

VIII. Important notice

- (I) During the anchoring period, vessels shall have sufficient crews to stay in the vessel and shall have the AIS switched on. Whether in day or night, the bridge shall have an on-duty officer keep radio watch on VHF channels 14 and 16 at all the time.
- (II) During the anchoring period, the vessels shall comply with the following terms for their own safety:
 1. Where the weather is bad or there is any safety concern, it must not to dismantle or repair machines that are related to the power of vessel.
 2. Vessels that require maintenance works or repair, it must to acquire permission from the VTS center.
- (III) During the anchoring period, discarding garbage (including kitchen waste) or discharging oily water or ballast water is prohibited. All waste oil, wastes and other contaminants shall be reserved in the vessel or discharged to relevant land facilities. Those who violate this provision will be sent to Maritime and Port Bureau in accordance to Articles 37, 38 and 63 of the Commercial Port Law for punishment.

- (IV) Upon completing the anchoring mission, the vessels shall immediately depart the anchoring area. Those who fail the instructions of VTS center will be sent to Maritime and Port Bureau in accordance to Articles 37 and 67 of the Commercial Port Law for punishment.
- (V) In case of lacking anchorage, the VTS center will, according to the vessels' location and order of applications, request the captain to wait outside the anchoring area.
- (VI) All types of vessels that enter the anchoring area shall drive to and moor in the anchorage designated by the port of Keelung, TIPC. Those who violate the above condition, will have their rights to anchor cancelled if the situation is deemed serious. Where the above vessels result in a danger of the anchoring area or other vessels, the vessels will be sent to Maritime and Port Bureau for tribunal.
- (VII) During the anchoring period, vessels shall ensure that there is always a watchman in the vessel and pay attention to their navigation safety. Where any accident occurs due to the negligence of the vessel, the vessel shall be solely liable therefore. The anchoring area is only provided for vessel anchoring; the vessels are not under the custody of the port of Keelung, TIPC and the port of Keelung, TIPC is not liable for any damages thereof.
- (VIII) To maintain the order and management of anchoring area, the Maritime and Port Bureau, port of Keelung, TIPC, Environmental Bureau of Keelung City Government and Coast Guard Administration (CGA) may accompany the shipping agent to inspect the vessel. Where the vessel violates relevant laws or regulations, the competent authority will sanction by law or request the vessel to leave the anchoring area.

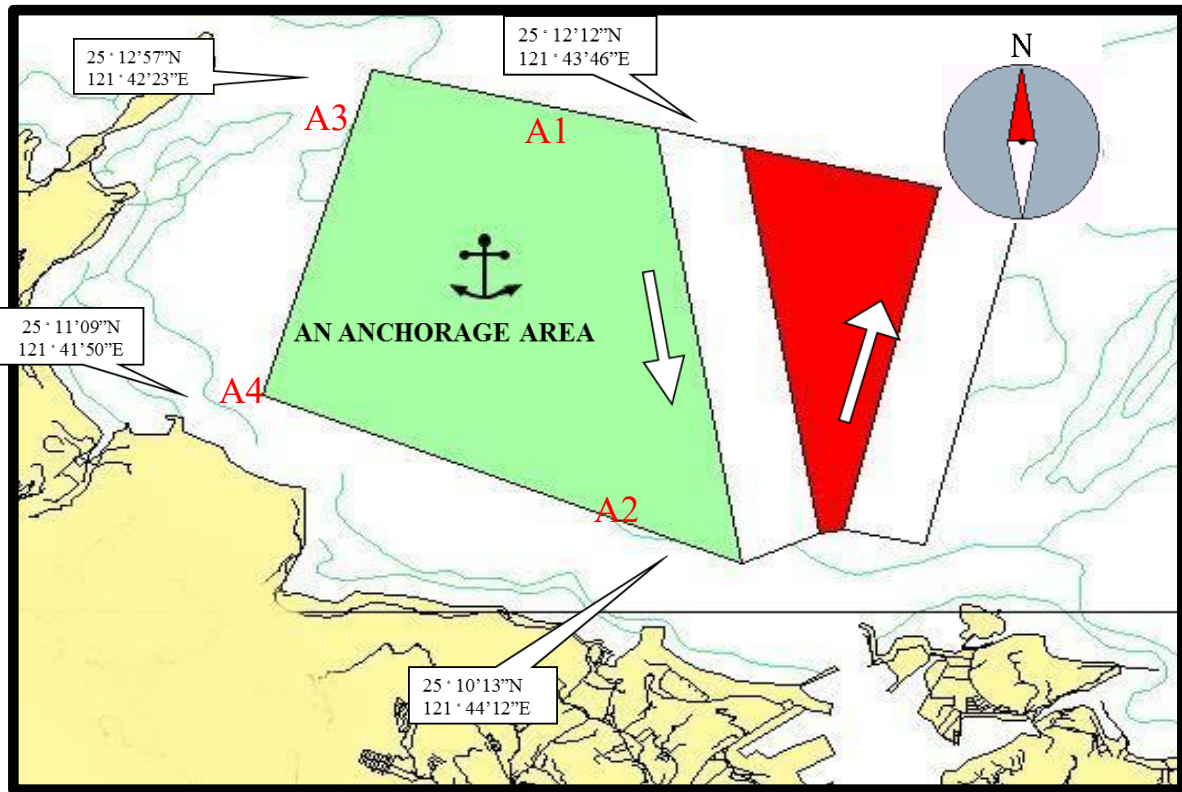
IX. Remark

- (I) Article 33 of the Commercial Port Law : A ship which is navigating or berthing in a commercial port area, shall comply with the rules of prevention of collision and other relevant regulations provided by the commercial port authority.
- (II) Paragraph 1 of Article 37 of the Commercial Port Law: : The following acts that pollute the commercial port are prohibited within a commercial port area: Ships that emit toxic liquids, toxic substances, harmful substances, sewage, oil and water or other contaminants.
- (III) Article 38 of the Commercial Port Law: Waste oil, waste, or other pollutants of ships within the commercial port area should be kept on the boat or emission to the reception facilities on shore.
- (IV) Article 44 of the Commercial Port Law: Article 15 to Article 20, Article 23 to Article 25, Article 28 to Article 34, Article 36 to Article 40, that are relevant to ship entrance and departure, berthing, suspending ship service, hindrance of port safety, port pollution, hinder of loading and unloading of port facilities and dangerous items, control of ships encountering danger or taking refuge , and management of ship repair etc. port management regulations, should be stipulated by competent authority.
- (V) Article 63 of the Commercial Port Law: When Violation of Article 37, Paragraph 1 and Article 38 , a fine ranging from three hundred thousand New Taiwan Dollars (NT\$300,000) to one point five million New Taiwan Dollars(NT\$1,500,000) can be issued to the master or ship owner by commercial port authorities or Designated Agency. An order to make improvements within a limited of time may also be granted. If no improvements have been

made by then, they will be fined per violation.

- (VI) Article 66 of the Commercial Port Law: When Violation of relevant port management items in Article 44, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars(NT\$500,000) can be issued by commercial port authorities.
- (VII) Article 67 of the Commercial Port Law: When Violation of Article 33, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars (NT\$500,000) can be issued by commercial port authorities.
- (VIII) Article 52 of the Regulations on Port Services at Commercial Ports: To ensure safety, machinery relating to the mobility of the ship in the anchorage may not be repaired during bad weather or when there are potential safety concerns.

NOT TO BE USED FOR NAVIGATION



Regulations Governing the Anchorage of Vessels in Taipei International Commercial Port, Taiwan International Ports Corporation, Ltd. (TIPC)

I. Objectives

“Regulations Governing the Anchorage of Vessels in Taipei International Commercial Port, Taiwan International Ports Corporation, Ltd.” is herein stipulated to prevent the vessels occupying the anchorage outside the port for a long period of time, which may result in the lack of anchorage for inbound/outbound vessels; to enhance the use efficiency of anchorage managed by Port of Taipei, to ensure the navigation safety of vessels; and to enhance the management of anchoring area.

II. Anchoring area (As illustrated in Attachment 1)

Anchorage of the Taipei Port is at a distance of 1 – 1.5 miles N of the north-breakwater. The range of the anchorage, within the connecting lines of points A`-B`-C`-D`, is indicated on CN Charts No. 0354B (WGS-84) published by the Chinese Naval Hydrographic & Oceanographic Office. Its depth is about 16-26 meters. The seabed is sandy and anchoring area is waters formed by points from A to D:

Point A` : Lat25°10`13.8"N 、 Long121°20`35.4"E (WGS-84)

Point B` : Lat25°10`58.2"N 、 Long121°22`04.8"E (WGS-84)

Point C` : Lat25°10`38.4"N 、 Long121°22`24.0"E (WGS-84)

Point D` : Lat25°09`52.2"N 、 Long121°20`52.2"E (WGS-84)

Use: To meet the demand of vessels proceeding in and out for anchoring.

III. Application for anchoring

(I) Inbound vessels

(I) Object: Vessels whose arrival has been reported to the Maritime and Port Bureau in advance and who is waiting for a berth.

(II) Duration in anchorage: According to arrangement of the berth in the port, the principle is 5 days.

(II) Outbound vessels

1. Object: Vessels that need to stay in the anchoring area for a short period of time due to business needs.

2. Duration in anchorage: Should not exceed 1 day unless approved by port of Taipei.

(III) Vessels that shift berth

1. Object: Vessels that stay in the anchoring area for a short period of time due to business needs, and need to enter the port again.

2. Duration in anchorage: Should not exceed 2 day unless approved by port of Taipei.

(IV) Application procedures :

Firstly, the vessels shall apply permission for anchoring through the computer system. When the system failure, the vessels may fax the written application (please refer to Attachment 2 for the application form) to the monitoring center (fax number: 02-86301939) and then

register the application in the system afterwards.

(V) Anchoring procedures

Vessels shall choose an appropriate anchor position according to the suggestion of VTS enter and keep a safe distance from other vessels. Before anchoring, vessels shall confirm their location with VTS center. Upon anchoring, vessels shall report their anchor position and time to the VTS center.

IV. Prohibition of anchoring

Where the anchoring area or vessel complies with any of the following conditions, TIPC may prohibit the vessel from anchoring in the anchoring area:

- (I) The vessel fails to commission a shipping agent to apply for anchoring.
- (II) There is no appropriate place for dropping anchor and the vessel is unable to keep a safe distance from the others.
- (III) The vessel's AIS fails, or has been turned off, or the display data is not in line with application form and cannot be verified or confirmed.
- (IV) The vessel suffers from drift anchor and, after attempting to anchor again, but fails to keep its anchor location.
- (V) The vessel is on the embargo list of United Nations Security Council and the following list of Maritime and Port Bureau, Ministry of Transportation and Communications (MOTC).
- (VI) Vessels of the mainland China that enter the anchoring area without permission.
- (VII) Anchored or detoured near the non-anchorage, and not obey driven away by the VTS , will temporarily stop the anchor application and send the list of vessel to the Maritime and Port Bureau.

V. Early warning mechanism:

- (I) After the Central Weather Bureau (CWB) issues the sea/land warning for typhoon, works prescribed in “Principles for Vessel Berthing Operations during the Typhoon Period” shall be conducted. Besides, as an early warning mechanism, shipping agent in the port area shall be notified in order to be prepared for the typhoon.
- (II) After the Central Weather Bureau (CWB) issues a tropical depression (where the max. wind speed close to the center equals to or is smaller than 33 nautical miles per hour (17.1 m / second, or the wind level is smaller than 7) or sea gale (where the average wind level is above 6) warning, TIPC will adopt the following measures in response:
 - 1. Notify the shipping agents to timely control the vessel dynamic. If the belong thereto vessels desire to enter the port, it must to make an arrangement accordingly as early as possible.
 - 2. Send gale related message of the AIS, reminding the vessels to pay attention to anchor watch and make main engine standby at any time.
 - 3. The VTS will activate the clearance mechanism of the anchor area according to indication.

- (III) The on-duty personnel of the VTS center shall enhance the monitoring of vessels in the anchoring area. Where any abnormality or danger happen as evaluated, it must to warning vessels in an appropriate way.

