



海軍大氣海洋局航船布告

中華民國114年8月29日

142 彰化風場航行指南資訊更新

依據 交通部航港局114年8月14日航安字第1142010118B及1142010118C號函。
說明 更新彰化風場航行指南資訊。
位置 詳如附件。
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NOTICE to MARINERS

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142 Sailing Directions Information Updated

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Details Sailing direction of Changhua wind farm is updated.
Position See attachment.
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彰化風場航行空間船舶交通服務指南

壹、前言

本指南主要目的係說明彰化風場航行空間船舶交通服務中心(本指南中簡稱「彰化 VTS」)提供之船舶交通服務，及說明航行於彰化離岸航行海域時之注意事項，以維護及提高航行安全與效率。強烈建議在彰化離岸航行海域航行之船舶將本指南置放於駕駛臺，俾隨時做為航行及航路規劃參考。

貳、彰化離岸航行海域

係指彰化外海離岸風場外之水域範圍(臺中港至麥寮港)，北至北端報告線(N)，南至南端報告線(S)，其中包含彰化風場航行空間、航行警戒區及彰化外海近岸航行區。(圖示如附圖一)

參、彰化 VTS 服務區域

彰化 VTS 服務區域，北至北端報告線(N)，南至南端報告線(S)，其中包含彰化風場航行空間及航行警戒區。(圖示如附圖二)

一、彰化風場航行空間

彰化風場航行空間採分道通航制(TSS)，分為北向巷道、南向巷道、分隔區、東側緩衝區及西側緩衝區，各分區邊界座標如下(圖示如附圖三)：

- (一)北 向 巷 道(寬度2浬)：
- (1)24°09'.96N, 120°12'.42E
 - (5)24°08'.52N, 120°09'.00E
 - (6)23°57'.42N, 120°00'.36E
 - (7)23°52'.98N, 119°59'.22E
 - (8)23°54'.78N, 119°55'.62E
 - (2)24°12'.42N, 120°09'.24E

- (二)南向巷道(寬度2浬)：(3)24°13'.08N, 120°08'.40E
(9)23°55'.32N, 119°54'.66E
(10)23°56'.28N, 119°52'.74E
(4)24°14'.34N, 120°06'.72E
- (三)分隔區(寬度1浬)：(2)24°12'.42N, 120°09'.24E
(8)23°54'.78N, 119°55'.62E
(9)23°55'.32N, 119°54'.66E
(3)24°13'.08N, 120°08'.40E
- (四)東側緩衝區(寬度2.5浬)：(12)24°07'.26N, 120°11'.29E
(13)23°56'.40N, 120°02'.88E
(14)23°52'.35N, 120°01'.85E
(7)23°52'.98N, 119°59'.22E
(6)23°57'.42N, 120°00'.36E
(5)24°08'.52N, 120°09'.00E
(1)24°09'.96N, 120°12'.42E
- (五)西側緩衝區(寬度1.5浬)：(4)24°14'.34N, 120°06'.72E
(10)23°56'.28N, 119°52'.74E
(15)23°57'.03N, 119°51'.31E
(11)24°15'.33N, 120°05'.47E

二、航行警戒區

彰化風場航行空間北端及南端為航行警戒區，船舶於本警戒區航行時請特別謹慎注意周遭環境。

三、報告線

為確實掌握並有效服務進入彰化風場航行空間之船舶，設有六個報告線，位置如下：

T 線：由(24°20'.00N, 120°05'.47E) 至(24°15'.33N, 120°05'.47E)

N 線：由(24°20'.00N, 120°05'.47E) 至(24°20'.00N, 120°23'.00E)

C 線：由(24°20'.00N, 120°23'.00E) 至(24°05'.97N, 120°23'.00E)

P 線：由(23°48'.00N, 119°45'.00E) 至(23°59'.83N, 119°45'.00E)

S 線：由(23°48'.00N, 119°45'.00E) 至(23°48'.00N, 120°05'.67E)

M 線：由(23°48'.00N, 120°05'.67E) 至(23°52'.03N, 120°05'.67E)

肆、彰化 VTS 報告機制

一、需向彰化 VTS 報告之船舶：

所有穿越及航行彰化風場航行空間之船舶，但中華民國籍漁船全程保持開啟船舶自動識別系統(AIS)者，不在此限。

二、通信

(一)需向彰化 VTS 報告之船舶請守值彰化 VTS 指定頻道，報告與通訊使用語言為中文及英文，所有無線電通話請使用國際海事組織(IMO)標準海事通信用語。

(二)彰化 VTS 之 VHF 通信指定頻道使用如下：

頻道	頻率	功能
16	156.800 MHz	遇險、緊急事故或安全信文等通信
68	156.425 MHz	報告
74	156.725 MHz	安全信文播送

(三)彰化 VTS 之 DSB 及 SSB 通信指定頻率使用如下：

設備	頻率	功能
SSB	8806 kHz	報告及安全信文播送
DSB	27.120 MHz	報告及安全信文播送

※4372/8803/13194 kHz 作為 SSB 之備用頻率。

三、報告

(一)需向彰化 VTS 報告之船舶穿越下列報告位置時，請依指定之通信頻道及語言向彰化 VTS 報告：

1. 欲南向進入彰化風場航行空間之船舶，穿越報告線 T、N 或 C 時。
2. 欲北向進入彰化風場航行空間之船舶，穿越報告線 P、S 或 M 時。

(二)需向彰化 VTS 報告之船舶非經由前款報告位置進入彰化風場航行空間時，請於進入該航行空間前1浬報告。

(三)需向彰化 VTS 報告之船舶如需橫越航行巷道，請向彰化 VTS 報告。

(四)報告內容與 IMO SRS 項目格式：

1.	船名、呼號（中華民國籍軍事建制之艦艇及公務船僅需提供船名）	A(Alfa)
2.	船位(經緯度)	C(Charlie)
3.	航向	E(Echo)
4.	航速	F(Foxtrot)
5.	船上有危險品者，船上危險品之類別	P(Papa)
6.	其他需向彰化 VTS 報告或被要求提供有關航行安全之事項	X(X-ray)

