

CHINA. EPIDEMIC PREVENTION MEASURES UPDATE.

Ingosstrakh's P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd informs on recent announcement of Local authorities in response to the recent COVID-19 outbreak in India. As it stands, some ports in China have upgraded epidemic prevention measures accordingly, and these measures are constantly changing and adjusting. Below is general information re situation and the latest epidemic prevention measures in major ports of China:

Dalian and nearby ports:

Yingkou (Bayuquan)

Due to the recent epidemic locally, there is no additional requirement so far. However, a vessel ever berthed at an Indian port applied to call at Bayuquan recently, the application is still in the process of approval, but it is difficult to get approval.

Dalian

For vessels and crewmembers from abroad:

1. Nucleic acid testing including crewmembers and onboard environment is required.
2. The crewmembers must wear facial masks on deck.

Dandong

1. All the vessels from abroad are subject to nucleic acid testing to all crewmembers.
2. Cargo operation can only be started after the negative testing results are available.

Huludao

No additional requirements so far. However, a vessel ever berthed at an Indian port applied to call at Huludao last week. Due to the positive nucleic acid testing of several crewmembers, the application was not approved and the ship has sailed.

Jinzhou

1. For vessels from India, all crewmembers would be required to receive nucleic acid testing, and disinfection of the entire vessel would be required
2. Berthing operation can only be applied after the negative testing results are available.

Tianjin and nearby ports:

Caofeidian

In principle, no foreign vessels are permitted to board.

Huanghua

No additional requirements so far. Need to consult with the agent case by case.

Jingtang

In principle, no foreign vessels are permitted to board.

Qinhuangdao

Since May, personnel other than stevedores are not allowed to board vessels which have recently changed Indian crew. The definition of "recently" should be confirmed with the agent on a case by case basis.

Tianjin

1. No boarding permission for vessels ever changed Indian crews within 14 days.
2. No boarding permission for vessels ever berthed/called at an Indian port within 14 days.
3. Boarding other foreign vessels that are defined as medium risk vessels with secondary protection measures is permitted. Boarding stevedores are not permitted to enter the living area.
4. Change of Indian crews is prohibited.

Qingdao and nearby ports:

Dongying

No additional requirements so far, but the agent is required to pay more attention to the crew change of Indian crews and the crew from Southeast Asian countries, and report in time.

India and its neighboring countries mainly include: India, Pakistan, Bangladesh, Myanmar, Sri Lanka and Maldives.

Lanshan / Rizhao

1. For vessels passing through/called at an Indian port, the requirements are as follows:
 - Advance notice to the authority is required. The vessel is allowed to berth after getting approval.
 - Crew changing is prohibited.
 - Any boarding person is required to have been vaccinated against Covid-19. Moreover, the boarding person has to be isolated after disembarkation until negative results of nucleic acid testing and serum test are available.
2. For vessels from UK, prevention measures refer to ships from India.

Lianyungang

For vessels ever berthed or changed crew in India, Laos, Cambodia, Mongolia, Thailand, Pakistan, Bangladesh, Nepal, Bhutan, Myanmar within 21 days, Nucleic acid testing including crewmembers and onboard environment is required.

Qingdao

1. For vessels from India or ever changed crew in India, the requirements are as follows:
 - Records of port of call within the last four weeks must be truthfully filled in.
 - Records of crew change and crew's physical condition in last 30 days must be truthfully filled in. The travel history is also required to be remarked.

2. Report the following information to the quarantine officer before berthing:
 - Whether the vessel has called at India.
 - Whether the vessel has changed any crew from India or its neighboring countries.
3. If vessels ever called at an Indian port within 14 days, or changed crew in India or have any crewmembers from Indian or its neighboring countries (Nepal, Pakistan, Bangladesh etc.) attended on board within 14 days, the crewmembers would be required to receive nucleic acid testing.

Weifang

Except in extremely unusual circumstances, crew change is not permitted if the vessel ever passed through India, Nepal, Brazil, Malaysia and other countries particularly affected by the epidemic.

Weihai

1. For local epidemic prevention measures, please refer to Qingdao Port.
2. At Shidao port, if vessels ever called at an Indian port or changed Indian crew, berthing operation would not be permitted.