VI. Reporting and response procedures

Where any of the following circumstances occurs, the VTS center will, according to the Commercial Port Law and TIPC's disaster prevention and rescue plan, conduct relevant response actions and inform TIPC's monitoring center to report it to relevant units:

- (I) The Vessels that comply with conditions of the anchoring prohibited in Article 4, enter or stay in the anchoring area without a permission, and fail to follow the instructions of VTS center to leave the area.
- (II) Vessels that anchor in the anchoring area fail to keep a safe distance from other vessels or no switch on AIS, and fail to make an improvement upon receiving the warning of VTS center.
- (III) Vessels that anchor in the anchoring area the anchor drift, collision with other vessels , or has a risk of stranded due to continue to drift to the shore.
- (IV) Other maritime incidents.

VII. Management of sub-standard vessels

- (I) Upon confirmation of the sub-standard vessel list provided by Maritime and Port Bureau, sub-standard vessels will be arranged an appropriate anchorage when they enter the anchoring area for mooring.
- (II) During the anchoring, sub-standard vessel above-mentioned shall keep power ready at any time and shall not remove the main engine. In the meantime, VTS center will enhance the monitoring of the vessels.

VIII. Important notice

- (I) During the anchoring period, vessels shall have sufficient crews to stay in the vessel and shall have the AIS switched on. Whether in day or night, the bridge shall have an on-duty officer keep radio watch on VHF channels 68 and 16 at all the time.
- (II) During the anchoring period, the vessels shall comply with the following terms for their own safety:
 - 1. Where the weather is bad or there is any safety concern, it must not to dismantle or repair machines that are related to the power of vessel.
 - 2. Vessels that require maintenance works or repair, it must to acquire permission from the VTS center.
- (III) During the anchoring period, discarding garbage (including kitchen waste) or discharging oily water or ballast water is prohibited. All waste oil, wastes and other contaminants shall be reserved in the vessel or discharged to relevant land facilities. Those who violate this provision will be sent to Maritime and Port Bureau in accordance to Articles 37, 38 and 63 of the Commercial Port Law for punishment.
- (IV) Upon completing the anchoring mission, the vessels shall immediately depart the anchoring area. Those who fail the instructions of VTS center will be sent to Maritime and Port Bureau in accordance to Articles 37 and 67 of the Commercial Port Law for

punishment.

- (V) In case of lacking anchorage, the VTS center will, according to the vessels' location and order of applications, request the captain to wait outside the anchoring area.
- (VI) All types of vessels that enter the anchoring area shall drive to and moor in the anchorage designated by the port of Taipei, TIPC. Those who violate the above condition, will have their rights to anchor cancelled if the situation is deemed serious. Where the above vessels result in a danger of the anchoring area or other vessels, the vessels will be sent to Maritime and Port Bureau for tribunal.
- (VII) During the anchoring period, vessels shall ensure that there is always a watchman in the vessel and pay attention to their navigation safety. Where any accident occurs due to the negligence of the vessel, the vessel shall be solely liable therefore. The anchoring area is only provided for vessel anchoring; the vessels are not under the custody of the port of Taipei, TIPC and the port of Taipei, TIPC is not liable for any damages thereof.
- (VIII) To maintain the order and management of anchoring area, the Maritime and Port Bureau, port of Taipei, TIPC, Environmental Bureau of New Taipei City Government and Coast Guard Administration (CGA) may accompany the shipping agent to inspect the vessel. Where the vessel violates relevant laws or regulations, the competent authority will sanction by law or request the vessel to leave the anchoring area.

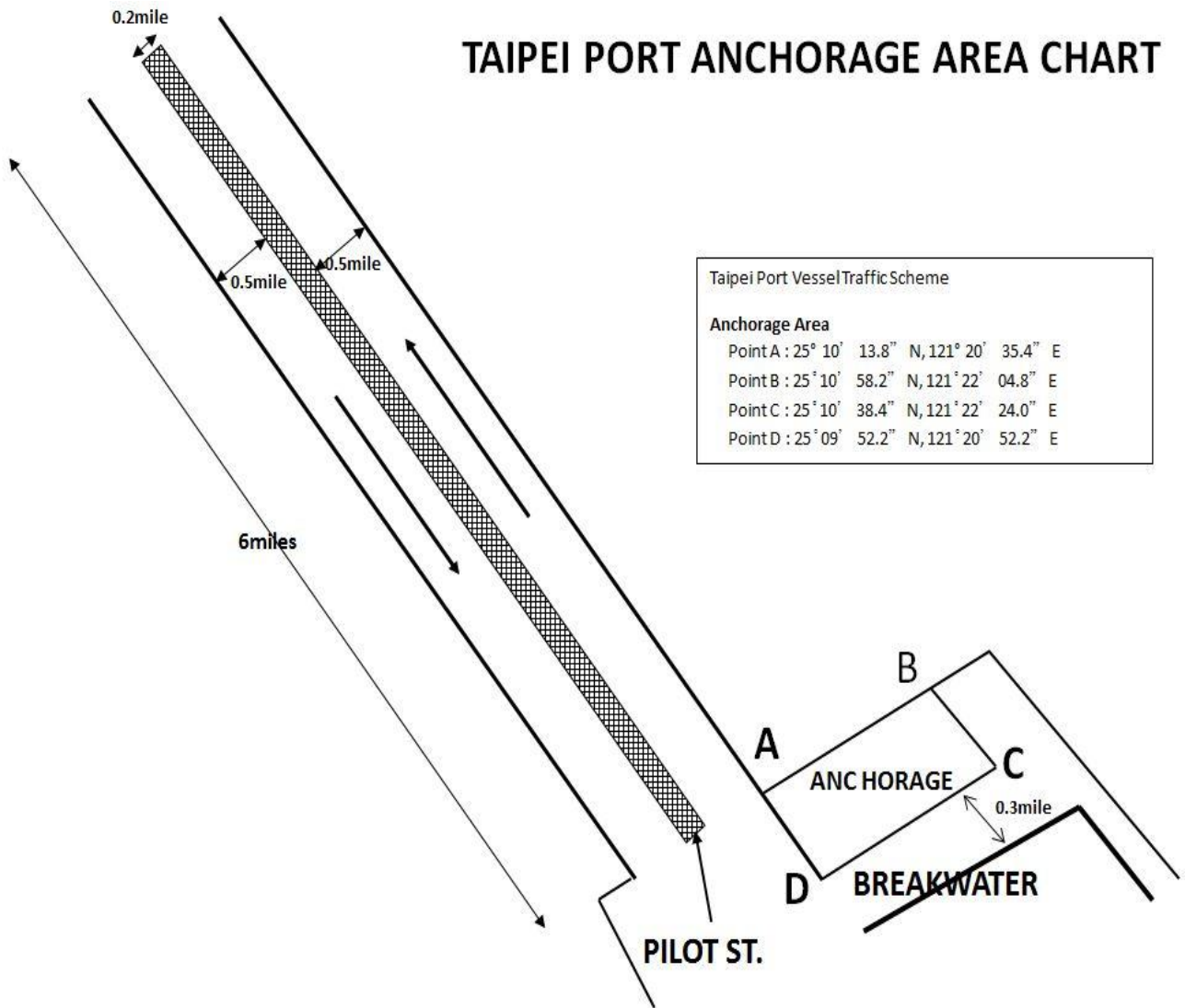
IX. Remark

- (I) Article 33 of the Commercial Port Law : A ship which is navigating or berthing in a commercial port area, shall comply with the rules of prevention of collision and other relevant regulations provided by the commercial port authority.
- (II) Paragraph 1 of Article 37 of the Commercial Port Law: : The following acts that pollute the commercial port are prohibited within a commercial port area: Ships that emit toxic liquids, toxic substances, harmful substances, sewage, oil and water or other contaminants.
- (III) Article 38 of the Commercial Port Law: Waste oil, waste, or other pollutants of ships within the commercial port area should be kept on the boat or emission to the reception facilities on shore.
- (IV) Article 44 of the Commercial Port Law: Article 15 to Article 20, Article 23 to Article 25, Article 28 to Article 34, Article 36 to Article 40, that are relevant to ship entrance and departure, berthing, suspending ship service, hindrance of port safety, port pollution, hinder of loading and unloading of port facilities and dangerous items, control of ships encountering danger or taking refuge , and management of ship repair etc. port management regulations, should be stipulated by competent authority.
- (V) Article 63 of the Commercial Port Law: When Violation of Article 37, Paragraph 1 and Article 38 , a fine ranging from three hundred thousand New Taiwan Dollars (NT\$300,000) to one point five million New Taiwan Dollars(NT\$1,500,000) can be issued to the master or ship owner by commercial port authorities or Designated Agency. An order to make improvements within a limited of time may also be granted. If no improvements have been made by then, they will be fined per violation.

- (VI) Article 66 of the Commercial Port Law: When Violation of relevant port management items in Article 44, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars(NT\$500,000) can be issued by commercial port authorities.
- (VII) Article 67 of the Commercial Port Law: When Violation of Article 33, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars (NT\$500,000) can be issued by commercial port authorities.
- (VIII) Article 52 of the Regulations on Port Services at Commercial Ports: To ensure safety, machinery relating to the mobility of the ship in the anchorage may not be repaired during bad weather or when there are potential safety concerns.

NOT TO BE USED FOR NAVIGATION

TAIPEI PORT ANCHORAGE AREA CHART



Regulations Governing the Anchorage of Vessels in Suao International Commercial Port, Taiwan International Ports Corporation, Ltd. (TIPC)

I. Objectives

“Regulations Governing the Anchorage of Vessels in Suao International Commercial Port, Taiwan International Ports Corporation, Ltd.” is herein stipulated to prevent the vessels occupying the anchorage outside the port for a long period of time, which may result in the lack of anchorage for inbound/outbound vessels; to enhance the use efficiency of anchorage managed by Port of Suao, to ensure the navigation safety of vessels; and to enhance the management of anchoring area.

II. Anchoring area (As illustrated in Attachment 1)

Anchorage of the Suao Port is at a distance of 1 – 1.5 miles N of the north-breakwater. The range of the anchorage, within the connecting lines of points A`-B`-C`-D`, is indicated on CN Charts No. 0354B (WGS-84) published by the Chinese Naval Hydrographic & Oceanographic Office. Its depth is about 16-26 meters. The seabed is sandy and anchoring area is waters formed by points from A to D:

Point A` : Lat24°35'24"N 、 Long121°53'02"E (WGS-84)

Point B` : Lat24°35' N 、 Long121°53'53"E (WGS-84)

Point C` : Lat24°34'23"N 、 Long121°53'20"E (WGS-84)

Point D` : Lat24°35'9.5"N 、 Long121°52'50.5"E (WGS-84)

Suao port Second anchorage area:

Point A` : Lat24°34'23"N 、 Long121°53'20"E (WGS-84)

Point B` : Lat24°34'22 "N 、 Long121°53'37"E (WGS-84)

Point C` : Lat24°34'06"N 、 Long121°53'21"E (WGS-84)

Point D` : Lat24°34'06"N 、 Long121°53'37"E (WGS-84)

Use: To meet the demand of vessels proceeding in and out for anchoring.

III. Application for anchoring

(I) Inbound vessels

1. Object: Vessels whose arrival has been reported to the Maritime and Port Bureau in advance and who is waiting for a berth.
2. Duration in anchorage: According to arrangement of the berth in the port, the principle is 2 days.

(II) Outbound vessels

1. Object: Vessels that need to stay in the anchoring area for a short period of time due to business needs.
2. Duration in anchorage: Should not exceed 1 day unless approved by port of Suao.

(III) Vessels that shift berth

1. Object: Vessels that stay in the anchoring area for a short period of time due to business needs, and need to enter the port again.
2. Duration in anchorage: Should not exceed 1 day unless approved by port of Suao.

(IV) Anchor on arrival :

1. Object: Vessels that do not enter Port of Suao and only stay in the anchoring area for a short of time due to business needs (supply, repair, crew replacement, emergency medical, stand by , take shelter from the wind and so on).
2. Duration in anchorage: The principle is prohibited unless approved by port of Suao.
3. The above-mentioned vessels shall leave the anchorage immediately after has been fulfilled, that would be beneficial to the assignment of anchorage, except nationality of the R.O.C.

