

附件 1

珠江口水域船舶定线制

(参考海图:中华人民共和国海事局海图 80823、80830 号,海图参照 2000 国家大地坐标系。)

珠江口水域船舶定线制由担杆水道分道通航制和大濠水道分道通航制组成,包括分隔带、通航分道、沿岸通航带、警戒区和环行道。

1. 担杆水道分道通航制

1.1 分隔带

1.1.1 第一分隔带

设在下列地理位置的连线范围内,宽度为 0.5 海里。

(1) $22^{\circ}07.419'N / 114^{\circ}20.547'E$

(2) $22^{\circ}07.709'N / 114^{\circ}15.309'E$

(3) $22^{\circ}07.206'N / 114^{\circ}15.309'E$

(4) $22^{\circ}06.916'N / 114^{\circ}20.547'E$

1.1.2 第二分隔带

设在下列地理位置的连线范围内,宽度为 0.5 海里。

(5) $22^{\circ}07.904'N / 114^{\circ}11.771'E$

(6) $22^{\circ}08.199'N / 114^{\circ}06.450'E$

(7) $22^{\circ}07.696'N / 114^{\circ}06.450'E$

(8) $22^{\circ}07.401'N / 114^{\circ}11.771'E$

1.2 通航分道

通航分道的宽度为 0.6 海里。

1.2.1 第一通航分道

由(9)、(10)和(1)、(2)地理位置连线之间的水域为西行通航分道,船舶主流向为 273° (真方向);由(11)、(12)和(3)、(4)地理位置连线之间的水域为东行通航分道,船舶主流向为 093° (真方向)。

(9) $22^{\circ}08.022'N / 114^{\circ}20.547'E$

(10) $22^{\circ}08.312'N / 114^{\circ}15.309'E$

(11) $22^{\circ}06.603'N / 114^{\circ}15.309'E$

(12) $22^{\circ}06.312'N / 114^{\circ}20.547'E$

1.2.2 第二通航分道

由(13)、(14)和(5)、(6)地理位置连线之间的水域为西行通航分道,船舶主流向为 273° (真方向)。由(15)、(16)和(7)、(8)地理位置连线之间的水域为东行通航分道,船舶主流向为 093° (真方向)。

