

CORRESPONDENT NEWS CLIPPING



Issue No.9

China P&I Club

I LOCAL

Argentina

Source: PANDI LIQUIDADORES

The REGINAVE (Maritime, River and Lake Navigation Regime) is the main regulation governing navigation in Argentina in relation to the safety of individuals, vessels and the environment. It is enforced by the Prefectura Naval Argentina (PNA), acting as the national Maritime Authority (Argentine Coast Guard), which is also responsible for investigating and, where applicable, sanctioning infringements of its provisions.

The applicable fines are expressed in Units of Fine (UF – Unidades de Multa), which are subject to annual adjustments. The value of the UF is currently determined at the discretion of the Prefecto Naval Nacional, within a maximum limit equivalent to one (1) litre of Grade 2 gasoil in the local market.

On 30 January 2026, Coast Guard Disposition No. 110/2026 (DISFC-2026-110-APN-PNA#MSG) was published in the Official Gazette, updating the UF value to AR\$ 419.63. This represents an increase of approximately 90% in Argentine pesos compared to the previous value of AR\$ 220.86, and approximately 40% in US dollars compared to the previous update of November 2024.

Any administrative inquiry carried out by the Coast Guard against foreign vessels must be secured by a local, solvent entity for up to the maximum potential applicable fine:

- In most cases: 200,000 UF, equivalent to AR\$

83,926,000.00 (approximately USD 60,000 at the current exchange rate).

- In serious pollution cases: up to 3,000,000 UF, equivalent to AR\$ 1,258,890,000.00 (approximately USD 890,000 at the current exchange rate).

Bangladesh

Source: INTERPORT

Following the Iran-Israel-US war that began on 28 February 2026, Bangladesh faced severe disruptions to its fuel supply chain, creating acute operational challenges across the shipping and transport sector. The situation worsened significantly in mid-March 2026 as national fuel reserves declined sharply, directly affecting the movement of cargo vessels on inland waterways and the discharge of mother vessels at Chittagong outer anchorage.



Source: The Country Today

At the peak of the crisis, diesel supply to marine dealers fell to approximately 25% of daily

operational requirements. Around 200 lighter vessels were stranded on inland waterways, cargo operations at the outer anchorage slowed by more than half, and mother vessel discharge times more than doubled from the normal 5–7 days to 12–15 days or more. Demurrage costs ran at USD 20,000–25,000 per vessel per day.

The following confirmations have been received from authoritative industry sources as of 7 May 2026:

- BCVOA (Bangladesh Cargo Vessel Owners Association): Engineer Mehbub Kabir, Secretary of BCVOA, confirmed that lighter vessels are currently receiving their full fuel requirements from marine fuel suppliers and that operations have returned to normal levels.
- BPC General Manager Md Ferdousi Masum Himel: “With increased imports of finished fuel, the market shortage has already been addressed. The arrival of crude oil has further strengthened stock levels.” He confirmed that the supply situation is now stable with no immediate risk of a further shortage.
- Senior BPC officials: Stated that the government’s multi-dimensional response — comprising import diversification, enforcement against hoarding, the price adjustment, and domestic refinery resumption — has effectively resolved the fuel supply crisis.

Brazil

Source: [PROINDE/BRAZIL P&I/BRAZMAR/RABB CARVALHO ADVOCACIA](#)

Brazil Waives Visa Requirements for Chinese Citizens

Effective 11 May 2026, Chinese citizens holding valid passports will be exempt from visa requirements when entering Brazil for short-term stays. This policy is based on the principle of reciprocity, following China’s offering of similar exceptions to Brazilian nationals since June 2025. The new policy permits a maximum cumulative stay of 30 days within a migratory year (a twelve-month period from the date of first entry). The waiver applies to tourism, business meetings, unpaid artistic or sports activities, and international transit. This entry is non-extendable; Chinese visitors

requiring a longer stay must seek alternative visa arrangements.

As China has not ratified the International Labour Organisation’s Seafarers’ Identity Documents Convention (ILO C-185), Chinese seafarers have typically encountered stricter entry requirements in Brazil than those holding a C-185-compliant SID, which permits entries of up to 90 days (with a maximum of 180 days per migratory year) without a visa. The new 30-day visa waiver offers a simplified process for Chinese crew members aboard non Chinese-flagged ships to enter Brazil for shore leave, vessel joins, or repatriation using a standard passport. This change removes the administrative burden of securing traditional consular visas for short visits.

