



Rules for operations of the Port of Lázaro Cárdenas

Rules for Operations of the Port of Lázaro Cárdenas March 2011





IMPORTANTE

“El presente es la traducción al idioma inglés de las Reglas de Operación del puerto industrial y comercial de Lázaro Cárdenas Michoacán, documento legal emitido en idioma español por la Administración Portuaria Integral de Lázaro Cárdenas y autorizado por la Coordinación General de Puertos y Marina Mercante y se presenta exclusivamente para la mejor comprensión de los usuarios extranjeros, por lo que cualquier aclaración y resolución sobre la aplicación de las precitadas reglas se tomará de base el documento original autorizado en idioma Español”.

IMPORTANT

“This is the English translation of the Rules of Operation of industrial and commercial port of Lázaro Cárdenas, Michoacán, legal document issued in Spanish by the Port Authority of Lázaro Cárdenas and authorized by the General Coordination of Ports and Merchant Marine and is presented solely for better understanding of foreign users, so any clarification and resolution on the implementation of the aforementioned Rules will be taken based on the original document authorized in Spanish language. ”



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RULES FOR OPERATIONS OF THE PORT OF LAZARO CÁRDENAS, MICH.

CHAPTER I

GENERAL PROVISIONS

RULE 1.- PURPOSE AND LEGAL BASIS OF THE RULES.

These rules are intended to regulate the management, operation, construction, development, operation and exploitation of works and the provision of port services, which take place in the Port, under the terms of Articles 40, Section VII of the Ports Act, 81 and 82 of its own rules. They are mandatory for the management, operations, service providers and port users, likewise under national law and international law that applies to the ports, most notably these include:

Ports Act and its Regulations.

Law of Navigation and Maritime Commerce, Regulation of the Law of Navigation

General Law of Ecological Balance and Environmental Protection and its Regulations.

Federal Labor Law.

Federal Safety and Health and Working Environment.

Customs Law and its Regulations.

General Health Law.

Animal Health Act.

Plant Protection Act.

General Population Act and its Regulations.

Regulations for the Transport of Hazardous Materials and Waste.

Internal Regulations of the Ministry of Communications and Transport.

International Maritime Code for Dangerous Goods

International Conventions on Occupational Safety and Health at Work in ports.

International Convention for the Prevention of Pollution from Ships, 1973 and its 1978 Protocol.

Mexican Official Standard Norms



International Code for the Security of Ships and Port Facilities.

RULE 2.- DEFINITION OF TERMS.

For purposes of these Rules, the terms understanding are:

LAW

Ports Law Act

REGULATION

The Regulations of the Port Law

RULES

The rules of operation of the port of Lázaro Cárdenas, Michoacán

ANNEXES - (ANNEXES OF THE RULES OF OPERATION):

The graphic documents, supplementary, descriptive and /or for consultation, consisting of drawings, diagrams, graphs, procedures, regulations, catalogs, charts, tables and programs, that without being included in the body of the Rules, form an integral part of the same and provide detailed or explanatory information on specific topics.

SECRETARIAT:

The Ministry of Communications and Transport.

ADMINISTRATION

Port Authority of Lázaro Cárdenas S A de CV (APILAC)

COMMITTEE

The Operations Committee of the Port of Lázaro Cárdenas, Michoacán.

PROGRAMMING MEETING BOARD

The weekly meeting scheduling arrival and berthing of ships in the Port of Lázaro Cárdenas, Michoacán.

CONCESSION

Official document given to the APILAC by the Federal Government through the Ministry of Communications and Transport, to manage a comprehensive manner,



the port area of the Port of Lázaro Cárdenas on May 6, 1994 and published in the Official Journal of the Federation on September 12, 1994, which has an initial term of 50 years.

PORT

The port of Lázaro Cárdenas, Michoacán, understood as the place of the shore or bank authorized by the Federal Executive for high seas traffic and cabotage, by order published in the Official Journal of the Federation on May 31, 1974, for the reception, shelter and care of vessels, integrated by the Port precinct and, where appropriate, the development zone, as well as accesses and common areas for internal navigation and associated to their performance, with services, terminals and facilities, public and private, for the transfer of goods and transfer of people between the different modes of transport that links.

PORT PRECINCT

The federal maritime port defined and determined by the Ministry of Communications and Transport, the Ministry of the Navy, by the Ministry of Environment and Natural Resources and the Ministry of Social Development in ports, including the areas of water and public domain land for setting up terminals and port facilities, marinas and the provision of port and related services, including external works, outer harbor, basin docks, berths, storage areas, switchyards, docks and shipyards, to purposes of these Rules shall be construed as the Port of Lázaro Cárdenas Michoacán, based on the agreement published in the Official Journal of the Federation on January 17, 1994. ANNEXI-A

HARBOR MASTER

The Port Captain Lázaro Cárdenas, Michoacán

CUSTOMS AUTHORITY

The General Administration of Customs and the Federal Tax Audit Administration, both from the Tax Administration Service, responsible for monitoring and controlling the passage of goods through customs, coastlines, borders and airports in Mexico, for purposes of collection of contributions to foreign trade control regulations and restrictions, without prejudice to any other functions entrusted by law. In all cases where reference is made to the Customs in these Rules shall mean the Maritime Customs Port of Lázaro Cárdenas, Michoacán.



BONDED WAREHOUSE

The area where individuals who have received authorization from the Ministry of Finance and Public Credit, through the Tax Administration Service, provide the service of handling, storage and custody of foreign trade goods, in terms of the provisions in the Customs Law.

FISCAL ROUTE

Highway Route designated by the customs authorities for transit transport vehicles introduced or removed federal foreign trade goods nationwide.

MIGRATION- MIGRATORY AUTHORITIES

National Migration Institute.- In the Ports, refers to the decentralized technical body under the Ministry of the Interior that aims to control and monitor immigration services, and implement legislation, regulations and existing immigration policies.

INTERNATIONAL HEALTH

Health Agency in charge of international compliance with the general guidelines and standards for epidemiological surveillance, prevention and control, units of sanitary jurisdictions of ports, airports and international borders

SECRETARY OF THE NAVY (SEMAR)

In the Ports, is the agency responsible for ensuring the safety and security of the communication routes navigable within the framework of existing legislation and to implement and monitor the extent of their competence, compliance with international agreements signed by Mexico

MANEUVER COMPANY

Company authorized by the SCT to provide maneuver services within the Port, and that has signed the relevant contract with the APILAC.

OPERATORS

Port Service Provider responsible for the operation in a terminal or port facility.

SERVICE PROVIDERS:

A person or company that has contract with the APILAC, authorizing it to provide in the port precinct of port services and / or related set forth in the Act and Regulations.



PARTICULAR TERMINAL

It is a terminal that has exclusive use of their docks.

INSTALLATION / FACILITY

Unit established within or outside the port, consisting of works, installations and areas that allow full realization of port activity to which it is intended.

USERS:

The natural or legal persons for whom it provides port services, customs and / or sea.

CONCESSIONER

Moral person on whose behalf the Secretariat granted a concession for the use, development and exploitation of the public domain of the Federation.

CESSIONER

A person or company that has concluded a contract of partial ceding of rights and obligations with APILAC for occupation and exploitation of an area within the port.

COMPANY CONTRACTOR - CONTRACTOR (S)

A person or company hired by the APILAC or Cessionary of the Port that introduces to the Port personnel to perform construction, remodeling, repair or infrastructure in general areas within the port or terminals or port facilities.

PORT FACILITY

The works of infrastructure, superstructure and buildings built in the port or out of it, for the care of ships, for the provision of port services.

TERMINAL

The unit established in the Port or outside, consisting of works, installations and surfaces, including water area, which allows full realization of the port operation to which it applies.

ISPS CODE

International Code for the Protection of ships and port facilities (ISPS Code: International Ship and Port Facility Security Code). (PBIP in Spanish)



VTs

Vessel Traffic Service

Unified Care Center for maritime and port incidents aimed at assess the effectiveness of the implementation of security plans at all levels.

IMO

International Maritime Organization It focuses on improving the safety of shipping engaged in international trade and to prevent marine pollution caused by the ships.

UN

United Nations Organization

NOM

Mexican Official Standard .- The technical regulation issued mandatory enforcement by the competent agencies in accordance with the purposes established in Article 40 of the Federal Law on Metrology and Standardization.

PMD

Master Plan for Port Development .- Is the project drafted by the APILAC and authorizes the Secretariat based on the policies and programs for the national port development, which establishes the uses, destination and mode of operation of the different areas of the Port, where will contain the necessary measures to ensure the efficient operation of port, investment, its future development, and connection with general transport systems, in all cases where reference is made to the Master Program in these Rules, the term the PMD is in effect.

OPIP

Protection Officer for Port Facility

SYSTEM

Electronic System for Data Interchange For matters not provided in this paragraph shall apply the provisions of NOM-002-SCT4-2003, Port Maritime Terminology, published in the Official Journal of the Federation on February 9, 2004.



RULE 3.- APLICATION AREAS.

I. - PORT LIMITS.- What defines and determines a polygon envelope which begins in the Imaginary side that connects the two hills outside of the jetties, vertices that have the following position ANNEX IC.

i. Breakwater East .- North Latitude $17^{\circ} 55' 33.01''$ - 102° West longitude $09' 45.51''$.

ii. West Breakwater .- Latitude $17^{\circ} 55' 19.80''$ - West longitude $102^{\circ} 09' 49.48''$.

1. Far North West. Starts at the end of the Lázaro Cárdenas Avenue, to the East in a broken line adjacent to the land occupied by the Naval Zone XVI of the Navy Department to then continue South on the SW limit of the navigation channel of the Naval Base, to cross the right arm or channel Balsas River northwesterly direction east to Cayacal Island, where the southern boundary adjacent to the Naval Machinery School the Navy Department, following NE direction to the apex which is formed by the access road to the Grain Terminal, called Peripheral road, continue north on boundary with the eastern edge of the Naval Base a small break to the east to retake the north and continue along the eastern edge of the access road to the Naval Base to the northern boundary of the traffic roundabout located on distribution of access to the Port called Cayacal 1, compared to school facilities of the Center Sea Technology Education (CETMAR).

2. Northern Far East. It's that way with the roundabout above the southern edge of the field facilities and the company Trefilados, S A de C. V. continuing east to the right of way of rail access to the Grain Terminal and Oils Handling continues northward parallel with the west side of this right of way to the limit of Trefilados Company, S A de CV, continuing in a broken line bordering lands of Small and Medium Industry, to the apex formed by the stretch of highway that goes from the city of Lázaro Cárdenas to the City of Morelia.

NE direction and parallel to the highway, come to the junction of this with access to the Port called Cayacal 2, bordering always the polygon three acquired by the Administration, continues parallel to the highway crossing the railway access to the Port edge of the protection board of the National Water Commission in the right margin of the left arm of the Rio Balsas.

From Far North East, following the SE board bordering the protection of the National Water Commission, the Ecological Cord 1.2 and 3 estates acquired by the Administration, to converge to the Peripheral Road and high power lines of Federal Commission of Electricity leading to the companies PEMEX and HNOS, which runs east to the right bank of the left arm of the Rio Balsas

3. Far South West. It begins with Erendira beach land adjacent to and follows the SE direction straight to the nose of the pier Burras, continues to the east by a break opposite the access to facilities of Fertinal Group, Inc. de CV, to continue to the outer edge of the Breakwater west across the access channel to the outer limit



of the Breakwater East and broken line reaches the right side of the mouth of the Rio Balsas.

4. Far East north to South. It is limited to the right bank of the Rio Balsas left arm, continuing the boundary in the direction parallel to the SE board protection and adjacent to the right of way of the pylons of the Federal Electricity Commission later changed its route east to cross the canal right of the left arm to cover Shelter Island Bridge which uproots the coal conveyor belt of Thermoelectric Power Plant Plutarco Elias Calles, route changes again and again the South changes the course west, crossing the right channel of the left arm to the right bank, and to continue on to the mouth of the Balsas River in the Pacific Ocean.

5. Far West of North to South. It is bordered by the broken section of land adjacent to the SICARTSA steel complex, ranging from Lazaro Cárdenas Avenue, to the beach front in the reclaimed land in Middle Island, continues to the NW of the land abutting Steel complex itself up close to the boundary adjacent to Lots of Erendira Beach.

II. PILOTING LIMITS .- It is by the sea, the semicircle of a mile in diameter whose center is at the intersection of the shaft extension of the access channel and perpendicular to the outer end of the axis of the West Breakwater, inside the, on the right arm to the Balsas River up to La Villita and in the Industrial, the North Basin Dock, East and Commercial, and channels that connect to the Master Basin Dock or Ciaboga Basin Dock (ANNEX 1-C)

III. ANCHORAGE AREA .- For maneuvers, embarkation and disembarkation of pilots. It is located to the SW, in the coordinates

IV. North Latitude	V. West Longitude
VI. 17°54'10.142"	VII. 102°13'03.283"
VIII. 17°54'10.243"	IX. 102°09'55.13"
X. 17°52'52.118"	XI. 102°09'55.098"
XII. 17°52'52.098"	XIII. 102°13'03.263"

IV. PORT MARITIME AREA .- This consists of six channels and two basin docks as follows:

Main channel or access channel which has as limits the breakwater NE East, the area for Terminal Gas, Coal Terminal and the land of PEMEX.; To the SW is adjacent to the breakwater west, the sinus of the same within the pier and land territory of Group Fertinal SA de CV, To SE goes directly into the Pacific Ocean and connects to the Main Basin dock for Ciaboga.

South West Channel limited to southwest by the docks of metals and minerals terminal, to SE with the docks adjacent to the Multipurpose I, II, Containers and



Fertilizers Terminals, to the SW is adjacent to the passage of Burras, and connects to NE with the Main Basin Dock for Ciaboga.

Commercial Channel is limited by the docks of the Grain Terminal and the land for the Terminal Roll-on Roll-off, to SE is adjacent to the terminal fields of fluid and PEMEX, it is communicated to NE with the Commercial Basin Dock and to SW is communicated to the Basin Dock for Ciaboga.

East Channel bordered on the north east to the industrial port reserve areas and / or commercial waterfronts in Cayacal Island on the south by the lands of the fluid Terminal PEMEX and land for future port terminal with water front found north of the coal Patios of CFE, on the east adjacent to the land destined to the construction of the East dock basin and the future coal Terminal 2 of the CFE and to S-W is connected to the commercial dock basin.

Northern Channel bounded on the north land for the future expansion of the channel and basin dock north, east and west with the area designated for future installation of terminals and the south by the Commercial Dock Basin.

Northwest Channel to North borders the Naval Base facilities at South Main Basin Dock for Ciaboga and to the SE and NW, by lands of the reservation industrial port and / or commercial with waterfront to SW with the metals and minerals terminal and the Customs inspection area of the Middle Island.

Basin dock for ciaboga (Main) It is connected to the NE to Commercial Channel which communicates with the Commercial Basin dock, on the NW channel is linked to the northwest on the right arm of the Rio Balsas, on the SW receives the Southwest Canal and the SE is connected with the main channel or access.

Basin dock (commercial) by the SW receives the commercial channel, the land abuts NW with the land reserved for Terminal Roll-on Roll-off, to the East by the East Channel and to the north of the North Channel to NE with land destined for the Water front Reserve of Industrial or Commercial Port; and to South the limit is the PEMEX fluids Terminal.

V. AREAS FOR PORT OPERATIONS.-

They comprise the terminal facilities of: Fertilizers, Container Terminal. The Multipurpose Terminal I, The Multipurpose Terminal II, the Metals and Minerals Terminal, Grain Terminal, Terminal for Fluids, The Reception and Handling Coal Terminal, the terminal for handling oils and La Mega Terminal for Containers, including the areas of loading / unloading, storage, roads, entrances and common utilization areas.



RULE 4.- AMENDMENTS TO THE RULES OF OPERATION.

The Rules of Operation of the Port are dynamic and therefore subject to two types of modifications, subject to review and approval by the Secretariat:

I. Transient. When for reasons of job enlargement or repair in the port would have to be changed certain methods of operation or functioning, In such cases, the Directors will propose to the Committee the changes that could take place, which will be recorded in the minutes of the meetings indicating duration, and reporting about when the works that caused the change will have disappeared. Once the amendment has been approved, the Administration will inform about changes to operators, service providers, licensors and users involved.

II. Permanent. When incorporating a new type of service, the startup of new terminals and facilities, or any other work of general use, permanently change the operating system of the Port.

Based on the technical reports of the Operator or Service Provider Licensee containing a detailed description of the new services and applications, consistent in terms of using their own areas or common type, the Administration shall submit to the changes that it considers required in the operating system port, and the date of entry into force of these changes and actions needed to implement them.