(V) Application procedures :

Firstly, the vessels shall apply permission for anchoring through the computer system. When the system failure, the vessels may fax the written application (please refer to Attachment 2 for the application form) to the monitoring center (fax number: 03-9964591) and then register the application in the system afterwards.

(VI) Anchoring procedures

Vessels shall choose an appropriate anchor position according to the suggestion of VTS center and keep a safe distance from other vessels. Before anchoring, vessels shall confirm their location with VTS center. Upon anchoring, vessels shall report their anchor position and time to the VTS center.

IV. Prohibition of anchoring

Where the anchoring area or vessel complies with any of the following conditions, TIPC may prohibit the vessel from anchoring in the anchoring area:

- (I) The vessel fails to commission a shipping agent to apply for anchoring.
- (II) There is no appropriate place for dropping anchor and the vessel is unable to keep a safe distance from the others.
- (III) The vessel's AIS fails, or has been turned off, or the display data is not in line with application form and cannot be verified or confirmed.
- (IV) The vessel suffers from drift anchor and, after attempting to anchor again, but fails to keep its anchor location.
- (V) The vessel is on the embargo list of United Nations Security Council and the following list of Maritime and Port Bureau, Ministry of Transportation and Communications (MOTC).
- (VI) Vessels of the mainland China that enter the anchoring area without permission.

Anchored or detoured near the non-anchorage, and not obey driven away by the VTS ,will temporarily stop the anchor application 3 weeks and send the list of vessel to the Maritime and Port Bureau.

V. Early warning mechanism:

- (I) After the Central Weather Bureau (CWB) issues the sea/land warning for typhoon, works prescribed in “Principles for Vessel Berthing Operations during the Typhoon Period” shall be conducted. Besides, as an early warning mechanism, shipping agent in the port area shall be notified in order to be prepared for the typhoon.
- (II) After the Central Weather Bureau (CWB) issues a tropical depression (where the max. wind speed close to the center equals to or is smaller than 33 nautical miles per hour (17.1 m / second, or the wind level is smaller than 7) or sea gale (where the average wind level is above 6) warning, TIPC will adopt the following measures in response:
 - 1. Notify the shipping agents to timely control the vessel dynamic. If the belong thereto vessels desire to enter the port, it must to make an arrangement accordingly as early as possible.
 - 2. Send gale related message of the AIS, reminding the vessels to pay attention to anchor watch and make main engine standby at any time.
 - 3. The VTS will activate the clearance mechanism of the anchor area according to indication.
- (III) The on-duty personnel of the VTS center shall enhance the monitoring of vessels in the anchoring area. Where any abnormality or danger happen as evaluated, it must to warning vessels in an appropriate way.

VI. Reporting and response procedures

Where any of the following circumstances occurs, the VTS center will, according to the Commercial Port Law and TIPC’s disaster prevention and rescue plan, conduct relevant response actions and inform TIPC’s monitoring center to report it to relevant units:

- (I) The Vessels that comply with conditions of the anchoring prohibited in Article 4, enter or stay in the anchoring area without a permission, and fail to follow the instructions of VTS center to leave the area.
- (II) Vessels that anchor in the anchoring area fail to keep a safe distance from other vessels or no switch on AIS, and fail to make an improvement upon receiving the warning of VTS center.
- (III) Vessels that anchor in the anchoring area the anchor drift, collision with other vessels , or has a risk of stranded due to continue to drift to the shore.
- (IV) Other maritime incidents.

VII. Management of sub-standard vessels

- (I) Upon confirmation of the sub-standard vessel list provided by Maritime and Port Bureau, sub-standard vessels will be arranged an appropriate anchorage when they enter the

anchoring area for mooring.

- (II) During the anchoring, sub-standard vessel above-mentioned shall keep power ready at any time and shall not remove the main engine. In the meantime, VTS center will enhance the monitoring of the vessels.
- (III) Sub-standard vessel apply for anchoring please followed Article 3.

VIII. Important notice

- (I) During the anchoring period, vessels shall have sufficient crews to stay in the vessel and shall have the AIS switched on. Whether in day or night, the bridge shall have an on-duty officer keep radio watch on VHF channels 14 and 16 at all the time.
- (II) During the anchoring period, the vessels shall comply with the following terms for their own safety:
 - 1. Where the weather is bad or there is any safety concern, it must not to dismantle or repair machines that are related to the power of vessel.
 - 2. Vessels that require maintenance works or repair, it must to acquire permission from the VTS center.
- (III) During the anchoring period, discarding garbage (including kitchen waste) or discharging oily water or ballast water is prohibited. All waste oil, wastes and other contaminants shall be reserved in the vessel or discharged to relevant land facilities. Those who violate this provision will be sent to Maritime and Port Bureau in accordance to Articles 37, 38 and 63 of the Commercial Port Law for punishment.
- (IV) Upon completing the anchoring mission, the vessels shall immediately depart the anchoring area. Those who fail the instructions of VTS center will be sent to Maritime and Port Bureau in accordance to Articles 37 and 67 of the Commercial Port Law for punishment.
- (V) In case of lacking anchorage, the VTS center will, according to the vessels' location and order of applications, request the captain to wait outside the anchoring area.
- (VI) All types of vessels that enter the anchoring area shall drive to and moor in the anchorage designated by the port of Suao, TIPC. Those who violate the above condition, will have their rights to anchor cancelled if the situation is deemed serious. Where the above vessels result in a danger of the anchoring area or other vessels, the vessels will be sent to Maritime and Port Bureau for tribunal.
- (VII) During the anchoring period, vessels shall ensure that there is always a watchman in the vessel and pay attention to their navigation safety. Where any accident occurs due to the negligence of the vessel, the vessel shall be solely liable therefore. The anchoring area is only provided for vessel anchoring; the vessels are not under the custody of the port of Suao, TIPC and the port of Suao, TIPC is not liable for any damages thereof.
- (VIII) To maintain the order and management of anchoring area, the Maritime and Port Bureau, port of Suao, TIPC, Environmental Bureau of Yilan City Government and Coast Guard Administration (CGA) may accompany the shipping agent to inspect the vessel. Where the vessel violates relevant laws or regulations, the competent authority will sanction by law

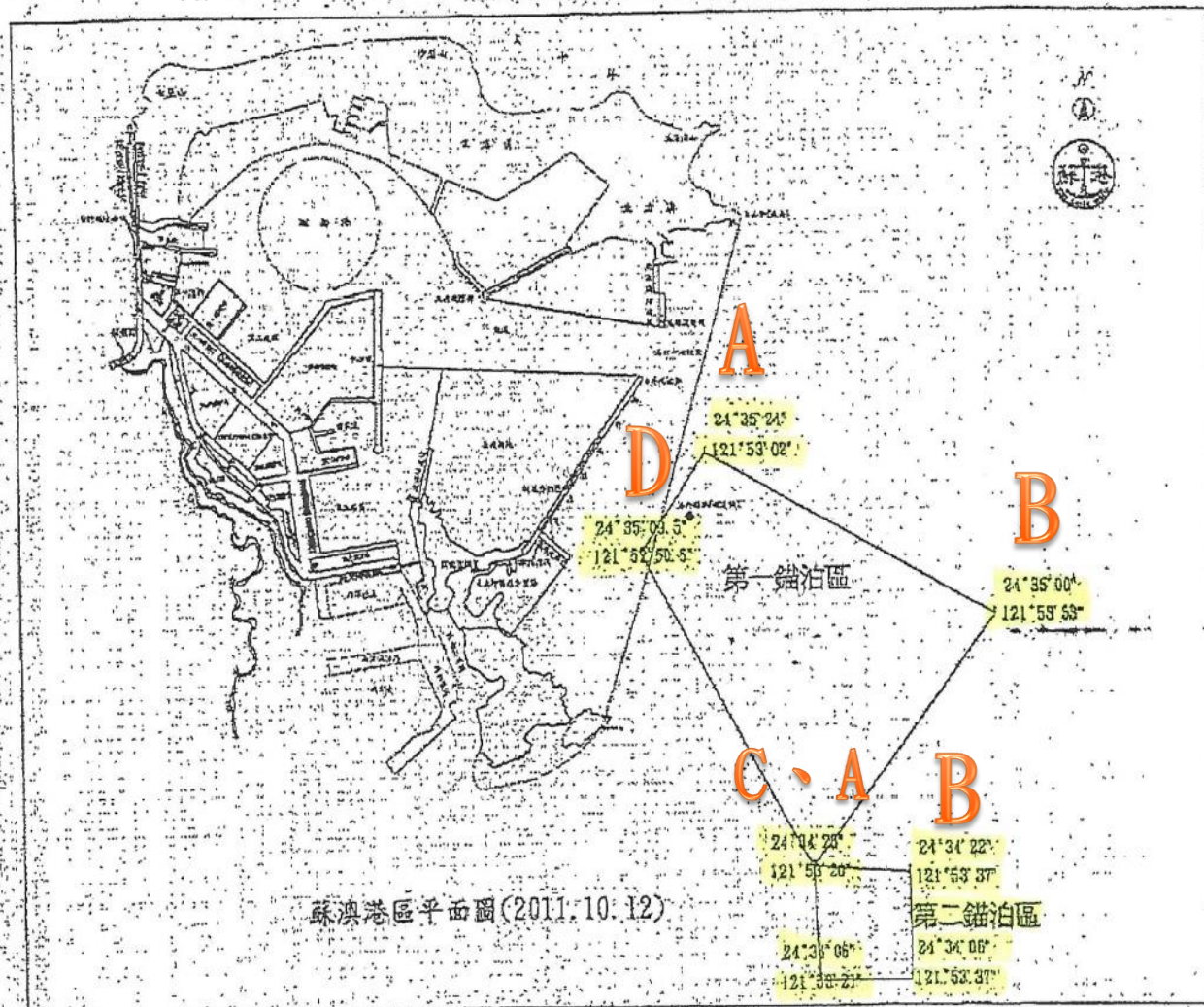
or request the vessel to leave the anchoring area.

- (IX) Second anchorage area is also for vessel of Hoping Port. If the waves of off shore in Hoping Port is too strong to anchor, please anchor at second anchorage area in off port of Suao Port. Please notify the information of the vessel to Suao Port Control one day before the anchorage in principle for the help of anchoring. Besides, Suao Port Control only offers the relative information service. The safety in the period of vessel in anchor area and anchorage area should be on one's own account.

IX. Remark

- (I) Article 33 of the Commercial Port Law : A ship which is navigating or berthing in a commercial port area, shall comply with the rules of prevention of collision and other relevant regulations provided by the commercial port authority.
- (II) Paragraph 1 of Article 37 of the Commercial Port Law: : The following acts that pollute the commercial port are prohibited within a commercial port area: Ships that emit toxic liquids, toxic substances, harmful substances, sewage, oil and water or other contaminants.
- (III) Article 38 of the Commercial Port Law: Waste oil, waste, or other pollutants of ships within the commercial port area should be kept on the boat or emission to the reception facilities on shore.
- (IV) Article 44 of the Commercial Port Law: Article 15 to Article 20, Article 23 to Article 25, Article 28 to Article 34, Article 36 to Article 40, that are relevant to ship entrance and departure, berthing, suspending ship service, hindrance of port safety, port pollution, hinder of loading and unloading of port facilities and dangerous items, control of ships encountering danger or taking refuge , and management of ship repair etc. port management regulations, should be stipulated by competent authority.
- (V) Article 63 of the Commercial Port Law: When Violation of Article 37, Paragraph 1 and Article 38 , a fine ranging from three hundred thousand New Taiwan Dollars (NT\$300,000) to one point five million New Taiwan Dollars(NT\$1,500,000) can be issued to the master or ship owner by commercial port authorities or Designated Agency. An order to make improvements within a limited of time may also be granted. If no improvements have been made by then, they will be fined per violation.
- (VI) Article 66 of the Commercial Port Law: When Violation of relevant port management items in Article 44, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars(NT\$500,000) can be issued by commercial port authorities.
- (VII) Article 67 of the Commercial Port Law: When Violation of Article 33, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars (NT\$500,000) can be issued by commercial port authorities.
- (VIII) Article 52 of the Regulations on Port Services at Commercial Ports: To ensure safety, machinery relating to the mobility of the ship in the anchorage may not be repaired during bad weather or when there are potential safety concerns.