While the waiver simplifies entry into Brazil, ship operators and manning agents must ensure that Chinese seafarers entering with a passport do not exceed the 30-day limit, to avoid immigrations fines for overstaying. Vessel agents are reminded to notify the Federal Police of all crew movements and ensure that those entering under the 30-day waiver are accurately recorded on the crew list. As this reciprocal agreement is set to expire at the end of 2026, authorities will monitor its effects on tourism, bilateral mobility and trade exchanges. This shift represents a deepening partnership with China, which remains by far Brazil’s leading trade partner.

Draft Limits Update at Amazon’s North Bar

On 24 April 2026, the maritime authority issued Ordinance 223/Com4^oDN authorising new



navigation conditions and maximum drafts for merchant ships sailing through the Grande do Curuá Channel and the Muddy Arc. This revokes previous regulations and comes into effect immediately.

To account for the hydrological cycle of the Amazon Basin and its impact on navigation in the North Bar, Ordinance 223/Com4°DN implements maximum sailing drafts and specific pilotage conditions in the region, divided into two seasonal periods:

From 1 February to 15 August (Flood Season):

- Merchant ships (excluding tankers and vessels carrying dangerous goods): the maximum draft limitation is 11.85 metres.
- Tankers and vessels carrying dangerous goods: the maximum draft is 11.65 m.
- Pilotage: engagement of river pilots is optional for vessels sailing with a draft up to 11.55 m. Pilotage is compulsory for outbound vessels with a draft of 11.56 m or deeper.

From 16 August to 31 January (Dry Season):

- Merchant ships (excluding tankers and vessels carrying dangerous goods): the maximum draft limitation is 11.70 m.
- Tankers and vessels carrying dangerous goods: the maximum draft is limited to 11.50 m.
- Pilotage: hiring a pilot is facultative (and not customary) for vessels sailing with a draft up to 11.50 m. Pilotage is compulsory for vessels with a draft over 11.51 m.

Regardless of the time of the year, outbound vessels passing through the designated coordinates of the North Bar must adopt the following measures:

- Under-keel clearance: the master must consider the prevailing tide to maintain a minimum net under-keel clearance (UKC) of 0.50 m for merchant vessels.
- Hazardous cargoes: tankers and ships carrying dangerous goods must maintain a net UKC of at least 0.80 m.
- Tidal window: All deep-draught crossings through the North Bar must be timed to coincide with high tide.
- Squat effect: maintain adequate speed to minimise squatting, ensuring the statutory 0.5 m to 0.8 m safety gap between the keel and the mud is not compromised.
- No anchorage: it is strictly forbidden to anchor within or near the defined navigable stretch of the

Muddy Arc while awaiting a tidal window.

- Pilot experience: the coordinating pilot station must assign pilots with more than five years of experience navigating the Grande do Curuá Channel and the Muddy Arc.

Owners fixing vessels to operate at the Amazon riverports are strongly advised to closely liaise with their local agents and designated port facilities to confirm the prevailing draft restrictions before entering the waterways.

Brazil-China Soya Bean Exports Recover amid Stricter Phytosanitary Controls

Despite record exports in the previous cycle, the General Administration of Customs of China (GACC) has progressively intensified the phytosanitary scrutiny of incoming Brazilian soya bean shipments, which it claims are arriving with high levels of foreign matter. The escalating GACC enforcement actions reached a peak at the end of last year, when shipments carrying phytosanitary violations were intercepted. These included ten tonnes of wheat treated with banned pesticides, deemed toxic and unfit for human or animal consumption. The breach was further compounded by the fact that Brazilian wheat is not currently authorised for export to China. These violations prompted the temporary suspension of the licences of five facilities operated by traders: Cargill (two units), Louis Dreyfus Company (LDC), CHS Agronegócio, and 3Tentos.

