

# CORRESPONDENT NEWS CLIPPING

Issue No.4

China P&I Club

## I LOCAL

### Algeria

Source: BUDD

**Internet Cuts:** Budd Algeria advised that Algeria experienced nationwide internet outages coinciding with the start of the first baccalaureate exams on June 9th, 2024. While authorities deny any involvement, media outlets point to a pattern of similar internet disruptions during baccalaureate exam periods for the past eight years. This suggests the outages may be intentional measures to prevent cheating. The internet disruptions are expected to continue for four days. In case of any emergency, please contact Budd Marseille claims team.

### Brazil

Source: PROINDE

**Amazon Drought:** The National Water and Sanitation Agency (ANA) predicts that this year's dry season will lead to critically low river levels, potentially as bad as or worse than those experienced last year. ANA has declared water shortages in the Madeira and Purus rivers and their tributaries, which are critical for navigation, hydroelectric generation, and public water supply. The measure was taken more than two months earlier than last year when the Amazon basin

suffered its worst drought. Recent reports from ANA and climatology institutes indicate that the upper Amazon accumulated below-average precipitation during the rainy season (from November 2023 to April 2024). This trend has continued into the current dry season, which started earlier than usual, and is expected to disrupt navigation to a similar or even greater extent than last year.

Due to the severe drought reducing the carrying capacity of the ocean-going ships, effective 1 August 2024, carriers offering liner services in the Amazon, including Aliança (A.P.Moellen-Maersk), Log-In, ONE, Mercosul Line (CMA CGM Group), and MSC are levying a temporary Low Water Surcharge (LWS) on the freight of all containers to or from the port of Manaus. If the river levels continue to drop as forecasted, containership traffic may be halted in a few weeks. In this scenario, containers bound for or



arriving from Manaus will need to be transported by barge through the port of Vila do Conde (Barcarena), on the mouth of the Para River, east of the Amazon. Amid last year's drought crisis, instead of relying on barging between Manaus and Vila do Conde, some operators diverted containers destined for those Amazon ports to alternative ports on the northeast coast, such as Pecém and Suape, for onward carriage once river levels rise.

The maritime authorities monitor the river levels and receive regular feedback from regional pilot associations on changes to the depths and contours of chartered shipping routes. They are expected to reduce draft limits and under-keel clearances (UKC) for cargo ships and convoys. Night navigation on critical stretches in the upper Amazon is anticipated to be temporarily prohibited. Last year, the National Waterway Transport Agency (ANTAQ) eased procedures for chartering small ships for cabotage to mitigate the impact on supply and trade in the Amazon. It is foreseen that the federal regulator will take similar steps this season if the adverse outlook is confirmed. The federal government has allocated funds for dredging and other works on critical stretches of the Madeira and Solimões rivers. Although initiatives were promised to commence in the second half of 2024, they have not yet started.

Seasonal drought in the Amazon Basin varies depending on the region. It typically starts in July and lasts until December, reaching its peak between September and November. As water levels change daily due to the prolonged drought, ships calling the Amazon ports should check prevailing limitations with their local agents and terminal operators before entering the river.

Source: Rabb Carvalho Advogados

Free Pratique Delays:

2024/6/28 Update 1

Brazil National Health Surveillance Agency (ANVISA) initiated a Standard Operation concerning the issuance of the Certificate of Free Practice (CLP). Their main objective is to "slow down" proceedings. The civil servants involved are advocating for salary adjustments to enhance their regulatory roles. This action has the potential to escalate into a nationwide strike. Given that the unloading of ships is contingent upon the issuance

of the CLP, this movement could significantly disrupt port operations and shipping activities. A similar movement in 2012 caused substantial disruption for shipping activities and to Brazilian importers.

Under the new standard operation, the time required to obtain this authorization has extended from one to two days to a minimum of 15 days. This delay increases the cost of imports as goods are held at ports for longer periods. The situation is further complicated by intensified inspections at several Brazilian ports, with health authorities requiring the renewal of expired Sanitary Vessel Control Certificates (SSCEC) before issuing the CLP. According to ANVISA, the following procedures are now in place:

- Free Practice Certificates can only be issued on board after the ship berth, contingent upon scheduling and availability of ANVISA's inspection, unless the CLP is issued via Paperless Port (PSP);
- Until the CLP is issued, no personnel are allowed on board;
- Anvisa has the discretion to determine whether the CLP will be issued on board or via the PSP;
- While the standard procedure is to grant Free Pratique via radio communication, the health authority of some ports have modified their operations.

