

CORRESPONDENT NEWS CLIPPING

Issue No.8

China P&I Club

I LOCAL

Benin

Source: BUDD BENIN

BUDD Benin reports that following failed coup d'état on December 7, security has been reinforced around key government buildings and the presidential palace situated near the port of Cotonou. Military roadblocks are preventing access to the entire district. As a result, vessels carrying out cargo operations in Cotonou may experience delays due to truck and staff shortages.

On December 8, huge explosions and gunfire were heard around the presidential palace. Soldiers then appeared on television announcing that they had overthrown President Talon and were seizing power. A few hours later, the Minister of the Interior appeared on television to announce that the putsch had been quelled.

Normally considered a politically and economically stable country, in recent years Benin has had to deploy its resources to fight jihadist militants on its northern borders with Niger and Burkina Faso, putting a strain on the funding available for public services. Along with accusations of favouritism in the country's military, neglect of deceased soldiers and their families, restrictions on political freedom, and rising prices, this is one of the reasons which the rebels gave for attempting to overthrow the government.

At Benin's request, Nigerian fighter jets assisted in combating the rebels.

Brazil

Source: PROINDE/BRAZIL P&I/BRAZMAR/RABB CARVALHO ADVOCACIA

Task Force Seizes Half a Ton of Cocaine on Ship in the Amazon

On 21 November 2025, a coordinated task force conducted an operation that led to the seizure of 480 kilograms of cocaine. The narcotics were hidden in different compartments of a Portuguese-flagged bulk carrier anchored off the port of Santana in Macapá. The ship had recently discharged imported fertilisers at the river port of Itacoatiara. It was anchored in ballast near Fazendinha Pilot Station, awaiting its turn to sail upriver to Santarém for cargo loading.

Despite the record number of illicit drugs discovered, no arrests have been made so far. After



questioning and evidence, local authorities cleared the ship to continue its voyage to Santarém, where it is scheduled to load soya bean meal bound for the Middle East. The Federal Police are expected to inform relevant international drug enforcement agencies about the discovery aboard the vessel in the Amazon.

The Fazendinha Pilot Station, located at the northern mouth of the Amazon River, serves as the primary checkpoint for ships arriving from the Atlantic and marks the beginning of compulsory pilotage for ships navigating upriver. The region's waterways are associated with security challenges, particularly drug trafficking and other crimes such as armed robbery. Notably, last July, the Federal Police and Amapá's Civil Police intercepted 400 kilos of cocaine in a rural safehouse in Macapá, which the police suspect was intended for smuggling on ships operating within the Amazon region and destined abroad.

No Brazilian port, irrespective of its size or activity level, is immune to the threat of drug trafficking. Although local authorities often assume crew members are oblivious or uninvolved in illicit activities – especially when narcotics are secured in submerged compartments or shipping containers – this perception can shift drastically if drugs are discovered in more accessible areas aboard. As such, crews must maintain vigilance throughout their stay in Brazilian waters, both while docked or anchored, and strictly adhere to the ship security plan. Please refer to Club Loss Prevention Circular LP 25/2025 for more recommended precautions.

Temporary Suspension of Soybean Exports to China from Selected Brazilian Facilities

It has been reported that the China's General Administration of Customs (GACC) has temporarily suspended imports from five Brazilian soybean-exporting facilities, following the detection of pesticide-treated wheat mixed into a soybean cargo during routine inspections.

The contaminated wheat was apparently identified as treated seed, a substance considered unsafe for consumption. In addition, Brazilian wheat is reportedly not currently approved for import into

China, which further contributed to the breach of Chinese food-safety rules. The Chinese authorities have described the incident as a "serious violation" of their safety standards.

We understand that the suspension applies only to the five specific facilities involved, the majority of which are located in the southern region of Brazil. It has also been reported that other plants operated by the same companies remain authorised to export to China, and that according to Chinese authorities, the suspensions will remain in place until internal investigations are completed, and corrective measures are formally implemented and verified by the relevant Brazilian agencies.

In practice, we have not, to date, observed the reported suspension having any impact on cargo operations at ports in the north or north-east of Brazil. Carriers are, however, advised to take appropriate steps to ensure the quality and integrity of grains presented for loading, in order to minimise the risk of difficulties at the discharge port. We will, of course, provide further updates should the situation develop.

