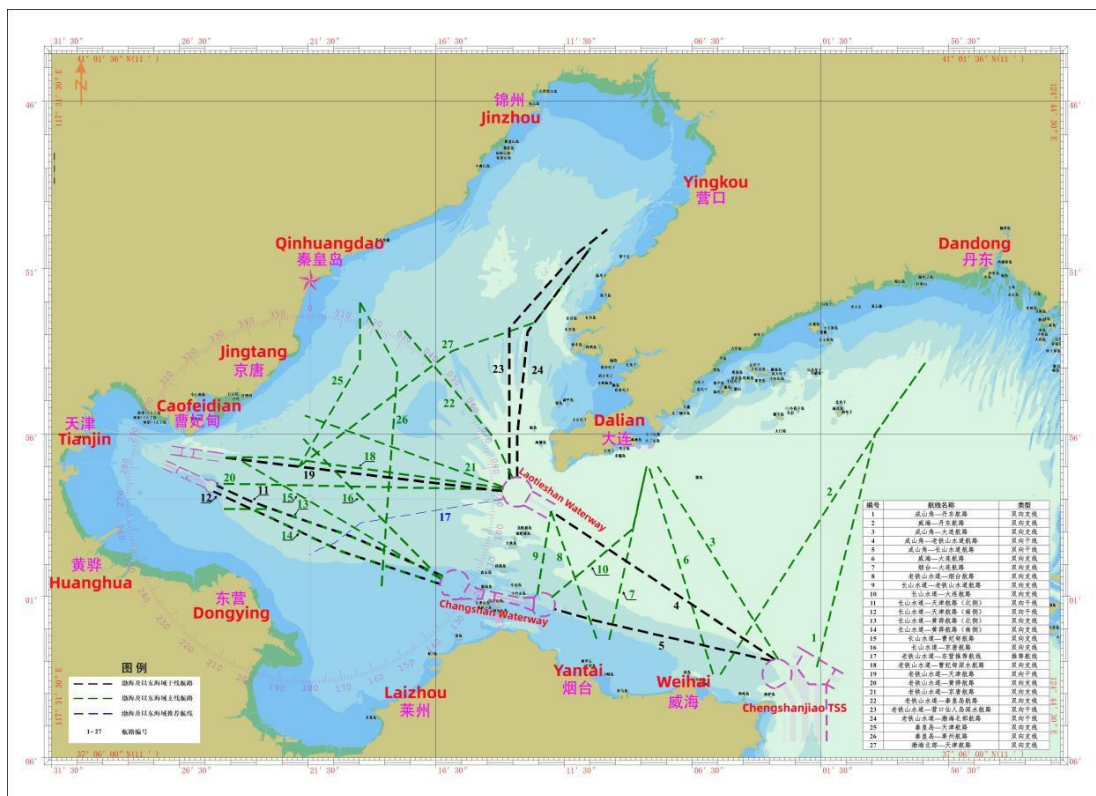


## Tianjin, Liaoning, Hebei and Shandong MSA Jointly Published the Main Public Routes in the Bohai Sea and its Eastern Waters

Recently, the Tianjin, Liaoning, Hebei and Shandong MSA jointly published a total of 27 main public routes in the Bohai Sea and its eastern waters, which has been implemented since December 18, 2023. These public routes sort out the traffic flow of merchant ships in the Bohai Sea and its eastern waters, and provide the route planning basis for ships when entering or leaving the Bohai Sea and navigating between ports in the Bohai Sea and its eastern waters, which shall contribute to the improvement on the navigation safety of ships in this sea area.

### Main Public Routes in the Bohai Sea and its Eastern Waters

Totally 27 public routes are published and implemented and all of them are two-way routes, these public routes are divided into three types: two-way main routes, two-way feeder routes and recommended routes. Please refer to Attachment for specific details.



