

CORRESPONDENT NEWS CLIPPING

Issue No.7

China P&I Club

I LOCAL

Brazil

Source: PROINDE/BRAZIL P&I

New Maritime Authority Standards for Ships' Biofouling

On 10 June 2025, the Brazilian Navy issued Ordinance DPC/DGN/MB No.180/2025 as an amendment to its regulation NORMAN-401/DPC for controlling and managing ships' biofouling to align with the 2023 IMO Biofouling Guidelines. All affected ships must comply promptly, and full enforcement, along with penalties for non-compliance, will come into effect on 1 February 2026.

All ships over 24 metres in length, whether they are underway, anchored, or laid up within Brazilian jurisdictional waters, must adhere to the IMO biofouling regulations and guidelines. These ships are required to maintain a Biofouling Management Plan (BFMP) and a Biofouling Record Book (BFRB) on board. They must document their compliance with the routines and procedures outlined in the BFMP, including inspections, dry docking, and in-water cleaning, as specified in the plan. Both the BFMP and the BFRB must be readily available for verification by the relevant local authorities.

NORMAM-401/DPC defines three distinct marine biogeographic regions along the Brazilian coast. Vessels over 24 meters in length that intend to enter Brazilian waters or navigate through different biogeographic regions must maintain a biofouling rating equal to or lower than 1, which indicates no

biofouling or only microfouling. Those found to have a biofouling rating of 2 or higher, indicating light to heavy macrofouling, must undergo cleaning before transit unless there are exceptional circumstances or the competent authority decides otherwise.

In-water cleaning can only be performed if it has been approved in advance by the local maritime authority. This approval must be submitted through the In-Water Cleaning Request Form, preferably



Rating	Description	Surface coverage	Recommended cleaning
0	No fouling Surface entirely clean. No visible biofouling on surfaces.	-	-
1	Microfouling Submerged areas partially or entirely covered in microfouling. Metal and painted surface may be visible beneath the fouling.	-	Proactive cleaning may be recommended.
2	Light macrofouling Presence of microfouling and multiple macrofouling patches. Fouling species cannot be easily wiped off by hand.	1-15% of surface	Cleaning with capture is recommended. It is recommended to shorten the interval until the next inspection. If the AFS is significantly deteriorated, dry-docking with maintenance and reapplication of the AFS is recommended.
3	Medium macrofouling Presence of microfouling and multiple macrofouling patches.	16-40% of surface	
4	Heavy macrofouling Large patches or submerged areas entirely covered in macrofouling.	41-100% of surface	

at least 10 days prior to the planned operation or as soon as possible. If the proposed cleaning operation is to take place within port limits, including anchorages, prior permission must also be obtained from the local port authority.

Fines for transporting and releasing substances harmful to the environment can reach up to BRL 2 million. However, if the pollution poses a risk to human health, causes the death of animals, or significantly harms biodiversity, fines can escalate to BRL 50 million, in addition to potential criminal and civil sanctions. Penalties may be increased up to three times for repeat offences or doubled if another environmental violation occurs within five years of the first infraction. Offenders have the right to present an administrative defence before the local maritime authority and can also file administrative appeals with the Directorate of Ports and Coasts (DPC).

New Ballast Water Requirements at Santos

Starting 21 August 2024, Santos Port Authority requires all ships to produce a statement of compliance with the ballast water regulations issued by an accredited private company, in addition to the current requirements under the BWM Convention. Any ship that does not produce an approved or failed AC-BWM will not be permitted to dock at port

facilities within the jurisdiction of the APS. Currently, only one company is authorised to issue AC-BWM. The service cost is reported to be around USD 1,400 to USD 1,700 per document.

