

MARINE SAFETY ADVISORY No. 05-26J

To: Owners/Operators, Masters, Nautical Inspectors, Recognized Organizations

SUBJECT: PREVENTION OF COLLISIONS BETWEEN MERCHANT VESSELS AND FISHING VESSELS IN COASTAL WATERS OF CHINA

Date: 26 March 2026

MSA No.10-25 は絶版となります。

中国沿岸海域を航行する際の商船と漁船との衝突リスク軽減を目的として、中国海事局 (MSA) が以下の文書 (添付) を発行した事をご連絡致します;

- [中国沿岸海域における商船と漁船の衝突防止ガイドライン](#)
- [中国沿岸海域における商船と漁船の衝突防止強化に関する通知](#)

さらに、これらの文書を補足するものとして、浙江海事局 (Zhejiang MSA) が以下の文書 (添付) を発行しています;

- [商船と漁船の衝突防止に関する注意喚起および通知](#)
- [浙江海事局 \(Zhejiang MSA\) による商船と漁船の衝突防止に関する注意事項一覧](#)

中国の港湾に向かう、または中国沿岸海域を通航する 弊籍船は、上記の文書および関連資料を確認し、中国沿岸海域での安全な航行を確保するよう勧告致します。

本船舶安全通知は、毎年弊局によって審査され、特段の記載が無い限り、また置き換え、取り消しが無い限り、発行・更新から1年後に失効します。

MSA No. 05-26J

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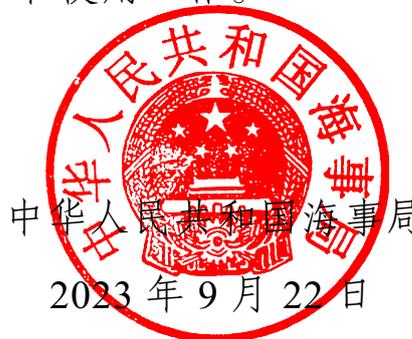
中华人民共和国海事局

海安全函[2023]1671号

中华人民共和国海事局关于印发《中国沿海 防范商渔船碰撞事故指引(2023版)》的通知

中远海运集团、招商局集团、中交建设集团,中国航海学会、中国船东协会、中国无船承运人及代理协会、中国水上交通安全协会,各省、自治区、直辖市交通运输厅(局、委),各直属海事局:

为防范化解商渔船碰撞风险,引导广大航运企业、沿海航行船舶及船员更好落实水上交通安全主体责任,进一步强化商渔船防碰撞工作,现将《中国沿海防范商渔船碰撞事故指引(2023版)》印发给你们,请结合实际做好宣传推广和使用工作。



(此件公开发布)

中国沿海防范商渔船碰撞事故指引

GUIDELINE FOR THE PREVENTION OF COLLISION BETWEEN MERCHANT VESSELS AND FISHING VESSELS IN COASTAL WATERS OF CHINA

本指引参考《1972 年国际海上避碰规则》和中国沿海商渔船航行实际,结合航运公司、行业协会、海事院校的实践经验,坚持“安全第一、预防为主”的原则,对在中国沿海航行商船优化航行方法,规范避让行动和应急救助等提出建议,旨在为船舶预防碰撞事故提供指导,提升商渔船碰撞风险防控能力。

This guideline incorporates the International Regulations for Preventing Collisions at Sea 1972, as well as the navigation and fishing practices specific to the coastal waters of China. It also takes into account the practical experiences of shipping companies, industry associations and maritime institutions. Following the principle of Prioritizing Safety and Emphasizing Prevention, this guideline offers recommendations to optimize navigation techniques, regulate action to avoid collision, and address emergency rescue measures for merchant vessels navigating in the coastal waters of China. Its objective is to provide guidance on

collision prevention and to improve the collision risk control capabilities of both merchant and fishing vessels.

