

Please find attached draft restrictions and other useful information at the main Argentinean Ports, for Jan 13TH, 2017.

**Tdy's max sailing draft from:**

Santa Fe: 8.95 / 29'04'' FW  
Diamante: 9.33 / 30'07'' FW  
San Lorenzo: 10.66 / 34'11'' FW (Except for: see attached berths)  
Rosario: 10.66 / 34'11'' FW  
Villa Constitucion: 10.66 / 34'11'' FW (Except for: see attached berths)  
San Nicolás: 10.66 / 34'11'' FW  
Ramallo: 10.88 / 35'08'' FW  
San Pedro: 8.68 / 28'05'' FW  
Del Guazú: 10.40 / 34'01'' FW  
Ibicuy: 10.40 / 34'01'' FW  
Lima / Las Palmas / Zarate: 10,40 / 34'01'' FW  
Campana: 10,51 / 34'06'' FW (Except for: see attached berths)

**Water Density FW 0.998 gr/cm3**

Necochea: 13.10 / 43'00'' (Except for: see attached berths)

**Water Density BW 1.019 gr/cm3**

Bahia Blanca: 13.72 / 45'00'' (Except for: see attached berths)

**Water Density SW 1.025 gr/cm3**

Fray Bentos: 5.80 / 19'00'' FW  
Nueva Palmira: 8.00 / 26'03'' via Martin Garcia or 10.14 / 33'03''  
FW via Emilio Mitre  
Punta Pereira: 7.60 / 24'11'' FW

**Water Density FW 0.998 gr/cm3**

Montevideo: 10.42 / 34'02'' BW

**Water Density BW 1.015/1.020 gr/cm3**

**Draft forecast and recommendation:**

The max allowed draft at the main upriver Ports is expected in the range of 35'00'' by mid January, in the range of 34'09'' by the end of January, and in the range of 34'06'' by mid February, forecasted basis information from the National Water Institute. Max suggested draft to transit the River Plate is 35'00'' (including bunker supply if any). This in order to minimize the time waiting for suitable tides to cross the critical points in the navigation Escobar / Zona Comun / Recalada PStn (check with us before fixing).

**PARANA RIVER:** Navigation normal.

**EMILIO MITRE CHANNEL:** Navigation normal.

**MARTIN GARCIA CHANNEL:** Navigation normal. Temporary restriction of Max draft 29'00'' fw (subject to ship's beam, see attached)

We'll keep you informed.