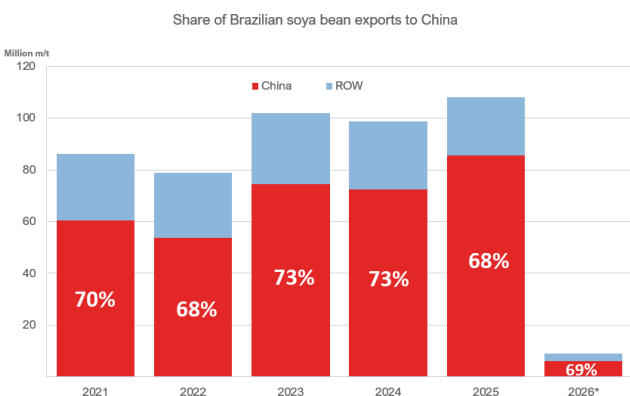
Beyond chemical residues, Chinese authorities also reported the presence of quarantine weed seeds and live insects. The GACC requested that the Brazilian government give high priority to the safety of agricultural products destined for the Chinese market, demanding strengthened controls, reinforced oversight, and stricter phytosanitary measures. Affected traders were required to conduct internal audits, implement corrective measures, and demonstrate effective sanitary control capacity – all under the oversight of Brazil's Ministry of Agriculture, Livestock, and Supply (MAPA) – before GACC would assess their reinstatement.

The immediate operational impact was severe, with more than 20 bulk carriers stalled and weekly export volumes plummeting from approximately 6 Mmt

to just 1.5 Mmt in the first two months of 2026 – a disruption of particular consequence at the peak of Brazil's export season.

In response to GACC's concerns, MAPA issued a revised directive on 13 March 2026, enforcing a stringent new sampling protocol. Circular Letter 7/2026/DIOPEX/CGVIGIAGRO/DTEC/SDA/MAPA outlines updated procedures for phytosanitary certification of soya bean shipments to China for immediate implementation. Following recent high-level discussions, Chinese authorities have acknowledged the technical impossibility of certifying the complete absence of weed seeds, given the inherent characteristics of large-scale oilseed production. The two countries have agreed on the following:

- **Abolish 'zero-tolerance' policies:** in a significant concession, Chinese authorities have agreed to waive the zero-tolerance policy on weed seeds in Brazilian soya bean shipments destined for domestic industrial processing, representing a pragmatic shift from a position that had proved commercially untenable.
- **Determine tolerance thresholds:** officials from both nations will continue bilateral discussions to establish the specific tolerance level for weed seeds.
- **Implement risk-based evaluations:** until a permanent threshold is set, evaluations will be governed by mitigation measures tailored to the consignment's specific end use.
- **Certify stalled vessels:** shipments previously denied certification due to weed seeds will now be released for export, provided they meet other requirements – such as the absence of treated seeds and live insects. This move has cleared the way for dozens of stalled shipborne consignments to be released.



Given the heightened scrutiny from Chinese customs authorities and MAPA's revised inspection framework, carriers loading soya beans in Brazil are advised to take the following precautions:

- **Prepare holds:** cargo holds, hatch covers, and coamings must be meticulously cleaned and entirely free of residues prior to loading. Even trace amounts of wheat, sorghum, or other organic matter from previous cargo risks triggering rejection by GACC.
- **Maintain barrier protection:** ensure bilge covers and unpainted surfaces are free of trapped grain dust that can harbour prohibited fungi or chemical residues.
- **Oversee loading operation:** Crews must actively monitor the loading operation for visible contaminants – including live insects, foreign weed seeds, and residues from prior cargoes – and halt loading immediately if any are identified.
- **Appoint independent surveyors:** Although carriers are not accountable for the intrinsic quality of the cargo, they should consider appointing reliable local surveyors to systematically collect samples and verify moisture and temperature at loading. Composite samples should be prepared for each hold – one set retained by the master and another stored by the surveyors for at least 90 days after loading.

These regulatory developments mark a meaningful step towards the normalisation of the significant Brazil-China soya bean trade flows. Nevertheless, the absence of a defined weed seed tolerance threshold indicates that the phytosanitary landscape remains unsettled.

DR Congo

Source: BUDD

Following the World Health Organisation's (WHO) declaration that the current Ebola outbreak in Democratic Republic is a public health emergency of international concern (PHEIC), the Democratic Republic of the Congo (DRC) and Uganda are working to limit the spread of the disease which has caused at least 160 confirmed deaths by May 20. The crisis is heavily concentrated in the north-eastern Ituri and North Kivu Provinces.

