

The Rules of Navigating at Port of Kaohsiung

1. Promulgated on January 9, 2007
2. Amendment to Article 6 and promulgated on May 3, 2010
3. Amendment to Article 12 and promulgated on July 15, 2010
4. Amendment to Article 12 and promulgated on July 22, 2011
5. Amendment to Article 1 and promulgated on February 24, 2012

Article 1: This rule is to enhance the safety, navigation, maintaining the good order of ship's traffic, protecting environment, and safeguarding the safety of vessels, facilities, individuals and their properties in the harbor area.

Article 2: Vessels navigating in Kaohsiung harbor area shall comply with the provisions of these rules and the Guidelines for Vessel Traffic Administration on Waters of Kaohsiung Harbor. If provisions do not exist in the preceding regulations, vessels shall comply with the provisions which are regulated in the INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA 1972, and exhibiting the lights, shapes and signals accordingly.

Article 3: The fairway shown as attachment I, all those working crafts, ferries, sightseeing boats, fishing boats, and those boats with a draft less than 3 meters without controlled by the Port Control, shall give the way to those merchant vessels which navigating and directed by Port Control.

Any merchant vessel, when overtaking in the fairway, must agree by the overtaken vessel before overtaking.

The turning basin of the southern entrance shall be kept clear at all times, so as to provide ample water area for an inbound vessel to turn around or stop. Vessels waiting for outbound may not occupy the turning basin, or impede the maneuvering of an inbound vessel, unless the vessel gets permission from the inbound vessel and informs the VTS.

Article 4: All inbound vessels from the Northern entrance shall not overtake or cross ahead a vessel, and keep at least a half-mile safe distance through seaward Two-Way traffic lane till Shun-Zon dry dock.

All vessel inbound from the Southern entrance, through shall proceed seaward Two-Way traffic lane till the line between Wharf No.115 and No.111, must keep a safe distance from the ahead vessel as follows:

- (a) Vessels over 20,000 grt: at least one mile;
- (b) Vessels less than 20,000 grt over 500 grt: half mile;
- (c) Vessels less than 500 grt: quadruple of its own length.

The Two-Way traffic lane shall be kept clear at all times. Vessels over 500 grt shall neither enter nor drift into the Two-Way traffic Lane without being permitted by the VTS. Vessels less than 500 grt shall not navigate side-by-side in the Two-Way traffic Lane, and must leave the fairway soon as being notified by the VTS.

Article 5: Vessels over 500 grt, during inbound or outbound operation, shall report and apply for the sequence number from the VTS in advance and navigate accordingly.

Vessels entering or leaving the harbor between 500 and 20 grt without a fitting VHF radio on board shall navigate according to the signal board of the VTS, and keep a safe distance at least quadruple of its own length from the vessel ahead.

Vessels less than 20 grt entering or leaving the harbor shall navigate as near to the outer

limit of the fairway and reference the signal board of the VTS, and be aware of wake current and bank suction. The letter shown on the signal board is defined as attachment II.

Article 6: Vessels shall navigate at safe speed in the inner harbor area. Vessels shall navigate side-by-side to impede the passage of other vessel in the fairway; Also shall reduce speed to a minimum speed when passing a vessel engaged in diving, surveying, dredging, fixing navigation aids, water surfaced or underwater operation. The vessel must also maintain a safe distance.

Article 7: Every vessel shall keep at least a half-meter under keel clearance and stop the engine when passing the cross-harbor tunnel.

Article 8: All vessels shall not go across the anchorage without permission. Anchored vessels may enter the Two-Way traffic lane after being permitted by the VTS. No vessels are permitted to enter the Two-Way traffic lane directly when the Lane is regulated for outbound traffic.

Article 9: All vessels shall actively contact and give the way to the vessel being stern towed.

Article 10: Vessels carrying dangerous cargo berthing at wharf No.102, 104, and 105 should use Southern entrance only; dangerous cargo ships berthing at wharfs north of No.42 should use the Northern entrance only. All dangerous cargo carriers intending to enter or depart from the inner harbor, should apply for permission in advance and navigate accordingly.

