

# **SAILING GUIDELINE FOR THE PORT OF SUAOPORT**

## **PART I Preface**

Suao Port is situated at “24°35'40"N”, “121°52'32"E” and dominates the Suao Bay in Lanyang Plain, northeast of Taiwan. It is a fine natural port in terms of terrain conditions, 50 NM away from Keelung Port in the north and 40 NM from Hualien Port in the south. The total area of Suao port is 406 hectares, including 279 hectares of water area and 127 hectares of land area. There are 13 wharves with a total length of 2,610 meters, including one wharf for service vessels and twelve commercial wharves which cover 2,400 meters. The water depth ranges from -7.5 to 15 meters and the length from 125 meters to 300 meters, where allows Panamax size to berth.

The main channel for entering and leaving the port:

The total length of the main channel of Suao Port is 1.5 NM. The water area between the south side of the connection of Northern starting point “24°35'30"N ; 121°54'33"E” and North Outer levee Light Pole “24°35'43.7"N ; 121°52'55"E” and the north side of the connection of Southern starting point “24°34'54"N ; 121°54'17"E” and South Outer levee Light Pole “24°35'35.2"N ; 121°52'50.9"E.” Ships’ inbound and outbound follows single entry and exist and is controlled by the signal station of Suao Port.

(Note: The above latitude and longitude coordinates are based on "WGS-84".)

This guideline aims to regulate the navigation order of ships in Suao Port, so as to maintain and enhance the safety and efficiency of navigation. It is strongly recommended that ships navigating in the waters of Suao Port should put this guideline on the bridge, so that it can be referred for navigation and voyage planning at any time.

## **PART II General Principles**

### **1. Traffic Service Waters of Suao Port**

It refers to the water area with a radius of 20 nautical miles drawn outward from the outer breakwater of Suao Port.

### **2. Channel of Suao Port**

The fairway of Suao Port adopts the single entry and exit system. When ships enter and leave the port, the entry and exit of the port are controlled by the VTS of the port. The coordinates of each point of the channel and the check-in line are listed below. Please refer to the attached drawing for the schematic diagram of the navigation boundary and the check-in line.

#### **(1) Traffic Separation Scheme and Position**

It is divided into the north side of the main channel and the south side of the main channel. The north side of the main channel is composed of the starting point of the north side and the light pole of the north outer breakwater; the south side of the main channel is composed of the starting point of the south side and the light pole of the south outer breakwater. The coordinates of each area are as follows:

**A.** North side of the main channel: The connecting line of the starting point (24°35'30"N ; 121°54'33"E) and the light pole of the north outer breakwater (24°35'43.7"N ; 121°52'55"E) forms the north side of the main channel.

**B.** South side of the main channel: The connecting line of the starting point (24°34'54"N ; 121°54'17"E) and the light pole of the north outer breakwater (24°35'35.2"N ; 121°52'50.9"E) forms the south side of the main channel.

The water area of the south side of **A** and north side of **B** is the main channel of Suao Port.

**C.** Pilot station:

(A) Ships less than 200 meters in length or the DWT below 60,000 tons when entering the port, should wait at the pilot station (24°34'54"N ; 121°54'25"E), 1.5 NM away from the south breakwater for the pilot.

(B) Ships with a total length of more than 200 meters and above or the DWT exceeds 60,000 tons when entering the port, should wait at the pilot station (24°34'38"N ; 121°55'02"E), 2.2 NM away from the south breakwater for the pilot.

**D.** Anchorage area

**No.1** Anchorage area

1. (24°35'24"N ; 121°53'02"E)
2. (24°35'00"N ; 121°53'53"E)
3. (24°34'23"N ; 121°53'20"E)
4. (24°35'09.5"N ; 121°52'50.5"E)

**No.2** Anchorage area

- (A) (24°34'23"N ; 121°53'20"E)
- (B) (24°34'22"N ; 121°53'37"E)
- (C) (24°34'06"N ; 121°53'21"E)
- (D) (24°34'06"N ; 121°53'37"E)

**(2) Check-in Line**

The line 20 nautical miles away from the center of the outer breakwater is the check-in line of Suao Port.

**3. Suao Port Vessel Traffic Service System (hereinafter referred to as "Suao VTS" in this guideline)**

The Vessel Traffic Service System established in accordance with the 1974 International Convention for the Safety of Life at Sea (SOLAS), is mainly responsible for serving ships navigating the waterway of Suao Port, and providing navigation warnings and other related services and assistance in a timely manner, hereinafter referred to as "Suao VTS."

