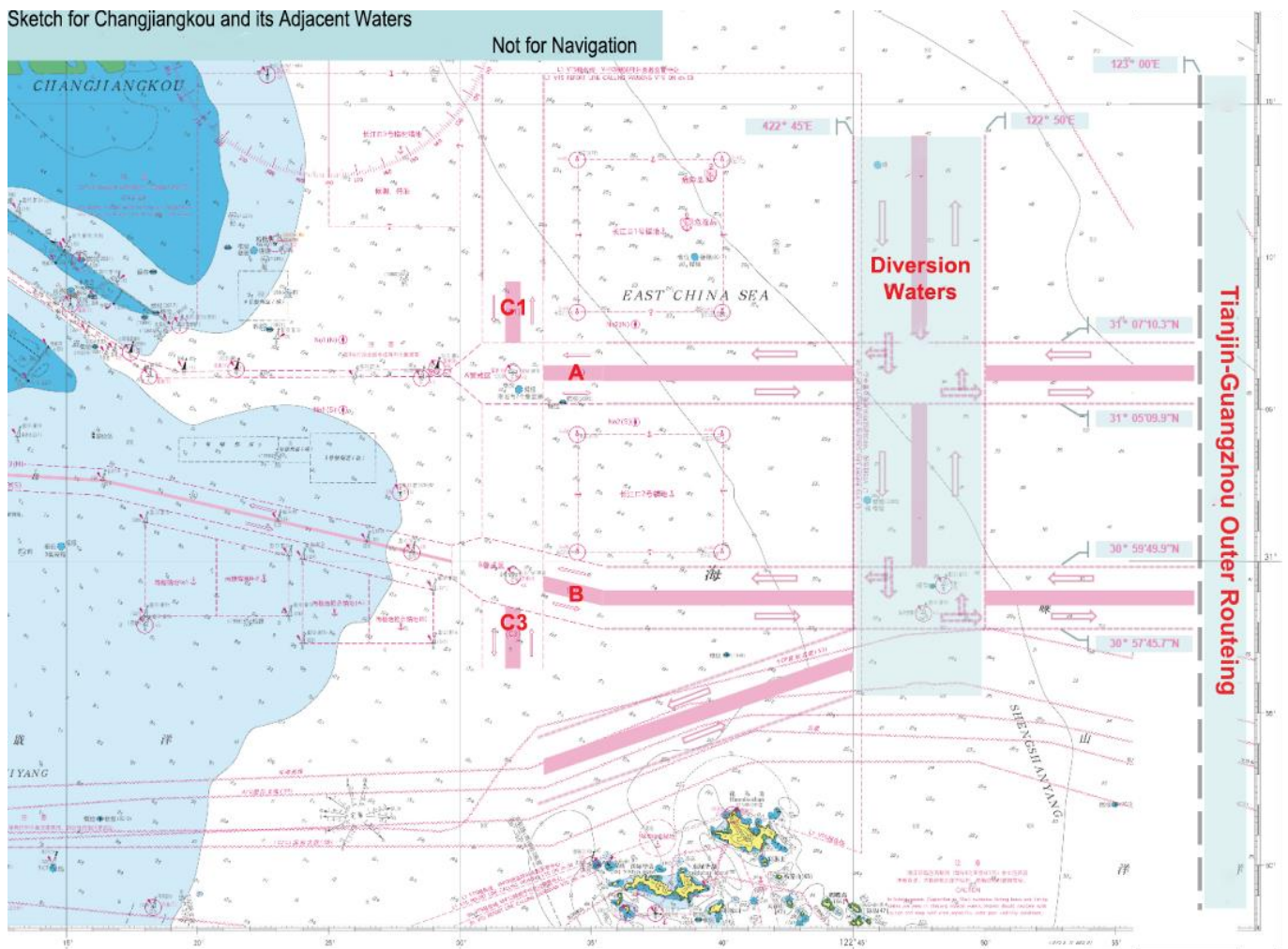


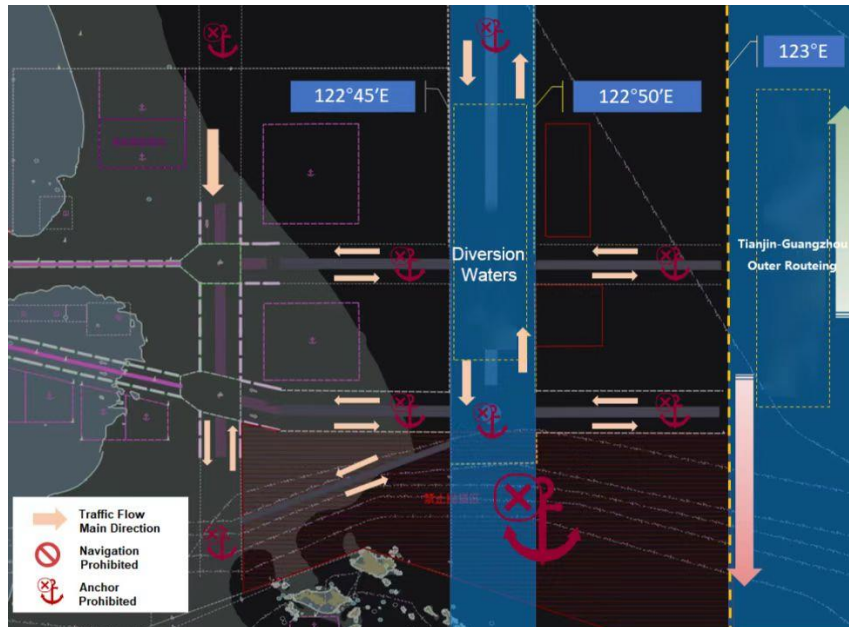
CHINA. CIRCULAR OF SHANGHAI MARITIME SAFETY ADMINISTRATION ON FURTHER STRENGTHENING VESSEL TRAFFIC MANAGEMENT IN CHANGJIANGKOU AND ITS ADJACENT WATERS

Ingosstrakh's P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd., reports on new circular concerning traffic management in Changjiangkou and its Adjacent Waters, which came into force on Feb 1st, 2023, in order to enhance vessel traffic management in Changjiangkou and its adjacent waters and improve navigation safety.