Any permanent changes must be notified as a proposed amendment to the Committee's view through the Administration, which must issue its views thereon

within a maximum period thirty calendar days from the date it had received, once approved by the Committee, the Administration included in the draft rules of operation the recommendations which it received from members of the Committee as it considers appropriate, the project will be submitted to the Secretariat for approval.

Regardless of the occurrence of any of the two circumstances described, the Administration may make a general revision of regulations on an annual basis

during the last quarter of each year to submit to the Committee any modifications or accessions that could take place for subsequent authorization from the Secretariat, to be approved are incorporated into the Annual Operational Program.



CHAPTER II HOURS OF OPERATION

RULE 5.- PORT OPERATING HOURS

The Port will schedule for arrival, departure and attention to ships the 24 hours, every day of the year, except for the LNG tankers will have to enter or leave the port in daylight.

For safety to navigation, the port is closed when in the opinion of the Harbormaster determines that the internal navigation as well as the prevailing weather conditions maneuvers represent a hazard to navigation.

Except as provided in the Law of Navigation and Maritime Commerce, which provides that the maritime authority by accident or force majeure, or when there are reasons of national security or public interest, may at any time, temporary or permanent, partial or totally closed to navigation, certain ports in order to preserve the integrity and security of people on ships and goods in general, also applies with regard to weather or severe hydro meteorological established the Captaincy regarding the closing and opening the port, or to maintain the level of protection as required by the ISPS Code, either for one or more port facilities or for the entire Port

Port services and other services are generally provided within 24 hours, every day of the year in terms of these rules

RULE 6 .- WORKING TIME IN PORT ADMINISTRATION.

The Port Authority will have office hours from Monday to Friday 9:00 to 15:00 hours and 16:30 to 18:30, Saturdays and holidays from 9:00 to 13:00. To address operational issues 24 hours a day, 365 days a year.

RULE 7 .- AUTHORITIES SCHEDULE.

The schedules of the authorities will be established according to the requirements of the port, taking the necessary measures to ensure continuous operation 24 hours a day, subject to the regulations and internal organization of each of the agencies, most notably these include:

Harbor Master Captain .- The backup will be staffed 24 hours a federal maritime day and its administrative office hours will be Monday through Friday from 08:30 to 14:30 and from 16 to 18:00 hours. Saturdays, Sundays and holidays from 09:00 to 13:00, authorization only for arrivals and dispatches.



- ii. Customs. - The schedules and times for customs clearance of goods shall be:
 - a. Monday to Friday from 09:00 to 18:00 and Saturday from 10:00 to 14:00 hours, for the modulation and clearance of goods for foreign trade all kinds of regime.
 - b. Monday to Friday from 09:00 to 16:00, for receiving mailbox applications to the Customs formalities and 18:00 hours for the delivery thereof.
 - c. For modulation and clearance of goods at different times to those listed above, brokers must apply for extraordinary service, under the existing provisions

RULE 8 .- TIME FOR PORT SERVICES PROVISION

All service providers that have contract with the Administration, have an obligation and commitment to maintain the availability of care 24 hours a day every day of the year to avoid prolonging the stay of the vessels.

In particular the schedule for the clearance of goods shall be determined by the customs authorities without prejudice to the port operations in accordance with the requirements of evicton flow of goods, these will be reported to the operating committee for analysis.

The Port will pay port and related services according to the following classification:

I. Services for ships engaged in domestic navigation operations such as pilotage, towing, and launch services are services to be provided at anchor, navigation channels, docks and piers. Tie ends of these services are provided to perform any boat docking and undocking at the docks. (Annex I-I)

II. General services to ships, such as provisioning, procurement, supply of drinking water, fuel, garbage collection and incineration of solid waste and repair or afloat. Services provided to any vessel docked at the port terminals and if necessary to moored boats. (Annex II)

III Maneuver services for the transfer of goods, such as loading, unloading, lightering, are services that are provided at the terminal assignments docks, warehousing, storage, consolidation, consolidation des, labeling, re packing, hauling within the Port and other services

provided by the Administration through contract of partial transfer of rights and services, as in the yards and warehouses and terminal assignments at the facility for phyto-sanitary Inspection Company operates UTTSA (Annex II).

IV. Support for navigation through the Vessel Traffic Service operated by the Maritime Administration.

All the service providers, whether public or private agencies that have contract with the Administration, are required to maintain the availability of attention to ships within 24 hours of every day of the year.

CHAPTER III

AREAS AND FACILITIES OF THE PORT

RULE 9 .- AREAS, TERMINALS AND FACILITIES.

The areas, terminals and facilities within the port shall be governed by the uses, destinations and modes of operation established in Port Development Master Program authorized by the Secretariat.

Regarding to areas of the Port assigned under contract to different companies in the port are as indicated below:

No	Company	Object	Area M2
1	Infraestructura Portuaria del Golfo, S.A. de C.V.	Specialized Port Terminal for exports and imports of grains in bulk	127,149.78
2	Promotor Inmobiliaria del Balsas, S.A. de C.V.	Specialized Port Terminal for exports and imports of general cargo..	26,656.20
3	Mittal Steel Portuarios, S.A. de C.V.	Specialized Port Terminal for exports and imports of general cargo.	36,233.00
4	Grupo Fertinal SADCOR de Occidente. S.A. de C.V.	Specialized Port Terminal for exports and imports of chemical products in bulk	63,819.34
5	Comisión Federal de Electricidad	Erection, exploitation and operation of one port terminal to receive (imports) and handling of coal and ashes	1,256,459.48
6	Corporación del Balsas, S.A. de C.V.	Exploitation and operation of one specialized port cargo terminal for handling, storage and distribution of products and input of Mittal Steel complex .	60,328.00
7	Corporación del Balsas, S.A. de C.V.	Erect and operate one port terminal.	15,337.50
8	PEMEX Refinación	Exploit and use areas within the specialized terminal, of particular use, for loading, unloading and handling of petroleum and its derivatives.	86,166.44
9	Aarhus United México, S.A. de C.V.	Run a specialized port facility for the establishment, use, development, operation and use of a warehouse, used publicly for the handling of vegetal oils and animal fat, edibles	51,852.80

10	L.C. Terminal Portuaria de Contenedores, S.A. de C.V.	Use, develop and exploit the existing container terminal and to construct, use and develop a new container terminal.	154,120.645
11	Garbage Services, S.A. de C.V.	Installation, use, development, operation and use of an ecologic crematorium oven, for public use, for organic and inorganic waste.	800.00
12	UTTSA, S.A. de C.V.	Use, development, operation and exploitation of a checkpoint for animal and plant health inspection for imports and exports of products and by-products vegetable and animal.	6,000
13	Gen Manejos Integrales. S.A. de C.V.	Specialized facility for ship dismantling	
14	Terminales Portuarias del pacifico	Erection ,operation and exploitation of an specialized Port Terminal for handling of minerals in bulk	

SERVICE PROVIDERS

No.	COMPANY	OBJECT
1	Admón. Marítima y Terrestre del Pacifico, S.A. de C.V.	Maneuvers
2	Amports de México, S.A. de C.V.	Specialized maneuvers for cars and rolling equipment.
3	Amports de México, S.A. de C.V.	Maneuvers with cars in grain terminal.
4	Braniff Transport, S.A. de C.V.	Maneuvers.
5	Bunker's de México, S.A. de C.V.	Fuel and lubricants Supply
6	Calopus, S.A. de C.V.	Lighterage
7	Canalizaciones y Accesos Profesionales, S.A. de C.V.	Communications.
8	Castrol México, S.A. de C.V.	Lubricants supply
9	Comercializadora The Brothers, S.A. de C.V.	Supplies
10	Comercializadora The Brothers, S.A. de C.V.	Repair of Ships afloat.
11	Corporativo Interportuario, S.A. de C.V.	Maneuvers
12	Corporación del Balsas, S.A. de C.V.	Repair of ships afloat
13	Farias Peñaloza Martin	Lighterage
14	Garbage Service, S.A. de C.V.	Port service for garbage re collection



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15	Garbage Service, S.A. de C.V.	Waste water Re-collection and disposal.
16	Grupo Hércules Marine Services, S.A. de C.V.	Supplies and Provisions
17	Grupo Hércules Marine Services, S.A. de C.V.	Repair of ships afloat.
18	Kalule Maritime Service, S.A. de C.V.	Supplies
19	Lopez Santana Ma. Concepción.	Supplies and provisions
20	Manejo y Gestión de Residuos, S.A. de C.V.	Waste water and garbage Re-collection and disposal.
21	Maniobras y Servicios Iselac, S.A. de C.V.	Maneuvers.
22	Mendoza Ramos José Ramón, Cap.	Lighterage.
23	Mexmarine Service, S.A. de C.V.	Maneuvers
24	Navalmex Combustibles, S.A. de C.V.	Fuel and lubricants Supply.
25	Operaciones Portuarias de Michoacán, S.A. de C.V.	Maneuvers
26	Operaciones y Maniobras, S.A. de C.V.	Maneuvers
27	Operadora Portuaria del Pacifico, S.A. de C.V.	Maneuvers
28	Poseidon Ship's Suppliers, S.A. de C.V.	Supplies
29	Poseidon Ship's Suppliers, S.A. de C.V.	Repair of ships afloat.
30	Purificadora de Agua Erendira, S.A. de C.V.	Drinkable water supply.
31	Purificadora de Agua Las Truchas, S.A. de C.V.	Drinkable water supply
32	Saam remolques, S.A. de C.V.	Tugging services
33	Servicios de manejo de Embarcaciones Latinoamericana, S.A. de C.V.	Maneuvers
34	Serviship, S.A. de C.V.	Supplies
35	Tratamiento Ecológico de Residuos, S.A. de C.V.	Waste water and garbage Re-collection and disposal.



Facilities dedicated for towing and lighterage equipment in service;

The tug boats will remain docked when there is not maneuver in public terminals, provided they do not have a vessel in operation, while the tow company asks for a specific area for docking.

Concerning the lighterage, they will remain anchored in the right arm of Rio just in front of the facilities of the Port Authority.

A.- AUTHORITIES ESTABLISHED INSIDE PORT PRECINCT.

Customs Offices in the port of Lázaro Cárdenas .- Facility located at the north end of the concessioned areas in front of the north breakwater in the port area where the administrative building of Customs and its operational areas, booths, gamma rays equipment, Fiscal Inspection Unit of Customs, and the inspection survey zones of Customs.

a) International Health Authority - Health Jurisdiction No. 8. Health Ministry SANIDAD INTERNACIONAL - JURISDICCION SANITARIA No. 8, SSA	
Address	20 de Noviembre No. 310. Centro. C.P. 60960, Lázaro Cárdenas, Mich.
Phone	753-5372785, 753-5322642, 753-5372785, 753-5322642
Email	jf8_informatica@salud.gob.mx
b) Agriculture Authority SAGARPA.- Comisión Nacional Agropecuaria Servicio Nacional de Sanidad, Inocuidad y Calidad Agroalimenticia (SENASICA).	
Address	Pról. Av. Lázaro Cárdenas Col. Centro, Port Precinct in front of Metal & Mineral Terminal.
Phone	753-5370930, 753-72985
Fax	753-5370930
Email	oislazaro@yahoo.com.mx
c) Migration INM.- instituto Nacional de Migración	
Address:	Rio Cutzamala No. 5 Interior 2, Primer Sector de Fideicomiso, C.P. 60950, Lázaro Cárdenas, Mich.
Phone	753-53 76669
Email	mnsllc@inami.gob.mx ibarca@nami.gob.mx
d) Headquarter X Zone Navy X Zona Naval Militar SEMAR	



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Address	Port Precinct Cayacal Island.
Phone	753-5320060
Fax	753-5320060
e) Harbor Master Capitanía de Puerto SCT	
Address	Pról. Av. Lázaro Cárdenas, Mich.
Phone	753-5320199, 753-5373417, 753-5373714
Fax	753-5321663, 753-5320185 (24 hrs.) 753-5320197
Email	icarmor@sct.gob.mx
f) Customs	
Address	Pról. Av. Lázaro Cárdenas No. 1
Phone	753-5333201, 753-5333205, 753-5333203
Fax	753-5333203
Email	jose.turrubiates@sat.gob.mx brenda.agapito@sat.gob.mx
g) Sub-Administration of Surveillance and Control	
Address	Caseta de acceso al Recinto Portuario
Phone	753-5333200, ext. 63930 y 63936
h) Headquarter X Zone Navy (Inspection of Naval Command) X Zona Naval Militar (Inspección del Mando Naval)	
Address	Port Precinct Cayacal Island. C.P. 60950, Lázaro Cárdenas, Mich.
Phone	753-5323352
i) 82nd Infantry Battalion of Mexican Army. National Defense Ministry	
Address	Conocido 82 Batallón, C.P. 60950 Lázaro Cárdenas, Mich.
Phone	753-5322444
j) Mexican Army, Military Garrison Guarnición Militar del Ejército Mexicano, SEDENA	
Address	Conocido 82 Batallón, C.P. 60950 Lázaro Cárdenas, Mich.
Phone	753-5371151
Fax	753-5371151



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k) Operations Office of Federal Investigations Bureau. Base for maritime interception.	
Address	Río Tepalcatepec No. 36, Primer Sector Fideicomiso, C.P. 60950, Lázaro Cárdenas, Mich.
Phone	753-5323921
Fax	753-5323921
Email	bimlcmich@hotmail.com
l) Environmental Protection Authority Procuraduría Federal de Protección al Ambiente	
Address	Pról. Av. Lázaro Cárdenas s/n, Col. Centro, Interior Recinto Portuario, Frente a la Terminal de Metales y Minerales.
Phone	753-5370930, 753-5323165, 753-5370930, 753-5322521
Email	emavi185@hotmail.com
B. Area of Emergency Safety Services	
a) General Hospital	753-5320823
b) Red Cross - Cruz Roja	753- 5320575, 065,
c) Social Security Mexican Institute	753-5320900
d) Health Jurisdiction. Health Ministry	753-5322642
e) Firefighting Units	753-5331010 (MITTAL)
	753-5330730 ext. 208 (API)
f) Municipal Police	753-5322030
g) Federal Preventive Police	753-5321688
h) Electricity Federal Commission	753-5372403, 071
i) Transit Delegation	753-5320743
j) Harbor Master - Capitanía de Puerto	753-5320199
k) Federal Consumer's Attorney	753-5323192



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l) Foreign Affairs Delegation	753-5372281 ext. 112
m) Agriculture Ministry Delegation	753-5310559

STORAGE AREAS

Storage areas under APILAC administration, are those listed below, which are indicated in the plan that is added in APPENDIX II, entitled " Concessioned areas and of storage of the port precinct." Storage areas for vehicles and / or other type of cargo if needed, under APILAC administrations are as follows.

Storage Area	Capacity (No. de vehicles)
MIDDLE ISLAND	
Yard A	1,425
Yard B	550
Yard C	525
Yard D	1,525
Yard E	800
Yard F	1,650
CAYACAL ISLAND	
Cayacal Yards	6,000

The uses, destinations and modes of operation of the port of Lázaro Cárdenas, are listed in the plane that is added as **ANNEX I-B**, which corresponds to the Port Development Master Program in place and is an integral part of these rules.

Facilities dedicated for towing and lighterage equipment in service;

The tug boats will remain docked when there is not maneuver in public terminals, provided they do not have a vessel in operation, while the tow company asks for a specific area for docking.

Concerning the lighterage, they will remain anchored in the right arm of Rio just in front of the facilities of the Port Authority.



D) Common areas

Common areas	Annex
Precinct Railways	ANNEX I-E Railway map of the Port of Lázaro Cárdenas
Roads of the port	ANNEX I-F Highways and roads map of the port of Lázaro Cárdenas
Docks Basins, Channel and anchorage area	ANNEX I-C Map of Piloting Boundary of the port of Lázaro Cárdenas

Modes of operation in common areas:

A) Roads in the port precinct

For use of the roads of common use, is prohibited to park vehicles on the sides of roads, that obstruct partial or totally the traffic flow.

When working within the common areas of the port, must be complied with internal regulations on environmental protection

Every cargo vehicle in transit on the roads and common areas must not exceed the weight and dimensions, therefore should comply with the Regulation as indicated in the norm in matter of weights and dimensions

B) Dock basins, channel and anchorage area

The speed of vessels in the access channel will be determined by the Port Pilot, who will decide based on hydro meteorological conditions and type of vessel concerned, this speed will be monitored by the VTS and will be recorded electronically on the database and must not exceed 8 knots, the existing support resources on tugs, etc will be controlled by VTS, it is suggested that pilot boats have their Automatic Identification System (AIS) for identification by the VTS and the ships on arrival at the port.