一、航行方法

1. Navigation Techniques

目的港为中国沿海港口或航经中国沿海的船舶,开航前应重点关注中国沿海渔场分布,加强航次避碰风险分析评估,科学制定航次计划。涉及渔船密集水域的,要时刻谨记:安全第一、宁可绕行、不要冒险!如必须进入渔船密集水域,应尽可能了解渔船捕鱼作业的方式及对捕鱼号灯及网具的识别方法等,掌握渔船捕鱼的交通流向,提前制定避让方案,找出最佳穿越航线。

Prior to voyages bound for Chinese ports or transiting through coastal waters of China, special attention should be paid to the spatial distribution of fishing grounds in these areas before departure. It is essential to conduct a thorough collision risk assessment and carefully make voyage plans. Beware of the clusters of fishing vessels and prioritize safety above all, opting to avoid such clusters rather than taking unnecessary risks. In situations where entry into waters with high concentrations of fishing vessels is unavoidable, proper identification of fishing vessels, their lights, shapes, and nets, as well as their ongoing fishing operations, is highly recommended. Developing a collision avoidance plan in advance to safely pass clear of all fishing vessels

and their nets is strongly advised.

(一)进入渔船密集区水域之前。

1.1 Prior to entering areas with high concentrations of fishing vessels.

1. 召开航行安全会议,确保驾驶台所有航行值班人员知晓渔船作业特点、渔船密集水域航行安全注意事项,进一步评估碰撞风险、优化避让方案、通报情况,并督促船员遵照执行。

1.1.1 A navigation safety meeting should be organized to ensure that all bridge watch – keeping personnel are well – informed about the characteristics of fishing operations , safety precautions for navigating in areas with high concentrations of fishing vessels , comprehensive collision risk assessment , optimization of collision avoidance plans , information reporting and sharing , as well as emphasizing the importance of crew members adhering to these guidelines.

2. 对雷达、电子海图、船舶自动识别系统、航行数据记录仪、甚高频无线电话,以及航行灯、白昼信号灯和其他声响信号设备进行检查和测试,确保正常可用。

1.1.2 Thoroughly inspect and test navigational aids and communication equipment, including radar, ECDIS/ECS, AIS, VDR, VHF, navigation lights, Aldis light, and other sound – signaling appliances, to ensure that they are all in good working

condition.

3. 检查“四机一炉”，确保工作状况良好。备妥主机，以便随时用车。对手操舵(随动、非随动)、自动舵和应急操舵等操舵方式进行测试，确保操舵系统工作正常，以便随时紧急操纵避碰。

1.1.3. Conduct a thorough examination of the main engine , auxiliary engine , steering gear , windlass , and boilers to ensure that they are all in optimal working condition. Ensure that the main engine is prepared for immediate maneuvering. Test the manual (Follow – up , Non – Follow up) , auto , and emergency steering to verify that the steering system is in good working order , ready to facilitate emergency collision avoidance actions if required.

4. 合理安排值班，任何时候驾驶台都应保持至少两名航行值班人员。

1.1.4 Ensure appropriate bridge watchkeeping level , with a minimum of two watchstanders consistently on the bridge to fulfill their duties and responsibilities.

(二) 经过或临近渔船密集区水域期间。

1.2 Navigating in or close to areas with high concentrations of fishing vessels.

1. 驾驶台航行值班人员应使用视觉、听觉以及适合当时环境和情况的一切可用手段保持正规瞭望，全面掌握本船周边水域其他船舶的航行态势，以便对局面和碰撞危险作出充分的估计。

1.2.1 Bridge watchstanders should at all times maintain a proper look – out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions , comprehensively collect the navigation situation of other vessels in the vicinity , so as to make a full appraisal of the situation and of the risk of collision.

2. 进入渔船密集区域航行时应将自动舵调整为手操舵。若当时环境许可,尽可能保持 1 海里以上距离通过,并保持戒备,防止渔船因为护网等原因突然加速、停船、掉头等造成紧迫局面。

1.2.2 The auto steering should be changed to manual when entering areas with high concentrations of fishing vessels. Clearing distance of at least 1 nm should be maintained if the circumstances of the case admit. Maintain a high level of vigilance and strive to avoid close – quarters situations arising from sudden speed changes , stops and course alterations by fishing vessels to protect their nets.

3. 值班驾驶员根据周围渔船密集程度和航行值班强度调整值班等级,必要时应立即通知船长上驾驶台。

1.2.3 Officer of the watch should adapt the level of watch – keeping based on the density of fishing vessels and workload , and if necessary , promptly call master to the bridge.