四、彰化 VTS 及港口 VTS 之監視權責

- (一)由臺中港或麥寮港出港之船舶，如欲進入彰化風場航行空間，請依規定向彰化 VTS 報告，由彰化 VTS 監視之。
- (二)彰化風場航行空間內之船舶受彰化 VTS 監視，自駛離彰化風場航行空間後，即脫離彰化 VTS 之監視；如欲進入臺中港或麥寮港，應依規定向各港 VTS 報告。
- (三)臺中港及麥寮港 VTS 之通訊頻道如下，其他詳細資訊請參閱各港進出港指南或船舶交通服務指南：

港口	呼號	VHF 頻道	頻率	用途
臺中港	臺中港 VTS	CH14	156.700 MHz	船舶報到、船岸及船舶與引水人聯絡之用
		CH16	156.800 MHz	遇險、緊急事故或安全信文等通信之用
麥寮港	麥寮 港務臺	CH13	156.650 MHz	預計抵達時間(ETA)報告、船岸或船舶與引水人間訊息交換之用
		CH16	156.800 MHz	遇險、緊急、安全與呼叫之用

伍、船舶航行規定

一、通則規定：

- (一)航行於彰化風場航行空間或彰化離岸航行海域應遵守國際海上避碰規則(COLREG)，並遵守該規則第10條有關分道通航制之航行規定。
- (二)航行於彰化風場航行空間應全程開啟 AIS 系統，但本指南另有規定者，不在此限。
- (三)航行於南、北向巷道之船舶應依航行巷道之通行方向航行。
- (四)船舶請盡可能避免橫越航行巷道，如需橫越時，盡可能以垂直於巷道交通流向之艏向快速橫越，不得無故逗留或妨礙其他船舶通行。
- (五)除上開規定外，尚建議船舶遵守下列針對各類型船舶之航行建議。

二、正進行拖帶或推頂作業之船舶：

正進行拖帶或推頂作業之船舶，請航行彰化風場航行空間之東、西側緩衝區。

三、前往風場工作之船舶：

- (一)欲前往西側風場工作之船舶，請自南、北端航行警戒區轉向進入西側緩衝區後，再駛至目標風場。

(二)欲前往東側風場工作之船舶，請自南、北端航行警戒區轉向進入東側緩衝區後，再駛至目標風場。但船舶吃水及龍骨下餘裕水深足以安全運轉，得由彰化外海近岸航行區航行至東側目標風場。

四、錨泊或其他作業規定：

- (一)任何船舶均應避免於彰化風場航行空間及南北端部附近水域錨泊；如為緊急避難之緣故，請向彰化 VTS 報告，避免於南、北向巷道及海纜區域錨泊，顯示適當之號燈號標，並於緊急危難原因消除後，儘速駛離。
- (二)非經目的事業主管機關許可並通報航政機關，船舶於彰化風場航行空間內，不得擅自進行浚深、探測等水下、水面或水上之各項作業(包括以無人載具進行作業之情形)，但中華民國籍漁船進行捕漁作業不在此限。

陸、彰化風場航行空間船舶交通服務中心(彰化 VTS)

一、彰化 VTS

彰化 VTS 是依據海上人命安全國際公約(SOLAS)規定建立之船舶交通服務中心，主要負責監控航行於彰化風場航行空間之船舶，並適時提供航行警告等相關服務及協助，其服務區域示意圖請參閱附圖二。

呼號：Changhua VTS

彰化 VTS 電子郵件信箱：owfvts@motcmpb.gov.tw

二、主管機關

彰化 VTS 由交通部航港局營運管理，其職責包含監控彰化風場航行空間船舶航行動態，必要時，協助通報海上搜救或海洋委員會海巡署等有關單位。

三、執行事項

- (一)接受進入彰化航行空間船舶之報告。
- (二)持續守聽 VHF CH16及工作頻道。
- (三)利用包括雷達、AIS 和 VHF 等設備，監視彰化風場航行空間船