A similar suspension affecting other facilities earlier this year was lifted once corrective actions were adopted, indicating a precedent for reinstatement following satisfactory compliance measures.

China remains Brazil's principal market for soybeans, accounting for more than three-quarters of national exports, with the trade exceeding BRL 31 billion this year.

Ghana

Source: BUDD GHANA

The Ghana Ports & Harbours Authority (GPHA) has published an updated, comprehensive list of operating fees, tolls, and fines applicable to all stakeholders at the ports of Tema and Takoradi.

Shipowners, Charterers, and Agents are strongly advised to review the extensive list of "Fines for Offences" detailed on pages 8-15 of the GPHA document. Compliance is mandatory, and fines range from minor infractions to serious penalties for

regulatory breaches.

1. Fines for Minor Personnel/Crew Offences (Examples)

These offences generally relate to port safety and public order.

Smoking in the port (banned outdoors nationwide): GHC 265, approximately USD 24.00

Swimming in the port: GHC 265, approximately USD 24.00

Indecent exposure: GHC 265, approximately USD 24.00

Drunkenness: GHC 6,600, approximately USD 600.00

Stowing away (or attempting to do so): GHC 6,600.00, approximately USD 600.00

2. Major Vessel and Administrative Offences (Examples)

These carry the most severe financial consequences

for the vessel and its operators:

Disembarking non-Ghanaian stowaways: USD 5,000.00 per person

Pollution: Includes dust, noxious gases, discharges, or spillages in the port or at anchorage.

Failure to submit required and accurate documents (e.g., cargo manifests) in a timely manner.

Failure to adhere to port operating procedures and regulations.

Failure to obtain GPHA authorization for STS offshore bunkering operations.

Failure to respect navigational regulations.

3. Cumulative Fines

It should be noted that in some cases, GPHA fines are not always the only penalty imposed. Serious offences are subject to additional, separate fines from other governmental authorities, resulting in significantly higher total costs for the vessel.

For example:

Offence	GPHA Fine	Additional Authority Penalty	Total Exposure
Disembarking non-Ghanaian stowaways	USD 5,000.00 per person	Ghana Immigration Service (GIS) may impose an additional USD 5,000.00 per stowaway.	Up to USD 10,000.00 per person
Pollution and Environmental Breaches	(Varies, subject to GPHA)	Ghana Maritime Authority (GMA) may impose heavy fines for MARPOL infringements.	Substantial
STS Infringements	(Varies, subject to GPHA)	Ghana Maritime Authority (GMA) may impose heavy fines for MARPOL infringements.	Substantial

Guinea

Source: BUDD GUINEA

11 November 2025 marked the launch of the Simandou iron ore mining project and the first export operations at the new Morebaya deep-water port. A national holiday was announced to celebrate the country's growing role in global trade.

Simandou: Africa's Largest Integrated Mining Project

The long-awaited Simandou development is the largest integrated mining and infrastructure project

on the African continent. The project is estimated to cost between \$20 billion and \$24 billion and is funded by an association of international mining companies and the Guinean government, primarily through two main joint ventures: Simfer and Winning Consortium Simandou (WCS). It includes:

- The newly constructed Morebaya deep-water port
- A 552 km trans-Guinean railway linking the mines to the coast

Arrival of the First Vessels

As of mid-November, Morebaya has already received three vessels to begin preparations for the



Source: SimFer

first iron ore shipments: the Köma, the Sanfina, and the Winning Youth.

Initial Export Programme

Guinea has scheduled an initial sequence of 23 vessels, each with a capacity of approximately 12,000 tonnes of iron ore. These early shipments mark the start of operations at what is expected to become a major regional shipping hub. Once fully operational, Morebaya port is projected to accommodate between 1,000 and 3,000 ship calls per year.

Guinea Bissau

Source: BUDD GUINEA BISSAU

Just as the people of Guinea Bissau were waiting to learn the results of the presidential and parliamentary elections, gunshot was heard near the presidential palace on Wednesday 26 November.

It was reported that President Umaro Sissoco Embaló had been arrested, and a group of army officers announced on television that they were taking control of the country. Roadblocks went up and all borders were closed.

On 27 November, General Horta N'Tam stated that he will be leading the country for a one-year transition period. Following negotiations with the ECOWAS (The Economic Community of West African States), President Umaro Sissoco Embaló was released and flew safely to neighbouring Senegal.