The use of navigation channels, is intended for commercial and industrial maritime traffic activity, is forbidden any fishing or diving, being free passage to fishermen for their activities towards the sea.



C) Railways

The internal rail tracks in port area shall be considered as for loading or unloading, but not for storage of railcars, so no unit may remain for a period that exceeds 24 hours.

It is the responsibility of the railway Company, the introduction and evacuation of the units as well as all the movements that make with her team and crew.

General circulation routes should be kept clear to avoid interference with other users.

CHAPTER IV

OPERATIONS COMMITTEE

RULE 10.- FUNCTIONING OF THE COMMITTEE.

Based on Article 57 of the Act, will be integrated an Operations Committee which shall consist of the Administration, the Captain, all other port authorities, as well as the representatives of users, service providers and all other operators in the port. The Committee will be chaired by the Administration and shall meet at least once a month.

Based on Article 58 of the Act, the Committee will make recommendations regarding:

- I. The performance, operation and schedules of the Port.
- II. The Port Development Master Program in effect and its amendments.
- III. The assignment of areas, terminals and port services contracts undertaken by the administration.
- IV. The assignment of berths.
- V. The prices and rates.
- VI. Conflicts between Administration, Operators, Users and Service Providers in the Port.
- VII. The complaints of the Users, and
- VIII. The coordination that must occur in the Port for its efficient operation



The operation and functioning of the Committee shall be subject to its Rules of Procedure, which as **ANNEX II**, appears at the end of these rules and is an integral part thereof.

Derived from the functions and powers of the Committee and to provide a quick and timely response to matters affecting the operational efficiency of the Port, will create the sub-committees and working groups that may be appropriate to support activities carried on by the Committee.

The list and roles of Committee members, are indicated in Article 2 of Annex II "Internal Rules and Procedures of Operations Committee" of these rules

RULE 11.- FILING COMPLAINTS AND CARE.

In accordance with Article 58, Section VII of the Act, the Committee must make recommendations on complaints from users, so that for the attention of the same, Users will have a mail box that the Administration will place in strategic locations throughout the port precinct and in the offices of the Administration itself.

Similarly, the disagreements or complaints may be addressed to the Committee through the established subcommittees.

RULE 12.- PROCEDURES FOR COMPLAINTS PRESENTATION.

The presentation of complaints before the Committee, by the users as well as care and settlement of the same shall be subject to the following procedure:

I. All complaints shall be made written, indicating:

- a) Personal or Corporate Name and name of Representative, if it is a moral person, as well as address, and signature of the complainant.
- b) Reason for the complaint with the indication of the Unit involved, the Port Operator or Service Provider to whom is attributed the act or omission giving rise to the complaint.
- c) When held by the complainant, will be attached documents supporting the complaint.

II. The Committee will address all complaints:

In all cases the Committee shall take care of the complaint and will try to talk immediately to the parties involved in the conflict to provide a solution.

III. Sending complaints to the conflicting parties:



The Committee shall transmit the complaint within five working days after submission, to the Unit Operator or Service Provider or cessionaries referred in item "b" of the preceding section, attaching a copy of the required documentation, calling at the same time than the complainant, to attend the immediate session of the Committee after the filing of the complaint in question, in which it will be submitted for consideration by its members, the date of the meeting will be determined by the Technical Secretary of the Committee itself, who will verify that no more than 30 elapsed calendar days between the date of delivery of the summons and the holding of the session.

If before the Committee meeting, the complainant withdraws the complaint, the Technical Secretary will inform to the relevant session, indicating, where appropriate, actions taken to their attention.

IV. Releasing of complaints:

To the relief of the complaints, at that session of the Committee members listen to the parties and taking into account the documentation submitted by the complainant, as well as that present in the same session the Unit Operator or Service Provider will vote by the recommendations resulting from the consensus of the majority.

The chairman of the Committee, within three business days following the date of the meeting will inform to the Authority, the Unit Operator or the Service Provider and the users, the sense of that recommendation, so it is treated at the time pointed for that purpose.

In the event that the complaining party was not satisfied with the resolution of the Operations Committee, it may request an opinion from the Ministry of Communications and Transport.

V. Analysis of complaint:

In the event that the complainant did not attend the meeting which will discuss the complaint filed, without good cause, the Committee determined that by virtue of the absence, the complaint shall be void for lack of interest of the complainant.

VI. Expiration of complaint:

If the deadline referred to in the second paragraph of section IV, the complainant believes that the Committee's recommendation is not addressed in due form, or when the recommendation was not favorable, in accordance with Article 44 of the Rules of Law Ports, the complainant may appeal to the Secretary in order that it resolved the appropriate course



RULE 13 .- SUBCOMMITTEE OF PRODUCTIVITY AND QUALITY.

The subcommittee of Productivity and Quality will have as its purpose to maintain the conditions that allow to operate with efficiency and quality, by analyzing the existing conditions, proposing immediate solution actions in order to give an immediate response to operational issues that are causing them.

The Subcommittee shall consist of a representative of the API, of the Harbor Master office and of each of the terminals and the representative of the shipping and customs agencies, the subcommittee may issue operational recommendations according to the causes that expose every party involved, it will send to the Committee those decisions that require agreement on its regard.

The Subcommittee will meet once every 30 days, and will prepare minute of the works to certify that the agreements made in the resolution are those that ensure the best performance of the Port as a whole and may meet extraordinarily upon request of at least 3 members

The Subcommittee shall have the following guidelines:

The sessions will hold on the premises of the offices of the Administration and will be chaired by the same.

Will meet in regular session once every 30 days, and there will be a special session if the matters to be discussed require it.

It can only make recommendations for operational matters.

Members of the Subcommittee shall appoint one representative and one alternate. Agreements issued will need to have the consensus of the members, if not, shall be exposed to the Committee.

It will prepare monthly report to the Committee which describes the issues raised during the month and the actions taken to their attention.

In the first week of January each year to conduct a meeting to determine the productivity rates for the current year and will be presented to the Operating Committee for approval

RULE 14.- SUBCOMMITTEE ON SECURITY AND CIVIL PROTECTION

The Sub-committee on security and civil protection of the Port has as purpose is to analyze aspects commissioned by Operations Committee on security matters and protection of persons, port facilities, goods and vessels in the port precinct, will be coordinated by the Harbor Master and Protection Officer of the Port Facilities. Operation and performance shall be in accordance with the provisions of the agreement that is added to these Rules as ANNEX VIII and is an integral part thereof.



RULE 15.- SUB-COMMITTEE FOR PORT LOGISTICS AND OPERATION.

The objective of this subcommittee is to be the forum to analyze, opine, coordinate and propose to the Operations Committee, actions on improving port logistics, understood as the continuity of the transfer of goods passing through the port, as well as its information, including all actors involved in each link in the chain, with this it is expected that the entry and exit of international trading merchandise passing through the port be in the most efficient.

The functioning of the Committee and its subcommittees shall be governed in accordance with the provisions in Article 20 of the Internal Rules and Procedures of Operations Committee as attached as ANNEX II.

CHAPTER V CONSTRUCTION, USE AND OPERATION OF FACILITIES

RULE 16.- MASTER PLAN FOR PORT DEVELOPMENT.

The construction, development, operation and exploitation of marine works, terminals and port facilities shall be subject to the uses, destinations or modes of operation planned for different areas of the port, according to the Master Plan for Port Development of Lázaro Cárdenas in effect, which will be reviewed in terms of the Act and will be available at the Administration for stakeholder consultation.

The Administration, under the terms of the Act, will manage the areas and facilities of the port, monitor and supervise the proper use of port facilities and its efficient operation.

RULE 17 .- PREVENTIVE MEASURES FOR THE EXECUTION OF WORKS.

Prior to the execution of construction, maintenance, modification and modernization of works and installations, and according to the characteristics and activities of the area where will be conducted, as well as the adjacent areas, the Administration shall determine the preventive measures to be observed to such work, to ensure the safety conditions and prevent interference with port operations.

All firms established within the Port Precinct that perform such works, shall give notice to the Administration, which will inform of the execution of such jobs to operators and service providers in the vicinity, in order for them to take appropriate action in its case



When work is conducted in areas administered by the API, at all times shall comply with the procedures and use of basic equipment and / or the specific personal protective indicating the internal regulations of industrial safety. When works are carried out on roads or railways should be maintained at any time the warning and prevention signals, day and night for carrying out the work.

RULE 18.- WORKS EXECUTED BY CESSIONAIRES AND OPERATORS.

All those who celebrate contracts of a partial assignment of rights or services provision with the Administration, will be responsible for the execution, the construction, preservation, maintenance, expansion and modernization of port infrastructure in accordance with that agreed in their contract, subject to the Master Plan for Port Development authorized force as well as those necessary for the conduction of particular operations.

All these works will be presented in draft to the Directors who have to analyze the viability of these and, where appropriate, submit to the authority of the secretariat, under the terms of Chapter II of the Rules of the Law, no work may be initiated without the approval and authorization. In the course of the work, the Administration will be required to monitor compliance with the approved project.

A third party work, no matter how small should not affect no one of the operations of the Port or they must have the approval of the Administration to be properly communicated to users.

The damages caused to infrastructure by poor execution or accidents should be repaired immediately by the offender, must be in accordance with the Administration.

RULE 19 .- DREDGING PROGRAM.

The Administration will be responsible for dredging in the common areas, such as channel access, dock basins for Ciaboga and the waterfront for public use, while in the areas located in front of private terminals, dredging correspond to operators of the same.

The dredging work will be carried out under the annual program established by the Administration which may be modified according to the results of periodic surveys of bathymetry. When due to weather conditions and / or meteorological phenomena, the silt becomes excessive, will undergo emerging dredging, in order to restore the minimum depth as per official drafts.



The Administration will perform the maintenance dredging of the channels, docks and maneuvering Ciaboga dock basins for public use, to maintain the following minimum depths:

RULE 20.- DREDGING WORKS MADE BY OPERATORS .

The depth in the channels and docks serving private use terminals will have the depth allowed in concession agreements or contracts for partial assignment of rights signed with the government, and will also be included in the official report drafts be issued by the Harbor Master.

Each terminal will be required to submit their bathymetry to the Captain for the updating of port official drafts. The lack of delivery of these bathymetries will result in denial of berthing authorization in such piers

To carry out the dredging in the harbor by the cessionaires will be fulfilled with the following provisions:

I. Dredging of construction.

It must have the project approved by the Administration, containing the guidelines provided in the Port Development Master Plan in place, such as shafts, slopes and depths, and an environmental impact study and approval of the Ministry of Environment and Natural resources to implement the project

II. Maintenance dredging.

Keep the depth levels specified in the Port Development Master Plan in effect prior consent of the Administration. The extracted material is preferably deposited in landfill areas previously defined by the Administration or the dumping areas that indicate the proper authorities.

RULE 21 .- LIABILITY OF MARITIME SIGNALING.

The Administration shall be responsible for maintaining the perfect operating conditions the signals at sea, as well as official marks that, in coordination with the Captain and pilots are established to ensure the safety of ships at the entrance and exit of the Port 24 hrs. the day.

The Administration, either with its own staff or contracting with a specialized company will carry out its obligations in this matter and will respond before the Secretary about the control and operational efficiency, of all matters relating to



these signals and navigational aids, and is subject to monitoring and supervision of the Harbor Master.

The maritime signaling shall be composed as indicated on the **map that is attached as Annex I-H**.

RULE 22. - MAINTENANCE OF COMMON USE FACILITIES

The Administration shall maintain operable common use facilities so will apply a preventive maintenance program in accordance with the needs assessments that will be updated regularly.

RULE 23. - SIGNALING WORKS IN THE PORT PRECINCT.

The Administration will have a comprehensive signage program for the common areas of the Port, which contain the following:

- a. Vertical signs:
 - Indications of entrances and exits.
 - Location of the docks.
 - Storage areas.
 - Location of terminals and facilities.
 - Areas for attention to the public.
 - Speed limits and restricted areas.
 - Parking areas.
 - Restricted parking areas.
 - Safety and Operations Standards.
- b. Horizontal Signaling:
 - Direction of roadways circulation.
 - Storage areas.
 - Areas for loading / unloading of cargo transport units.
 - Railroad crossings.
 - Lengths of the berths.
 - Restrictions for access to the docks.
 - Evacuation routes.
 - Walking routes.
 - Speed limits.
 - Fiscal path.

The existing signaling at the Port must comply with official standards and specifications established for each case.



RULE 24.- MAINTENANCE PROGRAM OF FACILITIES IN CHARGE OF

CESSIONAIRES AND OPERATORS.

Operators of facilities within the Port Precinct, should maintain in operable and safe condition the installations covered by the contract or grant, so it should be sent to the Administration within the first 30 days of each year their program for annual maintenance.

All port users will be jointly liable with the administration of conservation and good condition of the facilities, so they have an obligation to make good use of them and inform the Administration of third party damages or caused by natural wear that could appear

RULE 25 .- COMPLIANCE OF WORKS IN ENVIRONMENTAL ASPECTS.

In the request to execute works and projects, the authorization must be accredited in terms of environmental impact, issued by the competent authority, according to the content of Article 28, section X of the General Law of Ecological Balance and Environmental Protection, without which execution will not proceed.

For this, the Administration shall submit a copy of the environmental impact statement and resolution which authorizes the carrying out the work as well as copies of additional reports that are sent to the authorities on the subject (SEMARNAT and PROFEPA) for compliance with the measures established in the conditional approval of the works.

When work is performed within common areas of the Port Precinct, must comply with the internal regulations on environmental protection

CHAPTER VI

REQUISITES FOR THE REQUEST OF PROVISION OF PORT SERVICES

RULE 26 .- OF THE PROVISION OF PORT SERVICES.

In accordance with Article 40, Section V of the Act, the Administration shall provide the required port services and associated, on its own or through third parties by respective contract.



The departments and public bodies, companies and organizations as well as persons involved in port operations, will coordinate actions, human and material resources to run efficiently the port services and so shorten the staying of ships in the harbor.

RULE 27. - CLASSIFICATION OF PORT SERVICES .

The Port will provide port services according to the following classification:

- I. Services for ships engaged in domestic navigation operations such as pilotage, towing, mooring and lighterage.
- II. General services to ships, such as supplies, potable water, fuel, garbage or solid waste and repairs afloat.
- III. Maneuvers and transfer of goods services, such as loading, unloading, lightering, warehousing, storage, consolidation and deconsolidation of containers, labeling, re-packing, hauling within the port, delivery and receipt of goods and other services provided by the administration contracts through partial cession of rights and services.
- IV. Service aids to navigation and weather radar through the VTS.

RULE 28.- GENERAL REQUIREMENTS FOR THE PROVISION OF PORT SERVICES.

To provide port services, interested parties should comply with the requisites set in the Act and its Regulations, as well as those established in this Chapter, and shall submit to the Administration the written request including the documents and the following data:

- I. Name or Corporate Name, Federal Tax Payer Registration, address and proof of it. In the case of legal entities must submit the constitution and its amendments, and copies of the audited financial statements for the last three fiscal years, or if the company is newly created, copy of its pro forma statements and in the case of physical persons must present the birth certificate in both cases, duly certified.
- II. General or Special Powers granted by the applicant, those mentioned in the first place must be registered in the Public Registry of Commerce and both formalized before a notary public.
- III. List and description of the services to be provided.



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- IV. Evidence that has the financial, material and human resources to deliver services.
 - V. Documents proving the technical, administrative and economic and moral solvency of the applicant
 - VI. The commitment to quality and productivity.
 - VII. Letter of commitment from the applicant indicating that in the event that the application is approved, within the time established for that purpose in the service delivery contract entered into with the government, to take out insurance against damage to third parties for provision of services under the terms of the contract itself or the rules of application of the appropriate fees and be subject to the provisions indicated in the Port Development Master Plan authorized force.
 - VIII. Signed declaration that knows the standard contract, which in its case, would be signed with the Administration, to which end it will be given appropriate copy by return receipt.
 - IX. Business Plan
 - X. Service Providers to carry out repairs and maintenance on vessels and terminals must have the force of law to the IMSS of the personnel carrying out such work.
- So as stated in Article 17 of the Rules of the Act.

RULE 29. - SPECIAL REQUIREMENTS.

It must additionally be satisfied the following requirements, in the case of the services listed below:

I. For maneuvers:

That is the set of operations required for the passage of shipping goods from sea transport to land transport, one way or another, such as loading, unloading, storage, piling and hauling within the port precinct, must meet the following:

- a) Attach a copy of the documentation referred to in Article 27 fraction XVII of the Internal Regulation of the Secretariat, to establish that the machine operators to integrate its staff are adept at handling it.
- b) Submit an operating system project that would achieve or exceed the minimum standards of productivity referred to Rule 79 of Chapter IX of this document.
- c) If it is intended to provide the services with own equipment or rented, is appended a list indicating the number of units, characteristics and operating conditions that are.



d) They must have a third party liability insurance with unlimited liability, if any, that is applicable for any harm they might suffer the goods, facilities or staff during the execution of the maneuvers, which will also specify the location and areas of operation of the equipment, so they must have prior written permission of the Grantee or terminal operator to use that area.