International health monitoring has confirmed that



includes Ituri, North Kivu, South Kivu, Maniema, Tanganyika, Haut-Uélé, and Haut-Lomami.

- Border closures: due to health screenings or sudden security developments, border crossings between the DRC, Uganda, and Rwanda may close at very short notice.
- Active conflict zones: the security situation remains highly unstable. Rebel groups and military forces (including M23 rebels and the Rwanda Defence Forces) have captured major eastern cities and surrounding areas, including Goma, Bukavu, and Uvira. Goma and Bukavu airports have been attacked, and commercial flights are no longer operating from them.
- Limited Support: due to these severe conditions, the UK government has virtually no capacity to provide in-person consular assistance to citizens outside the capital city of Kinshasa.

the disease has crossed international borders, with 2 cases and one death now detected in neighboring Uganda. Local and international efforts to contain the outbreak are facing massive disruptions due to ongoing conflict in a volatile security environment, extreme poverty, local beliefs and a widespread lack of trust in health organisations.

BUDD’s local offices report that no cases have been confirmed in the capital, Kinshasa, or in the country’s international Congo estuary and river ports in western DR Congo (Banana, Boma, Matadi). In a country with very poor roads and few airports, the river Congo and its tributaries play a vital role in the domestic carriage of both people and cargo, providing a potential vector for the westward spread of disease from the affected regions in the East.

International aid agencies are keen to take all necessary measures to contain the disease for which there is no vaccine. In response to the outbreak and the compounding security situation in North and South Kivu, the UK Foreign, Commonwealth & development Office (FCDO) has updated its strict travel advisories for the region on the 23rd:

- Travel: the FCDO strongly advises against all travel to the eastern provinces of the DRC. This

Ecuador

Source: POWER MARITIMA

The National Maritime Authority of Ecuador has issued Circular DIRNEA-SPM-2026-003, establishing transitional provisions for the validation of the Maritime Labour Convention, 2006 Statement of Compliance (SoC). This measure supports the implementation of the MLC 2006, which entered into force nationally on April 4, 2026.

The circular applies mandatorily to all Ecuadorian-flagged vessels of 500 gross tonnage or more engaged in international commercial operations. Fishing vessels and traditionally built ships are excluded, in line with the Convention’s defined scope.

To provide legal certainty during the initial implementation phase, the Authority has introduced a one-time transitional mechanism. Valid SoC issued by classification societies that are members of the IACS may be accepted as a technical basis. These documents will support the issuance of a Provisional Maritime Labour Certificate, which will be granted exclusively by the National Maritime Authority.

Gabon

Source: BUDD

In January 2025, the Gabonese Republic introduced a mandatory mechanism for controlling and offsetting greenhouse gas emissions for air and maritime transport operators transiting or operating in Gabonese waters. This initiative, established by Presidential Decree (No. 0054/PR/MECCHF, dated 16 January 2025), reflects Gabon's commitment to carbon neutrality by 2050 in line with the Paris Agreement. It is based on the polluter pays principle.

The Carbon Contribution obligation for maritime operators has been enforceable since 15 June 2025. AGADEV (Agence Gabonaise pour le Développement de l'Économie Verte) is responsible for implementation and has mandated the Africa Sovereign Carbon Registry (ASCR) to operate the Sovereign Carbon Registry.

Who does this apply to?

Any vessel calling at a Gabonese port, subject to customs clearance obligations and receiving a Port Clearance Certificate, is required to comply with this mechanism. The following vessels are exempt:

- Vessels under the Gabonese flag
- Vessels with a maximum DWT of less than 2,000 tonnes
- Vessels with a GT of less than 400 tonnes
- Container vessels with a capacity of less than 200 TEU

Who is responsible?

As the legal representative of the vessel for its port obligations, the maritime agent is responsible for ensuring compliance with reporting and mitigation requirements on behalf of the operator, owner or charterer. In practice, this means that the agent handles both the carbon footprint reporting and the payment of the contribution on behalf of the vessel.

How is the carbon contribution calculated?

The carbon footprint attributed to Gabon is equal to 50% of the total carbon footprint of each voyage between the previous or next port of call and Gabon. This reflects the methodology used in the EU Emissions Trading System (EU ETS).

