

# **Guide Letter to Shipowners on Bonded Oil Bunker Supply in Zhoushan**

(2021 Edition)

Zhoushan is the main maritime open gateway to the world for the eastern coast of China and the Yangtze River basin. Six of the seven international main routes in and out of China pass through Zhoushan waters. More than 100,000 international vessels steam through Zhoushan waters and more than 30,000 international vessels call Zhoushan annually. Whist, it has more than 20 million cubic meters of bonded oil depot, which can provide bunker supply at berth, at inner anchorage in port, at outer anchorage in port and cross-port. With the most complete bunker oil types and the lowest bunker cost in China mainland, Zhoushan is the most efficient and comprehensive maritime service port in China mainland, the first largest bunker supply port in China mainland and one of top ten bunker supply ports in the world currently. In order to provide international shipowners with more convenient guide information on bunker supply in Zhoushan, we have compiled coordinates, navigational requirements and meteorological information of the main bunker supply anchorages in Zhoushan into a booklet for reference.

## **1. Xiazhimen North Anchorage**

### **1.1 Anchor position coordinates.**

1# 29°46'18.0"N; 122°20'40.0"E;

2# 29°46'18.0"N; 122°21'50.0"E;

3# 29°46'00.0"N; 122°23'00.0"E;

### **1.2 Xiazhimen North Anchorage navigation and mooring requirements.**

1.2.1 Bunker barge should sail Bogumen or Fulimen channel when steaming in and out of port (see Chart 1).

1.2.2 Once completion of bunker operation in Xiazhimen North Anchorage prior to continue to sail to Tiaozhoumen Anchorage for bunkering, bunker barges should submit requests in advance to the Ningbo-Zhoushan VTS. After approved, bunker barge could sail cross the deep-water channel via eastward of Buoy 5 # (29 ° 43'17"N; 122 ° 24'72"E) and Buoy 6 # (29 ° 43'04"N; 122 ° 24'03"E) to southward and shall not obstruct the import and export vessels.

1.2.3 Vessel to be supplied ( hereinafter referred to as "Vessel") should enter and leave Xiazhimen North Anchorage along the northward of the 1# Management Area (marked in Blue color in following Chart 2) north boundary to avoid obstructing the import vessels. Special attention should be paid to: in principle Vessel from water in southward of 1# Management Area should sail along the eastward of east boundary of 1# Management Area (122°35'E) to northward over the northward boundary of 1# Management Area (29°46.5'N) and turn westward into Xiazhimen North Anchorage. Departure Vessel is prohibited to sail southward directly and diagonally to cross 1 # management area but should depart along the northward boundary of 1# Management Area.

1.2.4 Vessel is strictly prohibited to turn northward directly to Xiazhimen North Anchorage

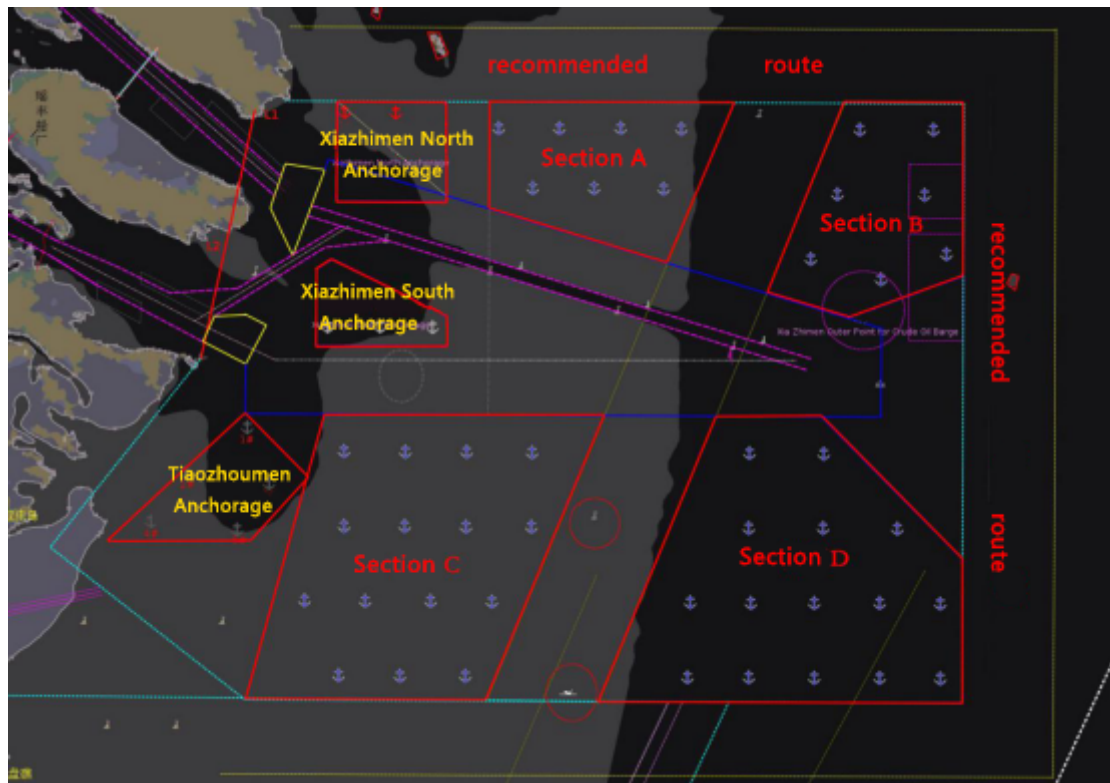
without approval when steaming out of port via Xiazhimen channel. Vessel should sail along the southward of the deep-water channel to east. After passed the deep-water channel Buoy 3 # (29°42'40"N; 122°27'65"E), Vessel should submit requests to Ningbo-Zhoushan VTS for approval to cross the deep-water channel to northward , and then turn westward to Xiazhimen North Anchorage to receive bunker, or continue to moor and wait in the water where is northward of Latitude line (29 ° 48' N).

