



臺灣港務股份有限公司  
基隆國際商港錨泊使用管理規定

中華民國 108 年 8 月

# 臺灣港務股份有限公司

## 基隆國際商港錨泊使用管理規定

### 一、目的

為避免船舶長時間佔用港外錨地以致錨位不足，導致進出港船舶無法於錨區等候，暨提升本公司轄管錨地使用效率及船舶航行安全，特訂定本公司「基隆國際商港錨泊使用管理規定」，加強錨區管理。

### 二、基隆港錨泊位置：基隆港外海錨泊區從北防波堤起算向北 1-1.5 哩，是由 A1-B1-C1-D1 各點連接而成，刊載在海軍大氣海洋局出版之編號 0353 號海圖(採用 1984 年世界大地基準 WGS-84 衛星定位座標系統)，深度約為 32-70 公尺，底質為沙泥底。各點之經緯度如下：

A1 (25°12' 31.509"N 121°44' 15.687"E)

A2 (25°10' 6.49"N 121°44' 41.61"E)

A3 (25°12' 50.499"N 121°42' 52.688"E)

A4 (25°11' 2.486"N 121°42' 19.587"E)

### 三、錨泊申請

#### (一)進港下錨

1. 適用對象：經交通部航港局北部航務中心進港預報許可等待船席之船舶。
2. 錨泊期間：配合船席安排，以 5 天為原則。

#### (二)出港下錨

1. 適用對象：因業務需要，於出港後需作短暫停留之船舶。
2. 錨泊期間：除經基隆港核准，以 1 天為原則。

#### (三)移泊下錨

1. 適用對象：因業務需要，需於錨泊區作短暫停留後，仍需進港靠泊之船舶。
2. 錨泊期間：除經核准，以 2 天為原則。

#### (四)申請程序

依錨泊需求優先由電腦系統申請許可。如系統異常可以書面紙本(如附件-國際商港錨地申請書書面紙本)傳真向航管中心(VTS，傳真 02-2462-7131)提出申請，並於事後補登輸入。

#### (五)錨泊程序

船舶應依航管中心(VTS)建議之錨泊區擇適當錨位下錨，並與其他船舶保持安全距離。下錨前須與航管中心(VTS)確認位置；完成下錨後向航管中心(VTS)回報下錨位置與時間。

### 四、禁止錨泊

錨泊區現況或船舶狀況符合下列任一條件者，本公司得禁止該船舶於錨泊區下錨：

- (一)船舶未委託船務代理公司辦理錨泊申請者。

- (二) 錨泊區無適當錨位且船舶無法保持安全距離者。
- (三) 船舶 AIS 故障、未開啟或顯示與申報不符且無法查證確認者。
- (四) 船舶流錨，經重新下錨仍無法保持錨位者。
- (五) 列屬聯合國安理會禁止入港及交通部航港局關注船舶清單。
- (六) 未經核准進入錨區水域之大陸船舶。
- (七) 於非錨泊區附近下錨或徘徊之船舶，經航管中心(VTS)勸離而不從者，暫停錨泊申請，並將船舶名單送航港局依規定處分。

#### 五、預警機制

- (一) 於中央氣象局發佈海上、陸上颱風警報後，依各港風災緊急應變作業要點採行相關作為，並得預為警示及通知港區航商業者，提早做好防颱準備。
- (二) 於中央氣象局發布熱帶性低氣壓(中心附近最大風速等於或小於每小時 33 浬(每秒 17.1 公尺)即等於或小於 7 級風)或海上強風特報(平均風力將達到 6 級或以上)時，各港採取相關因應措施如下：
  1. 通知各船務代理公司適時掌握船期，其所屬船舶如要進港請儘早安排。
  2. 發送 AIS 強風簡訊，提醒船舶注意錨泊守值並備妥主機。
  3. 航管中心(VTS)依指示啟動錨泊區淨空機制。
- (三) 各港航管中心(VTS)值班管制員，應加強監控錨泊區船舶動態，如研判有異常危害情事發生，即以適當方式警示錨區船舶。

#### 六、通報應變程序

如有下列情況之一，航管中心(VTS)即依商港法及各分公司災害防救業務計畫規定應變處置，並通報各港監控中心轉報有關單位：

- (一) 符合第四點禁止錨泊任一條件之船舶，未經許可進入或於錨泊區滯留，經航管中心(VTS)驅離不從者。
- (二) 錨泊船未與他船保持安全距離，或未開啟 AIS 者，經航管中心(VTS)警示仍未改善者。
- (三) 錨泊船流錨、與他船碰撞或持續往岸際漂流有擱淺風險者。
- (四) 其他發生海難事件案件。