We put here below this Circular to remind Insured Owners of the changes in vessel traffic.

Changjiangkou Vessel Traffic Management Implemented on Feb 1st, 2023





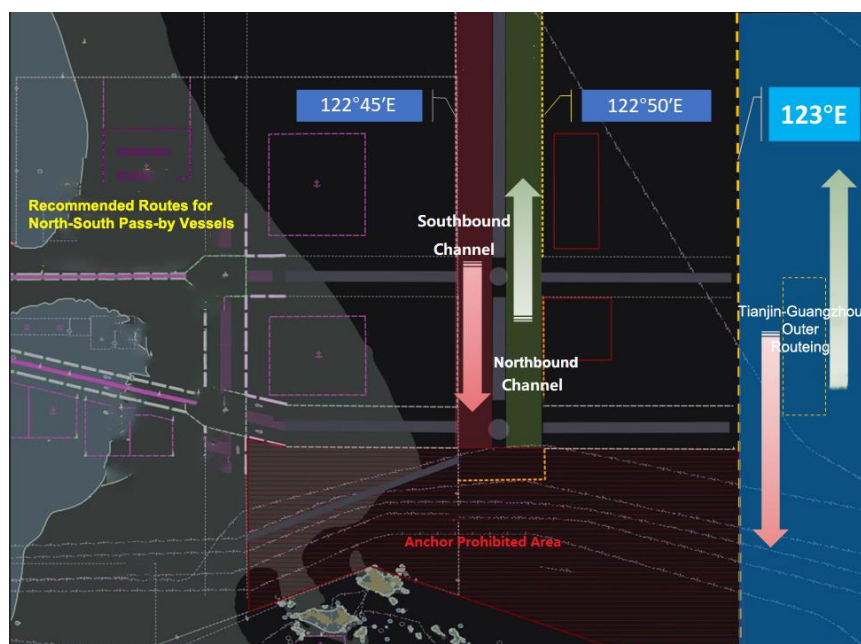
According to what has been learnt from Wusong MSA (a subordinate unit of Shanghai MSA), the existing Changjiangkou Ship Routeing System (2008) is under modification. From February 1st, 2023 vessel traffic at Changjiangkou and its adjacent waters shall be managed according to the above figures. Vessels shall under the command of Shanghai MSA and Wusong VTS, navigate in an orderly manner according to the traffic flow shown on the above figures.