蘇澳港錨泊區平面圖



Regulations Governing the Anchorage of Vessels in Taichung International Commercial Port, Taiwan International Ports Corporation, Ltd. (TIPC)

I. Objectives

“Regulations Governing the Anchorage of Vessels in Taichung International Commercial Port, Taiwan International Ports Corporation, Ltd.” is herein stipulated to prevent the vessels occupying the anchorage area for a long period of time, which may result in the lack of anchorage for vessels entering/departing the port; to enhance the use efficiency of anchorage managed by Port of Taichung, Taiwan International Ports Corporation, Ltd.(hereinafter referred to as TIPC); to ensure the navigation safety of vessels; and to enhance the management of anchoring areas.

II. Anchoring areas (As illustrated in Attachment 1)

(I) The anchoring area of Taichung Port is located in 1 to 4 nautical miles southwest away from the south breakwaters. The anchoring areas are waters formed by points from A to F:

Point A: 24°16'51".7 N 120°29'40".4 E

Point B: 24°16'51".7 N 120°28'59".4 E

Point C: 24°15'48".7 N 120°27'01".4 E

Point D: 24°15'48".7 N 120°26'12".4 E

Point E: 24°13'59".7 N 120°25'47".4 E

Point F: 24°13'59".7 N 120°27'59".4 E

(II) Delimitation of anchoring area:

1. Anchoring location of small vessels (S): Vessels with a length of less than 120 m and a draft of less than 7 m may anchor in areas with a water depth of 8 m to 15 m, and 1 to 1.5 nautical miles southwest away from the south breakwater lighthouse.
2. Anchoring location of medium vessels (M): Vessels with a length of 120 m to 200 m and a draft of less than 11 m may anchor in areas with a water depth of 15 m to 20 m, and 2 to 3 nautical miles southwest away from the south breakwater lighthouse.
3. Anchoring location of large vessels (L): Vessels with a length of more than 200 m and a draft of more than 11 m may anchor in areas with a water depth of 20 m to 30 m, and 3 to 4 nautical miles southwest away from the south breakwater lighthouse.

(III) No anchoring area (vessel operation areas):

North of the anchoring area (i.e. north of the line formed by points A, B, C and D); and east of longitude 120°25' E to the west of south and north breakwaters are no anchoring area. Known as traffic separation scheme (TSS), these areas are passed by vessels entering and departing the port and, unless otherwise with the permission of vessel traffic service center (hereinafter referred to as VTS center), no vessel shall stay, drift, operate or anchor therein to optimize the traffic and ensure the navigation safety of vessels entering/departing the port.

III. Application for anchoring

(I) Targets:

1. Vessels that enter the port: Vessels whose arrival has been reported to the Maritime and Port Bureau in advance and who is waiting for a berth.
2. Vessels that depart the port: Vessels that need to stay in the anchoring area for a short period of time due to business needs.
3. Vessels that shift berth: Vessels that stay in the anchoring area for a short period of time due to business needs, and need to enter the port again.
4. Vessels that arrive at the port: Vessels that do not enter Port of Taichung and only stay in the anchoring area for a short of time due to business needs (supply, repair, crew replacement, medical support, stand by and so on).

(II) Anchoring procedures: Chose an appropriate anchoring area according to the suggestion of VTS center and keep a safe distance from other vessels. Confirm its location with VTS center before the anchoring. Upon anchoring, report the anchoring location and time to the VTS center.

(III) Anchor watch: The anchorage outside the Port of Taichung Port has a sandy bottom and depth of 8 m to 25 m. The vessels shall be aware that, during the period of Occasional Monsoon, drift anchor often occurs when the wind level is above 7. During the anchoring period, it is a must to have a watchman staying in the vessel and listen to VHF channels 14 and 16 at all the time; and to have a standby host for the safety concern.

(IV) Application procedures: The vessels shall apply for an anchoring permission firstly through the computer system. Where there is any system failure, the vessels may fax the written application (please refer to Attachment 2 for the application form) to the VTS center and then register the application in the system afterwards.

IV. Prohibition of anchoring

Where the anchoring area or vessel complies with any of the following conditions, TIPC may prohibit the vessel from anchoring in the anchoring area:

- (I) The vessel fails to commission a shipping agent to apply for anchoring.
- (II) There is no appropriate anchorage in the anchoring area and the vessel is unable to keep a safe distance from the others.
- (III) The vessel's AIS fails; has been turned off; or does not comply with the report and cannot be verified and confirmed.
- (IV) The vessel suffers from drift anchor and, after attempting to anchor again, fails to keep its anchorage.
- (V) The vessel is on the embargo list of United Nations Security Council and the following list of Maritime and Port Bureau, Ministry of Transportation and Communications (MOTC).
- (VI) Vessels of the mainland of China that enter the anchoring area without permission.

V. Early warning mechanism

- (I) After the Central Weather Bureau (CWB) lifts the sea/land warning for typhoon, works prescribed in TIPC's "Principles for Vessel Berthing Operations during the Typhoon Period" shall be conducted. Besides, as an early warning mechanism, shippers in the port area shall be notified in order to be prepared for the typhoon.
- (II) After the CWB issues a tropical depression (where the max. wind speed close to the center equals to or is smaller than 33 nautical miles per hour (17.1 m / second, or the wind level is smaller than 7) or sea gale (where the average wind level is above 6) warning, TIPC will adopt the following measures in response:
 1. Notify the shipping agents to timely control the sailing schedule. Where the vessels belong thereto desire to enter the port, it is a must to make an arrangement accordingly as early as possible.
 2. Send gale related message to the AIS, reminding the vessels to pay attention to anchor watch and prepare a standby host.
 3. The VTS center will activate the anchoring area clearance mechanism according to the instructions.
- (III) The on-duty personnel of the VTS center shall enhance the monitoring and control of vessels in the anchoring area. Where any abnormality or danger happen as evaluated, it is a must to warn the said vessels in an appropriate way.

VI. Reporting and response procedures

Where any of the following circumstances occurs, the VTS center will, according to the Commercial Port Law and TIPC's disaster prevention and rescue plan, conduct relevant response actions and inform TIPC's monitoring center to report it to relevant units:

- (I) Vessels that comply with any of the no anchoring conditions prescribed in Article 4 enter or stay in the anchoring area without a permission; and fail to follow the instructions of VTS center to leave the area.
- (II) Vessels that anchor in the anchoring area fail to keep a safe distance from other vessels or switch on its AIS; and fail to make an improvement upon receiving the warning of VTS center.
- (III) Vessels that anchor in the anchoring area may be stranded due to anchor drift, collision with other vessels or continue to drift to the coast.
- (IV) Other maritime incidents.

VII. Management of sub-standard vessels

- (I) Upon confirmation of the sub-standard vessel list provided by Maritime and Port Bureau, it is a must to arrange an appropriate anchorage for sub-standard vessels when they enter the anchoring area for mooring.
- (II) During the anchoring, the vessels described in the previous paragraph shall keep their power and shall not remove their host. In the meantime, VTS center will enhance the monitoring of the said vessels and conduct relevant early warning mechanisms, and reporting and response procedures.

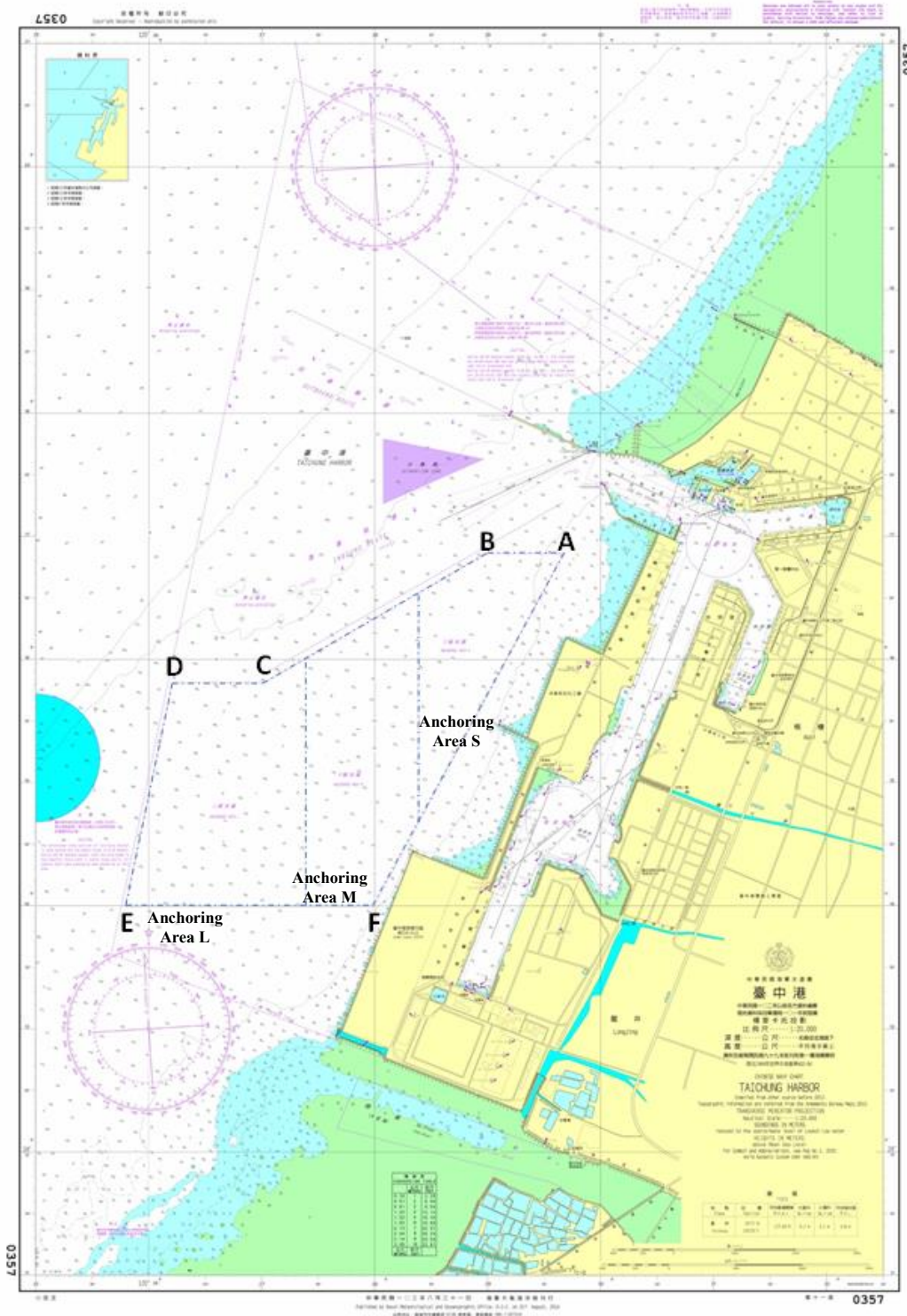
VIII. Important notice

- (I) During the anchoring period, vessels shall have sufficient crew to stay in the vessel and shall have their AIS switched on. Whether in day or night, the bridge shall have an on-duty personnel stand by VHF channels 14 and 16 all the time.
- (II) During the anchoring period, the vessels shall comply with the following terms and conditions for their own safety:
 - 1. Where the weather is bad or there is any safety concern, it is a must not to dismantle or repair machines that are related to the mobility of vessel.
 - 2. Vessels that require maintenance works or repair, it is a must to acquire permission from the VTS center.
- (III) During the anchoring period, it is a must not to discard garbage (including kitchen waste) or discharge oily water or ballast water. Waste oil, waste, or other pollutants of ships within the commercial port area should be kept on the boat or emission to the reception facilities on shore. Those who violate this provision will be sent to Maritime and Port Bureau in accordance to Articles 37, 38 and 63 of the Commercial Port Law for punishment.
- (IV) Upon completing the anchoring mission, the vessels shall immediately depart the anchoring area. Those who fail the instructions of VTS center will be sent to Maritime and Port Bureau in accordance to Articles 37 and 67 of the Commercial Port Law for punishment.
- (V) In case of lacking anchorage, the VTS center will, according to the vessels' location and order of applications, request the captain to wait outside the anchoring area.
- (VI) All types of vessels that enter the anchorage shall proceed to the anchoring area designated by TIPC. Those who violate the said condition will have their rights to anchor cancelled if the situation is deemed serious. Where the said vessels result in a danger of the anchoring area or other vessels, the vessels will be sent to Maritime and Port Bureau for tribunal.
- (VII) During the anchoring period, vessels shall ensure that there is always a watchman in the vessel and pay attention to their navigation safety. Where any accident occurs due to the negligence of the vessel, the vessel shall be solely liable therefor. The anchoring area is provided for anchoring; the vessels are not under the custody of TIPC and TIPC is not liable for any damages thereof.
- (VIII) To maintain the order and management of anchoring area, the Maritime and Port Bureau, TIPC, Environmental Bureau of Taichung City Government and Coast Guard Administration (CGA) may accompany the shipping agent to inspect the vessel. Where the vessel violates relevant laws or regulations, the competent authority will approach the tribunal or request the vessel to leave the anchoring area.