Best regards,

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**MAXIMUM ENTRANCE / SAILING DRAFTS ALLOWED BY COASTGUARD:**

	<b>Meters</b>	<b>Feet</b>
<b>SANTA FE PORT:</b>	8,95	29' 04" FW
<b>DIAMANTE PORT:</b>	9,33	30' 07" FW
<b>SAN LORENZO PORT:</b>		
Renova, Dreyfus, Noble, M. Alumbreira, Terminal 6 (South/North)		
Alto Parana & Quebracho:	10,66	34' 11" FW
Mosaic	10,66	34' 11" FW
PASA	9,11	29' 10" FW
Nidera Grains, Nidera Fertz (max LOA 190m), El Transito, Pampa & Dempa:	10,66	34' 11" FW
Chacabuco, PESA, ACA, Akzo Nobel, Vicentin & San Benito:	10,66	34' 11" FW
<b>ROSARIO PORT:</b>		
Unit III, Open Berths & Unit VI & VII:	10,66	34' 11" FW
Villa Gobernador Galvez:	10,66	34' 11" FW
Punta Alvear:	10,66	34' 11" FW
FTS Parana Iron:	10,66	34' 11" FW
Gral. Lagos:	10,66	34' 11" FW
Arroyo Seco:	10,66	34' 11" FW
<b>VILLA CONSTITUCIÓN PORT:</b>		
Acindar:	10,66	34' 11" FW
Elevator:	10,55	34' 07" FW
<b>SAN NICOLAS PORT:</b>		
Puerto Nuevo (South/Center/North)	10,66	34' 11" FW
Elevator:	10,66	34' 11" FW
AES Alicura:	10,66	34' 11" FW
Ing. Buitrago:	10,66	34' 11" FW
<b>RAMALLO PORT:</b>	10,88	35' 08" FW
<b>SAN PEDRO PORT:</b>	8,68	28' 05" FW
<b>DEL GUAZU PORT:</b>	10,40	34' 01" FW
<b>IBICUY:</b>	10,20	33' 05" FW
<b>LIMA:</b>		
Delta Dock:	10,40	34' 01" FW
<b>LAS PALMAS:</b>		
Las Palmas:	10,52	34' 06" FW
<b>ZARATE:</b>	10,52	34' 06" FW
<b>CAMPANA:</b>		
Siderca:	10,15	33' 03" FW
Euroamerica:	10,52	34' 06" FW
Depsa:	9,15	30' 00" FW
Exxon:	10,38	34' 00" FW
Maripasa:	10,52	34' 06" FW
Carbochlor:	10,30	33' 09" FW
Sol Petroleo:	9,76	32' 00" FW
Rhasa:	9,76	32' 00" FW
Tagsa:	10,06	33' 00" FW
<b>BUENOS AIRES</b>		
Terbasa (*)	10,08	33' 00" FW
<b>DOCK SUD</b>		
Shell A' (*)	max LOA 230 UKC 0,45m	9,50 31' 02" FW
Shell A (*)	max LOA 220 UKC 0,45m	9,70 31' 09" FW
Shell B (*)	max LOA 210 UKC 0,45m	9,70 31' 09" FW
YPF C (*)	Double defenses max LOA 150 UKC 0,30m	6,10 x 7,30 20' x 23'11" FW
YPF F (*)	Double defenses max LOA 200 UKC 0,30m	5,50 x 6,50 18' x 21'03" FW
Propaneros Basin (*)	max LOA 200 UKC 0,30m	6,80 22' 03" FW
Site 7 (*)	Single defenses max LOA 200 UKC 0,45m	8,50 x 9,00 27'10" x 29'06" FW
Site 7 (*)	Double defenses max LOA 200 UKC 0,45m	8,40 x 9,40 27'06" x 30'10" FW
<b>LA PLATA</b>		
YPF (*)	7,93	26' 00" FW
Copetro (**)	8,84	29' 00" FW
Siderar Pto Rocca (**)	5,49	18' 00" FW
Berth 18/19	7,02	23' 00" FW
Berth 9	9,15	30' 00" FW
<b>NECOCHEA</b>		
Berth 1 (Open Berth)	13,10	42' 11" BW
Berth 2/3 (ACA Terminal)	13,10	42' 11" BW
Berth 4/5 (Quequen Terminal)	13,10	42' 11" BW
Berth 6	12,20	40' 00" BW
Berth 7/8	12,19	39' 11" BW
Berth 9/10	11,90	39' 00" BW
<b>BAHIA BLANCA (Average Tide 3,80/4,40m)</b>		
UTE / Toepfer (*)	13,72	45' 00" SW
Cargill (*)	13,72	45' 00" SW
TBB Pier 5/6 (*)	13,72	45' 00" SW
TBB Pier 7/8 (*)	10,38	34' 00" SW
TBB Pier 9 (*)	13,72	45' 00" SW
Profertil (*)	13,72	45' 00" SW
Dreyfus (*)	13,72	45' 00" SW
Moreno Pier 2/3 (*)	12,82	42' 00" SW
Galvan Pier 5 (*)	10,67	35' 00" SW
<b>FRAY BENTOS (URUGUAY)</b>	5,80	19' 00" FW
<b>NUEVA PALMIRA &amp; PUNTA DEL ARENAL FTS (URUGUAY)</b>		
By Martin Garcia Channel	8,00	26' 02" FW
By E.Mitre Channel	10,14	33' 03" FW
<b>PUNTA PEREIRA (URUGUAY)</b>	7,60	24' 11" FW
<b>MONTEVIDEO (URUGUAY) (*)</b>	10,42	34' 02" BW

