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China: Members report uncharted terminals in China ports

18 April 2019

The Secretariat recently received a number of reports from Members relating to uncharted terminals in China ports following a request from INTERTANKO for feedback. The issue of uncharted terminals was also discussed at the recent Asian Regional Panel meeting held on 12 April 2019. ([/events-panels/panels/asian-panel/panelarticle/intertanko-participates-in-singapore-maritime-week-and-holds-the-spring-asian-regional-panel-meeting](#))

Below are the reported cases of terminals and berths not marked on China navigational charts:

#	ENC/chart number	Feedback
1	C1513361	This ENC covering the port of Zhoushan (China) does not include the pier of the Zhoushan LNG terminal.
2	C151275	Qidong LNG terminal – jetty at position: Lat:32 04.284 N – Long:121 46.473 E does not exist.
3	PK4SC20Z PK4SC05Z	The new LNG receiving facility jetty, with coordinates Lat = 24 46' 24.08" N / Long = 067 17' 13.44" E is not visible.
4	C1516721	Guangxi Beihai LNG Terminal – The ENC chart of the Beihai Approach Channel did not show the LNG terminal.
5	C1513521	Port Port Zhoushan Jinrun OIL jetty (Psn: Lat: 29-45.355 N Long 122-03.763 E) uncharted.
6	C1413310 C1513329	Port of Caojing, Fubao Pier new terminal (Psn: Lat. 30-46N Long 121-27.5E) uncharted.
7	C1513136	Dragon Crown Terminal Nanjing, China LPG/chemical Berth – Jetty 3 missing position 32° 12.70' N 118° 51.45' E
8	C1612576	Berth No. 8 in Rizhao (Berth position: 35 deg 05.96' N /119 deg 24.6' E) uncharted.
9	C1511873 C1411840	Weifang, China 1. Fairway entrance buoy No. 37, 38, 39, 40, 41, 42 uncharted. 2. Charted depth approaching Sime Darby Terminal, on chart depth are 4.3 Mtrs, 4.9 Mtrs, 5.3 Mtrs, but actual depth more than 10 Mtrs. China MSA to consider marking on ENCs the specified anchorage position for every vessel in all anchorages.
10	BA1501, BA809	Berth D13 of Dongjiakou, China is marked as "Work in progress 2017", berth otherwise uncharted.
11	C1513136	Dragon Crown Terminal Jetty No. 3, Nanjing, China uncharted.

INTERTANKO views this with great concern as hydrographic inaccuracies and the non-marking of existing terminals on charts pose serious navigational risks and prevent ship Masters from carrying out proper passage planning and risk assessment.

The Secretariat sent a formal letter to the China MSA on 5 April 2019 noting our concerns regarding the non-markings as well as concern over China's policy on the non-marking of sensitive structures such as gas terminals on China hydrographic charts.

The Secretariat has appealed to China MSA to assist by investigating the feedback received and advising on what follow-up actions are to be taken with regard to updating the navigational charts as well as more timely marking of new terminals, including gas terminals, on charts going forward.

The Secretariat will keep Members updated on the responses received from China MSA. In the meantime, Members should take note of the list of reported cases. Any further feedback can be sent to the Secretariat in Singapore at singapore@intertanko.com (mailto:singapore@intertanko.com). This issue is also being followed closely by INTERTANKO's Nautical Sub Committee and the Gas Tanker Committee.

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