

CORRESPONDENT NEWS CLIPPING

Issue No.3

China P&I Club

I LOCAL

Angola

Source: BUDD

The Angolan National Council of Loaders (CNCA) has been replaced by the Angola Regulatory Agency for Cargo and Logistics (ARCCLA) as the licensing body responsible for issuing permits. Previously, only liner operators required a license. Now, all shipowners and maritime carriers transporting cargo to or from Angola must obtain a license. The annual registration fee is USD 10,000.00, or the equivalent in the local currency (Kwanza) at the official exchange rate. Registration is valid for one year and must be renewed annually between 1 December of the current year and 31 January of the following year. Not renewing your registration by the deadline will result in a USD 3,000.00 fine, or the equivalent in Kwanzas.

Brazil

Source: PROINDE & BRAZIL P&I

The National Centre of Transatlantic Navigation, an association of foreign shipping companies operating in Brazil, has released a list of national and regional holidays to be observed in Brazilian ports in the year 2024. The list also includes flag dressing days to be observed by visiting vessels. It should be noted that there will only be an obligation to pay extra port charges and tariffs during legally established holidays.

At a meeting held last year, the IMO Maritime Safety Committee (MSC) perceived a lingering discrepancy between Regulation XII/10 of the SOLAS and the IMSBC Code regarding the absence of information on bulk density in the form for cargo information for solid bulk cargoes prescribed by the IMSBC Code. Therefore, the MSC approved a change to the current form, adding bulk density information. The change is of voluntary application, in whole or in part, from 1 January 2024 and will enter into mandatory force among IMO Member States such as Brazil on 1 January 2025. SOLAS Regulation XII/10 only requires the shipper to declare the bulk density when the cargo is loaded on bulk carriers with a length equal to or greater than 150 m and that, when it applies to the bulk carrier, any cargo declared to have a bulk density within a specific range must have this parameter verified by an accredited testing organisation.

Federal agricultural agencies confirm that Brazilian maize production and exports soared to record levels last season, with a decline foreseen for the 2023/24 harvest amid adverse weather and ample inventories from competing global suppliers, followed by a recovery in 2024/25. A Protocol on Phytosanitary Requirements signed in May 2022 between Brazil's Ministry of Agriculture, Livestock and Supply (MAPA) and the General Administration of Customs of the People's Republic of China (GACC), boosted Brazilian maize exports to China. Over the past two years, China has purchased more from Brazil than from its regular suppliers and is likely to become the world's biggest maize importer, along with the European Union. The USDA expects



maize production and exports to reach high levels with a significant recovery. For the ongoing 2023/24 season, the agricultural agency estimates that global maize output will rise 6.5% to 1.2 billion tonnes, while exports will arrive at 198 million tonnes, a growth of 9.3% over the previous season. On the other hand, the USDA projects that the Brazilian maize harvest in the 2023/24 season, which kicked off last month, will fall about 10% (from a record-breaking 136 m tonnes down to 122 m tonnes), with exports remaining at around – or slightly below previous levels, that is, 53 m tonnes. Demand will likely remain high, with a predicted increase in production to around 129 m tonnes in the 2024/25 season, as the adverse weather phenomenon that has plagued this crop will have already passed.

In pace with the unprecedented surge of dengue fever throughout the Americas, Brazil sees its worst outbreak, with confirmed cases nearing 4 million. As of the latest epidemiological updates by the United Nations agency, nearly six million suspected DENV cases have already been reported across the Americas, with 5,603 severe cases and 2,193 deaths being confirmed. The Pan American Health Organization (PAHO) has warned that the multi-country outbreak will continue to rise throughout 2024. All four dengue serotypes are circulating in the Americas, often simultaneously, mainly in Brazil, followed by Mexico, Peru, Nicaragua, and Colombia. The Brazil Ministry of Health has taken measures to address the public health emergency, but as the vaccine's effectiveness is still being tested and evaluated by the health authorities, production and supply are slow and insufficient to cover the target population entirely. ANVISA, the federal port health authority overseeing shipboard

sanitary controls, has not imposed specific control measures or restrictions upon ships' operations. It advises visiting vessels to enhance enforcement of shipboard integrated vector management (IVM) plans, along with overall hygiene and sanitary conditions on board, strictly following the guidance and regulations issued by the WHO, PAHO and national health organisations.

