

ADVISORY ON NAVIGATING IN FISHING AREAS IN/AROUND NINGBO-ZHOUSHAN PORT

Ingosstrakh's P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd. reports on recently issued advisory concerning safe navigation in fishing areas around Ningbo-Zhoushan port.

In accordance with Fisheries Law of the People's Republic of China, Regulation of Zhejiang Province on Fishery and Several Opinions of the Government of Zhejiang Province on Restoration and Revitalization of Fishery of Zhejiang, as from August 1st, the fishing ban at the Yellow Sea and the East Sea between north latitude 35°~26°30' has lifted for the fishing boat with several operating types, inclusive of trawlers using spar drag method for shrimp, pots cast method, gill nets method and lighting enclosure (cladding) net method, stretch net fishing and dustpan net fishing. The fishing ban at the above area will be totally lifted on September 16th.

The Ningbo-Zhoushan Port, located in the central and northern part of the coastal area of Zhejiang province, is the "T" intersection for China Yangtze River economic belt and China coastal transport. This intersection is a busy maritime highway, rich in fishery resources, and complex meteorological and hydrological conditions. During the fishing flood season, the average daily flow of all kinds of vessels can be as high as 5,000, and the east-west fishing boats overlap with the north-south shipping routes, increasing the probability of collision incidents.

In order to cope with the risk of collision caused by the increase of navigation density of ships during the fishing season, Ningbo Maritime Safety Administration puts forward the following collision prevention advisories for foreign ships navigating through the waters of Ningbo-Zhoushan:

1. Plot a scientific navigating route. When a foreign ship plans to enter the coastal area of Ningbo-Zhoushan, it shall, through the company and the agent, know in advance the fishing area and the operation modes of the fishing vessel, and make a scientific plan based on the surrounding environment, maritime meteorology and tidal current, so as to avoid the concentrated area of fishing vessels as far as possible. For instance, if there is a traffic separation scheme in the transit waters, the traffic separation scheme should be used wherever possible. Where there is no traffic separation scheme, the customary main route at sea should be used wherever possible. As the customary main route at sea has an appropriate distance from the shore and is well-known by the fishermen, very few fishing boats engage in fishing in the waters of the customary main route. Thus, navigating according to the customary main route greatly reduces the chance of encountering with operational fishing boats.

2. Foreign ship crews shall be well prepared by understanding as much as possible the fishing methods, the general direction of traffic flow of fishing vessels, and making corresponding plan to avoid collision in advance. To catch the fishing season, fishing boats, frequently overlook the navigation and collision prevention provisions of the International Regulations for Preventing Collision at Sea, 1972 after lifting of the fishing ban. Moreover, the fishing boats usually line up when they leave or return to the port, which shows obvious clustering characteristics. Many fishing boats have poor communication equipment and are absent to stand by on VHF during the fishing season.

3. Upon entering the fishing area, the foreign ship crew should strengthen look-out, ensure safe speed and avoid fishing boats in time.

A. In terms of safety look-out, the bridge watch rules should be strictly complied with. In addition to detection by operational radar, a proper look-out by sight with the help of telescope is necessary to make a full appraisal of the actual situation of the sea surface. The Captain shall be invited to maneuver the vessel on bridge when necessary.

B. During the daytime, pay attention to posts, flags, foam plastics, glass floats or other small buoys that extend fishing gear in and out of the fishing area. At night, pay attention to the corresponding small flashing lights and kerosene lamps.

C. Timely receive safety alert information from the Maritime Administration Authorities, Traffic Control Centers (VTS), coastal radio stations etc.

D. At all times, the vessel shall proceed at a safe speed appropriate to the prevailing circumstances and conditions. When approaching fishing boats concentrated areas, the engine room shall be commanded to standby engine and reduce navigation speed in advance.

The following rules for preventing collision should be strictly observed:

a. Early detection of the target to judge the danger, early action to avoid collision.

b. The avoidance actions that should be taken include turning and slowing down, which should be large enough to be easily detected by sight and radar. A series of small turns should be avoided.

c. When the two ships encounter, the distance between them should be ample (The recognition of affluence varies according to circumstances, places and people).

d. The effectiveness of the avoidance action should be verified throughout the collision avoidance process.

4. If a close-quarters situation with fishing boats exists, the crew should make a full appraisal of the situation and keep good seamanship to avoid the fishing boat, including all the fishing gear. Once the vessel enters into/crosses the fishing nets, the crew should stop engine immediately to avoid propeller being entangled by fishing nets. When failing to establish communication with the fishing boat, take all effective measures to alert the fishing boat by whistle or signal lights.

5. When occurrence or suspected possibility of a collision, the vessel shall take salvage action immediately as is safe and practicable and report to Ningbo-Zhoushan VTS. The report shall at least include the ship's

condition, time and location of the incident, status of damage or pollution, whether salvage is needed and other information related to the incident. The vessel shall also follow the instructions from the authorities.

