

PRIOR TO ARRIVAL AT ANY HAZARDOUS PORT

The shipping company and/or any other company involved with the vessel must address a communication to the Captain and crew of the vessel stating the risk posed by operating in hazardous ports.

The aforementioned communiqué should add that it is mandatory to adopt, implement and increase the security level to the equivalent of level "2" of the International Ship and Port Facility Security Code ("ISPS Code") and specify all additional security measures to be taken by the vessel before, during and after the cargo loading process.

The following are recommended as additional safety measures:

- I) Verify the identity of all persons wishing to board the vessel and confirm their reasons for doing so.*
- II) In cooperation with the port facility, the ship should ensure that secure areas are designated in which inspections and searches of persons, baggage (including carry-on baggage), personal effects and vehicles, and their contents, can be conducted;*
- III) In cooperation with the port facility, the ship should ensure that vehicles to be loaded on car carriers, ro-ro vessels and other passenger vessels are searched at the frequency required in the Ship Security Plan prior to loading;*
- IV) Separate persons and personal effects that have passed the protection controls from persons and personal effects that have not yet been subjected to them;*
- V) Separate embarking passengers from disembarking passengers;*
- VI) Identify access points that must be protected or manned to prevent unauthorized access;*
- VII) Protect, by means of locking devices or by other means, the access to spaces without permanent manning adjacent to areas to which passengers and visitors have access; and*
- VIII) Inform all ship's personnel about security aspects such as potential threats, procedures for reporting the presence of suspicious persons or objects and suspicious activities, and the need for vigilance.*
- IX) Assign more personnel to guard the deck areas during idle hours to prevent unauthorized access, i.e., implement extra security guards on the vessel's deck areas at all times during the vessel's loading and unloading process.*
- X) Limit the number of access points to the vessel.*
- XI) Discourage any attempt to access the vessel from the seaward side, for example, by requesting monitoring by patrol boats in collaboration with the port facility, i.e., implement nautical surveillance and security vehicles during the loading and unloading process of the vessel.*

XII) Increase the frequency and intensity of searches of persons, personal effects and vehicles that are embarking or being loaded on the vessel, in addition to presenting an identification that accredits the rank or employment of the stevedores allowed to enter on board the vessel during the process of loading and unloading the vessel.

XIII) Accompany visitors on the vessel during the entire time they are on board;

XIV) The crew must held security briefings to inform all ship personnel of more specific security aspects such as potential threats identified, to emphasize procedures for reporting suspicious persons or objects and suspicious activities, and to stress the need to be extra vigilant;

XV) To carry out a total or partial search of the vessel.

XVI) Extra lighting on the dock side during the night in the process of loading and unloading the vessel.

XVII) Direct attention by the Port Agencies' personnel for the proper care of the vessel during the loading and unloading process of the vessel.

XVIII) Maintain a list of all persons, including Port Agents, stevedores and surveyors with photograph that boarded and keep a copy of their IDs,. as well as to maintain a strict record of all persons entering the vessel.

XIX) Do not allow personnel with bags or backpacks to enter the vessel during the loading and unloading of the vessel.

XX) The preparation of extra safety logs implemented by the vessel's crew so that crew members perform surveillance functions at all times during the loading and unloading process of the vessel.

XXI) Search for illegal substances in the Ports by means of canine binomials as well as underwater inspections carried out by the corresponding authorities.

XXII) Installation of video recording cameras (CCTV) to monitor at all times the loading and unloading process of the vessel. Safekeep the recordings at least for three months after concluding the voyage where the hazardous port was visited.

**BEFORE, DURING AND AFTER THE LOADING PROCESS OF THE GOODS AT THE DANGEROUS
PORT**

The Captain of the vessel shall send an e-mail containing the communication in which the security level was implemented and increased to the equivalent of level "2" of the ISPS Code, specifying the additional security measures in order to prevent the commission of an illicit act, which shall be adopted by the vessel before, during and after the loading process of the goods.

The aforementioned e-mail must be sent by the Captain of the vessel from the vessel's own computer and official e-mail address and must be addressed to the following authorities:

- Port Captain.
- Consignee agency in the dangerous port.
- Shipping line/owner.
- Port facility or terminal in hazardous port.
- Any related company or person.

In addition, the Captain of the vessel must request the intervention of the authorities of the dangerous port for the following:

- *An inspection of the entire vessel is carried out with the support of authorities with anti-narcotics equipment, canine binomials to detect illicit substances, as well as underwater inspections.*
- *Request that these authorities remain on board the vessel at all times before, during and after the cargo loading process.*
- *Request the port facility or hazardous port terminal to also increase the security level to the equivalent of ISPS Code level "2".*
- *If applicable, request the authorities of the hazardous port to implement additional security measures (imposed by such authorities).*
- *Inform that the increased security level of the ISPS Code and additional security measures will be in place at all times, i.e. before, during and after the cargo loading process.*
- *In the event that the Captain of the vessel or crew detects any unusual activity, issue a PROTEST LETTER with a brief account of the facts and the formulation of the complaint in order to give notice to the authorities of the Port of the possible commission of a criminal offense.*

SAIL TO PORT OF DESTINATION

Maintain the increased security level to the equivalent of level "2" ISPS Code, as well as the additional security measures that were taken by the vessel prior to the arrival at the hazardous port as well as before, during and after the cargo loading process.

PRIOR TO ARRIVAL AT THE PORT OF DESTINATION

The Captain of the vessel shall send an e-mail containing the communication in which the security level was implemented and increased to the equivalent of level "2" of the ISPS Code, specifying the additional security measures in order to prevent the commission of an illicit act, which were adopted by the vessel prior to the arrival at the dangerous Port, as well as before, during and after the loading process of the goods.

The aforementioned e-mail must be sent by the Captain of the vessel from the vessel's computer and official e-mail address and must be addressed to the following authorities:

- Port Captain.
- Consignee agency in the dangerous port.
- Shipping line/owner.
- Port facility or terminal in hazardous port.

BEFORE, DURING AND AFTER THE UNLOADING PROCESS OF THE GOODS AT THE PORT OF DESTINATION

The Captain of the vessel shall request the intervention of the authorities of the Port of destination for the following:

- *Inform that the increased security level of the ISPS Code and additional security measures will be in place at all times, i.e. before, during and after the unloading process of the goods.*
- *An inspection of the entire vessel is carried out with the support of authorities with anti-narcotics equipment, canine binomials to detect illicit substances, as well as underwater inspections.*
- *Request that these authorities remain on board the vessel at all times before, during and after the unloading process.*
- *Request the port facility or terminal in port of destination to also increase the security level to the equivalent of ISPS Code level "2".*
- *If applicable, request the authorities of the Port of destination to implement additional security measures (imposed by such authorities).*
- *In case the Captain of the vessel or crew detects any unusual activity, issue a PROTEST LETTER with a brief account of the facts and the formulation of the complaint in order to notify the authorities of the Port of destination of the possible commission of an illegal act.*
- *In case that a suspicious or illegal substance is found, suspend immediately all operations, first party to be notified is your P&I Correspondent, which will assist in notifying the authorities in the proper manner.*

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