These requirements have brought disputes among APS and the federal regulatory agency (ANTAQ) and shipowners associations. On 25 July 2025, a federal court has ruled in favour of the APS, revoking previous decisions which had declared the port authority's Ordinance null and void. Shipowners are advised to adhere to the APS procedures and continue paying the required amounts until the federal justice renders a final, unappealable decision. This outcome may extend over several years. The advantage of this approach is that, should the court rule in favour of the shipowners, they would be entitled to reimbursement for all payments made during the enforcement of the regulation, along with accrued interest and monetary adjustments.

Crackdown on Shipboard A/C at Amazon Ports

River pilots have reported concerns regarding air temperature and thermal comfort on ships calling at the hot and humid Amazon ports in Northern Brazil, prompting intervention by local authorities.

Regulatory framework:The ILO Maritime Labour



Convention (MLC), 2006, sets broad standards for decent living and working conditions on ships. While it lacks specific technical requirements for heating, ventilation, and air-conditioning (HVAC) systems, it recommends that flag states ensure ships maintain adequate indoor air temperature and humidity relative to prevailing outside conditions. For domestic standards, Ministry of Labour and Employment Regulatory Standard 17 (NR-17) specifically requires maintaining air temperature between 18°C and 25°C in air-conditioned environments.

Recommendations: As the drought season approaches, the Regional Labour Public Prosecutor's Office (MPT) is collaborating with local maritime authorities, pilot associations, local unions of shipping agents, and other stakeholders to develop strategies for addressing thermal comfort concerns for crews and pilots navigating the Amazon rivers.

To mitigate operational and regulatory risks, ship operators and masters must ensure HVAC systems comply with both international standards and national regulations concerning thermal comfort prior to entering the Amazon ports. Practical steps to achieve compliance include:

- Maintaining indoor air at a satisfactory temperature within the recommended 18°C to 25°C range across all accommodation spaces, ensuring adequate air exchange
- Minimising excessive noise and vibrations from HVAC systems

- Ensuring easy access for HVAC maintenance, cleaning, and disinfection procedures, with detailed records available for verification by relevant authorities
- Implementing appropriate control measures to prevent the risk of mosquito-borne diseases.

While proactive inspections of visiting ships by local labour authorities are unlikely due to resource constraints, they are expected to respond swiftly to complaints about faulty A/C systems. Such responses may include dispatching inspectors to measure air temperatures, assess system performance, or require shipowners to provide independent verification of thermal comfort compliance from OHS providers or other qualified professionals.

Non-compliance may result in administrative inquiries against the shipowner, and depending on the severity of the infraction, fines and other regulatory penalties may be imposed under the applicable statutes.

Djibouti

Source: MCLEANS-WAMS

New Fines in Djibouti

Since July 2025, the Djibouti Harbour Master Office has sent emails to ship's agents for alleged "vessel shifting of "x" meters without prior authorization or notification of Port Control" while pointing out that on

the one hand this would “constitute a breach of port regulations” and on the other hand advising that a fine would be imposed. They usually want to impose a fine of USD 10,000.

As a matter of facts, they can also allege that a ship “move towards another ship by lines without permission endangering vessel and port infrastructure”. The correspondent recommends that a surveyor be appointed to make the necessary ascertainment to then be able to challenge the said fine.



Photo: German Shipowners' Association

Djibouti National Carbon Contribution Scheme

Djibouti formally established its national carbon contribution scheme by Presidential Decree No. 2023-074, which became fully operational on 1 January 2025 following a transition period in late 2024.

Under the scheme, vessels calling at Djibouti ports now incur a carbon contribution of USD 17 per ton of CO₂e, capped at USD 7,500 per voyage. Emissions are attributed 50% to Djibouti and 50% to the origin/destination. Beginning July 2025, the system will shift to a 70/30 split between direct contribution and mandatory carbon offsetting using certified credits (e.g. Verra, Gold Standard).

Operators are required to register with the Djibouti Sovereign Carbon Registry, report emissions monthly – based on fuel consumption or IMO-standard emission factors – and have data third-party verified (e.g. ISO 14064 or equivalent). Payments are due within 45-90 days of invoicing.

