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Port of Kaohsiung

Traffic Control Operating Principles for Vessels Entering/Leaving Port, and Shifting Berth

1. Objective:

Management in accordance with the provisions of the *Commercial Port Law*. These *Traffic Control Operating Principles for Vessels Entering/Leaving Port, and Shifting Berth* are formulated to enhance port safety and efficiency, and to achieve the most economical dispatch of tugboats. VTS operator arrange the order in which vessels enter/leave port and shift berth, based on these Principles. Pilots and tugboat dispatchers coordinate and assist, based on the operator 's scheduling and sequencing, when guiding vessels that are entering/leaving port, and shifting berth.

These Principles apply to the First (North) Harbor Entrance, the Second (South) Harbor Entrance, and Phase II of the Intercontinental Container Terminal (ICT) at the Port of Kaohsiung.

2. Scheduling operations for vessels entering/leaving port and shifting berth are to be carried out as follows:

2.1 Port entry scheduling operations are to be conducted as follows:

- 2.1.1 Pre-arrival notice clearance: According to the provisions of the *Commercial Port Law*, the shipping company [or agent] must file a pre-arrival notice with the Maritime and Port Bureau (MTNet-System) and apply for clearance and approval before the vessel enters the port. Based on this notice, the operator can determine said vessel as slated for port entry. When the vessel's actual time of port entry is more than

48 hours earlier or later than the time stated in the pre-arrival notice, a new notice must be filed.

2.1.2 Pilot booking time for port entry: After completing clearance of the pre-arrival notice, the vessel owner or agent applies for a pilot booking time via the computer system. Based on this time, the VTS operator can determine the vessel's estimated time of entry.

2.1.3 Vessel notification time: When a vessel reaches waters 20 nautical miles away from the port, it notifies the VTS via VHF marine radio channel, advising its estimated arrival time (ETA). After the operator enters the notified time into the computer system, an automatic SMS is sent to the vessel owner or agent. When at this time, the pilotage time and the ETA do not match, the vessel owner or agent must file a new changed pilot booking time application to facilitate subsequent scheduling.

2.1.4 The pilot is to apply for port entry scheduling and tugboat dispatch at the following points in time:

2.1.4.1 After the pilot boards the pilot boat (In the First (North) Harbor at Wharf No. 3 in the Second (South) Harbor and Phase II of the ICT at Wharf No. 73), they can apply to the VTS for the scheduling of port entry.

2.1.4.2. After the pilot's application for port entry scheduling has been approved, they may apply for towage operations with the tugboat control station. The tug dispatcher must first check the scheduling screen to confirm that said vessel has already been approved to be listed for first round priority port entry before they can arrange towage operations.

2.1.4.3 When the pilot requests that a vessel whose entry has been arranged for the second round to be changed to the first round, the operator must first confirm that said vessel has towage assistance

before approving the request.

2.1.4.4 When tugboats are in short supply during peak hours, the tugboat control station must notify the pilot office to suspend or postpone scheduling.

2.1.5 Arranging positions in the sequence of port entry: the operator arranges the positions in the port entry sequence for the first round of vessels, based on the pilot booking time applications and maximum tugboat availability. For the remaining incoming vessels arrangements are made to enter the port in the second or third round. After all vessels of the first round have entered the port, and the first round of outgoing vessels leave the port immediately afterwards, the incoming vessels of the second and third rounds are moved ahead to the first and second rounds, respectively. When vessels are piloted around the same time, the following principles are used to decide which vessel's entry is arranged first:

2.1.5.1 Vessels that have obtained permission to wait for the next high tide have priority when entering the port.

2.1.5.2 During peak hours, passenger vessels on a regular schedule, cruise ships, vessels entering the dock of CSBC Corporation, Taiwan, as well as container ships have priority over ordinary vessels.

2.1.5.3 When waiting inbound vessels with pilot aboard begin to maneuver, they must enter the port in line with the timing and sequence of entry stated in the VTS notification and avoid hazardous overtaking.

2.1.5.4 During peak hours, large bulk carriers with heavy cargoes are to be given a later slot in the inbound sequence.

2.1.5.5 The port entry of non-self-propelled vessels being towed by tugs is to be arranged last in the inbound sequence.

2.1.5.6 When a vessel is not able to reach the pilot station at the ETA

stated in the pilot booking time application, its port entry will need to be moved to the last position in the inbound sequence for the same time slot. If the pilot station can still not be reached on time, its port entry will again be moved to a later position, and so on.

