

# CORRESPONDENT NEWS CLIPPING

Issue No.6

China P&I Club

## I LOCAL

### Brazil

Source: Proinde

#### Increase in Cocaine Seizures in Brazil



#### The drug menace

Brazil ranks second only to the United States in gross cocaine consumption. It shares borders with the three largest cocaine-producing nations, making it both a destination and transit point for illegally trafficked narcotics. In recent decades, organised crime groups, notably the Primeiro Comando da Capital (PCC), have consolidated their grip on this lucrative market. Indeed, the PCC is the only crime syndicate currently designated by the US Department of the Treasury as an entity engaged in global illicit drug trafficking. Over the years, these crime syndicates have infiltrated all walks of civil society, business and politics, fostering alliances with other prominent criminal enterprises abroad. Their dominance in maritime drug smuggling operations originating from Brazil is now

unwavering.

In Brazil, each state organises and funds its own law enforcement actions and legislates on drug-related matters within the framework established by federal laws and international conventions. To address the inconsistent data on drug seizures and standardise reporting procedures across states, the Ministry of Justice and Public Security (MJSP) created the National Public Security Information System (SINESP), enabling Brazil's 27 states and the Federal District to share public security data, including information about drug trafficking incidents and seizures. SINESP is supported by members of the Unified Public Security System (SUSP), which comprises federal and state police forces, municipal civil guards, port guards, and other law enforcement agencies.

In 2024, law enforcement agencies documented 183,001 cocaine trafficking incidents, confiscating 137,362 kilograms throughout that year, resulting in an average of 375 kilograms of the drug seized per day. This reflects a 6.7% increase in the amount seized compared to that reported for 2023.

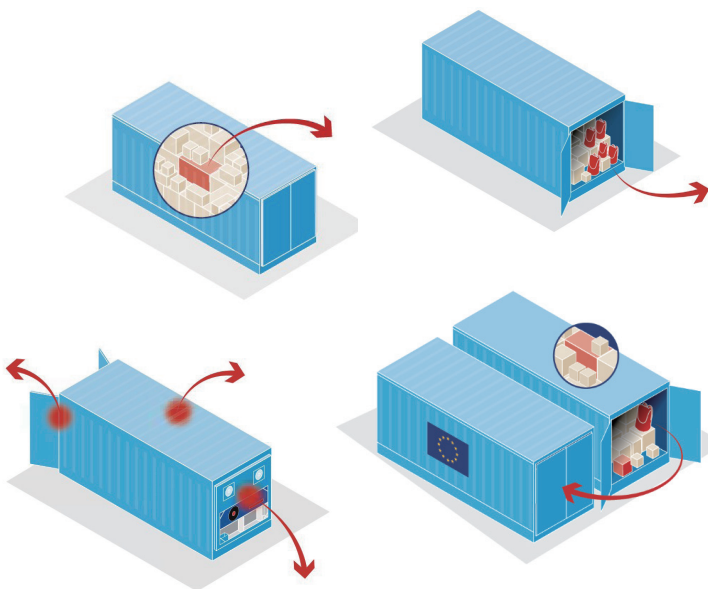
#### Shipborne drug trafficking trends

Exporting cocaine in shipping containers remains the method of choice for drug smugglers, as evidenced by the large quantities regularly recovered by customs and police forces in container terminals. In 2024, authorities intercepted 42 boxes carrying over 11 tonnes of cocaine. The drugs were concealed in dry containers, primarily using the 'rip on/rip off' method; in this approach, legitimate

containerised shipments are exploited by criminals to transport cocaine from the place of origin to the country of transshipment or final destination.

Additionally, narcotics were discovered in refrigerated containers carrying frozen or chilled cargo. In these instances, the drugs were concealed within the load or ingeniously integrated into the structure of the reefer, including its inner walls, front panel, ceiling, and floor.