Article 11: Anchoring or drifting in The Anchor Prohibit Zones is absolutely prohibited. Vessels anchoring at the fairway or the turning basin may do so incase of an emergency. In case of emergency or poor visibility, all vessels shall comply with the regulations in regard to exhibit the light, shape, and signal while anchoring, and report to VTS immediately.

Article 12: Under the abnormal weather, all vessels entering or leaving Kaohsiung Harbor are regulated in accordance with the following criteria:

1. The operation of Northern and the Southern Harbor entrance shall be suspended respectively when the average wind force reaches Beaufort scale 7.
2. During Typhoon season, when the average wind force reaches Beaufort scale 5, the VTS shall regulate vessels in regard to entering or leaving the Northern entrance in accordance with the following regulations:
 - (1) Domestic coastal ships and local working crafts are suspended for entering and departing.
 - (2) The entry of following vessels shall be suspended under the conditions as following:
 - a. Tanker or chemical carrier, over 10,000 GTwith average draft over 8 meters, or any vessel with her speed less than 9 knots.
 - b. Seaward swell waves reach a height of 3 meters and up.
 - c. The advice of pilot office is accepted.
 3. The leaving operation of the Northern and the Southern Harbor entrance will be resumed after the average wind force reduce to Beaufort scale 6 and sustained one hour. The pilot operation of entering harbour will be resumed after the height of seaward swell waves lower than 3 meters (not included) , and full harbour operation will be resumed after the pilot can board safely.
 4. When the visibility at the Northern entrance is less than 1,000 meters, and the visibility at the Southern entrance is less than one mile, navigation for vessels over 500

GT will be suspended. When the visibility is less than 500 meters, navigation for vessels small than 500 GT will be suspended.

Article 13 : Dead ships or crafts being towed by working boats, with total length exceeds 300 meters long and 45meters wide, are not allowed to exercise from sunset to sunrise. Towing during the daytime shall report be reported to the VTS one hour in advance for approval. Special applications must be faxed to the VTC and be documented for permission.

Article 14: All vessels or crafts, fitted with VHF radio on board, when navigating within VTS service area shall keep a continuous watch on the designated VHF channel (Vessels navigating north of Chien-Cheng River shall stand by on channel 14; south of Chien-Cheng River channel 12; Outside breakwater, channel 11) for emergency communication. Improper use of chatting or gossip on the watch channel is strictly prohibited, and must respond quickly when questioned by the VTS. Ship master or pilot shall report to VTS immediately when taking urgent measures inconsistent with related regulations; in order to avoid posing risk to human life, properties, pollution, being aware of other emergencies, illegality, and abnormalities.

Article 15: Vessels less than 500 grt waiting for berthing alongside or leaving the wharf of checkpoint, or waiting to leave the harbor, shall neither stay nor drift near to the fairway or turning basin nor impede an other merchant vessels' navigation.

Article 16: Dangerous cargo carriers entering or leaving the harbor shall apply for a guiding boat to lead her way ahead, and take all necessary precautions for safety.

Article 17: All Vessels with her LOA over 150 meters berthing at wharfs No.30 to 35 and 49 to 57, shall not turn around in front of her berth.

Article 18: Vessels waiting for berth, are not allowed to drift inside the Traffic Separation Schemes or the anchorage areas, and should report to the VTC in advance.

Article 19: Sightseeing boat shall proceed at a sensible and safe speed on the permitted passage along the outer limit of the fairway. The boat must also be aware of the propeller current from every kind of vessel while navigating. And avoid altering course directly at the end of wharfs without ascertaining whether there are other vessels coming from either side. Careful action must be taken to avoid collision, over speeding is absolutely prohibited.

Article 20: Fishing boat entering or leaving the harbor or navigating in the inner harbor shall proceed along the outer limit of the fairway, and avoid impeding the passage of any vessel following the fairway. Every kind of small boat and raft shall, so long as practical, proceed along the outer limit of the fairway, and not cross ahead of any vessel entering or leaving the harbor.

