

The “Regulations on Ships’ Routeing System for the Shanghai Section of the Yangtze River” came into effect on July 15, 2024.

Ingosstrakh’s P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd., keeps us in loop of update concerning the “Regulations on Ships’ Routeing System for the Shanghai Section of the Yangtze River” (hereinafter referred as “Routeing System (2024)”) issued by the Maritime Safety Administration of the People's Republic of China.

They issue this Circular to provide a brief introduction with regard to the contents that closely related to the ships that navigating, berthing, and operating in the Shanghai Section of the Yangtze River.

Brief review of the new “Routeing system (2024)”.

In order to adapt to the continuous changes in the water traffic safety situation and the development of ship technology in recent years, the Maritime Safety Administration of the People's Republic of China has revised the “Regulations on Ships’ Routeing System for the Shanghai Section of the Yangtze River (2017)” and issued the new Regulation which came into force on 15 July 2024.

In accordance with Article 1 of the “Routeing System (2024)” the main goal of the regulation is to maintain the order of water transportation in the Shanghai Section of the Yangtze River, improve the navigation environment, and ensure the safety of ships, facilities, human life and property.

This regulation is obligatory for the ships navigating, berthing and operating in the Shanghai Section of the Yangtze River (Article 2).

Seven provisions have been added to the “Routeing System (2024)”, the Article 14, Article 15, Article 22, Article 26, Article 29, Article 40, Article 42 and five more articles have been revised namely the Article 27, Article 28, Article 33, Article 35 and Article 49.

The new “Routeing System (2024)” covers aspects such as the route setting in the Shanghai Section of the Yangtze River, general navigation and berthing/anchoring rules, special safety management for high-risk ships, speed limits, collision avoidance relationships between ships, communication and reporting requirements, etc.

General overview of the new and revised provisions.

1. Encourage LNG ships to use the South Channel under the premise of safety and feasibility. (Article 15)

2. New requirements have been added for ships intending to enter the Shanghai Section of the Yangtze River to conduct testing on their engines, rudders, communication and emergency equipment, etc. (Article 22)
3. New requirements have been added to ensure the safe navigation of large towing fleets. (Article 26)
4. Optimize and improve the night navigation regulations for specific ships. (Articles 27 and 28)
5. The traffic protection provisions for key ships have been refined and improved, and the types of ships that are prioritized for traffic protection have been clearly identified. (Article 29)
6. Increase the types of ships that can meet in the 100-meter Slope Water Area of the deepwater channel at the Yangtze River Estuary, and restrictions have been imposed on the range of waters where new types of ships can meet. (Article 33)
7. The reporting requirements for deep draught ships intending to enter the South Channel have been added, and the reporting requirements for ships dropping and weighing anchor have been improved. (Article 14 and Article 35)
8. The period during which ships engaged in dredging and surveying operations to avoid operations has been clearly defined. (Article 42)
9. The scope of application of the "Routeing System (2024)" is adjusted to include the waters of the North Branch Channel in the waters of the Shanghai Section of the Yangtze River. (Article 49)
10. Define the scope of the Artificial Construction Section of the South Channel and clarify the responsibility of small ships not to impede the safe navigation of certain specific ships. (Articles 40 and 49)

Huatai's suggestion.

The implementation of the "Routeing System (2024)" will help reduce collision risks, promotes the improvement of port efficiency and achieve environmental protection goals. In addition, the adjustments to the usage time and functions of anchorages in the appendixes reflect more detailed considerations on port operation efficiency and the demand for ships' berthing/anchoring. The newly added anchorage areas are designed to alleviate congestion in busy traffic waters and provide safer anchoring options for passing ships, particularly under adverse weather conditions or in the circumstances where emergency refuge is required. When ships navigate in the Shanghai Section of the Yangtze River, they must strictly follow the "Routeing System (2024)".

Huatai suggests shipping companies to organize training for crew members to ensure that they are familiar with the specific contents of the "Routeing System (2024)" and understand the latest navigation rules and operation requirements. In addition, shipping companies are suggested to formulate corresponding operation procedures for ships entering the Shanghai Section of the Yangtze River in accordance with the new regulations to provide practical guidance for crew members.

The full text of the circular is available via the [link](#).

Eltvedt & O'Sullivan provides with information concerning MPOX situation in African region.

Ingosstrakh's P&I Correspondent in Africa Messrs. Eltvedt & O'Sullivan inform us regarding the current situation with MPOX situation in African region.

MPOX information

1. High risk areas:

- Eastern Democratic Republic of the Congo and Neighboring countries.
- Areas of the democratic republic of Congo where MPOX is endemic.
- Nigeria and Countries in West, Central and East Africa where MPOX is Endemic: Moderate risk.

2. Guidance for Ship Staff:

Health Monitoring:

- Regularly monitor for symptoms such as fever, rash, and other related symptoms.
- Report any suspected cases immediately to local health authorities.

Hygiene Practices:

- Maintain strict hygiene, including frequent handwashing with soap and water.
- Use personal protective equipment when dealing with potentially infected individuals.

Prevention:

- Avoid close contact with individuals showing symptoms of MPOX.
- Practice safe handling and disposal of potentially contaminated materials.
- Follow all protocols for infection control as advised by local health authorities.

Transmission information:

- MPOX can be transmitted through close contact with the skin lesions of an infected person, respiratory droplets from coughing or sneezing, and contaminated materials such as clothing.

MPOX situation in African ports

GUINEA

Please note that there are currently no specific or special measures taken by the authorities in Guinea. So far, it is business as usual at Guinean ports.

DAKAR/SENEGAL

As far as Dakar port is concerned, please be informed that no case of MPOX has been recorded in Senegal to date. The port is operating normally and no particular compulsory measures are being implemented by the port Authorities so far.

Nevertheless, for the sake of prudence, the crew should be encouraged to limit shore movements and to wear face masks.

DOUALA/CAMEROON

The disease MPOX, declared a "public health emergency of continental scope", is present in Cameroon.

The government is taking measures to prevent the spread of the epidemic.

The Cameroonian government has activated its maximum alert system. The objective is to limit and control the spread of the disease within the borders as well as its importation. The Minister of Public Health says he has strengthened epidemiological surveillance in risk areas.

Meanwhile, the port is operating normally and no particular compulsory measures are being implemented by the Port Authorities so far. However, the crew is encouraged to limit shore movements and wear face masks. Once at berth, the gangway must also be permanently monitored and boarding allowed subject to the proper enforcement of preventive measures (use efface masks, sprays, gloves, distancing, etc...).

TEMA/GHANA

Tema Port Health advised on 28/08/2024 that so far in Ghana there is no reported cases. A civilian team has been placed at all entries (Airport, Ports, Borders) to monitor and check all persons crossing the borders.

In Tema Port, Port Health is now carrying out a full inspection of ships' crew members on arrival to check whether any crew can be seen with symptoms. Probably, in case of symptoms the vessel will be sent in quarantine.

KENYA/ /TANZANIA

Kenya and Tanzania remain positive on the MPOX situation and due to the measures put in place business within the Country and specifically within the Ports remains normal with no restrictions placed.

NIGERIA-PORT

The Nigeria Port Health has confirmed that there are no cases or record of MPOX so far in Nigeria ports.

We highly advise Shipowners operating in African region to follow all recommendations for the crew which are given above and to monitor situation with MPOX together with authorities' restrictions in operating states in order to avoid risks connected with a new infection.