The adjustment of vessel traffic management will effectively relieve the traffic flow pressure in the existing C1, C3 TSS area by separation of ship traffic flow within the existing Lane C1, C3 and Precautionary Area A, B of CJK TSS.

Interpretation of the Circular

Wusong MSA published an Article to interpret the Circular in its WeChat Official Account on Feb 1st. The Article explained the recommended routeing for North-South transit, Wusong vessel traffic management, precautions for navigation, rules for anchoring, etc. in detail.

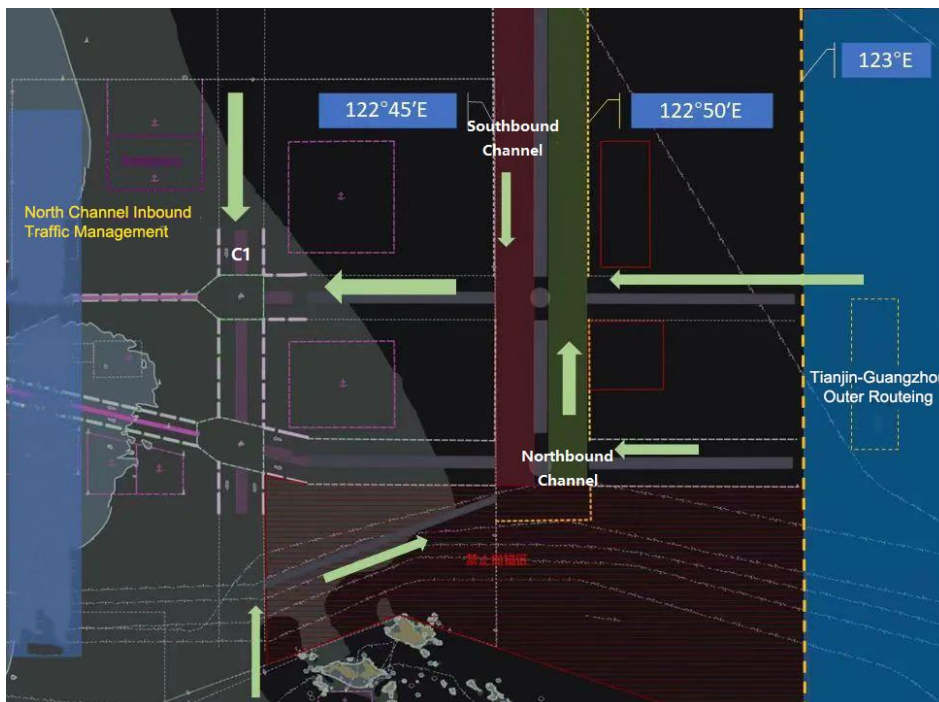
1. Recommended Routeing for North-South Transit