Sketch map of the main public routes (center line) in the Bohai Sea and its eastern waters

### Brief Explanation of the Main Public Routes by MSA

The MSA has provided a brief explanation of the public routes and the key points are extracted and summarized as follows:

1. All the public routes published and implemented are two-way routes, the routes are divided into three types: two-way main routes, two-way feeder routes and recommended routes. Among them, the No.4 route "Chengshanjiao - Laotieshan Waterway" and the No.5 route "Chengshanjiao - Changshan Waterway" are the main routes for ships entering or leaving the Bohai Sea.
2. The turning point on the center line described in the route list is for the purpose of indicating the route position and direction only, and is not the route and course that recommended for ships to use. In addition, the route width in the list is the theoretical width, the width of a route restricted by natural environment or navigation conditions shall be limited to the width of the navigable waters.
3. The ships shall strictly comply with the COLREGS and the special provisions published by the MSA (if any). When a ship is navigating in the route, attention should be paid to the change of the sounding depth to prevent the ship from grounding accidents. The ship shall navigate with extreme caution when entering, leaving or crossing the route, passing through the dense traffic waters or the intersection waters of the route. In addition, when a ship crosses the route, it is recommended that, as far as practicable, cross at right angles to the route or to the traffic flow without impeding the safe navigation of other ships.
4. Ships shall as far as possible, navigate to the right of center line of the route. The ship shall reasonably formulate her route according to her characteristics and the real environment of the sea area through which she is navigating, and with reference to the latest nautical charts and publications.
5. In any case, the public route is only used as the recommended passage for ships navigating in the Bohai Sea and its eastern waters, it is only for the reference of the master or crew, and does not exempt the master or crew from their responsibility for the safe navigation of the ship.

### Huatai's Suggestions

Huatai's case handling data shows that several ships have been investigated or punished by the MSA for accidentally entering the Miaodao Archipelago navigation prohibited area. The publication and implementation of public routes will effectively avoid the recurrence of such cases. Therefore, if the conditions permit, it is recommended that ships should give priority to using public routes when navigating in the Bohai Sea and its eastern waters.

Full text of the Circular is available on [the official website](#) of Huatai Insurance Agency & Consultant Service Ltd.

### TURKIYE POLLUTION FINES 2024

[Ingosstrakh's P&I Correspondent in Turkey Messrs. Kalimbassieris Maritime](#), keep us in loop of update concerning the amendments to Turkish environmental legislation. On 28/12/23, the Ministry of Environment and Urbanization and Climate Change of Turkey published in the Official Bulletin a new amount of fines for environmental pollution, effective from January 1, 2024. The amount of fines has been increased by 58.46%.

As it is known by Kalimbassieris's annual circulars regarding pollution fines, the last revision of administrative fines in Turkey was announced by the Ministry of Environment and Urbanization in the Official Gazette on 28 December 2023 by means of which, fines in 2024 will be raised by 58.46% in comparison to fine levels applied in 2023.

**A- ARTICLE 20 (i) (1) Petroleum and petroleum products including but not limited to crude oil, liquid fuel, greasy waste, oily mud, slop, sludge by tankers**

<b>GROSS TONNAGE</b>	<b>Rates valid from 01.01.2024</b>
Up to 1000 (inclusive) GT	TRY per GT (Base) 3,184.81
1001-5000 (inclusive) GT	TRY per GT (Additional) 796.23
5001 and up	TRY per GT (Additional) 79.59

**B- ARTICLE 20 (i) (2) Dirty ballast discharged by tankers**

<b>GROSS TONNAGE</b>	<b>Rates valid from 01.01.2024</b>
Up to 1000 (inclusive) GT	TRY per GT (Base) 580.25
1001-5000 (inclusive) GT	TRY per GT (Additional) 115.76
5001 and up	TRY per GT (Additional) 18.37

**C- ARTICLE 20 (i) (3) Vessels / other sea vehicles releasing dirty ballast and petroleum products**

<b>GROSS TONNAGE</b>	<b>Rates valid from 01.01.2024</b>
Up to 1000 (inclusive) GT	TRY per GT (Base) 1,592.40
1001-5000 (inclusive) GT	TRY per GT (Additional) 318.49
5001 and up	TRY per GT (Additional) 79.59

**D- ARTICLE 20 (i) (4) Vessels and other sea vehicles discharging/releasing solid waste garbage/ domestic wastewater/sewage / detergent water / foam/ scrubber water or similar wash water, etc.**

