

### **WUSONG MSA ISSUED “NOTICE ON FURTHER STRENGTHENING THE SAFETY SELF-INSPECTION OF SHIPS PLANNING TO ENTER THE YANGTZE ESTUARY DEEPWATER CHANNEL”**

Ingosstrakh's P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd., keeps us in loop of update concerning further strengthening the safety self-inspection of ships planning to enter the Yangtze Estuary Deepwater Channel.

Please be advised that to ensure the navigation safety through deep-water channel (hereinafter referred to as the “North Channel”) and maintain good navigation order, in accordance with Article 4 of the Management Measures for Navigation Safety in the Yangtze Estuary Deepwater Channel: “Ships planning to enter the deep-water channel should test their engines, rudders, communication and emergency equipment in a timely manner, ensure that they are in good technical condition”, the VTS Center of Wusong MSA (a subordinate unit of Shanghai MSA) has issued the “Notice on Further Strengthening the Safety Self-inspection of Ships Planning to Enter the Yangtze Estuary Deepwater Channel” (hereinafter referred to as the “Notice”). We hereby issue this Circular, introducing the content of the Notice and providing relevant suggestions for Club/Members' reference.

### **Self-inspection Items and Reporting Requirements prior to Entering the North Channel**

Starting from August 15, 2023, ships planning to enter the North Channel shall within 12 hours before entering the North Channel for each voyage, conduct self-inspection of critical equipment such as the main propulsion device, rudder system, main power supply, and emergency power supply strictly in accordance with the self-inspection requirements (see Annex 1), and keep the record as required. The self-inspection record shall be completed in accordance with the standard form (see Annex 2) and submitted by email

to Wusong VTS Center (email address : wsvts@shmsa.gov.cn) with "Ship Name + Self-inspection materials" as the subject 4 hours before entering the North Channel. When declaring the North Channel entrance plan, the ship shall undertake to conduct the self-inspection as required before entering the North Channel, report any defect that is not rectified during the self-inspection and the exemption from flag state and RO.

Wusong MSA will verify the outcome of ship's self-inspection and the non-compliance found will be dealt with according to the relevant provisions.

## **Time of Entering North Channel**

For inbound ships, the arrival time to D3 light buoy shall be deemed as the time of entering the North Channel. For outbound ships, the arrival time to Yuanyuansha light vessel shall be deemed as the time of entering the North Channel.

## **Ships Entering the North Channel on a Voyage of less than 12 Hours**

Chinese ships on a voyage of less than 12 hours to the North Channel shall conduct the self-inspection pursuant to "Chinese Ship Pre-departure Safety Self-inspection Checklist".

When preparing for departure of a foreign ship on a voyage of less than 12 hours, the preparatory work shall cover the contents specified in Annex 1.

## **Recommendations**

The Yangtze Estuary Deepwater Channel (North Channel) refers to the channel between the western boundary line of the Precautionary Area "A" of Yangtze Estuary Ship's Routing System and the eastern side of the Yuanyuansha Precautionary Area, with a total length of 43 nautical miles. Its boundary line is marked by virtual AIS navigation mark. Chinese ships on a voyage of less than 12 hours to the North Channel shall conduct the self-inspection pursuant to "Chinese Ship Pre-departure Safety Self-inspection Checklist".

The Notice is another specific requirement for the machinery and equipment of ships planning to enter the Yangtze River ever since the Shanghai MSA issued the

"Announcement of Shanghai Maritime Safety Administration on Strengthening the Safety Management of Ships with Machinery Failure" on June 2, 2022.

We suggest that ships strictly comply with the requirements of the Notice, test relevant machinery and equipment in a timely manner, make proper records and report to Wusong VTS Center, so as not to delay ship's entry plan or cause the ship to be punished.

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

## **ELTVEDT & O'SULLIVAN PROVIDES WITH INFORMATION CONCERNING THE SITUATION IN GABON**

Ingosstrakh' s P&I Correspondent in Africa Messrs. Eltvedt & O'Sullivan inform regarding the current situation in Gabon. They have advised that they obtained some information over the phone from their local representatives in Libreville. Eltvedt & O'Sullivan report that they are fortunately all safe at home, with apparent calm atmosphere in the country, connection on net servers are now possible (whilst no connection since the last weekend), they are waiting for some further information from the leaders of this putsch (who are apparently the same persons who were in charge of the security of President Bongo, they are seemingly his proper body guards who have seized the power, and therefore the rumors said that there might be very little chance of any counter offensive). All the population (including those who were jubilant in the streets as we can see on the press), have been required to stay at home.

All borders of the country are closed. The curfew has been imposed. The roads are closed, nobody is allowed on the roads. As for the ports, they are closed and the commercial operations are stopped. However, in case a vessel is scheduled to arrive Libreville/Owendo port, this appears to be possible for her to berth since for the time being Port State Control is working. They would obviously recommend that Owners approach their local agents for double-checking before trading.

The situation in Port Gentil is reported to be the same. Situation may change and Eltvedt O'Sullivan will keep us updated.