

The Route and Navigation Method Has Been Further Adjusted in the Waters Downstream of the Jiangyin Bridge in the Yangtze River

Further to below Info provided by Ingosstrakh's P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd. in respect of the temporary traffic control measures taken due to the ongoing water drilling operation and constructions in the waters downstream of Jiangyin Bridge in the Yangtze River. On May 7, Jiangsu MSA issued an updating Notice concerning the establishment of a new construction area in addition to the construction areas referred in last MSA Notice, and the route as well as the navigation methods in these waters has been readjusted due to the existence of the newly established construction area to ensure the safety construction and navigation.

The water drilling operation of the "Yan Tai Xi Chang Yi" railway river crossing tunnel project (Zone 3) shall commence on May 7, 2024. The Jiangyin MSA has issued a navigation notice as follows:

Construction Period

From May 7th to May 22, 2024.

Construction Entity

Zhejiang Huadong Geotechnical Survey and Design Institute Co., Ltd.

Construction Ships

Wan Bengbu Huo 2359, Yu Zhoukou Huo 0219, Da Yun Jiao 3 and Da Yun Jiao 9.

Construction Water Area

With eight operation zones established from north to south, the water drilling operation area of the "Yan Tai Xi Chang Yi" railway river crossing tunnel project is located in the Fujiangsha Waterway of the Chengtong River section, adjacent to the joining line between the waters 800 meters downstream of Jingjiang Xiaoqiao Port and the upstream end of the Jiangyin COFCO Wharf.

The Zone 3 construction area occupies a part of the navigable waters north of the upstream traffic lane of the Fujiangsha Waterway and is specifically located in the water area enclosed by the joining lines of the following coordinates:

watches, maintain listening watch on VHF, and publish navigation safety information regularly.

3. The ships passing through the nearby waters shall strengthen lookout, navigation with great care, strictly comply with the published requirements on the route and navigation methods, keep a sufficient safety distance from the construction ships, and comply with the on scene traffic organization.

4. Large seagoing ships that entering and leaving the Funan Waterway intend to cross the traffic lane should implement corresponding safeguard measures (i.e. tugboat assistance) to avoid accidentally entering the construction water area.

5. Ships planning to berth at the relevant wharves of the Fubei Waterway are strictly prohibited from crossing the traffic lane in advance and navigating downstream along the north bank.

6. The construction ships shall be suspended from entering the new operation area when the wind force reaches BF 6 or above, and shall sail away from the operation area for shelter when the wind force reaches BF 7.

7. No further notice shall be given after the construction is completed.

IBIA AND BIMCO TEAM UP TO COLLABORATE ON FUEL AND MARITIME CHALLENGES

Overview

IBIA - The International Bunker Industry Association and BIMCO have signed a Memorandum of Understanding (MoU) to collaborate on some of the monumental challenges and opportunities within the areas of bunker, marine energy and maritime sectors and help facilitate shipping's decarbonization efforts.

The parties have agreed to leverage their respective expertise and resources to develop innovative solutions and initiatives to facilitate the transition towards cleaner fuels and efficient and sustainable shipping practices. The partnership MOU will focus on addressing the following key areas:

Research and Development: Collaborate on research initiatives, studies, and projects relevant to the bunker/marine energy industry and maritime sector.

Information Sharing: Share relevant information, publications, and data that may be beneficial to the members of both organizations.

Training and Education: Explore opportunities for joint training programs, seminars, and educational initiatives to enhance the knowledge and skills of professionals in the maritime and bunker/marine energy industry.

Influence: Work together on efforts to address common issues and challenges faced by the industry.

Commenting on the MoU, Alexander Prokopakis, Executive Director of IBIA, stated:

"This partnership between IBIA and BIMCO marks an important step towards addressing the pressing challenge of decarbonization in the shipping industry. The collaboration underscores the industry's collective commitment to navigating towards a greener future for maritime operations."

David Loosley, BIMCO Secretary General & CEO said:

"As we work towards the checkpoints and targets of the updated GHG strategy of the IMO, working across all sectors that influence and support decarbonization of shipping will be key. Our ships will be relying on many different fuel solutions in the process and working toward the safety and availability of those is crucial."

IBIA and BIMCO are committed to driving progress towards a more sustainable and environmentally responsible future for the global shipping industry.

About IBIA:

The International Bunker Industry Association (IBIA) is the voice of the global bunker industry, representing the interests of bunker suppliers, traders, brokers, shipowners, port authorities, and other stakeholders. IBIA promotes improved standards, practices, and regulations within the industry, fostering collaboration and knowledge-sharing to address the challenges and opportunities facing the bunker sector.

Prohibiting supply vessels from carrying, transporting, and trading oil products in UAE waters and ports

To :

- Ship Owners, Shipping Managers, Ship Agents
- Ports Authorities
- Ship Masters
- Ship Agents

The Maritime Administration represented by the Ministry of Energy and infrastructure, in their capacity to monitor the operations of the national and foreign flag vessels in the UAE waters and ports ensuring their compliance with the ratified international conventions, legislation and laws for protecting maritime safety and marine environment, witnessed maritime companies involved in transporting oil products on supply vessels (supply boats), thus leading to serious maritime incidents and violations of the UAE laws and regulations in particular the Federal Law No. (14) of 2017 regarding the trading in petroleum products.

This Maritime Administration has decided the following:

1. It is strictly prohibited for supply vessels (supply boats) of all sizes and types to carry, transport or trade oil products in the waters and ports of the UAE, including the exclusive economic zone, regardless of the quantity of these products.
2. UAE flagged vessels will be deleted from the registry and foreign flag licenses will be cancelled if found carrying, transporting, and trading oil products and will be banned from UAE waters and ports and the companies involved will be barred from the services of registration/licensing of ships in the UAE.

3. The adoption of the procedures by this Maritime Administration shall not prevent in applying other measures stipulated in UAE Federal Law No. (14) of 2017 regarding the trading of petroleum products or the imposing of penalty or any other measures as per the local and federal legislations.

4. UAE flag and foreign flag offshore supply/support vessels (OSV) engaged for transporting of oil products to oil fields in UAE are excluded from this circular and this is subject to the following conditions:

a. The vessel must hold a navigational license issued by this Maritime Administration that explicitly allows it to transport oil products.

b. The vessel must be classified by one of the members of the International Association of Classification Societies (IACS) or (Tasneef).

c. The vessel must have an international certificate for the prevention of oil pollution in accordance with the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).