1.2.5 Vessel when steaming out of port via Tiaozhoumen channel should sail to east along the southward waters of the recommended route (marked in White color in following Chart 2). After passed the deep-water channel Buoy 3 # (29°42'40"N; 122°27'65"E), Vessel should submit requests to Ningbo-Zhoushan VTS to cross the deep-water channel to northward, and then turn westward to Xiazhimen North Anchorage to receive bunker, or continue to moor and wait in the water where is northward of Latitude line (29 ° 48' N) .

1.2.6 Bunker barge should moor in the waters which is 1 nautical mile away from north boundary of Xiazhimen North Anchorage when idle without bunker operation.



(Chart 1)



(Chart 2)

### 1.3 Recommended conditions of bunker operation.

1.3.1 Wind speed forecast from Zhoushan Oceanic Meteorological Observatory (<https://www.zsghqx.com/>) is not allowed to exceed 13.8m/s (Beaufort Wind Force Scale level 6), whilst coastal wind speed forecast from Zhoushan Meteorological Bureau (<http://www.zs121.com.cn/wapnew/gztqyb.aspx>) is not allowed to exceed 17.1m/s (Beaufort Wind Force Scale level 7).

1.3.2 The maximum wave height for bunker operation is not allowed to be more than 1.5m, and the best wave height for bunker operation is not allowed to be more than 1m. The visibility of **ship-to-ship berthing and ship-to-ship unberthing** requests more than 1 nautical mile.

1.3.3 **Night ship-to-ship berthing, night ship-to-ship unberthing and night ship-to-ship bunker transfer operation** are available if weather conditions permit.

### 1.4 Precautions.

1.4.1 Bunker barge should keep the display of AIS available and the effective watch of 08 VHF channel. Prior to entering anchorage, bunker barge should report movements to Ningbo-Zhoushan VTS until approved; After entering anchorage, bunker barge should report movements to Ningbo-Zhoushan VTS when bunker supply starts after **ship-to-ship berthing** at Vessel and bunker supply ends after **ship-to-ship unberthing** at Vessel. During **ship-to-ship bunker**

**transfer operation**, bunker barge should make engine on standby, take navigational watch, keep the main engine available at any time, strengthen precautions and check the cable stress at all times.

1.4.2 Vessel should keep the display of AIS available and the effective watch of 08 VHF channel and follow the management of Ningbo-Zhoushan VTS. Prior to entering anchorage, Vessel should submit requests for anchor position to Ningbo-zhoushan VTS until approved ; Prior to mooring when arrived at the designated water, Vessel should proactively call Ningbo-Zhoushan VTS to check the anchor position until approved to drop anchor ; Vessel should report movements to Ningbo-Zhoushan VTS when anchored prior to **ship-to-ship berthing** and before anchor aweigh after completion of **ship-to-ship bunker transfer operation**. During **ship-to-ship bunker transfer operation** at anchorage, Vessel should make engine on standby, take navigational watch, keep the main engine available at any time, strengthen precautions to avoid anchor dragging . After bunkering, Vessel should depart in time to provide convenience for the following Vessels in line.