DENGUE WARNING SIGNS

Many people with dengue can be cared for at home with adequate rest and hydration. **But, if you experience any warning signs, go immediately to the nearest medical center.**

Watch out for dengue warning signs!

A drop in body temperature accompanied by any of the following symptoms:

A drop in body temperature

Intense and continuous abdominal pain

Dizziness

Persistent vomiting

Drowsiness

Bleeding from gums or nose, blood in vomit, urine or stool

Restlessness

If you have any of these symptoms, go to the nearest medical center IMMEDIATELY

PAHO
Pan American Health Organization

Israel

Source: Harpaz P&I

The United States Department of Defense has made a significant decision to construct a floating pier that will facilitate the delivery of essential aid to the citizens of Gaza. The construction has been underway according to news on April 25th. The pier, approximately 1,800 feet long, will be securely attached to the shore. A fleet of logistic support vessels and barges will transport the aid from the pier to the causeway. Once the aid reaches the

two-lane causeway, it will be further transported to the land and efficiently distributed within Gaza. The primary intention of the pier is to deliver humanitarian aid meals directly to the citizens. It is important to emphasize that the pier will not be used for the supply of any other goods. Non-food items will continue to be delivered to Gaza via Israel (after being discharged at the port of Ashdod) and/ or through Egypt via the Rafah Border Crossing.

In the evening of April 14th, the USA and Israel intercepted dozens of missiles and UAVs (all together about 300) whilst enroute to Israel launched from Iran, Iraq, Syria, and Yemen. The Israel Airports Authority announced this morning that as of today 7:30 a.m., Israeli airspace had reopened. The correspondent sees no problem for any ship calling to all Israeli ports.

Nigeria

Source: BLOOMFIELD BLP

By way of an update on the Nigerian shipping sector, the Federal High Court (the court of first instance for maritime matters) has passed the Admiralty Jurisdiction Procedure Rules 2023 (the “AJPR 2023”). To ensure a progressive outlook and conformity with international best practices that meet contemporary market needs, the AJPR 2023 embraces several innovative provisions, including establishment of admiralty divisions and designation of admiralty judges of the FHC, creation of admiralty registries and appointment of admiralty marshal, preservation of arrest warrant upon its transfer, enforcement of an arbitration agreement through an originating motion and higher threshold for determining when the security for cost is to be mandatorily provided. The innovative provisions catalyze a more effective and well-structured legal framework.

Oman

Source: Mutual Marine Services Al Mushtaraka

Sultanate of Oman has issued new Maritime Law 19/2023. It has come into force on 03 April 2023, the day following the publication of the same in the

Official Gazette. The local correspondent would point out the following provisions of interest to the carriers/ clubs.

Article 3 provides that international treaties and Agreements ratified by Sultanate of Oman will prevail in case of conflict.

Article 8 provides that Sultanate of Oman has jurisdiction to hear cases related to foreign vessels when they are in the maritime areas of Oman.

Article 30 provides that the vessels aged more than 20 years will not be registered in Oman.

Articles 67-73 provide for ship arrest for maritime debt. The arrest can be lifted if sufficient guarantee or security is provided to satisfy the debt.

Article 85-91 provide for the right to limit liability by the shipowner/ operator.

Article 128 provides for free treatment of the crew for injury or illness during his service. Labour Law is applicable if injury or illness is incurable.

Article 139 provides that time bar for claims against the agents/ loading agents/ discharging agents is two years.

Article 141 provides that the vessel agent shall represent the operator in lawsuits filed against the operator.

Article 179-220 deal with the carriage of cargo. Article 192 provides that the carrier may approach the court to sell the uncleared cargo.

Article 212 provides for package limitation - OMR 500 per package or OMR 5 per kilogram whichever is higher. Delay claims - maximum liability is 2.5 times of the freight payable for the goods delayed.