Egypt

Source: Eldib Pandi

In light of recent developments in the Red Sea, particularly the escalation of Houthi activity near the Bab El-Mandeb Strait off the coast of Yemen, all Egyptian ports remain fully operational and secure. The affected area lies significantly south of Egypt's territorial waters, and there have been no reported risks or security concerns relating to vessels transiting through or calling at:

- Ain Sokhna Port
- The Suez Canal
- Alexandria, Dekheila, Abu Qir, Damietta and other Mediterranean ports

France

Source: Budd Marseille-Fos

Recently, mainland France's largest cocaine seizure occurred on a vessel in the port of Dunkirk. According to Budd information, the drugs were discovered in a container, with an estimated value exceeding one hundred million euros.

Conversely, over the years, Marseille-Fos has become the primary entry point for precursor chemicals in France. In 2024, out of the tens of tons seized, nine tons were intercepted in the port of Marseille.

French port authorities are extremely vigilant regarding this matter and conduct regular inspections of ships berthing within their jurisdiction. To this end, ship operators must be informed of the importance of the measures implemented by French customs. These measures notably include regular, and even systematic, detailed inspections of ships arriving from or calling at ports considered high-risk for drug smuggling. The ship's entire internal space, hull, cargo, and containers will be inspected using technological tools such as X-ray scanners and drug-detecting dogs.

Shipowners, operators, and crew are encouraged to pay extra attention to security in high-risk ports known for drug trafficking. Ensure that crew

members are treated fairly and have access to support, as this can reduce the risk of them becoming involved in smuggling. Drug smuggling is a constantly evolving threat, so continuous vigilance and adaptation are essential.

Guinea

Source: Budd Guinea

Since June 2025, reports have circulated about the Guinean government revoking between 50 and 100+ mining contracts, sparking fears of a potential paralysis in bauxite exports.

This concern is not far-fetched, especially given the ongoing halt of all bauxite exports from Guinea Alumina Corporation (GAC), a subsidiary of Emirates Global Aluminium, since October 2024. However, based on information gathered by Budd Guinea, many of the 100+ contract cancellations to date primarily involve:

- Companies mining minerals other than bauxite (e.g., gold, iron, diamonds).
- Companies whose licenses had already expired or ceased operations some time ago.
- Smaller, less established mining companies.

This appears to be part of a broader audit by the Ministry of Mines & Geology, following a recent decree reaffirming its role. The Ministry seems to be revoking licenses for companies that are not meeting their contractual obligations.

The situation remains fluid, with individual company statuses changing daily as some negotiate renewals while others lose their licenses. Major bauxite exporters like Société Minière de Boké-Winning Consortium (10% government-owned) or Compagnie des Bauxites de Guinée (49% government-owned) are not expected to be affected.

India

Source: JAMES MACKINTOSH & CO. PVT. LTD

On 21 July 2025, India Parliament passed Bills of Lading Bill, 2024 to simplify the legal framework

of shipping documents. The 2024 Bill does not introduce significant changes apart from the incorporation of new administrative powers for the Central Government under Section 5, thus enhancing the clarity and efficiency of maritime and trade law in India. Further, to ensure a smooth transition, the Bill under Section 6 includes detailed provisions for handling the transition, including the preservation of rights, obligations, and penalties accrued under the previous Act.

Libya

Source: Eldib Pandi

In a circular issued by the Libyan Armed Forces on 15 May 2025, the Libyan Coast Guard have been instructed to inspect vessel's hulls below water line within 12 NM on calling the territorial waters on vessels owners' cost or on the supplier's cost.

The security level is to be raised to Level 2 upon the arrival of cargo vessels from regions experiencing wars or conflicts. Vessels are required to complete the Declaration of Security (DOS) accordingly. All shipping agents must include the last ten ports of call when submitting the notice of arrival 48 hours in advance. The vessel anchorage area shall be considered a restricted zone; approaching it or conducting any diving activities nearby is strictly prohibited.