Two calculation methods are accepted:

- Actual fuel consumption, as documented in the vessel's logbook, with the carbon footprint then calculated using emission factors per fuel type (as established by the Smart Freight Centre)

- IMO emission factors based on vessel type, size category and voyage distance in nautical miles (as per the Fourth IMO GHG Study 2020)

Vessel movements and their associated carbon footprint must be reported monthly, no later than one month after the movements took place.

What are the applicable rates?

The Carbon Contribution rate for 2025 is set at FCFA 10,710 per tCO₂e (equivalent to approximately USD 17 /tCO₂e).

A cap applies to limit the financial burden on commercial maritime operators:

- FCFA 9,450,000 (approximately USD 15,000) per vessel movement, regardless of the type of vessel
- For vessels recognised as tramp vessels by Gabonese maritime and port authorities, defined as vessels not operating on a fixed liner schedule, navigating according to transport opportunities, unlike liner vessels, the cap of FCFA 9,450,000 applies to the combined total of both the inbound and outbound movements, provided the vessel is arriving or departing in ballast.

Specific rates apply to certain vessel categories:

- Military and special vessels: FCFA 315/GT for both movements (inbound and outbound)
- Vessels with an unknown or undisclosed destination: FCFA 158/GT for the relevant movement

What are the payment terms and penalties?

Once the carbon footprint has been reported and validated, the ASCR will issue an electronic invoice to the obligated party. Payment must be made by bank transfer within 45 calendar days of the invoice date. A late payment penalty of 3% per day applies from the 46th day following the invoice date.

Looking ahead

The current mechanism is based exclusively on the Carbon Contribution. A Carbon Compensation mechanism is expected to be introduced at a later date, allowing obligated parties to offset part of their carbon footprint through certified carbon credits. The rules and implementation date will be communicated in due course.

Guinea

Source: BUDD

On Sunday, 4 January 2026, Guinea's Supreme Court confirmed that General Mamadi Doumbouya, who first came to power through a putsch in 2021, had won the presidential elections with 86.7% of the vote. Amid claims that many voters had abstained because the main opposition leaders had been prevented from standing, and civil liberties had been curbed, it was a relief to note that the election process was not marred by large-scale civil unrest.

In a country where political transitions are frequently marked by volatility, the period surrounding the vote remained calm. Despite the protests of international human rights groups and opposition figures, the immediate security environment in the capital, Conakry, and around the major port hubs has remained stable, allowing for uninterrupted maritime operations.

General Doumbouya's government has centred its economic policy on the renegotiation and acceleration of mining projects, particularly for iron and bauxite. The primary focus is ensuring that Guinea's mineral wealth translates into domestic infrastructure and a healthy economy. To this end, the state-owned entity Nimba Mining Company (NMC) was set up by presidential decree on 4 August 2025 to serve as a primary vehicle for sovereign participation.

The administration has demonstrated a willingness to use coercive measures to ensure compliance with its "Value-Addition" policy. This is most evident in the recent disputes with major international operators:

- The GAC Dispute

In late 2024 and throughout 2025, the government engaged in a high-stakes standoff with Guinea Alumina Corporation (GAC), a subsidiary of Emirates Global Aluminium (EGA) accused of failing to meet their commitment to build a multi-billion-dollar alumina refinery. Instructing Customs and the Ministry of Mines to cease any activity on vessels carrying GAC bauxite, the government de facto suspended GAC's bauxite exports by making it impossible for ships with GAC bauxite on board to

obtain clearance. In August 2025, it was announced that GAC's mining rights had been transferred to the newly formed Nimba Mining Company.

- The Axis International Dispute

Similarly, the administration has taken a firm line against another Emirati mining company, Axis International, regarding licensing and the development of assigned perimeters. The government's move to revoke or renegotiate these rights highlights a broader cleanup of the mining cadaster, where "dormant" licenses or those held by companies without immediate refinery plans are being reclaimed or transferred to entities more aligned with the President's 2040 vision.

Beyond refineries, the government has increased pressure on companies to adhere to the 2022 "Local Content" laws which oblige companies to employ quotas of Guinean staff and use of local subcontractors for logistics and port services. Companies which fail to comply face the threat of significant administrative fines.