(\*) High tide/Naabsa Clause  
 (\*\*) High tide  
 (\*\*\*) Check with us before fixing

**FORTHCOMING NATIONAL HOLIDAYS:**

MONDAY FEBRUARY 27TH - CARNIVAL  
 TUESDAY FEBRUARY 28TH - CARNIVAL

**ARGENTINA - PARANA RIVER / RIVER PLATE - UNDER KEEL CLEARANCE REGULATION**

PLEASE NOTE THAT COASTGUARD AUTHORITIES INFORMED THAT **AS FROM NOVEMBER 26TH, 2016**, A NEW UNDER KEEL CLEARANCE REGULATION IS TEMPORARILY IN FORCE FOR A PERIOD OF 90 DAYS (UNTIL FEBRUARY 26TH, 2017). DURING THIS PERIOD PROS AND CONS WILL BE ANALYZED, AND A CORRECTION OF THE REGULATION WILL BE DONE OR IT WILL BE DEFINITELY APPLIED.

AS PER DISPOSITION SNAV, NA9 N° 028/20017 (IN FORCE) THE UNDER KEEL CLEARANCE REGULATION IS AS FOLLOWS:

MINIMUM UKC 0,60CMS. ONE CENTIMETER UKC SHALL BE ADDED FOR EACH CENTIMETER OF SHIP DRAFT BEYOND 10.36M (34 FT) UPTO 10.67M (35 FT). FOR DRAFTS OVER 10.67M THE UKC SHALL REMAIN 0,91M.

AS PER TEMPORARY DISPOSITION THE UNDER KEEL CLEARANCE REGULATION IS AS FOLLOWS:

**FROM TIMBUES-SAN MARTIN-SAN LORENZO PORTS (PARANA RIVER) UNTIL KM 57 (ESCOBAR PORT AREA, PARANA DE LAS PALMAS RIVER):**

MINIMUM 0.60CMS. THREE CENTIMETERS (3 CMS) UKC SHALL BE ADDED FOR EACH CENTIMETER OF SHIP DRAFT BEYOND 10.36M (34 FT) UPTO 10.49M (34'05'' FT). FOR DRAFTS EQUAL OR BEYOND 10.50M (34'06'' FT) THE UKC SHALL BE 10% OF SHIP DRAFT.

**FROM KM 57 (ESCOBAR PORT AREA, PARANA DE LAS PALMAS RIVER) UNTIL RECALADA PILOT STATION:**

MINIMUM 0.60CMS. ONE AND A HALF CENTIMETERS (1,5 CMS) UKC SHALL BE ADDED FOR EACH CENTIMETER OF SHIP DRAFT BEYOND 10.36M (34 FT) UPTO 10.67M (35 FT). FOR DRAFTS EQUAL OR BEYOND 10.68M (35' FT) THE UKC SHALL BE 10% OF SHIP DRAFT.

IN BOTH CASES THE THOUSANDTH MUST BE ROUND UP OR DOWN TO HUNDREDTH WHOLE. THAT IS TO SAY IF THE FIGURE ENDS IN FIVE (5) OR GREATER IT MUST BE ROUND UP, AND IF IT ENDS IN FOUR (4) OR LESS IT MUST BE ROUND DOWN.

**RIVER PLATE / EMILIO MITRE / PARANA RIVER:**

A)

**CRITICAL POINTS TO BE CONSIDERED IN THE NAVIGATION FROM SANTA FE TO RECALADA PILOTS STATION:**

**DEPTHS OF THE RIVER PASSAGES FROM SANTA FE TO SAN PEDRO AREA: IS A RESULT OF THE DEPTH AT DATUM + RIVER HEIGHTS.**

*\*RIVER HEIGHTS ARE DAILY INFORMED BY COASTGUARD AT 1000HRS ALONG WITH THE MAX DEPARTURE DRAFTS ALLOWED FROM UPRIVER PORTS.*

EFFECTIVE DEPTH

ON JAN 13TH	RIVER PASSAGE	DENOMINATION	DEPTH AT	DATUM	LOCATION/KM
9,47M	SANTA FE / DIAMANTE	TRAGADERO	5,60M	KM 580,4	
10,13M	DIAMANTE / SAN MARTIN	TACUANI	5,80M	KM 520,9	
10,24M	DIAMANTE / SAN MARTIN	PARANACITO	5,90M	KM 494,4	
10,15M	SAN MARTIN/SAN LORENZO	ABAJO CORRENTOSO	5,80M	KM 475,3	
12,86M	SAN LORENZO / ROSARIO	BELLA VISTA	8,50M	KM 451,1	
13,07M	SAN LORENZO / ROSARIO	EP. BORGHI / BELLA VISTA	8,70M	KM 448,6	
12,85M	ROSARIO	BORGHI	8,70M	KM 431,8	
13,07M	ROSARIO	EP.C.DE LOS MUELLES / BORGHI	9,10M	KM 418,5	
12,55M	ROSARIO	CANAL MUELLES PUERTO ROSARIO	8,60M	KM 416,4	
12,74M	ROSARIO	ALVEAR	8,90M	KM 406,5	
12,75M	ROSARIO / SAN NICOLAS	PARAGUAYO	9,10M	KM 388,0	
12,31M	ROSARIO / SAN NICOLAS	YAGUARON	9,70M	KM 354,3	
11,73M	SAN NICOLAS	TONELEIRO - ISLA NUEVA	9,50M	KM 337,8	
11,97M	SAN NICOLAS	LAS HERMANAS BI	9,30M	KM 322,3	
12,52M	SAN NICOLAS	ARRIBA OBLIGADO	9,97M	KM 310,8	
12,44M	SAN NICOLAS	LOS RATONES	10,06M	KM 294,8	
12,07M	SAN NICOLAS	ABAJO LOS RATONES	9,75M	KM 289,1	
12,60M	SAN PEDRO	EP.BIFURCACION/AB.LOS RATONES	11,20M	KM 276,5	

RIVER HEIGHTS (MTS) ON JAN 13TH:

IGUAZU	15,40
CORRIENTES	4,13
SANTA FE	4,21
DIAMANTE	4,33
SAN MARTIN	4,36
ROSARIO	3,94
VILLA CONSTITUCION	3,44
SAN NICOLAS	3,00
RAMALLO	2,70
SAN PEDRO	2,18

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**DEPTHS OF THE RIVER PASSAGES FROM SAN PEDRO AREA TO RECALADA PSTN: IS A RESULT OF THE DEPTH AT ZERO TIDE + RIVER HEIGHT, AFFECTED BY OCEAN TIDES.**

*\*RIVER HEIGHTS ARE INFORMED BY COASTGUARD EVERY HOUR. TWO HIGH TIDES AND TWO LOW TIDES ARE EXPERIENCED EVERY 24HRS.*

<u>RIVER PASSAGE</u>	<u>DENOMINATION.</u>	<u>DEPTH AT DATUM</u>	<u>LOCATION/KM</u>
ESCOBAR / ZONA COMUN	CANAL ING EMILIO MITRE	10,50M	KM 47,2
ESCOBAR / ZONA COMUN	CANAL ING EMILIO MITRE	10,70M	KM 26,3
ZONA COMUN / RECALADA	PASO BANCO CHICO	10,80M	KM 76,0
ZONA COMUN / RECALADA	CANAL PUNTA INDIO	10,70M	KM 164,6

WITH WINDS FROM N-NW-W TIDES WOULD BE LOWER.  
WITH WINDS FROM S-SE-E TIDES WOULD BE HIGHER.