IX. Remarks:

- (I) Article 33 of the Commercial Port Law: A ship, which is navigating or berthing in a commercial port area, shall comply with the rules of prevention of collision and other relevant regulations provided by the commercial port authority.
- (II) Paragraph 1 of Article 37 of the Commercial Port Law: The following acts that pollute the commercial port are prohibited within a commercial port area: Ships that emit toxic liquids, toxic substances, harmful substances, sewage, oil and water or other contaminants.

- (III) Article 38 of the Commercial Port Law: Waste oil, waste, or other pollutants of ships within the commercial port area should be kept on the boat or emission to the reception facilities on shore. Pollutions mentioned above that can be emission to the reception facilities on shore should entrust private-owned waste removal authorities.
- (IV) Article 44 of the Commercial Port Law: Article 15 to Article 20, Article 23 to Article 25, Article 28 to Article 34, Article 36 to Article 40, that are relevant to ship entrance and departure, berthing, suspending ship service, hindrance of port safety, port pollution, hinder of loading and unloading of port facilities and dangerous items, control of ships encountering danger or taking refuge, and management of ship repair etc. port management regulations, should be stipulated by competent authority.
- (V) Article 63 of the Commercial Port Law: When one violates Paragraph 1 of Article 37 and Article 38, a fine ranging from three hundred thousand New Taiwan Dollars (NT\$300,000) to one point five million New Taiwan Dollars(NT\$1,500,000) can be issued to the master or ship owner by commercial port authorities or Designated Agency. An order to make improvements within a limited of time may also be granted. If no improvements have been made by then, they will be fined per violation.
- (VI) Article 66 of the Commercial Port Law: When one violates relevant port management items in Article 44, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars(NT\$500,000) can be issued by commercial port authorities.
- (VII) Article 67 of the Commercial Port Law: When one violates Article 33, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars (NT\$500,000) can be issued by commercial port authorities.
- (VIII) Article 52 of the Regulations on Port Services at Commercial Ports: To ensure safety, machinery relating to the mobility of the ship in the berthing area may not be repaired during bad weather or when there are potential safety concerns.



Regulations Governing the Anchorage of Vessels in Kaohsiung International Commercial Port, Taiwan International Ports Corporation, Ltd. (TIPC)

I. Objectives

“Regulations Governing the Anchorage of Vessels in Kaohsiung International Commercial Port, Taiwan International Ports Corporation, Ltd.” is herein stipulated to prevent the vessels occupying the anchorage outside the port for a long period of time, which may result in the lack of anchorage for inbound/outbound vessels; to enhance the use efficiency of anchorage managed by Port of Kaohsiung, to ensure the navigation safety of vessels; and to enhance the management of anchoring area.

II. Anchoring area (As illustrated in Attachment)

i. Anchorage I

Area: Anchorage is bounded by the following four positions.

A1 (22°38' 36" , 120°14' 59")

A2 (22°39' 54" , 120°12' 42")

A3 (22°38' 40" , 120°12' 40")

A5 (22°37' 15" , 120°15' 25")

Use: To meet the demand of medium and small vessels for anchoring, and be a backup anchorage for dangerous cargo carriers.

ii. Anchorage II

Area: Anchorage is bounded by the following four positions.

B2 (22°37' 04" , 120°15' 07")

B4 (22°37' 00" , 120°12' 10")

R7 (22°35' 30" , 120°12' 41")

B5 (22°35' 30" , 120°16' 13")

Use: To meet the demand of vessels proceeding in and out of North Entrance for anchoring excluding dangerous cargo carriers.

iii. Anchorage III

Area: Anchorage is bounded by the following seven positions.

C1 (22°34' 18" , 120°15' 47")

C2 (22°34' 18" , 120°13' 06")

C3 (22°33' 00" , 120°13' 30")

C5 (22°33' 04" , 120°17' 46")

T4 (22°34' 43" , 120°16' 45")

T3 (22°34' 02" , 120°15' 48")

T2 (22°34' 13" , 120°15' 40")

Use: To meet the demand of medium and small vessels proceeding in and out of South Entrance for anchoring excluding dangerous cargo carriers.

iv. Anchorage IV

Area: Anchorage is bounded by the following four positions.

D1 (22°32' 51" , 120°17' 56")

D3 (22°31' 34" , 120°14' 19")

D4 (22°30' 30" , 120°14' 59")

D5 (22°31' 46" , 120°18' 35")

Use: To meet the demand of large bulk carriers and containers proceeding in and out of South Entrance for anchoring, and be a backup anchorage for dangerous cargo carriers.

v. Anchorage reserved for dangerous cargo carriers only.

Area: Anchorage is bounded by the following five positions.

R7 (22°35' 30" , 120°12' 41")

B5 (22°35' 30" , 120°16' 13")

B6 (22°34' 54" , 120°16' 38")

C1 (22°34' 18" , 120°15' 47")

C2 (22°34' 18" , 120°13' 06")

Use: To meet the demand of dangerous cargo carriers for anchoring only.

III. Application for anchoring

(I) Inbound vessels

1. Object: Vessels whose arrival has been application and permission by The South Taiwan maritime Affairs Centre, Maritime and Port Bureau, MOTC in advance and who is waiting for a berth.
2. Duration in anchorage: According to arrangement of the berth in the port, the principle is no limit of time.

(II) Outbound vessels

1. Object: Vessels that need to stay in the anchoring area for a short period of time due to business needs.
2. Duration in anchorage: Without setting a term.

(III) Vessels that shift berth

1. Object: Vessels that stay in the anchoring area for a short period of time due to business needs, and need to enter the port again.
2. Duration in anchorage: Without setting a term.

(IV) Anchor on arrival

1. Object: Vessels intend to anchor at anchorage temporarily for water supply, stores, repair, crew change, awaiting order etc. but not enter Taiwan International Ports Corp., LTD (hereinafter called the " TIPC ") jurisdictional port, the port of Kaohsiung.
2. Duration in anchorage: Without setting a term.
3. Vessels conforming to this paragraph shall immediately leave the anchorage area after finishing their missions. (Domestic vessels are excepted.)

(V) Application procedures

Firstly, the vessels shall apply permission for anchoring through the computer system. When the system failure, the vessels may fax the written application (please refer to Attachment for the application form) to the monitoring center (fax number: 07-5717427) and then register the application in the system afterwards.

(VI) Anchoring procedures

Vessels shall choose an appropriate anchor position according to the suggestion of VTS center and keep a safe distance from other vessels. Before anchoring, vessels shall confirm their location with VTS center. Upon anchoring, vessels shall report their anchor position and time to the VTS center

IV. Prohibition of anchoring

Where the anchoring area or vessel complies with any of the following conditions, TIPC may prohibit the vessel from anchoring in the anchoring area:

- (I) The vessel fails to commission a shipping agent to apply for anchoring.
- (II) There is no appropriate place for dropping anchor and the vessel is unable to keep a safe distance from the others.
- (III) The vessel's AIS fails, or has been turned off, or the display data is not in line with application form and cannot be verified or confirmed.
- (IV) The vessel suffers from drift anchor and, after attempting to anchor again, but fails to keep its anchor location.
- (V) The vessel is on the embargo list of United Nations Security Council and the following list of Maritime and Port Bureau, Ministry of Transportation and Communications (MOTC).
- (VI) Vessels of the mainland China that enter the anchoring area without permission.

Anchored or detoured near the non-anchorage, and not obey driven away by the VTS, will send the list of vessel to the Maritime and Port Bureau. And suspension of a vessel from anchoring is seven days.

V. Early warning mechanism:

- (I) After the Central Weather Bureau (CWB) issues the sea/land warning for typhoon, works prescribed in "Principles for Vessel Berthing Operations during the Typhoon Period" shall be conducted. Besides, as an early warning mechanism, shipping agent in the port area shall be notified in order to be prepared for the typhoon.
- (II) After the Central Weather Bureau (CWB) issues a tropical depression (where the max. wind speed close to the center equals to or is smaller than 33 nautical miles per hour (17.1 m / second, or the wind level is smaller than 7) or sea gale (where the average wind level is above 6) warning, TIPC will adopt the following measures in response:
 1. Notify the shipping agents to timely control the vessel dynamic. If the belong thereto vessels desire to enter the port, it must to make an arrangement accordingly as early as possible.

2. Send gale related message of the AIS, reminding the vessels to pay attention to anchor watch and make main engine standby at any time.
3. The VTS will activate the clearance mechanism of the anchor area according to indication.

(III) The on-duty personnel of the VTS center shall enhance the monitoring of vessels in the anchoring area. Where any abnormality or danger happen as evaluated, it must to warning vessels in an appropriate way.

VI. Reporting and response procedures

Where any of the following circumstances occurs, the VTS center will, according to the Commercial Port Law and TIPC' s disaster prevention and rescue plan, conduct relevant response actions and inform TIPC' s monitoring center to report it to relevant units:

- (I) The Vessels that comply with conditions of the anchoring prohibited in Article 4, enter or stay in the anchoring area without a permission, and fail to follow the instructions of VTS center to leave the area.
- (II) Vessels that anchor in the anchoring area fail to keep a safe distance from other vessels or no switch on AIS, and fail to make an improvement upon receiving the warning of VTS center.
- (III) Vessels that anchor in the anchoring area the anchor drift, collision with other vessels , or has a risk of stranded due to continue to drift to the shore.
- (IV) Other maritime incidents.

VII. Management of sub-standard vessels

- (I) Upon confirmation of the sub-standard vessel list provided by Maritime and Port Bureau, sub-standard vessels will be arranged an appropriate anchorage when they enter the anchoring area for mooring.
- (II) During the anchoring, sub-standard vessel above-mentioned shall keep power ready at any time and shall not remove the main engine. In the meantime, VTS center will enhance the monitoring of the vessels.
- (III) Sub-standard vessel apply for anchoring please followed Article 3.

VIII. Important notice

- (I) During the anchoring period, vessels shall have sufficient crews to stay in the vessel and shall have the AIS switched on. Whether in day or night, the bridge shall have an on-duty officer keep radio watch on VHF channels 11 and 16 at all the time.
- (II) During the anchoring period, the vessels shall comply with the following terms for their own safety:
 1. Where the weather is bad or there is any safety concern, it must not to dismantle or repair machines that are related to the power of vessel.
 2. Vessels that require maintenance works or repair, it must to acquire permission from the VTS center.
- (III) During the anchoring period, discarding garbage (including kitchen waste) or discharging oily water or ballast water is prohibited. All waste oil, wastes and other contaminants shall be reserved in the vessel or discharged to relevant land facilities. Those who violate this

provision will be sent to Maritime and Port Bureau in accordance to Articles 37, 38 and 63 of the Commercial Port Law for punishment.