The services of loading, unloading and transfer of goods will be provided 24 hours a day, every day of the year

II. Piloting service:

That is driving a boat using the professional services of a pilot maneuvers port of entry, exit, anchoring, docking and undocking of ships in port.

The pilot service will be provided by Pilots of the Port, this will require among other requirements, have the certificate of competence for the respective port issued by the Secretariat. This service is provided 24 hours every day of the year for rigorous duty, except in cases of force majeure, for what should be to inform the Captain and the Administration.

For this service, you must prove that the pilot or pilots are certified port competition and marine professional title under Article 57 of the Act of Navigation and Maritime Commerce, in addition to have a certificate issued by the Secretariat certifying them to the service at this port.

Also must have VHF radio equipment Marine Band, duly registered with the same Body.

III. Towing Service:

Must observe the following guidelines in the provision of towing:

The towing service is the one provided to conduct or support vessels and to assist them with their mooring maneuvers, incoming, outgoing, docking, undocking and amendment within the Port limits, in order to ensure their safety during interior navigation and the one of the facilities of the port precinct.

The towing service will be provided 24 hours every day of the year for rigorous duty, except in cases of force majeure, for what should be reported to the Captain and the Administration.

Specific technical criteria to provide towing service in the Port must consider:



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- a) The geographical location of the port, in relation to weather and tides.
 - b) The configuration, physical characteristics and specific conditions of the infrastructure, location and operation of maritime signals, the docking and maneuvering areas, and the commercial conditions of the Port, resulting from the settlement of terminals and facilities for public use or private, its installed capacity and port movement.
 - c) The number and the technical characteristics of the tugs which will provide the service, in safety, timeliness, quality and efficiency.
 - d) The number of tugs to be used according to the study of maneuverability, pilot's view port, the captain of the ship and the Harbor Master.

The technical criteria for the provision of Towing Service are listed in **ANNEX III**, which forms an integral part of these rules.

IV. Mooring ropes:

It consists of the port service is provided to hold the boat when is moored at docks, buoys or terminals.

The providers of this service must have the equipment and personnel needed to tie or untie the boats when the ship require and provide an efficient service, and comply with safety standards of the Port. This service is provided 24 hours every day of the year.

To this should have a staff of 10 elements at least, considering that 2 of them, will cover possible absences. The core staff of 8 people will provide each service

V. Launch services:

Having the equipment, boats and personnel necessary for efficient service and meet the safety standards of the Port. This service is provided 24 hours every day of the year.

The boats must be authorized by the Secretary for navigation as well as the characteristics of speed, capacity and confidence to perform the services required by larger ships to the anchorage area according to Mexican official standards applicable to the matter such as transporting people, supplies, fumigation and inspection equipment, and anything else that involves the use of them.

This service is provided by strict turn except in cases of force majeure or emergency situations arise for accidents or problems that endanger the safety of



the port, as envisaged in the international convention "SOLAS" for what should be reported to the Captain and the Administration

Licenses or permits:

- Comply with the requirements of SOLAS.
- Submit the certificate of registration of the boat issued by the Harbor Master.
- The staff of the boat must have STCW 95 certificate.

Documents:

- Provide operational procedures to developed in the Port.
- Presenting his program of civil protection for emergencies cases.
- Submit health and safety program.
- Submit "zafarrancho" general plan that addresses three scenarios:

Man Overboard.

Abandonment of ships

Fire Fight

VI. Supplies and Procurement Services:

Involves the supply of those inputs required by the vessel and crew to perform their journeys.

For rendering this service will require to be physical person or legal entity that has celebrated commercial contract with the Administration, have the equipment and personnel necessary for efficient service and comply with industrial safety and physical protection of each port and terminal as well as procedures for access control to each and the same protection measures of the ISPS Code. This service is provided 24 hours every day of the year.

In particular way, must submit and comply with the following:

- a) Curriculum and the services catalog of the company, and have at least 3 letters of acceptance of different shipping agencies.
- b) Comply with the requirements stipulated by the Customs Authority in order to be able to introduce goods to the Fiscal Precinct.



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- c) Report every time that enters to the port filling the format required by the Administration.
 - d) Submit the authorization issued by the National Migration Institute in order to be entitled to board the vessel to be served.
 - e) Have the permits of Health authorities and Plant and Animal Health Bodies.
 - f) Comply with the quality parameters established by the Administration.
 - g) Provide services to the place or places determined by the Administration.

Must also prove that it has the availability of a suitable vehicle to transport food and farm items, if frozen transports perishable refrigerated vehicle must accredit also.

VII. Drinkable Water Supply Service:

Service consists of the potable water supply to ships, either by using ground transportation or by pipeline. For providing this service will require:

- a) Demonstrate to the administration that has the approval of the National Water Commission.
- b) Have a tank vehicle or tank, water treatment plant, owned or under contract.
- c) Attach a copy of the certificates to be issued if the competent authorities, especially the Health Ministry.

This service is provided 24 hours every day of the year in strict turn except in cases of force majeure, which shall inform the Captain and the administration, services are provided directly to the ship at the docks determined by the Administration

The water supply will be provided during the time of operation of the ship, so it should not affect the permanence of the boats.

VIII. Fuel supply service:

It consists of the fuel supply services to the larger boats docked in the harbor.

This service is provided 24 hours every day of the year, in strict turn except in cases of force majeure, which shall inform the Captain and the Administration, the



services will be provided directly to the ship at the docks determined by the Administration.

Licenses or permits

- Authorization of PEMEX to provide the service of fuel supply.
- Authorization of the SCT for the transportation of hazardous substances.
- International Certificate for the prevention of oil pollution.
- ISM Security Certificate.
- International Load Line Certificate.
- National Certificate in Maritime Security.
- International Tonnage Certificate.
- Certificate of Registration.
- Ship Security Certificate (if is greater than or equal to 500 gross tons).
- Present driver's licenses for operators of transport units (type E), especially for hazardous waste in the case of providing the service for auto tank.
- Present list of transport units with plates for federal public service

In addition to the above must demonstrate before the Administration that has facilities, equipment and technical capability to perform the tasks of transmission and supply of fuel to vessels docked in the port precinct, either by truck, ship or pipeline installed on the berths according to the applicable provisions of the matter set out in the IMDG code, the Health and Safety Regulation of Petroleos Mexicanos (1984), the National Contingency Plan to combat and control oil spills and other harmful substances in the sea and Mexican Official Standards NOM-009-SCT4-1994, NOM-021-SCT4-1995, NOM-023-SCT4-1995, NOM - 012 - SCT4 - 1995, NOM-028-SCT4-1996, in which is indicated the type of transportation, labeling and safety regulations required.

The providers of this service must have a contingency plan for oil spill and to prevent accidents and take care of eventualities generated by the handling of hazardous materials, which will be endorsed by the Harbor Master

The provider of this service should be able to meet the fuel supply by land, at least two ships simultaneously, as well as equipment for the supply by sea.



For all teams must submit certificates issued by competent authority, which authorizes the transport of hazardous substances

It should also have firefighting safety equipment as well as for the retention of leaks or spills, which will be placed in all cases of supply and inform the Captain and the Administration of each service.

Also in the provision of services would have to have the customs documentation and permits required from different authorities.

Present the following documents:

- Submit a contingency plan to prevent accidents and taking care of eventualities generated by the handling of hazardous materials.

- Submit “zafarrancho” general plan that addresses three scenarios:

 - Man Overboard.

 - Abandonment of ships

 - Firefighting

 - Provide operational procedures.

 - Submit your health and safety program

 - Submit your table of significant environmental aspects

IX. Garbage collection:

Is the collection of all household food waste and operational generated during normal operation of the ship, disposable continuously or periodically.

The provider of this service must have the appropriate permits from the competent authorities, in this case, the Ministries of Health, SAGARPA, Environment and Natural Resources and the Mayor's Office, as well as the service contract celebrated with the Administration. It also must comply with the provisions of the Customs for the removal of waste materials or trash.

The provider of this service will come with equipment and trained personnel on board, to make the separation of garbage pertaining to scraps of food and proceed



to incineration, the remaining waste (domestic) will be disinfected and taken to landfill for end disposal.

Collection also includes lashing material at specific request of Captain of the ship, its owners, operators or charterers through its agents, and is considered as waste of loading, or that resulting from the unloading operations, having to comply with health and customs guidelines, for which the shipping agents must make the appropriate arrangements.

For providing this service must demonstrate to the Administration that has facilities, equipment and technical capability to perform the tasks of collection, storage and waste treatment, according to the applicable provisions of the matter to the International Convention for the Prevention Pollution from Ships (MARPOL 73/78), and to comply with the General Law of Ecological Balance, the Regulations for the Prevention and Control of Marine Pollution by Dumping of Wastes and other Matters, in addition to the General Health Law as well as stipulated in the procedure for collection and destruction of garbage of boats docked at the Port, which is attached as **ANNEX V** and is an integral part of these operation rules.

X.- Repair of ships afloat:

It consists in providing minor repair services to merchant vessels while in port, may be structural, mechanical, electrical, electronics, paint and related fields, provided it is carried out at the docks or facilities approved for this purpose .

For the provision of these services must have the equipment and personnel necessary for the efficient delivery of, and comply with international quality standards required by classification societies as well as security officers "OSHA" and those of safety and operation of the port.

This service should be provided at any time of day and any day of the year exclusively during the stay of the ship in its loading and / or unloading in order not to increase the stay of ships in the port, and must be requested to Captain prior to perform such maneuvers.

For this particular service requires the following:

- a) Liability insurance for damage to third parties because of the risk by intervening tanks or areas with the possibility of explosion and / or contamination of fuel.
- b) Strict adherence to rules governing environmental pollution and insurance of at least five hundred thousand pesos to guarantee payment for possible damage caused by environmental pollution.



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- c) Have proof of approval of its staff by classification societies.
 - d) Have quality control and certification of materials and procedures accepted by the classification societies.
 - e) To grant bail to guarantee the quality of the work to the ship owner

XI. - Laying of barriers:

It consists of the placement of physical barriers to avoid the dispersion that could result from a possible oil spill.

For this, service providers must comply with the following:

- a) Having the equipment and personnel necessary for the efficient delivery of service and comply with safety and operation norms of the port.
- b) Preserve and maintain in good condition the equipment that will provide the service.
- c) Liability insurance for third party damages due to the risk of environmental contamination that could be derived of poor execution of the service.
- d) Strict adherence to rules that regulate and prevent environmental pollution.

This service must be provided to all users seeking permanent, uniform and regular, fairly in terms of quality, timeliness and price, and by rigorous place in order to prevent the spread of oil into the canals and docks of the Port likely caused by a spill.

XII. - For fumigation:

It consists of the application of substances to disinfect and prevent the introduction of pests and diseases into the country.

The provision of these services should be to have a vehicle for transportation of equipment and trained personnel and have the respective license issued by the Ministry of Agriculture, Livestock, Rural Development, Fisheries and Food.

Also, must present to the Administration the following:

- a) Copy of care plan contingencies for dumping of fumigation materials.
- b) Current sanitary license, issued by the Ministry of Health;
- c) Notice of initiation of functioning issued by SAGARPA.



For the application of quarantine treatments should meet the requirements of NOM-022-FITO-1995, and the conditions for the treatment of timber for lashing and the NOM 144, and presents annually the phyto sanitary Certificate of compliance to the standard, which is regulated by SAGARPA

XIII .- Collection of hazardous waste and oily water:

Is the collection of all those wastes, in any physical state, which due to their corrosive, reactive, explosive, toxic, flammable, infectious biological or irritating, pose a danger to human health, ecological balance or environment.

For this service must have the authorization from the Ministry of Environment and Natural Resources, and being a person or legal entity has celebrated a contract with the Administration.

The provider of these services shall:

- a) Have current authorization from SEMARNAT for the handling and storage of hazardous waste;
- b) Vehicles used for this service must to have permission to transport hazardous waste issued by the SCT
- c) Submit to the Administration as to plan for the care of contingencies when dumping of hazardous waste occur.

Thus, the service provider must demonstrate that the Administration has facilities, equipment and trained technical personnel to perform the tasks of collecting and treating hazardous waste, according to the applicable provisions of the matter to the International Convention Prevention of Pollution from Ships (MARPOL 73/78) in Annexes IV and V, and to comply with the General Law of Ecological Balance and Environmental Protection, the Regulations for the Prevention and Control of Marine Pollution by Dumping of Wastes and other Matters, in addition to the General Health Law

XIV .- For the inspection of ships (surveyors):

That is the recruitment of specialists for the measurement of drafts of ships, as well as monitoring the status of it and maneuvering of loading or unloading, for which the provider of this service should have the contract for the provision of the service with the Administration, likewise have qualified personnel and equipment.



AUTHORIZATIONS OR PERMITS

- a) Be a member or be registered with the IACS
- b) Insurance coverage for damage to third parties.
- c) Document that demonstrates the use of certified materials and equipment.

DOCUMENTS:

- 1. Demonstrate that it has facilities, equipment and ability to provide the service.
- 2. A document certifying the training of technical staff responsible for operations.
- 3. Attach all the operational procedures for safety inspections of firefighting equipment, life raft inspection, general inspection to the boat afloat and procedures for the supply of chemical gases.
- 4. Attach the civil protection program for emergency cases.
- 5. Attach the safety and health program

RULE 30. - RESPONSE TO REQUESTS.

Once the requirements referred to in this chapter are satisfied, the Administration will respond to the requests in terms of section 54 of the Act, if passed, will proceed to the signing of the contract for the provision of the respective services, the same as be registered with the Secretariat in terms of Article 51, Section V of the Act

RULE 31.- ABOUT THE NUMBER OF SERVICES PROVIDERS.

The number of service providers will be determined by the master plan according to supply and demand studies of each of the services offered by the port, so that will ensure adequate competition and quality on them. In the event that the concession title of the Administration or the Master Plan has identified the need to limit the entry of service providers for technical considerations of efficiency or safety, the Administration will convene a competition for a grant of respective contracts under Article 24 of the Act.

If current providers were not in a position to fully meet the increased demand, the Administration, upon recommendation of the Committee, will contract directly with



one or more other providers, in order to meet the demand, except in the case of port tug boat services, which will be awarded following a public competition.

RULE 32.- SUPERVISION OF THE PROVISION OF SERVICES.

The Administration will assess the quality of service delivery for each of the specialties in place, taking these as a basis for making appropriate recommendations to improve the quality of service.

For this, service providers must deliver to the Administration, those reports that are required based on the provisions in the contracts of a partial cession of rights and / or the respective port services rendering, during the five working days following the period is reported.

RULE 33. - SAFETY EQUIPMENT FOR THE PROVISION OF SERVICES

Service providers are required to carry the basic equipment of personal protection when in restricted areas such as docks, warehouses, construction work zones or when boarding a ship.

CHAPTER VII ASSIGNMENT OF BERTHING POSITIONS

RULE 34 .- SHIPS SCHEDULING

For the whole process of programming the berthing positions, APILAC created a SYSTEM of electronic data transfer in order to facilitate and simplify the coordinated actions for the assignment of berthing positions at the docks. Users should use the SYSTEM, whereby the APILAC in coordination with the Harbor Master, will schedule of arrivals, with the view electronically of pilots, operators, shipping agencies and / or consignees established in the Port.

All users must be properly registered with the APILAC, who will provide the keys for access.

The submission of information for programming arrivals is done by the users through the SYSTEM, which is running 24 hours a day. The deadline for receipt of information will be until 09:00 am on the day the schedule is made



RULE 35.- VALIDATION OF PROGRAMMING RESULTS.

The result of the programming will be announced in a preliminary way at 10:00 am through the SYSTEM. If there is any doubt in users, it should be made known to the Harbor Master and APILAC through same electronic way, no later than 11:00 am, to be acknowledged by the SYSTEM in order to APILAC make the analysis to proceed and resolve as appropriate.

The final result will be announced in the same way no later than 11:30 am, on the understanding that if they do not express any doubt on the schedule indicated in the preceding paragraph, shall be given in terms of accepted programming, the record generated by this program will be published on the APILAC website and IN the SYSTEM. The manifestation of ignorance of the minutes of programming, does not absolve users of their compliance and enforcement.

Within minutes shall record the movements of other vessels required amendments and who shall be responsible to cover costs and other agreements to be determined.

RULE 36 .- NOTICE OF ARRIVAL OF VESSELS.