Yantai

1. No additional requirements so far.
2. Advance notice is required.

Shanghai and nearby ports:

Inland river ports in Jiangsu province

Report to the Customs one week in advance, if:

1. Vessels from/ever passed through India, Laos, Cambodia, Mongolia, Thailand, Pakistan, Bangladesh, Nepal, Bhutan, Myanmar, Sri Lanka, Thailand and other countries within 21 days.
2. Vessels with crewmembers attended on board from the aforesaid countries within 21 days, specific measures might be taken by the authorities on a case by case basis.

Shanghai / Port on Yangtze River

No official document has been released at present. It is highly recommended to contact local agents for the latest news before arrival.

Ningbo and nearby ports:

Jiaxing

1. For vessels from India or ever passed through India, all crewmembers would be required to receive nucleic acid testing, and disinfection of the entire vessel would be required.
2. Inform the quarantine officers in advance if the vessel recently called at Pakistan, Nepal, Bangladesh, Sri Lanka, Myanmar and other neighboring countries of India.

Ningbo

1. The crewmembers would be required to receive nucleic acid testing if the vessel ever called at an Indian port within 28 days before arrival at Ningbo port.

2. If there are Indian crewmembers on board, they would be required to receive nucleic acid testing regardless of the time of embarkation.

3. In principle, crew change is permitted by the local authorities, but it is rather difficult to operate in practice.

Zhoushan

1. Shipyard

- The approval of repair orders shall be suspended for vessels ever called at ports of India, Argentina, Pakistan, Bangladesh, Iran, the Philippines, Turkey and Brazil after 28th March 2021. The resumption time of order examination will be subject to the notice by the Municipal Prevention and Control Office after 28th May 2021.
- The approval of repair orders shall be suspended for vessels ever signed on Indian crewmembers after 28th March 2021. The resumption time will be subject to the notice by the Municipal Prevention and Control Office after 28th May 2021.
- The application of repair orders could be submitted normally for vessels ever signed on crewmembers of 7 countries other than Indian crewmembers after 28th March, if only nucleic acid testing report is provided and the crew's travel history report proved that they had come out of their countries before 28th March 2021. (For example, 5 Filipino crewmembers signed on in Singapore on 30th March 2021, if the travel history of these 5 Filipino crewmembers proved that they have left the Philippines before 28th March 28, the approval will be submitted normally). Otherwise, the approval will be suspended. The resumption time of order examination will be subject to the notice by the Municipal Prevention and Control Office after 28th May 2021.

2. The crewmembers would be required to receive nucleic acid testing if the vessel ever called at an Indian port within 28 days before arrival at Zhoushan port.

3. If there are Indian crewmembers on board, they would be required to receive nucleic acid testing regardless of the time of embarkation.

4. In principle, crew change is permitted by the local authorities, but it is rather difficult to operate in practice.

Guangzhou and nearby ports:

Fangcheng

1. For vessels ever passed through India within 28 days, the vessel would not be allowed to call at Fangcheng, and if not necessary, people are not permitted to attend on board. Any boarding person is required to have been vaccinated against Covid-19.

2. For vessels not ever passed through India within 28 days, but the nationalities of the crew are India, Sri Lanka, Pakistan, Nepal, Bangladesh, Bhutan etc., the vessel would not be allowed to call at Fangcheng, and if not necessary, people are not permitted to attend on board. Any boarding person is required to have been vaccinated against Covid-19.

Huangpu

Xinsha Terminal: For vessels ever called at an Indian port or changed crew in India, all crewmembers would be required to receive nucleic acid testing.

Nansha

All port Authorities require advance reporting of vessels that called at Indian ports within 21 days.

Qinzhou

Customs will focus on vessels having passed through India, which are defined as the key epidemic area vessels :

1. The vessel shall wait for a certain period before berthing subject to the condition of port congestion of Beibu Gulf port. All crewmembers would be required to receive nucleic acid testing. Disinfection of the entire vessel may also be required.
2. For vessels ever changed crew within 14 days, all crewmembers would be required to receive nucleic acid testing.