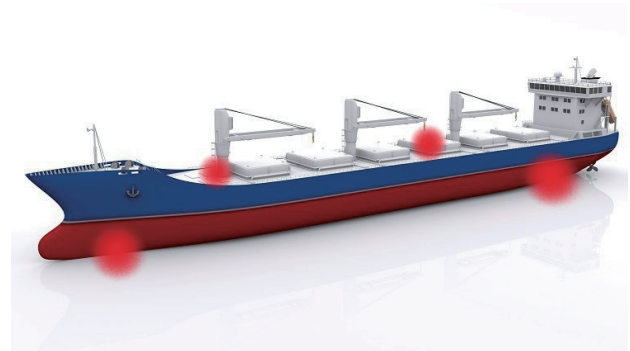
Over the past five years, narco-divers in Brazil have exploited this space to stash large quantities of cocaine, securely wrapped in watertight packaging with ballast weights, often without the knowledge of the crew or port workers. The US Department of State Bureau for International Narcotics and Law Enforcement Affairs estimates that drug seizures in sea chests of ships have increased substantially in Brazil, mainly in the port of Santos, rising from 2.4% of seizures in 2019 to over 30% in 2024. During the last five years, at least 81 ships have reported contamination in their sea chests, resulting in the recovery of nearly 13 tonnes of cocaine by law enforcement. In 2024, over one tonne of cocaine was retrieved from the sea chests of eleven different vessels. Many of these packages were equipped with GPS devices to help criminals track them.



### Trending ports

Although incidents of drug smuggling at major seaports have declined, there has been a notable

rise in these criminal activities at the developing ports within the Northern Arc region. This area stretches from the eastern Amazon to the southern part of Bahia. It includes river ports along the Amazon's inland waterways and seaports along the coast, down to the 16th parallel south. Sizable cocaine interceptions were recorded at local ports such as Manaus, Belém, Vila do Conde (Barcarena), Itaqui, Pecém, and Salvador. The drug was seized from both containers and ship hulls following the parasite modality.



### Consequences for crew

Cocaine smuggling, whether concealed in shipping containers or submerged areas of ship hulls, generally does not attract liabilities towards the crew if the drugs are discovered in Brazil. Local authorities often assume that crew members are unaware of or not complicit in these illicit activities when the criminals employ such covert methods. However, this outlook changes dramatically if illegal substances are found on board the vessel in areas accessible to crew members, shore contractors, or visitors.

Regardless of current trends or the reputation of specific ports as hotspots for drug trafficking, crews operating in Brazilian waters are strongly advised to exercise caution and common sense during their stay. They should be aware of the evolving nature of drug trafficking at sea and understand the associated risks, as well as the potential criminal consequences of engaging with traffickers or behaving recklessly. In Brazil, criminal penalties for drug trafficking can range from 5 to 15 years in prison, along with fines. For interstate or transnational crimes, charges may be increased by one-third to two-thirds.

Shipmasters and ship security officers must ensure

that the ship’s security manual is up to date and has been adequately tested. They should enforce compliance among the crew and encourage them to review industry guidance, including loss prevention materials regularly published by P&I clubs and international organisations, to raise security awareness and promote adherence to best practices.

It is equally important to follow the advice of local authorities, shipping agents, and P&I correspondents on local threats in Brazil’s challenging port security landscape and take proactive measures to address them.

**Record-breaking Levels Expected for the 2024/25 Soya Bean Season**

**Production forecast**

In its latest crop assessment report, the National Supply Company (CONAB) maintained its previous forecasts for a bumper crop in the 2024/25 season. Brazilian agricultural production is expected to reach a remarkable 325.7 million tonnes (Mmt), reflecting a 9.4% increase compared to the past cycle. The planted area has expanded to 47.5 million hectares, marking a 2.8% increase from the 2023/24 cycle. The expected yield is projected to reach 3.5 kg/ha, which is a notable 9.3% higher than last season. This leads to a forecasted record production of 166 Mmt, up 12.4% from last season and 4.3% above the previous record set in the 2022/23 crop.

In an even more optimistic outlook, the United States Department of Agriculture (USDA) forecasts that Brazilian soya bean production will reach 169 Mmt this season. In comparison, the two other major global soya bean producers, the United States and Argentina, are expected to harvest 119 Mmt and 49 Mmt, respectively. The increased production is attributed to a combination of factors, including expanded planted areas, advancements in farming technology and favourable climate conditions in key producing regions, particularly in the grain powerhouse state of Mato Grosso.