According to article 83 of the Act Regulations, shippers, consignees or their representatives, must submit the notice of arrival to the APILAC properly filled out, at least 48 hours before arrival of the ship, and a maximum period of anticipation of one week, except in cases of forced arrival duly justified before the maritime authority in terms of Article 45 of the Navigation and Maritime Commerce Law or under twenty-four hour cruises, which must be proved with the document Advance Notice Arrival.

The notice of arrival must be sent electronically through the SYSTEM. If for any reason change the date of arrival of the ship, the shipping agency must notify through the SYSTEM to APILAC at least 24 hours in advance, otherwise shall be subject to the availability of berths provided do not change the results of the program, except in the case of forced arrivals or on trips less than 24 hours, duly verified.

- I. In the case of forced or unexpected arrivals, as soon as the circumstances are known.
- II. In the case of journeys under 24 hours, 12 hours in advance notice at a minimum, and



III. For all other cases, with 48 hours advance notice.

Ship owners, ship brokers, operators or their authorized representatives in the port, have the obligation to comply with NOM-023-SCT4-1995, NOM-028-SCT4-1996 and NOM-018-STPS-2000, which sets out requirements and specifications must be met for the documentation of goods classified as dangerous and harmful for transport on ships and in port handling, based on the conditions of the IMDG Code amendment updated to 28/96, in force since on January 1, 1997.

This information may be submitted through the SYSTEM to the Administration and authorities that have the means to support this action, prior agreement with them on their legal and administrative validity.

The APILAC is responsible for publishing on the web site the programming scheduled arrival of the ships.

RULE 37. - ARRIVAL OF SHIPS.

For the registration of ships carrying goods for import and seeking entrance to the Port, shall, through the Vessel Traffic Service(VTS)inform to APILAC truthfully and immediately the time of arrival of the vessel to the anchor area.

APILAC, through the Vessel Traffic Service (VTS), must register the arrival of the vessel and report to the Harbor Master and Customs of the date and when anchoring or mooring, if vessels entering the dock directly assigned. The APILAC will be responsible for updating this information and disseminate it to users who require it for their activities to this end will be supported by their computer systems, without invalidate the backup documents duly signed and sealed by the Harbor Master itself.

RULE 38.- DOCUMENTS FOR AUTHORIZATION OF ARRIVAL TO PORT.

In terms of section 39 of the Navigation Law, the master or ship's representative to obtain the authorization of arrival in port shall submit to the Harbor Master the following:

I. In coastal navigation:

- a. Outgoing dispatch from Port of origin;
- b. Cargo manifest and dangerous goods declaration.
- c. Mandatory requirement of the NOM-009-SCT4-1994, which establishes the classification and terminology of dangerous goods transported by boat.



II. In High Seas Shipping, in addition to the documents mentioned in the previous section:

- a. Free Practice Authorization;
- b. Bill of health;
- c. If applicable, list of passengers who will go into the country and those who re-embark;
- d. Tonnage certificate;
- e. General Statement;
- f. Statement of provisions on board, and
- g. Declaration of goods and merchandise of the crew members.

Particularly to, the Administration:

1. Tonnage certificate "International Tonnage Certificate" (1969).
2. Ship's particulars
3. International Certificate of Ship Security (ISPS Code)

RULE 39.-ASSIGNMENT OF THE BERTHING POSITIONS

To make loading and unloading of goods that require to be loaded or unloaded, the following positions will be used to berth

DOCK	PRIOR TYPE OF CARGO
MULTI PURPOSE TERMINAL I	Miscellaneous Cargo
MULTI PURPOSE TERMINAL II	Miscellaneous Cargo
FERTILIZERS TERMINAL	Raw Materials for fertilizers and its products
CONTAINERS TERMINAL	Container general Cargo
EXTERNAL GRAIN TERMINAL	Grains in Bulk
EXTERNAL AND INTERNAL GRAIN TERMINAL	Grains in Bulk
METALS AND MINERALS TERMINAL	Raw Materials for Steel production; finished Steel products and derivatives.
COAL TERMINAL	Coal
OIL AND FLUIDS TERMINAL	Oil and derivatives
SHIPS DISMANTLING TERMINAL	Ships to be dismantled.



For the allocation of berths will be taken into account the provisions of Article 85 of the Act, the characteristics of vessels, load type, operating system and storage area, so the shipping agent or consignee has to file the notice of the feasibility of docking, which is a product of Operations Planning meeting in the terminal or Cessionary Company.

RULE 40. - TYPES OF DOCKS

For its use are considered two types of docks:

I. Docks for private use.

In the cession docks, the concessionaires must ask for, with 48 hours advance notice, authorization for the berthing of vessels, even when they are owned or are at their service.

In this case the terminal itself will determine the order in which will receive the vessels notifying of their arrival to the Administration and the authorities responsible for scheduling meetings for the arrival of ships, this without interference to the provisions of the Navigation and Maritime Commerce Law and the Act.

DOCK
Coal Terminal
Metals and Minerals Terminal
Fertilizers Terminal
PEMEX Terminal
Ships dismantling Terminal

II. - Docks for public use.

In this case the terminal will determine the sequence in which will receive the ships notifying of their arrival to the Administration and the authorities responsible for scheduling meetings for the arrival of ships, this without interference to the provisions of the Navigation and Maritime Commerce Law and the Act

For the allocation of berthing position will be considered as follows:

- a). - Operators will provide a monthly schedule to the Administration for ships using the docks.
- b). - In the event that the conditions of load and mode of transport is not possible to fulfill the previous section, the terminal shall submit an application for use of the dock with a minimum of 5 calendar days anticipation.



C. - The Operator will confirm the name and ETA of the vessel before the next programming meeting

d). - The shipping agents shall submit the notice of arrival with a minimum of 48 hours in advance.

e). - Berthing position will be awarded on the programming meeting, respecting the sequence of the application and the date of arrival of ships.

For cases in which a terminal has two or more berths, the allocation of these additional positions will be made according to procedures established by such terminal.

f). - If request unscheduled docking of ships, the programming meeting will discuss the possibility of allocate the dock required. In this case the vessel that will be docked must leave the dock free to the arrival of the vessel scheduled having to cover the costs incurred in their own moves to amend or exit.

g). - Terminals are committed to work continuously in this type of docks without suspension of work and meet the productivity and performance involved.

Docks considered in this category are the docks:

DOCK
Multipurpose Terminal I
Multipurpose Terminal II
Container Terminal
Grains Terminal

RULE 41. - COINCIDENCE OF ARRIVALS AND PRIORITIES FOR BERTHING.

Movements entering and leaving the port, as well as allocation of berths, and the provision of port services will take place in strict sequence of arrival, except in cases where the boats have priority as the following:

I. By the characteristics of the vessel:

a. Hospital ships in lifesaving operations.

b. The leading boats for emergency shipments, and



c. Damaged boats when docking require immediate berthing and do not endanger the Port;

II. By the nature of traffic:

d. The Line ships with fixed scale in the port;

e. The Line ships when they have considered scale at the Port;

f. The Line ships of the line with lower lay time required and higher productivity and

g. Boats not subject to fixed routes or schedules, and

III. By the characteristics of the cargo:

h. In specialized terminals, those carrying such cargo or serve passengers;

i. The vessels carrying perishable goods;

j. Ships carrying goods classified as general cargo

In case of coincidence of two or more boats arriving with the same characteristics and nature of traffic, priority will be given to the first to announce to the Harbor Master his arrival to the anchorage area, which is checked against the records of the VTS.

RULE 42.- CHANGES TO THE PROGRAMMING.

When at the request of an agency may need to change shipping schedules established, will allow the agreement between the agencies involved, but with the approval of the Administration and the Harbor Master, as long as they do not affect an already-scheduled third boat.

In case no agreement is reached between the parties, will the Administration and the Harbor Master to decide the appropriate course.

RULE 43.- NONCONFORMITY OF THE USERS.

In case of non-acceptance of allocation of the dock, the shipping agent that is affected on the basis of the provisions of Article 86 of the Rules of the Ports Law, may express to the Harbor Master who will settle in the period specified in the provisions of current legislation.



CHAPTER VIII

NAVIGATION INSIDE THE PORT

RULE 44. - OFFICIAL DRAFTS.

The official drafts and special conditions of arrival and departure of vessels will be determined by the Harbor Master depending on the prevailing circumstances of depth in the docks and channels, as well as the factors to ensure the safety of vessels arriving at port.

RULE 45 .- COMMUNICATION WITH THE VTS.

During the maneuvers to approach the port, ship captains establish contact with the Vessel Traffic Service through international channels (VHF - channel 14 and 16) allowed, indicating position and estimated time of arrival and any other circumstance considered important, such as sick on board, stowaways, special conditions, among others.

RULE 46. - AUTHORIZATION TO INSIDE NAVIGATION

Every ship to enter port and perform inner navigation must obtain prior authorization from the Harbor Master and the VTS, and should not exceed the established speed limits.

Any vessel greater than 100 UAB will invariably to have an AIS ID equipment functioning at all times in the port for its location in VTS monitors (Chapter V, Regulation 19 SOLAS) including tugs, platforms, dredges, suppliers and ship tankers.

Every move will be recorded in the database VTS hence also the requirement that all vessels of 100 UAB have their AIS for early identification of maneuvers.

The VTS instruct the ship on its program incoming and / or outgoing of the port and generate the relevant reports

RULE 47. - SPEED OF VESSELS IN THE NAVIGATION CHANNELS.

The speed on the access channel will be determined by the Port Pilot, who will decide based on hydro meteorological conditions and type of vessel concerned, this speed will be monitored by the VTS and will be recorded electronically on the data base not being able to exceed 8 knots, for the existing support resources such



as tugs, etc. VTS is the controller, it is suggested that pilot boats have their Automatic Identification System (AIS) for identification by the VTS and by the ships on arrival at the port.

RULE 48. - PROHIBITION TO STAY IN THE NAVIGATION CHANNELS.

The boats that carry out projects and port infrastructure or research, should not remain in the navigation channel when a vessel is in motion, and shall display at all times the hallmarks that indicate the type of operation they are doing, being monitored at all times by the VTS which must report all movement.

RULE 49 .- ABOUT SMALL BOATS AND FISHING BOATS.

Small boats should sail taking every precaution and they will be forbidden to cross the track of ships when these are in motion.

It is forbidden for any minor or fishing boat the sport fishing activity and / or commercial, as well as any water sport activity in the water zones of the Port Precinct.

RULE 50.- USE OF MARINE RADIO BAND.

Within the limits of Port are set jointly defined channels in which users operate according to the following table

COMPANY	VHF CHANNEL MARINE RADIO BAND
PILOTS	06
MERITUS	07A
MAERSK	08
PEMEX	09
SAAM REMOLQUES	10
MEXSHIPPING	11
HARBOR MASTER	12
CALOPUS	13
VTS	14
INTERNATIONAL	16



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The misuse of VHF radio or interference of the channels assigned will be reason for sanctions under the terms of the Act and other applicable provisions.

RULE 51. - MARITIME SIGNALING AND NAVIGATION AIDS.

The Administration will be responsible to construct, operate, install and maintain in the concession area maritime signals and other aids to navigation, in adherence to the provisions determined by the Secretariat and are indicated in the concession title.

Maritime signaling system in the port, must comply with the standards and national and international guidelines established by the Authority for that purpose.

The captains of the ships and the harbor pilots are obliged to inform the maritime authority of the interruptions, deficiencies and defects they detect in maritime signals (**ANNEX 1-H**).



CHAPTER IX BERTHING AND STAYING OF VESSELS IN THE PORT

RULE 52. - OF THE BERTHING PERMITS AND PRIORITIES.

The assignment of berthing positions for the national or foreign vessels in the docks of the Port, will be done by the Administration with the results of the programming. But is the exclusive power of the Harbor Master, grant priorities for the evident emergency berthing, duly verified in all cases and observing the provisions of Article 45 incise III of the Navigation and Maritime Commerce Law.

RULE 53 .- DAYTIME AND NIGHT TIME BERTHING MANEUVERS.

Maneuvers can be made with each type of ship 24 hours a day with the exception of gas tankers, which will be maneuvered by daylight safety.

Also, internal maneuvering of vessels - tank suppliers, will be made 24 hours a day, as long as weather conditions permit. When performing berthing maneuvers to cape size vessels, should be left free for safety the number one position of the metals and minerals Terminal, once completed the docking of the cape size, the ship that was in the number one section may enter and remain in operation even during the departure of the cape size vessels mentioned. Vessels with a length greater than 230 meters, will be maneuvered with the assistance of a second Port pilot.

RULE 54 .- COMMUNICATION AND CLEARANCE OF SHIPS.

Any vessel once intending to enter the port to the Harbor Master, must communicate with Health Authorities in accordance with the provisions of Section 363 of the General Health Law and Article 33, 34 and 35 of its Rules; should also be dispatched prior to her departure from the Port.

The Health Authority will practice the healing visit in the vessels coming from foreign ports and if that is passed without incident, give the signal of free practice, according to following:

- a. In the case of vessels from coming free areas that request prior to arrival the free practice by radio, it may be granted by the health authority when deemed appropriate.
- b. Once the ship has been given free practice, will be visited by the authorities under law terms.



c. Communication and dispatch have to be made expeditiously, in order not to affect the start of operations and therefore the lay time spent by ships. For the same reason the authorities to perform these tasks shall be coordinated, so that the time required for its implementation be as short as possible, and within an hour after berthing of the ship and at the end of operations, provided that the conditions of the ship are normal.

This without interference to the revisions to be done by the agencies and authorities such as the AFI, the PGR and the Mexico Navy, aimed at preventing and combating illicit acts.

The work of communication and dispatch of the vessels will be done in strict role 24 hours every day of the year.

RULE 55. - BOARDING AND DESCENDING OF PERSONS.

Crew members who wish to embark or disembark vessels performing high seas traffic, must apply to Customs review of the luggage through the ship's representative submitting the application in the mailbox of the Customs formalities

The shipping agent shall submit free writing where companies assume jointly and severally liability with the porters, captains, pilots and owners of means of transport for carrying out the procedure.

Once the procedure has been approved, the crew should go to the command of the Tax and Customs for the inspectors to direct them to the verification platform, located in the fiscal path.

From anchored vessels must not land people not to port without the permission of the Harbor Master and the National Institute of Migration

RULE 56.- SANITARY INSPECTION OF AGRICULTURAL BULK CARGO VESSELS.

The sanitary inspection of agricultural bulk vessels should be performed preferably in daylight, but in the case need to be carried out at night will be held on the following considerations:

I. At night, visual inspection and sampling shall be conducted only on ships docked at the piers, due to the risk of personnel transportation to the anchorage area during this time.



II. The ship carrying the goods must have sufficient artificial light to ensure the effectiveness of visual inspection, and not demerits as compared to the one carried out in natural light conditions.

III. If necessary, shipping agency, customs agency or the ship's master must provide hand reflectors and staff for handling them, so the officer can conduct the inspection. They must have sufficient light intensity that allows the service effectively

IV. To conduct the review of the samples collected and sieving of the same, the ship must have closed room with sufficient lighting to perform the activity

RULE 57. - FUMIGATION OF VESSELS.

The boats carrying agricultural products or others requiring fumigation services and are waiting for dock to berth, should fumigate their cargo at the anchorage area in cases so determined by the programming meeting in coordination with the SAGARPA as much as the port conditions allow, without involving the breach of the rules of free practice set for the communication of the ship.

For all vessels requiring fumigation in anchorage and thus be determined by the programming meeting, those involved in this activity, shall follow the procedures for fumigation of agricultural bulk cargo ships in the anchorage area of the port.

In these cases the visit of the Health Authorities and the International Plant and Animal Health Inspection and those that so require, will be in the anchorage area with the costs and expenses assumed by the shipping or customs agency responsible for the ship.

Likewise, the transportation of the pest control company personnel who should be an authorized provider of port services and SAGARPA inspectors will take place in boats of the providers of the corresponding service.

RULE 58.- CRITERIA FOR STAYING IN DOCKS.

In order to one ship remain in a position of berth, shall consider the following general criteria:

a) All vessels shall, whenever weather conditions permit, work continuously 24 hours a day during her lay time.



- b) That the operation reaches the average productivity standards established by the Committee as stated in Rule 94 of this document and in accordance with the commitments made at the programming meeting.
- c) That operations be performed on shifts and days set out in the programming meeting.
- d) That in the event of preferential use docks established the timeliness should be respected.

RULE 59. - RESTRICTIONS TO SHIPS IN DOCKS.