Mexico

Source: P&I SERVICES MEXICO

An industry-wide alert was issued on 17 July 2025 about disproportionate and prolonged vessel arrests in Mexican ports by the Fiscalia General de la Republica (FGR). Vessels have been held for weeks or even months, significantly disrupting trade flows, supply chains and commercial obligations – often without formal charges or judicial clarity. These actions often stem from investigations into alleged customs or narcotics violations. The correspondent recommends:

1. Enhanced Due Diligence: Exercise heightened caution when calling Mexican ports. Consider

evaluating current contractual arrangements, port calls, and potential exposure on upcoming voyages.

2. Pre-call Risk Assessments: For the tanker trade, engage your local correspondent before port calls to evaluate the regulatory environment and mitigate the risk of detainment. Compile and document evidence of efforts taken to prevent incidents.

3. Insurance Review: Reassess current insurance coverage in light of these developments.

4. Contractual Clauses: Review and, where possible, revise charterparty and cargo contract terms to clearly delineate responsibilities and provide protections against third-party enforcement actions.

Morocco

Source: MCLEANS-WAMS

Bulk shortage claims in Morocco remains a frequent and contentious issue. At the Port of Casablanca, practices differ depending on the nature of the cargo. Grain cargoes such as wheat and corn are generally discharged using suction pipes and stored in silos within the port for deferred delivery. In contrast, animal feed cargoes (e.g., soybean meal (SBM), DDGS, etc.) are usually discharged by grabs for direct clearance, either by truck or train.

In an attempt to counter the growing body of adverse case law, stevedoring companies have adopted several strategies:

(i) Silo operators employing suction pipes for cargo unloading into storage facilities have begun issuing Letter of Protest (LOPs) at both the commencement and conclusion of discharge operations. However, courts frequently regard these notices as premature or insufficiently reliable. Notably, at Nador Port, the silo operator has appointed the survey company SGS to conduct draught surveys on all vessels calling at their terminal.

(ii) One stevedoring company using grabs for direct delivery has appointed a dedicated surveyor to:

- a. Monitor discharge operations for most bulk vessels at Casablanca;
- b. Request draught survey reports from the port of loading to identify any discrepancies;
- c. Observe and record cargo spillages on the quay;
- d. Issue survey reports in an effort to disclaim

liability at court.

To mitigate exposure to shortage claims in Morocco, carriers are advised to adopt the following practices:

(i) Refrain from disclosing sensitive documents originating from the loading port (e.g., draught survey reports, SOFs, LOPs).

(ii) Refrain from signing draught survey reports prepared by stevedores or silo operators if the figures do not match those recorded by the vessel.

(iii) Reject terminal protests, relying on the B/L as conclusive evidence of the quantity shipped.

(iv) Regularly issue Letters of Protest for cargo spillage, supported by photos.

(v) Invite the terminal to attend the draught survey operations.

(vi) Request certificates of calibration for the terminal's weighbridges, including the tolerance margins.

(vii) Demand access to the tallying and weighing operations, in accordance with port regulations.

Togo

Source: ETIC SAS

Having noted an increase in the number of stowaways in Lome, Togo over the past months, the local correspondent would recommend the crew members to be highly vigilant in all ports of these countries especially (Togo, Benin and Nigeria) while they are remaining at berth, but also while waiting at anchorage. High vigilance shall be brought when pirogues or fishermen's speed boat are coming nearby the vessels.



When the stowaways are found while the vessel is at Lome, the authorities allow quite efficiently

their embarkation with the assistance of local correspondents. The stowaways are remaining under the policy custody until all formalities are arranged and incentive costs for repatriation are settled.