**Exports**

Both CONAB and the USDA project that, despite

delays in sowing and harvesting, Brazil will export around 105.5 Mmt of soya beans during the current season, followed by the United States (49.7 Mmt) and Paraguay (7.3 Mmt).

China will continue to be the world’s top soya bean buyer, primarily importing from Brazil, with shipments estimated at 109 Mmt, down 2.7% from last season. Meanwhile, the European Union remains the second-largest importer of the oilseed, with purchases estimated to reach 14.6 Mmt, an increase of 8.5% compared to the 2023/24 cycle.

**2024 Port Handling Performance**

According to data released by the National Agency of Waterway Transport (ANTAQ), in 2024, 122.5 Mmt of soya beans were shipped from Brazil. The leading exporting port complexes were Santos, with a share of 29% of the volumes, Itaquí (14%), Paranaguá-Antonina (14%), Rio Grande (11%), and Vila do Conde (Barcarena) (10%).

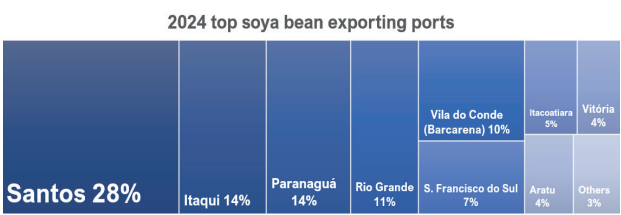


Figure 3: Ranking of soya bean exporting port complexes 2024 in % of export volume (97.3 mmt). Source: ANTAQ

Proinde has published Loading Soya Beans in Brazil – Practical Guidance to provide comprehensive information on loss prevention measures that shipowners, masters and crews can implement to safely load and transport this commodity across the seas.

Source: Rabb Carvalho Advogados

**Brazil Reinstates Visa Requirements for U.S., Canada, and Australia: Key Implications for Maritime Operations**

Brazil has announced the reinstatement of visa requirements for citizens of the United States, Canada, and Australia, ending the unilateral visa exemption in place since 2019, which was introduced under former President to boost tourism.

This change, effective on April 10, 2025, reflects Brazil's renewed emphasis on diplomatic reciprocity in its foreign policy, particularly in light of recent trade tensions. Brazilian authorities are reportedly continuing negotiations with the U.S., Canada, and Australia to explore mutual visa waiver agreements, but no timeline for such agreements has been confirmed.

### **New Visa Process**

The reinstated visa requirement introduces a streamlined, fully digital application process:

- **Cost:** R\$479 (approximately USD 85, subject to exchange rate fluctuations).
- **Validity:** Allows stays of up to 90 days per visit.
- **Requirements:** No in-person interviews or proof of income are needed, simplifying the process compared to pre-2019 standards.

While the visa exemption for C-185 SID holders simplifies compliance for many maritime workers, the broader reinstatement of visa requirements may still impact operations, particularly for:

- **Non-Exempt Crew:** Seafarers without a valid C-185 SID will need to secure visas, potentially increasing administrative burdens and costs.
- **Cruise and Tourism Sectors:** Cruise operators must verify visa compliance for passengers and non-exempt crew, even for brief port calls.
- **Operational Planning:** Companies should anticipate additional documentation checks for technical stops, embarkations, or disembarkations at Brazilian ports.

### **Recommendations To maintain seamless operations:**

1. **Verify SID Compliance:** Confirm that U.S., Canadian, and Australian crew members hold valid C-185 SIDs to benefit from the visa exemption.
2. **Secure Visas for Non-Exempt Crew:** For seafarers without a C-185 SID, initiate visa applications early via the digital platform.
3. **Monitor Regulatory Updates:** Regularly check the Ministry of Foreign Affairs website (Brazil Visa Requirements) for updates on visa policies and country-specific requirements.
4. **Engage Legal Support:** Consult our maritime law experts to assess the impact on your operations, contracts, and compliance obligations.

## **Brazil's Supreme Court Rules Environmental Fines Are Not Subject to Statute of Limitations**

In a unanimous decision, Brazil's Federal Supreme Court (STF) has ruled that environmental fines are not subject to a statute of limitations, meaning there is no time limit for the State to impose penalties for environmental damage, even when converted into monetary payments. This ruling, issued in a virtual session under General Repercussion Theme No. 1,209, is binding on all lower courts and reinforces Brazil's stringent approach to environmental protection. The case involved environmental damage caused by the destruction of a mangrove area in Balneário Barra do Sul, Santa Catarina, through unauthorized construction and landfilling. The Court emphasized that no distinction exists, for statute of limitations purposes, between compensatory actions (e.g., reversing illegal construction) and financial penalties for environmental harm. This precedent ensures that liability for ecological damage persists indefinitely.