船舶航行狀況。

(四)提供船舶航行安全相關之信息。

(五)發現危險情勢發展時，隨時提醒船舶注意航行或給予建議。

(六)向違反彰化風場航行空間船舶交通服務指南之船舶提出警告。

(七)海事事件之通報聯繫。

(八)船舶發生遇險、緊急狀況、海難或海上事故時，經主管機關同意，即通知該船舶合作之海難救助廠商前往處理。

四、船舶違反本指南之應處

下列情形主管機關得請海洋委員會海巡署協處，以維海域秩序與安全：

(一)船舶不接受彰化 VTS 之建議及相關管理規定，經主管機關認有非屬「無害通過」之態樣或可能性時。

(二)船舶未依規定報告，即擅自闖入彰化風場航行空間。

(三)未顯示 AIS 信號且已進入彰化風場航行空間之船舶。

(四)其重大影響航安之船舶。

柒、附則

一、彰化離岸航行海域航行風險

(一)考量原南北向往來船舶多匯集於彰化風場航行空間，該水域船舶交通密度高，船舶應密切注意周遭環境變化，避免風險。

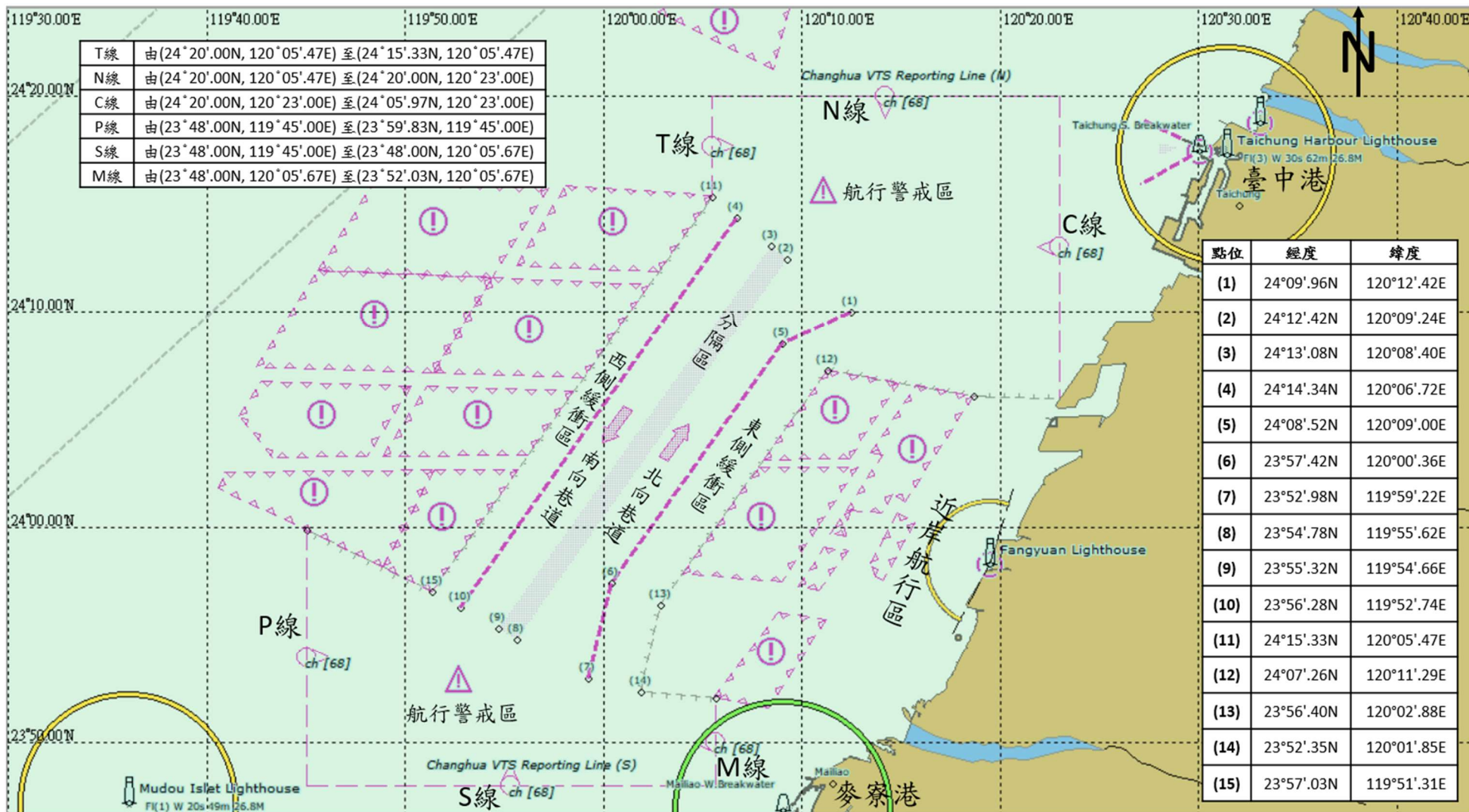
(二)慮及各風場海域開放船舶穿越航行，彰化風場航行空間存有船舶隨時竄出之可能風險，航行員應保持嚴謹之瞭望及當值行為，以維護航行安全。

(三)如船長經評估可能風險後，認為航行於彰化離岸航行海域或彰化風場航行空間恐影響其安全時，應考量船舶特性、裝載情形及水文環境等條件，另覓其他安全適航之水路並妥善研擬航行計畫；惟不建議從澎湖目斗嶼與彰化外海西側風場間海域穿行。