During her staying in the dock, ship's responsible should pay attention to the following restrictions:

- I. The ship cannot move their engines for testing on moorings without the permission of the Harbor Master and the consent of the Administration.
- II. Shall be prohibited to tie mooring ropes to another part of the dock not dedicated for that purpose, the responsible of the vessel, shall maintain the mooring ropes and ties in the places indicated by the Port Pilot and placed on them protection discs to prevent the access of rodents.
- III. Service providers are required to carry the basic equipment of personal protection when they are in restricted areas such as docks, warehouses, construction sites or when boarding a ship.
- IV. No boat may leave its docking position or make amendments, without the prior permission of the Administration, which will give notice to the Harbor Master.
- V. During the stay of ships in port, they must have at all times sufficient crew members on board to maneuver if necessary.
- VI. Although not performing maneuvers of loading, unloading or handling of cargo, all vessels must keep at night lights that illuminate the sides of the ship corresponding to pier, walkways, access ladders and pointing the bow and aft ends.
- VII. The forced arrival ships which transport dangerous cargoes such as flammable and explosive substances should berth in places and with the precautions that Harbor Master authorizes.



VIII. Those responsible for the vessels docked, cannot, without the prior permission of the Captain:

- a. Release to water their minor boats;
- b. Perform any maintenance on the hull, and
- c. Load or transfer from ship to ship any fuel or contaminated water.

IX. Vehicles and equipment used for the operations of all types of vessels, shall be removed from the docks at the end of the same, or if such operations are suspended for 24 hours or more.

X. All boats that are moored shall comply with the arrangements dictated by the Harbor Master and the current environmental legislation.

The Harbor Master at the request of the Administration may order the undocking of the vessels when they do not comply with the provisions of the Rules and from the Programming meeting, and the costs generated by movements of the vessel to be borne by the ship or service provider that result responsible.

RULE 60.- DOCUMENTATION OF VESSELS.

Pursuant to the provisions of Section VI of Article 9 of Navigation and Maritime Commerce Law, the Harbor Master may request the captains of the vessels the following:

- I. Security certificates of the vessel and human boat at sea, and pollution prevention applicable to the vessel.
- II. International Certificate on Loading Lines, 1966.
- III. In case of national vessels, certificates of safety of navigation.
- IV. Certificate of cranes status.

As provided in Chapter XI-2 Special measures to enhance maritime security Rule 9, Control and Compliance Measures, it shall submit the following documentation

- I. Certificate of compliance with the provisions of the ISPS Code, indicating the name of the authority which issued it.
- II. Register of information regarding the level of protection in which the ship is operating at this time, the level of protection that has operated in previous ports,



citing the additional measures taken, security procedures and any other practical information related to the protection of the last 10 port facilities visited. (Continuous Synopsis Record).

Additionally must also present:

- I. Certificate of competence of the Ship's Protection Officer.
- II. Crew List.

RULE 61. - BERTHING CONDITIONS FOR SHIPS.

Will be conditioned the ships with remarkable technological obsolescence, which hinder the loading and unloading with a consequent reduction in operating efficiency.

The Captain at the request of the Administration shall inform the ship's representative on the need to correct the deficiencies or change of vessel, with the condition to refuse to provide the service the next time if remain the current causes the reason for the warning.

RULE 62. - BERTHING POSITIONS PREVIOUSLY OCCUPIED.

In the case that a berthing position is previously occupied, and there is an option for the ship that is already docked, the movement should be borne by the beneficiary, except for vessels that do not meet the required productivity which must pay themselves the movement or amendment.

RULE 63. - PROVISIONS FOR THE AMENDMENT OF VESSELS.

To make amendments or changes to dock of ships, will be as follows:

- Amendment up to 1 bollard (26 meters. maximum) will be done with ropes.
- Amendment of more than 26 meters and up to a length of 200 meters., with one tug boat.
- Change dock, band or more than 200 meters., It will be as set forth in the criteria for towing service in the Port of Lázaro Cárdenas approved within the Port Operation Committee and authorized by the Secretariat, **ANNEX III** of this Regulation.

Port pilots shall refrain from providing the service in the cases specified in the Law of Maritime Navigation and Commerce, and its regulations



RULE 64.- OF THE NON-COMPLIANCES THAT AFFECT THE PROGRAMMING.

The Administration will monitor the vessels do not remain unreasonably in Port facilities. The Harbor Master, with a founded request from the Administration, may order the undocking of the vessel as provided by Article 9. Section VIII of the Navigation and Maritime Commerce Law in the following cases.

I.-When the permanence of a ship in docking facilities affects the schedule of arrivals, due to not perform the operations in terms of operations program or does not meet the minimum standards of production established in Rule 94 of this document.

II. When the ship stop for more than four hours operations for reasons that are attributable to them, if it coincides with the arrival of another vessel scheduled to berth at that facility.

The maneuvers to undocking of vessels in the case of Section I, will be carried out on behalf of themselves or the service providers who are responsible or on the account of the own ship in the case of Section II.

Terminals for particular use, the responsible for them will determine their priorities for attention to ships, prior notice to the Harbor Master.

The Harbor Master will avoid prolonging the stay of the vessels without cause.

During his stay in the port area, vessels must have the necessary people to carry any movement to order of the Harbor Master or that proceed for the security of Port and the other vessels.

RULE 65. - BERTHING AREAS FOR REPAIRS.

In berthing areas may be made only minor repairs that do not affect to the port services with the prior favorable opinion of the Administration and the approval of the Harbor Master. The Administration shall determine the place and time for the effect and the safety preventive measures required by the case.

Oil tankers that for to some reason require to berth on ballast at the piers, for inerting their tanks or minor repairs, must be freed of gas, such fact must be proven to the Harbor Master, by certificate issued by approved expert prior to docking.



RULE 66. - PLANNING OF VESSELS WITH DANGEROUS CARGO.

Ships carrying substances considered as dangerous, according to the classification of the International Maritime Organization, will be berthed at the places indicated by the Administration in coordination with the Harbor Master.

The captain, owner or consignee agent of a vessel carrying dangerous goods must notify the Administration, the Harbor Master and the Maneuver Company or Terminal in charge, at least 48 hours before the arrival of the boat as follows:

- Name, number, nationality and port of registry of the vessel.
- Corporate name of shipping agent.
- Estimated time of arrival and departure.
- List or manifest of dangerous goods stating:
 - Name of issuing
 - When they are "unspecified" or "NOS" ("NOS" for its acronym in English) we must add the technical or chemical name.
 - Identification Number (UN).
 - Classification according to NOM-009-SCT4-1994 (including secondary risks, if any).
- Number and type of packaging, packing group and gross weight
- In the case of flammable, its flash point in ° C
- In the case of products belonging to Classes 1, 2, 6.2 and 7, the information specified in section 9 of the General Introduction to the IMDG Code.
- Position in the stowage of dangerous goods on board, indicating those to be discharged in the Port.
- Condition of stowage and segregation if an additional or unexpected risk.
- Any other circumstance that may affect the safety of the port or ship.

The vessel must have the current certificates according to applicable international conventions ratified by the Mexican Government in the case of dangerous goods in bulk.

The Administration should verify that the dangerous goods intended for transit or handling incoming into Port Facilities, to be accompanied, if so required by national regulations in force, by the corresponding authorizations issued by the competent authorities according to their kinds, amounts permissible them, handling conditions at the facilities, and available facilities for reception and storage.

These vessels shall carry out the loading, unloading, stowage, unloading and storage with all precautions and at the time that the Authority indicate, also will



have to comply as indicated in **ANNEX VI** concerning to the handling of dangerous goods, which is added as an integral part of these rules.

As a precaution, the representative of the vessel shall submit a map showing the location of safety equipment that counts on board.

RULE 67. - ECOLOGICAL CONSTRAINTS FOR SHIPS AT BERTH.

The ships that are moored must refrain from throwing any type of waste water to the area, so it is forbidden the bilging of bilges, tank washing, scraping or painting hull and all activity that involves throwing any object or substance into the sea.

Due to the demand of docks for the operation of loading and unloading of goods, there is no permission to do major repairs. All vessels that require performing any maintenance or minor repair must notify before the arrival of it and get the authorization of the Harbor Master and the Administration, for this will should inform:

Type of repair.

Estimated time

Materials to be used

Company to perform the repair.

This, independently of required by the customs authorities and migration. Any repair will take place during the time estimated for the loading or unloading at this port.

The removal of trash shall be in accordance with the provisions of international conventions MARPOL and operating procedures set out in **ANNEX V**, which forms an integral part of these rules.

All vessels moored must comply with environmental standards, noting particularly those mentioned in Chapter XV of these rules.

In case of breach of the same, the Administration will denounce immediately the case to the Harbor Master and to the Federal Prosecutor of Environmental Protection, who apply the corresponding sanctions.

RULE 68.- DEADLINE FOR UNMOORING AND EXCEPTIONS.

All vessels must unmoor as soon as possible with a maximum two hours after the end of the maneuvers, except that required by the authorities, must remain berthed inside the port precinct or because of the particular port conditions.

To leave the port, all vessels must comply with the clearance given by the Harbor Master as required by Article 48 of the Law of Navigation and Maritime Commerce,



for which the shipping agent or representative must submit the following documentation:

- a) Bill of Health.
- b) A certificate of no debts or guarantee of payment for the use of port infrastructure or in the event of damage to the same
- c) Certificates demonstrating the safety condition of the vessel.
- d) Stowage plan of the vessel and its calculation.

To comply with the foregoing, the Administration will extend the certificate of no debts to the corresponding shipping agency, so it must apply its request with a minimum of two hours before unmooring.

RULE 69.- VACATE MANEUVERING VEHICLES AND EQUIPMENT.

Vehicles and equipment used for the operation of ships, the docks will be removed at the end of the same, or if such operations are suspended for more than 24 hours, the equipment installed on piers shall not affect or obstruct the work of unmooring or berthing of vessels, so the loading hoppers for bulk cargo must be located at least ten feet from the edge of the dock.

Containers and also ground support equipment will have to leave space at all times to the bollards for mooring ropes, as well as rail cars and trucks in general keep free the approach zone for the mooring ropes of the ship.

RULE 70.- DOCKS CLEANING.

The responsible of the vessels moored at the end of daily operations must demand the cleaning of the docks to the maneuver companies along the length of the ship and up to 15 meters of their ends, and all the space of the platform that was used during the operations, including pathways that are used in loading and unloading of rail units and / or areas of operation for the federal public service units, putting trash in a given collection point previously determined. In the absence of cleanliness, service will be provided by the Administration and costs be borne by concerned company

RULE 71.- ENFORCEMENT OF OPERATING RULES.

All vessels arriving to the Port, without exception, must comply with the provisions of the above rules during their stay, and subject to what in a complementary way, by reason of force majeure, the Harbor Master determined in coordination with the Administration



CHAPTER X

PORT MANEUVERS

RULE 72.- AUTHORIZED PROVIDERS OF SERVICES OF MANEUVERS.

May only provide public maneuvers, people who have obtained permission from the Secretariat or have signed contracts of partial cession of rights or for services rendering duly registered with the Secretariat.

RULE 73.- OPERATIONS PLANNING MEETINGS.

In the case of private terminals they conduct their own operations planning meetings.

RULE 74 .- MEMBERS OF THE PLANNING MEETING BOARD.

The Board shall consist of representatives from the terminal or operator, agent or shipping agent and other parties involved in the maneuvers of the vessels when required.

RULE 75 .- SAFETY AND EFFICIENCY IN CARGO HANDLING.

The planning meeting should take the following considerations for the safe and efficient handling of goods:

- a) The planning of operations should be made based on information provided by the representative of the vessel, which must contain the operative condition of the means of lifting and rigging of the ship.
- b) The Terminal or Operator must have the equipment necessary to ensure compliance with the scheduled operational efficiencies and to avoid delays in service that are reflected in increased staying of the vessels.
- c) The transfer of the goods must follow the most direct route based on the Customs Law, and based on the specifications of the signs on the roads within the port, avoiding where possible crossings with other flows of goods or vehicles in service.
- d) In order to avoid unnecessary maneuvers and paths, the cargo should be located taking into account their characteristics, mode of packaging and opportunity for land dispatch or shipment.



e) For the transit of dangerous goods, maneuver personnel must have the training about the care that must be followed in handling and have the equipment required for the same, as well as ancillary supporting elements to prevent and, where appropriate, reduce the impact of accidents. Specifically it must comply with the provisions of Chapter XIV of these rules.

RULE 76.- RESULTS OBTAINED IN THE PLANNING MEETING.

As a result of operations planning meeting will be obtained:

- I. Confirmation of service of the ship's agent to the terminal or operator.
- II. List of maneuvers and time to be performed.
- III. Definition of special maneuvers.
- IV. Equipment and nominated staff.
- V. Required storage areas and times in which the maneuvers will be performed.
- VI. Transport type for dispatch and requirements of this when direct unloading
- VII. Indication of the possible berthing position
- VIII. Assignment of responsible in the operation of the various parties involved

RULE 77.- CHANGES IN THE RESULTS OF THE PLANNING

When during the course of events is necessary to modify the original programming for any of the parties these changes will be submitted to those involved.

RULE 78.- REVIEW OF SAFETY CONDITIONS ON VESSELS.

The terminals or operators must conduct an inspection of the ship's equipment involved in the safety of loading / unloading before starting operations, in order to verify compliance with security measures needed to perform the tasks of loading or unloading, considering the safety of the port.

If the company detects unsafe conditions on the ship to perform the operations, will ask to the Harbor Master conduct a review of the same and inform the Administration on the results.

If as a result of the review is considered that such equipment and items do not have the necessary safety guarantees, the shipping agent in coordination with the



ship's captain will take actions to correct the deficiencies to the satisfaction of Harbor Master itself and the terminal operating company.

RULE 79 .- MEASURES TO PREVENT ACCIDENTS IN THE MANEUVERS.

In the handling of cargo shall observe the rules on health and safety identified in the Federal Rules of Safety, Health and Working Environment (Published in the Official Journal of the Federation on January 21, 1997), and the Official Mexican Standards established on the subject, as well as international treaties to which Mexico is party.

In special way must meet the following provisions:

I. In order to prevent accidents during the loading at night, vessels must maintain adequate lighting in their hatches and the dock platform where the cargo is deposited.

II. Access to the ship and deck areas around the hatches, at all times must be free of obstructions and have adequate lighting during night maneuvers

III. Companies will place in visible places on working areas notices or signs of health and safety for the prevention of risks, depending on the nature of the maneuvers that are performed in accordance with the standards.

IV. The machinery and equipment should have the health and safety conditions in accordance with appropriate standards. The trucks and forklifts must have lamps and lighting to operate at night time maneuvers.

V. Trucks carrying containers must do so with the doors locked and properly secured, so the platforms must have twist locks platforms to ensure that the container does not fall and cause accidents.

VI. Rail car units must enter to the port clean and ready to be used, and should not remain inside the Port precinct longer than necessary.

VII. The operator should have support staff to stop vehicular traffic movements every time that performed movement of railway units.

VIII. Companies should maintain the pier and work areas clean and safe for employees and others.

IX. The loading equipment of whatever kind, should not be loaded beyond the limit set by the respective certificate. Both the Port equipment as well as vessels shall clearly display the maximum allowable load.



X. During the loading or unloading of ships is not allowed to maintain suspended load for prolonged periods in the cranes or rigging of the ship. Similarly, is strictly prohibited the transit of persons and vehicles when the load is suspended by cranes.

RULE 80. - OF THE MANEUVERS STAFF.

All workers involved in port maneuvers, and as a priority machine operators must be trained and have the evidence of skills, registered with the Ministry of Labor and Welfare, where it is proved that every operator has taken the training courses required for the position.

Workers involved in the maneuvers must be properly uniformed with identification elements of the company for providing services, as well as personal safety equipment.

Operators will appoint a responsible for each vessel during the three shifts, who will be contactable and respond to the requirements of the authority or the Administration regarding the operation of the ship and working hours not exceeding and cause accidents.

RULE 81 .- EQUIPMENT USED IN THE MANEUVERS.

The equipment used in any maneuver must be adequate or specialized for the type of load and maneuver.

In all cases, where products handled could falling into the sea during operations, should be placed, by the corresponding terminal or operator, protective nets or canvas according to the product, to prevent this from happening.

RULE 82 .- LIABILITY OF OPERATORS IN CARGO HANDLING.

During the execution of the maneuvers in handling cargo from ship to warehouse or land transport or vice versa, operators and service providers respond on the same, in terms that have been agreed in the contract for transportation of goods, from the moment of taking charge until lay down properly stowed.

If any merchandise is damaged by the maneuver company, it is liable to cover the damage.



RULE 83 .- USE OF ELECTRIC POWER.

For operations that require the use of electricity, maneuver companies must have their own generators so as not to require the operator of the terminal. In case of emergency energy needs, it will ask to the operator who will assign the connection point, the costs of providing to be borne by the corresponding maneuver company according to consumption.