Article 217 provides for cargo damage notification within 2 days from the date of delivery if the damages are apparent or within 15 days from the date of delivery if the damages are not apparent.

Article 219 provides that time bar for cargo claims is one year from the date of delivery or the date on which the delivery should have taken place.

Senegal

Source: TCI Africa

Following a reshuffle at the port Customs administration and pursuant to considerable discussions that TCI Africa has held with the authorities, they have recently become more tolerant of discrepancies noted on ships' arrival declarations of stores and bunkers. Fines are now rarely imposed in such situations. However, respite may not last long and considering Authorities' unpredictability, TCI Africa recommends that ship Masters continue to be vigilant and submit accurate declarations on arrival. More loss prevention advice could be found in LP 36/2022 Customs Fines in Senegal.

Source: BUDD

Following the announcement to postpone Senegal's Presidential elections which was initially scheduled for 25 February to 15 December 2024, protests promptly erupted across the city. The government decided to impose restrictions on mobile internet services to prevent hateful and subversive messages online. The protests are also causing delays for vessels discharging cargo at the port of Dakar. Thankfully, normalcy returned with the successful holding of the presidential elections on 3 March 2024 following which Mr. Bassirou Diomaye Faye became the new head of state on 25 March 2024. While the situation on the streets seems to have stabilized, the Senegalese judicial system is facing its own challenge. The ongoing strike since the beginning of the year has led to postponements of court hearings and trials.

Singapore

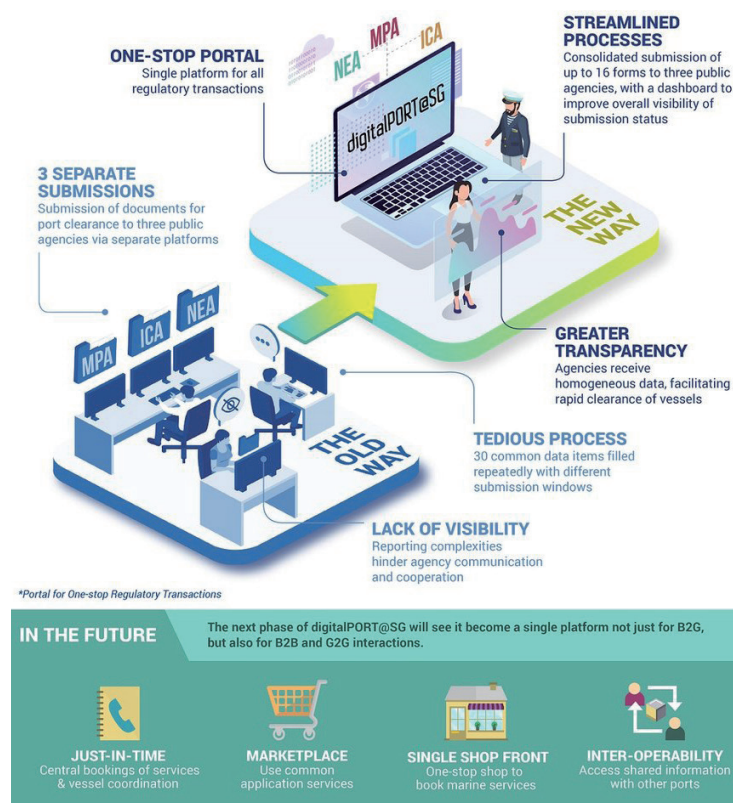
Source: SPICA SERVICES

The Maritime and Port Authority (MPA) in Singapore is currently implementing a scheme titled "Just-in-Time". From January 2024, the JIT Platform for the Port of Singapore will be extended to tankers berthing at the energy terminals and all vessels calling at the anchorages. The purpose is to match vessels with available berths upon arrival in Singapore and also expedite any linked services

such as bunkering, husbandry, etc. The aim is to save time at the anchorages surrounding the island of Singapore, thus reducing CO2 emissions and save on costs.

