

### CHINA. REVISIONS TO SHIP'S ROUTING SYSTEM OF QIONGZHOU STRAIT AND SHIP REPORTING SYSTEM OF QIONGZHOU STRAIT

Ingosstrakh's P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd., as usual, are very kind to update us on new announcement made by China Maritime Safety Administration re issuance of the Ship's Routing System of Qiongzhou Strait and Ship Reporting System of Qiongzhou Strait. The Announcement modified the Routing System of Qiongzhou Strait and Ship Reporting System of Qiongzhou Strait (Announcement 2006 No.42), which was published on November 26th, 2006 by Ministry of Transport of the PRC, and will come into force on April, 1st, 2022. There are some major modifications to the current ship's routing system and ship reporting system in Qiongzhou Strait, which have been implemented for more than 15 years. Please find here below key points of these two systems for Insured Owners' information:

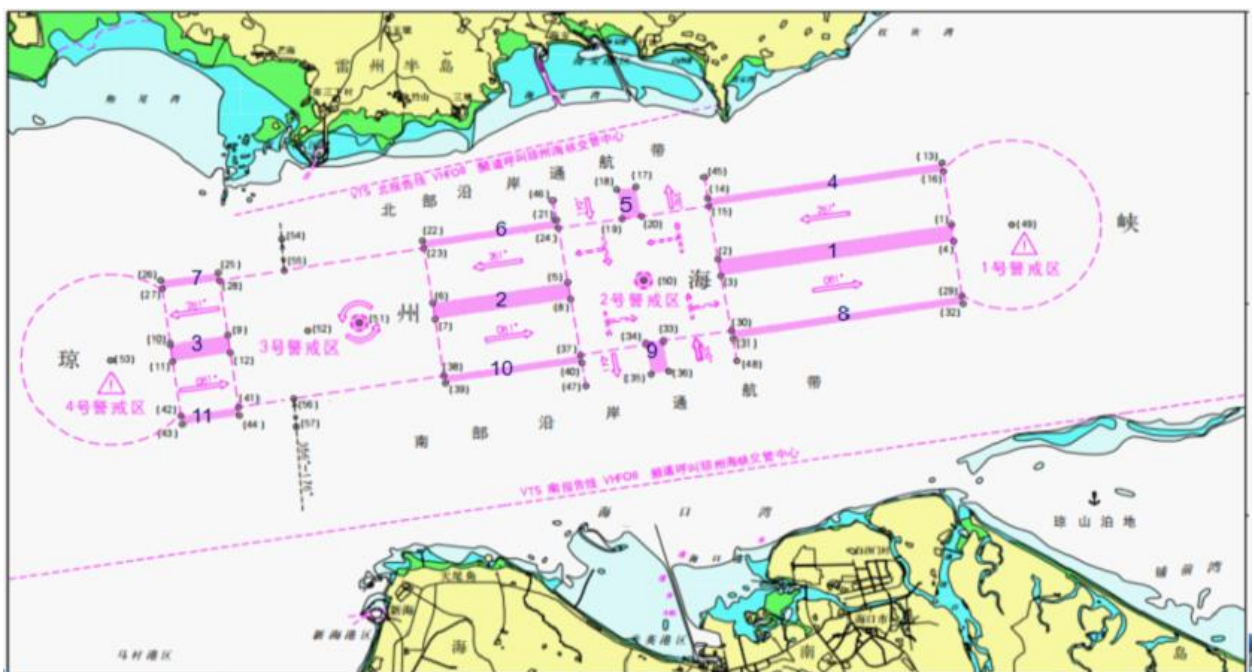
#### Main Modifications to Ship's Routing System

1. Adjusting the Length of East-west Traffic Lanes (details please refer to the illustration below.)
  - Adjust the length of the No.1 (the lane between No.1 and No.2 Precautionary Areas) and No.2 traffic lanes (the lane between No.2 and No.3 Precautionary Areas), in order to adapt to the change of traffic direction from the two sides of Qiongzhou Strait.
  - A traffic lane is added (the traffic lane to the west of No.3 Precautionary Area). The east-west traffic lane sections are adjusted from 2 to 3 to meet the safety navigation need for ro-ro passenger ships navigating in Xinhai-Nanshan lines, vessels entering or leaving Macun Port, and east-west passing vessels.
2. Adjusting the Extent of Precautionary Areas
  - No.1 Precautionary Area is modified from circular to arc-shaped area.
  - The length of No.2 Precautionary Area is reduced from 4.8 nautical miles to 3.4 nautical miles.
  - No.3 Precautionary Area is adjusted from circular to a rectangular area with the length of 4.6 nautical miles.
  - No.4 Precautionary Area is added to relieve crossing situations for vessels entering or leaving Macun Port and east-west passing vessels.

### 3. Improving Traffic Rules in No.3 Precautionary Area

- A roundabout and an Area to be Avoided are added to minimize the crossing situations in the Precautionary Area.
- A Recommended Route is added for vessels navigating between Yue Hai Ferry North Harbor and Yue Hai Ferry South Harbor, in order to increase the transit capacity of Guangdong-Hainan Railway.
- No.51 Center and No.52 Center are set - No.52 Center is set to separate the train ferries and ro-ro passenger ships; No.51 Center is set to separate northbound and southbound ro-ro passenger ships in order to enhance the transit efficiency.

Illustration below is the modified Ship's Routing System.



