

# GLOBALPANDI

## *Circular for P&I Clubs*

*DATE: 21<sup>st</sup> FEBRUARY 2019*

**Correspondents for:**

***Britannia, British Marine, Carina, Charterers P&I Club, China P&I Club, GARD, ITIC, Korea P&I Club, Navigators, Nordisk Defence Club (Through Sabatino Pizzolante), Lodestar Marine, North of England P&I Club, MS Amlin, Shipowners P&I Club, Skuld, The Standard P&I Club, Steamship Mutual, The American Club, The London P&I Club, West of England and Through Transport Club (TTC)***

### *Traffic restrictions at Venezuelan ports*

As a result of the political unrest throughout the country, especially in the light of the announced arrival of humanitarian aid on 23<sup>rd</sup> February 2019, the Executive has taken measures to close maritime borders which imply restrictions for maritime traffic being enforced by the local Harbor Masters, but limited to the following:

**1.- Vessels arriving/sailing to the Aruba, Bonaire and Curaçao Islands (Netherlands Antilles) and the United States.** Although there is no official instruction in writing form or it has not been published so far, the decision was informed by the Vice President Delcy Rodriguez in a public appearance, as a way to secure the country's border to air and sea traffic from these three islands in an effort to block aid shipments to the country organized by the Venezuelan opposition. In the case of port clearances to the United States, following the new US sanctions announced on 28<sup>th</sup> January 2019, instructions were given to the different Harbor Master offices to refer any petition for departure to the national maritime authority (INEA Caracas) for subsequent authorization.

**2.- All private – not commercial – leisure/tourism/sports and fishing vessels,** pursuant communication INEA/DMT/No. 088/2019 dated 19<sup>th</sup> February 2019, addressed to marine facilities located in the Tucacas area, Falcon State, according to which all clearances or departure orders are suspended until new notice.

There has been recent information about a decision by the Venezuelan government to detain all vessels already in Venezuelan ports; however, the

former does not have written support, and it could well be due to a misunderstanding of the order on the small private/fishing vessels. As said, sailing is being denied only limited to the situations described in points 1 and 2; it doesn't affect vessels with other destinations, as a matter of fact there are reported vessels loading with European ports as her next destination with her sailing permits being granted.

On the other hand, the maritime authority (INEA), in charge of the implementation of the ISPS Code throughout domestic ports, has issued Circular No. 3 dated 21<sup>st</sup> February 2019 informing to the National Port System with immediate effect, that it is established a SECURITY LEVEL 3 in those port installations rendering services to ships engaged in international voyages, and so asking from them the implementation of specific and additional measures of protection. The decision is said to be taken, among other considerations, due to the "current situation of economic war against the Bolivarian Republic of Venezuela, aimed to provoke the destruction of the alternative model to capitalist implemented by the Bolivarian Revolution and the overthrow of the Bolivarian government, reaching such a level that there is a threat of a military intervention by foreign forces".

Therefore, Members are strongly advised to monitor through their agents/Correspondents local developments, in order to properly assess operational and security issues.

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

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