The Simandou Project: President Doumbouya has completed complex negotiations for the Simandou iron ore deposit, the world's largest untapped high-grade ore reserve. The project is managed through a joint venture between the Guinean state, Rio Tinto, and the Winning Consortium Simandou (WCS). The Simandou project includes a 600km "Trans-Guinéen" railway and the Morebaya deep-water port. These assets are designed to be "multi-user", meaning they should eventually serve other economic sectors beyond iron ore.

India

Source: GAC

The government on April 2nd exempted import of critical petrochemical products from customs duty for three months till June 30, giving relief to sectors like pharmaceuticals, chemicals and textiles, and ensuring supply stability amid the ongoing West Asia crisis.

In a statement, the finance ministry said considering the ongoing conflict in West Asia and the consequent disruptions in global supply chains, the

government has decided to provide full customs duty exemption on critical petrochemical products till June 30.

Sectors dependent on petrochemical feedstock and intermediates such as plastics, packaging, textiles, pharmaceuticals, chemicals, automotive components and other manufacturing segments will benefit from the duty exemption which will cost the exchequer ₹1,800 crore.

“This measure has been taken as a temporary and targeted relief in order to ensure continued availability of critical petrochemical inputs for domestic industry, reduce cost pressures on downstream sectors, and safeguard supply stability in the country,” it said. This will also provide relief to consumers of final products, it added.

Mexico

Source: P&I SERVICES MEXICO

Oil Spill Affecting Ports of Veracruz and Coatzacoalcos

Since early March 2026, a massive oil spill has spread across more than 600 kilometres (373 miles) of the Mexican Gulf Coast. While the exact source remains a subject of investigation by the Mexican Navy (SEMAR) and environmental authorities (ASEA/PROFEPA), the spill is attributed to a combination of natural seafloor seepages and an unidentified private vessel anchored near Coatzacoalcos.

As of the end of March, significant concentrations of crude oil have entered the Port of Veracruz and the nearby Port of Coatzacoalcos. Over 430 tons of hydrocarbons have been recovered to date, but active slicks continue to affect the referenced areas. Shipowners, Charterers and underwriters should be alert to the following immediate risks:

- **Floating Crude:** Floating crude can adhere to hulls, requiring specialized cleaning upon departure to prevent the spread of contaminants to other ports. There is a heightened risk of oil entering sea chests and affecting anti-fouling coatings.
- **Fines and Exposure Outside of Mexico:** Vessels operating in these waters may inadvertently become

stained by oil on their hulls perhaps leading to fines and detentions in further calls.

- **Operational Delays:** Hull inspections and cleaning can take several days, therefore active monitoring by crew is recommended



Source: Los Angeles Press

Escalation of Violence in Mexico Following the death of “El Mencho”

On February 22, 2026, Mexican security forces confirmed the death of Nemesio Oseguera Cervantes (“El Mencho”), leader of the Jalisco New Generation Cartel (CJNG), following a military operation in Tapalpa, Jalisco. This event has triggered a security alert across several Mexican states. Security conditions and logistics across Mexico’s Pacific coast and central corridors have shown significant improvement in March. While the peak of the unrest has subsided, the correspondents recommend maintaining ISPS Level 1 protocols.

Ukraine

Source: DIMAR CONSULTING GROUP

By way of an update on the situation in Ukrainian ports, Dimar Group informs that in general the ports of Odesa and the surrounding region (including Chornomorsk, Pivdennyi, Izmail and Reni) are continuing to operate and vessels arrive for cargo operations on a daily basis. Unfortunately, air raid alarms in the region are still very frequent (up to several times per day) and the ports’ facilities, berths and nearby infrastructure are continuing to be regularly affected by the strikes. The recent regional strikes can briefly be summarized as follows:

- March 26th, UAV strike hit the port of Izmail – port infrastructure damaged;
- April 8th, an oil tanker that was reported to be alongside in Izmail port was struck by a strike of unknown origin, no fatalities/injuries reported;
- April 9th – 10th, UAV strike targeting energy infrastructure within the port of Izmail, fires started but extinguished, no fatalities;
- April 13th – 14th, major drone attack reported overnight in the port of Izmail, damaging one vessel, a dock, and a barge. Some port infrastructure damaged. No fatalities/injuries reported;
- April 15th, UAV attack of unknown scale/impact in Izmail area;
- April 17th, UAV strike local port infrastructure at Izmail, damage extent unknown;
- April 22nd, UAV strike hit the port of Odesa – port infrastructure damaged, no fatalities/injuries reported;
- April 24th – 25th, major drone attack reported overnight in the port of Odesa and the surrounding region, damaging the port infrastructure and a vessel (bulk carrier) while en route to one of the local ports. Fire broke out on board following the strike. The crew managed to extinguish it.
- April 26th, UAV strike hit the port of Chornomorsk, damaging the port warehouses, shore tanks and a Palau-flagged vessel. A major spill of sunflower oil (about 6,000 tons) occurred in the port;
- April 27th, major drone attack reported overnight in the port of Odesa, damaging the port infrastructure and a power facility at one of the cargo terminals. The Nauru-flagged vessel sustained minor damages from the impact.
- May 1st, overnight UAV attack targeting the ports of the Danube region and Greater Odesa. Berthing and warehouse infrastructure reportedly sustained damage;
- May 3rd, strike targeting port facilities and adjacent infrastructure in Odesa region. Industrial and administrative facilities reportedly damaged, casualties reported;
- May 5th, UAV strike targeting one of the ports of Greater Odesa. A Cook Islands-flagged vessel reportedly sustained damage. No injuries to the crew reported;
- May 14th, major overnight UAV attack targeting Odesa region, including port infrastructure facilities. Equipment, property and cargo vehicles reportedly damaged following two waves of strikes;
- May 15th, major overnight UAV attack targeting

Odesa region, including port infrastructure facilities. Equipment, property and cargo vehicles reportedly damaged following two waves of strikes;

- May 18th, multiple UAV attacks against civilian vessels in the Black Sea reportedly damaged the bulk carrier “KSL DEYANG” (Marshall Islands / Chinese-owned) and another two vessels flying the flags of Guinea-Bissau and Saint Kitts and Nevis. No fatalities reported;
- May 19th, strike targeting port infrastructure facilities in Izmail district of Odesa region. Damage to port infrastructure reportedly sustained.

The full degree and extent of damages incurred by the drone / UAV strikes is not fully revealed by the authorities, but it's fair to surmise that they do not discriminate in the range of target types, with some ships having been directly targeted in these strikes.

Given the noted significant risks that are present any contemplated call to any Ukrainian port should still be subject to a very thorough risk assessment prior to making the transit to the port based on all available maritime security information that is available. Reference should be made to the ships security plan and to make the corresponding changes to the vessel's security level appropriate so that it is adequately prepared for the region (the Master should contact the local agent to understand what the latest ISPS local port security level is).

James Machintosh

As per the amendment to the Finance Act, 2026, the services provided by a person located in India to their overseas clients shall be an export of service subject to fulfilment of certain conditions, viz:

- a) the supplier of service is located in India;
- b) the recipient of service is located outside India;
- c) the place of supply of service is outside India;
- d) the payment of such service has been received by the supplier of service in convertible foreign exchange; and
- e) the supplier of service and the recipient of service are not merely establishments of a distinct person (as per the act this refers to services provided intra group within or outside the country).

Therefore, necessary changes will be made to the correspondent's internal accounting software so that their invoices will no longer attract Goods and Services tax, although surveyors and other experts appointed by them on behalf of Clubs may still include GST.

JF Bangladesh

The Bangladesh correspondent has officially opened up its Shanghai office, with Md. Shainul Islam Rahat being the chief representative. As an established P&I correspondent, it has other businesses including cargo consolidation, freight forwarding, and manning and it's now ready to serve Chinese clients.

2OPIC

They recently assisted a shipowner to repatriate 3 stowaways on humanitarian grounds, and last week, a shipowner obtained an order from the High Court in Cape Town permitting them to land and repatriate 4 Nigerian stowaways through South Africa. 2OPIC was instructed by the owners to handle their repatriation. Over the weekend, they arranged for the embassy to attend, and they then issued 4 emergency travel documents to facilitate their repatriation. The stowaways will be departing South Africa on Tuesday and Wednesday this week.

This is significant in that there is a now a precedent for other shipowners to approach their courts to obtain similar relief which will put pressure on the departments to address the stowaway issue in South Africa.

*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.