(13) $22^{\circ}08.507'N / 114^{\circ}11.771'E$

(14) $22^{\circ}08.802'N / 114^{\circ}06.450'E$

(15) $22^{\circ}07.093'N / 114^{\circ}06.450'E$

(16) $22^{\circ}06.798'N / 114^{\circ}11.771'E$

1.3 沿岸通航带

担杆水道分道通航制向香港海岸一侧的边界与邻近香港海岸之间的水域定为沿岸通航带。

1.4 警戒区

1.4.1 第一警戒区

以下列地理位置连线围成的水域。

(18) $22^{\circ}07.902'N / 114^{\circ}22.700'E$

(9) $22^{\circ}08.022'N / 114^{\circ}20.547'E$

(1) $22^{\circ}07.419'N / 114^{\circ}20.547'E$

(4) $22^{\circ}06.916'N / 114^{\circ}20.547'E$

(12) $22^{\circ}06.312'N / 114^{\circ}20.547'E$

(17) $22^{\circ}06.193'N / 114^{\circ}22.700'E$

1.4.2 第二警戒区

以下列地理位置连线围成的水域。

(10) $22^{\circ}08.312'N / 114^{\circ}15.309'E$

(19) $22^{\circ}08.907'N / 114^{\circ}14.159'E$

(20) $22^{\circ}08.911'N / 114^{\circ}12.041'E$

(13) $22^{\circ}08.507'N / 114^{\circ}11.771'E$

(5) $22^{\circ}07.904'N / 114^{\circ}11.771'E$

(8) $22^{\circ}07.401'N / 114^{\circ}11.771'E$

(16) $22^{\circ}06.798'N / 114^{\circ}11.771'E$

(11) $22^{\circ}06.603'N / 114^{\circ}15.309'E$

(3) $22^{\circ}07.206'N / 114^{\circ}15.309'E$

(2) $22^{\circ}07.709'N / 114^{\circ}15.309'E$

警戒区的中心灯船位于以下地理位置：

(21) $22^{\circ}07.605'N / 114^{\circ}13.536'E$

注：

1. 在东行和西行交通密集的第二警戒区内，船舶应采取一切包括减速在内的必要措施，以策航行安全。

2. 在第二警戒区内设置了推荐交通流方向。

2. 大濠水道分道通航制

2.1 分隔带

2.1.1 第三分隔带

设在下列地理位置的连线范围内，宽度为 200 米。

(1) $22^{\circ}06.344'N / 113^{\circ}50.982'E$

(2) $22^{\circ}08.339'N / 113^{\circ}50.982'E$

(3) $22^{\circ}09.885'N / 113^{\circ}50.207'E$

(4) $22^{\circ}09.848'N / 113^{\circ}50.094'E$

(5) $22^{\circ}08.309'N / 113^{\circ}50.865'E$

(6) $22^{\circ}06.344'N / 113^{\circ}50.865'E$

2.1.2 第四分隔带

设在下列地理位置的连线范围内，宽度为 200 米。

(7) $22^{\circ}08.535'N / 113^{\circ}53.569'E$

(8) $22^{\circ}10.403'N / 113^{\circ}50.808'E$

(9) $22^{\circ}10.309'N/113^{\circ}50.750'E$

(10) $22^{\circ}08.447'N/113^{\circ}53.500'E$

2.1.3 第五分隔带

设在下列地理位置的连线范围内,宽度为 200 米。

(11) $22^{\circ}11.953'N/113^{\circ}49.550'E$

(12) $22^{\circ}13.955'N/113^{\circ}49.097'E$

(13) $22^{\circ}13.939'N/113^{\circ}48.984'E$

(14) $22^{\circ}11.928'N/113^{\circ}49.440'E$

2.1.4 第六分隔带

设在下列地理位置的连线范围内,宽度为 200 米。

(15) $22^{\circ}11.450'N/113^{\circ}48.772'E$

(16) $22^{\circ}11.562'N/113^{\circ}47.914'E$

(17) $22^{\circ}11.455'N/113^{\circ}47.893'E$

(18) $22^{\circ}11.349'N/113^{\circ}48.714'E$

2.2 通航分道

各分隔带两侧通航分道宽为 600 米。

2.2.1 第三通航分道

由(19)、(20)、(21)和(1)、(2)、(3)各点地理位置连线之间的水域为北行通航分道,船舶主流向为 000° 及 335° (真方向);由(22)、(23)、(24)和(4)、(5)、(6)地理位置连线之间的水域为南行通航分道,船舶主流向为 180° 及 155° (真方向)。

(19) $22^{\circ}06.344'N/113^{\circ}51.331'E$

(20) $22^{\circ}08.411'N/113^{\circ}51.331'E$

(21) $22^{\circ}10.052'N/113^{\circ}50.508'E$

(22) $22^{\circ}09.805'N/113^{\circ}49.731'E$

(23) $22^{\circ}08.237'N/113^{\circ}50.516'E$

(24) $22^{\circ}06.344'N/113^{\circ}50.516'E$

2.2.2 第四通航分道

由(25)、(26)和(7)、(8)地理位置连线之间的水域为西北行通航分道,船舶主流向为 306° (真方向);由(27)、(28)和(9)(10)地理位置连线之间的水域为东南行通航分道,船舶主流向为 126° (真方向)。

(25) $22^{\circ}08.798'N/113^{\circ}53.774'E$

(26) $22^{\circ}10.730'N/113^{\circ}50.918'E$

(27) $22^{\circ}10.062'N/113^{\circ}50.521'E$

(28) $22^{\circ}08.184'N/113^{\circ}53.295'E$

2.2.3 第五通航分道

由(29)、(30)和(11)、(12)地理位置连线之间的水域为北行通航分道,船舶主流向为 348° (真方向);由(31)、(32)和(13)、(14)地理位置连线之间的水域为南行通航分道,船舶主流向为 168° (真方向)。

(29) $22^{\circ}11.964'N/113^{\circ}49.905'E$

(30) $22^{\circ}14.022'N/113^{\circ}49.439'E$

(31) $22^{\circ}13.872'N/113^{\circ}48.642'E$

(32)22°11.786'N/113°49.116'E

2.2.4 第六通航分道

由(33)、(34)和(15)、(16)地理位置连线之间的水域为西行通航分道,船舶主流向为 278°(真方向);由(35)、(36)和(17)、(18)地理位置连线之间的水域为东行通航分道,船舶主流向为 098°(真方向)。

(33)22°11.742'N/113°49.050'E

(34)22°11.884'N/113°47.963'E

(35)22°11.133'N/113°47.845'E

(36)22°11.033'N/113°48.613'E

2.3 环行道

设在以下列地理位置为中心,半径为 2000 米的水域内。

(37)22°10.888'N,113°49.767'E

THE SHIP'S ROUTEING SYSTEM IN THE WATERS OF THE PEARL RIVER ESTUARY

(Reference charts: the charts of Maritime Safety Administration of the People's Republic of China No. 80823&80830, which are based on CGCS2000)

The Ship's Routeing System In the Waters of The Pearl River Estuary covers Dangan Channel, Lantau Channel and adjacent waters. It comprises traffic separation schemes, traffic lanes, inshore traffic zones, precautionary areas and roundabout.