Budd Guinea Bissau reports that international borders have now reopened and that the ports are functioning normally.

Guinea Bissau is one of the world's poorest countries and a well-known drug-trafficking hub. It has experienced at least nine attempted coups d'état in the last 50 years.

Madagascar

Source: McLEANS

Since 25 September 2025, Madagascar has been experiencing significant civil unrest, initially sparked by widespread electricity and water shortages in the capital and other major cities. The situation has since escalated into nationwide protests, prompting the government to impose a night-time curfew to restore order.

According to our local colleague, ISPS Level One security remains in effect at all ports across Madagascar, ensuring a minimum level of port security and operational continuity.

The unrest is largely concentrated in the capital region, Antananarivo, where tensions intensified following reports that elements of the military, including members of the CAPSAT (unit of the armed forces which controls important aspects of the army, including personnel management, administrative support, logistics and technical service) who decided to stand behind the Gen-Z-led demonstrations.

This led to the president Andry Rajoelina fleeing on Sunday last as army joined Gen-Z protesters whereas opposition Members of Madagascar's National Assembly wanted to begin impeachment proceedings against the President who on the hand has not resigned whereas he decided on 14/10 to dissolve the National Assembly to prevent a vote for impeachment proceedings.

According to media reports, around 22 fatalities have been recorded among demonstrators, with more than 100 people injured. Since the onset of the crisis, intermittent power and water supply disruptions were also reported.

As of today, port activities continue under close monitoring and while no direct impact on maritime operations has been so far officially reported.

Nigeria

Source: AFRICA MARINE SERVICES

Another occurrence of drugs being discovered was reported during the discharge of bulk sugar at Lagos, Nigeria on 6th December 2025. The cargo was from Brazil (loaded at Santos, Tiplam Terminal and CLI-Terminal). This is the second vessel to be affected in recent weeks (the earlier discovery was on 17th November 2025).

In the latest case a bag containing 24 slabs of a white substance was allegedly recovered from the cargo, presented, tested, and proved positive for cocaine, with a total weight of 25.5 kg. The NDLEA (National Drug Law Enforcement Agency) documented this and obtained signatures on their records from the Master, Chief Officer, and Chief Engineer. They also seized and recorded all crew members' passports, seaman's books, yellow cards and mobile phones.

Regret this will be very serious for the crew and vessel. In the previous cases, the vessels were eventually released, but some crews were detained for a significant period of time.

Case 1: February 2021 (affected crewmembers eventually released in November 2022),

Case 2: October 2021 (affected crewmembers eventually released in May 2025),

Case 3: November 2021 (affected crew members eventually released in August 2023)

Case 4: July 2023 (affected crewmembers eventually released in December 2024).

Members loading bulk sugar at Brazilian ports should exercise extreme caution and ensure close monitoring of all operations.

Pakistan

Source: AIV PRIVATE LTD

The correspondent has been dealing with a growing number of cases where vessels are detained for alleged damage to port infrastructure such as fenders, buoys, and navigational equipment or for claims related to anchor loss during the monsoon season. These incidents frequently result in exorbitant security demands from port authorities and can severely disrupt voyage schedules.

Notably, they have also encountered claims such as bunker disputes and issues that manifested at the load port (e.g., vessel delays due to rain, stevedoring problems, or actions by local port authorities) that are being aggressively pursued upon the vessel's arrival in Pakistan. This creates a complex and challenging legal environment for their resolution.

The procedural hurdle is particularly severe. Claimants demand a Club LOU structured as a promissory note payable within an implausibly short 5-7 working days. Failure to comply or reach an immediate settlement triggers a swift arrest process, authorities obtain a court order, and the vessel is detained. Once arrested, the only path to release is to submit a Bank Guarantee for the full claimed amount directly to the High Court, a process that is costly, time consuming and operationally crippling.

This trend underscores the critical need for heightened vigilance and proactive risk management for all vessels calling at Pakistani ports. We strongly recommend immediately reporting any incidents to your Club and engaging local correspondents at the earliest stage of a dispute. Early intervention and expert guidance are paramount to navigating these stringent procedures, challenging the validity of claims, and avoiding the severe operational and financial consequence of an arrest.

