



Sagar Sandesh

Guiding Spirit to Shipping Industry

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JNPA inaugurates MSEDCL Distribution Franchisee



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Gross and Net profit

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Egis India and Mongla Port Authority sign agreement to upgrade

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RT-PCR Tests Mandatory for passengers from China....

Removal of the High-Risk Area (HRA) in the Indian Ocean from 1 January 2023 (update)



INDIAN-OCEAN-HIGH-RISK-AREA-01-JAN-2023

(ICS), BIMCO, International Marine Contractors Association (IMCA), INTERCARGO, INTERTANKO, and Oil Companies International Marine Forum (OCIMF).

Measures enacted to secure the waters by the military, political, civil society, and shipping industry, as well as Best Management Practices guidance, have reduced the threat of piracy in the Indian Ocean.

The removal of the HRA will come into effect at 0001 UTC on 1 January 2023, allowing charterers, shipowners, and operators time to adapt to the changed threat from piracy.

Best Management Practices 5 (BMP5) will continue to provide the necessary guidance for shipping to ensure threat and risk assessments are developed for every voyage to mitigate the risks presented by remaining security threats in the region. The shipping industry will continue to monitor and advise on maritime security threats to assist the safe transit of vessels and the seafarers who crew them. Pre-voyage threat and risk assessments should consider the

latest maritime security information from organisations supporting the VRA.

The area being removed is the "High Risk Area" as shown on UKHO Chart Q6099. The Voluntary Reporting Area (VRA) administered by UKMTO has not changed. Ships entering the VRA are encouraged to report to the UKMTO and register with

the Maritime Security Centre for the Horn of Africa (MSCHOA) in accordance with industry BMP (Best Management Practices).

The HRA IMO submission co-sponsors commented:

"This announcement is a testament to nearly 15 years

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After more than a decade of effective threat-reducing counter-piracy operations, the shipping industry has removed the "Indian Ocean High-Risk Area" (HRA).

The removal of the HRA reflects a significantly improved piracy situation in the region, largely due to concerted counter-piracy efforts by many regional and international stakeholders. No piracy attacks against merchant ships have occurred off Somalia since 2018.

The IMO has been informed of the decision made by the International Chamber of Shipping



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reduce the threat of piracy in the Indian Ocean. Through a combination of efforts by military, political, civil society, and the shipping industry over the years, operators and seafarers are now able to operate with increased confidence in these waters.

“Thanks and gratitude is given to all the seafarers and offshore workers who have served during this time in safely maintaining global trade and operations.

“Threat and risk assessments should still be carried out, and best management practices followed to continue to mitigate the risks presented in a changeable and often complex and

potentially threatening environment.”

GUIDANCE ON THE REMOVAL OF THE HIGH-RISK AREA:

The industry associations responsible for the HRA, plan to provide comprehensive threat guidance in the form of regional threat advisories, reviewed and updated on a periodic basis. Regrettably the first of these advisories will not be produced prior to the removal of the HRA, and as such, the Industry Associations have developed **interim guidance** for owners on the removal of the area and its impact on security, issued on 15 Dec 2022.

EXIM NEWS

Customs tweaks notification in furtherance of trade deal with Australia

NEW DELHI
Sagar Sandesh News BUREAU

The India-Australia interim trade deal set to kick off later this month, the Central Board of Indirect Taxes and Customs has notified the Rules of Origin.

The notification, which relates to the eligibility requirement to claim the preferential customs duty on trade in goods, under the economic cooperation and trade agreement (ECTA), will come into effect from December 29. This is when the ECTA will also come into effect.

Record of Advice specify the threshold for value addition in the country concerned to qualify for the tax concessions under the FTA, so that the benefits are not misused by firms based in other countries.

Called the Customs Tariff (Determination of Origin of Goods under the India-Australia Economic Cooperation and Trade Agreement) Rules, 2022, the notification by the CBIC lays out the origin criteria based on which the product would



Trade deal with Australia

be eligible for the preferential customs duty.

India and Australia had in April this year signed the ECTA, which is expected to cover 90 per cent of the bilateral trade between the two. India will benefit from preferential market access provided by Australia on 100 per cent of its tariff lines.

India will be offering preferential access to Australia on over 70 per cent of its tariff lines, including lines of export interest to Australia which are primarily raw materials and intermediaries such as coal, mineral ores and wines.

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