1. Dangan Channel Traffic Separation Scheme

1.1 The separation zones

1.1.1 No.1 separation zone

0.5 nautical miles wide , and bound by the lines connecting the following geographical positions.

(1) $22^{\circ}07.419'N / 114^{\circ}20.547'E$

(2) $22^{\circ}07.709'N / 114^{\circ}15.309'E$

(3) $22^{\circ}07.206'N / 114^{\circ}15.309'E$

(4) $22^{\circ}06.916'N / 114^{\circ}20.547'E$

1. 1. 2 No. 2 separation zone

0. 5 nautical miles wide, and bound by the lines connecting the following geographical positions.

(5) 22°07. 904'N / 114°11. 771'E

(6) 22°08. 199'N / 114°06. 450'E

(7) 22°07. 696'N / 114°06. 450'E

(8) 22°07. 401'N / 114°11. 771'E

1. 2 The traffic lanes

The width of the traffic lanes is 0. 6 nautical miles.

1. 2. 1 No. 1 traffic lane

The waters bound by the lines connecting the geographical positions (9) , (10) and (1) , (2) is westbound traffic lane. The main traffic direction is 273°(T). Eastbound traffic lane is bound by the lines connecting the geographical positions (11) , (12) and (3) , (4). The main traffic direction is 093°(T).

(9) 22°08. 022'N / 114°20. 547'E

(10) 22°08. 312'N / 114°15. 309'E

(11) 22°06. 603'N / 114°15. 309'E

(12) 22°06. 312'N / 114°20. 547'E

1. 2. 2 No. 2 traffic lane

The waters bound by the lines connecting the geographical positions (13) , (14) and (5) , (6) is westbound traffic lane. The

main traffic direction is 273° (T). Eastbound traffic lane is bounded by the lines connecting the geographical positions (15), (16) and (7), (8). The main traffic direction is 93° (T).

(13) $22^{\circ}08.507'N / 114^{\circ}11.771'E$

(14) $22^{\circ}08.802'N / 114^{\circ}06.450'E$

(15) $22^{\circ}07.093'N / 114^{\circ}06.450'E$

(16) $22^{\circ}06.798'N / 114^{\circ}11.771'E$

1.3 The inshore traffic zone

The inshore traffic zone is the waters between the northern boundary of the Dangan Channel Traffic Separation Scheme and the southern coast of Hong Kong.

1.4 The precautionary areas

1.4.1 No. 1 precautionary area

The No. 1 precautionary area is bounded by the lines connecting the following geographical positions.

(18) $22^{\circ}07.902'N / 114^{\circ}22.700'E$

(9) $22^{\circ}08.022'N / 114^{\circ}20.547'E$

(1) $22^{\circ}07.419'N / 114^{\circ}20.547'E$

(4) $22^{\circ}06.916'N / 114^{\circ}20.547'E$

(12) $22^{\circ}06.312'N / 114^{\circ}20.547'E$

(17) $22^{\circ}06.193'N / 114^{\circ}22.700'E$

1.4.2 No. 2 precautionary area

The No. 2 precautionary area is bounded by the lines connecting the following geographical positions.

(10) $22^{\circ}08.312'N / 114^{\circ}15.309'E$

(19) $22^{\circ}08.907'N / 114^{\circ}14.159'E$

(20) $22^{\circ}08.911'N / 114^{\circ}12.041'E$

(13) $22^{\circ}08.507'N / 114^{\circ}11.771'E$

(5) $22^{\circ}07.904'N / 114^{\circ}11.771'E$

(8) $22^{\circ}07.401'N / 114^{\circ}11.771'E$

(16) $22^{\circ}06.798'N / 114^{\circ}11.771'E$

(11) $22^{\circ}06.603'N / 114^{\circ}15.309'E$

(3) $22^{\circ}07.206'N / 114^{\circ}15.309'E$

(2) $22^{\circ}07.709'N / 114^{\circ}15.309'E$

The light boat in the precautionary area is located at the following geographical positions.

(21) $22^{\circ}07.605'N / 114^{\circ}13.536'E$

Note:

1. All precautions, including if necessary a reduction of speed, should be taken in the NO. 2 precautionary area, which is widely used by eastbound and westbound traffic.

2. Recommended directions of traffic flow in NO. 2 precautionary area are established.

2. Lantau Channel Traffic Separation Scheme

2.1 The separation zones

2.1.1 No. 3 separation zone

200 meters wide , and bound by the lines connecting the following geographical positions.