Senegal

Source: BUDD SENEGAL

Following a distress call from the heavily-listing vessel Panamanian-flagged oil tanker, MT Mersin, off Dakar in the night of 27 November, Senegal's authorities succeeded in rescuing all 22 crew. They reported that the engine room had started to flood just after they heard four explosions outside the

ship.

Since Ukrainian drone attacks on two sanctioned Russian tankers in the black sea took place the next day, there is speculation that although the Turkish-owned tanker Mersin is not part of the dark fleet, she may have suffered a similar fate because she is carrying Russian hydrocarbons.

The Senegalese authorities immediately set up an emergency response team which is fighting day and night to prevent the Mersin's 30,000 MT cargo of hydrocarbons from causing an explosion and/or a major pollution incident.

An anti-pollution boom has been set up around the vessel and a Senegalese tanker with a maximum capacity of 3000 MT deadweight, the Touba Tawfekh, has been mobilized to pump the fuel from the Mersin.

Thailand

Source: SPICA/ THAI P&I SERVICES

There has been increased tension between Thailand and Cambodia, but the conflict is mainly in the northeastern region (land borders), not around major seaport areas.

Please be informed that there is no restriction or blockage of vessels in to Gulf of Thailand official announced by the Thai government, currently. The Thai military just considered to ask for co-operation from the local/Thai ship's owner not to carry the things that will support Cambodia in military battle such as fuel by seagoing vessel from Thailand to Cambodia.

Hence, there has been no impact on shipping or major port activities (yet).

However, Thailand heavily depends on Cambodian labor, including stevedores. Therefore, with situation escalating, a shortage of laborers might be felt in future, if laborers decide to return either due to safety concerns or ordered by their government.

Tunisia

Source: BUDD TUNISIA



Tunisia's Office of the Merchant Marine and Ports (OMMP) has initiated a major investment plan for

the renewal and enhancement of its national tugboat fleet in order to improve safety, port efficiency, and maritime assistance capacities across Tunisian commercial ports.

1. Acquisition of Six New ASD Tugboats

The OMMP has officially ordered six new ASD (Azimuth Stern Drive) tugboats, built by the Turkish shipyard Med Marine, for a global investment of approximately 168 million TND (around 50 million Euros).

These units are equipped with advanced navigation, firefighting, and pollution-control technologies, and are intended to support vessel manoeuvring operations in all Tunisian ports.

2. Delivery of the First Units

The first tugboat, Bulla Regia, has been officially received by the OMMP and assigned to the port of La Goulette.

The second unit, named El Jem, arrived at the commercial port of Zarzis on 3 November 2025 and has been put into service.

Both tugboats are designed with a bollard pull capacity exceeding 60 tonnes, a length of approximately 28 meters, and a service speed of 12 knots, allowing efficient support for ship manoeuvres and emergency response operations.

3. Remaining Deliveries

The remaining four tugboats are currently under construction and will be delivered progressively before the end of January 2026, according to the OMMP's official communication.

4. Strategic Purpose

This modernization program aims to:

- strengthen navigational safety in Tunisian ports;
- enhance response capacity for salvage, towing, and firefighting operations;
- improve the environmental protection framework and pollution-control capability;
- support port efficiency and reduce turnaround time for commercial vessels.

Türkiye

Source: VITSAN/ KALIMBASSIERIS/ OMUR MARINE

Black Sea Casualty Announcement

On 28 November 2025 late afternoon hours two consecutive explosion incidents were reported by Turkish authorities which reportedly occurred on board in ballast tanker vessels sailing in Black Sea around 30-35 away from Türkiye coastline. Both vessels were bound to Novorossiysk.

As per the information received from the local media on a without prejudice basis, the Ukrainian officials have claimed responsibility for explosion on both vessels by unmanned surface drones and reportedly this action was completely against shadow fleets trading with Russia.

2026 Pollution Penalty Rates

The pollution fines in Türkiye will be increased by 25.49 % based on the inflation adjustment announced by the Directorate of Revenue Administration on 03 November 2025. Please refer to Club Loss Prevention Circular LP 24/2025 for more information.

Ukraine

Source: DIMAR CONSULTING GROUP

Ukraine Imposed Sanctions on 656 Maritime Vessels Suspected of Illegal Trade with Russia

According to the announcement (press release)

dated 13 December 2025 (05:05 PM Kyiv time) published on the official website of the President of Ukraine, 656 maritime vessels have been targeted by the Ukrainian sanctions imposed under the Sanctions Act of Ukraine. This is the largest sanctions package ever applied to Russia's shadow fleet.