4. 船长要针对夜间渔区航行的特殊戒备要求,制定和签发夜

航命令。

1.2.4 Master should issue night orders based on the necessary safety precautions while navigating through fishing grounds during nighttime.

(三)应特别注意的事项。

1.3 Matters requiring special attention.

1. 每年伏季休渔结束后,是中国沿海渔船活动密度最高时段。伏季休渔期需查阅中华人民共和国农业农村部最新规定。

1.3.1 When the summer fishing ban is lifted, the density of fishing vessels will normally increase to the highest. Please refer to the latest circulars issued by the Ministry of Agriculture and Rural Affairs of the People's Republic of China for detailed information on the summer fishing ban.

2. 夜间 23 时至次日凌晨 4 时是商渔船碰撞事故高发时段。

1.3.2 Most collisions between merchant vessels and fishing vessels occur between 2300 and 0400.

3. 部分夜间锚泊渔船可能存在未按要求值班、显示号灯和开启船舶自动识别系统的情况。

1.3.3 Some fishing vessels anchoring at night may not arrange proper watch – keeping or display proper lights or have turned on the AIS device as required.

4. 渔网网位仪可能对船舶自动识别系统、雷达和电子海图显

示系统存在干扰。

1.3.4 AIS transmitters on fishing nets or fishing marks may interfere with AIS, radar, ECDIS on merchant ships.

5. 部分木质渔船的雷达回波较弱,大风浪天气情况下可能无法根据雷达回波辨识目标。

1.3.5 The radar echoes of some wooden fishing vessels are relatively weak, and could be difficult to be detected by Radar in bad weather.

6. 驾驶人员交接班时要说明周边水域商船与渔船动向等航行安全风险点。正在进行避让的,要完成避让行动并驶过让清后再予交接。

1.3.6 When handing over the watch, the traffic conditions of nearby merchant and fishing vessels and other navigation safety risks should be covered. Handover can only proceed after the on-going avoiding action is completed.

二、避让行动

2. Action to Avoid Collision

(一)坚持“早、大、宽、清”。

2.1 Actions to avoid collision shall be taken in ample time, be substantial, at safe distance, and be finally past and clear.

(二)构成碰撞危险时,及早通过 VHF16 频道呼叫渔船。若数次尝试呼叫无应答,应主动采取避让行动,同时采用汽笛、灯光

等其他视听方式进行警告。

2.2 When there is a risk of collision with fishing vessels, the latter should be called via VHF CH 16 as early as possible. If there is no response after several attempts, avoiding actions should be taken proactively, and use other sound and light signals to warn the fishing vessels.

(三)发现需紧急避让的渔船,可用白昼信号灯闪烁至少5次,和/或用至少5短声连续声号引起渔船注意。紧急避让时,除用舵避让外,应同时考虑主机协调,减速避让。

2.3 While emergency action is needed to avoid a fishing vessel, at least 5 short and rapid flashes by Aldis light and / or at least 5 short and rapid blasts on the whistle can be used to attract the attention of the fishing vessel. In an emergency collision avoidance situation, in addition to a course alteration, reducing speed or stopping engine should be considered.

(四)值班驾驶员在避让渔船的同时,也要重点识别和关注其他商船的动态,以免与其构成碰撞危险,尤其是处在众多渔船中的商船。

2.4 Special attention should also be paid to the movements of other merchant vessels when taking action to avoid fishing vessels, so as not to develop risk of collision with other merchant vessels, especially when they are navigating amidst a large number of

fishing vessels.

(五)能见度不良情况下,应按规定鸣放声号,必要时加派人员瞭头。

2.5 In or near an area of restricted visibility, sound signals should be used as required, and lookout(s) should be posted at bow if necessary.

(六)大风浪天气情况下,应降低航速、加强瞭望,严防渔船在视觉、雷达盲区内难于发现。

2.6 In adverse weather, speed should be adjusted and lookout be enhanced, as fishing vessels located in the visual and radar blind sectors can be difficult to be identified.