(1) $22^{\circ}06.344'N/113^{\circ}50.982'E$

(2) $22^{\circ}08.339'N/113^{\circ}50.982'E$

(3) $22^{\circ}09.885'N/113^{\circ}50.207'E$

(4) $22^{\circ}09.848'N/113^{\circ}50.094'E$

(5) $22^{\circ}08.309'N/113^{\circ}50.865'E$

(6) $22^{\circ}06.344'N/113^{\circ}50.865'E$

2.1.2 No. 4 separation zone

200 meters wide, and bound by the lines connecting the following geographical positions.

(7) $22^{\circ}08.535'N/113^{\circ}53.569'E$

(8) $22^{\circ}10.403'N/113^{\circ}50.808'E$

(9) $22^{\circ}10.309'N/113^{\circ}50.750'E$

(10) $22^{\circ}08.447'N/113^{\circ}53.500'E$

2.1.3 No. 5 separation zone

200 meters wide, and bound by the lines connecting the following geographical positions.

(11) $22^{\circ}11.953'N/113^{\circ}49.550'E$

(12)22°13.955'N/113°49.097'E

(13)22°13.939'N/113°48.984'E

(14)22°11.928'N/113°49.440'E

2.1.4 No. 6 separation zone

200 meters wide, and bound by the lines connecting the following geographical positions.

(15)22°11.450'N/113°48.772'E

(16)22°11.562'N/113°47.914'E

(17)22°11.455'N/113°47.893'E

(18)22°11.349'N/113°48.714'E

2.2 The traffic lanes

Located on both sides of the above separation zones with a width of 600 meters for each lane.

2.2.1 No. 3 traffic lane

The waters bound by the lines connecting the geographical positions (19), (20), (21) and (1), (2), (3) is northbound traffic lane. The main traffic direction is 000° and 335°(T). The waters bound by the lines connecting the geographical positions (22), (23), (24) and (4), (5), (6) is southbound traffic lane. The main traffic direction is 180° and 155°(T).

(19)22°06.344'N/113°51.331'E

(20)22°08.411'N/113°51.331'E

(21) $22^{\circ}10.052'N/113^{\circ}50.508'E$

(22) $22^{\circ}09.805'N/113^{\circ}49.731'E$

(23) $22^{\circ}08.237'N/113^{\circ}50.516'E$

(24) $22^{\circ}06.344'N/113^{\circ}50.516'E$

2. 2. 2 No. 4 traffic lane

The waters bound by the lines connecting the geographical positions (25), (26) and (7), (8) is northwest bound traffic lane. The main traffic direction is $306^{\circ}(T)$. The waters bound by the lines connecting the geographical positions (27) , (28) and (9) , (10) is southeast bound traffic lane . The main traffic direction is $126^{\circ}(T)$.

(25) $22^{\circ}08.798'N/113^{\circ}53.774'E$

(26) $22^{\circ}10.730'N/113^{\circ}50.918'E$

(27) $22^{\circ}10.062'N/113^{\circ}50.521'E$

(28) $22^{\circ}08.184'N/113^{\circ}53.295'E$

2. 2. 3 No. 5 traffic lane

The waters bound by the lines connecting the geographical positions (29) , (30) and (11), (12) is northbound traffic lane. The main traffic direction is $348^{\circ}(T)$. The waters bound by the lines connecting the geographical positions (31) , (32) and (13) , (14) is southbound traffic lane. The main traffic direction is $168^{\circ}(T)$.

(29)22°11.964'N/113°49.905'E

(30)22°14.022'N/113°49.439'E

(31)22°13.872'N/113°48.642'E

(32)22°11.786'N/113°49.116'E

2.2.4 No. 6 traffic lane

The waters bound by the lines connecting the geographical positions (33) , (34) and (15), (16) is westbound traffic lane. The main traffic direction is 278°(T). The waters bound by the lines connecting the geographical positions (35) , (36) and (17), (18) is eastbound traffic lane. The main traffic direction is 098°(T).