President's Office clarified that "monitoring of the Black, Red, and Baltic Seas has established that Russia used these vessels to circumvent sanctions imposed by the European Union, the G7, and other states, exporting oil, petroleum products, and liquefied gas in this manner. Shipowners and crews turned off the Automatic Identification System and employed schemes that concealed ownership and the origin of the cargo".

The sanctions in question have been imposed by the Decision of the National Security and Defense Council of Ukraine (the 'NSDC') 'On the Imposition of Personal Special Economic and Other Restrictive Measures (Sanctions)' and brought into effect by the Presidential Decree No. 929/2025 both dated 13 December 2025. The full list of sanctioned vessels is available on the President's website (Ukrainian language). Please find the list attached for ease of reference.

As it appears from the NSDC's Decision, the Ministry of Foreign Affairs of Ukraine was officially instructed to inform the competent authorities of the EU, the US and other states on the imposition of sanctions and raise with them the issue of introducing similar restrictive measures (sanctions). The Cabinet of Ministers of Ukraine, together with the Security Service of Ukraine and the National Bank of Ukraine are in charge for ensuring the implementation and monitoring of the sanctions' effectiveness.

Operation of Ukrainian Courts During Martial Law

Despite the full-scale war, Ukrainian courts of all instances, including courts in the Odesa, Mykolaiv and Kherson regions (Kherson City and controlled territories), are generally functioning in a usual manner. Most maritime disputes are considered by courts of the Odesa Region, where the ports of "Greater Odesa" and the Danube ports are located. The DIMAR Consulting Group lawyer has prepared

below features of the Ukrainian judicial system:

1. Security situation

The government has relocated all courts from areas of active hostilities and temporarily occupied territories;

During air raid alarms, courts are temporarily closed, and court sessions are postponed to another date;

During blackouts, the courts usually continue to work using reserve generators, which are equipped in most courts;

Sometimes courts receive the anonymous fake mining calls/messages – in such cases, court visitors are evacuated, and the work is suspended while special services inspect the premise, which usually takes 60-90 minutes.

2. Electronic justice

Since the COVID pandemic, Ukraine has been effectively operating a progressive E-justice system that provides the following options to the parties to the court proceeding online:

Participation in court session via video link from anywhere in the world using their own gadget;

Submission and receipt of the procedural documents and evidence;

Review of the case files in electronic form;

Court fees payment.

3. Maritime disputes and arbitration

Arrest of seagoing ships under maritime claims and release from arrest are carried out by the Commercial Court of Odessa Region (commercial disputes only) in the usual manner, within the procedural time limits (2 days);

If the matter falls under Ukrainian jurisdiction, the courts consider all categories of maritime claims on their merits, including personal injury, pollution, damage, salvage, etc., generally within the procedural deadlines and good local practice;

Applications for securing evidence and securing claims brought to the international commercial arbitration, as well as the recognition and enforcement of arbitration awards, are considered by the appeal courts of general jurisdiction in the usual manner.

4. Forensic medical examinations

Where a court appoints a forensic medical examination in the personal injury claims, it is performed in the normal manner. However, due to

the overload of forensic medical centres with war cases, the time limits (90 days) for forensic medical examinations are usually extended at the experts' request.

Venezuela

Source: GLOBALPANDI, S.A.

Air travel in and out of Venezuela has largely halted following the U.S. Federal Aviation Administration's advisory as a 90-day warning issued on November 21st calling for airlines to "exercise caution" in the nation's airspace due to alleged increase in global navigation satellite system (GNSS) in the Maiquetia Flight Information Region (SVZM FIR). The notam is effective through Feb 19, 2026.



Source: FAA

According to the official statement issued by the FAA, since September there has been an increase in interference with satellite navigation systems (GNSS), while the FAA did not ban flights but advised airlines to "exercise extreme caution".

If they decide to fly, carriers must notify the FAA 72 hours in advance before entering Venezuelan airspace and provide a detailed flight plan.

This warning prompted several major international airlines including Colombia's Avianca, Tap-Transportes Aereos Portugueses, Lan Airlines, Gol Linhas Aereas and Caribbean Airlines, Spain's Iberia and Turkey's Turkish Airlines to suspend flights. The reaction by the Venezuelan government has been to order to these airline companies to resume operations in the absence of which their licenses would be revoke what has now taken place.