### **Implications for the Shipping Industry**

This ruling has far-reaching consequences for maritime operations in Brazilian waters, particularly for vessels involved in oil pollution incidents or other environmental violations:

- **Ongoing Liability:** Shipowners and operators face perpetual exposure to fines for environmental incidents, regardless of when the damage occurred. Historical cases previously considered time-barred may now be reopened, increasing compliance and legal risks.
- **Increased Scrutiny:** Brazilian authorities, empowered by this ruling, are likely to intensify enforcement efforts, targeting vessels for spills, discharges, or other ecological impacts, even years after an incident.
- **Port and Terminal Operations:** Vessels calling at Brazilian ports may face heightened inspections to ensure compliance with environmental regulations, potentially causing delays or additional expenses.

### **Oil pollution incidents are particularly affected by this ruling:**

- **Retroactive Penalties:** Spills or leaks from years past—whether from vessels, offshore platforms, or bunkering operations—can now trigger fines without



time limits, even if remediation was undertaken at the time.

- **Complex Liability Chains:** In pollution cases, authorities may pursue shipowners, charterers, operators, and cargo owners for joint liability, complicating apportionment of responsibility and increasing legal costs.
- **Higher Stakes for Response:** The absence of a statute of limitations underscores the need for swift, effective spill response and documentation to limit long-term exposure to penalties.
- **Precedent for Broader Claims:** The ruling may embolden prosecutors to revisit dormant cases involving oil contamination in coastal areas, mangroves, or marine ecosystems, amplifying financial and reputational risks.

**The correspondents advise shipowners, operators, and P&I Clubs to:**

1. **Conduct Historical Audits:** Review past operations in Brazilian waters for potential environmental incidents that could trigger fines, ensuring records are comprehensive and defensible.
2. **Strengthen Compliance Programs:** Enhance spill prevention, waste management, and environmental monitoring systems to minimize future liabilities.
3. **Engage Proactive Spill Response:** Maintain robust contingency plans and document all response efforts meticulously to limit exposure in pollution cases.
4. **Monitor Legal Developments:** Stay informed of enforcement trends, as authorities may prioritize high-profile cases to test the ruling's scope.

## DR Congo

Source: Budd DR Congo

The capture of Goma by M23 rebels in January sparked widespread protests in Kinshasa, Democratic Republic of Congo (DRC). Demonstrators expressed outrage over the perceived involvement of the Rwandan army in supporting the Tutsi-led M23 group. They also criticized the lack of action by DRC's allies in assisting the country's defense efforts. The UN has confirmed the presence of Rwandan troops in Goma.

The protests turned violent, with burning tires and vandalism targeting several embassies in Kinshasa, including those of Belgium, France, Kenya, Uganda, the US, and Rwanda. Goma, located on the Rwandan border, is approximately 2,623 km east of Kinshasa and 3,077 km east of the port city of Matadi.

The capture of Goma reignites a long-standing regional conflict. Since the Rwandan genocide in 1994, accusations have persisted regarding Rwanda's support for rebel groups in the DRC, including the M23, to exploit mineral resources in North Kivu province, where Goma is the capital. The DRC faces a complex situation with an estimated 120 rebel groups operating in provinces like Ituri, North Kivu, South Kivu, and Tanganyika, committing human rights abuses against civilians and plundering the nation's rich rare mineral resources.

## Guinea

Source: Budd Guinea

Budd Guinea has observed recurring operational challenges in Cape Verga, Konta Port and Kimbo:

- **Labour Disruptions:** Frequent work stoppages leading to worker strikes and demonstrations. This results in significant absenteeism and reduced production.
- **Stockyard Shortages:** Intermittent shortages of bauxite at stockyards, potentially causing delays in loading and shipping.



