

CHINA. SUMMER FISHING BAN

Ingosstrakh's P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd., reports on Summer Fishing Ban entering into force on 1 May, 2022. Fishery administrations of Shandong, Jiangsu, Fujian, Guangdong, Guangxi provinces and other relevant municipal fishery authorities have issued respective Implementation Plans. Key points and details are summarized as below for Insured Owners' kind reference.

1. Sea Areas of Fishing Ban

The sea areas of fishing ban include the Bohai Sea, the Yellow Sea, the East China Sea, and the South China Sea (including Beibu Gulf) to the north of latitude 12°N.

2. Types of Fishing Ban

Except for using fishing tackle, all types of fishing including auxiliary fishing vessels that serving fishing vessels are prohibited.

3. Period of Fishing Ban

- a) The Bohai Sea and the Yellow Sea area to the north latitude 35°: From 12:00 p.m. of 1 May 2022 to 12:00 p.m. of 1 September 2022.
- b) The Yellow Sea and the East China Sea area between north latitude 35° and 26°30': From 12:00 p.m. of 1 May 2022 to 12:00 p.m. of 16 September 2022. The fishing ban for trawlers using spar drag for shrimp, pots cast, gill nets, and lighting enclosure (cladding) net: From 12:00 p.m. of 1 May 2022 to 12:00 p.m. of 1 August 2022.
- c) The East China Sea and the South China Sea area between north latitude 26°30' and 12°: From 12:00 p.m. of 1 May 2022 to 12:00 p.m. of 16 August 2022.
- d) From 12:00 p.m. of 1 May 2022, it is prohibited for small trawlers to conduct any fishing operation for at least three months. The ending time of fishing ban shall be determined by the fishery administration department of coastal provinces, autonomous regions and municipalities.

Usually the density of fishing boats at sea will be higher at the time of beginning and the end of the fishing ban. Therefore, vessels are strongly recommended to take proper measures to avoid collision, such as keeping close contact with the VTS center and the pilot station, strengthening lookout, etc.

ARGENTINA. WASH DAMAGE AND SPEED REGULATION RIVER PLATE AND PARANA DE LAS PALMAS

Ingosstrakh's P&I Correspondent in Argentina Messrs. Pandi Liquidadores S.R.L, reports on new regulations on speed limitations and provides detailed loss prevention guidance on wash damage affecting berths and ships alongside that are caused by the excessive speed of the vessels sailing either downriver or upriver of Parana River or River Plate – incidents that tend to repeat over time and that otherwise could be avoided.

As it stands, on 22 April 2022 the Coast Guards of Zarate have enacted Disposition 6-2022 imposing a new speed limitation between Km. 180 ~ 205 of the Pasaje Talavera river (within the Parana River) of max. 10 knots. This could be exceeded for safety reasons only after communicating this to CG/VTS. Moreover, the Disposition establishes that the vessels shall sail with the minimum speed compatible with the good steering between Km. 183.6 ~ 186 Pasaje Talavera when barges are moored in that area. Coast Guards decision is "experimental" for a period of 180 days (23/10/2022).

Full detailed and amended Circular is available via [this link](#). It's worth it to note the steep increase of Coast Guards Enquiries / Fines received in the last two years due to breach to speed regulations. Particularly, between Km. 406 ~ 435 Parana River where the CG have intensified the control via AIS/VTS as a consequence of the low waters which continue to be experienced in the Parana River. Insured Owners may note, that, according to the latest monthly report of the Water National Institute (INA), the forecast until 30 June 2022 does not suggest a quick recovery of the normal water level in the Parana River, which, probably, will remain below historical average during the forthcoming winter, regardless of the recovery observed in March / April.

In order to avoid wash damages and fines, it would be paramount for the Master to enquiry the Pilot about speed restrictions and the voyage plan, to ensure same are observed by reference to ship's SOG, and, if same shall be exceeded for any reason, to ensure that the Pilot communicated this to VTS beforehand. It is suggested for the Master to make an entry in ship's log in these cases.