

GLOBALPANDI

Circular for P & I Clubs

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Correspondents for:

North of England P&I Club, The Steamship Mutual P&I Club, The American Club, The London Club, Nordisk Defence Club (Through Sabatino Pizzolante), British Marine Managers, Charterers P&I Club, Through Transport Club (TTC), ITIC, Raets Club and Navigators.

US imposes security restrictions to vessels coming from Venezuela

The Coast Guard has determined that ports in Venezuela are not maintaining effective anti-terrorism measures. Consequently, on 9th January 2009 the US Homeland Security published in the Federal Register a new regulation imposing conditions of entry on vessels requesting entry into the United States, arriving from Venezuelan ports. The Coast Guard has been the designated the agency to monitor the restriction.

With effect from 23rd January 2009, the following restrictions will be imposed on vessels that include a Venezuelan port in the last five ports calls:

- 1) Vessels must implement measures per the ship's security plan equivalent to Security Level 2 while in a Venezuelan port;
- 2) Vessels must ensure that each access point to the ship is guarded and that the guards have total visibility of the exterior (both land-side and waterside) of the vessel while in a Venezuelan port;
- 3) Guards may be provided by the ship's crew, however, additional crew members should be laced on the ship if necessary to ensure that limits on maximum hours of work are not exceeded and/or minimum hours of rest are met, or provided by outside security forces approved by the ship' master and Company Security Officer;
- 4) Vessels must attempt to execute a Declaration of Security while in a Venezuelan port;
- 5) All security actions must be entered in the ship's log;

6) Actions taken must be reported to the cognizant US Coast Guard Captain of the Port prior to arrival into US waters;

7) Based on the findings of the Coast Guard boarding or examination, vessels may be required to ensure that each access point to the ship is guarded by armed private security guards and that they have total visibility of the exterior (both land-side and waterside) of the vessel while in US ports. The number and position of the guards has to be acceptable to the cognizant Coast Guard Captain of the Port prior to the vessel's arrival.

The regulation under comments further state that the procedures outlined there must be followed by vessels that are in a Venezuelan port on that date or that arrive in a Venezuelan port after that date.

For a detailed review of the regulation E9-845 referred to, you may visit:

<http://edocket.access.gpo.gov/2009/pdf/E9-845.pdf>

Should you need any assistance or further information regarding the topic stated above, please feel free to contact:

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