- **Equipment Deficiencies:** Lack of adequate and properly functioning equipment for mining and transporting bauxite from mines to port and ships, impacting efficiency and output.
- **High Moisture Content:** Issues related to high moisture content in bauxite, particularly during the rainy season. The ore is not always covered at the stockpiles and may be exposed to rainfall during loading.

In Kamsar, the ban which first brought a stop to all Guinea Alumina Corporation (GAC), bauxite operations in Kamsar last autumn continues. No official announcements have been made, but there have been reports in the press of a conflict between the Guinean state and GAC, a company which is owned by Emirates Global Alumina (EGA). Local sources advise that talks are ongoing between the Guinean state and GAC. For vessels loading bauxite from other suppliers, it is business as usual in Kamsar.

Guinea is home to the world's largest bauxite reserves. As the demand for aluminium continues to grow, Guinea has seen its annual bauxite exports, mainly to China, rise dramatically from 18.5 million MT in 2013 to over 100 million MT in 2024.

## India

Source: James Mackintosh & Co.

### DG Shipping Notice regarding Verification of P&I Certification

The DG Shipping have issued the attached MS Notice no 5 of 2025 dated 7th May 2025 making the verification of the P&I Certificate more rigorous since they have experienced cases where P&I Insurance Certificates were declared invalid by the Insurers for various reasons like “nonpayment of premiums”. The Notice outlines important requirements for various stake holders and the important ones are highlighted as below.

Para 6A requires the Owners, Operators, Masters or their Authorised representatives to check their P&I policy to cover the liability under the relevant domestic and international regulations. They are also to ensure that the P&I Certificate, Financial Security certificate and Blue Card(s) are valid before

they are submitted to the Authorities.

Para 6B states the requirements to be undertaken by the Port Authorities. Here the onus is put on them to verify the authenticity and the validity of the P&I Certificates through the Insurers websites. In the event of issues in verifying through the Insurers websites the verification has to be done via local correspondents.

Para 6C states the requirement to be undertaken by the P&I Insurer. Here the onus is put on them to state clearly if a certificate is valid or not on their website, and in cases where the premiums are not paid to also state the same on the website. It clearly states that in cases where the P&I Insurer does not correctly indicate the status of the premium, it would be presumed that premiums are paid, and the Insurer cannot at a later stage repudiate liability. The P&I Insurer also needs to indicate that the cover is valid for a minimum period of 3 months from the date of vessels arrival into India or from the annual renewal date. The notice provides for a time period of 6 months from the date of the notice i.e. 7th May 2025 for P&I Insurers to enable the verification or validity of the P&I certificate online by the Authorities.

Para 7 states that vessels will not be allowed into Indian Port's if the P&I Certificate, Blue Card or CIOFS are not valid. If the vessel is already at berth and the P&I certificate expires /is not valid then the vessel will be asked to depart from Indian Waters.

### Prohibition on Import/Transit of Goods from Pakistan

Relating to the recent sensitive geo-political situation evolving between India and Pakistan, the Indian correspondents provide below updates.

The Government of India has issued Notification No.06/2025-26, dated May 2, 2025, prohibiting the direct or indirect import or transit of all goods originating in or exported from Pakistan.

The Director General of Shipping issued a latest advisory on 8 May 2025 increasing security levels from MARSEC Level 1 to MARSEC Level 2 for Indian tonnage. The ports, terminals and shipyards in India have been instructed to upgrade their

security to ISPS level 2. Except for some airports closer to the border which are not operational until further notice, all airports and ports in India including Mumbai/Nhv and Mundra are otherwise functioning normally.

Turning to practical considerations, a vessel calling at a Pakistani port may not receive Port Clearance to subsequently call at an Indian port, even if it is a foreign-going ship. Furthermore, if the vessel's last port of call is, for example, Karachi, it may be subjected to extensive customs procedures upon arrival in India, including a detailed rummaging inspection. From a navigational and operational perspective, there are no known issues including that of, theft, tug requirements, port conditions, or weather concerns.

However, given the current and evolving geopolitical sensitivities between India and Pakistan, it's recommended that vessel is not fixed with cargo to be discharged at ports in Pakistan and India on the same voyage.



## Mexico

Source: P&I Services Mexico

The correspondents reported on April 3 that a modus operandi related to cargo customs declaration has now begun to affect vessels. The issue has, for now, been limited to hydrocarbons and naturally chemical/tanker vessels.