(33)22°11.742'N/113°49.050'E

(34)22°11.884'N/113°47.963'E

(35)22°11.133'N/113°47.845'E

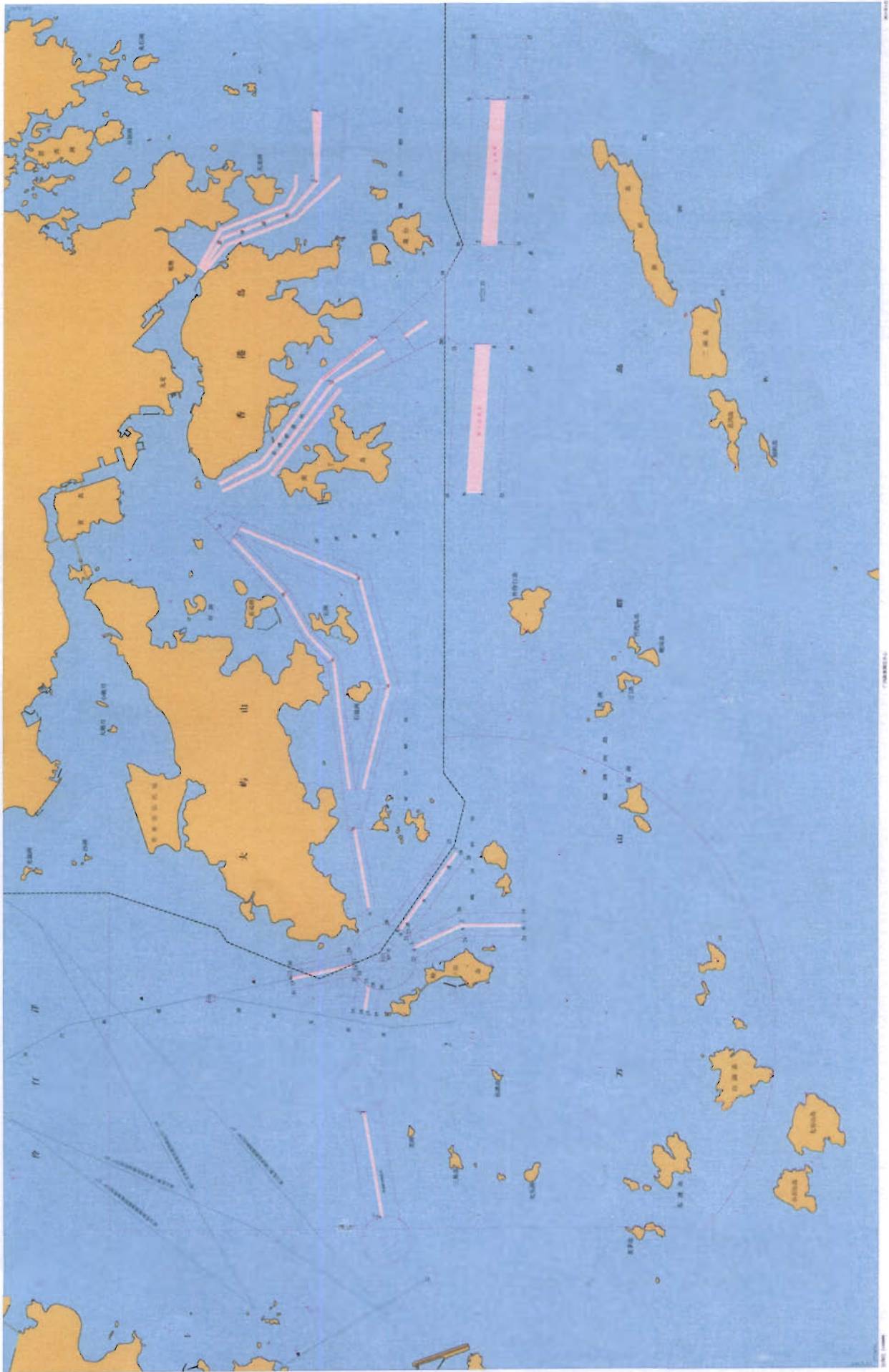
(36)22°11.033'N/113°48.613'E

