



MARITIME INDUSTRY AUTHORITY

NOV 26 2021

MARINA ADVISORY NO.: 2021-74

Series of 2021

TO : All Shipowners/Bareboat Charterers/Ship Operators/Ship Managers/ Shipmasters, Officers and Crew of Philippine-Registered Overseas Ships, Licensed Manning Agencies, Recognized Organizations, and Concerned Government Agencies

SUBJECT : **UPDATED SAILING DIRECTION FOR THE CHANGHUA WIND FARM CHANNEL**

Further to MARINA Advisory No. 2021-38 on the New Sailing Direction for the Changhua Wind Farm Channel which took effect on **26 October 2021**, notice is hereby given that the Maritime Industry Authority received an updated sailing direction for the Changhua Wind Farm Channel from the Maritime and Port Bureau of the Ministry of Transportation and Communications of the Republic of China (Taiwan) on 8 November 2021.

In addition thereto, a corresponding fine between NT\$100,000 and NT\$500,000 under Article 9 and 10 of the Aids to Navigation Act of the Republic of China (Taiwan) will be imposed for violation of the aforesaid New Sailing Direction.

Copy of this Advisory with updates in boundary coordinates and an illustration of the Changhua Wind Farm Channel, the pre-arrival notification form, and the Aids to Navigation Act of Taiwan ROC may be viewed at or downloaded from <https://marina.gov.ph/marina-advisory-flag-state-administration-advisory/>.

Attention is therefore invited for all Philippine overseas shipping companies, shipowners, and other concerned maritime entities to fully comply with the Sailing Direction for the Changhua Wind Farm Channel.

For the information and guidance of all concerned.

Issued on **NOV 26** 2021 at Manila, Philippines.


VADM ROBERT A EMPEDRAD AFP (Ret)
Administrator

OSS-CSMID-0594

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Business Mirror

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Hon. Wilfredo Beltran Fernandez

Chairman and Resident Representative

Manila Economic and Cultural Office

7/F Trafalgar Plaza, 105 H.V. Dela Costa Street

Salcedo Village, Makati City

27 October 2021

Dear Chairman Fernandez,

Warmest greetings!

I would like to refer to our letter dated 21 June 2021 about transmitting the information of the Sailing Direction for the Changhua Wind Farm Channel to your relevant government agencies.

In this regard, I wish to further request your kind assistance in transmitting the information on the implementation of the Sailing Direction for the Changhua Wind Farm Channel to your relevant government agencies once again.

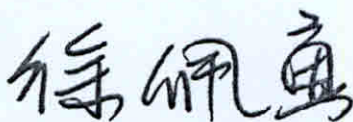
With the kind assistance of your good office, the Maritime Industry Authority of the Department of Transportation of the Philippines issued the *Marina Advisory No.2021-38* concerning the new Sailing Direction for the Changhua Wind Farm Channel on 9 July 2021. In addition, the Sailing Direction took effect on **26 October 2021**. After the aforementioned date, violation of the Sailing Direction for the Changhua Wind Farm Channel will be imposed a fine between NT\$100,000 and NT\$500,000 by Maritime and Port Bureau, Ministry of Transportation and Communications according to Article 9 and 10 of the *Aids to Navigation Act* of the Republic of China (Taiwan).

Please find the enclosed Sailing Direction for the Changhua Wind Farm Channel, the illustration, and the pre-arrival notification form for further details and for your use.

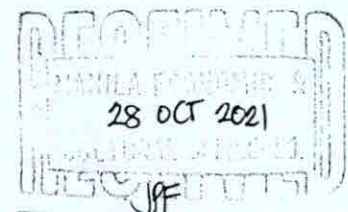
Your immediate attention to and kind assistance in the above-mentioned matter would be highly appreciated.

Please accept the assurances of my highest consideration and best regards.

Sincerely yours,



Ambassador Peiyung Hsu
Representative



Enclosures: a/s



*Manila Economic
and Cultural Office*

菲律賓駐台代表處

Our Ref.: MM21-10-38
29 October 2021

VADM ROBERT A. EMPEDRAD AFP (Ret)
Administrator
Maritime Industry Authority (MARINA)
Marina Bldg, Bonifacio drive cor 20th Port Area Manila

Dear **Vice Admiral Empedrad**:

We wish to transmit a copy of the letter of Representative Michael Pei-Yung Hsu of the Taipei Economic and Cultural Office (TECO) in the Philippines dated 27 October 2021 concerning the implementation of the Sailing Direction for the Changhua Wind Farm Channel, for your information and appropriate action.

Thank you for your assistance.

Very truly yours,

WILFREDO B. FERNANDEZ
Chairman and Resident Representative

SAILING DIRECTION FOR THE CHANGHUA WIND FARM CHANNEL

A. Foreword

The main purpose of the Sailing Direction is to establish the sailing order of vessels in the Changhua Wind Farm Channel in order to maintain and improve navigation safety and efficiency. Vessels using the Changhua offshore navigation areas are strongly advised to place this Sailing Direction on the bridge as reference for navigation and routes planning.

B. General Provisions

I. Changhua offshore navigation areas

Changhua offshore navigation areas refer to the water areas surrounded the Changhua offshore wind farms (from the Port of Taichung to the Port of Mailiao) of which the northern border is the north reporting line and its southern border is the south reporting line including the Changhua Wind Farm Channel, precautionary areas, and the inshore traffic zone of Changhua.

II. Changhua Wind Farm Channel

The traffic separation scheme (TSS) is adopted for the Changhua Wind Farm Channel. The coordinates for each point and reporting line of the Channel are listed below. The boundaries of the shipping lanes and reporting lines can be found from the figure in the annex.

(I) The Traffic Separation Scheme(TSS)

The Channel is separated into the northbound traffic lane, southbound traffic lane, separation zone, east traffic buffer zone, and west traffic buffer zone. The boundary coordinates of such areas are as follows:

1. 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:

