

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. Haifa Bay Port - Discharging cargo from general cargo ships

Due to enormous congestion/delays in discharging general cargo ships at the port of Haifa, the Israeli Ministry of Transport gave special permission in May 2022 for a period of 2 years to Haifa Bay port (which is a private port operated by SIPG Shanghai International Port Group) to accommodate and discharge general cargo ships at berths no. 7 & 8 in Haifa Bay port.

Until now all general cargo ships were discharging cargo at Haifa port and/or Haifa shipyard ports only.

Originally the license given to SIPG Shanghai International Port Group was to operate only container ships at Haifa Bay port.

We kindly suggest that Owners/operators of general cargo ships intend to call Haifa Port to directly contact with our correspondents to examine the possibility to discharge their ships there.



We thank to our correspondent, Ilan Goldenberg, Harpaz P&I, for providing this information.



2. Shipping industry adopts amendments to Maritime Labour Convention to improve seafarers' conditions

Governments, seafarers and shipowners from the global shipping industry have agreed eight amendments to the Maritime Labour Convention (MLC, 2006) with the aim of improving the living and working conditions of the world's seafarers on the below points:

- seafarers have appropriately sized personal protective equipment, in particular to suit the increasing number of women seafarers;
- good quality drinking water is available free of charge for seafarers;
- States further facilitate the prompt repatriation of abandoned seafarers;
- States provide medical care for seafarers in need of immediate assistance and facilitate the repatriation of the remains of seafarers who have died on-board;
- seafarers are provided with appropriate social connectivity by shipowners and States provide internet access in their ports;



- seafarers are informed of their rights relating to the obligation of recruitment and placement services to compensate seafarers for monetary losses; and
- all deaths of seafarers are recorded and reported annually to the ILO and the relevant data is published.

The amendments if approved they should enter into force by December 2024.

Source: ILO

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3. New Directive Regarding Returned Exports and Temporary Entry to Israel

New Customs procedure regarding importing goods in Israel came into effect on June 1, 2022, especially regarding the item 810 which grants a tax exemption on the import of returned exports.

With the new directive, classification of goods under item 810 will exempt them from customs, purchase tax, and VAT. The classification will be possible if the following conditions are met: (1) The imported goods or their parts have been exported from Israel; (2) the customs duties for the exported goods were paid or were not paid because they were not liable; (3) The goods are returned to the State of Israel within a 5-year period from the time of export (or a longer period if the approval of the Customs Authority is obtained).

Under the new procedure, when companies submit the import declaration in which the goods are classified in item 810, they are required to enter the number of the export declaration. The new procedure includes mitigating provisions for importers, who temporarily import goods that were manufactured in Israel for the purposes of inspection, repair, renovation, or renewal. Under the new procedure, it will be possible to classify returned goods under item 810, without specifying the number of the export declaration under which the goods were exported for the first time. Instead, importers will have to indicate, when exporting the goods for the second time, the import declaration in which the goods were returned to Israel. This procedure also grants an exemption from import legality.

To be eligible for the benefits of the new procedure, the importers are required to digitally monitor the movement of the goods from the moment of import until export, including documentation of changes, in cases where repairs cannot be made. In addition, the importers are required to indicate, in the export documents, the repair number in accordance with the import declaration and to



indicate, in the import documents, the catalogue numbers of the products and the repair numbers (RMA).

From time to time, the Customs Authority is expected to conduct physical inspections to verify that import declarations match the export declarations. It should be noted that in cases of noncompliance with the provisions of the new procedure, the Customs may revoke the permit to import under item 810.

Companies that wish to be included in the new procedure need to make sure they are able to comply with the requirements of the new procedure. To do so, companies will need to be able to track the goods in accordance with the provisions of the new procedure. It is also necessary to arrange, in advance, the company's registration at the Customs Authority, in light of the unique guidelines that will apply to each company.

We thank to Herzog Fox & Neeman for providing this information.

Please also check our website for circulars of each month.

For Turkish version please visit our website.

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