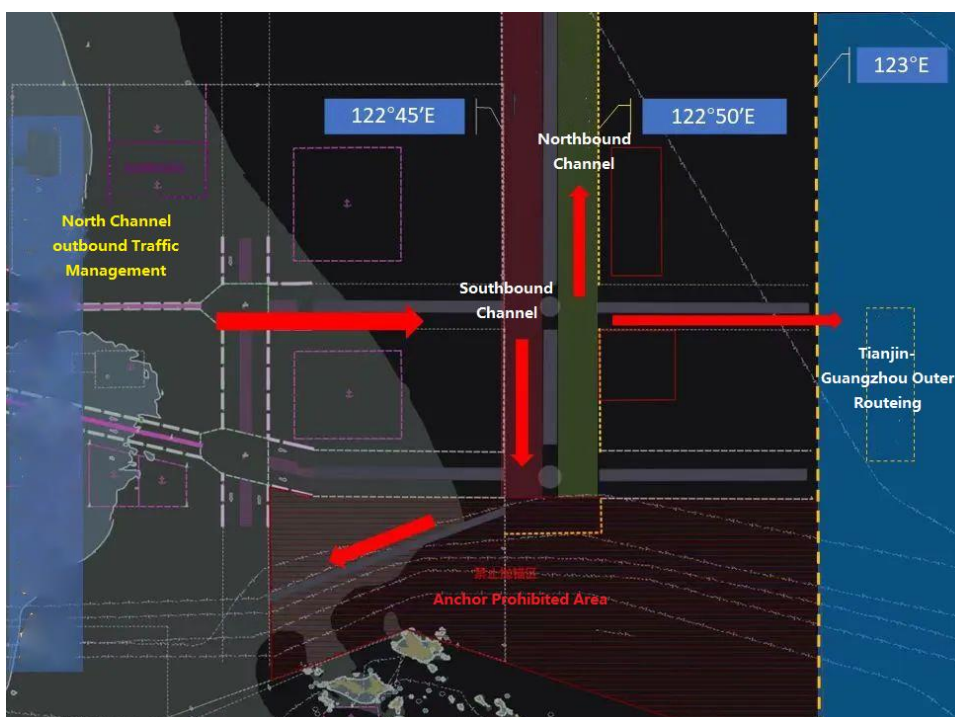
The pass-by vessels from south or north navigating in Changjiangkou and its adjacent waters shall prefer to choose the Tianjin-Guangzhou Outer Routeing (the north-south customary route along the longitude 123 °00 'E) or the diversion waters. (between longitude 122 °45 'E and 122 °50 'E).

2. Wusong Vessel Traffic Management

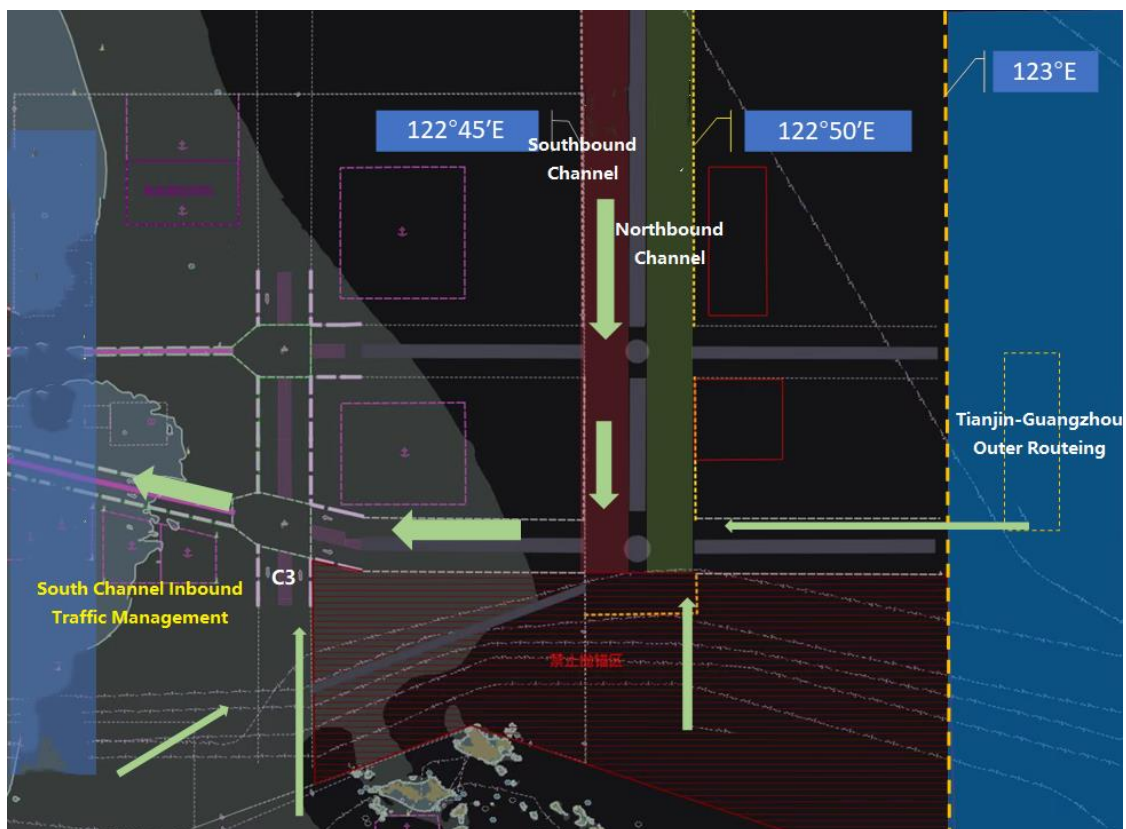
If it is safe and feasible, vessels passing through the Precautionary Areas A and B of the Changjiangkou Traffic Separation Schemes (CJK TSS) shall give priority to the following navigation suggestions and navigate under VTS's organization:



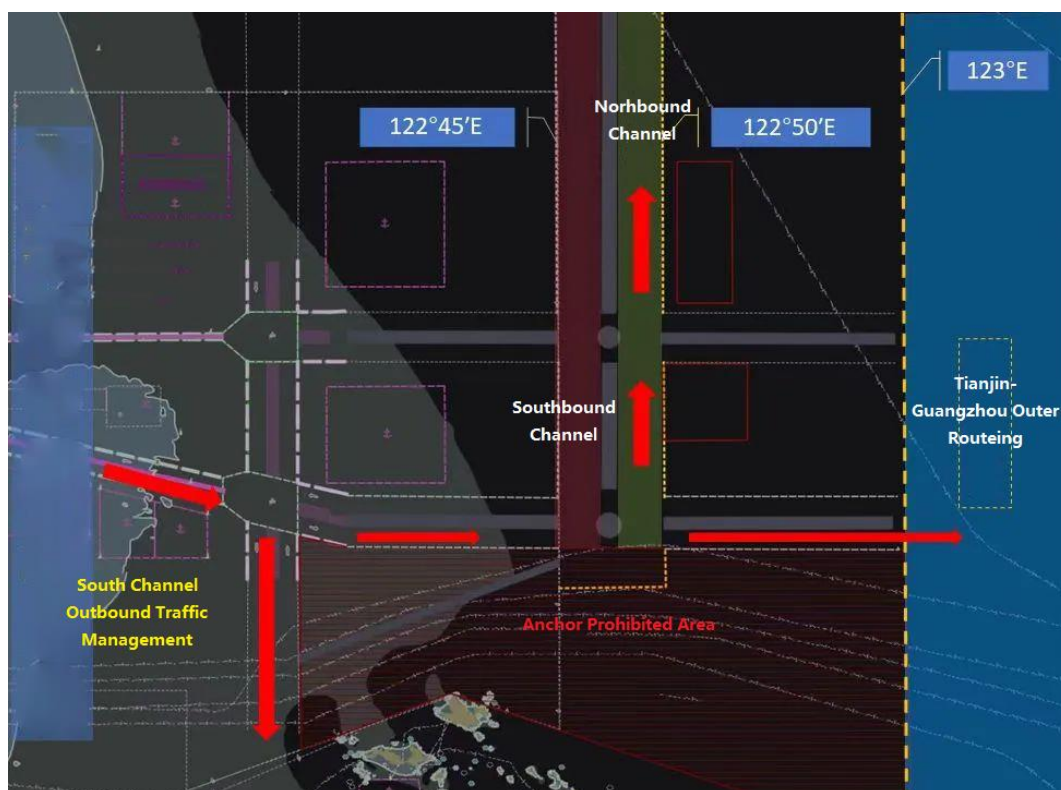
01. Inbound vessels proceeding to Changjiangkou Deepwater Channel (North channel) from Changjiangkou waters shall alter course in the Precautionary Area A through the traffic lane C1 of CJK TSS, or turn into the traffic lane A through the diversion waters or the Tianjin-Guangzhou Outer Routeing.