Based on information available to the correspondents, authorities seem to have raised concerns that cargo declared to Mexican Customs during importation differs from the actual cargo, which would thereby affect applicable taxes. Such

difference in declaration may be construed as “hydrocarbons smuggling”, which has been a priority for the current Presidential Administration.

The frequency of this practice over recent weeks has escalated to high levels of government, leading to active prosecution by the Mexican Attorney General's Office with support of various intelligence and military bodies.

Given the imminent risk of a possible vessel detention, Owners and Charterers are advised of the following:

1. Enhanced diligence on reported cargo interest/receivers, especially those unrelated to PEMEX.
2. Ensure that hydrocarbon cargoes are discharged in terminals authorized for said cargo.
3. Control, in so far as possible, that B/Ls contain accurate information throughout voyage especially at load port.

## Nigeria

Source: ETIC SAS

When calling in Nigerian ports, the typical alleged offences of the Nigerian Immigration Service officers who board the vessels for arrival clearances which are said to attract a fine are as follows.

- i. That the sign-on endorsement of a crew on the Seaman's book should be without the vessel's stamp which is claimed should only be during sign-off endorsement for Seaman's books that have the sign-on and sign-off column side by side.
- ii. That there is no Master's signature and stamp for either sign-on or sign-off for Seaman's books that have sign-on and sign-off separated.
- iii. That the contract of employment (COE) of the seaman is invalid without the stamp of the employment authority of the country of origin of the seaman, particularly for crew from the Philippines where it is claimed that the stamp of the Philippines Overseas Employment Administration (POEA) is required on the COE to validate it.
- iv. Cancellation of endorsements (sometimes as advised by the agents) on the Seaman's book even when the cancellation is signed against by the endorser.

The operations of the Nigeria Immigration Service

are governed by the Nigeria Immigration Act 2015. In one of the recent cases handled by ETIC SAS's local office, the Nigeria Immigration Service, in Lagos, from the correspondences exchanged, justified their action, which was that the COE of the crews did not have the stamp of the POEA – POEA Memorandum Circular No.10 Series 2019 which according to them states that "Failure to affix the POEA stamp on the employment contract shall be considered a violation of the POEA stamp rules and regulations". The local office was able to get a copy of the document, and from their investigation and to their surprise, they observed that nowhere in the document was it stated. It's important to note that:

1. In the Nigeria Immigration Act 2015, Sections 17(1), (2), (3), 56 (3c) and 106 cited by the Nigeria Immigrations in their letter to justify their actions, there are no offences like (i) to (iv) above in any of the sections.
2. The fines for the offences stipulated in the Nigeria Immigration Act 2015 as contained in Sections 56 (4) (5) and 106 (4) are denominated in Naira and not in USD.
3. The fines as contained in the Act are only actionable upon conviction in a court of law and not by fiat.
4. Concerning the invalidity of the COE for lack of POEA stamp, the referenced document does not contain such phrases.

The local office wrote to the Immigration on the basis of the above following which they returned all the Seaman's books they had withdrawn from the vessel without any fine paid. If Master is confronted with allegation of offences as in (i) to (iv) above, the Master should avoid any arguments with the Immigration officer and be of good comportment but only inform them that he wants to contact the vessel's P&I correspondents for advice.

## Pakistan

Source: AIV Private Limited

In light of the developments between Pakistan and India since May, the local correspondents wish to provide an update on the current operational and security situation at Pakistani ports.

## Current Status

At this stage, port operations remain stable and functional, with vessels berthing, loading/ discharging, and sailing without disruption. However, security measures have been intensified, and all activities are under close surveillance by authorities.

## Key Updates

### 1. Transshipment Suspension

Transshipment of cargo from India to third countries via Pakistan has been suspended until further notice due to heightened tensions.

### 2. Ban on Indian-flagged Vessels

Indian-flagged vessels are prohibited from entering any Pakistani ports. Indian-origin cargo or transit cargo from India is also not permitted.