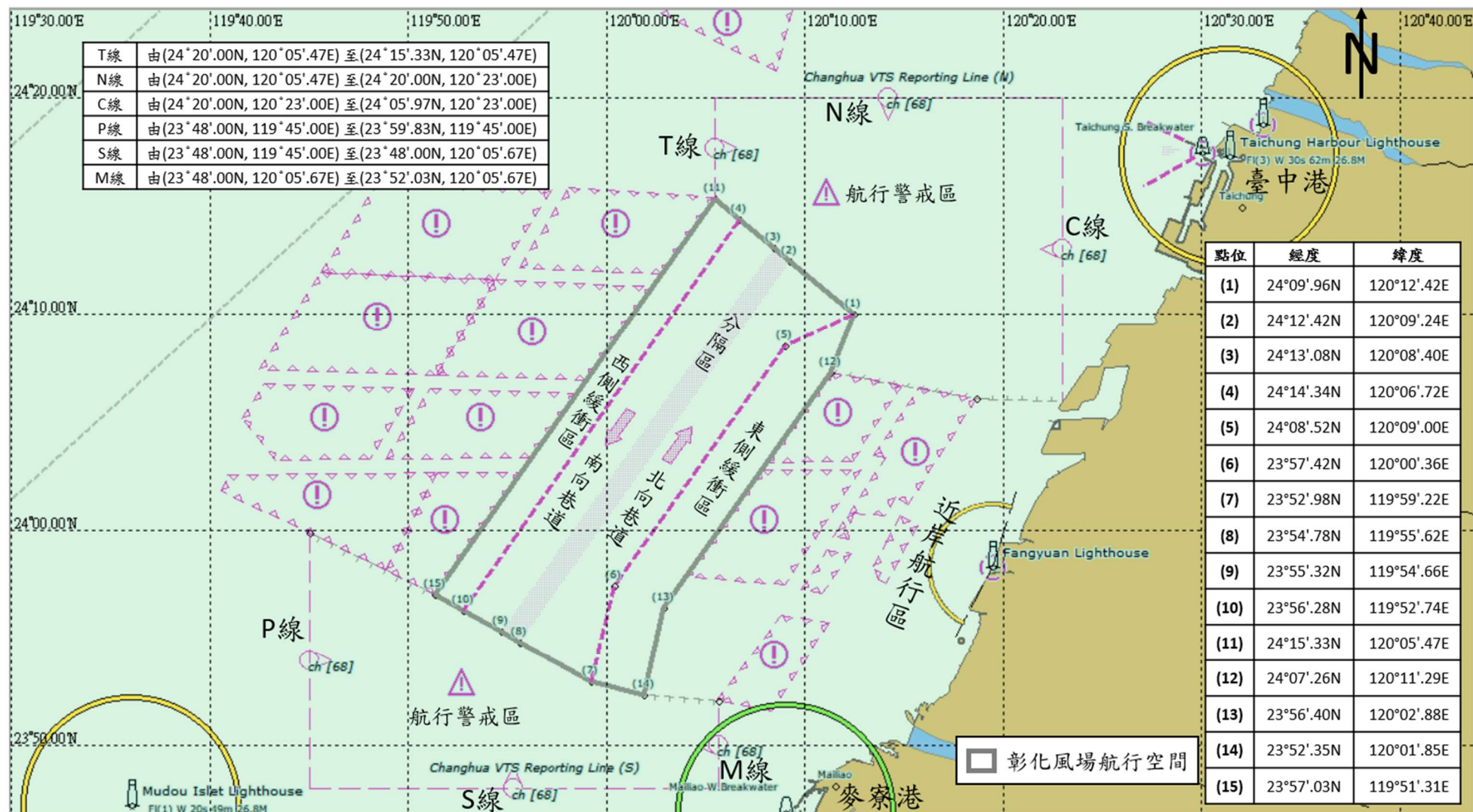
二、船舶航行於彰化離岸航行海域注意事項

- (一)彰化 VTS 僅提供航行安全相關資訊及原則性建議，本指南任何內容均不免除「航海人員訓練、發證及航行當值標準國際公約 (STCW)」、相關公約及法令，規定船長及當值航行員之職責；船長仍應對船舶與船上人員之安全負有其責任及義務。
- (二)非前往中華民國任一港口之船舶，在安全無虞之情形下，建議盡可能由公海水域通行。
- (三)各船舶於彰化離岸航行海域發現任何違反本指南之情事、影響航行安全之礙航物、設備損害，或其他緊急情況時，請即通報彰化 VTS。
- (四)公務船執行試驗調查或救難任務時，得在通知彰化 VTS 後，關閉 AIS、穿越彰化風場航行空間或於其中進行經許可之作業，惟應注意周邊船舶動態及防止碰撞發生。
- (五)中華民國籍軍事建制之艦艇或公務船執行查緝、海洋污染防治等各項緊急或特殊任務時，得在航行安全無虞情形下，關閉 AIS、穿越彰化風場航行空間或進入風場海域，並在不影響任務遂行時，通報彰化 VTS，惟應注意周邊船舶動態及防止碰撞發生。

附圖一 彰化離岸航行海域



附圖三 彰化風場航行空間



VESSEL TRAFFIC SERVICE GUIDE FOR THE CHANGHUA WIND FARM CHANNEL

A. Foreword

This Vessel Traffic Service Guide aims to provide users of Changhua offshore navigation area an introduction to Changhua Wind Farm Channel Vessel Traffic Service, the requirements of the Changhua Wind Farm Channel Vessel Traffic Service Center (Changhua VTS) relating to traffic management and services, as well as essential information, in order to maintain and enhance navigation safety and efficiency. Vessels navigating in the Changhua offshore navigation area are strongly recommended to place this Vessel Traffic Service Guide on the bridge as reference for navigation and route planning.