1.4.3 Bunker barge should strictly implement the procedure and requirements of the dangerous goods on board declaration and ship-to-ship bunker transfer operation reports .

1.4.4 For the wind and wave information mentioned above, please refer to the website of "Zhoushan Sea Tide and Current Information Release" at [http: //hai.edianweb.cn/](http://hai.edianweb.cn/) and official account "ZSGHQX" in WeChat.

## 2. Tiaozhoumen Anchorage

### 2.1 Anchor position coordinates.

- 1# 29°39'58.0"N; 122°18'28.0"E
- 2# 29°39'03.0"N; 122°17'04.0"E
- 3# 29°38'51.0"N; 122°18'58.0"E
- 4# 29°38'04.3"N; 122°16'26.8"E
- 5# 29°37'90.2"N; 122°18'24.4"E

### 2.2 Tiaozhoumen Anchorage navigation and mooring requirements.

2.2.1 Bunker barge should sail Tiaozhoumen channel when steaming in and out of port.

2.2.2 Once completion of bunker operation in Tiaozhoumen Anchorage prior to continue to sail to Xiazhimen North Anchorage for bunkering, bunker barge should submit requests in advance to the Ningbo-Zhoushan VTS. After approved, barges could sail cross the deep-water channel via eastward of Buoy 5 # (29 ° 43'17"N; 122 ° 24'72"E) and Buoy 6 # (29 ° 43'04"N; 122 ° 24'03"E) to northward and shall not obstruct the import and export vessels.

2.2.3 Bunker barge should moor at Section C (See Chart 2) of 1# Management Area when idle without bunker operation.

### 2.3 Recommended conditions of bunker operation.

2.3.1 Wind speed forecast from Zhoushan Oceanic Meteorological Observatory (<https://www.zsgqhx.com/>) is not allowed to exceed 13.8m/s (Beaufort Wind Force Scale level 6), whilst coastal wind speed forecast from Zhoushan Meteorological Bureau (<http://www.zs121.com.cn/wapnew/gztqyb.aspx>) is not allowed to exceed 17.1m/s (Beaufort Wind Force Scale level 7).

2.3.2 The maximum wave height for bunker operation is not allowed to be more than 1.5m.

2.3.2 The visibility of **ship-to-ship berthing and ship-to-ship unberthing** requests more than 1 nautical mile.

### 2.4 Precautions.

2.4.1 Vessel when steaming out of Tiaozhoumen channel entrance with draught below 18m should enter and leave the anchorage along the recommended route (marked in White color in following Chart 2) ; Vessel when steaming out of Tiaozhoumen channel entrance with draught above 18m should enter and leave the anchorage along the Xiazhimen deep-water channel.

2.4.2 Vessel in line is to be recommended to moor at Section C (See Chart 2) of 1# Management Area with draught below 14m, and at Section D of 1# Management Area with draught above 14m. Vessel moored at Section C of 1# Management Area can sail directly into Tiaozhoumen anchorage, while vessel moored at Section D of 1# Management Area should sail into Tiaozhoumen anchorage along the recommended route (marked in White color in following Chart 2) out of Tiaozhoumen channel entrance.

2.4.3 Vessel departed after completion of bunkering should sail to eastward along the south waters of the recommended route (marked in White color in following Chart 2) out of Tiaozhoumen channel entrance to the east boundary of 1# Management Area (122°35'E) and then turn southward or northward to depart Zhoushan.

2.4.4 Vessel when steaming out of port via Xiazhimen Channel or Tiaozhoumen Channel can sail directly to Tiaozhoumen anchorage for bunkering, or sail to Section C or Section D of the 1# Management Area to moor and wait, but shall not cross the Xiazhimen South Anchorage.

2.4.5 Dragging risk exists in 1# anchor position of Tiaozhoumen Anchorage. It is forbidden to supply bunker during the heavy tide period in a month (two days before and three days after the first and fifteenth day of the lunar calendar, **12 days totally**); Vessel should especially strengthen on mooring watch via VHF when moored in the other period in a month.

2.4.6 Ship owner, ship operator or ship agent should submit requests for **Deep Water Channel Reservation** one day in advance in VTSMMP "Vessel Traffic Service Management Platform" of Zhejiang Maritime Bureau for Vessel with draught above 16 meters to enter or leave Tiaozhoumen Anchorage. It is requested to apply for **Shallow Navigation Plan** for vessel with draught above 16m and **Channel Navigation Plan** for vessel with draught above 19m.