### 3. Status of Indian Crew Members

As of now, no official restrictions have been imposed by Pakistani Port Authorities regarding the sign-on/ sign-off of Indian crew members on non-Indian vessels. As far as Indian Crew on third Country Vessel/ Flag of convenience is concerned, we advise precaution and one of them is to do not change crew at this point as it may raise certain concern, and AIV anticipates that crews shore leave would not be allowed, and they would be asked to stay on ship only.

Given the evolving situation, the local correspondents will closely track the situation and provide real-time updates..

## Spain

Source: Medpandi

Organic Law 1/2025 will enter into force in Spain on April 3 with the aim to reduce court cases in Spain to those strictly necessary. The need to apply Adequate Dispute Resolution Methods (ADR) as a prerequisite in civil and commercial jurisdiction is now consolidated. As from April 3, before initiating legal proceedings, the parties must provide documentary evidence, in their lawsuit, that they have attempted a prior negotiation and that it has ended without an agreement. Otherwise, the lawsuit will be rejected by the Court, with the risk of



action prescription. The party that has rejected to participate in the ADR can be ordered to pay costs, despite they obtain a favorable judgement.

This requirement can be met through direct negotiation between the parties or, where appropriate, with the intervention of their lawyers, as well as through collaborative law, private conciliation, the opinion of an independent expert, restorative justice and mediation in civil and mercantile matters.

Important is the novelty of being able to request the exoneration of the payment of the costs or the modification of their amount, when they have made a proposal to the opposing party in any of the appropriate means of dispute resolution to which they have resorted, it has not been accepted by the opposing party and the judicial decision that ends the procedure is substantially the same as the content of said proposal.

Organic Law 1/2025 represents a paradigm shift in the judicial system in Spain, especially with regard to the procedural requirement and should not be seen as a mere procedure to access the jurisdiction.

## Sudan

Source: Eldib Pandi

Sudanese paramilitaries on May 4th struck Port Sudan on the Red Sea coast. The paramilitary Rapid Support Forces (RSF) targeted Osman Digna Air Base, a goods warehouse, and some civilian facilities in the city of Port Sudan with suicide drones. While no casualties were reported, there was limited damage, and smoke was seen rising from Port Sudan's airport.

Eldib Pandi's surveyor in Port Sudan confirmed that four suicide drones targeted the airport. Three were intercepted, while the fourth hit a furniture warehouse on the airport's outskirts. Air traffic was suspended for three hours as a security precaution but has since fully resumed.

In a show of reassurance, Sudan's de facto leader, General Abdel Fattah Al-Burhan visited the Port Sudan airport to demonstrate to both the Sudanese

public and international observers that operations are back to normal.

Despite the recent drone attack, Port Sudan remains operational and continues to serve as Sudan's primary maritime gateway. The port continues to function as a critical hub for maritime and humanitarian operations, however, the situation remains fluid. It's advisable to always exercise caution when planning operations involving Port Sudan.

## Turkey

Source: Vitsan

In the letter dated 25/02/2025 and numbered 2391210, received from the Directorate General of Maritime Affairs, Ministry of Transport and Infrastructure, it is stated that measures have been taken to reduce the congestion at the southern entrance of the Istanbul Strait anchorage areas, and in their letter dated 17/11/2023 and numbered 1539827, except for the practice of allocating the (C) Region Anchorage Area for ships that will stay at anchor for a long time or will dock/undock at shore facilities, and the allocation of the Kucukcekmece Anchorage Area for ships carrying hazardous cargo, other practices have been terminated.

The letter further states that according to the inspections carried out by the Directorate General of Maritime Affairs, due to the congestion of ships waiting in drift in the Sea of Marmara for passage through the Istanbul Strait, these ships are being directed to anchorage areas to increase navigation, safety and environmental protection, while also facilitating fishing activities in the region.

### Accordingly:

- a) Ships waiting in drift in the Sea of Marmara are to be directed to Ambarli Anchorage Areas 2, 3, and 4, and if necessary, to Yalova Anchorage Areas 1 and 2, ensuring that ships are not directed to drift in the Sea of Marmara when these anchorage areas are available.
- b) Regarding the Waiting/ Anchorage Area number 7, defined as "the waiting and anchorage area designated for fuel and water barges" within the

Istanbul (A) and (B) region anchorage areas, it is stated that fuel and water barges must use thus waiting/ anchorage area and refrain from waiting/ anchoring outside the designated area.

c) There will be no restriction on fishing activities in the sea between two anchorage areas where there is no fishing ban (for example, between the Istanbul (G) Region Anchorage Area and the (C) Region Anchorage Area). Fishing boats may continue their activities, provided they comply with the rules and warnings related to navigational aids in these areas.

d) Ships anchoring outside the designated anchorage areas, as specified by the Ports Regulation and tracked through the National AIS system, will be warned and directed to the anchorage areas. Otherwise, legal actions will be taken according to the applicable regulations.