In these locations, Free Pratique is now only issued after a full vessel inspection, contingent on the availability of inspectors and conducted during business hours on availability and business hours. Despite the current circumstances, ongoing meetings and negotiations aim to prevent the escalation of protests to other ports, striving to minimize operational impacts and sustain the efficiency of port operations in Brazil. The Judiciary has intervened on a case-by-case basis to mitigate the strike's adverse effects and ensure the regular functioning of shipping activities in Brazil.

2024/6/28 Update 2

Federal regulatory agencies, including ANVISA, are intensifying their efforts to secure wage increases. This week, the regulatory personnel union has announced a general 48-hour strike on July 31st and August 1st, following the rejection of another salary adjustment proposal from the

Federal Government. The strike is expected to disrupt control and inspection operations at ports and airports, as well as the supply of electricity and water, along with other services regulated by federal agencies.



#### 2024/6/28 Update 3

Despite the Federal Government's ongoing efforts to reach an agreement, employees of the federal regulatory agencies have formally rejected the latest salary proposal. Consequently, they have announced a general strike from August 12 to 14, while awaiting further negotiations. The latest proposal included a 14.4% increase for employees under the Special Job Plan and a 23% increase for those in career positions, divided into two instalments set for 2025 and 2026. However, these terms were deemed insufficient by the employees, prompting their decision to strike. Typically, agents would request the issuance of free pratique prior to the strike for vessels expected to arrive during the strike period. However, free pratique requests must be filed within 72 hours before the vessel's arrival. Consequently, vessels arriving over the weekend or at the beginning of the week may encounter significant challenges in obtaining free pratique under these circumstances.

#### 2024/6/28 Update 4

The Regulatory Agencies Union has reached an agreement with the Government, resulting in the suspension of the planned national strike. After five months of mobilization and partial work stoppages, a resolution has finally been reached, and as of today, August 21, 2024, the Agencies will resume normal operations.

## Bangladesh

Source: INTERPORT

With the student quota-reform protests in July, and the resignation of prime minister Sheikh Hasina on 5 August and the parliament dissolved a day after, Bangladesh has been experiencing domestic political unrest. According to the feedback from local correspondents, the unrest has de-escalated, and law and order is being restored as Bangladesh Border Guard has been deployed alongside the Bangladesh Army. Internet connectivity has also been fully restored. The previous Government has stepped down and new interim Government will form soon to run the country. The situation is now gradually improving.

Presently there is no curfew prevailing at Chittagong. Curfew was lifted from 0600 hrs on 6th August. Chittagong and Mongla Ports are operational. Discharge of cargo at outer anchorage and at berth is going on as usual. However, the delivery rate of goods to consignees by direct delivery at the jetties has slowed due to road safety concerns. It is advised to deploy watchmen at the anchorages and jetties to prevent any petty theft incidents if necessary.

## France

Source: BUDD

The French national port and dockers workers' union, CGT, called for a return to dead port days across all French ports, starting June 7th, 2024. The move comes after negotiations with the Ministry of Transport broke down. Port workers in major ports like Le Havre and Marseille-Fos blocked road access and cargo operations came to halt as stevedores stopped work. Similar disruptions are reported throughout France, including ports in Bordeaux, Rouen, and Nantes/Saint Nazaire. The union has announced additional dead port days on June 13th, 21st, and 25th, 2024. The four-hour

stoppages are also expected to continue.

The CGT dockers' union has decided to suspend its strikes against the pension reform until the end of September 2024, after the dissolution of the National Assembly by President Emmanuel Macron. Since parliament's dissolution, the CGT no longer have any government representative with whom they can negotiate. They therefore considered that strike action would be ineffective for the time being. However, the union has emphasized its commitment to the cause by filing a 48-hour strike notice for September 26th and 27th. This future strike will involve halting port operations and is intended to remind the future government of the CGT's demands. Throughout France, the suspension of the strike will provide a welcome respite allowing ports to operate fully this summer.

## Guinea

Source: BUDD

Following the online publication of the government's draft for a new constitution, Guinea's opposition movement called for a "dead town" day on 12 August 2024. People were asked to stay at home and refrain from going to work. Demonstrations have been announced throughout Guinea on the 13th, potentially making it dangerous to be on the streets. Budd Guinea would not expect the political unrest to have any direct effect on the ports, apart from possible delays for staff and trucks trying to reach them. Nevertheless, in view of the volatile situation, it is recommended that seafarers remain within the confines of the ports which are usually well guarded.