RULE 84.- HANDLING OF HAZARDOUS SUBSTANCES.

In the case of maneuvers with dangerous substances is the responsibility of the Maneuver Company provide safety measures according to the product and monitor compliance of them by workers, as indicated in **ANNEX VI** concerning the handling of dangerous goods, which forms an integral part of these rules.

RULE 85. - VIOLATIONS, LOSSES OR DAMAGES TO CARGOES.

Terminal or operators are responsible for checking the status of the cargo.

Cargoes showing signs of violation of seals, packing, depleted or damage to its contents, will not be numbered and submitted in accordance with applicable legal dispositions and recorded in each case the words "commodity incomplete" or "damaged goods" as appropriate, which shall be recorded in the respective tallies in these cases the operators have to obtain approval from the corresponding shipping agents prior to moving the goods from the ship's side.

In the moment that the cargoes are delivered or otherwise made available to the responsible for the storage, they must be repaired in their packaging, duly strapped and sealed properly, and case of container seals must bear the seal of the corresponding shipping agency.

RULE 86 .- VERIFICATION OF DOCUMENTS AND CARGOES.

Operators and service providers will be responsible for verifying the correspondence between the documentation and the physical.

The imported cargoes from ships at berth, must be reviewed and separated, taking into account their marks, destination and deposited neatly in warehouses or yards that are appropriate for later collection.

When the cargoes have no marks or not specify destination, the maneuver will notify Customs, and based on their manifests, missing data will be recorded



RULE 87. - PROHIBITION FOR MANEUVER ON ROADS.

It is prohibited to perform loading and unloading maneuvers in the areas designated as roads, all areas of the port precinct, including within specialized terminals, must be properly marked.

For the control of the roads of common use of the Port, should observe the considerations set out in Chapter XII of these rules.

RULE 88. - RESPONSIBLES OF OPERATIONS.

The maneuver companies will appoint a responsible for each vessel during the three shifts, who will be contactable and accountable to the requirements of the Harbor Master or the Administration with respect to the operations of the ship.

RULE 89. - HEALTH AND SAFETY IN HANDLING OF THE CARGOES

In the handling of cargo shall observe the health and safety applicable rules, and accident prevention regulations issued by the existing safety hygiene and environmental protection Normativity, and precautions at the request of the Administration shall determine.

It is the responsibility of the maneuver service companies or operators, the supervision and monitoring of compliance by its employees of the safety measures, and that their performance is with diligence and efficiency in the management of operating loads on board, docks, yards, open spaces and warehouses.

The maneuver companies must keep the floor and other work surfaces clean and safe for employees and others during operations, so the spilled product, especially in agricultural and mineral bulks must be continuously collected to prevent build-up on the docks and possible spread to other areas.

RULE 90. - CARGOES ON THE PLATFORM OF THE DOCKS.

In areas of operations will not be allowed cargo lashing, only may remain cargoes on the platform of the docks the time strictly necessary for service or repair of packaging, provided it does not affect port operations, which in case shall be removed to the place where the repairs will be made

RULE 91. - TRANSFER OF GOODS.

For the case of general or preferential purpose piers maneuver companies are responsible for the goods since the discharge from the ship to its delivery to the user or service provider of storage.



The transfer of goods is done with the proper equipment and optimal operating and safety conditions, while respecting the direction of the roads as identified by the Administration.

RULE 92 .- RISKS AND CONTINGENCIES.

The maneuver companies will be responsible for the risks and dangers resulting from its own activities, except in unforeseen circumstances or force majeure and / or those that are not attributable to the same should indemnify to the Administration, Cessionaries, users, workers or other persons concerned in case of accident or injury.

RULE 93. - OPERATIONS PERFORMANCE REPORT.

Shipping agencies shall provide to the Administration with their daily progress on the execution of operations arising from the pre-planning, through their respective areas of operation no later than 9:30 am each day, including Saturdays, Sundays and holidays.

RULE 94 .- PRODUCTIVITY STANDARDS.

In order to optimize operating systems and provide better levels of productivity, in coordination with the Administration the cessionaries, shall establish performance standards and minimum conditions of services based on the analysis for each type of load and for each phase comprising the sequence complete of services in question, ensuring that there is balance between them.

The average yield of standards is subject to review at least once a year, and will compromise between maneuver companies and specialized terminals with Administration this with the Secretariat, must be contained in the Annual Operational Program.

For those cargoes operated sporadically and not in the table above, performance will be agreed when planning with the operator

Productivity standards shall be specified in the bids, permits and contracts for the operators, as well as those determined by the Subcommittee on Productivity and approved by the Operations Committee for each fiscal year, being based on the following standards:

TYPE OF CARGO	T/H/B/O	T/H/B/M	T/H/B/P
GENERAL CARGO			
STEEL (Pieces)	600	545	500
STEEL (Bundles, Coils)	250	227	208
CONTAINERS (Boxes)			
TUM	35	32	29
SPECIALIZED TERMINAL	63	60	55
GRAINS IN BULK			
	370	336	308
FLUIDS			
LOW DENSITY	1000	909	833
HIGH DENSITY	850	636	583
METALS AND MINERALS			
	650	545	500
OTHER FLUIDS	270	245	225
MINERAL IN BULK			
HEAVY	1200	1091	100
LIGHT	850	773	708
COAL SPECIALIZED	1400	1273	1167
AUTOMOBILES (Units)			
IMPORT	110	105	100
EXPORT	90	85	80

RULE 95 .- RULES FOR PRODUCTIVITY CALCULATION.

In the indicators mentioned in the above rule it is understood:

T / H / B / O (tons / hour / ship / in Operation): Cargo or manipulated units in total time of operations, considering from the beginning of the first lifting, or the start of pumping fluids (not considering the preparation time of operations), to the last, less downtime not attributable to the operator or maneuver company.

T / H / B / M (tons / hour / ship / in dock): Cargo or manipulated units in the total time spent in the dock, considering since the vessel berthing is declared, until the releasing of last mooring rope.



T / H / B / P (tons / hour / ship / Port): Cargo or manipulated units in the total time spent in port, considering since the vessel crosses break waters incoming until cross it outgoing.

In the case of operation of more than one type of cargo, it shall account for the quantities and times for each type of cargo.

Time lost not attributed to the operator: The time delay accumulated by crane or hook * under the following classification:

- a) Rain, storm surge, sea swell and / or strong winds.
- b) Lack of rail or road transport units.
- c) Blocking tracks in rail track yards assigned to Railways.
- d) Time not worked due to instructions from the client or receiver of the cargo.
- e) Failure handling equipment on board (ship's equipment only).
- f) Amendment of the ship. When this is by instructions outside the operator
- g) Waiting for cargo.
- h) Fumigation of cargo when it is made after starting the operation.
- i) Conveyors blocking due to high moisture in the material.
- j) Earthquakes.
- k) Social conflicts outside the terminals.
- l) Open / close hatches.
- m) Waiting for pre-stowage / plans.
- n) Other (specify)

*Total hours-hook should be divided between average number of hooks registered throughout the operation of the ship to obtain the time lost in HRS-SHIP.

Time loss attributable to the operator: The time delay accumulated by crane or hook * under the following classification.

- a) Change of staff



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- b) Shore equipment failures (shore cranes, conveyors)
 - c) Up and down bulldozers or bobcat
 - d) Dock cleaning in areas of operation
 - e) Adjusting position of protection canvas to protect the side of the ship.
 - f) Failure of machinery and equipment owned or rented.
 - g) Fuel loading to machinery.
 - h) Reviewing and adjusting operation of equipment and machinery
 - i) Lashing, securing / unlashings
 - j) Lack or shortage of forklifts.
 - k) Lack or shortage of staff
 - l) Change of spreader
 - m) Remove tar in butt
 - n) Remove cargo from ship side
 - o) Other (specify)

NOTE: All times deduction of the operation will be audited through the state of facts of the ship.

RULE 96.- SERVICE CAPABILITY.

The Committee shall receive from terminal operators and the report of the technical characteristics of its facilities, the ability of service associated with operating productivity as well as loading and unloading time of ground units, so that the Committee coordinate, if necessary periods of maneuvers in common areas and roads to avoid congestion problems affecting third parties.

RULE 97.- RAIL OPERATIONS.

The rail operator will be responsible for supplying the units required for the dispatch of cargoes that require this mode of transport, in quantity and quality sufficient to meet the productivity parameters established in these rules, as well as services essential to the proper operation rail freight dispatch, according to the following criteria:



- a. The rail tracks inside the port precinct shall be considered as loading or unloading, but not for storage of cars, so no unit may remain for a period exceeding 24 hours.
- b. It is the responsibility cessionaries of railways, the introduction and removal of the units as well as all the movements made with his equipment and crews.
- c. General circulation routes should be kept clear to avoid interference with other users.

The Administration should maintain the internal infrastructure of roads and tracks of the port according to the demands of those already established in the Port Development Master Plan in effect and keep in condition of operation and safety under the technical guidance that the Secretariat has established for this purpose

RULE 98. - ENTRY OF TRUCKING UNITS.

For better control and dosage of units entering the port precinct, the Port must to have a truck parking lot that operate 24 hours a day 365 days a year, which may be operated by the Administration or by an services cessionary, according to the following provisions:

- a. The trucks will enter when its cargo is ready to be given or received, once they have completed the requirements for the delivery or receipt, and in the case of import goods, checking that has its corresponding motion duly paid.
- b. The terminals that have permission to operate as a Bonded Warehouse authorize the entry through the control system linked to the parking lot, who will inform the units which are ready to enter to collect their cargo as well as the area that should be addressed .
- c. In the case of units requiring to enter to remove or deliver goods directly to or from ship and operating in general use docks, will the Administration be who regulates the entry of the same.
- d. When accessing the units should be addressed directly to the area where their cargo is.
- e. Once loaded the truck must go through the random system without making stops in roads, in the same way those trucks entered to deliver cargo must immediately leave the port precinct.
- f. The operator of the unit cannot leave it, while he is inside the port precinct, nor parking in loading areas or roads
- g. No truck should remain within the port after 22 hours, unless have a service contract, so customs agents will submit to the administration requested the



entry of trucks. This control or adjustment at any time should affect the loading or unloading of the vessel, or the productivity of the same.

RULE 99.- OUT FLOW OF CARGO.

Administration, in coordination with Customs will determine the procedures for the outflow of the cargoes by the different transport means. As indicated in this paragraph shall be in accordance with the provisions of the Customs Law and its regulations, and consider the following:

- a) Hours of operation of the automated random selection system.
- b) Fiscal path along which will circulate the trucks to show up in the selection modules.
- c) Number of modules that operate simultaneously and at peak hours.
- d) Attention to cargoes removed by rail.

In regard to container and multimodal handling services, will seek to incorporate customs control procedures that meet the requirements of speed and timeliness of service.

RULE 100.- MAINTENANCE AND PURCHASE OF EQUIPMENT PROGRAM.

Service providers that use machinery and equipment must submit, within the first fifteen days of each year, to the Administration, a list of their equipment and the physical conditions of operation that they are, also must provide their preventive and corrective maintenance program of the units and its program of purchasing new equipment.

RULE 101.- STATISTICAL INFORMATION.

Operators and companies providing maneuver services must submit within five working days of each month, the monthly reports to the Administration containing the following statistical information:

- a) Cargo volume operated and classified by type.
- b) Number of vessels served with the volumes of cargoes.
- c) Productivity achieved by cargo type.
- d) Effective time of operation.
- e) In case of direct maneuvers, the type of transport used and their distribution by type of cargo handled.
- f) Relevant comments about the behavior of the operation under its charge.
- g) Percent occupancy in yards and warehouses.



Operators must submit such information to the Administration, under the same requirements, adding the specific considerations that arise from or have been agreed in the contract of cession of rights.

Statistical information is furnished in the format and according to the means established by it.

RULE 102 .- PENALTY FOR OMISSION OF STATISTICAL REPORTS.

In case of failure to comply fully or partially, the provisions of this paragraph shall apply the penalty provided in the corresponding contracts of partial cession of rights and provision of port services.

RULE 103. - INFORMATION TO THE SECRETARIAT.

The Administration will collect process and send statistical information to the Secretariat in the format and timing established by it.

RULE 104.- REPORTS TO OPERATIONS COMMITTEE.

The Administration shall submit a monthly statistical report to the Committee, on the first meeting after the corresponding month, making comments and proposing, if any, action to correct deviations from planned or to stimulate new business that had been identified.

RULE 105. - CONTENT OF INFORMATION DATA BASE.

The Administration shall make available to users of the port, an information data bank consisting essentially of:

- a) General and specific statistics.
- b) General technical and operational information.
- c) Layouts and schematic drawings.
- d) Directories of operators, authorities, users, cessionaries, service providers, etc.

Statistical Yearbook of the analytical and relevant facts would have affected the port activities.



CHAPTER XI

STORAGE AND SERVICES TO THE CARGO

RULE 106 .- MANAGEMENT OF BONDED WAREHOUSING AREAS.

All storage service providers have to apply to the Ministry of Finance and Public Credit authorization for providing, handling, storage and custody services to foreign trade goods, in which case the building or space in which individuals provide such services are called Bonded Warehouse.

Individuals with Bonded Warehouse shall comply with the provisions of Article 15 of the Customs Law as well with the Installation Camera CCTV, electronic system with allowance to link with the SAT to track inventory through a simultaneous recording of transactions and goods that result in abandonment in favor of the federal treasury. As well as provide areas for the storage of goods property or seized by the treasury without that such space occupies more than 20% of the volumetric capacity of storage.

For the provision of storage services each company must design its schedule according to the capacity of the same, and in coordination with schedules determined by the customs authority. Complying with the requirements established in the Customs Law and its Regulations.

RULE 107 .- TRANSFER OF CARGOES TO STORAGE AREAS.

Administration in coordination with the operator and terminal will determine the circuits that land vehicles make to move or dislodge the cargoes, all the above must be consistent with the general road system, the regulation is imposed on customs matters, and regard to the handling and care of dangerous goods. The circuits should consider shorter routes in order not to affect the performance of ships.

RULE 108 .- ORGANIZATION OF STORAGE OF GOODS.

In order to offer appropriate standards in quality, timeliness, efficiency and security, directly responsible for the storage terminals and facilities should consider the following stages.

I. Activity planning and scheduling:

Estimates of demand, storage volumes, relationship between the organization of storage and ship stowage plan, allocation of import and export areas, handling of



dangerous cargoes, etc., All associated with the overall look of the equipment required , frequency of use and availability of the same.

II. Operational issues that must be taken into account:

- a) Efficient and safe work practices for the different types of stowage and unloading of cargo.
- b) Qualification of manpower required.
- c) Equipment required for stowage or unloading of cargo.
- d) Preparation in case of contingencies.

III. Organization of the store:

- a) Classification of the cargo to organize the available spaces and accommodate for easy location and appropriate handling.
- b) Control system of goods and computer support personnel to perform the tasks of receiving, physical examination, segregation, storage and delivery, establishing, where appropriate, missing or surplus on the original manifest.
- c) Stacking or stowage for the physical arrangement of the charges. Once received, tallied and graded should be assigned its proper place in the storage.
- d) Area of documentation in order to prepare and submit all documents prior to receipt of the cargo, so that in case of shortages or surpluses are adequately informed Customs for legal purposes as may be appropriate.
- e) Regulation of the dwell time of cargo according to capacity and demand proposed.

IV. Recognition, protection and custody of goods:

Corresponds to the terminal operator or service provider the recognition, protection and custody of goods stored in warehouses and port facilities, taking into consideration the following:

- a) Responsibility of the goods stored in warehouses corresponds to the provider of such services.
- b) The previous tests of loose or containerized general cargo will be carried out on the site responsible for the particular store, as long as the customs or shipping agent complies with the documental requirements requested by the customs authority.



- c) For the protection of the goods, the service provider performs the necessary tasks to prevent damages to the cargo and must have the safety and firefighting equipment necessary according to the standard.
- d) In the case of receiving dangerous goods stores must comply with the provisions of **ANNEX VI** concerning the handling of dangerous goods, which forms an integral part of these rules.

V. Staying of the goods in storage areas:

The permanence of the goods obey the original estimates made by the provider of service in respect of annual storage capacity has been compromised with the Administration.

Any deviation must be reported so that if this is due to temporary issues easy to resolve and do not affect the annual result, adopt the necessary corrective measures, otherwise, it shall submit to the Committee in order to issue the relevant measures that will be mandatory for the users and the operator of the warehouse itself.

RULE 109. - CRITERIA FOR THE PROPER STORAGE OF THE CARGO.

