



JAPAN P&I NEWS

外航組合員各位

アルゼンチン—Parana River 内での航走波による財物損傷および速度制限について

アルゼンチンのコレスポンデント Pandi Liquidadores S.R.L から Parana River 内での航走波による財物損傷および速度制限について添付のサーキュラーを受領しましたので、ご紹介いたします。

同サーキュラーによれば、Parana River 航行の際にパイロット／本船間で速度制限および安全な速度の確認がなされなかった結果、本船が過大な速度で航行して航走波を発生させ、河川内の岸壁や係留中の船舶に損傷を発生させた案件がしばしば報告されているとのことです。現地規則では区域ごとに速度制限が設けられている一方で、大前提としては他船・岸壁等に危険・損害をもたらす速度での航行が禁止されているため、事故防止のために事前にパイロットと航海計画を打ち合わせることが肝要です。

現地規則の詳細については、添付サーキュラーをご参照願います。

同コレスポンデントからは、現地 Coast Guard が制限速度超過嫌疑のある船舶に対して将来的に科しうる罰金（現時点で最大約 US\$30,000）への担保を現地代理店へ求めるケースが増加しているとの情報もあります。担保が提供されない限り本船は拘留され、現地代理店は Coast Guard への担保提供のために船主に対して Counter Security を求めるとのことです。

以上

添付資料: CIRCULAR 36-2020 - LOSS PREVENTION- WASH DAMAGE AND
SPEEDREGULATION RIVER PLATE AND PARANA

Wednesday 28th October, 2020

CIRCULAR 036/2020

**LOSS PREVENTION: WASH DAMAGE AND SPEED REGULATION
RIVER PLATE AND PARANA RIVER**

Dear All,

As you know, one of the most important shipping routes in Argentina involves the River Plate, the Parana River and their branches.

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 (at least 100 m except where natural bends prevents so). 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.

However, we often see wash damages affecting berths and ships alongside that are caused by the excessive speed of the vessels sailing either downriver or upriver – incidents that tend to repeat over time and that otherwise could be avoided.

There are a set of both general and specific rules regulating the speed in the rivers. Yet, we (too) often find that there is no thorough navigational plan discussion between the Master and the Pilot. Frequently this is limited to exchanging basic information in the Pilot Cards. We have found that safe speeds and speed limitations are not usually discussed, and the Masters tend to be over-reliant on the Pilots.

Despite of the expertise and unique knowledge of the pilots, as in most parts of the world, the Master remains always responsible for all aspects of vessel's safety and its navigation.

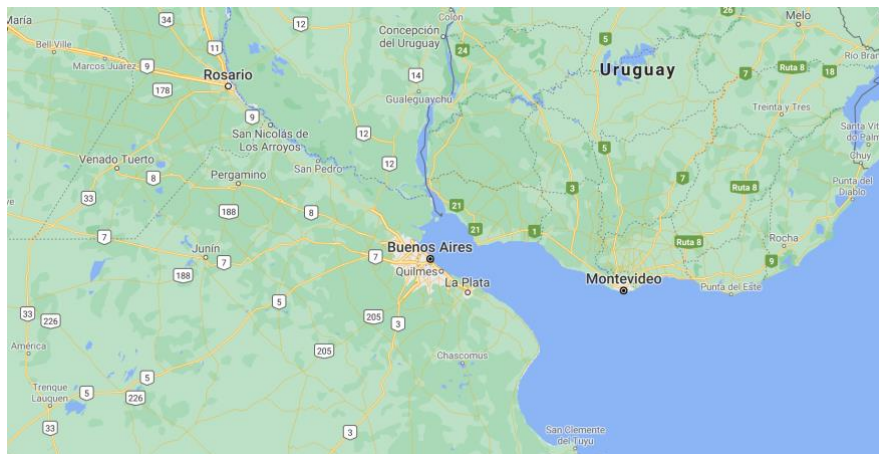
It is essential for the Master and his Officers to be vigilant throughout and discuss with the Pilot whenever there is any concern.

You will find below a review of the current speed regulations in the River Plate and the Parana River. The purpose of this is to raise general awareness and to encourage the shipowners and the Masters to discuss with the Pilots about the applicable speed regulations when calling Argentinean ports. Our experience indicates that this would prevent wash damage incidents, which entails disputes for damages to terminals and other vessels; and also triggers Coast Guards administrative enquiries, inspections, security and other issues that sometimes cause delays to the ship involved.

GENERAL RULES

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.

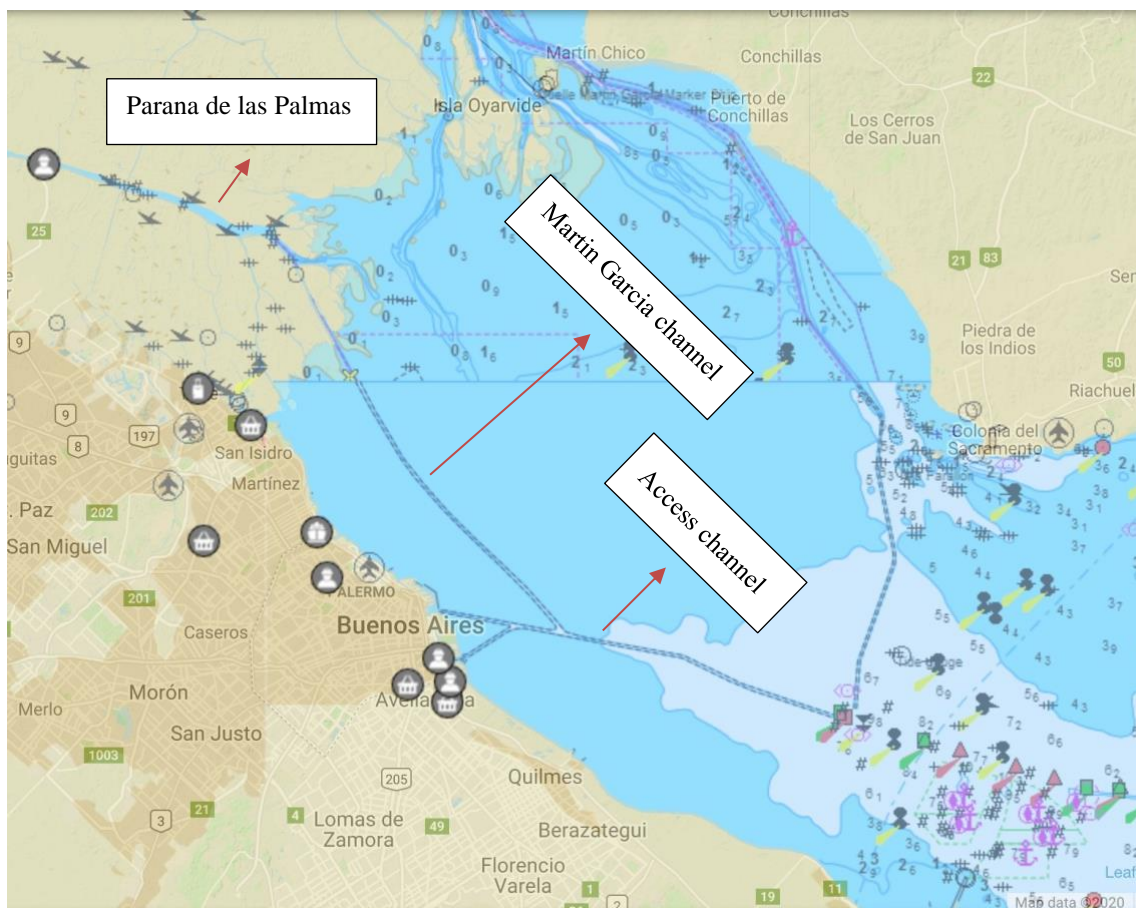


SPECIFIC RESTRICTIONS

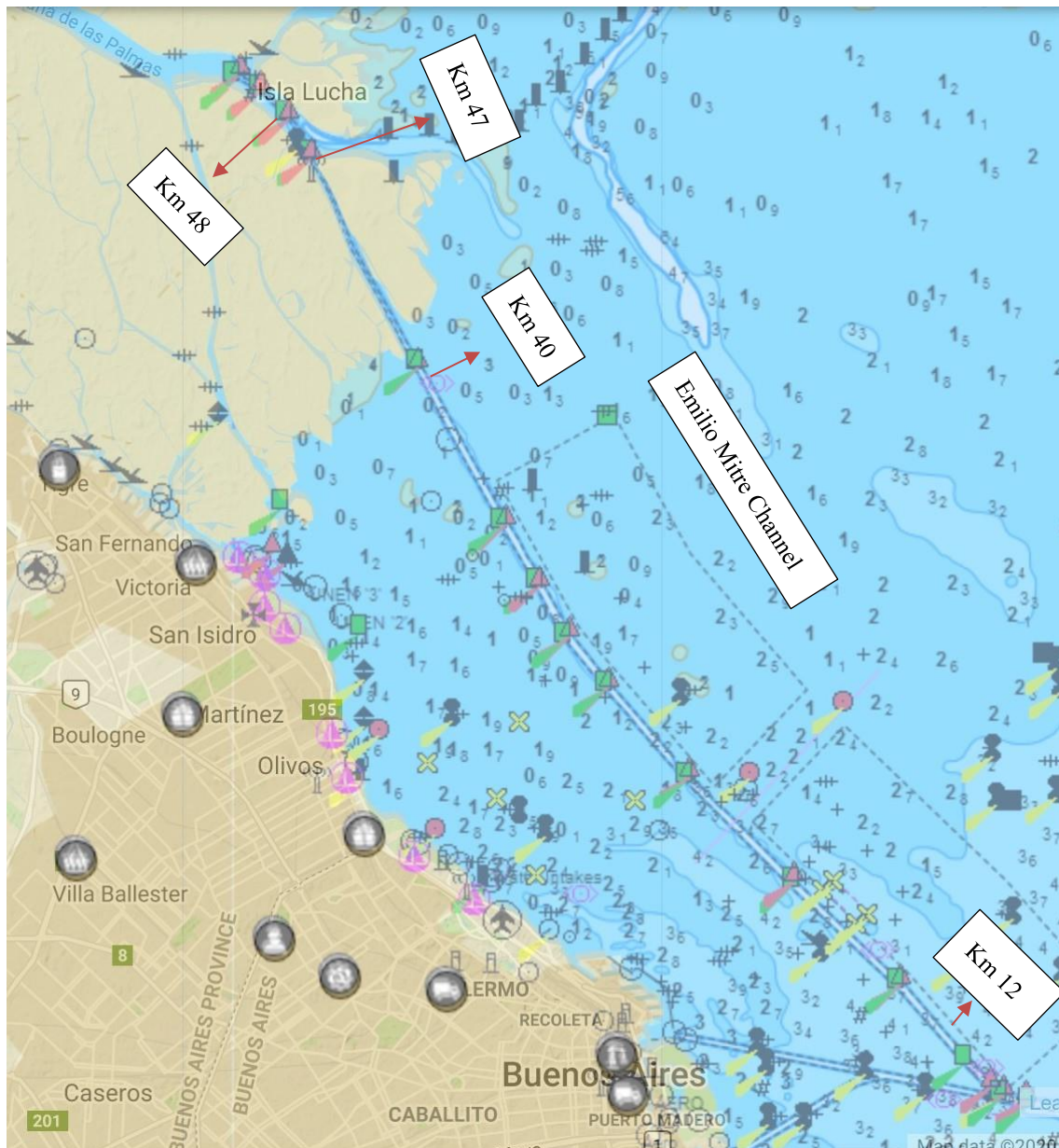
RIVER PLATE

► **Ing. Emilio Mitre Channel:** it 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 but minimum compatible with the good steering with sailing through Coast Guard stations.