2.2 Scheduling operations for port departure are to be conducted as follows:

2.2.1 Pre-departure notice clearance: According to the provisions of the *Commercial Port Law*, the shipping company [or agent] must file a pre-departure notice with the Maritime and Port Bureau (MTNet-System) and apply for clearance and approval before the vessel leaves the port. When the vessel's actual time of port departure is more than 48 hours earlier or later than the time stated in the pre-departure notice, a new notice must be filed.

2.2.2 Pilot booking time for port departure: After completing clearance of the pre-departure notice, the vessel owner or agent applies for a pilot booking time via the computer system. Based on this time, the VTS operator can determine the vessel's estimated departure time.

2.2.3 The pilot is to apply for port departure scheduling and tugboat dispatch at the following points in time:

2.2.3.1 After departing from the pilot office, the pilot applies for towage operations with the tugboat control station. After coming alongside the vessel, they apply for port departure scheduling with VTS.

2.2.3.2 When the pilot applies for tugboats, the tugboat control station must confirm the actual VTS scheduling conditions. When port entry has priority (first in, last out), tugboats must first be dispatched for towage during port entry, before the remaining tugs can be assigned to departing vessels, to prevent interference with the safe navigation of incoming vessels.

2.2.3.3 When the pilot requests that a vessel whose departure has been arranged for the second round to be changed to the first round, the operator must first confirm that said round has towage assistance before approving the request.

2.2.3.4 During peak hours, when a tugboat has not been used within 15 minutes after the pilot has applied for port departure scheduling, the scheduled tug service is cancelled, and tug hire fees are charged.

2.2.3.5 When tugboats are in short supply during peak hours, the tugboat control station must notify the pilot office to suspend or postpone scheduling.

2.2.4 Arranging positions in sequence of port departure: the operator arranges the positions in the port departure sequence for the first round of vessels, based on the pilot booking time applications and maximum tugboat availability. For the remaining outgoing vessels arrangements are made to leave the port in the second or third round. After all first round vessels have left the port, and the first round of incoming vessels enter the port immediately afterwards, the outgoing vessels of the second and third rounds are moved ahead to the first and second rounds, respectively. When vessels are piloted around the same time, the following principles are used to decide which vessel's departure is arranged first:

2.2.4.1 Vessels that have obtained permission to wait for the next high tide have priority when leaving the port.

2.2.4.2 During peak hours, passenger vessels on a regular schedule, cruise ships, vessels entering the dock of CSBC Corporation, Taiwan, as well as container ships have priority over ordinary vessels.

2.2.4.3 When a vessel is not able to depart within the time requested by the pilot due to factors attributable to the vessel owner/agent or the pilot, its port departure will need to be moved to the last position in the sequence of departure during the same time slot. If the vessel still cannot leave on time, its departure will again be moved to a later slot, and so on.

2.2.5 Principles for arranging the sequence and timing of departure of vessels leaving the Second (South) Harbor and Phase II of the ICT:

2.2.5.1 Vessels leaving the Second (South) Harbor come first: Vessels leaving from ICT Phase II must wait at the turning basin until vessels departing from the Second (South) Harbor Entrance have passed the outer breakwater of ICT (that is the light pole at the southern breakwater of the Second (South) Harbor Entrance of the Port of Kaohsiung), before they can depart.

2.2.5.2 Vessels leaving ICT Phase II come first: Vessels leaving from the Second (South) Harbor Entrance must wait at the turning basin until vessels departing from ICT Phase II have turned left at the breakwater entrance and reached the main channel, before they can start to leave the port.

2.3 Scheduling operations for shifting berth are to be carried out as follows:

2.3.1 Pilot booking time for shifting berth: The vessel owner or agent applies for a pilot booking time via the computer system. Based on this time, the VTS operator can determine the estimated berth shifting time for said vessel.

2.3.2 The pilot is to apply for berth shifting scheduling and tugboat dispatch at the following points in time:

2.3.2.1 After departing from the pilot office the pilot applies for towage operations with the tugboat control station. After coming alongside the

vessel, they apply for a berth shifting permit with VTS.

2.3.2.2 When the pilot applies for tugboats, the tugboat control station must confirm the actual VTS scheduling conditions. In principle, towage is to be scheduled after the towing of inbound and outbound vessels.

2.3.2.3 During peak hours, when a tugboat has not been used within 15 minutes after the pilot has applied for berth shifting scheduling, the scheduled tug service is cancelled, and tug hire fees are charged.

2.3.2.4 When tugboats are in short supply during peak hours, the tugboat control station must notify the pilot office to suspend or postpone scheduling.

2.3.2.5 Vessels shifting berth from the First or Second Harbor to ICT Phase II are to be scheduled together with vessels entering and leaving during the same time slot. and to be given priority positions in the respective sequence. Vessels shifting berth from ICT Phase II to the First or Second Harbor must first leave the port but are to be given priority positions in the inbound sequence.