## Israel

Source: Harpaz P&I

Israeli Ministry of Transport and Road Safety has released a letter on Israeli ports security on August 7. The letter informs that ports Eilat, Ashkelon, Ashdod, Hadera, and Haifa are fully open for business and functioning at full capacity. All ports exceed ISPS highest standards and are highly

protected strategic facilities. Steps have been taken by the Israeli government to minimize risk levels for calling ships. Israel's Iron dome defence systems have proven to be super effective. Despite several previous conflicts, no damage was sustained to any ship moored in any Israeli ports.

The correspondent also advised that the recent assassinations of Hezbollah commander Fuad Shukr in Beirut and Hamas leader Ismail Haniyeh in Tehran by Israel have significantly heightened tensions, with Hezbollah and Iran vowing retaliation. As a result, there is an expectation in Israel of possible attacks involving long-range missiles and UAVs targeting the country in the near future. Israel, along with its allies like the USA and the UK, is prepared to intercept these threats before they reach their targets. It is believed that any missiles launched would likely target military rather than commercial sites, such as commercial ports.

## Mexico

Source: P&I Services Mexico

P&I Services Mexico informed that as of July 2024, there has been a sudden increase of narcotics related incidents in Mexican West Coast Ports. The current trend points towards a LatAm trade, which is the usual trade affecting narcotics incidents in Mexico. The narcotics have been mostly found inside containers or inside the vessel's sea chest. If narcotics are found by the crew or another, adequate legal representation is of utmost importance as well as immediate reporting of the same.

## Nigeria

Source: BUDD

Budd Nigeria advised that commercial activity in all Nigeria's ports has ground to a halt due to a general strike. Unions are demanding pay increases to compensate for inflation caused by a dramatic depreciation in the national currency (naira) and the withdrawal of a fuel subsidy. The strike has resulted in power cuts, the closure of both businesses and public facilities such as hospitals in schools. Many



flights at Abuja and Lagos airports have been cancelled. Negotiations with the government are underway.

Nigeria's crippling general strike, which halted commercial activities and public services on Monday, June 4th, 2024, has been suspended. The decision follows the government's pledge to double the minimum wage

to 60,000 naira (approximately €37.14 or US\$40.36). While this represents a significant increase, it falls short of the unions' initial demand of \$330.00 per week to offset inflation. Negotiations between the government and labour unions are planned to continue on a weekly basis until a final agreement is reached.

## New Caledonia

Source: MCLEANS

### 2024/5/15 Update 1

MCLEANS brought to our attention the alarming events of extreme violence that have unfolded in recent days in the port of Noumea, main city of the island. The incidents include widespread looting and arson of shops, clashes with law enforcement, burning of vehicles and houses, roadblocks erected in various neighborhoods and stoning of public property. What initially began a couple of days ago as a peaceful mobilization, spurred by the CCAT's call to protest against the proposed constitutional amendment (local constitution) aimed at expanding the electoral body, appears to escalate into uncontrollable riots. The initial confrontations began on Monday 13/05, during a protest against the proposed legislation. In response to the escalating situation Minister of the Interior in Paris announced the deployment of reinforcements, expected to arrive in the coming days. A curfew was imposed from May 14th, 6:00 PM, until May 15th, 6:00 AM. The airport was closed.

### 2024/5/16 Update 2

A state of emergency has been declared in New Caledonia after three days of violence, with the death toll now at four. The decision was taken by the head of state following a national defence and security council meeting in Paris this AM.

The state of emergency will last for 12 days as

mandated by law. The declaration of a state of emergency grants department prefects' specific powers, including:

- Prohibiting the movement of people or vehicles in certain places and at specific times as determined by decree;
- Establishing, by decree, protection or security zones where the presence of people is regulated;
- Banning any person from residing in all or part of the department if they are seeking to hinder, in any way, the actions of public authorities.

The declaration of a state of emergency also grants the following powers:

- Prohibiting demonstrations and gatherings of people on public roads;
- Establishing protection perimeters to ensure the security of a place or event;
- Banning certain public meetings or closing public places and places of worship;
- Conducting administrative searches;
- Requisitioning individuals or private resources;
- Blocking websites which promotes terrorist;
- Imposing travel bans;
- Enforcing house arrests.