B. Changhua offshore navigation area

In this guide, “Changhua offshore navigation area” refers to the waters outside Changhua offshore wind farms (between the Port of Taichung and the Port of Mailiao) of which the north border is the north reporting line (N) and its south border is the south reporting line (S). It includes the Changhua Wind Farm Channel, precautionary areas, and the inshore traffic area of Changhua. (See Annexed Figure 1)

C. Changhua VTS Area

Changhua VTS Area includes the area bounded by the reporting lines, the Changhua Wind Farm Channel and precautionary areas at both ends of the Channel. (See Annexed Figure 2)

I. Changhua Wind Farm Channel

Traffic Separation Scheme (TSS) is adopted for the Changhua Wind Farm Channel. The Channel is divided into a Separation zone, a Northbound traffic lane, a Southbound traffic lane, an East traffic buffer

zone (East reserved zone) and a West traffic buffer zone (West reserved zone), as described below. (See Annexed Figure 3)

(I) Separation zone : A separation zone, one mile wide, is bounded by a line connecting the following geographical positions:

(2) $24^{\circ}12'.42\text{N}$, $120^{\circ}09'.24\text{E}$

(8) $23^{\circ}54'.78\text{N}$, $119^{\circ}55'.62\text{E}$

(9) $23^{\circ}55'.32\text{N}$, $119^{\circ}54'.66\text{E}$

(3) $24^{\circ}13'.08\text{N}$, $120^{\circ}08'.40\text{E}$

(II) Northbound traffic lane : A traffic lane, two miles wide, for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

(1) $24^{\circ}09'.96\text{N}$, $120^{\circ}12'.42\text{E}$

(5) $24^{\circ}08'.52\text{N}$, $120^{\circ}09'.00\text{E}$

(6) $23^{\circ}57'.42\text{N}$, $120^{\circ}00'.36\text{E}$

(7) $23^{\circ}52'.98\text{N}$, $119^{\circ}59'.22\text{E}$

(III) Southbound traffic lane : A traffic lane, two miles wide, for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

(10) $23^{\circ}56'.28\text{N}$, $119^{\circ}52'.74\text{E}$

(4) $24^{\circ}14'.34\text{N}$, $120^{\circ}06'.72\text{E}$

(IV) East traffic buffer zone (East reserved zone) : The East traffic buffer zone (East reserved zone) is established between the northbound traffic lane and a line connecting the following geographical positions:

(12) $24^{\circ}07'.26\text{N}$, $120^{\circ}11'.29\text{E}$

(13) $23^{\circ}56'.40\text{N}$, $120^{\circ}02'.88\text{E}$

(14) $23^{\circ}52'.35\text{N}$, $120^{\circ}01'.85\text{E}$

(V) West traffic buffer zone (West reserved zone) : The West traffic buffer zone (West reserved zone) is established between the southbound traffic

lane and a line connecting the following geographical positions:

(15) 23°57'.03N, 119°51'.31E

(11) 24°15'.33N, 120°05'.47E

II. Precautionary areas

Precautionary areas are established around the north and south ends of the Changhua Wind Farm Channel, vessels are advised to navigate with particular caution within precautionary areas.

III. Reporting lines

To effectively monitor and service vessel traffic in the Channel, six reporting lines have been established as follows:

T Line: from (24°20'.00N, 120°05'.47E) to (24°15'.33N, 120°05'.47E)

N Line: from (24°20'.00N, 120°05'.47E) to (24°20'.00N, 120°23'.00E)

C Line: from (24°20'.00N, 120°23'.00E) to (24°05'.97N, 120°23'.00E)

P Line: from (23°48'.00N, 119°45'.00E) to (23°59'.83N, 119°45'.00E)

S Line: from (23°48'.00N, 119°45'.00E) to (23°48'.00N, 120°05'.67E)

M Line: from (23°48'.00N, 120°05'.67E) to (23°52'.03N, 120°05'.67E)

D. Changhua VTS Reporting Mechanisms

I. Vessels required to comply with the reporting mechanisms:

All vessels using the Changhua Wind Farm Channel are required to report to Changhua VTS except fishing boats registered under the flag of Republic of China with their AIS operational throughout.

II. Communication

- (I) Vessels must keep continuous watch on designated channels. The language used for communication is Mandarin or English with the use of the IMO Standard Marine Communication Phrases.

(II) Changhua VTS designated VHF channels:

Channel	Frequency	Function
16	156.800 MHz	Distress, urgency and safety calling
68	156.425 MHz	Reporting upon arrival
74	156.725 MHz	Promulgation of Maritime Safety Information

(III) Changhua VTS designated DSB and SSB frequencies:

Equipment	Frequency	Function
SSB	8806 kHz	Reporting upon arrival and promulgation of Maritime Safety Information
DSB	27.120 MHz	Reporting upon arrival and promulgation of Maritime Safety Information

*4372/8803/13194 kHz are backup frequencies for SSB.

III. Reporting upon arrival

- (I) Vessels shall report to Changhua VTS using the designated communication channel and language when they cross respective reporting positions, as follows:
1. Southbound traffic should report to Changhua VTS when crossing Reporting Line T, N, or C.
 2. Northbound traffic should report to Changhua VTS when crossing Reporting Line P, S, or M.
- (II) Vessels planning to enter the Changhua Wind Farm Channel without crossing any Reporting Line should report to Changhua VTS when they are within the range of 1 nautical mile close to the limit of the Changhua Wind Farm Channel.

(III) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall report to Changhua VTS.