02. Outbound vessels sailing from Deepwater Channel to Changjiangkou waters, and intending to turn northward or southward, shall proceed eastward by TSS lane A, and alter course in the diversion waters or the Tianjin-Guangzhou Outer Routeing.



03. Inbound vessels proceeding to South Channel from Changjiangkou waters, shall alter course in the Precautionary Area B through the TSS traffic lane C3, or turn to TSS traffic lane B through the diversion waters or Tianjin-Guangzhou Outer Routeing.



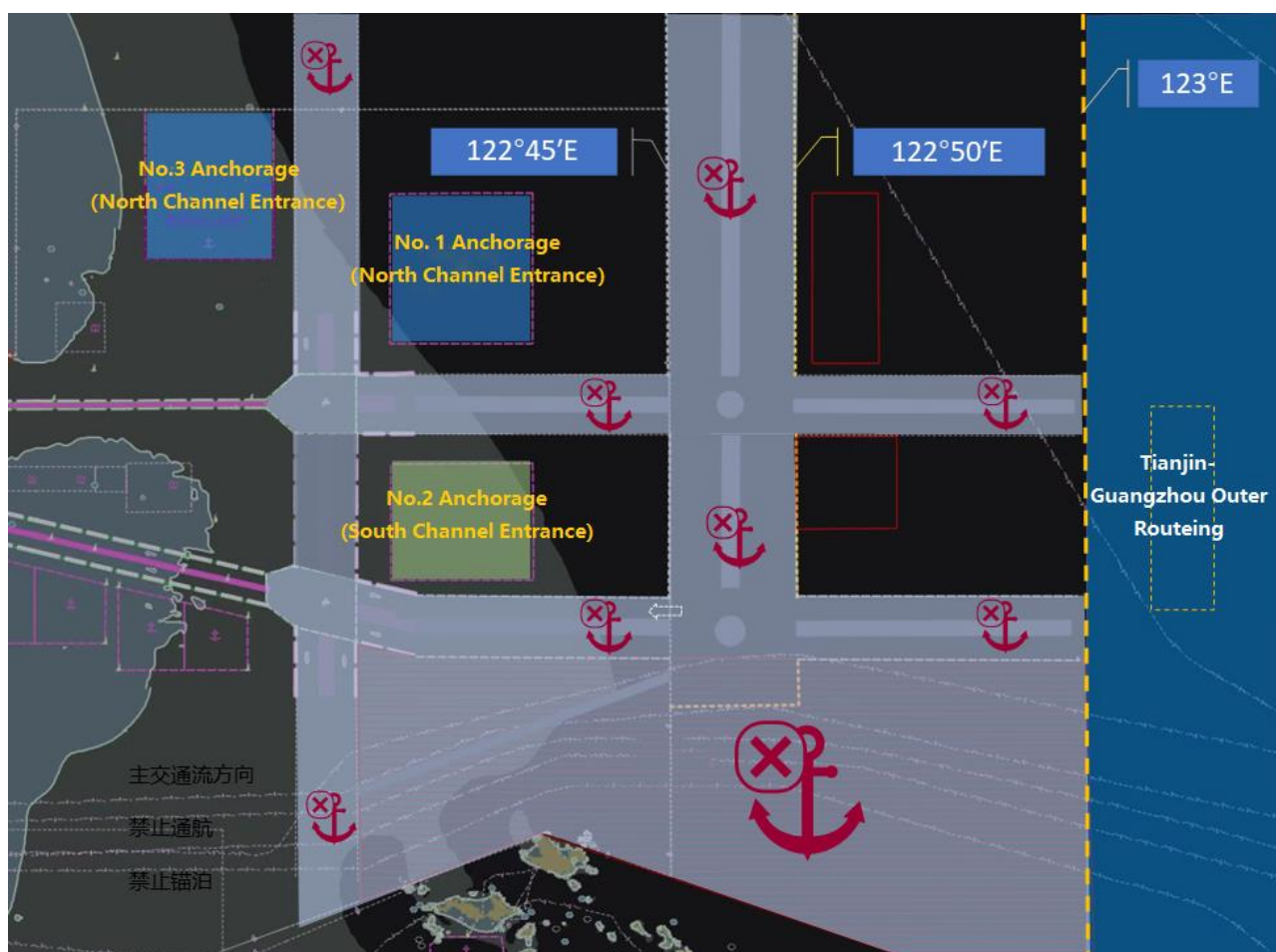
04. Outbound vessels sailing from South Channel to Changjiangkou waters, and intending to turn northward or southward, shall proceed eastward by the TSS traffic lane B, and take turns in the diversion waters or the Tianjin-Guangzhou Outer Routeing. Vessels intending to turn to south could also take turns in the Precautionary Area B.