<b>GROSS TONNAGE</b>	<b>New Rates valid from 01.01.2024</b>
Up to 18 (inclusive) GT	TRY 17,661
18 -50 (inclusive) GT	TRY 35,325
50-100 (inclusive) GT	TRY 70,650
100-150 (inclusive) GT	TRY 105,976
Up to 1000 (inclusive)GT	TRY (Base) 796.23
1001-5000 (inclusive) GT	TRY (Additional) 159.25
5001 and up	TRY (Additional) 18.37

\* According to the provisions (Article 23) of the Environment Code, the repetition of the same act by the same vessel within the next three years after the service date of the first fine will result in doubling the fine amount for the next pollution event and tripling for the following ones.

\*\* If any hazardous waste or similar nature or of its substance is released / dumped to the sea, the fine to be imposed is 10 (ten) times of the announced tariffs under the category of "A" above.

\*\*\* If the vessel or the sea craft (offender) cleans the pollution caused by its own, by using her own means and efforts, the administrative fine shall be 1/3 of the total amount.

\*\*\*\* Payment of the fine within 30 days as of the service date provides an advantage of 25% discount over the total amount.

\*\*\*\*\* The above rates are tripled if the owner of the vessel, which caused pollution is a legal entity.

\*\*\*\*\* The above rates will be doubled for the pollution incurred at Special Environment Protection Zones. The special zone covers the Marmara Region and Straits which also cover the Marmara Region and Straits (contains all ports and anchorage areas within Istanbul, Kocaeli, Yalova, Bursa, Balikesir, Canakkale, Tekirdag).

\*\*\*\*\* Gross tonnage limitation has been introduced for additional amount per GT applicable for vessels exceeding 5,000 GT under article 20 (i) (4). Accordingly, the following table would be used and for tankers, ships and other marine vehicles which are larger than GRT 100,000, an administrative fine shall be imposed on the basis of those for GRT 100,000.

## **Updated - List of flag States obligated to have their vessels classified by a member of the International Association of Classification Societies (IACS)**

To:

- Ports Authorities & Harbor Masters
- Ship-Owners, Managers and Operators
- Ship Agents
- Classification Societies

Within the framework of the UAE Federal Maritime Administration (FMA) represented by the Ministry of Energy and Infrastructure, responsible for regulating the foreign ships operations in the UAE waters and ports, this Administration has decided to include the vessels registered under the flag state of “Republic of Cameroon” to the existing list of restricted flag State vessels calling UAE waters and ports, unless they are classified by a member of IACS Class or by the Emirates Classification Society - Tasneef.

Accordingly, all the maritime companies and ship agents in UAE are hereby requested not to provide the services to those vessels that are not complying with this circular to avoid legal accountability.

The concerned flag States countries list:

1. Albania
2. Belize
3. Democratic People’s Republic of Korea
4. Sao Tome and Principe
5. Tonga
6. Congo (Republic of)
7. Equatorial Guinea
8. United Republic of Tanzania
9. Republic of Cameroon

**The Ministry of Transport in the Republic of Yemen** informs the shipping lines and goods' owners that an agreement has been reached between the Evacuation and Humanitarian Operations Cell (EHOC) in Riyadh and the Ministry of Transport to transfer the inspection of ships goods destined to Yemeni Ports under the control of Yemen Government to be conducted at the port of Aden taking into consideration that detection equipment and specialized inspectors have already been moved to Aden port to initiate the work from there in a close cooperation and coordination with Coalition Forces.

The Ministry of Transport reports that all shipments outbound to Aden can directly sail from the port of origin to Aden without having to call on Jeddah Port for inspection as the previous arrangements have been modified and the inspection process will take place at the Port of Aden.

The Government of Yemen is committed to continue the facilitation of all shipping affairs to the most feasible extent and eliminate any potential hurdles in the process.

The Government in this letter would like to assure the shipping community that the Port of Aden, the main entry point for goods destined to Yemen, is equipped with to receive all types of ships that includes, container ships, bulk carrier and general cargo ships. Furthermore, the port and its all facilities are in compliance with the International Ship and Port Facility.