**PART III: Suao VTS Reporting Mechanism**

**1. Ships should follow the Suao VTS reporting mechanism (including pre-arrival and reporting)**

- (1) Pre-arrival and reporting to Suao Port for entry.
- (2) All ships sailing within the monitoring range of the Suao VTS (Within 20. NM from the center of outer breakwater)

**2. Communication**

(1) All ships navigating the fairway of Suao Port and within the control area of Suao VTS shall be equipped with AIS, VHF and radio equipment in compliance with GMDSS regulations for A1 and A2 waters. The relevant information shall be correctly set and turned on throughout at all times. Ships shall make pre-arrival notification and report to Suao VTS through Channel 16 and designated channels.

(2) The designated channels for VHF communication with Suao VTS are as follows:

Channel	Purpose
16	Distress, Emergency, Safety Communications
14	Port operations, Ship's check-in, Ship-shore contact

(3) The languages for reporting and communication to Suao VTS are Chinese and English. When necessary, the "Standard Maritime Communication Phrases (SMCP)" of the International Maritime Organization may be used.

**3. Pre-arrival**

(1) For ships intending to enter or leave Suao Port, the agency company of the ship shall, in accordance with the provisions of the "*Commercial Port Law*" and the "*Regulations on Port Services and Commercial Ports*", go through relevant procedures such as ship entry and exit permits from Suao port authority in advance. Inbound ship berth will be allocated according to regulations.

(2) For ships intending to enter or leave the port shall be reported to the Taiwan Port Terminal Service Network System (TPnet) in advance, and the contents required for pre-arrival shall be filled in according to the form provided.

#### **4. Check-in and Confirmation**

(1) Check-in: Ships intending to enter the port should report to the VTS for the first time when they arrive at the 20-nautical-mile check-in line.

(2) Content to report

A. Ship name, Call sign, and time passing check-in line

B. Ship position when reporting

C. Course and speed

D. Any danger goods loaded onboard; if so, specify.

E. ETA to Pilot station.

(3) **Confirmation:**

Ships shall report to Suao VTS for the second time when arriving 5 nautical miles from the center of the outer breakwater.

(4) **Content of Confirmation:**

A. Ship name, Call sign, and time passing 5-NM line

B. Ship position when reporting

C. Prepare for entry or anchor outside of the port

### **Part IV: Ship Navigation Regulations**

#### **1. General Principles**

(1) Navigating in the waters of Suao Port should abide by the "1972 International Regulations for the Prevention of Collisions at Sea (COLREG)" on the traffic separation scheme and other regulations on the lights, giving-way and crossing, etc. at a safe speed.

(2) In addition to the above regulations, ships shall comply with the following navigation regulations for various types of ships.

#### **2. General Ship Navigation Regulations**

(1) Inbound and Outbound Ships

**A.** Ships intending to leave the port must wait at the terminal or the southern waters of the quarantine anchorage; Ships intending to enter the port must wait at the entry fairway at least 1.5 NM away from the port. The waiting ships must be notified by the VTS before proceed to entry or exit the port.

**B.** Ships entering the port should wait near the pilot station for the pilot, and test the maneuverability and rudder for safety.

**C.** Pilotage operations shall not be performed without the approval of the VTS, and piloting is strictly prohibited near the port without authorization.

**D.** When two or more ships apply to enter or leave the port at the same time, the inbound ship shall be given priority. Or else, depending on the berth location, navigation area, water area, weather conditions and departure measures, the pilots shall coordinate with each other to ensure the safest and most efficient sequence is followed after consulting with the captain and permission granted by VTS.

**E.** Except for emergencies, no ships are allowed to drop anchor in fairways, turning basin or other prohibited mooring areas. In case of emergencies, VTS shall be reported immediately.

## **(2) Navigation in port**

**A.** In addition to complying with the 1972 International Regulations for Preventing Collisions at Sea(CORLEG), ships should also comply with Article 31 of the "*Commercial Port Law*" and Article 9 of the "*Regulations on Port Services and Commercial Ports*" on navigation and giving way.

**B.** After entering the port, the ship should navigate at a safe speed.

**C.** Ships shall navigate slowly in port and shall not sail alongside other ships, overtake other ships or hinder the navigation of other ships. When other ships are engaged in operations such as diving, surveying, dredging, repairing buoys, underwater operations, etc., they should slow down and pass in accordance within the indicated safety range.

