

SOCIEDAD LATINOAMERICANA DE OPERADORES DE TERMINALES MARÍTIMO PETROLEROS Y MONOBOYAS

NIT. 900.407.023-2

Cartagena de Indias, Colombia, March 27th, 2020

SLOM-005-20

Dear Members of SLOM,

Regarding the world emergency we are facing, as a result of the Coronavirus (COVID-19) outbreak, we would like to share with you some recommendations, as our responsibility now is to make our best efforts to maintain ourselves protected from the Coronavirus, as much as possible, and, at the same time, to continue operations of our terminals since we represent a strategic sector in the world economy.

The great challenge we all have, as Oil Maritime Terminal Operators, is to continue our operations, taking all necessary measures to ensure the good health of our people and the supply of energy and fuels in our countries.

We have received comments from some of our Members, based on which we would like to make the following recommendations, to be applied at your terminals to the extent you consider they are applicable functional measures:

1. Follow instructions, recommendations and restrictions issued by maritime and port authorities in each country. Review, as possible, with those authorities, the procedures and restrictions established by each country and verify with them to ensure that operations of tankers are not hindered or interrupted. Comply with control and communication procedures defined by authorities.
2. Every company must internally formulate its own control measures, depending on its operational conditions, at the locations where operations are carried out, and the characteristics of the corresponding oil port and maritime facilities. These measures must be aligned with the provisions established by health, maritime and port authorities. Also, in the event it is necessary to interrupt operations, suspension plans must be implemented.
3. If authorities have not issued any provisions in this regard, request from tankers, through maritime agencies, a list including the last ten (10) ports visited by tankers, specifying if crews were relieved. With the above information, review with local maritime/port authorities if tankers are required to have an inspection by port health authorities, prior to working and following procedures with personnel at port facilities. Define a 24-hour communication channel to be used with the applicable authorities.

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4. Develop a form where the Captains of tankers must report if any member of their crews is ill onboard, through the maritime agency. If so, this must be reported to local authorities so that the respective decisions can be made. The terminal must avoid the boarding of any terminal employees or contractors who are sick. The terminal is responsible for having the required control measures in place at gates, ships or accesses to port facilities.
5. Maritime pilots, cargo loading masters, berthing masters and connectors of flexible hoses, maritime agents, quality/quantity inspectors and mooring masters must go aboard tankers with their masks and latex gloves on, and bring with them a personal bottle with antibacterial gel with alcohol (70%). In addition, the consumption of food and water on board must be avoided to the extent possible. For this reason, it is important that the terminal sends food and drinks for the crew onboard. Sufficient reliefs must be available in order to reduce the time of personnel onboard. Every individual must carry his/her own work equipment and laptops, radios, pens, printers, etc. must not be exchanged. Only the personnel strictly required according to their jobs must go aboard. Maritime pilots and mooring masters must use latex gloves for contact with radars, ECDIS, radios and other equipment located on the tanker bridge. In the event operators must be relieved, it is important to define and implement prevention and control measures as necessary.
6. Tanker captains must be required to have their crews with masks and gloves on, at all times, while tankers are secured to port facilities. Also, captains must ensure that tankers comply with the hygienic conditions issued by OMI.
7. Direct contact and shaking hands with crews must be avoided and sufficient distance from others must be maintained at 2 meters, at a minimum.
8. When the maritime pilot goes on board the tanker bridge, it is recommended that he asks the captain to open its doors while mooring or weighing anchor, as long as it is not risky due to closeness to other terminals. The above cannot be performed at the other doors or portholes, whereas the pressure must be maintained positive on tanker superstructures. For mono-buoys and multi-buoys where maritime pilots or mooring masters are located, bridge doors must be closed in order to keep a positive pressure, once the tanker has been moored. An alternative recommendation is that maritime pilots and mooring masters may conduct mooring and weighing anchor maneuvers from one of the bridge wings and maintain the doors of the same closed.

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9. In transportation vessels of the terminal or subcontracted vessels, antibacterial gel with 70% of alcohol must be available to be used by all individuals getting on board to clean their hands, as well as at piers through which personnel go aboard or have access to tankers.
10. All personnel who have had to go aboard a tanker must change their clothes once they are onshore. Clothes must be immediately washed and personnel must take a shower and clean the equipment used onboard, such as radios, laptops, IPAD, cell phones, etc.
11. Companies must ensure timely availability of reliefs for personnel working at the terminal and contractors onboard of tankers so that exposure is only as strictly necessary in order to comply with established timing, which is to be coordinated with local authorities. The respective permits are to be coordinated with local authorities in the event of any arising mobilization restrictions in our cities. The company must monitor to ensure that reliefs have been quarantined prior to relieving personnel, and that they have been tested against Coronavirus prior to boarding the tanker.
12. Companies must review risks associated with land, sea, river or air transportation of employees traveling to port facilities to look after tankers. Control and mitigation measures must be implemented as necessary.
13. Terminals must review restrictions to be implemented to mitigate or avoid the relief of tanker crews at port facilities. The need for the relief of these individuals onboard must be considered.
14. Companies must lead campaigns at terminals encouraging self-care, cleaning of surfaces, items and equipment, using masks and latex gloves, avoiding direct contact with others and taking precautions at port facilities and tankers.
15. Terminals must have a contingency plan in the event suspicious or confirmation cases of Coronavirus contagion are reported. This plan must take into consideration a medical assessment of each case and isolation and evacuation procedures. Furthermore, define a communication protocol to be followed with applicable authorities.
16. As possible, include thermometers and control protocols at terminal accesses and have the support of physicians specialized in this subject.

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We would like to thank our B Members, companies providing goods and services, for their continuous efforts to have available the supplies and services our terminals need in order to continue with operations, despite of the difficulties this emergency is causing in each of our countries. Maintaining the supply chain, at an international level, is fundamental for the mitigation of adverse impacts that may arise from this situation. For this purpose, we would like to thank you and your companies, your employees and mainly your families who are part of this great effort.

With regard to face-to-face activities at SLOM in 2020, we are reviewing with the Management the possibility of postponing or cancelling some of them, which we will inform you in the near future. So far, we will not hold any face-to-face activity in the months of March, April and May and we will perform any required activities online. We are rescheduling virtual workshops to be carried out during this first semester where we will have many restrictions. We will be happy to let you know our plan for virtual workshops next week. In reference to the XVI Conference to be held in Cartagena in the month of October, we are waiting to see how this world emergency develops in this first semester and we will be contacting you later about the decision we make. To date, the XVI Conference is still scheduled for October in Cartagena de Indias.

We would like to recommend you to take care of yourselves and follow the instructions provided by your Governments and Authorities. God bless you in these moments of difficulty. We are sure that together we will overcome these circumstances.

SLOM Management

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