Panamanian carrier Copa and its Colombian budget subsidiary Wingo announced on Wednesday December 3rd that routes to Caracas would be suspended on December 4th and 5th, while Colombian state airline Satena and Bolivian flagship carrier Boliviana de Aviacion also cancelled flights on Thursday December 4th. Following the suspensions, no international carriers are actually flying to Venezuela, although some national airlines like Laser and Avior continue to operate international routes, but with a very limited offer.

It is important to point out that despite the current situation and the significant presence of the American military (ships and aircrafts) in the Caribbean, the transport by sea and domestic port operations are normally working. However, the flight restrictions completely prevent Correspondents from providing the usual assistance to Members for the repatriation of marine personnel during crew changes or for medical reasons. Members/ Clubs are, therefore, advised to be aware of this.

Yemen

Source: GAC YEMEN

On Wednesday 3rd December 2025, the Southern Forces captured the last strongholds of the Northern Forces in Wadi Hadramout and Al-Maharah Governorate on the Yemen/Omani border, and thus all the lands that were in what was called South Yemen are now all under the direct military authority of the Southern Forces led by the Southern Transitional Council.

On the other hand, the Southern Transitional Council today called on the people of the South to take to the streets of Aden and the rest of the Southern cities to demand the declaration of a second independence for South Yemen.

Many observers believe that these developments may lead to a new geopolitical reality in Yemen, and that the return of the state of South Yemen may be round the corner.

All Yemeni ports are open and operating as normal.

2 CORPORATE

Budd Group

Budd announced its new strategic partnership with Fabien Duval-Ludewig. French Polynesia's maritime sector is experiencing major growth and transformation:

- 1.4 million tons of goods handled annually through the Port Autonome de Papeete
- Cruise boom: from 191 cruise ship stops today to 1,300 – 1,500 expected by 2026
- Complexity: 20 active interisland vessels which connect scattered archipelagos, plus international trade and fishing fleets
- Modernisation: major infrastructure upgrades and sustainability initiatives reshaping port operation

This rapid evolution creates new challenges for vessel owners. Local expertise is essential to managing incidents effectively, understanding regional compliance requirements, and coordinating support across remote island ports.

With a background that spans operations as a sailor and engineer, technical roles managing complex vessel overhauls and infrastructure projects, and an academic track record as a maritime teacher training Unlimited Masters and Chief Engineers, Fabien offers a uniquely authoritative perspective on everything from maritime law to marine engineering.

INTERPORT

On 28 October 2025, the Maritime Anti-Corruption Network (MACN) Bangladesh hosted its inaugural

seminar, “Say No to Corruption in the Maritime Sector,” at the Chittagong Port Authority auditorium. The event brought together over 100 participants from across the maritime sector, including senior representatives from Customs House (Chittagong), Bangladesh Shipping Corporation, Chittagong Port Authority, Owners’ Protecting Agents (OPA), representing Shipowner Members, and other key stakeholders.

Interport Managing Director and Head of Claims, Mr. Tanjil Ahmed Ruhullah, was invited as a keynote presenter to speak on “From Facilitation Payments to Fair Trade: The Role of Ship Agents”. Drawing on data and field experience, he noted that procedural inefficiencies and informal payments contribute to nearly 10% of logistics costs in maritime trade, a burden that affects national competitiveness and shipping efficiency alike.

2OPIC

2OPIC celebrated its 3rd birthday on 6th November 2025. Joined by two surveyors – Michael Armstrong and Byron Elkington, the team continues to grow and spread its wings. Michael has a marine background in surveying and joined the 2OPIC Durban Team as a marine surveyor and claims handler. Byron is a well-respected marine surveyor in the market and has a wealth of experience, especially on tanker vessels and liquid cargo claims. Melanie Martin has also joined the Cape Town Team from MSC and she has been employed in the marine sector for over 15 years. She handles survey appointments and people claims.

As South Africa is seeking to be re-elected onto the IMO Committee in December, 2OPIC decided to take the opportunity to encourage the authorities to allow shipowners to land stowaways in South Africa again. Through vital engagement with local authorities, it has submitted a draft “Standard Operating Procedures for Landing Stowaways in South Africa” to the authorities for their consideration and discussion.

*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.