

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

Stipulated by Taiwan International Ports Corporation, Ltd. on 7 DEC 2018 in accordance with Letter Gang-Zong-Lao-Zi No. 1070152508

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.

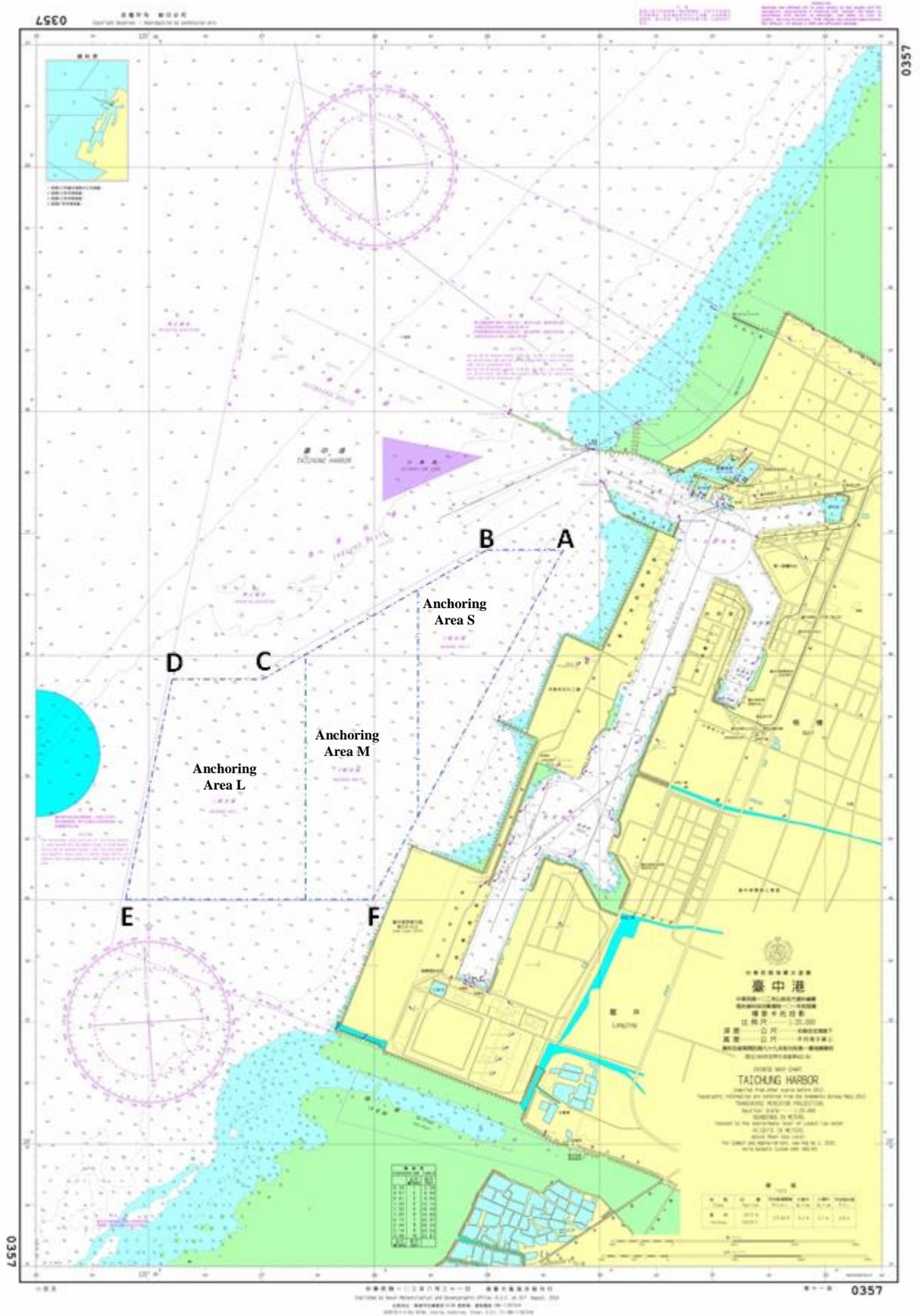
- (IV) Upon completing the anchoring mission, the vessels shall immediately depart the anchoring area. Those who fail the instructions of VTS center will be sent to Maritime and Port Bureau in accordance to Articles 37 and 67 of the Commercial Port Law for punishment.
- (V) In case of lacking anchorage, 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.

Attachment 1



Attachment 2

Anchorage Application Form of Port of Taichung

To: Vessel Traffic Service Center (VTS) of Taiwan International Ports Corporation, Ltd.

The vessel of which our company acts on behalf is expected to arrive in the anchoring area. During the anchoring period, the said vessel will comply with regulations of the Maritime and Port Bureau and our company will be liable for responsibilities related thereto and conduct all paper works. Our company will also supervise the said vessel to and assist it in complying with all regulations and navigation policy of our government, and instructions of the port administration institution/agency during its period of stay. Our company herein inform your Center the said conditions and apply for the permission to stay for the said vessel.

Details of the said vessel are as follows:

Vessel Name (Chinese and English):

Vessel Call Sign:

Vessel Type:

Vessel Length (total): m

Vessel Nationality:

Gross Register Tonnage:

International Maritime Organization (IMO) Number:

Maximum Draft: m

ETA (Estimated Time of Arrival):

Expected Number of Days of Stay:

Whether the vessel has AIS (Automatic Identification System):

Whether the vessel has Dangerous 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: (dd/mm/yyyy)