Russia

Source: ANTARICA

On 21 July 2025 the President of the Russian Federation issued Decree No.502 “On the peculiarities of ships calling at seaports of the Russian Federation” which requires a vessel coming from a foreign port and calling consequently a Russian one shall be provided with the permission of a Harbour Master agreed by the Federal Security Service of the Russian Federation. This updated procedure does not complicate the process for the shipowners. Such only amend the formalities that the agents/ or other shipowner’s representative shall fulfil and inform properly and timely a Master of a vessel.

On the basis of the issued decree, the authorities of several of the Russian ports have introduced regulations which oblige the vessel intending to call a Russian port when the previous one was a foreign one to arrange the divers inspection of the vessels’ hull. Such a regulation has been already issued by the authorities of the ports of Saint-Petersburg and Novorossiysk. Rejection of arranging and performing such an inspection will automatically stop a vessel from berthing and shipowners might not have a chance to dispute same.

Türkiye

Source: VITSAN/ KALIMBASSIERIS/ OMUR MARINE

In light of the current developments in Türkiye-Israel relations, new instructions were effectively implemented by the Turkish Ministry of Transport and Infrastructure on 20 August 2025. The new requirements and restrictions are as follows:

1. Israeli-flagged vessels will not be permitted to enter Turkish territorial waters, nor to receive any

supply, service, or contact.

2. Transit passages through the Turkish Straits remain unaffected, in accordance with the Montreux Convention.

3. Regardless of flag, any vessel owned or operated by Israeli nationals will be denied entry to Turkish ports and will not be permitted to receive services or supplies.

4. Regardless of flag, if the operator or any partner/ shareholder is resident in Israel, the vessel will likewise be denied entry, services and supplies at Turkish ports.

5. Imports and exports between Israel and Türkiye will not be permitted, and no commercial trade may be conducted.

6. Vessels calling at Israeli ports will not be allowed to perform cargo operations at Turkish ports. Any cargo must remain onboard as transit cargo; no discharging, handling, or unloading into the port area will be permitted (particularly relevant to container vessels).

7. Vessels carrying IMDG Class 1, IMDG Class 7 or military cargo with Israeli affiliation or port calls will not be allowed to enter Turkish ports, even for partial cargo operations or additional cargo loading.

8. All Turkish-flagged vessels are prohibited from entering or trading with Israel.

9. For issuance of delivery orders, authorities will request BIMCO SHIPMAN 2009 documentation.

10. For any contact, supply, crew change, or similar transaction (even during transit) submission of Declaration of Undertaking (together with CSR, ISM, and BIMCO SHIPMAN 2009 documents) will be required.

11. There are no restrictions for Israeli seafarers or passengers onboard vessels.

12. Agents failing to comply with these requirements will be subject to administrative fines, ranging from TRY 12,160 (approx. USD 300) to TRY 482,333 (approx. USD 12,100).

It was further clarified by the authorities that a vessel can call a Turkish port after an Israeli port or vice versa (except for Turkish flagged vessel), provided that the above requirements are met.

Ukraine

Source: DIMAR Consulting Group

Liberalization of Currency Regulation in Ukraine

On 7 August 2025, amendments to currency regulations affecting Ukraine's shipping industry came into force. The National Bank of Ukraine (NBU) permitted shipping agents in Ukraine to carry out currency transactions returning funds to foreign shipowners that were unused under the agency agreement. It is also now possible to return funds mistakenly transferred in foreign currency, which was previously impossible causing issues for shipowners, for instance, when transferring wages to Ukrainian seafarers.

Currency restrictions were introduced by Resolution No.18 of the NBU Board on 24 February 2022 in connection with the beginning of full-scale war in order to ensure the reliability and stability of the Ukrainian banking system during martial law. The NBU is gradually lifting these restrictions to support key sectors of the economy and improve the stability of the currency market.