Vessels are to receive a time slot approval 72 hours in advance which they are to meet. If the berthing is delayed, there will be an anchorage available for the vessel in Singapore while waiting. Should the vessel arrive early, the MPA requests vessels to seek alternative anchorages in the vicinity of Singapore (Indonesia and Malaysia). However please be aware there is no such thing as Singapore OPL as of now. Previous cautions for anchoring without permission outside of Singapore remains in place. Without a valid reason to call Singapore, vessels will likely not be granted permission to anchor. Vessels already in Singapore will require a valid reason once 36 hours idle time is exceeded.

The Singapore Shipping Association (SSA) has sent out an update which may be of guidance. Any subsequent changes to the Estimated Time of Berthing (ETB) will be communicated through the JIT system, which operates as a live notification system. In case of delays to the ETB, not attributable to the vessel, MPA is prepared to provide anchorage space in the port if the delay is



communicated within 12 hours for vessels coming from the west and six hours for vessels coming from the east before the ETB.

INTERTANKO has provided a list of recommended anchorages for tankers, which can also be used by all types of vessels, subject to the service providers' approval.

Togo

Source: BUDD

Vessels calling in Lomé (Togo) should be aware that they may face fines of over 130 million Euros and prison sentences of between 3 months and one year for exchanging items with local people, notably fishermen. More information and loss prevention advice could be found in LP 10/2024 Togo Fine Alert.

UAE

Source: Mutual Marine Services Al Mushtaraka

The New UAE Maritime Law no. 43/2023 will come into force from March 2024. Following points are relevant to P&I matters.

SDR (Special Drawing Rights) is defined in the Act and calculations for all kinds of claims are in SDR.

Article 2 confirms that the law is applicable provided that it does not conflict with the provisions of the International Agreements/ Conventions and Protocols ratified by UAE.

Article 53-60 provide for ship arrest for maritime debt. A sister ship owned by the debtor at the time of the arrest application can be arrested except for the disputes related to the ownership/ mortgage/ sale contract. The applicant has to provide sufficient financial security to the satisfaction of the court to fulfil the mandatory needs for the security and safety of the ship and its crew during the period of arrest. The arrest can be lifted if the owners provide sufficient guarantee to satisfy the debt.

Art 57 (3) provides for the release of the ships

against the letters of undertaking/ guarantee issued by the P&I clubs and financial institutions approved by the court. The executive regulations will list the P&I clubs and other financial institutions which can issue Letters of undertaking/ Guarantee. It is also provided that the submission of the guarantee shall not be considered as acceptance of liability/ debt nor as a waiver of the right to limit liability.

Article 80-85 provide for the right to limit liability by the shipowner/ operator.

Article 175-186 provide for the Carrier's liability for the loss or damages to the cargo. Article 175 provides that the carrier is liable for the loss or damages to the cargo from the time of receipt of cargo and the delivery of the same unless proved that the carrier and his subordinates took all reasonable measures to prevent the damage from occurring or it was impossible for the carrier to take such measures.

Article 177 provides for the package limitation - 835 SDRs for each parcel or 2.5 SDRs for each kilogram.

Article 187 provides that the time bar for cargo claims is one year from the date of delivery or the date on which the delivery should have taken place.

Article 335 provides that P&I clubs can open branches/ entities to represent them and the minister shall determine the entities which can issue guarantee letters.

We attach a notification giving the list of P&I Clubs considered by the Ministry for Blue cards and we understand that these names of clubs will be included in the list that the Ministry would prepare under article 335.

Source: ES GLOBAL

UAE Ministry of Energy and Infrastructure updated FMA Circular no. 1 – 2024 List of Flag States to be classed under IACS Class. The concerned flag States countries include: Albania, Belize, Democratic People's Republic of Korea, Sao Tome and Principe, Tonga, Republic of Congo, Equatorial Guinea, United Republic of Tanzania, Republic of Cameroon.