- (IV) Upon completing the anchoring mission, the vessels shall immediately depart the anchoring area. Those who fail the instructions of VTS center will be sent to Maritime and Port Bureau in accordance to Articles 37 and 67 of the Commercial Port Law for punishment.
- (V) In case of lacking anchorage, the VTS center will, according to the vessels' location and order of applications, request the captain to wait outside the anchoring area.
- (VI) All types of vessels that enter the anchoring area shall drive to and moor in the anchorage designated by the port of Kaohsiung, TIPC. Those who violate the above condition, will have their rights to anchor cancelled if the situation is deemed serious. Where the above vessels result in a danger of the anchoring area or other vessels, the vessels will be sent to Maritime and Port Bureau for tribunal.
- (VII) During the anchoring period, vessels shall ensure that there is always a watchman in the vessel and pay attention to their navigation safety. Where any accident occurs due to the negligence of the vessel, the vessel shall be solely liable therefore. The anchoring area is only provided for vessel anchoring; the vessels are not under the custody of the port of Kaohsiung, TIPC and the port of Kaohsiung, TIPC is not liable for any damages thereof.
- (VIII) To maintain the order and management of anchoring area, the Maritime and Port Bureau, port of Kaohsiung, TIPC, Environmental Bureau of Kaohsiung City Government and Coast Guard Administration (CGA) may accompany the shipping agent to inspect the vessel. Where the vessel violates relevant laws or regulations, the competent authority will sanction by law or request the vessel to leave the anchoring area.

IX. Remark

- (I) Article 33 of the Commercial Port Law : A ship which is navigating or berthing in a commercial port area, shall comply with the rules of prevention of collision and other relevant regulations provided by the commercial port authority.
- (II) Paragraph 1 of Article 37 of the Commercial Port Law: : The following acts that pollute the commercial port are prohibited within a commercial port area: Ships that emit toxic liquids, toxic substances, harmful substances, sewage, oil and water or other contaminants.
- (III) Article 38 of the Commercial Port Law: Waste oil, waste, or other pollutants of ships within the commercial port area should be kept on the boat or emission to the reception facilities on shore.
- (IV) Article 44 of the Commercial Port Law: Article 15 to Article 20, Article 23 to Article 25, Article 28 to Article 34, Article 36 to Article 40, that are relevant to ship entrance and departure, berthing, suspending ship service, hindrance of port safety, port pollution, hinder of loading and unloading of port facilities and dangerous items, control of ships encountering danger or taking refuge , and management of ship repair etc. port management regulations, should be stipulated by competent authority.
- (V) Article 63 of the Commercial Port Law: When Violation of Article 37, Paragraph 1 and Article 38 , a fine ranging from three hundred thousand New Taiwan Dollars (NT\$300,000) to one point five million New Taiwan Dollars(NT\$1,500,000) can be issued to the master or

ship owner by commercial port authorities or Designated Agency. An order to make improvements within a limited of time may also be granted. If no improvements have been made by then, they will be fined per violation.

- (VI) Article 66 of the Commercial Port Law: When Violation of relevant port management items in Article 44, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars(NT\$500,000) can be issued by commercial port authorities.
- (VII) Article 67 of the Commercial Port Law: When Violation of Article 33, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars (NT\$500,000) can be issued by commercial port authorities.
- (VIII) Article 52 of the Regulations on Port Services at Commercial Ports: To ensure safety, machinery relating to the mobility of the ship in the anchorage may not be repaired during bad weather or when there are potential safety concerns.

Application of Anchoring at Kaohsiung port Anchorage

To: Kaohsiung Vessel Traffic Service Center

On behalf of this following vessel, I hereby submit her statement to you for having permission to stay in anchorage. She shall observe the regulations of Port Authority of Kaohsiung and all related Responsibilities and formalities will be undertaken by agent. In the period of anchoring, I will supervise and assist her to follow the rules and instructions issued by commercial port authorities.

The details of this vessel are as follows:

Name of ship: _____

Call sign: _____

Type of ship: _____

Length over all: _____ meters

Vessel Nationality: _____

Gross Tonnage: _____

International Maritime Organization (IMO) Number:: _____

Arrival maximum draft in the port area: _____ meters

Estimated Time of Arrival: _____

Estimated Time of Departure: _____

Is there AIS on board: _____

Is there dangerous cargo on board: _____

Is there valid for P&I Certificate : _____

The late date of anchoring at Kaoport anchorage(if any) : _____

Purpose of application

- Anchoring and waiting for entering Kaohsiung port
- Anchoring after leaving Kaohsiung port
- Anchor for shifting
- Anchor on arrival (Anchorage of North Entrance; Anchorage of South Entrance)

Name of local agent:

Name of agent representative:

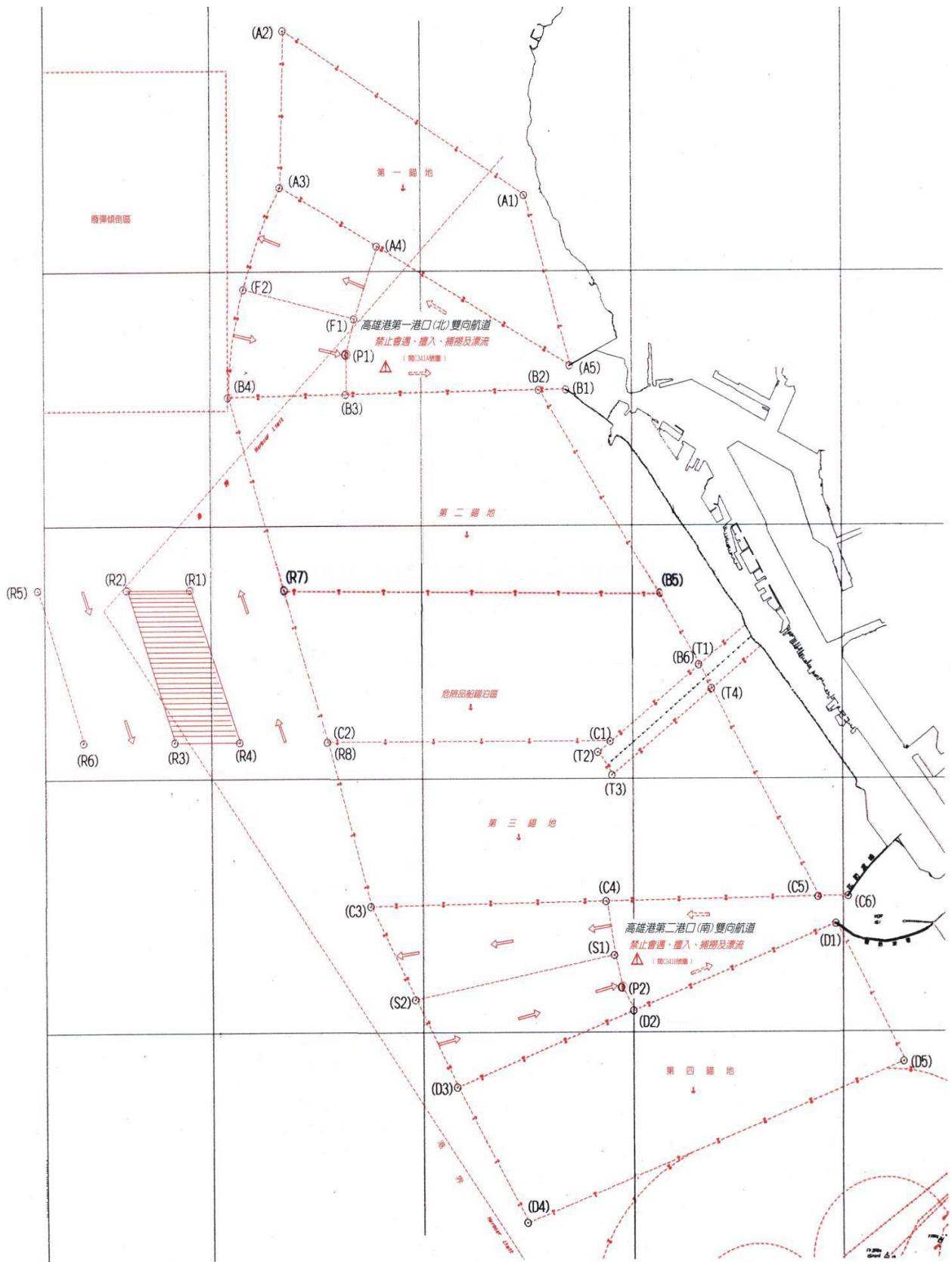
Agent's TEL:

Mobile phone number:

KaoPort registration code(four numbers):

(Stamp of agent)

Date: ____ / ____ / ____



高雄港分道航行制及錨區配置圖

Regulations Governing the Anchorage of Vessels in Anping International Commercial Port, Taiwan International Ports Corporation, Ltd. (TIPC)

I. Objectives

“Regulations Governing the Anchorage of Vessels in Anping International Commercial Port, Taiwan International Ports Corporation, Ltd.” is herein stipulated to prevent the vessels occupying the anchorage outside the port for a long period of time, which may result in the lack of anchorage for inbound/outbound vessels; to enhance the use efficiency of anchorage managed by Port of Anping, to ensure the navigation safety of vessels; and to enhance the management of anchoring area.

II. Anchoring area (As illustrated in Attachment 1)

Anchorage of the Anping Port is waters formed by points from A to D:

Point A` : Lat22°57'09.1"N 、 Long120°10'08.2"E (WGS-84)

Point B` : Lat22°56'28.7"N 、 Long120°08'17.1"E (WGS-84)

Point C` : Lat22°59'01.0"N 、 Long120°08'56.9"E (WGS-84)

Point D` : Lat22°58'14.7"N 、 Long120°06'59.0"E (WGS-84)

Use: To meet the demand of vessels proceeding in and out for anchoring.

III. Application for anchoring

(I) Inbound vessels

1. Object: Vessels whose arrival has been application and permission by The South Taiwan maritime Affairs Centre, Maritime and Port Bureau, MOTC in advance and who is waiting for a berth.
2. Duration in anchorage: Coordinate with berth arrangement without setting a term.

(II) Outbound vessels

1. Object: Vessels that need to stay in the anchoring area for a short period of time due to business needs.
2. Duration in anchorage: Should not exceed 7 day unless approved by port of Anping VTS Centre.

(III) Vessels that shift berth

1. Object: Vessels that stay in the anchoring area for a short period of time due to business needs, and need to enter the port again.
2. Duration in anchorage: Should not exceed 7 day unless approved by port of Anping.

(IV) Application procedures :

Firstly, the vessels shall apply permission for anchoring through the computer system. When the system failure, the vessels may fax the written application (please refer to Attachment 2 for the application form) to the monitoring center (fax number: 06-2620172) and then register the application in the system afterwards.

(V) Anchoring procedures

Vessels shall choose an appropriate anchor position according to the suggestion of VTS center and keep a safe distance from other vessels. Before anchoring, vessels shall confirm their location with VTS center. Upon anchoring, vessels shall report their anchor position and time to the VTS center.

IV. Prohibition of anchoring

Where the anchoring area or vessel complies with any of the following conditions, TIPC may prohibit the vessel from anchoring in the anchoring area:

- (I) The vessel fails to commission a shipping agent to apply for anchoring.
- (II) There is no appropriate place for dropping anchor and the vessel is unable to keep a safe distance from the others.
- (III) The vessel's AIS fails, or has been turned off, or the display data is not in line with application form and cannot be verified or confirmed.
- (IV) The vessel suffers from drift anchor and, after attempting to anchor again, but fails to keep its anchor location.
- (V) The vessel is on the embargo list of United Nations Security Council and the following list of Maritime and Port Bureau, Ministry of Transportation and Communications (MOTC).
- (VI) Vessels of the mainland China that enter the anchoring area without permission.

Anchored or detoured near the non-anchorage, and not obey driven away by the VTS ,will send the list of vessel to the Maritime and Port Bureau.