## **(3) Berthing**

**A.** If engaged in underwater operations, ships should display the lights and shapes in accordance with the regulations, and hang the A (Alfa) flag in accordance with the international signal code.

**B.** In case of a major disaster or typhoon in the port area, the VHF CH14 should be kept on watch. If the ship itself has an accident or any

emergency, in addition to taking emergency measures, it should report to VTS.

C. According to the provisions of Articles 14 and 17 of the "Regulations on Port Services and Commercial Ports", berthing ships should be kept mobile both day and night. At least one-third of the crew should be stationed in the deck and engineering departments respectively and should have minimum one officer in charge for each department. In case of a typhoon occurs, additional personnel should be dispatched so as to have the ability to maneuver the ship during emergencies

### **3. Anchoring or Other Regulations**

(1) Ships intending to anchor outside the port shall first obtain the approval from the Harbor Management Department of Suao Port Branch Office of Keelung Port Taiwan International Ports Corporation, Ltd (hereinafter, the Office) and fax the "Anchorage Application" to the VTS.

(2) Ships intending to anchor shall be anchored within the specified anchoring area and shall not be anchored in the waterway or non-anchoring waters.

(3) The ship shall report to VTS after anchoring or 10 minutes before heaving up anchor.

(4) When the ship is at anchor, there should be a listening watch on the VHF14 channel to cope with emergencies

(5) Refer to the Annex 2 for pilotage regulations; Annex 3 for regulations on inbound and outbound ships during restricted visibility.

## **PART V: Vessel Traffic Service (VTS) Operating Rules**

### **1. Competent Authorities**

The competent authority for the vessel traffic service of Suao Port is the Suao Port Branch Office of Port of Keelung Branch of Taiwan International Port Co., Ltd.

### **2. Business Scope**

(1) Accepting the check-in of ships entering the waters monitored by the Suao VTS.

(2) Keeping listening watch to the working channel and VHF CH16.

(3) Monitoring the navigation of ships within the waters controlled by the Suao VTS with AIS and VHF.

(4) Providing information related to navigation safety

- (5) Reminding the ship to elevate attention for navigation at any time when any dangerous situation is sighted.
- (6) Issuing a warning to ships that violate the Suao Port Navigation Guidelines
- (7) Reporting marine incidents
- (8) Notifying the ship's cooperative marine rescue team when a ship is in distress, emergency, shipwreck or marine incident, with the consent of the competent authority.

### **3. Result of Ships Violating this Guideline**

(1) When failing to report or sailing in contradict to regulations, the Suao VTS shall provide the list of ships to the port state control for enhanced verification, and may submit relevant information to the flag state for investigation if necessary.

(2) The competent authority may request the Coast Guard Administration of the Ocean Affairs Council to co-operate and maintain order and safety in the sea when the following situations occur:

**A.** The ship does not accept the suggestions and relevant regulations of Suao VTS, and the competent authority recognizes that it is not in the form or possibility of "innocent passage."

**B.** Ships that do not display AIS signals and have entered the waters monitored by Suao VTS.

## **PART VI: Annex**

### **1. Risk of Navigation in Suao Port**

(1) There are many (small) fishing boats in the waters monitored by Suao VTS. Ships sailing through the waters should pay attention to changes in vicinity to avoid risks

(2) There is a risk of ships appearing at any time in various areas within the waters monitored by Suao VTS. The duty officers should maintain strict lookout improve navigation safety.

### **2. Precautions for Ships Sailing in the Waters of Suao Port**

(1) Suao VTS only provides navigation safety-related information and advice that does not exempt the responsibilities of the duty crew and master stipulated in "*International Convention on Standards of Training, Certification and Watchkeeping for Seafears (STCW)*" and relevant conventions or decrees; the

master remains responsible and obliged for the safety of the ship and the personnel on board.

(2) Ships not going to any port of the Republic of China are advised to pass through the high seas as far as possible under safe conditions.

(3) Every ship shall notify Suao VTS immediately if any violation of this guideline, obstruction to navigation, equipment damage, or other emergencies in the waters within the monitoring range of Suao VTS is founded.

(4) When the official ship performs the test investigation task, it may turn off the AIS and navigate in the waters monitored by the Suao VTS after obtaining the permission from the Suao VTS. However, it shall pay attention to the vicinity and prevent collisions.

(5) When carrying out emergency or special tasks such as rescue, investigation, and marine pollution prevention, official ships may turn off AIS and navigate in the waters monitored by Suao VTS when the navigation is safe. However, it should pay attention to the vicinity and prevent collision