(IV) Contents of report and IMO SRS formats:

1.	Vessel name and call sign (Republic of China military vessels and government ships are only required to provide the vessel name)	A(Alfa)
2.	Vessel position (latitude and longitude)	C(Charlie)
3.	Course	E(Echo)
4.	Speed	F(Foxtrot)
5.	Hazardous cargo on board, class (if applicable)	P(Papa)
6.	Other matters regarding navigation safety which must be reported to Changhua VTS or is requested to provide	X(X-ray)

IV. Surveillance authority and responsibility of Changhua VTS and port VTS

- (I) Vessels departing from the Port of Taichung or the Port of Mailiao and planning to enter Changhua Wind Farm Channel shall report to Changhua VTS according to this Guide.
- (II) Vessels are monitored by Changhua VTS when they are using Changhua Wind Farm Channel. After they leave Changhua Wind Farm Channel, they are not monitored by Changhua VTS. Vessels bound for the Port of Taichung or the Port of Mailiao shall report to the local VTS centers of the respective ports in accordance with their port regulations.
- (III) The VTS communication channels of the Ports of Taichung and Mailiao are as follows. Please refer to the “GUIDE TO TAICHUNG PORT ENTRY” and the “GUIDE TO MAILIAO PORT ENTRY” for further information.

Port	Call sign	VHF channel	Frequency	Purpose
Port of Taichung	Taichung VTS	CH14	156.700 MHz	Vessel reporting upon arrival, ship-shore communication, and exchange of information between vessel and pilots.
		CH16	156.800 MHz	Distress, urgency and safety calling
Port of Mailiao	Mailiao Port Radio	CH13	156.650 MHz	Estimated time of arrival (ETA), ship-shore communication, or exchange of information between vessel and pilots.
		CH16	156.800 MHz	Distress, urgency and safety calling

E. Vessel Navigation Regulations

I. General provisions:

- (I) Vessels navigating in the Changhua Wind Farm Channel or Changhua offshore navigation area should comply with the "1972 International Regulations for Preventing Collisions at Sea (COLREG), as amended", in particular Rule 10 applicable to the traffic separation scheme.
- (II) Vessels navigating in the Changhua Wind Farm Channel shall keep their AIS operational throughout.
- (III) A vessel using traffic separation scheme shall proceed in the appropriate traffic lane in the general direction of traffic flow for that lane.
- (IV) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall report to Changhua VTS and cross on a heading

as nearly as practicable at right angles to the general direction of traffic flow.

- (V) In addition to the aforementioned provisions, vessels are also required to comply with the following regulations specified for different categories of vessels.

II. Vessels in towing or pushing operations

Vessels in towing or pushing operations should use the East and West traffic buffer zones of the Changhua Wind Farm Channel for navigation.

III. Offshore wind farm service vessels:

- (I) Vessels bound for wind farms to the west of the Channel must turn into the west traffic buffer zone from the south or north precautionary areas before proceeding to the destination wind farm.
- (II) Vessels bound for wind farms to the east of the Channel must turn into the east traffic buffer zone from the south or north precautionary areas before proceeding to the destination wind farm. If the vessels consider their under keel clearance as sufficient for safe passage, they may proceed through the inshore traffic area of Changhua to the destination wind farm.

IV. Anchoring or other operation regulations:

- (I) No vessel may anchor in Changhua Wind Farm Channel nor near the northern or southern ends of the Channel. If a vessel needs to anchor due to emergency, the vessel must report to Changhua VTS and avoid anchoring in the traffic lane or submarine cable/pipeline areas (Note that there are submarine power cables crossing the Channel and gas pipelines along the East traffic buffer zone). Such vessels must display appropriate lights and signals according to COLREG and immediately leave the area once the cause of emergency or crisis is averted.
- (II) Vessels using Changhua Wind Farm Channel are prohibited from

undertaking any underwater, surface or overwater operations such as dredging and surveying (including undertaking such operations by using unmanned vehicles) without prior permission from Republic of China competent authority and prior report to Maritime and Port Bureau (MPB), Ministry of Transportation and Communications (MOTC), except fishing boats registered under the flag of Republic of China engaged in fishing.

F. Changhua Wind Farm Channel Vessel Traffic Service Center (Changhua VTS)

I. Changhua VTS

In accordance with the 1974 International Convention for the Safety of Life at Sea, as amended (SOLAS), Changhua VTS is established for monitoring vessels using Changhua Wind Farm Channel and provide navigational warnings and other related assistances. Changhua VTS Area is shown in Annexed Figure 2.

Call sign: Changhua VTS

Changhua VTS Email: owfvts@motcmpb.gov.tw

II. Competent authority

Changhua VTS is operated and managed by the Maritime and Port Bureau (MPB), Ministry of Transportation and Communications (MOTC). Duties of the Changhua VTS include monitoring vessel movements in Changhua Wind Farm Channel and, where necessary, assisting in notifications to maritime search and rescue authorities, the Coast Guard Administration of the Ocean Affairs Council, or other related government agencies.

III. Implementation Items

Changhua VTS:

- (I) Accepts reporting upon arrival from vessels planning to enter Changhua Wind Farm Channel.
- (II) Watches VHF CH16 and working channels continuously.
- (III) Uses equipment including RADAR, AIS, and VHF to monitor navigation status of vessels in the Changhua Wind Farm Channel.
- (IV) Provides navigation safety related information to vessels.
- (V) Reminds vessels of cautions in navigation or give recommendations when developing dangerous situations are discovered.
- (VI) Issues navigational warnings to vessels violating the guidance of Vessel Traffic Service for the Changhua Wind Farm Channel.
- (VII) Notifies and liaise in maritime incidents.
- (VIII) In the event of a distress, emergency, marine casualty or incident involving a vessel, notifies the cooperating rescue or salvage operators of the vessel to respond, with the approval of the competent authority.