2.3 Roundabout

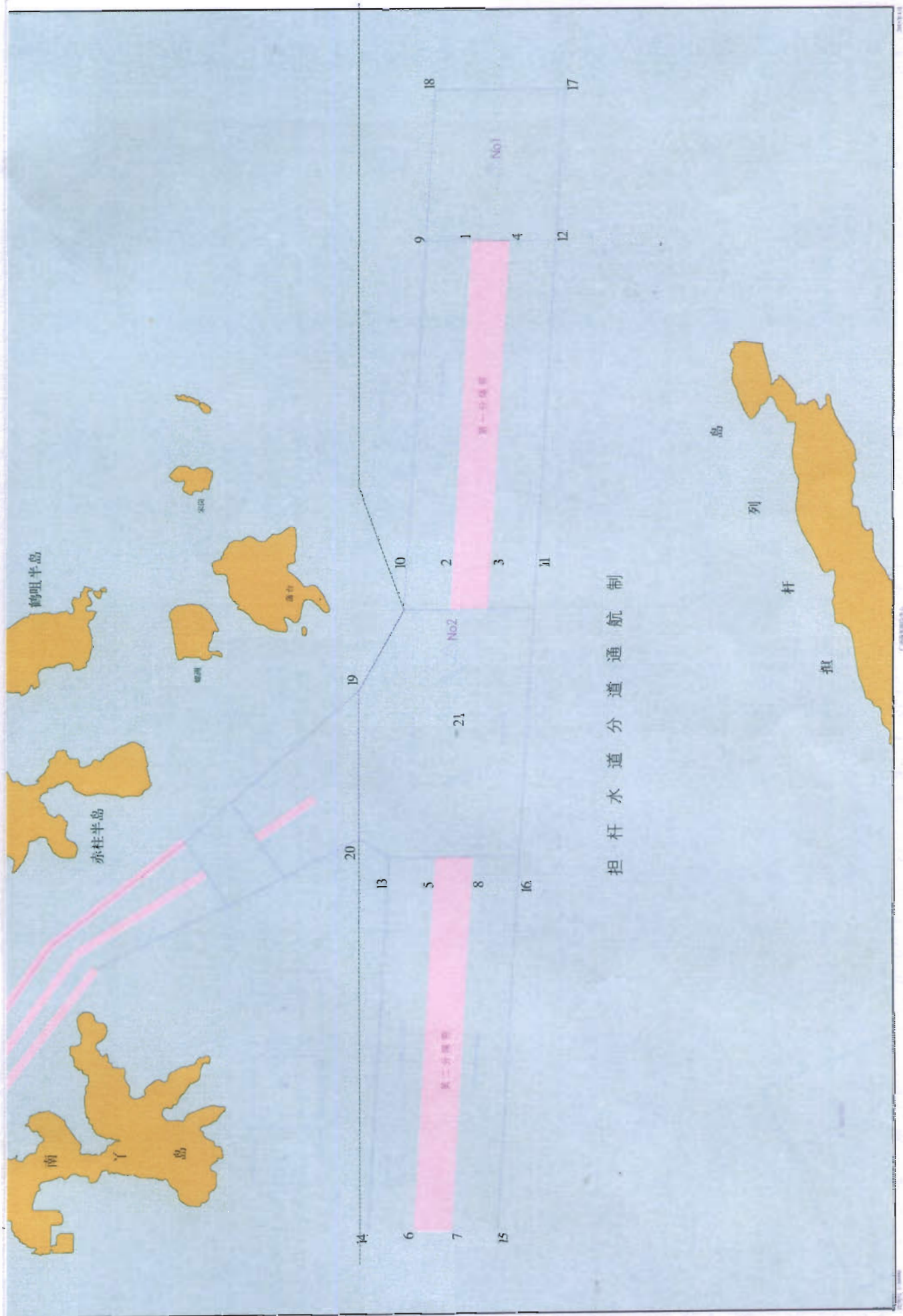
The waters with the following geographical position as the centre and 2000 meters as the radius.