(七)特别注意事项。

2.7 Matters requiring special attention.

1. 语言沟通时要充分考虑口音、语言表达等方面的局限性,确保双方互相清楚对方意图。

2.7.1 While engaging in verbal communication, it is important to consider potential communication barriers such as accents and language expressions. This consideration ensures that both parties involved have a clear understanding of each other's intentions.

2. 若观测到渔船航速在3节左右时,往往该渔船正在捕鱼作业中,操作能力受限,需采取行动主动避让。

2.7.2 If it is observed that the speed of fishing vessels is at around

3 knots, they are often engaged in fishing operation with restricted maneuverability. Proactive avoiding action should be taken accordingly.

3. 商船与渔船即使发生轻微擦碰也可能造成渔船受损甚至倾覆,而商船上的人员却不易察觉。当近距离驶过渔船时,应仔细观察,确保未发生擦碰或浪损。

2.7.3 Even a slight collision or contact between a merchant vessel and a fishing vessel may cause damage or even capsizing of the fishing vessel. But it is not always easy for watchstanders on merchant vessels to notice the incident. Close attention should be paid to ensure that no collision, wave damage or vessel suction occurs when passing a fishing vessel at close range.

4. 渔船与商船特别临近时,出于护网或传统习俗的原因,部分渔船可能会突然做出改向、加速、抢船头等异常举动。如遇渔船抢船头情况,很可能是本船航行的前方有该渔船的渔网。

2.7.4 When fishing vessels come into close proximity with merchant vessels, they may exhibit unusual behaviors such as abrupt speed changes, course alterations, or attempting to cross ahead of merchant vessels. These actions are often driven by fishing vessels' desire to protect their nets or adhere to traditional customs. It is important for merchant vessels to be aware of these potential maneuvers and take appropriate measures to ensure the

safety of both vessels involved.

5. 受到渔船作业灯光及网位仪干扰,驾驶员容易忽视渔船作业密集区内的其他商船。

2.7.5 In areas where fishing vessels are densely concentrated , officers of merchant vessels may experience challenges in detecting other merchant vessels. This difficulty arises from the interference caused by the lights present on fishing vessels and AIS transmitters attached to their nets.

三、应急救助

3. Emergency Rescue

(一)在碰撞不可避免时,应尽可能降低船速且避免本船船首与渔船侧面撞击。

3.1 In situations where a collision becomes unavoidable , it is crucial to reduce ship ' s speed as much as possible. Additionally, efforts should be made to avoid a collision between the bow of merchant vessel and the side of the fishing vessel.

(二)发生碰撞事故后,应立即停船,将人命救助置于首位,全力实施救助。全部遇险人员脱险前,在不严重危及自身安全的情况下,严禁放弃搜救擅自驶离现场。

3.2 Following a collision , the vessel should be brought to an immediate stop. The primary focus should be on prioritizing life – saving measures and making every possible effort to rescue those in

distress. It is imperative not to cease search and rescue operations or leave the scene without permission until all at risk have been safely removed from danger. This should be adhered to unless the safety of own vessel is severely compromised.

(三)发生碰撞事故后,通过一切有效途径,立即向就近的海事管理机构报告,报告内容应包含事故发生位置、遇险船舶名称、人员伤亡情况、船舶受损情况、天气海况、救助需求等。同时,通告周围船舶,请求参与救助。

3.3 Following a collision, it is essential to promptly report the incident to the nearest competent maritime authority using all available means of communication. The report should include vital information such as the accident 's location, the name of the distressed vessel, details about casualties and damages, prevailing weather and sea conditions, and any specific rescue requirements. Additionally, nearby vessels should be immediately notified to aid in the rescue efforts.

每位参加航行值班人员均应熟知上述内容。

All crew members responsible for navigation watch – keeping should possess a thorough understanding of the above guidance.