#### 七、次標準船舶管理

- (一) 依航港局提供次標準船舶清單確認後，於該等船舶進入錨地指泊時，另安排適當錨位供其錨泊。
- (二) 前款船舶於下錨期間，須隨時保持動力備便，且不得裝卸主機，VTS 將加強船舶監控，並提早執行相關預警機制及通報應變程序。

#### 八、注意事項

- (一) 船舶於錨泊期間須有足夠船員留守，並全程開啟 AIS；駕駛台日夜均須有人當值並確實守聽各港港區指定無線電 VHF 頻道。
- (二) 為保持船舶安全，船舶於錨泊期間應依下列事項辦理：
  1. 如遇天候不良或有安全顧慮時，不得拆卸修理與船舶機動有關之機械。

2. 船舶若有修理作業，須經航管中心(VTS)同意。
- (三) 錨泊期間不得丟棄垃圾（含廚餘），排放廢油水及壓艙水，船舶之廢油水、廢棄物或其他污染物質，應留存船上或排洩於岸上收受設施。違反者將依商港法第 37、38 及 63 條規定移送航港局處分。
  - (四) 錨泊任務結束後須立即駛離錨區，如不聽從航管中心(VTS)指揮者，將依商港法第 33 條及第 67 條規定移送航港局處分。
  - (五) 錨位不足時，航管中心(VTS)依船舶位置及申請次序請船長於錨區範圍外等候。
  - (六) 進入錨區之各種船舶，應依分公司之指揮行駛及靠泊至指定錨泊區位；如有違反且情節嚴重者，取消錨泊資格；若造成錨區及其他船舶危險，將移送航港局裁處。
  - (七) 船舶於錨泊期間應確實守值並注意航行安全，如因疏忽致造成意外事件，應自負相關責任；錨區僅提供船舶錨泊使用，本公司不負任何保管及損壞賠償之責。
  - (八) 為維護錨區秩序及管理，得由航港局、臺灣港務公司、地方政府環保局、海巡署等相關單位會同船務代理業者抽查船舶，若有違反相關法令或規定，由權責單位裁處或要求離開錨泊區。

#### 九、備註

- (一) 商港法第三十三條：船舶在商港區域內停泊或行駛，應受商港經營事業機構、航港局或指定機關之指揮。
- (二) 商港法第三十七條第一款：商港區域內，不得為下列污染港區行為：船舶排洩有毒液體、有毒物質、有害物質、污油水或其他污染物之行為。
- (三) 商港法第三十八條：商港區域內，船舶之廢油水、廢棄物或其他污染物質，應留存船上或排洩於岸上收受設施。
- (四) 商港法第四十四條：第十五條至第二十條、第二十三條至第二十五條、第二十八條至第三十四條、第三十六條至第四十條有關船舶入出港、船舶在港停泊及停航、妨害港區安全行為、港區污染行為、妨礙商港設施、危險物品之裝卸、遇難或避難船舶之管理及船舶修理之管理等港務管理事項之規則，由主管機關定之。
- (五) 商港法第六十三條：違反第三十七條第一款及第三十八條規定，由航港局處船舶所有人或船長新臺幣三十萬元以上一百五十萬元以下罰鍰，並令其限期改善，屆期未完成改善者，按次處罰。
- (六) 商港法第六十六條：違反第四十四條所定規則中有關港務管理事項之規定，由航港局或指定機關處行為人新臺幣十萬元以上五十萬元以下罰鍰。
- (七) 商港法第六十七條：違反第三十三條，由航港局或指定機關處船舶所有人或船長新臺幣十萬元以上五十萬元以下罰鍰。
- (八) 商港港務管理規則第五十二條：錨泊區之船舶，遇天候不良或有安全顧慮時，不得修理與船舶機動有關之機械，以保持船舶安全。

# 錨地申請書

致:基隆港航管中心 (VTS)

本公司代理之船舶預計抵達港外錨區停留,停留錨地期間謹遵守港務當局等各項規定並且由本公司負擔一切相關之責任及文件辦理程序,本公司亦將督促及協助所代理船舶於泊地停留期間,遵從我國各項規定及商港管理機關(構)之指示,特向貴單位說明並申請准許停留許可。

該輪明細如下:

船舶名稱(中英文):

船舶呼號:

船舶類型:

船舶總長:                        米

船舶國籍:

總噸位:

國際海事組織號碼:

到港最大吃水:                   米

預計抵港時間:

預計停留天數:

是否有船舶自動識別系統:

是否有危險品:

是否有有效 P&I 文件:

最近一次停泊於錨地日期(無則免填):

申請船務代理公司行號:

聯絡人姓名:

公司電話:

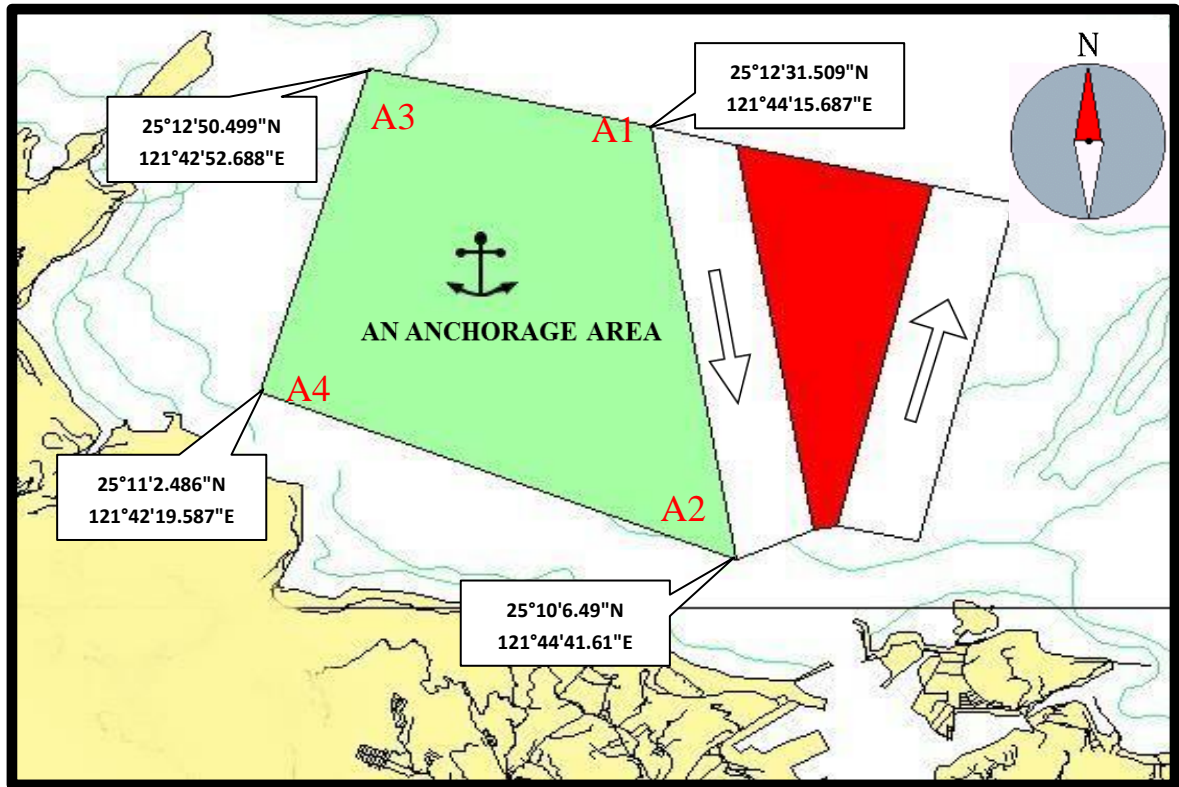
手機號碼:

航港局註冊客戶代碼(四碼):

(代理行公司行號章戳)

中華民國                    年                    月                    日

# NOT TO BE USED FOR NAVIGATION





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

AUG.2019

# 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°12'31.509"N 、 Long121°44'15.687"E (WGS-84)

Point B` : Lat25°10'6.49" N 、 Long121°44'41.61"E (WGS-84)

Point C` : Lat25°12'50.499"N 、 Long121°42'52.688"E (WGS-84)

Point D` : Lat25°11'2.486"N 、 Long121°42'19.587"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 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 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.

### (I) 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.

(II) 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.
- (I) (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.

# Anchorage Application Form of Keelung

To: Vessel Traffic Service Center (VTS)

The vessel of which our company acts on behalf is expected to arrive at anchorage area outside the port, and hereby apply for permission to drop anchor at anchorage area. During her stay at anchorage, the vessel will comply with regulations of the Port and our company will be liable for responsibilities related thereto and conduct all paper works. Our company will also supervise and assist the vessel complying with all port and navigation policy and regulations.

**Details of the said vessel are as follows:**

Vessel Name (Chinese and English):

Vessel Call Sign:

Vessel Type:

Vessel Length (total):                      m

Vessel Nationality:

Total Tonnage:

International Maritime Organization (IMO) Number:

Maximum Draft in the Port Area:                      m

Estimated Time of Arrival:

Expected Number of Days of Stay:

Whether the vessel has AIS (Automatic Identification System):

Whether the vessel has hazardous objects:

Whether the vessel has valid P&I document:

The last date of mooring in the anchoring area (blank if it has not been moored therein):

The Applicant Shipping Agent:

Name of the Contact Person:

Company Telephone No.:

Mobile Phone No.:

Client's Code registered at Maritime and Port Bureau (4 digits):

(Seals of the agent)

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

# NOT TO BE USED FOR NAVIGATION