Shekou

1. Vessel's arrival report shall include the information that whether the vessel has called at Indian ports within 21 days. Advance report is required by the port operation team if the vessel ever called at Indian ports and the first port of entry is Shekou.
2. For vessels ever called at an Indian port or changed Indian crew within 21 days, and the first port of entry is Shekou, the signing-on crewmembers would be required to receive nucleic acid testing. The vessel would not be allowed to conduct any operation until all testing results are negative.
3. For vessels ever called at Indian ports or the crew have sojourned in India within 21 days, all crewmembers would be required to receive nucleic acid testing. The vessel would not be allowed to conduct any operation until all testing results are negative.
4. If vessels ever called at Indian ports or crewmembers have Indian sojourns within 21 days, change of crew would not be permitted.
5. The local authorities strengthened the management on change of Chinese crew.

Zhanjiang

1. For vessels ever changed crews within 60 days, all crewmembers would be required to receive nucleic acid testing. Operation can only be started after the negative testing results are available.
2. If the vessels have Indian crew and the crew from Southeast Asian countries (Pakistan, Bangladesh, Myanmar etc.), all crewmembers would be required to receive nucleic acid testing. Operation can only be started after the negative testing results are available.
3. For vessels ever called at an Indian port or changed crew in India, it should be declared on a case by case basis.

Xiamen and nearby ports:

Fuzhou

1. For vessels ever called at an Indian port or have Indian crew, all crewmembers would be required to receive nucleic acid testing before discharging operation.
2. Any boarding person is required to have been vaccinated against Covid-19 and provide negative results of nucleic acid testing within three days.

Xiamen

1. For vessels ever called at Indian or Filipino ports recently, all crewmembers would be required to receive nucleic acid testing.
2. For vessels changed Indian and Filipino crews recently, the new crewmembers would be required to receive nucleic acid testing.
3. Change of Indian crew is not permitted.

As the risk of the epidemic continues to change, the measures implemented by Chinese ports may also change according to the actual situation. It is highly recommended for Insured Owners planning to call at Chinese ports, to contact local agent for the latest epidemic prevention requirements implemented by the port in question.

EGYPT. DIGITIZATION AND THE NEW ACI SYSTEM.

Ingosstrakh's P&I Correspondent in Egypt Messrs. Eldib Pandi reports on change in customs regulations in Egypt.

Last year, a new law No.207 for the year 2020 was issued promulgating the new Customs Law. In one of the articles of the said law, a new scheme was introduced to the Egyptian Customs System which is the Advance Cargo Information System. The new law mandated the importer or his agent to present information on the cargo being imported in advance of its arrival, across different modes and interfaces. By making appropriate information available, it allows the effective logistics management of a transport chain.

Even though the system is new to Egypt, the said approach has been endorsed by the World Customs Organization (WCO), which drafted international standards pertaining to this subject already in the first publication of the "WCO SAFE Framework of Standards to secure and facilitate trade" (WCO SAFE) in 2005. The ACI itself is designed, developed and installed by UNCTAD.

Diving into the law, article 39 of the Customs Law No.207/2020 was very explicit, as it required importers to enlist the preliminary customs registration number known as "Advance Cargo Information Declaration – ACID". The law harshly stipulated that if the said number is not listed on the shipping documents, the cargo shall be re-exported abroad without discharge within Egyptian ports and/or access points, and the

said re-export will be at the expense of the carrier or his representative. The law has further granted early payment of estimated customs and fees before the arrival of the cargoes provided that final settlement shall be made after the arrival of the cargo according to the applicable customs tariff at the time of the clearance.

It is also worth mentioning that the executory regulations of this law have yet to be issued. Once published, the said regulations should shed more light on the ACI system and the full application of the law. On that note, the Ministry of Finance issued Decree No. (38) for the year 2021 in February regarding the Advance

Cargo Information "ACI," and the said decree provided for mandatory steps to be followed by the importer, cargo owner or his customs clearance agent representative. The law further referred the concerned parties to the electronic platform "Nafeza" www.nafeza.gov.eg where they are required to submit all the relevant digital data and documents related to the cargo.

The designated platform is easy to maneuver around, where its homepage contains the steps which are to be followed for the ACI together with illustrated photos of those steps. The website also entailed details on how to prepare for ACI prior to taking the necessary steps.