

The purpose of the TP&I News is to provide the latest news for the shipowners, charterers, as well as any other maritime interests around the globe. Each issue of TP&I News will include a focused review section of several articles on a topic of current interest.¹

1. Joint War Committee Listed Areas

JWLA (Joint War Listed Areas) list, which is known as the “Listed Areas”, is an integral reference point of the War Policies. This list shows the extremely risky areas in the world’s seas and is a reference not only for London insurers but also for the insurers in many other countries.

JWLA is being updated in parallel with the developments in the world and some regions / countries can be removed while new ones are added.

On 15th of February 2022 JWLA published a new list with inclusion of Ukrainian and Russian waters in the Black Sea and the Sea of Azov due to the recent developments in that region.

On 7th of March 2022, JWLA added four other areas in the list:

a) Europe: Sea of Azov and Black Sea waters enclosed by the following boundaries

- On the west, around Romanian waters, from the Ukraine-Romania border at 45° 10.858'N, 29° 45.929'E to high seas point 45° 11.235'N, 29° 51.140'E
- thence to high seas point 45° 11.474'N, 29° 59.563'E and on to high seas point 45° 5.354'N, 30° 2.408'E
- thence to high seas point 44° 46.625'N, 30° 58.722'E and on to high seas point 44° 44.244'N, 31° 10.497'E
- thence to high seas point 44° 2.877'N, 31° 24.602'E and on to high seas point 43° 27.091'N, 31° 19.954'E
- and then east to the Russia-Georgia border at 43° 23.126'N, 40° 0.599'E

b) All inland waters of Ukraine



c) Inland waters of Russia within the following areas:

- Crimean Peninsula
- River Don, from Sea of Azov to vertical line at 41° E
- River Donets, from River Don to Ukraine border

d) All inland waters of Belarus south of horizontal line at 52° 30'

Therefore, vessels navigating to these areas should inform their insurance brokers and P&I Club’s immediately and understand the current risk in the region. Accordingly, the Club either decide to withdraw the cover or request additional premiums according to the risk.

Any parties of concern should remain in contact with their brokers and P&I Club’s on matters pertaining application of the new circular including the transition period.

Source: JWLA

¹ Disclaimer

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2. The European Maritime Safety Agency (EMSA) Deploy Drones to Monitor Emissions from Merchant Ships in EU Waters

According to the Roadmap of the European Maritime Safety Agency (EMSA), drones will continue to detect the possible pollutant emissions from merchants' ships.

Sulphur content (Sox) limit for marine fuels is currently set at 0.5 % by mass under the Annex VI of the International Convention on Marine Pollution (MARPOL).

During 2021, drones already carried out emission control campaigns in the waters of the Strait of Gibraltar, Lithuania, France, and the Baltic Sea.

Specifically, in relation to the deployment of the drone in the waters of the Strait of Gibraltar between July and October, EMSA, together with the Directorate General of the Merchant Navy and Harbor Master of Algeciras, carried out a total of 319 controls on different merchant vessels, detecting possible non-compliance in twenty-eight (28) of the vessels. However, this detection do not directly result in the initiation of a sanctioning proceeding or in the imposition of a penalty for the monitored vessel. Further, a detailed Port State Control (PSC) inspection will always be required upon arrival of the ship in port, together with the corresponding sampling of the fuels used during the voyage.



After this inspection and chemical analysis of the fuel samples obtained, if the sulphur reading is above 0.5 % by mass, the corresponding Harbor Master's Office will initiate an administrative sanctioning proceeding against the "ISM Manager" and against the master of the inspected vessel, and the vessel will be provisionally detained until sufficient guarantees have been provided at the discretion of the responsible Harbour Master's Office.

The data obtained from the drone measurements are also communicated to the THETIS-EU database, also managed by EMSA. The purpose of this is to effectively monitor the non-compliance detected and to establish a system of alerts for the different maritime administrations of the Member States of the European Union, facilitating thus the taking of appropriate measures to prevent and/or sanction the typified conducts.

We would like to thank to Enrique Ortiz, Aiyon Abodagos for providing us this information.



3. An update crew change in China

Following the notice issued by the State Council of People's Republic of China (PRC) regarding epidemic control, assistance to crew members on ocean going vessels and crew change in particular, on 28 Jan 2022,

the Ministry of Transportation, Ministry of Foreign Affairs and General Administration of Customs jointly published a notice regarding remote epidemic control on ocean going vessels, setting out the detailed testing requirements for vessels that plan to change crew in China.

3.1. Testing requirements

Vessels shall arrange Covid-19 tests to all crewmembers on board within 48 hours before the vessel's departure from the last foreign port and should continue implementing a regular test on the crew and arrange emergent quarantine and treatment if any crew member is tested positive.

As to the regular tests, vessel can use self-test kits to test crewmembers on board on the on the 1st, 4th, 7th, and 14th (if applicable) as well as one day before arrival, keep proper test records and submit them to the relevant maritime and authorities at the first port of call in China.

Nucleic acid testing is the preferred method when arranging Covid 19 tests. If unavailable other quick test methods can be used such as antigen detection. Fast test kits that are to be used should have been approved by the drug administration authorities of PRC or other related countries and regions.

3.2. Effective date

The notice took effect from 15th of February 2022. Ocean going vessels which plan to arrange crew change in China and sail from the last foreign port after 15th of February 2022 shall follow these requirements.

3.3. General situation of crew change in China

Currently, the signing off and signing on of Chinese crew members are generally allowed at most Chinese ports,



although cases such as the duration of the vessel's stay at the port, availability of the quarantine hotels, etc. may affect the process. Signing off foreign crew members is possible at major ports such as Shanghai, Tianjin, Guangzhou, etc., subject to strict procedures and epidemic control requirements. However, signing on of foreign crew members is still very difficult, mainly because of visa issues.

We would like to thank to our correspondent Oasis P&I Services Company Limited for providing us this information.