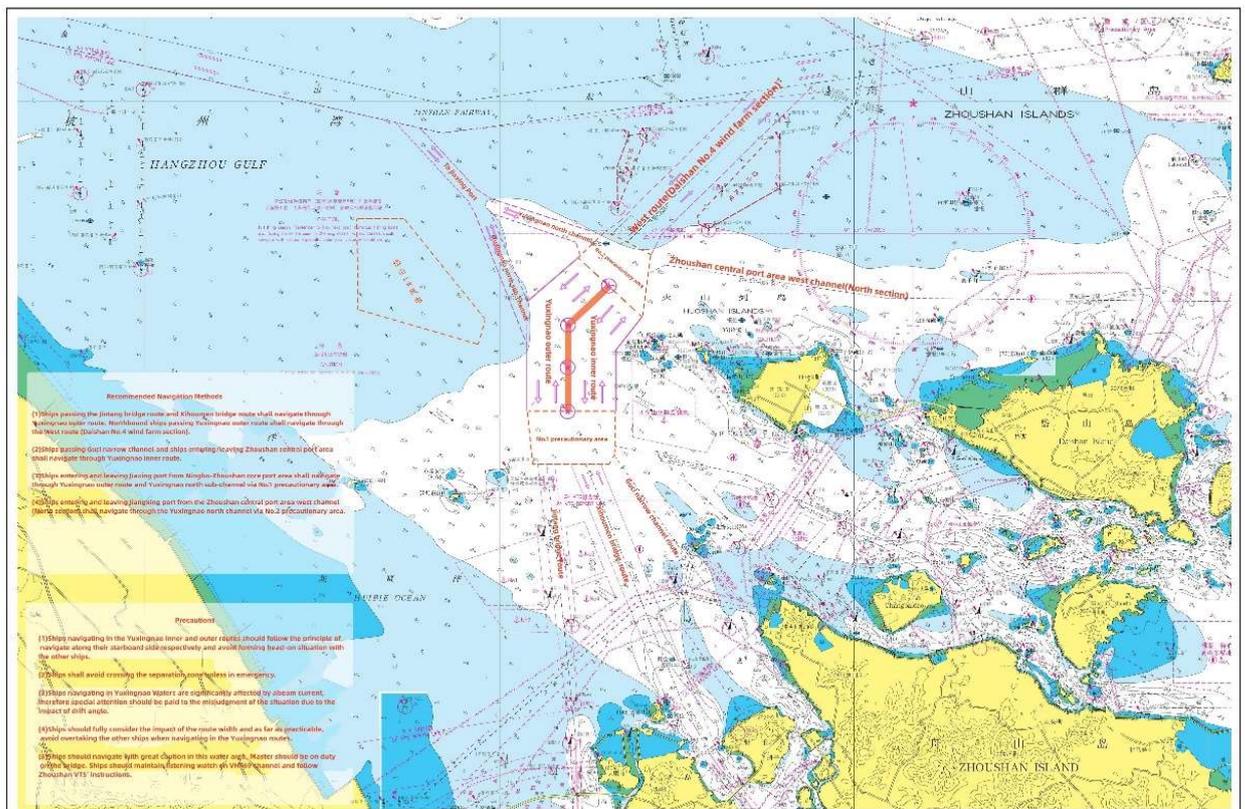


## ZHOUSHAN MSA ISSUED “NOTICE ON PUBLISHING THE RECOMMENDED METHODS FOR SHIPS IN THE YUXINGNAO WATERS OF ZHOUSHAN”

Ingosstrakh's P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd., keeps us in loop of update concerning recommended Navigation Methods for vessels in the waters of Zhoushan.

Zhoushan Yuxingcao water area is an important maritime transport hub along the coast of Zhoushan with a high density of shipping and a complex navigation situation. In order to further rationalize the traffic flow in the waters of Yuxingnao, reduce the risk of ship collisions and create a safe, orderly and uninterrupted maritime navigation, the Zhoushan Maritime Safety Administration (Zhoushan MSA) recently issued a "Notification on the publication of Recommended Navigation Methods for ships in the waters of Yuxingnao in Zhoushan" (hereinafter referred to as "Notification").

### Recommended Navigation Methods for Ships in the Yuxingnao Waters of Zhoushan



## I. Basic Information

The recommended navigation area for ships in Yuxingnao Waters is composed of precautionary area, inner and outer routes, separation zone, navigation marks and surrounding channels and routes.

(1) Yuxingnao No.1 precautionary area is the connection of the following geographical coordinates (China National Geodetic Coordinate System 2000, the same below):

30°16.20'N/121°46.39'E

30°16.20'N/121°49.60'E

30°16.68'N/121°49.90'E

30°18.20'N/121°49.90'E

30°18.21'N/121°46.14'E

(2) Yuxingnao No.2 precautionary area is the connection of the following geographical coordinates:

30°25.05'N/121°49.48'E

30°24.14'N/121°51.39'E

30°21.77'N/121°51.02'E

30°24.04'N/121°48.34'E

(3) The separation zone is the water area with a width of 500 meters centered on the line connecting the following geographical coordinates:

30°18.21'N/121°47.86'E

30°21.49'N/121°47.86'E

30°23.00'N/121°49.57'E

(4) Four special navigation marks are set at the end and middle of the separation zone, the navigation marks are named as Yuxingnao No.1, Yuxingnao No.2, Yuxingnao No.3 and Yuxingnao No.4 sequentially from south to north:

a) Yuxingnao No.1 navigation mark: 30°18.21'N/121°47.86'E

b) Yuxingnao No.2 navigation mark: 30°19.87'N/121°47.86'E

c) Yuxingnao No.3 navigation mark: 30°21.49'N/121°47.86'E

d) Yuxingnao No.4 navigation mark: 30°23.00'N/121°49.57'E

(5) Yuxingnao Inner and Outer Route

The Yuxingnao inner route extends for 3km eastward from the eastern edge of the separation zone, and the Yuxingnao outer route extends for 2.5km westward from the western edge of the separation zone. Both routes are two-way routes.

