

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.<sup>1</sup>

## 1. Sanctions on Russian oil

In the beginning of December, after the EU sanctions on Russian oil has been imposed, a jam has been caused in the Bosphorus, by new Turkish requirements that all crude vessels travelling through the Bosphorus, the Sea of Marmara and the Dardanelles — collectively known as the Turkish Straits — prove they have valid insurance to cover incidents such as oil spills and collisions.

The requirement, is a response to new EU sanctions that bar vessels transporting Russian crude from accessing European maritime insurance unless the oil is sold for \$60 a barrel or less.



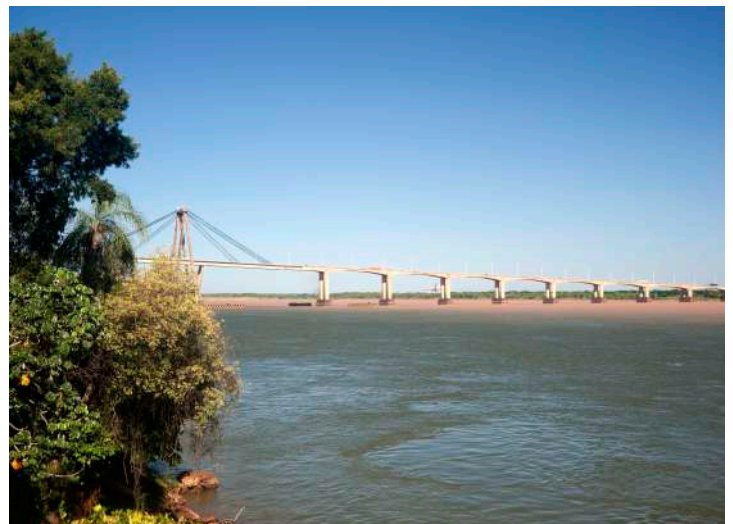
Source: Chamber of Shipping



## 2. Speed Regulation in River Plate and Parana De Las Palmas

### 2.1.Overview

The Parana is an alluvial river of about 4,880 km with ocean-going vessels normally reaching up to Km 550. It is formed by sharp bends, strong currents, shifting sediments and limited navigational width. It has a heavy traffic and various other factors which makes it restricted (and certainly challenging) navigation. There are over sixty Port Terminals alongside the River. Due to this, using Port and River Pilots is not only mandatory but also essential to for a safe passage in these restricted channels.



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## 2.2. General Rule

According to the REGINAVE (Sea, River and Lake Navigation Regime), it is forbidden to all vessels to sail at such speed capable of (i) creating a risk to other vessels, watercrafts or naval contrivances sailing nearby; (ii) causing damages to berths, shore constructions or installations or navigational aids or other markers; (iii) causing damages or a risky situation to vessels, watercrafts or naval contrivances berthed or anchored; or (iv) in excess to the maximum speeds established by the Coast Guards. Inside any port the ships must sail to the minimum speed compatible with its good steering but never in excess of 6 knots to avoid wash damages to the vessels moored.

## 2.3. Specific Restrictions

### a. River Plate

Ing. Emilio Mitre Channel extends 50.37 Km from Km 12 of Buenos Aires access channel to the mouth of the Parana de las Palmas River.

Depending on ship's draft the following limits apply:

- Vessels draft 8.84 m or more: 8 knots between Km. 40 to 47; and 10 knots between Km 12 to 40.
- Vessels draft less than 8.84 m: 12 knots between Km 12 to 48.

### b. Parana River

Throughout the Parana River vessels must sail cautiously. The speed has to be reduced to the minimum compatible with the good steering whenever there are other vessels or watercrafts berthed, manoeuvring or under lightening operations, nearby berths and port terminals or stretches on the river that so requires it.

### c. Bridges

While passing bridges vessels must sail to their minimum speed compatible with the good steering and ready to let go anchor.

### d. Pasaje Talavera

- Km 181 to 205 the speed limit is 9.5 knots.

### e. Parana de las Palmas

The speed limit is 10 knots with the following exceptions:

- Km 114 to 180 the speed limit is 13 knots.
- Km 68 to 72 minimum speed compatible with good steering.
- Km 73.5 to 75.5 minimum speed compatible with good steering.
- Km 92 to 114 minimum speed compatible with good steering.

### f. Parana

- Km 406 to 435 (Arroyo Seco / Rosario), depending on the course of the vessel and level of the river: +0.70 m or higher: downriver 10 knots, upriver 9 knots. Less than +0.70 m: 9 knots both ways (downriver and upriver).

Special attention must be paid to this stretch known as Canal de los Muelles (Berths' Channel) due to the high concentration of port terminals and somehow limited width available where most wash damages occur (even though we have records of these throughout the Parana River). The Master should be aware of the speed limits during the passage. It should be considered that whenever a specific maximum speed applies in certain areas, the vessel is not relieved from complying with the general rules seen above. These general rules call of cautious navigation to avoid risks to other vessels, shore constructions and navigational aids, often requiring the vessel to steam at the minimum speed compatible with its good steering even though a specific maximum speed limit applies.

**We thank to our Correspondents, Sebastian A. Trigub, Pandi Liquidadores, for providing us this information.**

Please also check our website for circulars of each month.

For Turkish version please visit our website.

Should you need any further information, please do not hesitate to contact us at [info@turkpandi.com](mailto:info@turkpandi.com)

Tel: +90 850 420 8136 // Fax: +90 216 545 0301

[www.turkpandi.com](http://www.turkpandi.com)



### 3. BIMCO CII clause released

On 1 January 2023, the International Maritime Organization's (IMO's) Carbon Intensity Indicator (CII) regime under the International Convention for the Prevention of Pollution from Ships (MARPOL) in the form of Resolution MEPC 328(76) (together with associated guidelines) (hereinafter "The MARPOL Carbon Intensity Regulations") entered into effect and applies to ships of more than 5,000 gross tons.

The Carbon Intensity Indicator (CII) is aimed at improving the energy efficiency of ship's operation, requiring the ship's yearly carbon intensity not to exceed a certain predefined threshold and ships are subsequently rated A to E in accordance with their yearly carbon intensity results.

The CII is an operational efficiency indicator that measures a ship's carbon intensity over time and is expressed in grams of CO2 emitted per cargo-carrying capacity and nautical miles travelled.

The MARPOL Carbon Intensity Regulations will impact time chartering. Although the owners and the charterers have different roles in a time charter context, the nature of the CII regime itself cuts through that traditional relationship, such that it will inevitably require both parties to come together to collaborate and cooperate so as to seek to reduce the carbon intensity of ships' operations on an ongoing basis.

Existing (unamended) time charter parties are simply not geared to deal with the CII regime. The CII Operations Clause for Time Charter Parties therefore seeks to provide the necessary building blocks for the parties to operate ships in accordance with the new CII playing field. The clause is drafted to assist both the owners and the charterers to navigate contractually within a time charter party context. It seeks to promote collaboration, transparency and flexibility between the parties, especially in circumstances where the commercial activities and employment of a ship as determined by the charterers and, traditionally, outside of the owners' control, are likely to have a direct and significant impact on a ship's carbon intensity and it also appreciates the role that the owners play in maintaining the energy efficiency of the vessel.

**Source: BIMCO**