Article 21: This rule comes into force from the date of promulgation.

The first (north) entrance approaches

- (a) From Kaohsiung lighthouse a two-way traffic lane leads 2.5 miles WNW. The north boundary of the lane extends from the head of north breakwater with a direction of 300 degrees, and the south boundary extends from the head of south breakwater with a direction of 270 degrees.
- (b) A traffic separation scheme connects with the two-way traffic lane. The north boundary of the scheme extends from the north boundary of the two-way traffic lane with a direction of 300 degrees, and a length of one mile from the end of the two-way traffic lane. The south boundary of the scheme extends from the end of the south boundary of the two-way traffic lane with a direction of 270 degrees, and a length of one mile from the end of the two-way traffic lane. The separations line with a direction of 285 degrees and a length 1-mile divides the water area between the boundaries into two traffic lanes for inbound and outbound vessels apart.
- (c) The North pilot station is located at the meet-point of the inbound traffic lane and two-way traffic lane; distance from the Kaohsiung lighthouse is 2.5 miles.

The second (south) entrance approaches

- (a) From Kaohsiung VTC a two-way traffic lane leads 3 miles west. The north boundary of the lane extends from the head of northern breakwater with a direction of 270 degrees outbound, and the south boundary extends from the head of southern breakwater with a direction of 250 degrees outbound.
- (b) A traffic separation scheme connects with the two-way traffic lane. The north boundary of the scheme extends from the north boundary of the two-way traffic lane with a direction of 270 degrees and a length of two miles from the end of the two-way traffic lane. The south boundary of the scheme extends from the south boundary of the traffic lane with a direction of 270 degrees for 1.7 miles from the end of the two-way traffic lane. The Separations line with a direction of 260 degrees and a length of 1.8-miles divides the water area between the boundaries into two traffic lanes for inbound and outbound vessels apart.
- (c) South pilot station is located at the meet-point of inbound traffic lane and two-way traffic lane, the distance from the Kaohsiung VTC of 3 miles.

West TSS channel.

- (a) A separation zone is half a mile wide.
- (b) A southbound traffic lane is eight cables wide and 1.2 miles long with a direction of

163 degrees.

- (c) A northbound traffic lane is eight cables wide and 1.2 miles long with a direction of 343 degrees.

Fairway of inner harbor

- (a) Approaching inner harbor from the midway between the breakwater heads of the Northern entrance steer at 108 degrees, and the fairway is 160 meters in width which narrows to a width of 80 meters; when passing the First Signal Station, it gradually expands to 160 meters. The fairway divides into two ---the Right fairway and the Left fairway--- at buoy No. 23. The Right fairway leads the passage of 120 meters in width to 150 degrees, and expands to a width of 200 meters at the estuary of Chien-Cheng River, and then leads the passage of 250 meters in width to 125 degrees through the turning basin of The Southern Harbor entrance and eventually ends at wharf No.97; nevertheless, the Left fairway maintains leading the passage of 160 meters in width to 105 degrees, and then leads the passage to 150 degrees at wharf No. 22 and eventually ends at wharf No.27.

- (b) Approaching inner harbor from the midway between the breakwater heads of the Second entrance steer at 080 degrees and the fairway is 175 meters in width. The turning basin of the Second entrance is the confluence of the fairway of the Second entrance and the Right fairway of First entrance.

The signal-board, regulating vessels entering or departing from the Northern entrance are situated at the foot of Chi-Hou Mountain, and that of the Southern entrance on the VTC tower.

The letters of the alphabet displayed on the signal-board are (I, O, F, S,) respectively, and its definitions are as follow:

[I] (IN) means the fairway is open for a vessel's inbound traffic only.

[O] (OUT) means the fairway is open for a vessel's outbound traffic only.

[F] (FREE) means no vessels over 500 grt are in use of the fairway; any vessels less than 500 grt may enter or depart from harbor "free" at that moment.

[S] (SHUT) means the entrance is at an emergency shutdown, the entering or departing of all vessels is prohibited.