Anchorage area 3: for vessels carrying dangerous cargo (C)

Anchorage area 4: Kucukcekmece Anchorage area

Anchorage area 5: for vessels carrying dangerous cargo (D)

Anchorage area 6: for vessels carrying not commercial substance (E)

Source: GAC

The entire Mediterranean (up to the Dardanelles) has been determined as the Sulphur Emission Control Area (SECA) in terms of Sulphur Oxide (Sox) and Particulate Matter, and as the sulfur emission rules will be implemented as of 1 May 2025, it is of great importance to make the necessary preparations and take precautions, including adequate fuel supply in accordance with the 0.1% sulfur limit.

In the inspections carried out on ships that do not have an Exhaust Gas Cleaning System (EGCS/ Scrubber) within the scope of the sulfur emission requirements of the MARPOL Convention Annex VI, the presence and use of fuel that complies with the 0.1% sulfur limit, fuel delivery documents, fuel samples, fuel change procedures and records, fuel consumption calculation and low sulfur fuel amount will be checked as a priority, and if deemed necessary, fuel sample can be taken from the ship and fuel compliance test can be carried out. In this context, more intensive inspections will be carried out on ships in the Mediterranean SECA as of May 1, 2025, and within the scope of application:

- Keeping fuel that complies with the 0.1% sulfur limit and fuel delivery documents on board,
- Reviewing fuel change procedures and documents,
- Carrying out procedures in accordance with the procedures on board,
- Informing relevant ship personnel on the subject,
- Recording the amount of low sulfur fuel in tanks and records of fuel changes when entering and leaving the SECA zone of the ship accurately and completely.
- Starting to use low sulfur fuel before the time determined in the fuel consumption calculation before entering the SECA zone of the ship,
- Keeping documents on board showing that the scrubber system installed on the ship complies with the 0.1% sulfur limit and keeping regular records on the use of these systems.



**Istanbul Strait Anchorage Areas**

Anchorage area 1: for vessels to be berthed at port (A)

Anchorage area 2: for vessels departed from the port and planning to wait at anchorage for long time (B)

## Budd Morocco

Budd has announced its new strategic partnership with Image SA in Morocco, strengthening presence in this key North African maritime hub with offices in both Casablanca and Tangiers ([budd.morocco@budd-pni.com](mailto:budd.morocco@budd-pni.com)). This collaboration builds on Budd's successful 15-year partnership with Image SA in Equatorial Guinea, and more recently in Sao Tome and Principe. Budd Moroccan team is now available to support all needs in Moroccan ports.

## Budd Mozambique

Budd has announced a new partnership with Sturrock Grindrod Maritime (SGM) in Mozambique. Thanks to this new collaboration, Budd Mozambique is now present not only in Maputo but also in Beira, Nacala and Pemba, offering clients a winning combination of the BUDD Group's experience as a P&I Correspondent and SGM's long-established expertise of all Mozambique's key ports, a vital requirement in Mozambique's complex socio-political context.

## Proinde

Proinde will celebrate the remarkable milestone of the 50th anniversary of unwavering service to P&I clubs and other marine insurers. Since its founding in the bustling Port of Santos in September 1975, Proinde has made significant contributions to the maritime sector, emerging as a leader in delivering integrated claims handling services and loss prevention solutions tailored for shipowners, charterers, traders and their insurers.

## P&I Claims Specialist, Inc.

P&I Claims Specialist, Inc. (PICS) supports the ongoing transformation of the Manila International Container Terminal (MICT), recognizing its significant impact on trade efficiency, sustainability, and job creation. As part of the maritime safety industry, PICS is committed to adapting alongside these advancements to ensure seamless maritime operations through its diverse services.

\*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.