Partial Unblocking of Fertilizer Imports Through Ukrainian Seaports

A complete prohibition on handling and transporting ammonia-containing fertilizers was in place in Ukrainian ports for safety reasons. Now the authorities have permitted the transshipment through Ukrainian seaports of safe mineral fertilizers (NPK) that meet the following conditions:

- 1) Nitrogen – not more than 21%;
- 2) Phosphorus (P) – 5% and higher;
- 3) Potassium (K) – 5% and higher;
- 4) Availability of an international Safety Data Sheet (SDS).

The relevant decision was issued on August 28, 2025, jointly by the Command of the Ukrainian Navy and the Odesa Regional Military Administration. Currently, work is in progress to regulate the import of other types of fertilizers that are critical for the stable supply of the agricultural sector.

USA

Source: LAMORTE BURNS

The National Weather Service is forecasting continued low river stages for the Lower Mississippi River (LMR). Accordingly, low-water safety precautions are in effect from MM 0.0 to MM 303 AHP, covering both USCG Sector New Orleans and MSU Baton Rouge Areas of Responsibility, when the Baton Rouge gauge is ≤ 16.0 ft and the Carrollton gauge is ≤ 2.5 ft.

Key points and expectations:

- Sailing line & crossings (MM 0–232): The sailing line follows naturally deep water connected by twelve marked “crossings.” Low water has significantly reduced depths outside the sailing line; areas historically navigable at higher stages may now be unsafe.
- Navigation assessments: In accordance with 33 CFR Part 164, conduct proper navigation assessments with particular attention to route planning, water levels, and the latest USACE Navigation Condition Surveys prior to each transit.
- Traffic & speed: Pilots should maintain safe speeds, especially near docks, fleeting areas, and other transiting vessels, to minimize wake effects and interaction.
- Ports & facilities: Please monitor depths at berths and approaches and coordinate any adjustments to docking procedures, loading, and transit parameters with vessel operators.
- College Town Light (MM 225–228.3): Towing vessels should keep flat on the bank and provide a wide berth to deep-draft traffic.
- Upper Baton Rouge (US-190) Bridge: Per USACE LMR Chart No. 73, the Port Allen span is navigable when the Baton Rouge gauge is above 15 ft; current low stages do not support use of this span.
- AtoN & BNMs: Report Aids to Navigation (AtoN) discrepancies to the USCG Sector New Orleans Command Center and monitor Broadcast Notices to Mariners (BNMs) for hazard updates along planned routes.

Further to the USCG advisory, should this period of low water continue for an extended period, barge

traffic may be disrupted. Much of the dry cargo discharged at New Orleans is shipped upriver via barges to inland ports such as Memphis, St. Louis, Nashville and beyond. Low water leads to increased risk of barge groundings and slower transit times. This can lead to delays in cargo reaching final disport. More time in barges (which tend to leak)

can cause cargo degradation that may not be seen for weeks until arrival and ultimate receivers could attempt to pin that damage on the oceangoing vessel. Much of the cargo loaded at New Orleans also arrives via barge from the American Midwest. Delays in transit could potentially affect cargo quality before loading as well.

CORPORATE

Budd Group

To reduce the risk of successful cyber fraud and safeguard funds of P&I Clubs and its Members, all claim settlements and advances on disbursements are channelled through the bank account of Budd head office in Marseille.

In cases of exceptional urgency, Budd may request payments made directly to one of its offices or to a third party. If their bank account details are not already registered in system, it would recommend calling the relevant entity on a telephone number indicated on a publicly available source (not on the document containing the bank account details) to ensure that the bank account details are genuine.

DEFMAR

Société Maghrébine de Défense Maritime (DEFMAR) was pleased to announce celebration of 50th anniversary in September 2025. A prestigious event will be held to honour the occasion and reflect on the role of P&I Club correspondents and vessel arrests in Morocco.

ISS P&I Japan

Its Tokyo office was relocated on 22nd September 2025. New office address and other contact details are as follows:

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TEL: +81 (0)3 5442 5001

FAX: +81 (0)3 3433 1144 *Fax number has been changed.

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Its listing with the Club 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.