V. Early warning mechanism:

- (I) After the Central Weather Bureau (CWB) issues the sea/land warning for typhoon, works prescribed in “Principles for Vessel Berthing Operations during the Typhoon Period” shall be conducted. Besides, as an early warning mechanism, shipping agent in the port area shall be notified in order to be prepared for the typhoon.
- (II) After the Central Weather Bureau (CWB) issues a tropical depression (where the max. wind speed close to the center equals to or is smaller than 33 nautical miles per hour (17.1 m / second, or the wind level is smaller than 7) or sea gale (where the average wind level is above 6) warning, TIPC will adopt the following measures in response:
 - 1. Notify the shipping agents to timely control the vessel dynamic. If the belong thereto vessels desire to enter the port, it must to make an arrangement accordingly as early as possible.
 - 2. Send gale related message of the AIS, reminding the vessels to pay attention to anchor watch and make main engine standby at any time.
 - 3. The VTS will activate the clearance mechanism of the anchor area according to indication.
- (III) The on-duty personnel of the VTS center shall enhance the monitoring of vessels in the anchoring area. Where any abnormality or danger happen as evaluated, it must to warning

vessels in an appropriate way.

VI. Reporting and response procedures

Where any of the following circumstances occurs, the VTS center will, according to the Commercial Port Law and TIPC's disaster prevention and rescue plan, conduct relevant response actions and inform TIPC's monitoring center to report it to relevant units:

- (I) The Vessels that comply with conditions of the anchoring prohibited in Article 4, enter or stay in the anchoring area without a permission, and fail to follow the instructions of VTS center to leave the area.
- (II) Vessels that anchor in the anchoring area fail to keep a safe distance from other vessels or no switch on AIS, and fail to make an improvement upon receiving the warning of VTS center.
- (III) Vessels that anchor in the anchoring area the anchor drift, collision with other vessels , or has a risk of stranded due to continue to drift to the shore.
- (IV) Other maritime incidents.

VII. Management of sub-standard vessels

- (I) Upon confirmation of the sub-standard vessel list provided by Maritime and Port Bureau, sub-standard vessels will be arranged an appropriate anchorage when they enter the anchoring area for mooring.
- (II) During the anchoring, sub-standard vessel above-mentioned shall keep power ready at any time and shall not remove the main engine. In the meantime, VTS center will enhance the monitoring of the vessels.
- (III) Sub-standard vessel apply for anchoring please followed Article 3.

VIII. Important notice

- (I) During the anchoring period, vessels shall have sufficient crews to stay in the vessel and shall have the AIS switched on. Whether in day or night, the bridge shall have an on-duty officer keep radio watch on VHF channels 12 and 16 at all the time.
- (II) During the anchoring period, the vessels shall comply with the following terms for their own safety:
 - 1. Where the weather is bad or there is any safety concern, it must not to dismantle or repair machines that are related to the power of vessel.
 - 2. Vessels that require maintenance works or repair, it must to acquire permission from the VTS center.
- (III) During the anchoring period, discarding garbage (including kitchen waste) or discharging oily water or ballast water is prohibited. All waste oil, wastes and other contaminants shall be reserved in the vessel or discharged to relevant land facilities. Those who violate this provision will be sent to Maritime and Port Bureau in accordance to Articles 37, 38 and 63 of the Commercial Port Law for punishment.
- (IV) Upon completing the anchoring mission, the vessels shall immediately depart the anchoring area. Those who fail the instructions of VTS center will be sent to Maritime and Port Bureau in accordance to Articles 37 and 67 of the Commercial Port Law for punishment.
- (V) In case of lacking anchorage, the VTS center will, according to the vessels' location and order of applications, request the captain to wait outside the anchoring area.

- (VI) All types of vessels that enter the anchoring area shall drive to and moor in the anchorage designated by the port of Anping, TIPC. Those who violate the above condition, will have their rights to anchor cancelled if the situation is deemed serious. Where the above vessels result in a danger of the anchoring area or other vessels, the vessels will be sent to Maritime and Port Bureau for tribunal.
- (VII) During the anchoring period, vessels shall ensure that there is always a watchman in the vessel and pay attention to their navigation safety. Where any accident occurs due to the negligence of the vessel, the vessel shall be solely liable therefore. The anchoring area is only provided for vessel anchoring; the vessels are not under the custody of the port of Anping, TIPC and the port of Anping, TIPC is not liable for any damages thereof.
- (VIII) To maintain the order and management of anchoring area, the Maritime and Port Bureau, port of Anping, TIPC, Environmental Bureau of Anping City Government and Coast Guard Administration (CGA) may accompany the shipping agent to inspect the vessel. Where the vessel violates relevant laws or regulations, the competent authority will sanction by law or request the vessel to leave the anchoring area.

IX. Remark

- (I) Article 33 of the Commercial Port Law : A ship which is navigating or berthing in a commercial port area, shall comply with the rules of prevention of collision and other relevant regulations provided by the commercial port authority.
- (II) Paragraph 1 of Article 37 of the Commercial Port Law: : The following acts that pollute the commercial port are prohibited within a commercial port area: Ships that emit toxic liquids, toxic substances, harmful substances, sewage, oil and water or other contaminants.
- (III) Article 38 of the Commercial Port Law: Waste oil, waste, or other pollutants of ships within the commercial port area should be kept on the boat or emission to the reception facilities on shore.
- (IV) Article 44 of the Commercial Port Law: Article 15 to Article 20, Article 23 to Article 25, Article 28 to Article 34, Article 36 to Article 40, that are relevant to ship entrance and departure, berthing, suspending ship service, hindrance of port safety, port pollution, hinder of loading and unloading of port facilities and dangerous items, control of ships encountering danger or taking refuge , and management of ship repair etc. port management regulations, should be stipulated by competent authority.
- (V) Article 63 of the Commercial Port Law: When Violation of Article 37, Paragraph 1 and Article 38 , a fine ranging from three hundred thousand New Taiwan Dollars (NT\$300,000) to one point five million New Taiwan Dollars(NT\$1,500,000) can be issued to the master or ship owner by commercial port authorities or Designated Agency. An order to make improvements within a limited of time may also be granted. If no improvements have been made by then, they will be fined per violation.
- (VI) Article 66 of the Commercial Port Law: When Violation of relevant port management items in Article 44, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars(NT\$500,000) can be issued by commercial port authorities.

- (VII) Article 67 of the Commercial Port Law: When Violation of Article 33, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars (NT\$500,000) can be issued by commercial port authorities.
- (VIII) Article 52 of the Regulations on Port Services at Commercial Ports: To ensure safety, machinery relating to the mobility of the ship in the anchorage may not be repaired during bad weather or when there are potential safety concerns.

Application of Anchoring at Anping port Anchorage

To: Anping Vessel Traffic Service Center

On behalf of this following vessel, I hereby submit her statement to you for having permission to stay in anchorage. She shall observe the regulations of Port Authority of Anping and all related Responsibilities and formalities will be undertaken by agent. In the period of anchoring, I will urge and assist her to follow the rules and instructions issued by commercial port authorities. The details of this vessel are as follows:

Name of ship: _____	Call sign: _____
Type of ship: _____	LOA: _____ meters
Flag state: _____	GRT: _____
IMO No.: _____	Arrival maximum draft: _____ meters
ETA: _____	ETD: _____
Is there AIS on board: _____	
Is there dangerous cargo on board: _____	
Is there valid for P&I Certificate : _____	
The late date of anchoring at Anping port anchorage(if any) : _____	
Purpose of application	
<input type="checkbox"/> Anchoring and waiting for entering Anping port	
<input type="checkbox"/> Anchoring after leaving Anping port	
<input type="checkbox"/> Anchor for shifting	
<input type="checkbox"/> Anchor on arrival	
Name of local agent: _____	
Name of agent representative: _____	
Agent's TEL: _____	
Mobile phone number: _____	
KaoPort registration code(four numbers) _____	
Stamp of agent	
Date: ____ / ____ / ____	

Regulations Governing the Anchorage of Vessels in Hualien International Commercial Port, Taiwan

International Ports Corporation, Ltd. (TIPC)

I. Objectives

“Regulations Governing the Anchorage of Vessels in Hualien International Commercial Port, Taiwan International Ports Corporation, Ltd.” is herein stipulated to prevent the vessels occupying the anchorage outside the port for a long period of time, which may result in the lack of anchorage for vessels entering/departing the port; to enhance the use efficiency of anchorage managed by Port of Hualien, to ensure the navigation safety of vessels; and to enhance the management of anchoring areas.

II. Anchoring areas (As illustrated in Attachment 1)

Anchorage of the Hualien Port is at a distance of 0.7 miles SW of the east-breakwater. The range of the anchorage, within the connecting lines of points A`-B`-C`-D`, is indicated on CN Charts No. 0351 (WGS-84) published by the Chinese Naval Hydrographic & Oceanographic Office. Its depth is about 12-65 meters. The seabed is sandy and the sea area is 1,072,500 square meters.

Point A` : Lat23°58`24.5" N 、 Long121°37`16.2" E (WGS-84)

Point B` : Lat23°57`21.8" N 、 Long121°36`39.2" E (WGS-84)

Point C` : Lat23°57`24.6" N 、 Long121°37`10.6" E (WGS-84)

Point D` : Lat23°57`55.8" N 、 Long121°37`24" E (WGS-84)

- (I) Anchorage A-1 Lat23°58`02" E 、 Long121°37`14.3" E (WGS-84) range within the radius of 200 meters, depth about 16-26 meters, ship less than 20,000G.T.
- (II) Anchorage A-2 Lat23°57`49.5" N 、 Long121°37`06.5" E (EWGS-84) range within the radius of 250 meters, depth about 16-49 meters, ship less than 30,000G.T.
- (III) Anchorage A-3 Lat23°57`32.5" N 、 Long121°36`59.5" E (WGS-84) : range within the radius of 300 meters, depth about 29-65 meters, ship less than 45,000G.T.
- (IV) As Hualien Port anchorage limited waters, ships should report her anchor position to Hualien Port Vessel Traffic Service (VTS) before and after the ship drop anchor, in order to monitor and ensure ships maintain safe distance at anchorage. In addition, during the northeast monsoon season (from October to next March), the wind force is above level six and easy to cause anchor drift. The vessel should pay serious attention and keep the main engine ready at any time, and vessels should keep a safe distance from the shore to avoid stranded accident.
- (V) While the vessel drops anchor at anchorage, she should keep awareness of sea conditions at all time and well prepared for any emergency if happened. Anchorages A3 and A4 and the nearby waters area are not protected by the breakwater and part of the depth exceeds 50 meters, anchored ships should be especially careful in this area. If sea conditions become severe, the vessel can slowly shift to the open sea without affecting the navigating safety of

other vessels.

III. Application for anchoring

(I) Vessels that enter the port

1. Object: Vessels whose arrival has been reported to the Maritime and Port Bureau in advance and who is waiting for a berth.
2. Duration in anchorage: According to arrangement of the berth in the port, the principle is not limited.

(II) Vessels that depart the port

1. Object: Vessels that need to stay in the anchoring area for a short period of time due to business needs.
2. Duration in anchorage: Should not exceed 7 days unless approved by port of Hualien.

(III) Vessels that shift berth

1. Object: Vessels that stay in the anchoring area for a short period of time due to business needs, and need to enter the port again.
2. Duration in anchorage: Should not exceed 7 days unless approved by port of Hualien.

(IV) Anchor on arrival :

1. Object: Vessels that do not enter Port of Hualien and only stay in the anchoring area for a short of time due to business needs (supply, repair, crew replacement, emergency medical, stand by , take shelter from the wind and so on).
2. Duration in anchorage: Should not exceed 7 days unless approved by port of Hualien.
3. The above-mentioned vessels shall leave the anchorage immediately after has been fulfilled, that would be beneficial to the assignment of anchorage, except nationality of the R.O.C.

(V) Application procedures :

Firstly, the vessels shall apply permission for anchoring through the computer system. When the system failure, the vessels may fax the written application (please refer to Attachment 2 for the application form) to the monitoring center (fax number: 03-8333771) and then register the application in the system afterwards.

(VI) Anchoring procedures

Vessels shall choose an appropriate anchoring area according to the suggestion of VTS center and keep a safe distance from other vessels. Before the anchoring, vessels shall confirm their location with VTS center. Upon anchoring, vessels shall report their anchoring location and time to the VTS center.