6. Saving the incident data properly. After a collision incident, the master or duty crew should immediately save the VDR data, record the measures taken, including the chart work, main engine operation, salvage operation, reporting, information published.

The following information is for reference:

The fishing ban period of 2020 at Bohai Sea, Yellow Sea, East Sea & the north of north latitude 12° of the South China Sea (inclusive of Beibu Gulf) are listed below:

1. The North of north latitude 35° of the Bohai Sea and the Yellow Sea: from 1200hrs on May 1 to 1200hrs on September 1.
2. The Yellow Sea and the East Sea between north latitude 35°~26°30': from 1200hrs on May 1 to 1200hrs on September 16. The East Sea from north latitude 26°30' to the Boundary between Fujian and Guangdong: from 1200hrs on May 1 to 1200hrs on August 16. The fishing ban period for the fishing boat with several operating types, inclusive of trawlers using spar drag method for shrimp, pots cast method, gill nets method and lighting enclosure (cladding) net method, stretch net fishing and dustpan net fishing at the above sea area is from 1200hrs on May 1 to 1200hrs on August 1.
3. The South China Sea from north latitude 12° to the Boundary between Fujian and Guangdong (inclusive of Beibu Gulf): from 1200hrs on May 1 to 1200hrs on August 16.

IMPLICATIONS OF THE COVID 19 IN THE CARIBBEAN AREA AUGUST UPDATE

Ingosstrakh's Correspondent for Caribbean region Messrs. Caribbean Marine provides update on recent changes regarding restrictions due to pandemic.

ARUBA:

No changes have been announced by Aruba government in relation to the measures taken to prevent the spread of COVID-19.

The restrictions and protocols announced by the authorities at all Ports remain applicable and compulsory (please see last update).

Crew change is allowed under the following conditions:

- Must wear a mask on the flight to Aruba
- Straight transport from the airport to the seaport and vice versa (Overnight stay not allowed).
- Every traveler must be in good health (health declaration PCR).
- Seafarer are encouraged to take a COVID-19 test (PCR) before traveling and bring their test proof with them. Authorized PCR test applicable for Aruba is the nasal/oral specimen through PCR testing. Any other COVID-19 test is not accepted.
- Test must be done 72 hours prior to departure and uploaded not later than 12 hours prior to arrival.
- N95 (or equivalent) masks to be worn at all times (for everyone involved via the crew change)

- Social distancing to be observed (everyone)
- Hand hygiene to be practiced (everyone)
- Sanitizing of launch and taxi after each trip.
- Dedicated transportation to be arranged considering social distancing in the taxi / bus (need case: more taxis or busses). Windows will be open (no a/c), luggage to be handled by crew themselves
- No stops in between, other than at harbor immigration office.
- Mandatory ED card* to be filled in – ED application must be completed within 12-72h prior to the travel on <http://www.edcardaruba.aw>.

In case that a crew member presents a Non-COVID 19 injury or illness, health authorities has to be informed and they will be the one who authorized the disembark to shore medical assistance in the public or private hospital system.

BAHAMAS:

The Prime Minister, Dr. Hubert Minnis, announced in a speech to the country the national closure of at least two weeks due to the increase in cases of COVID-19 as of August 4, 2020. During this period, quarantine measures will be applied, limiting mobility on the island, curfew from 7:00 am to 5:00 pm. All inter-island travel discontinued. Anyone travelling domestically between the islands will also have to quarantine for 14 days. The restrictions and protocols related with the prevention of the spread the COVID 19 announced by the authorities at all Ports remain applicable and compulsory (please see last update). Crew changes is allowed

In case that a crew member presents a Non-COVID 19 injury or illness, health authorities has to be informed and they will be the one who authorized the disembark to shore medical assistance in the public or private hospital system.

COLOMBIA:

President Iván Duque issued Decree 1076 of July 28, 2020, which orders the extension of Mandatory Preventive Isolation throughout the country, from zero hours (00:00 am) on August 1, 2020, until zero hours (00:00) on September 1, 2020.

During this period the free movement of people and vehicles in the national territory is limited, with the exceptions foreseen.

People linked to "the activities of public and private service ports, exclusively for cargo transportation" will be allowed the right of movement. Said persons must be accredited or identified in the exercise of their functions or activities. They must also comply with the biosecurity protocols established for the control of COVID-19, and follow the instructions issued by the authorities.

With regard to mobility, the public service of land, cable, river and sea passenger transport, postal services and parcel distribution is guaranteed in the national territory, which are strictly necessary to prevent, mitigate and attend to the health emergency because of the Pandemic and the activities allowed in the decree.