3. Precautions for Navigation

Vessels shall make the voyage plan according to the navigation environment and hydro-meteorological conditions, taking into account their own maneuverability, performance of wind resistance, distribution of fishing vessels and fishing nets and other factors, comply with the on-site traffic organization measures taken by VTS to guarantee navigation safety and efficiency, and comply with the International Convention on the rules of collision avoidance by sea (1972) and Changjiangkou Ship Routeing System (2008) and other relevant provisions.

4. Rules for Anchoring

Vessels shall reasonably select the anchorage according to the sailing plan, ship tonnage, etc. Vessels shall verify their intentions with other vessels to avoid collision when entering or leaving the anchorage. Vessels shall not anchor in the Diversion waters, and shall report to VTS immediately when dropping anchor in an emergency.



5. Precautions for Sailing in the South Channel



Vessels sailing through the Jiuduansha Precautionary Area to the South Channel Pilot Waters in strong wind and waves condition, shall pay attention to the water depth changes near the channel boundary.

Loss Prevention Suggestions from Huatai

From February 1, 2023, Shanghai MSA and Wusong VTS shall implement the management of vessel traffic within their jurisdiction according to the Circular. As the vessel traffic management mentioned in the Circular is different from the existing CJK TSS to some level, we suggest the vessel traffic management mentioned in this Circular should be manually plotted on electronic charts or paper charts temporarily in order to enhance navigation safety.

Full text of Correspondent's and MSA Circulars are available on Huatai web site via [this link](#).

TURKEY. EXPRESS DECLARATION VIZ GUARANTEE OF P&I COVER FOR VESSELS CARRYING PETROLEUM PRODUCTS

Ingosstrakh' s P&I Correspondent in Turkey Messrs. Kalimbassieris Maritime A.S., reports that Turkish authorities will be seeking Express Declaration viz Guarantee of P&I Cover for vessels carrying petroleum products listed in Marpol Annex 1 – Appendix 1 Passing Through the Turkish Straits Starting 06 February 2023.

Below information kindly provided by P&I Correspondent aims to increase awareness concerning a recent circular published by the General Directorate of Maritime Affairs (the “General Directorate”) under the Turkish Ministry of Transport and Infrastructure (the “Ministry”) on 02 February 2023 which pertains to vessels carrying petroleum products listed in Marpol Annex 1 – Appendix 1 and will pass through the Turkish Straits. As stated in Correspondent’s previous circular on the subject matter, The General Directorate, has drawn attention to the fact that vessels over 300 gross tons which transit or call in Turkish waters must have P&I coverage in place. As background, this is necessitated in Turkey for vessels which carry dangerous goods and which transit the Straits by article 13 of the Turkish Straits Maritime Traffic Regulation Implementation Directive. Thereafter, a P&I confirmation letter was requested to be given from 01 December 2022 onwards. This matter was resolved following significant engagement between the IG Group and the Government of Turkey and that an agreement was reached, was notified on 13 December 2022.

Accordingly, and in the same manner, vessels which will pass through the Turkish Straits carrying petroleum products listed in Marpol Annex 1 – Appendix 1 will need to submit a letter obtained from their P&I Club making specific reference to the vessel, cargo and voyage in question – expressly stating that P&I insurance will be valid and inclusive for the vessel, voyage and cargo during the time in which the vessel will pass through the Turkish Straits. This letter will need to be attached to the SP-1 voyage planning report and be sent via e-mail to (istcan.gth@kiyiemniyeti.gov.tr) in order to prevent any time losses or delays for transiting the Straits – in the same manner as the previously requested letter.