

Power supply to vessels during berthing at Damietta port – Egypt

Owners frequently trading to Egypt might well remember that there is a decision issued back in 2015 regarding the supply of electrical current to the vessels at Damietta Port and according to which, all the vessels berthed at the port of Damietta are obliged to shut down their own engines and generators and use the electrical power supplied to them from shore which cost 50 cents / kilowatt hour.

Nevertheless, following the implementation of the aforesaid decision, it has been noted that the electrical power being supplied from ashore is generally lower than the level required for the vessels' operations, which could damage the vessels' equipment. Consequently, a new Ministerial Decree has been issued in January 2018, shifting the compulsory character of the use of the shore supply to an optional one.

In accordance with the said Decree, the vessels berthed at the Port of Damietta may now use their own generators upon notifying the relevant and concerned authorities. However, they would still be obliged to pay the value of the estimated electrical shore power that would have been consumed, if the vessels were using the port services.

Yemen – port situation

Yemeni conflict has provoked various maritime threats to vessels trading into this area, and the situation is still unstable. A recent attack on a tanker in the Southern Red Sea, though, has reported to have no serious impact on trading in this area.

In the meantime, the situation is still very unstable and may change at any time. Therefore, Owners involved in trading there should carefully assess the risks and take all necessary steps to protect safety of the ship and her crew.

As Ingosstrakh's local correspondent advices, the working status of Yemeni ports on the beginning of May is as follows:

- Operating: Aden, Ash Shihr Terminal, Mukalla, Nishtun, Saleef and Hodeidah
- Closed: Mokha, Ras Isa Marine Terminal, Ras Isa Petroleum Products Reception Facility and Balhaf LNG Terminal

The vessels who wish to enter the Yemeni ports under the direct control Government of Yemen must seek the entry permission from the Yemeni Ministry of Transportation, whilst those who enters operating ports not under the direct Government control, should apply via the UN Verification and Inspection Mechanism for Yemen (UNVIM). It also

should be noted in this respect, that entry to territorial waters of Yemen should be permitted only after inspection by the naval forces of Saudi Arabian-led coalition, for which, the vessel reached 3nm from Yemen's territorial waters must serve a notice of arrival on VHF channel 16 and seek for necessary instructions from the naval forces for further anchorage till the inspection is completed and port entry is granted. After that, the master should register the arrival with the port authorities by using VHF Channel 14 or 16 for berthing instructions from the harbor master.

As it was mentioned above, the current situation is subject to change, and the Owners are recommended to continuously monitor updates via local sources, always bearing in mind that detailed comprehensive advice may be sought from Ingosstrakh.

Signing SPRO agreement when calling to China.

As Ingosstrakh's Chinese correspondents, Huatai, advice, there is a substantial increase of cases in recent days, when ships failing to sign SPRO agreement which cause subsequent administrative penalties to owners.

According to Article 33 under Regulation on the Prevention and Control of Vessel-induced Pollution to the Marine Environment, for the vessels carrying bulk liquid cargoes with hazardous pollutants and other vessels with a gross tonnage of 10,000 tons or more, the operators thereof shall, before conducting operations or entering or exiting ports, conclude an agreement on pollution clean-up operations with the entities having the required qualification, which shall specify the rights and obligations of pollution clean-up of both parties in case of any vessel-induced pollution accident occurs. A fine from RMB10,000 to RMB50,000 shall be imposed by local MSA to ships that in violation of the above requirement.

Practically, the onboard inspection to SPRO agreement by local MSA is conducted randomly in conjunction with other inspections. As a SPRO agreement is compulsory at most of Chinese ports, owners are highly recommended to check with local agent or local P&I Correspondent in advance and sign SPRO agreement in time. A copy of the signed agreement should be sent to the ship for record and for local MSA's spot check in order to avoid any delay and penalty to ship.

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