(6) Surrounding Channels and Routes

a) Jintang bridge route, center line coordinates (30°16.20'N/121°46.99'E, 30°09.80'N/121°47.75'E), width 1.0KM.

b) Xihoumen bridge route, center line coordinates (30°16.21'N/121°48.65'E, 30°10.29'N/121°51.32'E), width 2.0KM.

c) West route (Daishan No.4 wind farm section), center line coordinates(30°24.63'N/121°50.34'E, 30°31.20'N/121°57.90'E), width 2.4KM.

d) Yuxingnao north channel, center line coordinates (30°24.65'N/121°49.02'E, 30°26.15'N/121°44.05'E ), width 1.0KM.

e) Yuxingnao north sub-channel, center line coordinates (30°21.56'N/121°46.16'E, 30°26.15'N/121°44.05'E), width 1.0KM.

## **II. Recommended Navigation Methods**

(1) Vessels passing on the route of the Jingtang Bridge and on the route of the Xihoumen Bridge must pass on the external route of Yuxingnao. Vessels traveling north on the outer route of Yuxingnao should follow the western route (Daishan Wind Farm Section No. 4).

(2) Vessels passing through the narrow Guci Channel and vessels entering/leaving the central port of Zhoushan should follow the inner route of Yuxingnao.

(3) Vessels entering and leaving Jiaxing Port from the area of the main port of Ningbo-Zhoushan must follow the outer route of Yuxingnao and the northern subchannel of Yuxingnao through the precautionary zone No. 1.

(4) Vessels entering and leaving Jiangxing Port from the western channel of the central area of Zhoushan Port (northern section) must pass through the northern Yuxingnao Channel through the Precautionary Zone No. 2.

## **III. Precautions**

(1) Vessels navigating in the Yuxingnao inner and outer routes should follow the principle of navigate along their starboard side respectively and avoid forming head-on situation with the other ships.

(2) Vessels shall avoid crossing the separation zone unless in emergency.

(3) Vessels navigating in Yuxingnao Waters are significantly affected by abeam current, therefore special attention should be paid to the misjudgment of the situation due to the impact of drift angle.

(4) Vessels should fully consider the impact of the route width and as far as practicable, avoid overtaking the other ships when navigating in the Yuxingnao routes.

(5) Vessels should navigate with great caution in this water area, Master should be on duty on the bridge. Ships should maintain listening watch on VHF69 channel and follow Zhoushan VTS' instructions.

## **IV. Loss Prevention Suggestions**

(1) It is recommended to keep the engine and anchor in standby mode so that the vessel can maneuver and steer quickly in case of an emergency.

(2) Given the high traffic density and the presence of numerous fishing vessels in this area, vessels are advised to exercise proper caution and develop a safe speed, stay away from other vessels/fishing boats and their fishing gear (if any) for a sufficient time.

(3) The charted depth in this water area is around 10-12.5 meters, therefore full attention should be paid to the squat effect which will affect ship's dynamic draught and scope of her navigable waters.

## **FG ANNOUNCES PLAN TO RECOVER N553 BILLION IN UNPAID TAXES ON OIL TRANSPORTATION**

Ingosstrakh P&I correspondent in Nigeria Pandi Eltvedt & O'Sullivan's reports about Nigerian Government willing to recover N553 billion in unremitted taxes owed by international petroleum shipping companies operating in Nigeria. According to the recommendation issued by Intertanko, some tanker members have received letters of demand from the Nigeria Federal Internal Revenue Service (FIRS) regarding the estimated amounts of freight tax owed to owners/vessels that have called at Nigerian ports to load wet cargo since 2010. The total amounts of liability do not indicate how much freight tax was calculated per voyage, only for a ship distributed over several years (2010-2019). For example, a Gard tanker member received a demand for payment of almost 2.7 million US dollars only for one vessel, but with several charter flights/calls in the period 2012-2019. The total amount required includes a fine of 10% and interest of 19%, but no detailed calculations indicating the exact amounts of cargo/freight per flight were provided.

The initial recommendation received from Nigerian lawyers is that a response should be sent to each FIRS letter, each case investigated for tax reciprocity, and an appeal letter to be sent within 30 days (from the date of receipt of the notification letter) to prevent the FIRS from taking action.

Owners/operators of tankers are advised to be attentive to the possibility of receiving letters from the FIRS. The Tax Service considers non-payment of claims as tax evasion and a criminal offense. Intertanko sent a letter to FIRS requesting, among other things, additional detailed information on how the freight tax was calculated and whether claims were also sent to charterers.

By Section 14 of CITA, non-Nigerian shipping companies are liable to pay income tax on profit derived from freight.

Section 14(6) of CITA (as amended by Section 5 of the Finance Act, 2023) further mandates regulatory agencies in the shipping sector to ensure that all companies taxable under

Section 14 of CITA present evidence of income tax filing for the preceding tax year and Tax Clearance Certificates, showing income taxes paid for the three preceding tax years before they could continue to carry on business in Nigeria or obtain any relevant approvals and permits.

Full text of FIRS Circular is available via [this link](#).