USA

Source: [LAMORTE BURNS](#)

On March 26, 2024 at 1:28 a.m. EDT, the main spans and the three nearest northeast approach spans of the Francis Scott Key Bridge across the Patapsco River in the Baltimore metropolitan area of Maryland, United States, collapsed after the containership Dali struck one of its piers. Not only did the collapse caused damage and casualties, but it also blocked most shipping to and from the Port of Baltimore. Lamorte Burns has updated the Association on local situations and the loss prevention department has been following subsequent development. More information can be found in LP 12/2024 and LP 14/2024.

West Africa

Source: [BUDD](#)

Large swathes of West Africa, including Ivory Coast, Liberia, Benin, and Burkina Faso, are experiencing a major internet outage after damage was reported to 4 out of 5 critical submarine cables. The internet shutdown is causing difficulties in communication, posing a challenge for port operations in the affected countries. Budd's local offices are advising clients, particularly P&I Clubs, to anticipate delays in communication with essential personnel like local lawyers, adjusters, and port authorities. This can lead to delays in clearances, berthing arrangements, and handling cargo. The maritime industry relies heavily on online platforms for real-time vessel tracking, weather updates, and crucial safety information. The internet outage can disrupt these services, potentially impacting navigation safety and situational awareness for crews. The outage could

also disrupt online financial transactions, impacting payments to crew members, suppliers, and port fees. Telecom operators and authorities are working to assess the damage and initiate repairs. Budd's Ivory Coast office has been told that repair works are expected to take at least one week while testing may result in intermittent cuts for several weeks.

Yemen

Source: [Mutual Marine Services Al Mushtaraka](#)

The Ministry of Transport in the Republic of Yemen informs the shipping lines and goods' owners that an agreement has been reached between the EHOC in Riyadh and the Ministry of Transport to transfer the inspection of ships goods destined to Yemeni Ports under the control of Yemen Government to be conducted at the port of Aden taking into consideration that detection equipment and specialized inspectors have already been moved to Aden port to initiate the work from there in a close cooperation and coordination with Coalition Forces. The Ministry of Transport reports that all shipments outbound to Aden can directly sail from the port of origin to Aden without having to call on Jeddah Port for inspection as the pervious arrangements have been modified and the inspection process will take place at the Port of Aden.

The Government would like to assure the shipping community that the Port of Aden, the main entry point for goods destined to Yemen, is equipped with to receive all types of ships. Furthermore, the port and its facilities are in compliance with the International Ship and Port Facility. The Government is committed to continue the facilitation of all shipping affairs to the most feasible extent and eliminate any potential hurdles in the process.

C. Boutigny & CO

Christian Boutigny who has been a P&I correspondent in Le Havre for more than 40 years has now decided to take a step back. ETIC will perpetuate his activity from 11 January 2024. Everything is being organized so to ensure that there is strictly no impact or delay on current business. This development is an opportunity for Boutigny & Co. to continue to exist along with ETIC through shared common strong values.

Gulf Agency CO (Dubai) LLC

Ms. Kavita Devadiga has joined on 11 March 2024 as GAC, Dubai's Regional P&I Manager (Middle East). Bijit Borthakur is no longer working with GAC, Dubai P&I Team. Contact details of the correspondent has been updated on the Association's website.

Nordic P&I Group

Going in to 2024, there will be some changes to its organizational structure to be able to serve customers in an even more efficient way and to ease also the internal

administrative processes. This it aims to achieve by transferring the correspondence work to the managing company Wesmans. The transfer will not entail any changes in its day-to-day work with the Clubs, other than change of invoice and e-mail address.

Nordic P&I Group, which consist of four different companies in Norway, Sweden, Finland and Denmark is owned by the same holding company as Wesmans. All Nordic P&I staff are employed by Wesmans and are working from the same offices and locations.

Spark International

After serving for a considerable period at its Incheon office, Captain Stanley S.C. Kang has retired, and Hubert H.S. Lee has stepped into the role of the new head of Incheon office. Contact details of the correspondent has been updated on the Association's website.

*The above is a non-exhaustive list of the information provided to the Association by its correspondents and serves only as a reference for the Members. As the global landscape changes all the time, please consult local agent/correspondent for updated information should there be any clarification needed.