(37)22°10.888'N,113°49.767'E

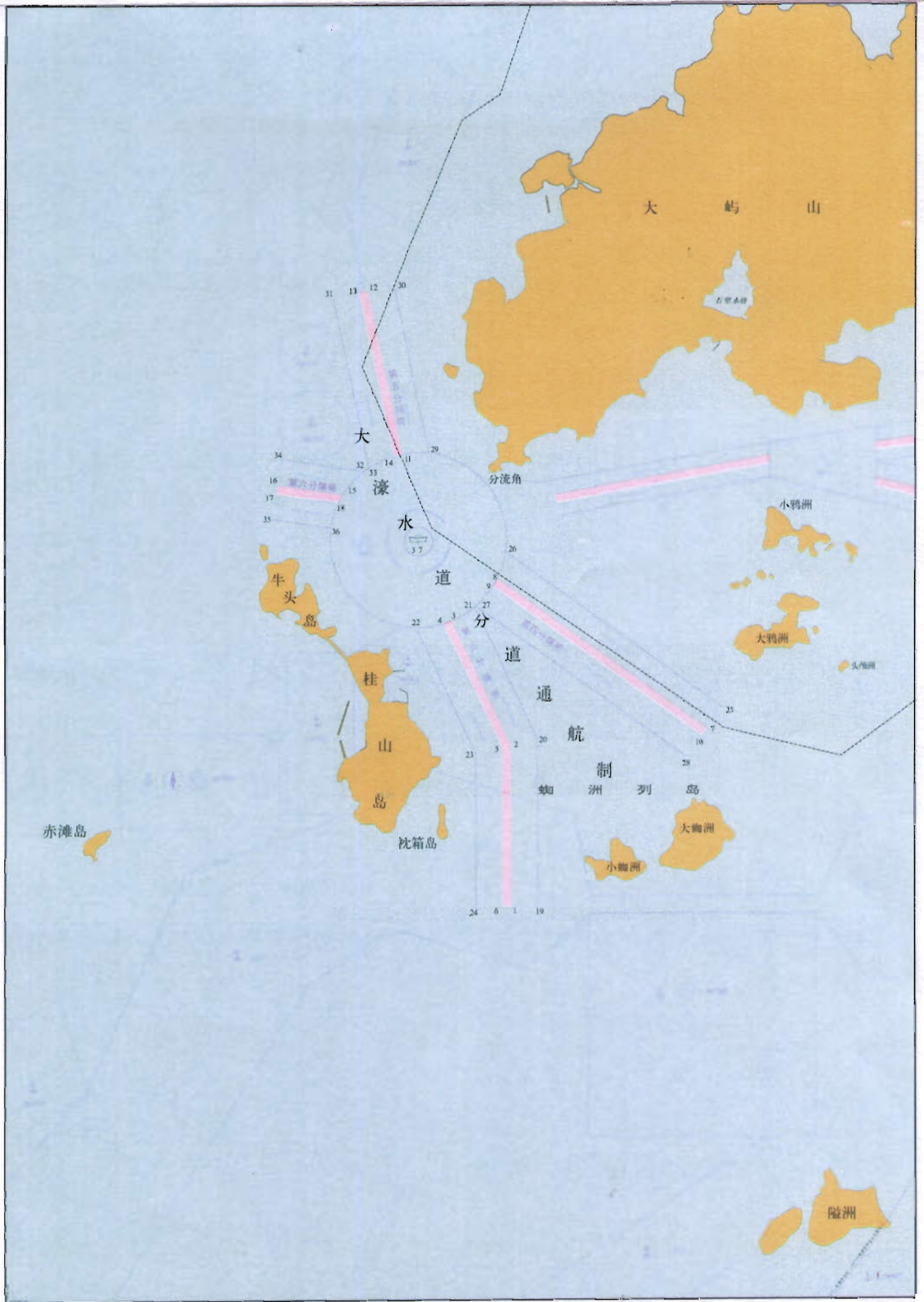
珠江口定线制示意图



担杆水道分道通航制示意图



大濠水道分道通航制示意图



附件 2

珠江口水域船舶报告制

1. 适用船舶

要求参加该强制性船舶报告制的船舶:24 米及以上的渔船、500 总吨及以上的货船以及经修正的《1974 年国际海上人命安全公约》第 1 章规定的客船。

2. 适用的地理范围及相关海图的编号及版本

地理覆盖范围为 $113^{\circ}32'00''\text{E}\sim 114^{\circ}24'00''\text{E}$ 与 $21^{\circ}55'00''\text{N}\sim 22^{\circ}20'00''\text{N}$ 连线内水域。

相关海图:中华人民共和国海事局海图 80823、80830 号,海图参照 2000 年国家大地坐标系。

3. 报告格式、报告内容、报告门线、报告要求

3.1 格式

本船舶报告制格式采用 IMO A. 851(20)号大会决议附则中所规定的格式。

3.2 报告内容

A 船名、呼号和国际海事组织编码(若适用)

C 或 D 位置(经纬度或相对于陆标的位置)

E 航向

F 航速

G 始发港

I 目的港

Q 缺陷及限制(拖船应报告其拖带长度及被拖物名称)

U 总长及总吨

3.3 报告线

北报告线为 $22^{\circ}20'00''\text{N}/113^{\circ}40'00''\text{E}$ 与 $22^{\circ}20'00''\text{N}/113^{\circ}52'08.8''\text{E}$ 两点连线;

西报告线为 $22^{\circ}20'00''\text{N}/113^{\circ}40'00''\text{E}$ 与 $22^{\circ}00'16''\text{N}/113^{\circ}40'00''\text{E}$ 两点连线;

东南报告线为以桂山引航锚地中心点($22^{\circ}07'54''\text{N}/113^{\circ}46'50''\text{E}$)为圆心,半径 10 海里,从担杆水道($22^{\circ}08'54.5''\text{N}/113^{\circ}57'30''\text{E}$)至东澳岛西南方附近水域($22^{\circ}00'16''\text{N}/113^{\circ}40'00''\text{E}$)的圆弧线。

3.4 报告要求

3.4.1 船舶进入船舶报告制水域时应报告 3.2 项中的信息。

3.4.2 船舶驶离报告制水域内的港口时,应报告其船名、船位、驶离时间及目的港。

3.4.3 在报告制水域内发生交通事故或污染事故时,船舶应立即报告事故的种类、时间、地点、损害或污染的程度以及是否需要援助,并应按照主管机关的要求提供与事故有关的其他信息。

4. 主管机关、受理报告机关

4.1 主管机关为中华人民共和国广东海事局。

4.2 受理报告机关为“广州船舶交管中心”(GZVTS)。

5. 向船舶提供的信息及应遵守的程序

5.1 广州船舶交管中心将视情况为参加报告制的船舶提供诸如船舶交通、异常天气情况及海上安全等信息。

5.2 船舶应在广州船舶交管中心指定的频率上保持守听。

6. 报告制要求的无线电通讯,发送报告的频道和报告制使用的语言。

6.1 广州船舶交管中心的工作频道:

守听/呼叫频道:VHF09

工作频道:VHF21、VHF01

备用频道:VHF64

6.2 报告制所用语言为汉语普通话或英语。所有直接印字电报及无线电话通讯,均应采用航海通讯规定格式。

7. 支持报告制运行的岸基设施

7.1 广州船舶交管中心的系统组成有:雷达系统、VHF 通讯系统、信息处理和显示系统、信息传输、记录、重放系统及气象传感系统。其功能为:

数据收集、数据评估与处理、信息提供、交通组织、助航服务、支持联合行动。

7.2 广州船舶交管中心保持 24 小时不间断值班。

8. 对不遵守报告制的船舶,主管机关依据有关规定进行处罚。

SHIP REPORTING SYSTEM IN THE WATERS OF THE PEARL RIVER ESTUARY

1. Application

The following vessels are required to participate in the system: fishing vessels with a length of 24 meters and above, cargo ships of 500 gross tonnages and above, and passenger ships as defined in Chapter 1 of 1974 SOLAS, as amended.

2. Geographical coverage of the system and the number and editions of the reference charts used for the delineation of the system

The waters covered by the Ship Reporting System are bounded by the following latitudinal and longitudinal lines: 113° 32'00"E, 114°24'00"E, 21°55'00"N and 22°20'00"N.

The relevant charts are the Charts of Maritime Safety Administration of the People's Republic of China No. 80823&80830, which are based on CGCS2000 Datum.

3. Reporting format, content, lines and requirements

3.1 Format

The reporting format is as set forth in the appendix to IMO

Assembly Resolution A. 851(20).

3.2 Content

A Ship's name, call sign and IMO number (if applicable)

C or D Position (latitude and longitude or in relation to a landmark)

E Course

F Speed

G Port of departure

I Port of destination

Q Defects and limitation (vessels towing are to report length of tow and name of object in tow)

U Overall length and gross tonnage

3.3 Reporting lines

The north reporting line is the line connecting by the following two geographical positions: $22^{\circ}20'00''\text{N}/113^{\circ}40'00''\text{E}$ and $22^{\circ}20'00''\text{N}/113^{\circ}52'08.8''\text{E}$.

The west reporting line is the line connecting by the following two geographical positions: $22^{\circ}20'00''\text{N}/113^{\circ}40'00''\text{E}$ and $22^{\circ}00'16''\text{N}/113^{\circ}40'00''\text{E}$.

The southeast reporting line is the short arc with the geographical position of $22^{\circ}07'54''\text{N}/113^{\circ}46'50''\text{E}$ (in Guishan pilot anchorage) as the centre and 10 nautical miles as the radius, be-

tween two geographical positions of the circle: 22°08'54.5"N/113°57'30"E and 22°00'16"N/113°40'00"E (across the waters between Dangan channel and south—west of DongAo island).

3.4 Requirements

3.4.1 Participating vessels are to report the information in paragraph 3.2 when entering the ship reporting system area.

3.4.2 When a participating vessel leaves a port that is located within the reporting area, it shall report its name, position, time of departure and port of destination.

3.4.3 When a traffic incident or a pollution incident occurs within the reporting area, the vessel(s) shall immediately report the type, time and location of incident, extent of damage or pollution, and whether assistance is needed. The vessel(s) shall provide any additional information related to the incident, as required by the competent authority.

4. Competent authority, operating authority of reports

4.1 The competent authority is Guangdong maritime safety administration.

4.2 The operating authority of reports is “Guangzhou VTS Centre” (GZVTS)

5. Information to be provided to ships and procedures to be followed

5.1 The Guangzhou VTS Centre, where appropriate, will provide participating vessels with information such as conflicting vessel traffic, abnormal weather conditions, and maritime safety information.

5.2 Participating vessels shall maintain a listening watch on the frequency designated by GZVTS.

6. Radio—communications required by the system, frequencies on which reports should be transmitted and languages used for reports

6.1 The working channel of Guangzhou VTS Centre are :

Watching/calling channel: VHF09

Working channels: VHF21, VHF01

Reserve channel: VHF64

6.2 The languages used for reports in the system will be Chinese or English. Marine Communication Phrases in a prescribed format will be used in all direct—printing telegraphy and radiotelephony communication.

7. Shore—based facilities to support operation of the system

7.1 Guangzhou VTS Centre is comprised of radar system, VHF communication system, information processing and display system, information transmission, recording, replay system and meteorological sensors system. Its functions are data

collection, data evaluation and processing, information provision, traffic organization, navigational assistance, and support to allied activities.

7. 2 Guangzhou VTS Centre maintains a continuous 24 hours watch.

8. The competent authority may impose penalties on any ship failing to comply with the system in accordance with related regulations.