IV. Prohibition of anchoring

Where the anchoring area or vessel complies with any of the following conditions, TIPC may prohibit the vessel from anchoring in the anchoring area:

- (I) The vessel fails to commission a shipping agent to apply for anchoring.
- (II) There is no appropriate place for dropping anchor and the vessel is unable to keep a safe distance from the others.
- (III) The vessel's AIS fails, or has been turned off, or the display data is not in line with

application form and cannot be verified or confirmed.

- (IV) The vessel suffers from drift anchor and, after attempting to anchor again, but fails to keep its anchor location.
- (V) The vessel is on the embargo list of United Nations Security Council and the following list of Maritime and Port Bureau, Ministry of Transportation and Communications (MOTC).
- (VI) The Vessel that enter the anchoring area without permission, anchored or detoured near the non-anchorage, and not obey driven away by the VTS ,will temporarily stop the anchor application and send the list of vessel to the Maritime and Port Bureau.

V. Early warning mechanism:

- (I) After the Central Weather Bureau (CWB) issues the sea/land warning for typhoon, works prescribed in “Principles for Vessel Berthing Operations during the Typhoon Period of Hualien Port” shall be conducted. Besides, as an early warning mechanism, shipping agent in the port area shall be notified in order to be prepared for the typhoon.
- (II) After the Central Weather Bureau (CWB) issues a tropical depression (where the max. wind speed close to the center equals to or is smaller than 33 nautical miles per hour (17.1 m / second, or the wind level is smaller than 7) or sea gale (where the average wind level is above 6) warning, TIPC will adopt the following measures in response:
 - 1. Notify the shipping agents to timely control the vessel dynamic. If the belong thereto vessels desire to enter the port, it must to make an arrangement accordingly as early as possible.
 - 2. Send gale related message of the AIS, reminding the vessels to pay attention anchor watch and make main engine ready at any time.
 - 3. The VTS will activate the clearance mechanism of the anchor area according to indication.
- (I) The on-duty personnel of the VTS center shall enhance the monitoring of vessels in the anchoring area. Where any abnormality or danger happen as evaluated, it must to warning vessels in an appropriate way.

VI. Reporting and response procedures

Where any of the following circumstances occurs, the VTS center will, according to the Commercial Port Law and TIPC’s disaster prevention and rescue plan, conduct relevant response actions and inform TIPC’s monitoring center to report it to relevant units:

- (I) The Vessels that comply with conditions of the anchoring prohibited in Article 4, enter or stay in the anchoring area without a permission, and fail to follow the instructions of VTS center to leave the area.
- (II) Vessels that anchor in the anchoring area fail to keep a safe distance from other vessels or no switch on AIS, and fail to make an improvement upon receiving the warning of VTS center.
- (III) Vessels that anchor in the anchoring area the anchor drift, collision with other vessels ,

or has a risk of stranded due to continue to drift to the shore.

(IV) Other maritime incidents.

VII. Management of sub-standard vessels

- (I) Upon confirmation of the sub-standard vessel list provided by Maritime and Port Bureau, sub-standard vessels will be arranged an appropriate anchorage when they enter the anchoring area for mooring.
- (II) During the anchoring, sub-standard vessel above-mentioned shall keep power ready at any time and shall not remove the main engine. In the meantime, VTS center will enhance the monitoring of the vessels.
- (III) Sub-standard vessel is not allowed to stay exceeding 7 days.

VIII. Important notice

- (I) During the anchoring period, vessels shall have sufficient crews to stay in the vessel and shall have the AIS switched on. Whether in day or night, the bridge shall have an on-duty personnel listen to VHF channels 14 and 16 at all the time.
- (II) During the anchoring period, the vessels shall comply with the following terms for their own safety:
 - 1. Where the weather is bad or there is any safety concern, it must not to dismantle or repair machines that are related to the power of vessel.
 - 2. Vessels that require maintenance works or repair, it must to acquire permission from the VTS center.
- (III) During the anchoring period, o discarding garbage (including kitchen waste) or discharging oily water or ballast water is prohibited. All waste oil, wastes and other contaminants shall be reserved in the vessel or discharged to relevant land facilities. Those who violate this provision will be sent to Maritime and Port Bureau in accordance to Articles 37, 38 and 63 of the Commercial Port Law for punishment.
- (IV) Upon completing the anchoring mission, the vessels shall immediately depart the anchoring area. Those who fail the instructions of VTS center will be sent to Maritime and Port Bureau in accordance to Articles 37 and 67 of the Commercial Port Law for punishment.
- (V) In case of lacking anchorage, the VTS center will, according to the vessels' location and order of applications, request the captain to wait outside the anchoring area.
- (VI) All types of vessels that enter the anchoring area shall drive to and moor in the anchorage designated by the port of Hualien, TIPC. Those who violate the above condition, will have their rights to anchor cancelled if the situation is deemed serious. Where the above vessels result in a danger of the anchoring area or other vessels, the vessels will be sent to Maritime and Port Bureau for tribunal.
- (VII) During the anchoring period, vessels shall ensure that there is always a watchman in the vessel and pay attention to their navigation safety. Where any accident occurs due to the negligence of the vessel, the vessel shall be solely liable therefore. The anchoring area is

only provided for vessel anchoring; the vessels are not under the custody of the port of Hualien, TIPC and the port of Hualien, TIPC is not liable for any damages thereof.

(VIII) To maintain the order and management of anchoring area, the Maritime and Port Bureau, port of Hualien, TIPC, Environmental Bureau of Hualien County Government and Coast Guard Administration (CGA) may accompany the shipping agent to inspect the vessel. Where the vessel violates relevant laws or regulations, the competent authority will sanction by law or request the vessel to leave the anchoring area.

IX. Remark

(I) Article 33 of the Commercial Port Law : A ship which is navigating or berthing in a commercial port area, shall comply with the rules of prevention of collision and other relevant regulations provided by the commercial port authority.

(II) Paragraph 1 of Article 37 of the Commercial Port Law: : The following acts that pollute the commercial port are prohibited within a commercial port area: Ships that emit toxic liquids, toxic substances, harmful substances, sewage, oil and water or other contaminants.

(III) Article 38 of the Commercial Port Law: Waste oil, waste, or other pollutants of ships within the commercial port area should be kept on the boat or emission to the reception facilities on shore.

(IV) Article 44 of the Commercial Port Law: Article 15 to Article 20, Article 23 to Article 25, Article 28 to Article 34, Article 36 to Article 40, that are relevant to ship entrance and departure, berthing, suspending ship service, hindrance of port safety, port pollution, hinder of loading and unloading of port facilities and dangerous items, control of ships encountering danger or taking refuge , and management of ship repair etc. port management regulations, should be stipulated by competent authority.

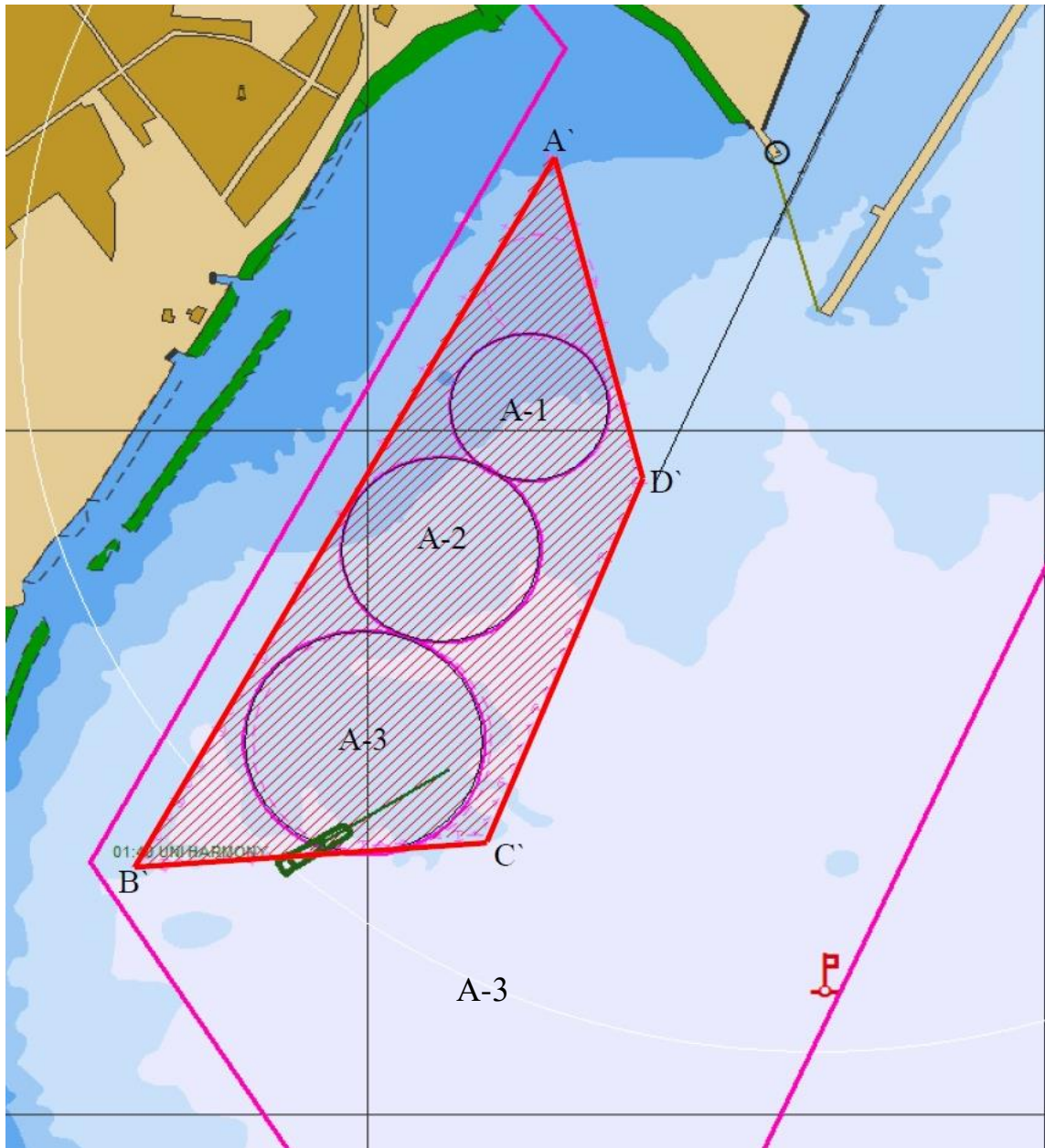
(V) Article 63 of the Commercial Port Law: When Violation of Article 37, Paragraph 1 and Article 38 , a fine ranging from three hundred thousand New Taiwan Dollars (NT\$300,000) to one point five million New Taiwan Dollars(NT\$1,500,000) can be issued to the master or ship owner by commercial port authorities or Designated Agency. An order to make improvements within a limited of time may also be granted. If no improvements have been made by then, they will be fined per violation.

(VI) Article 66 of the Commercial Port Law: When Violation of relevant port management items in Article 44, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars(NT\$500,000) can be issued by commercial port authorities.

(VII) Article 67 of the Commercial Port Law: When Violation of Article 33, a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars (NT\$500,000) can be issued by commercial port authorities.

(VIII) Article 52 of the Regulations on Port Services at Commercial Ports: To ensure safety, machinery relating to the mobility of the ship in the anchorage may not be repaired during bad weather or when there are potential safety concerns.

Attachment 2



The range of the anchoring areas, within the connecting lines of points A`-B`-C`-D`

A` : 23°58`24.5" N 121°37`16.2" E B` : 23°57`21.8" N 121°36`39.2" E

C` : 23°57`24.6" N 121°37`10.6" E D` : 23°57`55.8" N 121°37`24" E

Suggest:

Anchorage A-1:23°58`02" N 121°37`14.3" E ,range within the radius of 200 meters, ship less than 20,000G.T.

Anchorage A-2:23°57`49.5" N 121°37`06.5" E, range within the radius of 250 meters, ship less than 30,000G.T.

Anchorage A-3:23°57`32.5" N 121°36`59.5" E ,range within the radius of 300 meters, ship less than 45,000G.T