(A) Vessels shifting berth from the First or Second Harbor to ICT Phase II are regarded as outgoing vessels for scheduling purposes.

(a) Berth shifting vessels leaving the First Harbor must proceed to waters near the pilot station of the Second Harbor to apply to be scheduled for positions in the inbound sequence, and then enter ICT Phase II in the given order for berthing.

(b) Berth shifting vessels leaving the Second Harbor must apply to be scheduled for positions in the inbound sequence when they have reached waters near the pilot station. Then they enter ICT Phase II for berthing, following incoming vessels that are further ahead in the sequence. During a port leaving time slot, vessels

must wait at the turning basin until vessels departing from ICT Phase II, that are ahead in the sequence, have turned left and reached the main channel. Only then can they leave the Second Harbor and proceed to waters near the pilot station to apply to be scheduled for a position in the inbound sequence. A safe distance to the vessels in front must be maintained.

(B) Vessels shifting berth from ICT Phase II to the First or Second Harbor are regarded as incoming vessels for scheduling purposes.

(a) Berth shifting vessels leaving ICT Phase II must proceed to waters near the pilot station of the First Harbor to apply to be scheduled for positions in the inbound sequence, and then enter the First Harbor in the given order for berthing.

(b) Berth shifting vessels leaving ICT Phase II must apply to be scheduled for positions in the inbound sequence for the Second Harbor when they are in waters near the pilot station. Then they enter the Second Harbor, following incoming vessels that are further ahead in the sequence, for berthing.

3. Matters Requiring Attention

3.1 Pilots guiding vessels that are entering/leaving port and shifting berth must apply for scheduling in line with these operating principles.

3.2 Tugboat dispatchers are to follow the Tugboat Dispatching Regulations of the Kaohsiung branch of the Taiwan International Ports Corporation, Ltd.

Moreover, they dispatch tugboats to assist operations according to the priority positions in the respective sequence scheduled by the VTS operator.

3.3. Vessels entering or leaving the same berth follow the principle first out, last in.

3.4 In principle, for each round five entering or five departing vessel are

scheduled for positions in the respective sequence. The sixth vessel is scheduled for the first entry or first departure in the next round, and so on.

3.5 When it is an incoming vessel's turn to prepare for port entry, it must report to the VTS and obtain approval from the operator before it can continue to enter the port. When necessary, the operator must activate traffic controls by suspending the approval of port entries to ease pressure on tugboat dispatching.

3.6 When two or more large vessels (vessels requiring 3 tugs for towage or vessels of 100000 GT and above) are listed in the inbound or outbound sequence, the operator must adjust the order of port entry and departure for this round by assigning a smaller vessel to a position between the two large vessels to facilitate the dispatch of powerful tugboats.

3.7 When vessels are waiting for the next tide to enter or leave the port or when the safety of navigation is at risk, the operator can flexibly adjust the already arranged positions in the inbound and outbound sequences, based on the prevailing circumstances and suggestions from pilots. The dispatcher arranges tugboat dispatching according to these positions.

3.8 Since the entrances of the First and Second Harbor are narrow, the channels only allow for one-way navigation. When necessary, the TIPC Marine Corporation Ltd. and the Kaohsiung Marine Shiptservice Corp. activate a support mechanism, based on their mutual "Agreement on Mutual Tugboat Assistance" for operations in the First and Second Harbor, so that tugboats can be deployed on time during peak hours to free up congested navigation channels.

3.9 When entering/leaving port and navigating inside the port, vessels must take factors, such as weather and rudder effects, into account and proceed with safe speed as slowly as possible. Sufficient towage assistance must be deployed.

3.9.1 Before and after passing the mooring floats and Pier 22 inside the port (the floating docks of Horizon City Marina and Kha Shing Pier 22 Marina) and other anchorage areas, vessels must slow down to prevent causing excessive waves that could affect vessels anchored at mooring buoys and floating docks and put the lives of workers at risk.

3.9.2 Except for emergency evacuation and other special circumstances, vessels passing the waters between Wharf 56 and Wharf 63 must proceed with a speed of less than 7 knots, and slowly pass speed restricted zones while keeping a safe distance from berthed vessels.

3.10 When berthing at berths inside the harbor, vessels are asked to approach the berth with the ship parallel to prevent damage to onshore facilities.

3.11 When vessels encounter poor visibility due to bad weather while entering/leaving port or navigating inside the port, and the pilot has doubts about the position of operating tugboats, they must ask the VTS for tugboat positions.

4. These Regulations can be reviewed and amended, based on time, space, and environmental factors, to meet current needs.