抄送：应急管理部安全生产综合协调司、农业农村部渔业渔政管理局，
长江航务管理局、珠江航务管理局。

交通运输部海事局

海安全函〔2026〕337号

交通运输部海事局关于印发《加强中国沿海 防范商渔船碰撞工作的建议》的通知

各直属海事局：

为持续推进商渔船碰撞重大安全隐患集中整治，指导航运企业更好落实商渔船防碰撞主体责任，我局研究制定了《加强中国沿海防范商渔船碰撞工作的建议》（以下简称《建议》）。请各直属海事局于2月24日前将《建议》发送至辖区航运企业，和2025年以来航经我国沿海或抵靠我国港口的非五星旗船舶所属航运企业，督促各航运企业加强岸基指导和对甲板部船员的安全培训，确保每一名船员熟悉和掌握。同时，各单位要充分利用海事人员登船契机，加强宣贯《建议》和了解船员掌握情况，并于3月3日下班前将督促航运企业落实《建议》情况报至我局。

联系人：李卓，010-65292466。



（此件依申请公开）

加强中国沿海防范商渔船碰撞工作的建议

Notice on Strengthening the Prevention of Collisions between Merchant Ships and Fishing Vessels in Coastal Waters of China

春节假期后，正值中国沿海渔业春汛，沿海水域渔船数量将大幅增加，商渔船交汇密集，碰撞风险显著上升。为坚决防范商渔船碰撞事故，保障船舶航行安全，现就进一步加强防范商渔船碰撞工作提出如下建议：

Following the Spring Festival holiday, coastal waters of China will enter the spring fishing season. The number of fishing vessels will increase sharply, resulting in dense encounters between merchant ships and fishing vessels and a significant rise in collision risks. To further prevent collisions between merchant ships and fishing vessels and ensure navigation safety, the following suggestions are hereby put forward.

一、加强岸基监控指导

1. Strengthen Shore-based Monitoring and Guidance

(一) 开展 24 小时岸基值班，加强对所属船舶的动态监控，及时收取主管机关发布的渔船密集水域、高风险水域、渔船集中进出港等预警信息，指导所属船舶认真开展航前风险评估，重点核查渔区航行计划、避让方案与值班安排。

1.1 Implement 24 – hour shore – based watchkeeping , strengthen dynamic monitoring of your ships , and promptly receive early warning information issued by competent authorities on waters with dense fishing vessels , high – risk waters , and concentrated entry or exit of fishing vessels. Guide your ships to conduct thorough pre – voyage risk assessments , focusing on verifying voyage plans , collision prevention measures and watchkeeping arrangements in fishing areas.

(二) 制定航行计划时，应充分参考《沿海公共航路指南》《中华人民共和国海事局关于公布中国沿海商渔船碰撞高风险警示区的通告》《中国沿海防范商渔船碰撞事故指引》等文件要求，合理规划航线，明确避让措施。

1.2 When developing voyage plans, full reference should be made to documents including the *Guidelines for Coastal Public Shipping Routes* , the *Notice of the Maritime Safety Administration of the People ' s Republic of China on Promulgating High – risk Warning Zones for Collisions between Merchant Ships and Fishing Vessels in Coastal Waters of China* , and the *Guidelines for the Prevention of Collisions between Merchant Ships and Fishing Vessels in Coastal Waters of China* , to plan reasonable routes and specify collision prevention measures.

二、加强航行安全工作

2. Enhance Navigation Safety

(一) 航经中国沿海的船舶，应科学制定航次计划，计划航线尽量远离渔区和较大渔场，应尽可能使用推荐航路航行。航行交接班时，应全面交接周围商船、渔船动态及所有航行安全威胁，应在避让操作完成且驶过让清后再进行交接班。

2.1 Ships navigating through coastal waters of China should develop sound voyage plans , keep routes as far away from fishing areas and major fishing grounds as possible , and use recommended routes wherever practicable. During navigation watch handover, a complete handover should be made including the movements of surrounding merchant ships and fishing vessels, as well as all threats to navigation safety. Watch handover should only be carried out after collision prevention operations are completed and the ship has passed and cleared the other vessel.

(二) 进入中国沿海渔船密集区前，应召开航行安全会议，明确航行要求。船舶航行于中国沿海渔船密集水域应加强驾驶室值班力量配备，驾驶室应保持至少两名值班人员，必要时船长亲自指挥。夜间渔区航行，船长应签发有关安全航行要求的夜航命令。

2.2 Before entering areas with dense fishing vessels in coastal waters of China, a navigation safety meeting should be convened to clarify navigation requirements. When navigating in waters with

dense fishing vessels , ships should strengthen bridge watchkeeping manpower, with at least two watchkeeping officers on the bridge. The master should take command when necessary. When navigating in fishing areas at night, the master should issue night orders specifying safe navigation requirements.