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**COASTGUARD SAFETY UNDER KEEL CLEARANCE (NOT IN FORCE FOR THE MOMENT) (UKC): 0,60CMS.** ONE CENTIMETER UKC SHALL BE ADDED FOR EACH CENTIMETER OF SHIP DRAFT BEYOND 10.36M (34FEET) UPTO 10.67M (35FEET). FOR DRAFTS BEYOND 10.67M (35FEET) UKC SHALL REMAIN ON 0,91CMS.

**EMILIO MITRE CHANNEL:** MAX ALLOWED LOA 230M.

**RECALADA / MONTEVIDEO PILOT STATION:** OPEN SINCE JAN 10TH 0200HRS LT.

**ZONA COMUN PILOT STATION:** OPEN SINCE JAN 09TH 2240HRS LT.

**MARTIN GARCIA CHANNEL TEMPORARY RESTRICTIONS:**

**SINCE DECEMBER 07<sup>TH</sup>, 2016, THE NAVIGATION IS ALLOWED WITH THE FOLLOWING TEMPORARY DRAFT/LOA/BY BEAM RESTRICTIONS:**

WITH TIDES NOT INFERIOR TO 0,60M

.8,85 M FW (29'00'') UPTO 245 M LOA AND 32,60M BEAM

.8,00 M FW (26'03'') OVER 245 M LOA UPTO 277 M LOA AND UPTO 44,0 M BEAM

**SINCE MAY 24<sup>TH</sup>, 2016, THE NAVIGATION IS ALLOWED WITH THE FOLLOWING TEMPORARY DRAFT/LOA/BY BEAM RESTRICTIONS:**

WITH TIDES NOT INFERIOR TO 0,60M

.8,00 M FW (26'03'') UPTO 200 M LOA

.7,70 M FW (25'03'') OVER 200 M LOA UPTO 230 M LOA AND UPTO 32,6 M BEAM

.7,30 M FW (23'11'') OVER 230 M LOA UPTO 277 M LOA AND UPTO 44,0 M BEAM

**SINCE JANUARY 29<sup>TH</sup>, 2016, THE NAVIGATION IS ALLOWED WITH THE FOLLOWING TEMPORARY DRAFT/BEAM RESTRICTIONS:**

WITH TIDES NOT INFERIOR TO 0,60M

.8,23 M FW (27'00'') UPTO 32,6 M BEAM

.8,00 M FW (26'03'') UPTO 35,0 M BEAM

.7,50 M FW (24'07'') UPTO 44,0 M BEAM

**SINCE NOVEMBER 09<sup>TH</sup>, 2014, THE NAVIGATION WAS ALLOWED WITH THE FOLLOWING TEMPORARY DRAFT/BEAM RESTRICTIONS:**

WITH TIDES NOT INFERIOR TO 0,60M

.8,84 M FW (29'00'') UPTO 32,6 M BEAM

.8,00 M FW (26'03'') UPTO 35,0 M BEAM

.7,50 M FW (24'07'') UPTO 44,0 M BEAM

THE C.A.R.P. (COMISION ADMINISTRADORA DEL RIO DE LA PLATA) CONTINUES WITH THE DREDGING, WIDENING AND DEEPING OF THE CHANNEL. IT IS EXPECTED TO RESTORE THE ORIGINAL CONDITIONS BY MID 2017, AND MAX DRAFT BE BACK TO 9,75 M FW (32'00'') WITH BELOW RESTRICTIONS:

LOA	BEAM	MAX DRAFT/FEET/FRESH WATER
230M TO 245M	MAX 32.6M	32'00''
245M TO 255M	MAX 32.6M	31'00''
245M TO 255M	32.6M TO 35.0M	30'00''
255M TO 266M	35.0M TO 41.0M	29'00''
266M TO 277M	41.0M TO 44.0M	28'00''