2.4.7 Bunker barge should strictly implement the procedure and requirements of the dangerous goods on board declaration and ship-to-ship bunker transfer operation reports .

### 3. Xiushan East Anchorage

3.1 Area bounded by following Coordinates.

- A、 30°10'15.0"N; 122°13'19.0"E
- B、 30°10'15.0"N; 122°17'18.0"E
- C、 30°07'54.0"N; 122°13'19.0"E
- D、 30°07'54.0"N; 122°17'18.0"E

3.2 Recommended conditions of bunker operation.

3.2.1 Wind speed forecast from Zhoushan Oceanic Meteorological Observatory (<https://www.zsghqx.com/>) is not allowed to exceed 17.1m/s (Beaufort Wind Force Scale level 7) and the wind speed forecast is not allowed to exceed 13.8m/s (Beaufort Wind Force Scale level 6) when the wind direction is northeast, east or southeast.

3.2.2 The maximum wave height for bunker operation is not allowed to be more than 1.5m.

3.2.3 The visibility of **ship-to-ship berthing and ship-to-ship unberthing** requests more than 1 nautical mile.

3.3 Precautions.

3.3.1 Anchorage position application for international Vessel can be made online through VTSMMP "Vessel Traffic Service Management Platform". For national Vessel, it can be applied to **ZhouShan VTS** by 69 VHF channel or telephone number 0086-580-2060726 .

3.3.2 During bunkering operation, communication should be kept clear and all vessels should keep on watch and listen day and night.

3.3.3 Bunker barge should strictly implement the procedure and requirements of the dangerous goods on board declaration and ship-to-ship bunker transfer operation reports.

### 4. Mazhi Anchorage

#### 4.1 Area bounded by following Coordinates.

##### No.1 Anchorage

- A、 29°55'30.0"N; 122°12'42.0"E
- B、 29°55'30.0"N; 122°16'30.0"E
- C、 29°54'00.0"N; 122°16'30.0"E.
- D、 29°54'00.0"N; 122°12'42.0"E.

##### No.2 Anchorage

- A、 29°53'20.0"N; 122°12'30.0"E
- B、 29°53'20.0"N; 122°13'30.0"E
- C、 29°52'30.0"N; 122°13'30.0"E.
- D、 29°52'30.0"N; 122°12'12.0"E;

#### 4.2 Mazhi Anchorage navigation and mooring requirements.

4.2.1 Bunker barge should be taken to get in touch in advance with Vessel when bunker barge is approaching the Vessel to ensure the Vessel is ready to cast off and tighten mooring ropes.

4.2.2 Bunker barge should moor in the waters away from Mazhi Anchorage when idle without bunker operation.

#### 4.3 Recommended conditions of bunker operation.

4.3.1 Wind speed forecast from Zhoushan Oceanic Meteorological Observatory (<https://www.zsgqx.com/>) is not allowed to exceed 17.1m/s (Beaufort Wind Force Scale level 7), whilst coastal wind speed forecast from Zhoushan Meteorological Bureau (<http://www.zs121.com.cn/wapnew/gztqyb.aspx>) is not allowed to exceed 20.7m/s (Beaufort Wind Force Scale level 8).

4.3.2 The maximum wave height for bunker operation is not allowed to be more than 1.5m.

4.3.3 The visibility of **ship-to-ship berthing and ship-to-ship unberthing** requests more than 1 nautical mile.

4.3.4 Night **Night ship-to-ship berthing, night ship-to-ship unberthing and night ship-to-ship bunker transfer operation** are available if weather conditions permit.

#### 4.4 Precautions.

4.4.1 Anchorage position application for international Vessel can be made online through VTSM "Vessel Traffic Service Management Platform". For national Vessel, it can be applied to **ZhouShan VTS** by 71 VHF channel or telephone number 0086-580-2060726.

4.4.2 During bunkering operation, communication should be kept clear and all vessels should keep on watch and listen day and night. Once completion of bunker operation, bunker barge should report to **ZhouShan VTS** immediately.

4.4.3 The anchor chain scope of Vessel should not be less than 5 knots when the Vessel moors by single anchor at anchor position.