### 2024/5/17 Update 3

New Caledonia remained under curfew during the state of emergency which is expected to last approximately 11 more days. The curfew is in effect from 6 PM to 6 AM and extended to cover the entire island. The military deployment is still ongoing with additional reinforcement planned to arrive. All commercial flights are cancelled up to May 21st



Source: AFP

and potential shortages of medication and food supplies are anticipated. In Kouaoua (terminal in the East of the island), the offices of NMC and SLN (nickel companies) were attacked and vandalized. In Poya (West-middle coast terminal), loading equipment was set on fire.

#### 2024/5/22 Update 4

The outcome of 9 days of clashes has resulted in six fatalities, including two gendarmes and the arrest of 270 rioters. The High Commission confirmed that the curfew is maintained together with prohibitions on gatherings, the transport of weapons and the sale of alcohol. Approximately 400 establishments, including businesses, supermarkets

and private residences were damaged causing considerable economic losses (approx. 200 M€). The airport will remain closed until May 23rd. The army secured the port of Noumea enabling the unloading of two container vessels although the inland carriage of these containers is still to be arranged. All loading operations for bulk carriers are still stopped. There is also an ongoing issue regarding the shortage of food supplies for these vessels because they cannot get food from ashore.

#### 2024/5/22 Update 5

The port of Noumea is secured and under the control of the army as confirmed by the Town

Hall. Vessels, especially and mainly container vessels can berth; this is important to restock the pharmacies and the supermarkets to start stopping shortages. Barricades are still set up by rioters. A cyberattack was initiated toward the local (and sole) internet provider but it was successfully blocked during the night from Tuesday to Wednesday; that cyber-attack was launched further to the announcement of President Emmanuel Macron's visit. The situation is evolving favorably although tension remains high with again fires in the urban area.

#### 2024/5/27 Update 6

While the State of emergency will be lifted

Tuesday AM, the curfew is maintained as from 6 PM to 6 AM. Sadly a 7th person died last Friday (gunshot). The visit of the President of the French Republic (Emmanuel Macron) did not prevent the fires and looting, day and night.

The army secured the port of Noumea but the other terminals for nickel ore in the country remain with no activity. It should be noted that the loading sites around New Caledonia are not "harbors" and lack facilities. These sites are blocked by the CCAT hard-line branch of the FNLKS (Kanak and Socialist National Liberation Front). As a result of this, the nickel ore areas with a difficult access cannot be secured.

There is a severe food shortage affecting the entire population which the authorities are trying to address but this remains highly complicated, particularly because the stevedoring companies are composed of people connected to the rioters. The food shortage also impacts ships; one of them sailed definitively without completing its loading. For another vessel in the south of the island, it is being considered to send it to a port in another country to resupply with food and fuel bunker.

#### 2024/6/1 Update 7

All activities at the port of Noumea have been stopped since noon LT on Saturday, June 1st. Two ships are awaiting unloading, and containers cannot be delivered as no road hauliers can enter the port. The reason: the non-renewal of Brice

Kiener's contract (Port director) who was in the position since April 2023. Without manager/director the port is paralyzed. His successor is expected to be announced at the beginning of next week.

Law enforcement remains mobilized to clear the roadblock on the main roads in the urban area of Noumea. On 01/6 pm, a major police operation was carried out on RT1 road (main axis to leave/ enter the city).

#### 2024/6/3 Update 8

Measures to prohibit gatherings, the sale and transport of weapons, and the sale of alcohol, as well as a curfew from 6:00 PM to 6:00 AM remain in effect across the entire territory until Monday, June 10, at 10:00 AM. Numerous debris clearing operations on main roads have continued with the support of military reinforcements, civil security, and private companies. However, for the past three weeks, this is still terribly difficult to move because of blockades, detours, dead ends, barricades as well as the presence of individuals who extort, threaten and insult passersby, putting their lives at risk. The airport will also remain closed until June 10.

This crisis presents a severe blow to SLN (Société Le Nickel), which is striving to keep the Doniambo (located in Noumea) nickel plant operational. SLN confirmed that part of the ore conveyor belt caught fire between Saturday night and Sunday morning in Nepoui (nickel plant in the north of the island). The fire was quickly

controlled by the onsite teams but approximately one hundred meters of the conveyor belt were damaged. This conveyor belt, which runs along the shoreline, is crucial for loading ore.

A bulk carrier managed to leave Noumea yesterday under a special permit (despite the shutdown of the autonomous port). That ship was expected to arrive in Nepoui on Sunday morning for loading 19,000mt of nickel ore and she was to return to Noumea as soon as possible. That operation is vital and urgent because, without ore of sufficient quality and quantity, the Doniambo furnaces would risk irreversible damage, and they could cease functioning in a definite manner. This Monday through the social media the SLN Management shared a post announcing the success of the loading of the 19,000 MT.