## PARANA BRAVO CHANNEL - CRITICAL POINT - NEWS

PLEASE NOTE THAT AFTER NEW SOUNDINGS/BATHIMETRIES COASTGUARD INFORMED THAT THE DEPTH AT CRITICAL POINT KM 144,900 PARANA BRAVO RIVER INCREASED TO 9,80M (32'02'') AT DATUM. BEAR IN MIND THAT THIS INCREASE OF 1 FOOT 8 INCHES IS DUE TO A NATURAL DREDGING. TIME BEING, THERE IS NO CONTRACT/AGREEMENT DONE YET FOR DREDGING AT THE AREA, AND IF DONE IS NOT EXPECTED TO BE SOON BUT WITHIN THE NEXT MONTHS.

AT THIS AREA THE AVERAGE HIGH TIDE AS PER TIDE TABLE IS OF ABT 0,94M FW, THEREFORE THE MAX RECOMMENDED DRAFT TO ARRIVE/DEPART FROM NUEVA PALMIRA PORT (OR TO TRANSIT THIS AREA) IS 10,14M FW (33'03''). OTHERWISE SHIPS CALLING NUEVA PALMIRA PORT WITH DRAFTS UP TO 8,00M (26'03'') CAN NAVIGATE THE MARTIN GARCIA CHANNEL IN/OUT, AS USUAL.

WITH WINDS FROM SOUTH - SOUTH/EAST THE REAL TIDES ARE OVER THE TIDE TABLE VALUES. THE SITUATION IS ANALIZED CASE BY CASE WHILE LOADING IN ORDER TO MAXIMIZE THE INTAKE.

## COMMODITIES EXPORT TAXES:

AS FROM DECEMBER 2015 THE PRESENT GOVERNMENT ELIMINATED THE EXPORT TAXES FOR AGRIPRODUCTS, MEATS AND REGIONAL ECONOMIES, EXCEPT FOR ARGENTINE SOYABEANS WHICH WAS REDUCED FROM 35% TO 30%.

## GARBAGE INSPECTION AND DISPOSAL:

THE UNDERSECRETARIAT OF PORT ACTIVITIES OF THE PROVINCE OF BUENOS AIRES ANNOUNCED ON DECEMBER 11<sup>TH</sup>, 2015, THAT ALL SHIPS CALLING PUBLIC PORTS IN THE PROVINCE OF BUENOS AIRES MUST DISCHARGE THE GARBAGE ASHORE FOR FINAL DISPOSAL, BEING THE COMPULSORY COSTS FOR OWNERS ACCOUNT. THIS AFFECTS THE PORTS OF SAN NICOLAS, LA PLATA, BUENOS AIRES, NECOCHEA AND BAHIA BLANCA. THE COST IS SUBJECT TO THE QUANTITY OF GARBAGE, AVERAGE COST IS ABT USD3000 UPTO 3 CUBIC METERS AND USD1000 EACH ADDITIONAL CUBIC METER.

## SAN LORENZO PORT - FREE PRATIQUE / NEW SANITARY INSPECTION:

SANITARY AUTHORITIES STARTED BOARDING THE VESSELS AT SAN LORENZO PORT (ONLY AT THIS PORT) FOR INSPECTION, VERIFY THE HEALTH CONDITIONS OF THE CREWMEMBERS, AND GRANT THE CORRESPONDING FREE PRATIQUE. THE PROBLEM IS THAT THEY ARE ARRANGING THEIR OWN MOTORBOATS TO BOARD AND AFTERWARDS PASSING THE EXPENSES TO THE AGENCIES, USD2000 FOR THE FIRST VISIT AND USD1000 EACH ADDITIONAL VISIT IF CONSIDER NECESSARY. THE EXPENSES ARE MUCH HIGHER THAN THE USUAL BOAT TRIP TO PORT ANCHORAGE.