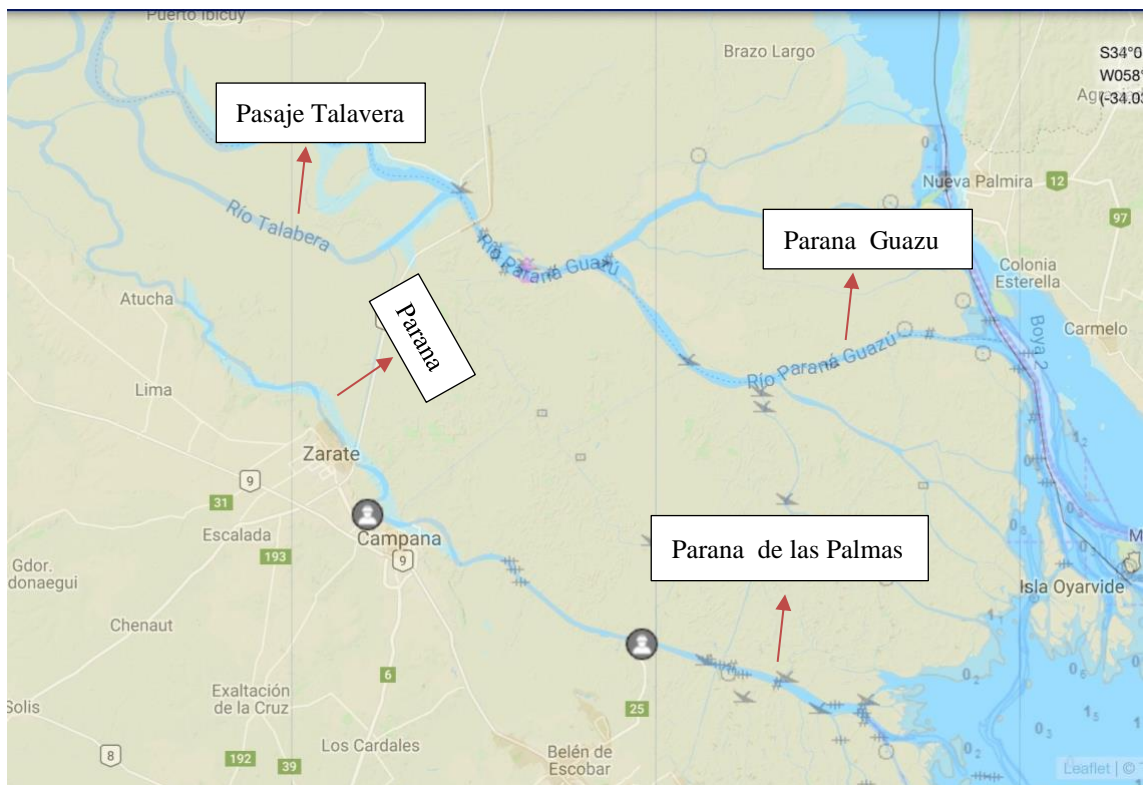
Ing. Emilio Mitre Channel extending from Km 12 of Buenos Aires Access channel to the Mouth of the Parana de las Palmas River



Different speed limits apply between Km 12 and Km 48 of Emilio Mitre Channel depending on ship's draft

PARANA RIVER

► **Throughout the Parana River** (including Parana Guazu, Parana Bravo and Pasaje Talavera branches, all of which converge to the Parana): 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, maneuvering or under lightening operations, nearby berths and port terminals or stretches on the River that so requires it.



Parana River and its main branches

► **Bridges** vessels must sail to their minimum speed compatible with the good steering and ready to let go anchors.