### Main Modifications to Ship's Reporting System

#### 1. Adjusting the Applicable Vessels

- Passenger ships and ro-ro passenger ships are jointly referred to as passenger ships.
- Ships of foreign nationality, vessels carrying dangerous goods, vessels carrying hazardous goods, towing ships, and vessels restricted in maneuverability are also required to comply with the reporting system.
- Other ships required to comply with the system are changed from 200 GT and above to 300 GT and above.

#### 2. The competent authority is changed from Hainan Maritime Safety Administration to Haikou Maritime Safety Administration.

### 3. Communication Channels are Modified / Added

- VHF08 shall be used as Watchkeeping / Working Channel. VHF25 shall be used as Alternative channel.
- Telephone and Fax shall be used as alternative means of communication.

### 4. Adjusting Contents of Reporting

- The port to report is changed from port of departure to last port of call.
- Contents of reporting on dangerous goods and ships equipped with AIS are added.

## Precautions

### 1. Ship's Routing System

- Participating ships shall not be exempted from the responsibilities and obligations under the International Regulations for Preventing Collision at Sea, 1972.
- Anchoring, fishing and farming are prohibited in the Precautionary Areas and Traffic Lanes.
- Ships should, so far as practicable, avoid crossing traffic lanes, but if obliged to do so, shall report to the competent authority in advance.
- Ships in violation of this Routing System shall be subject to penalties by the competent authority in accordance with relevant laws, regulations and rules.

### 2. Ship's Reporting System

- Ships navigating, berthing and operating in reporting area shall strictly comply with the emission control requirements by relevant international conventions, domestic laws, regulations and standards.
- Ships following this reporting system should maintain watch on the frequency designated by Qiongzhou Strait VTS.
- Ships in violation of this reporting system shall be subject to penalties by competent authority in accordance with relevant laws, regulations and rules.

## **BRAZIL. UPDATE OF GUIDELINES FOR PORTS, VESSELS AND PLATFORMS IN BRAZIL (ANVISA)**

Ingosstrakh's P&I Correspondent in Brazil Messrs. Brazil P&I, reports on new rules for operation, loading and unloading on oil and gas platforms and cargo vessels in Brazilian ports in view of current pandemic situation.

The Collegiate Board of Health Surveillance Agency (ANVISA) has recently approved a resolution amending the ordinance 584/2021, updating the rules for operation, loading and unloading on oil and gas platforms and cargo vessels. Among the changes are, for example, the requirement that tests for Covid-19 be carried out in shorter periods and closer to boarding, in order to reduce cases on board.

The update of the ordinance is based on currently known information on the dynamics of Covid-19 variants in circulation in Brazil, on the epidemiological situation currently observed and on the specific characteristics of the operation of gas and oil platforms and cargo ships.

**The main aspects of the new ordinance , 605/2022 are here below:**

The measure maintains complete vaccination as a mandatory condition for the entry of people aboard cargo ships and platforms.

The new text maintains aspects related to the importance of continuing all non-pharmacological measures fundamental to contain the contagion, such as the use of masks and social distance.

For port workers who need to board vessels for routine operations, the standard now requires the use of N95 or PFF2 type masks during these activities.

Given the impact of the Omicron variant, with its very high transmissibility, the pre-shipment policy was stricter, with a reduction in testing time. The PCR must be performed within 48 hours before departure and not more than 72 hours, as it used to be. The antigen test is still accepted, but must be performed within 12 hours prior to departure, as opposed to the 24 hours in advance initially planned. In both cases, shipment will be authorized only when the result is negative or non-reactive. Such a temporal reduction in the testing window aims to avoid the shipment of positive cases.

Other changes include cases of exemption from prior testing for port operators and for exclusively cabotage navigation (between ports in the country) with Brazilian crew, provided that they are fully vaccinated, with the use of professional masks and by carrying out a testing and monitoring program, the be performed by the port administrators.

Not all wastes will necessarily need to be classified as infectious. Segregation must follow the criteria available in item I of article 7 of RDC 56/2008, that deals with Classification of Solid waste. The item I relates to the waste that presents a potential or effective risk to public health and environment due to the presence of biological agents considering their virulence, pathogenicity or concentration characteristics.

In line with the policy adopted by countries such as the United States, the United Kingdom, and also by the European countries, which recommend that individuals who have had Covid-19 in the last 90 days should not undergo a new test, the rule provides for the exemption of testing for individuals affected by the disease in the last 90 days, after having complied with the recommended isolation period after the infection, provided that they are fully vaccinated, with remission of symptoms and upon presentation of a medical certificate declaring aptitude to return to work. This measure is due to the effect known as persistent PCR, which in practice is when the person is no longer infected, but continues to have positive results.

ANVISA also explained that some textual adjustments were also made to provide clarity in the adoption of the established guidelines, such as:

1. Replacement of mandatory medical evaluation from daily to periodic for asymptomatic and fully vaccinated contacts.
2. When the crew disembarks by air, the captain or the person responsible for the vessel or platform must notify the case to the State Coordination of ANVISA located in the federative unit of disembarkation.
3. All infected and suspected cases on platforms must be disembarked as soon as possible, aiming at the health safety of workers on board. This measure sought to align with the guidelines set out in Regulatory Norm 37 (NR-37), edited by the Ministry of Labor and Welfare, which provides for safety and health on oil platforms.

ANVISA highlighted that amendment to the Annex was effected to clarify the procedure to be adopted in the event of the need for additional testing of contacts close to a vessel that operates under options 1 or 2 of the Annex to the Resolution.

Full text of resolution if available via this [link](#) on Correspondents' website, along with useful comments and notes.