

Notice on Optimization Adjustments to Partial Sections of South Channel in Yangtze River Estuary and Safe Navigation Recommendation.

Ingosstrakh's P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd., keeps us in loop of the "Notice on Optimization Adjustments to Partial Sections of South Channel in Yangtze" issued by the Vessel Traffic Service Center of Wusong Maritime Safety Administration (hereinafter referred to as the Wusong VTS Center).

Key Adjustment Items

1. Affected Waters

The South Channel and its adjacent waters between the upper stream boundary of Jiuduansha Precautionary Area and the S1 Light Buoy.

2. Adjustments to Navigation Aid

Adjustments only involve positional adjustment of navigation aids (including virtual navigation aids) in the section between S25 and S1 light buoys. The coordinates of the navigation aids before and after the adjustments are detailed in the full text of the circular. Other technical parameters (shape, color, light characteristics, range, etc.) of the buoys remain unchanged.

3. Adjustments to Channel Axis and Boundary Lines

The channel axis and boundary lines between the Jiuduansha Precautionary Area and S5 Light Buoy have been adjusted southward, while maintaining existing artificial channel dimensions (width, depth). The channel axis between S5 and S1 buoys maintains its original designed alignment.

Huatai's Suggestion

To ensure navigation safety in the adjusted South Channel waters, Huatai suggest that transiting ships (particularly those navigating in this area for the first time after adjustment) consider adopting the following measures:

1. Closely monitor and proactively obtain navigation notices, warnings, and dynamic information released by maritime authorities. Alternatively, seek assistance from port agents to acquire the latest information regarding adjustments to the South Channel and navigation aids. Conduct a thorough verification of key parameters such as navigation aids coordinates, waterway boundary lines, etc., and avoid undue over-reliance on historical navigation data (e.g., obsolete charts, previous voyage records).

2. Timely update affected navigational charts via appropriate means such as official chart services or electronic data synchronization. It is also advisable to place prominent markings on the charts for the boundaries of the new channel, so as to remind watch-keeping officers to pay close attention to changes in channel conditions and prevent the occurrence of grounding accidents.

3. Strictly implement the following measures when navigating:

- Maintain continuous watch on Wusong VTS Center's designated working channel and strictly comply with VTS instructions for navigation.
- Enhance lookout (recommend deploying dual lookouts on bridge and forecastle), pay attention to avoiding other ships, particularly construction ships (navigation mark construction ships, dredgers, etc.).
- Maintain safe speed and sufficient clearance from adjacent ships.
- Avoid single-navigation-method reliance. Conduct frequent position verification through multiple means (GPS, Radar, visual navigation verification, etc) to ensure continuous safe navigation

4. If discrepancies are found between the actual positions of navigation aids and their charted positions, or if there is any suspicion of misjudgment regarding channel boundaries, the ship shall immediately reduce speed to the minimum safe speed. At the same time, it shall report the emergency to the Wusong VTS Center and request real-time navigation guidance. Unauthorized deviation from the channel, anchoring, or stopping is strictly prohibited.

5. In the event of a collision with another ship, an allision with an object, or an emergency such as grounding or loss of ship control, the ship must immediately report the emergency to the Wusong VTS Center and activate the shipboard emergency response plan. Afterwards, the ship may contact Huatai to coordinate on-site investigation, assist in liaising with the maritime authority, and preserve key evidence (such as VDR information, navigation logs, crew interview records, etc.) to minimize accident losses and protect the legitimate rights and interests of the Shipowner to the greatest extent

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

Ecuador's Accession to the Hamburg Rules

Ingosstrakh's P&I Correspondent in Ecuador Messrs. Ecuapandi S.A inform us regarding the Ecuador's Accession to the Hamburg Rules.

The President of the Republic of Ecuador, Mr. Daniel Noboa, has formalized Ecuador's accession to the United Nations Convention on the Carriage of Goods by Sea, 1978 ("Hamburg Rules"). This ratification was effected by Executive Decree No. 47, signed on July 7th, 2025, and subsequently published in the Registro Oficial (Official Gazette).

The Hamburg Rules will enter into force in Ecuador on August 1st, 2026, from which date they will apply to contracts of carriage of goods by sea subject to Ecuadorian law.

This legislative development introduces, inter alia, revised liability regimes, extended time limits for claims, and a broader scope of application compared to the Hague-Visby Rules. Messrs. Ecuapandi S.A strongly recommend that Owners and stakeholders engaged in maritime transport to or from Ecuador review their contractual provisions, bills of lading, and claims-handling procedures in anticipation of this change.