Borders are Closed/ Airports are closed for Domestic and international flights. There is still no information about the lifting of suspension for international flights.

Domestic transportation by air will only be allowed in the following cases: Humanitarian emergency, Transportation of cargo and merchandise and Acts of God or force majeure.

The restrictions and protocols related with the prevention of the spread the COVID 19 announced by the authorities at all Ports remain applicable and compulsory (please see last update).

Prohibition crew change continues.

In case that a crew member presents a Non-COVID 19 injury or illness, health authorities has to be informed and they will be the one who authorized the disembark to shore medical assistance in the public or private hospital system.

CURACAO:

As of July 16, 2020, passengers traveling to Curacao from Belgium, Canada, China, Cuba, Denmark, Germany, France, Greece, Guyana, Hungary, Hong Kong, Netherlands, Norway, Austria, Italy, Taiwan, Czech Republic, Turks and Caicos, Uruguay, United Kingdom and Switzerland can enter without quarantine based on the following:

- The person has not visited a high-risk country within 14 days prior to travel.
- A PRC test must be performed at most 72 hours before the flight, the result of which must be negative.
- the PLC (Passenger Location Card) form must be completed and send it to the travel agent 5 days before your arrival.
- Traveler Must Travel with PLC shape in hand.

The non-quarantine status of these countries can be removed at any time. Other countries can also be added. The Curacao Covid team analyzes each country and adds or removes them from the list.

Travelers from all other countries require a 14-day quarantine.

All crew changes are subject to approval by the Curacao Covid Crisis team. The following documents must be presented at least 5 days before the change of crew: copy of the passport, Seaman book, medical statement, statement of the ship's maritime health, any other information.

The restrictions and protocols related to the prevention of the spread of COVID 19 established by the authorities in all ports are still mandatory (see previous updates).

In the event that a crew member presents an injury or illness other than COVID 19, the health authorities must be informed and they will be the ones who authorized the landing to receive medical assistance in the hospital system.

DOMINICAN REPUBLIC:

On July 20, 2020, the Executive Power, according to decree 265-20 of July 20, 2020, declared a state of emergency in the national territory until September 3, 2020 and, according to decree 266-20 of the same date, established a different curfew for 20 days from July 21, 2020, according to the following:

- In Santo Domingo, National District, Santiago, San Cristóbal, La Vega, Puerto Plata, Duarte, San Pedro de Macorís, La Romana, San Juan de la Maguana, La Altagracia, Azua, Monsignor Nouel, Sánchez Ramírez and María Trinidad Sánchez: Monday through Friday from 7:00 pm until 5:00 am and on Saturdays and Sundays from 5:00 p.m. At 5:00 am.

- In the rest of the country: every day of the week from 8:00 pm to 5:00 a.m.

On July 28, 2020, the Minister of the Presidency, Gustavo Montalvo, announced since on July 30, 2020, anyone who wishes to enter the country must bring a PCR test with a maximum of 5 days prior to arrival in Dominican territory. He also announced that persons who arrive will be evaluated and if they test positive for COVID 19 or present symptoms associated with the disease, they will be isolated in centers authorized for this purpose.

Free pratique has always been granted once the ship has docked and has been authorized by the authorities. The following is added to the medical protocol: the crew list, the last ten ports, the P&I certificate and the declaration of maritime health must be sent to PFSO before the arrival of the ship. A vessel that comes from high risk countries and other places infected with COVID 19, must arrive at the DR Ports after 14 days of departure from said port or must wait the required 14 days on high seas and once the time has passed, if there are no sick crew on board, the Medical Commission evaluates when it can dock.

Crew changes are allowed, however, authorization from the High Level Presidential Commission is required. Required documents: crew details, passport copy and preliminary flight details to request authorization.

The restrictions and protocols related to the prevention of the spread of COVID 19 announced by the authorities in all ports continue to be applicable and mandatory (see the latest update).

Medical assistance is possible, but must be approved by the authorities, at this time it is analyzed on a case-by-case basis and is very restrictive.

VENEZUELA:

On August 7, 2020, the Venezuelan President informed that on August 10, a new modality of the 7 days + 7 days Quarantine Plan will begin to be applied, which will be executed at two levels: monitored partial release of some measures and general flexibility of some limitations

The restrictions and protocols related to the prevention of the spread of COVID 19 announced by the authorities in all ports remain applicable and mandatory (see latest update).

In the event that a crew member presents an injury or illness other than COVID 19, the health authorities must be informed and they will be the ones who authorized the landing of medical assistance on the ground in the public or private hospital system.

The mechanism continues to issue safe conduits to key workers in the sector (seafarers and personnel associated with the port-ship interface), to guarantee their mobilization on land, as indicated by the Maritime Authority in Circular No. 014 (Special Notice 011 COVID- 19) of April 27, 2020.