(三) 进入渔区前, 应对雷达、电子海图、船舶自动识别系统、航行数据记录仪、甚高频无线电话、应急电源, 以及航行灯、白昼信号灯和其他声响信号设备进行检查和测试。要检查“四机一炉”, 确保工作状况良好; 备妥主机, 以便随时用车。要对手操舵(随动、非随动)、自动舵和应急操舵等操舵方式进行测试, 确保操舵系统工作正常, 以便紧急时随时操纵避碰。

2.3 Before entering fishing areas, inspect and test radar, electronic chart display and information system (ECDIS), automatic identification system (AIS), voyage data recorder (VDR), very high frequency (VHF) radio, emergency power supply, navigation lights, daylight signalling lights and other sound signalling equipment. Inspect the “four engines and one boiler” to ensure their good working conditions and stand by the main engine for immediate use. Test manual steering (follow – up, non – follow – up), automatic steering and emergency steering to ensure the steering system functions properly for emergency collision avoidance manoeuvre.

(四) 避碰渔船时，在确保自身航行安全情况下注意运用良好的船艺及早主动避让渔船，避免形成紧迫局面，最小会遇距离尽可能保持 1 海里以上（渔船密集水域尽可能保持 0.5 海里以上），并综合运用 VHF16 频道、汽笛以及灯光等方式及早联系和警示渔船。

2.4 When taking measures to avoid collision with fishing vessels, on the premise of ensuring the ship's own navigation safety, exercise good seamanship to take early and positive action to keep clear of fishing vessels, so as to avoid the close-quarters situation. The minimum distance at closest point of approach (CPA) should be kept at no less than 1 nautical mile (0.5 nautical mile as far as possible in dense fishing areas). Use VHF Channel 16, ship's whistle and lights to carry out early communication and warning with fishing vessels.

(五) 避让正在捕鱼作业的渔船时，应与渔船及渔网保持足够的安全距离。避让拖网作业渔船时，应保持距离其船艉不少于 1 海里通过，禁止从双拖渔船间通过；避让围网作业渔船时，应从其上风流侧保持安全距离通过。

2.5 When giving way to fishing vessels engaged in fishing operations, maintain a sufficient safe distance from both the vessels and their fishing nets. When passing a trawler, keep a distance of no less than 1 nautical mile from its stern. Crossing

between pair trawlers is prohibited. When passing fishing vessels engaged in seining operation, keep a safe distance to windward and upstream of the vessel.

三、做好应急救助工作

3. Emergency Response and Rescue

(一) 紧迫局面时，应果断采取减速、停车、倒车、改变航向避免船首与渔船侧面撞击或其他应急避让措施，以最大程度减轻碰撞后果。

3.1 In a close – quarters situation, take decisive evasive actions such as slowing down, stopping, reversing, and altering course to avoid bow – on collision with the side of fishing vessels, to minimize collision consequences.

(二) 发生碰撞事故后，应将人命救助置于首位，采取一切办法，全力救助人命；应通过一切有效途径，立即向就近的海事管理机构报告，报告内容应包含事故发生位置、遇险船舶名称、人员伤亡情况、船舶受损情况、天气海况、救助需求等。同时，通告周围船舶，请求参与救助。

3.2 In the event of a collision, prioritize the rescue of human life and adopt all possible measures to rescue persons in distress. Immediately report to the nearest maritime administration through all effective means, including the location of the incident, name of the vessel in distress, casualties, ship

damage , weather and sea conditions , and rescue needs. Meanwhile , notify surrounding vessels and request their assistance in rescue operations.

四、其他有关注意事项

4. Other Important Notices

(一) 渔船从事流刺网、张网和网箱捕鱼作业活动时，通常使用 AIS 网位仪显示渔网，在电子海图上显示为三角形图形标识。AIS 网位仪可能影响航行值班人员对船舶 AIS、ECDIS 和雷达信息的判断，需重点关注识别。

4.1 Fishing vessels engaged in drift netting , stow netting and cage fishing usually use fishing net position AIS locator to indicate fishing nets , which appear as triangular symbols on ECDIS. Fishing net position AIS locator may affect watchkeepers' judgment of shipborne AIS , ECDIS and radar information , requiring special attention and identification.