► **Parana de las Palmas**

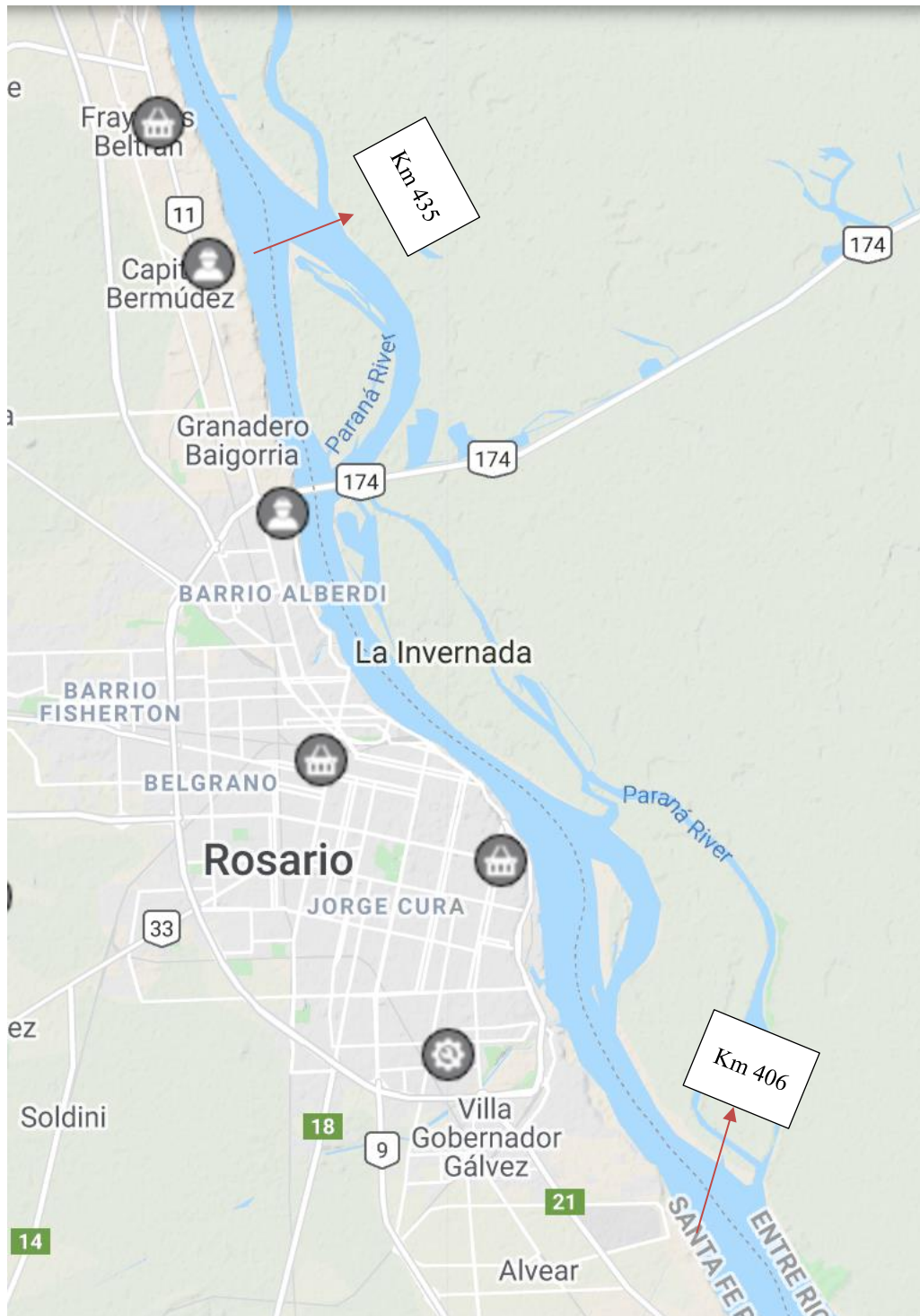
- The speed limit is 10 knots with the following exceptions:
- Km 114 to 180 the speed limit is 13 knots
- Km 68 to 72 minimum speed compatible with good steering
- Km 73.5 to 75.5 minimum speed compatible with good steering
- Km 92 to 114 minimum speed compatible with good steering



Parana de las Palmas branch

► Parana

→ Km 406 to 435 (Rosario) maximum speed is 9 knots



Parana River Kms. 406 to 435 (Canal de los Muelles)

Special attention has to 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 taken into account 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 for 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 remain at your disposal if clarification and/or additional information is needed.

Yours Faithfully,

Sebastián A. Trigub

PANDI LIQUIDORES SRL

BUENOS AIRES, ARGENTINA

For updated information visit www.pandi.com.ar

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