In recent days, there have been additional acts of vandalism at mining sites. The situation is thus still very tense, and the issues are clearly not settled.

#### 2024/6/15 Update 9

Earlier this week end French president Emmanuel Macron announced the suspension of the constitutional amendment bill affecting New Caledonia's electoral body which had triggered riots in the archipelago. President Macron clarified his intent to "reinforce local dialogue and restore order". The bill had been adopted successively by the Senate in April and the National Assembly last month and was due for final adoption by both chambers meeting in Congress before June 30.

However, due to the dissolution of the French National Assembly, the President is unable to convene the Congress for a final vote.

Clearing operations on the main roads (RT1) and other routes are ongoing but are hampered by the re-establishment of roadblocks on the same or following days. The country is at risk of imminent payment default (inability to meet the costs of municipal employees and generally the handling of the whole island) which could exacerbate the general disorder. Noumea Port is still secured by the army and is operational.

#### 2024/7/4 Update 10

Following the flight of seven members of the CCAT to France from New Caledonia, the country has experienced a resurgence

of violence that now affects the entire island and not just the capital Noumea. The rioters continue their abuses including fires and shootings, occurring as recently as yesterday and last night near the capital. The increasingly violent acts are now affecting the Northern province primarily populated by Kanaks under the pretext of demanding the release of the rioter leaders. Additionally, the total blockage of the roads led to a lack of supplies for the North including medicine, food and fuel. The curfew, which was extended from 8 PM to 6 AM a week ago may be reinstated earlier due to the resurgence of violence.

Regarding loading sites:

- All mines on the East Coast are closed, including "Nakety" which cannot accept any vessels.
- On the West Coast, a vessel

was loaded in Poya and departed on June 22, 2024, for Korea with 55,000 MT of nickel ore on board. However, the "Poya" site is now stopped due to the general situation, which prevents extraction on the mountain and the transport of ore to the seaside.

"Teoudie", another site on the West Coast (same shipper NMC) continues its activities because the workers and stevedores disagree with all the abuses committed by the rioters and want to work. However, this situation can create conflict between the tribes around the site. There is currently one vessel in loading operation (slowly), another already waiting at anchor, and another expected to arrive, which postpones any further loading for several weeks or even months.

## Sierra Leone

Source: BUDD

Budd's Sierra Leone office reported that after weeks of failed attempts to start pay rise negotiations with the Ministry of Labour, workers at Freetown's Main Water Quay stopped work on August 10 for an unspecified period. The local press reported that three vessels at the Main Water Quay were idle. The dockers currently receive SLL 6/hour, which is just under 0.25 Euros. They claim that they can no longer support their families on this amount. Work was resumed on August 13 following successful negotiations.

Source: MCLEANS & Africa Marine Services

Sierra Leone Ports and Harbours Authority disclosed a regulatory note in April regarding the disembarkation of stowaways. The Authority declared that all ship owners must instruct their Masters not to deviate from the planned voyage to seek the disembarkation of stowaways discovered onboard after leaving the territorial waters of the country where the stowaways embarked, unless permission has been granted by the Authority at the port where the ship intends to deviate, or there are extenuating security, health, or compassionate reasons accepted by the Authority. A disembarkation fine of \$2,000 for each stowaway will be introduced. Alternatively, vessels are encouraged to transport the stowaway to the next port of call.



## Singapore

Source: SPICA SERVICES

Following a collision in the afternoon of June 14th between a dredger and a bunker barge in the Port of Singapore, port waters have been affected by a pollution of fuel oil. Whilst many vessels that were in the Port's Eastern Anchorages at the material time have been affected by oil-stained hulls, mooring ropes and equipment, port operations have continued without interruptions. Whilst vessels calling at the Port should be aware of secondary oiling, from fenders, ropes, barges, supply boats and the like, no special measure are required. Members vessels should of course be vigilant when calling, and if adversely affected, Spica Services is ready to help locally, with surveyors and cleaning contractors on standby to limit delays.