IV. Actions for vessels in violation of this Guide

The competent authority may request assistance from the Coast Guard Administration of the Ocean Affairs Council to maintain order and safety at sea under the following circumstances:

- (I) Where a vessel refuses recommendations of Changhua VTS or violates related administrative provisions and the competent authority deems that its actions are or may be inconsistent with "innocent passage" principles.
- (II) Where a vessel enters Changhua Wind Farm Channel without reporting to Changhua VTS in accordance with this Vessel Traffic Service Guide.

- (III) Where a vessel fails to display the AIS signal when using Changhua Wind Farm Channel.
- (IV) Where a vessel seriously threatens the safety of navigation.

G. Supplemental Provisions

I. Navigation risks in Changhua offshore navigation area

- (I) Considering that most southbound and northbound vessel traffic merges to Changhua Wind Farm Channel and accordingly increase traffic density, all vessels using Changhua Wind Farm Channel should pay close attention to changes in their surroundings to prevent risks.
- (II) Considering that the wind farm areas are open for passage, there are risks at all sections of the Changhua Wind Farm Channel that vessels may come out from wind farm areas. Seafarers should keep a sharp lookout and watchkeeping to enhance navigation safety.
- (III) Whenever the captain, after evaluating possible risks, believing that navigating in the Changhua offshore navigation area or Changhua Wind Farm Channel may affect the vessel safety, the captain may consider the characteristics of the vessel, loading conditions, and water environment, seek other safe ways suitable for navigation, and formulate appropriate sailing plans. However, it is not recommended to pass through the area between Mudou Islet of Penghu and the western part of the wind farm areas off the coast of Changhua.

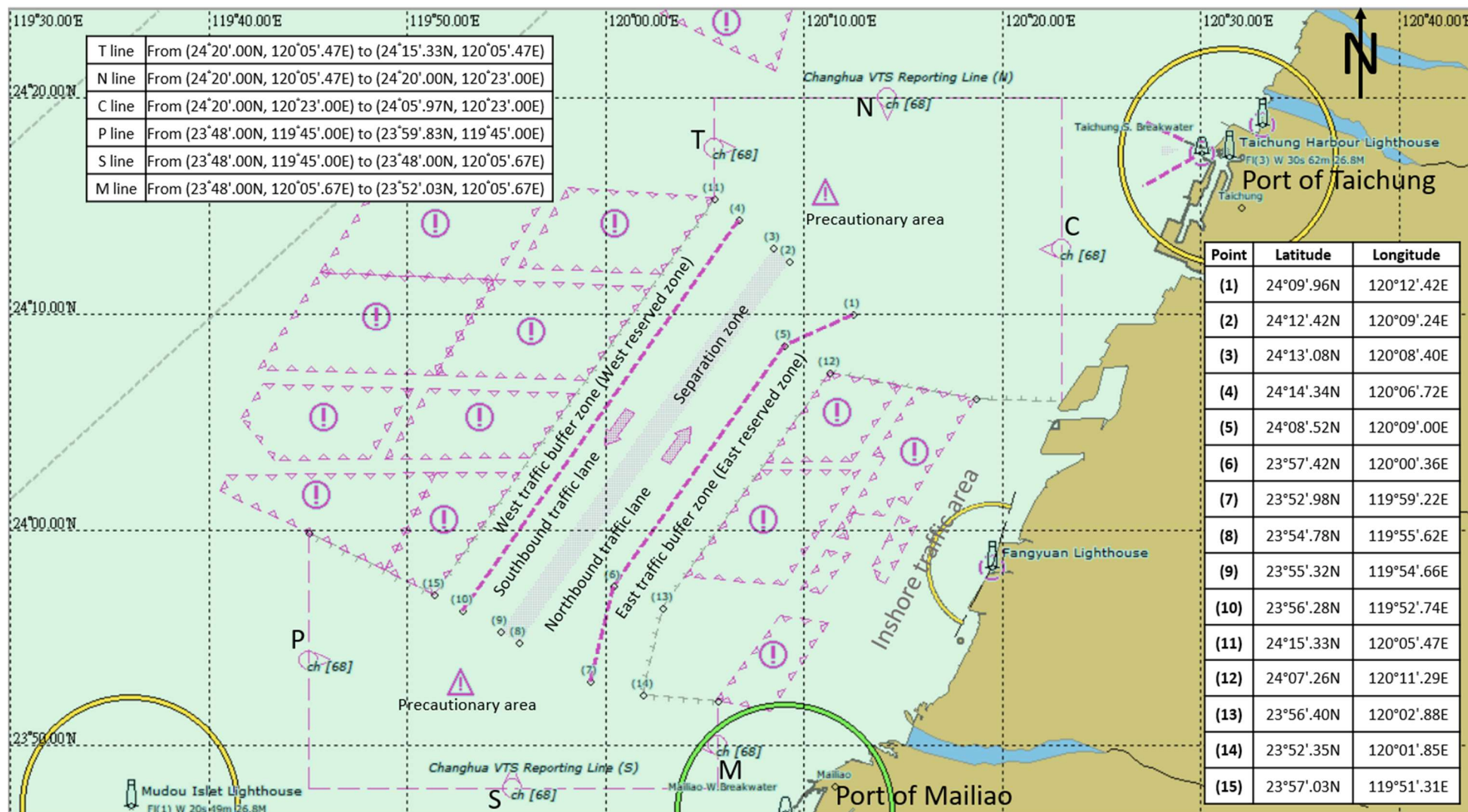
II. Notices for ships in Changhua offshore navigation area