(二) 渔船在从事捕鱼作业时，可能未按照规则显示相应的号灯号型。应远离低船速渔船，此类渔船可能处于捕鱼作业、锚泊或漂航状态，可能值班异常，甚高频或 AIS 设备可能停止工作。部分木质渔船因其材质和构造，可能难以被雷达识别。

4.2 Fishing vessels engaged in fishing operations may fail to exhibit appropriate lights and shapes in accordance with regulations. Keep clear of low - speed fishing vessels , which may be

operating , anchored or adrift , possibly with improper watchkeeping or switched - off VHF/AIS equipment. Some wooden fishing vessels may be difficult to be detected by radar due to their material and structure.

(三) 渔船有可能会因保护其渔网而突然改变航向、加速，需加强瞭望。

4.3 Fishing vessels may suddenly alter course or increase speed to protect their fishing nets. Enhanced lookout is required.

(四) 外籍船舶在中国沿海与渔船通过 VHF 沟通时，应充分考虑语言问题。

4.4 Foreign ships communicating with fishing vessels via VHF in coastal waters of China should fully consider language barriers.

商渔船防碰撞安全提醒告知书

Safety Reminder and Notification on Prevention of Collisions Between Merchant Vessels and Fishing Vessels

1.应熟悉浙江沿海公共航路要求，在公共航路内靠右航行，避免在公共航路上抛锚/漂航。

1.Be familiar with the requirements for main public routes along the Zhejiang coast. Navigate on the right side when on main public routes and avoid anchoring/driftng on main public routes.

2.请按照《中国沿海防范商渔船碰撞事故指引》要求规范航行。

2. Navigate in accordance with the requirements specified in the Guidelines for Preventing Collision Accidents Between Merchant Vessels and Fishing Vessels Along the Chinese Coast.

3.船上设备应处于正常工作状态（高频/AIS/雷达/主机/辅机等）。

3. Onboard equipment shall be in normal working condition (including VHF radio/AIS/radar/main engine/auxiliary engine, etc.).

4.做好航次计划，召开航前会，对航经水域商渔船碰撞风险做好评估和防范措施落实。

4. Formulate a voyage plan, conduct pre-sailing safety meeting, conduct assessments on the collision risks between merchant vessels and fishing vessels in the navigational waters, and ensure the implementation of preventive measures.

5.船长要针对夜间渔区航行的特殊戒备要求，制定和签发夜航命令。

5. The Master shall formulate and issue night orders in accordance

with the special vigilance requirements for navigating through fishing grounds during nighttime.

船长签字(Master's Signature): _____

日期 (Date) : _____

Safety Reminder List for Preventing Collisions Between Merchant Vessels and Fishing Vessels of ZheJiang MSA

Serial No.	Checklist Content
1	Before arrival at the port, ensure that the safety information on collision prevention between merchant vessels and fishing vessels transmitted by the shipping agent has been received and acknowledged.
2	There are three longitudinal main public routes along the coast of Zhejiang. Please navigate to the right within the routes.
3	When entering waters with dense fishing vessels, it is recommended to add 2 additional navigational watch-keeping personnel.
4	Off the coast of China, "ZheXyu 12345" generally denotes a fishing vessel, while "ZheXyu 12345-1" generally denotes fishing nets.
5	If a fishing vessel sails at a speed of approximately 3 knots, it should generally be judged that the fishing vessel is engaged in fishing operations; please keep clear and stay away.
6	When avoiding fishing vessels, a safe distance of more than 1 nautical mile should usually be maintained.
7	Once the encounter distance with a fishing vessel is less than 1 nautical mile, it is recommended to immediately take measures such as VHF calls, whistle alerts, and light signals to remind the fishing vessel to keep away.
8	If a fishing vessel flashes the merchant vessel's bridge repeatedly with laser lights or other lights, it is generally a reminder for the merchant ship to take the initiative to avoid it.
9	Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.
10	After passing a fishing vessel at close range, the safety status of the fishing vessel should be checked.