## PORTS WHERE TUGBOAT SERVICE IS COMPULSORY:

THE USE OF TUGBOATS IS COMPULSORY AT FOLLOWING PORTS/TERMINAL:

- **SAN LORENZO: EL TRANSITO, NIDERA, PAMPA, DEMPA:** LOA 160, TO 230M ONE TUG TO UNBERTH AND TURN DOWNRIVER. LOA 230M ONWARDS TWO TUGS. ALSO FOR VICENTIN, ACA, AKZO NOBEL, CHACABUCO AND SAN BENITO WHEN THE MANEUVER MUST BE PERFORMED AT THE CENTER MANEUVER AREA.
- **SAN LORENZO: NIDERA FERTILIZER BERTH:** TWO TUGBOATS TO UNBERTH AND TURN DOWNRIVER FOR ALL SHIPS.
- **SAN LORENZO: FM MARCH 01<sup>ST</sup>, 2015:** ONE TUG TO UNBERTH AND TURN DOWNRIVER FOR SHIPS WITH: LEFT HAND FIXED BLADE PROPELLER OR RIGHT HAND VARIABLE PITCH PROPELLER (CPP). EXCEPT FOR SHIPS WITH WORKING BOW THRUSTER.
- **VILLA CONSTITUCION: GRAIN ELEVATOR:** ONE TUG TO BERTH/UNBERTH. LOA 180M, OR OVER, TWO TUGS PER MANEUVER.
- **SAN NICOLAS: NEW PORT, ELEVATOR, AES ALICURA: PILOTS SUGGEST:** ONE TUG TO BERTH/UNBERTH FOR LOA 200M, OR OVER, AND/OR DRAFT OVER 9.0M.
- **DEL GUAZU:** LOA OVER 160M ONE TUG TO UNBERTH.

- **CAMPANA:** LOA OVER 157M ONE TUG TO UNBERTH AND TURN DOWNRIVER.UNLESS FIRST TWO HOURS NAVIGATION IS DONE UPRIVER TO TURN AT KM 120.
- **BUENOS AIRES**
- **DOCK SUD**
- **LA PLATA**
- **NECOCHEA**
- **BAHIA BLANCA**

**MARITIME LABOUR CONVENTION (MLC) :**

FM MAY 28<sup>TH</sup>, 2015, WHEN PORT STATE BOARD FOR A RANDOM INSPECTION WILL ALSO CHECK THE ACTUAL LABOUR CONDITIONS OF THE CREW IN COMPLIANCE WITH THE INTERNATIONAL CONVENTION. MAINLY ACCOMODATION, HOURS OF WORK AND REST, HEALTH ACCIDENT PREVENTION, MANNING LEVELS, NON-PAYMENT OF WAGES, FOOD AND CATERING. LOSS PREVENTION ARTICLES FROM P&I ARE AVAILABLE.

**DRAFT SURVEY BY ARGENTINE CUSTOMS AUTHORITIES:**

CUSTOMS HOUSE PERFORM DRAFT SURVEYS IN MOST OPERATIONS TO DETERMINE THE QUANTITIES OF CARGOES EXPORTED OR IMPORTED. CAUSING DELAYS. THE OFFICIAL QUANTITIES (BS/L) ARE DETERMINED BY SHORE SCALE AT THE PORTS. WHEN THE DIFFERENCE BETWEEN DRAFT SURVEY AND SHORE SCALE IS LESS THAN 0.6 PERCENT SHIPPERS HAVE THE OPTION TO STATE IN THE MATE RECEIPTS THE DRAFT SURVEY OR SHORE SCALE FIGURES. WHEN THE DIFFERENCE IS MORE THAN 0.6 PERCENT THE QUANTITIES ARE DETERMINED BY DRAFT SURVEY FIGURES, UNLESS OTHERWISE INSTRUCTED BY CUSTOMS.