## UAE

Source: Mutual Marine Services Al Mushtaraka

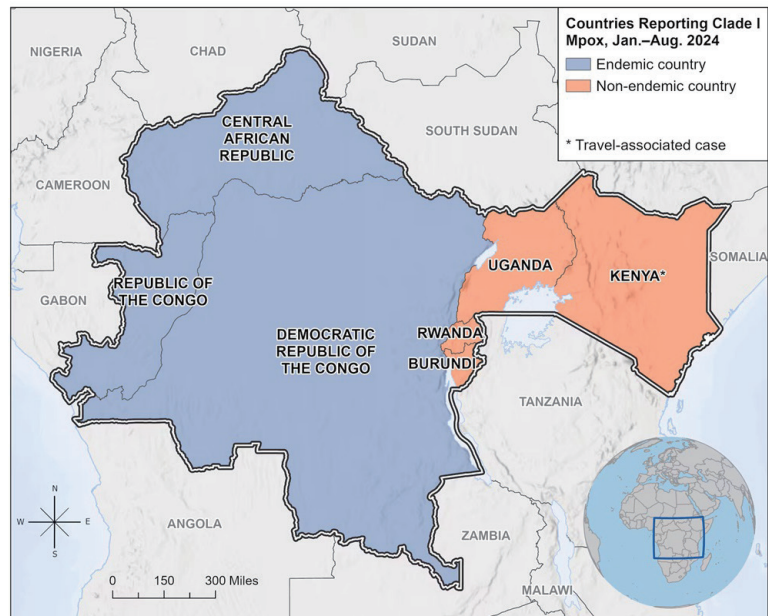
Circular No.5 of 2024 was issued by Federal Maritime Affairs in UAE prohibiting supply vessels from carrying, transporting, and trading oil products in UAE waters and ports, including the exclusive economic zone, regardless of the quantity of these products. UAE flagged vessels will be deleted from the registry and foreign flag licenses will be cancelled if found carrying, transporting, and trading oil products and will be banned from UAE water and ports. UAE flag and foreign flag offshore supply/support vessels (OSV) engaged for transporting of oil products to oil fields in UAE are excluded.

## Uruguay

Source: Chadwick Weir Navegacion S.A.

A health emergency has been declared on August 14 by the World Health Organization due to a new outbreak of Monkeypox in many African countries. Local medical service providers have recommended that any crewmember with symptoms of fever coming to Uruguayan ports from Africa, or that has

been in Africa the last 15 days, should be checked by a physician on board in order to detect or rule out said disease. Crewmembers with febrile symptoms should not be taken off board. Local authorities should be notified immediately if the above situation appears. It is suggested that Members are informed of this situation, and more information can be found in LP 21/2024.



Source: WHO/CDC

## Venezuela

Source: GLOBALPANDI S.A.

Venezuela held a presidential election on 28 July 2024 and the National Electoral Council (CNE) declared Nicolas Maduro the winner on the 29th and handed him a third consecutive term in office. After the result was announced, opposition protesters rally across the nation as the result spurs fraud claims. Venezuelan Attorney General Saab said on the 30th that 749 people had been arrested and the protests resulted in the injuries of 48 military and police officers. The maritime side hasn't been affected so far. The main issue has to do with the operational side, specially related to road traffic attending the ports, especially dry bulk cargoes could be disrupted or stopped in some cases. As a general advice, the correspondent recommended that ship's crew take necessary security steps, remaining on board if possible.

On August 22nd, Venezuela's Supreme Court backed Maduro's victory in the election.



Source: AFP

## West Africa

Source: BUDD

Budd's West African offices have reported that the rainy season has hit hard this year, resulting in stoppages in cargo operations, power and telecommunications failures and severe floodings. The wet season usually occurs between May and October in West African countries such as Benin, Burkina Faso, Cape Verde, Cameroon, Ghana, Guinea, Liberia, Nigeria, Senegal, Sierra Leone and Togo. The extreme meteorological conditions of recent years have weakened infrastructures and increased the impact of the wet season.

# 2 CORPORATE

## BUDD Group

On 28 May, Budd welcomed a broad spectrum of key players in the maritime industry to celebrate its new dockside premises in Le Havre, France. For further information or assistance in Le Havre, Ms. Faiza Khabouri, Budd's Regional Manager of its Channel and Atlantic offices can be reached at [faiza.khabouri@budd-pni.com](mailto:faiza.khabouri@budd-pni.com).

## P&I Services LTD

The Association's correspondent for New Zealand and the near Pacific Islands – P&I Services LTD – provided

an update on new personnel as Bevan Marten and John Burton joined the business. They both have a long background as maritime lawyers and are familiar with the range of Clubs matters, large and small and with the level of service required of a commercial Club correspondent. The Association's listing has been updated accordingly.

## TCI Africa Gabon

Contact details for TCI AFRICA in GABON have changed and the Association's listing has been updated accordingly.

\*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.