- (I) Changhua VTS only provides navigation safety information and principled recommendations. The content presented in this Guide does not relieve the duties of the captain and watchkeeping seafarers specified in International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and other

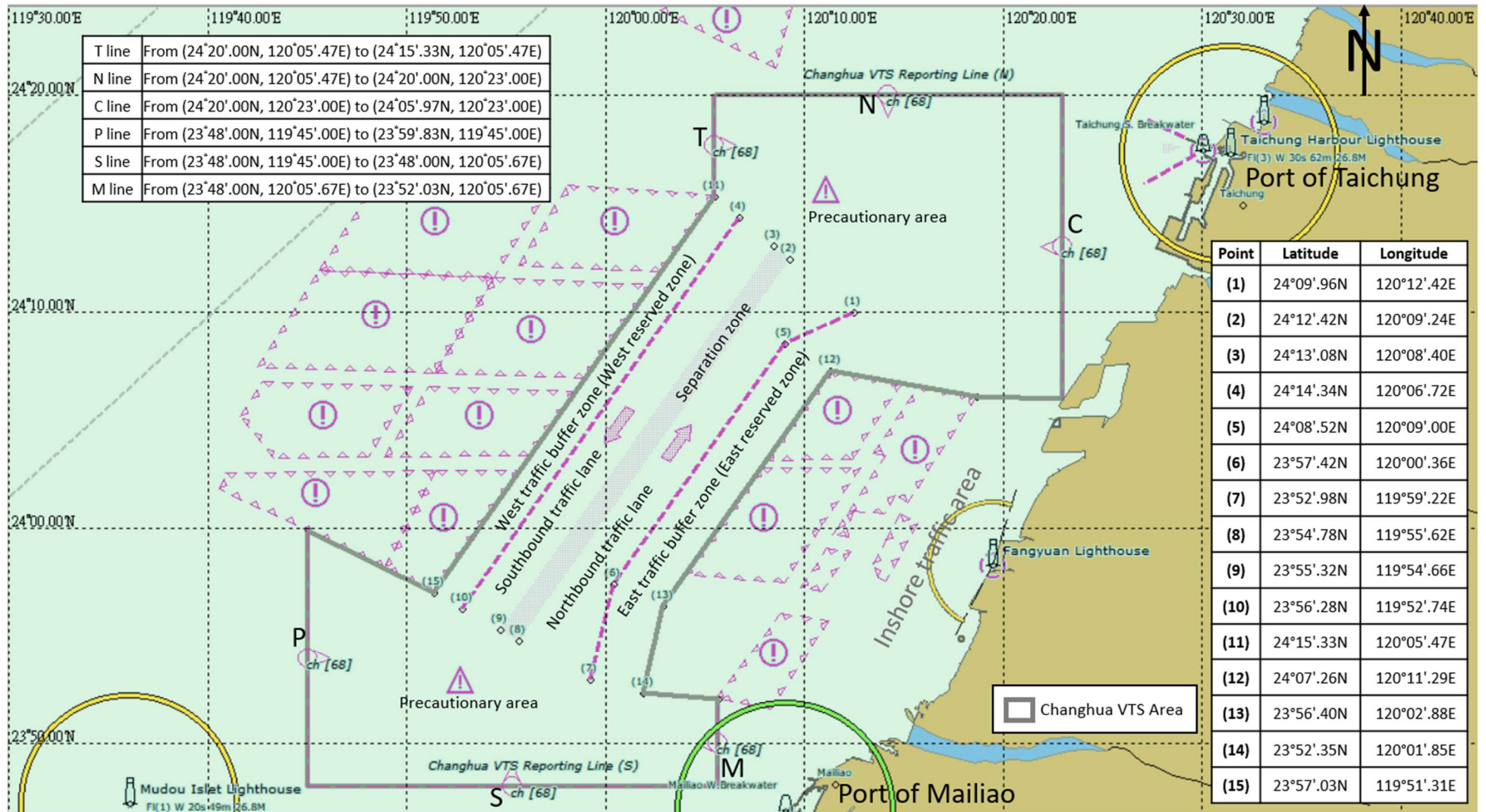
international instruments and regulations. The captain has the ultimate responsibility and obligation for maintaining the safety of the vessel, cargo and persons onboard.

- (II) Where there are no safety concerns, vessels not destined to a port of Republic of China are recommended to pass through the high seas.
- (III) Vessels that discover any violation of this Vessel Traffic Service Guide, obstacles affecting navigation safety, equipment damage, or other emergency in the Changhua offshore navigation area shall report to Changhua VTS immediately.
- (IV) The Republic of China government ships carrying out test and survey missions or search and rescue missions may, after notifying Changhua VTS, switch off the AIS, cross Changhua Wind Farm Channel, or undertake approved operations thereon. However, they shall pay attention to the movements of ships in vicinity and avoid collisions.
- (V) The Republic of China government ships carrying out reconnaissance tasks or pollution prevention assignments may, given the assurance of navigation safety, switch off the AIS, cross Changhua Wind Farm Channel, or enter the wind farm areas. They may report to Changhua VTS provided that such notifications do not affect the execution of their missions. Nevertheless, they shall pay attention to the movement of ships in vicinity and avoid collisions.

Annexed Figure 1 - Changhua offshore navigation area



Annexed Figure 2 – Changhua VTS Area



Annexed Figure 3 - Changhua Wind Farm Channel