4.4.4 Ship owner, ship operator or ship agent should submit requests for **Deep Water Channel Reservation** one day in advance in VTSMP "Vessel Traffic Service Management Platform" of Zhejiang Maritime Bureau for Vessel with draught above 16 meters to enter or leave Mazhi Anchorage. It is requested to apply for **Shallow Navigation Plan** for Vessel with draught above 16m and **Channel Navigation Plan** for Vessel with draught above 19m.

4.4.5 Bunker barge should strictly implement the procedure and requirements of the dangerous goods on board declaration and ship-to-ship bunker transfer operation reports.

4.5 Pilotage charge reduction and exemption policy.

International Vessel entering and leaving the anchorage to receive bonded bunker fuel oil shall be granted preferential pilotage charge waiver, the specific standards are as follows:

Pilotage charge rate for bonded fuel oil receiving vessels at Mazhi Anchorage:

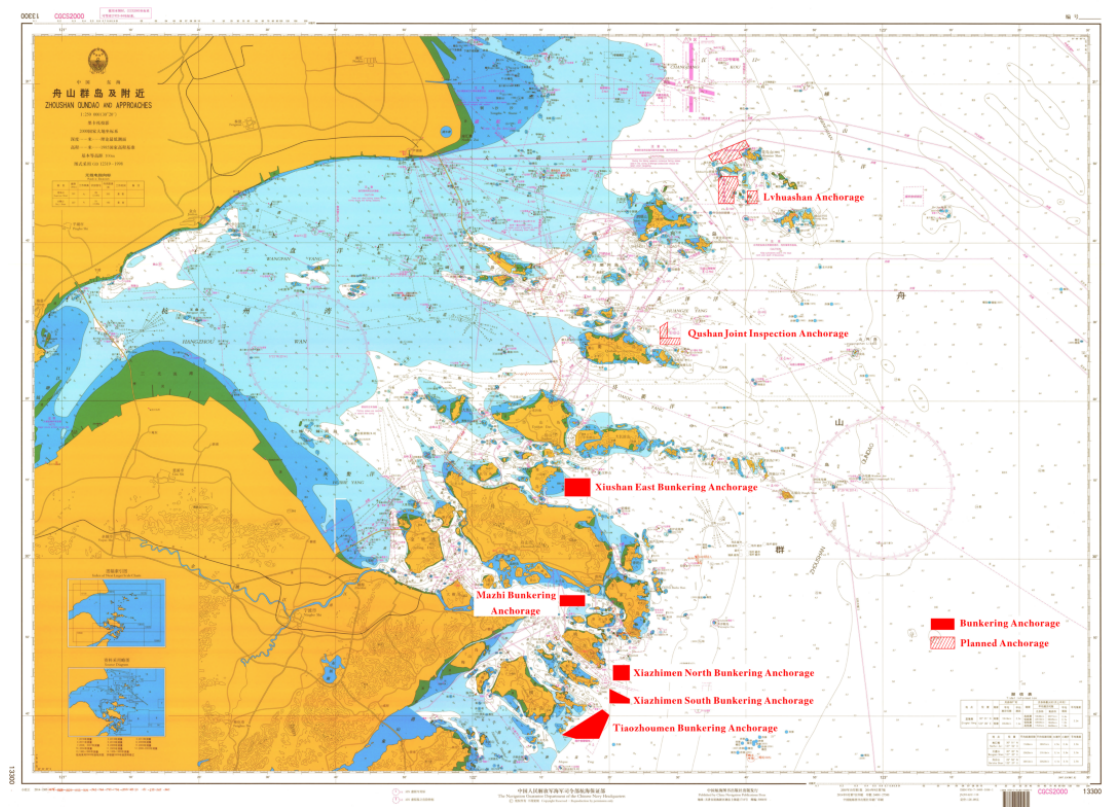
LOA(L)	Net Tonnage(T)	Rate(¥)
L<200 Meters	T<15000	50% Discount
200 Meters ≤ L <250 Meters	15000-25000	5000
250 Meters ≤ L <350 Meters	25000-60000	10000
300 Meters ≤ L	60000-120000	20000

Remarks:

If LOA and Net Tonnage of Vessel cannot meet the standard at the same time, the lower standard item is applied to be charged.



## 5. Diagram of the main bunker supply anchorage in Zhoushan



## 6. Key meteorological reference websites

Zhoushan Oceanic Meteorological Observatory: <https://www.zsghqx.com/>

Zhoushan Meteorological Bureau : <http://www.zs121.com.cn/wapnew/gztqyb.aspx>

## 7. Related information

Zhoushan Marine Fuel Association official account in WeChat



Zhoushan Bunker information official account in WeChat