For the proper handling of cargo in warehouses and yards, the following shall apply:

- I. - In "Pallets" retaining the stowage of these, when possible;
- II. - The height will be limited considering the resistance of the packaging and packaging, the soil and stability of the stowage, and
- III. - Leave sufficient space for circulation and operation of equipment in the handling of cargoes.

RULE 110. - WAREHOUSE OPERATIONS.

Store operation is subject to the following terms of service:

- I. - The operator must verify the list of cargoes numbered and marked according to the manifests or bills of lading and packing lists at the end of each maneuver seek the signed agreement of the shipping or customs agent.
- II. - The operators should have a list prepared preferably by electronic means, stating the place of deposit of goods with appropriate annotations.



III. - Operators should keep the floor of the warehouses and other work areas clean and safe for people and cargo;

IV. - It shall be the responsibility of operators to maintain in good condition lighting in warehouses, yards and sheds;

V. - The load placed in storage, must be stowed in such a way that is sufficient space for the transit of loading and one meter away from walls without obstructing fire extinguishers and hydrants.

VI. - The goods stored in the courts should not impede the movement of vehicles and loading equipment, being restricted to areas determined by the Administration, without obstruct any firefighting hydrant system.

VII. - The height of stacks shall be determined according to its stability, the nature of the goods and the resistance of the packaging and floor, the Administration shall ensure compliance with these conditions.

VIII. - Study of fire risk in accordance with NOM-002-STPS.

IX. - Devices Fire Safety and Prevention according to NOM- 002-STPS.

RULE 111.- STORAGE OF GOODS IN SAFE CONDITION.

In the handling of cargo, please observe the safety regulations and hygiene applicable conditions, the prevention of accidents issued by the authority on labor and social welfare, established in the Mexican Official Standard NOM-030-SCT4-1996 "Conditions of security for the stowage and lashing of cargo on ships and in warehouses or deck "as well as the precautions specified by the Administration also considering the following:

I. Flammable or hazardous loads are deposited in special and should be properly identified, separated and cordoned off.

II. The stowage height in the warehouse must be sufficiently far from the lights to prevent fire hazards.

III: Cargoes susceptible to be altered or the perishable cargoes, must be deposited, keeping the necessary precautions to ensure the safety of the port and other goods, being borne by the user the additional costs caused of the measures taken to effect;

IV. To prevent spontaneous decomposition or combustion of cargoes placed in stores, must be provided:



a) That the stowage of such cargoes are properly ventilated.

b) Prevent wet cargo from enter to the storing place.

Operators and service providers will ensure that their employees have a due care, diligence and efficiency in the handling of operated cargoes on board of the ship, in dock, yards, sheds and warehouses.

RULE 112. - HANDLING OF HAZARDOUS SUBSTANCES.

For the case of handling of dangerous substances, it is the responsibilities of operator provide safety measures according to the product, and monitor compliance by workers, as indicated.

Operators of dangerous goods are responsible for their staff have adequate training in handling such substances, in addition to the tools, materials and equipment for handling them safely.

RULE 113. - SEPARATION AND CLASSIFICATION OF CARGOES.

The cargo from ships at berth, must be separated by taking into account their bills of lading, labels, tallies and recipient, and stowed neatly in the warehouses, yards or sheds that are appropriate for their later removal.

Also be properly separated and segregated according to their nature, to avoid problems of contamination of the same, or reactions that are hazardous to personnel, facilities, or the cargo itself.

RULE 114.- WAREHOUSE CONTROL.

For proper control and monitoring in the stores should the following should be done:

I. Control of spaces:

They should be known the level of supply of storage space, for that is essential to have daily information of available areas of the warehouse, being operator's obligation to make the adjustments necessary for optimal use of facilities.

II. Control of the cargo:

The warehouse operator shall keep current records of imports and exports, the abandonment of goods, and records of the movements daily, monthly and yearly for each of the storage areas.



III. Control of documents:

The document control procedure corresponds to the operator who must keep them, prepare, where appropriate, and subsequently hand over to the customs and the administration when required.

The record file shall be by vessel and contain the following documentation:

- a) Cargo Manifest.
- b) Summary or liquidation of cargo.
- c) Parts of packages damaged.
- d) Parts of packages surplus or missing.
- e) Copies of documents necessary to have removed the goods.
- f) Part of abandonment evidencing the delivery of packages to authorities.

RULE 115. - RECEPTION AND DELIVERY OF CARGO.

In order to achieve greater efficiency in the use of the waterfronts of the Port, direct operations of loading or unloading cargo between ships and land vehicles shall be as flexible as possible to avoid productivity is affected by disruption of operations of the ship, considering the following provisions:

- a) In the case of goods for import and export services requiring controlled storage in bonded warehouses, shall be in accordance with the provisions of the Customs Law and its Regulations.
- b) In the case of export containers will establish a closing time to load called "closing date", which will be set up to 24 hours before the arrival of the vessel, so that at the planning meeting each terminal indicate the concerned the exact time of closure for each vessel.
- c) For delivery of goods is made only if the broker presents to the Bonded Warehouse the paid pediment and proof of payment of wharfage and storage.
- d) Goods which have been adjudicated in favor of the federal treasury cannot be delivered without the consent of the customs authorities.
- e) The Customs Authority in coordination with the Cessionary of the warehouse, will determine the strategy for the removal of goods that have been adjudicated in favor of the federal treasury, or those that are defined as permanently without destination, to avoid prolonged stay in storage areas.



RULE 116 .-DISPATCH OF FOREIGN TRADE GOODS.

To make the removal of foreign trade goods of the port precinct should observe the applicable regulations in customs matters, regardless of the obligations which have to comply with other relevant authorities.

The outgoing of foreign trade goods will be done within the time frame from 09:00 to 18 hrs. From Monday to Friday and Saturday from 10:00 to 14:00 hrs. and only be allowed to remove merchandise in different time stated above, under the concept of extraordinary service.

RULE 117.- DISPATCH OF GOODS IN BULK.

For purposes of dispatch bulk goods to the Customs, under Rule 2.6.8 General Character Foreign Trade, please observe the following guidelines:

I. In the case of clearance of goods in bulk, prior to dispatch of them, interested parties must submit a free statement to the mailbox of customs procedures, attaching a copy of the paid pediment.

II. At the time to show the goods in the first vehicle, truck or rail tank car, to the automatic selection module, should also submit the original pediment, along with a simple copy of the same.

III. Other vehicles, trucks or railroad tank car containing the goods remaining in the same pediment, should be freed in a period not exceeding 60 calendar days from the date of release of the first vehicle with a simple copy of the pediment processed out in each vehicle, noting on the back of such copy the following data:

- a. License plates or vehicle registration certificate, if applicable.
- b. Economic number of the container or trailer, in the case of trucks or railroad tank cars, the respective number.
- c. Number of official locks except when the cargo compartment is not likely to stay closed.
- d. Name and signature of the customs agent, customs broker or agent that promotes.
- e. Number and date of approval office letter of the respective Customs Office.



f. Quantity of goods carried by each vehicle, truck or railroad tank car.

IV. When the outcome of the automated selection mechanism is customs inspection, customs personnel perform such recognition in 15% of all vehicles, trucks or railroad tank cars that form a train unit or convoy.

V. Customs staff will verify that the product submitted is the same as stated in the pediment and take samples, as appropriate.

VI. The single copy of the pediment, has the effect of the declaration of a custom broker with respect to the information herein on the front and back of that document, so that in the exercise of the power of inspection, including the customs inspection, second recognition and verification of goods in transport, will be made taking into account such data.

VII. Operations that for whatever reason had not been freed in due time in such items, will have an additional 30 calendar days after the expiration of the deadline to present the goods to the automated selection mechanism, provided by each Part II or copy of the pediment is submitted, the payment is made of the corresponding fine.

RULE 118.- DISPATCH FOR PLACE DIFFERENT THAN AUTHORIZED

For purposes of those companies authorized to operate under Rule 2.4.3 of General Character Foreign Trade Matter (RGCMCE), shall observe the following:

I.-. Prior to the dispatch of goods, shall report to Customs 24 hours in advance, the name, registration number and date of arrival of the vessel in the case of entry of goods into the national territory and in the case of extraction of the same, the name of ship and date of outgoing, as well as description and weight of the goods to dispatch.

II. The loading and unloading procedure shall be in accordance with paragraph 2.4.15 of the RCGMCE force, plus the following:

i. Companies authorized to dispatch by place other than authorized must give written notice by free statement through the mailbox for proceedings before the Customs, during business hours, indicating the start time of operations of loading the goods in the case of export or discharge in the case of imports, given the day after.

ii. Authorized companies must declare the weight of the goods entering to national territory, in accordance with the commercial invoice and bill of lading also after



completion of the loading or unloading of goods, must be submitted through the mailbox for proceedings to Customs, the corresponding weight certificate.

CHAPTER XII

ACCESS CONTROL AND ROADWAYS

RULE 119.- ACCESS CONTROL.

Based on the Ports Law and its Regulations, as well as the Customs Law for Fiscal Precinct and Bonded Warehouses, access to the port area will be restricted and may only enter dockworkers or terminal personnel, operators, service providers, government agencies and the companies justify their incoming and be previously authorized by the Administration, who will regulate the access of both people and vehicles. The Administration will create an electronic system to control entry and exit of people and vehicles, traffic rules and operational precautions for handling hazardous substances, accident prevention and control measures in the event that these may arise.

To this purpose, the Administration will create a register of users continually updated, so that all companies should be input via the electronic system through APILAC platform, the workers and employees who need to enter the port area and its justification in order that they be provided with electronic cards, and which continuously update and reporting the movements of subscription and unsubscribe.

For the best access control, Administration according to the standard will issue the following types of credentials:

Personal or customized: regular members of the Companies users of the Puerto.

Visitor: On request in written, the companies that are located in the port, are allowed temporary access to visitors or contractors, recording in the booth featuring access and a valid official ID card will be provided electronically, to be return in exchange for their own identification when they leave the port.

Vehicle: Users that require for their work to access with their vehicle, their company will ask for the card in written, by presenting a copy of current insurance policy and a copy of the registration certificate of the vehicle and copy of driver's license. Visitors should carry these documents.

Cause for cancellation of the electronic rights of the cards or the final withdrawal of the same when:



-
- I. Transfer, or use someone else's card to enter the port precinct.
 - II. To exceed the speed limits established in the Port.
 - III. Enter the port precinct through unauthorized sites.
 - IV. Appear intoxicated and / or under the effect of drugs or narcotics.
 - V. Confirming any arrest warrant or legal claim against the user.
 - VI. Generate damage to the port facility or a third party.
 - VII. Do not present it as identification to the surveillance personnel who need it.
 - VIII. To use the common areas and parking.
 - IX. Not to be used in a period of 30 calendar days, the access control system, unsubscribe automatically.

The use of these credentials is the responsibility of the applicant company, and so the cost thereof and warrant sanctions for misuse.

RULE 120 .- CONSIDERATIONS FOR ACCESS CONTROL.

The access control system must consider the terms of the operational areas of the port, the type of vehicle and the functions to be performed in the port, distinguished as follows:

- a) Working equipment maneuver companies, licensees or operators and service providers operating in the port.
- b) Land transport operators to deposit or pick up goods, when the consignment letter assign the port precinct as a source or destination of the cargo.
- c) Personal vehicles of users of the port, those demonstrate justified need to enter to the Port.

Preferentially entering the port area should be automated and controlled by a computerized system that maintains an updated user registry and register the entry of vehicles and people and enforce the restrictions that are appropriate.

Regardless of the access control system, the Administration will keep monitoring their own staff or through a service provider company, who will be responsible for allowing access only to authorized personnel. Private vehicles of users of port properly justify their entry into port.



RULE 121. - REQUIREMENTS FOR ACCESS TO PORT FACILITIES.

All vehicles entering the port must wear at all times the permit, in accordance with the provisions of the instructions for access control of the port, which is added as **ANNEX IV** to these rules and is an integral part thereof.

This applies to each of the persons on board in vehicles wishing to enter should carry their access pass or identification. The entrance to the port area of children and minors will not be permitted unless justified their stay and have a permit provided by the Administration and comply with established security measures.

Will be restricted from entering the vehicle the driver and crew does not meet the above requirements, or who do not adequately justify the need to enter the port.

The Harbor Master on the basis of Article 102 of the Rules of the Ports Law, shall have jurisdiction in cases of disagreement.

RULE 122.- REQUIREMENTS TO INTRODUCING TOOLS AND EQUIPMENT.

In case of need to enter or remove materials and supplies, equipment, tools, etc., indicate the quantities and types of each in the request for access pass, for which will be only considered what is marked in the prior authorization process by Customs. To allow access, the Administration will always ask for documents authorized by the Custom.

RULE 123. - SIGNALING IN THE PORT PRECINCT.

The Administration will design a comprehensive signage program for the common areas of the port.

The number of signs or signals, colors, and the distance between each of them shall be in accordance with official standards set by the Secretariat for the federal roads and signage will be in accordance with the requirements of each operational area of the port.

The specialized terminals establish specific signaling within their facilities should be complementary and consistent with those in the Port, and are responsible for compliance within the limits considered in their contract with the same requirements set forth in the preceding paragraph.



RULE 124. - RESTRICTIONS ON ROADWAYS.

Drivers of vehicles entering the port area should respect the existing signaling traffic, roads, parking and restricted areas, and must follow the instructions of security personnel in the exercise of their functions, in addition to complying with the following:

1. No parking is allowed in high traffic areas, or carry out work of washing vehicles, trucks and cargo lashing on the same.
2. Prior to railroad crossings shall be full stop.
3. Every vehicle in cargo to roads and common areas shall not exceed the weight and dimensions, which comply with the regulation and indicating the standard weights and dimensions.
4. In special cases of need to transit vehicles with excessive dimensions and weights in common areas and roads, permission must be sought prior to the administration.
5. The port terminal facilities must allocate an area for parking.

RULE 125. - RESTRICTIONS ABOUT MAXIMUM SPEED LIMITS.

The speed limit in the port area will be:

Maximum 40 km / hr for private cars and 20 km / hr for trucks on main roads. Maximum of 20 km / hr on the route of the customs fiscal route, docks areas and areas of operations around the warehouses and storage areas. Maximum 10 km / hr in the containers yards and railways.

RULE 126. - ROADWAY FOR GENERAL SERVICE TO THE PORT.

Administration, based on the current Master Plan for Port Development, and its progress, periodically notify the users of the roads built to the port and its rules of use, considering:

- a) The common roads to service the car and rail transport listed in **ANNEX I-D, IE, ANNEX I-F, and ANNEX I-G** of these rules must be kept clear of any obstacles.
- b) The spaces where vehicles maneuvers between loading and unloading docks and storage areas shall be clearly marked and free of obstacles including operational equipment.



- c) The movement of the railway shall have the right of way, but shall be subject as far as possible to a programming set scheduled with opportunity.
- d) Administration shall establish the general circulation areas and signaling systems that guarantee permanent or adequate transit vehicles and people.

RULE 127.- NORMS FOR TRANSIT AND CIRCULATION.

All port users are obliged to respect and obey road rules outlined in the following points:

- a) The access roads and internal circulation should be kept clear of obstacles, so it will not be allowed to park or deposit on any cargo on roads.
- b) All auto transport trucks requiring to wait during their stay in the port shall use the parking suitable for this purpose, so it may not remain parked in the internal circulation roads.
- c) The parking, circulation, loading or unloading as well as the handover of the goods will be held at the sites identified for this purpose.
- d) Slots maneuvering aisles and loading and unloading areas shall be dimensioned according to the type and characteristics of equipment used to it. Also must have the necessary lighting and signage to ensure safe transit of vehicles.
- e) When cargo is stowed alongside railroad tracks in service, should be placed at least at a distance of 2.5 meters from the central axis of track.

RULE 128.- SPECIAL MANEUVERS ON ROADWAYS.

When operational requirements are carried out maneuvers in areas of roads or move a special oversized cargo, the operator must place involving signaling necessary for accident prevention for this type of maneuver also is to be communicated to Administration and have its approval, who will supervise the development of them.

At the end of the maneuvers, vehicles and equipment owned by the operator, shall be removed and parked in places allocated for this purpose.

If for any reason of failure of the vehicles or equipment shall be in an inappropriate area, the operator must carry out all efforts help and eviction, removing the equipment to the appropriate repair.



RULE 129.- DAMAGE TO PORT INFRASTRUCTURE.

The damage to the port infrastructure caused by traffic accidents, maneuvers, etc... must be repaired immediately, the Administration may request the Harbor Master or Customs in its case, the offending vehicle arrest until restore the entire property affected.

The heavy vehicles or special equipment shall circulate prior authorization of the Administration, on the areas and roads that may indicate, taking care not to affect the asphalt of the operational areas.

RULE 130. - TRANSPORTATION OF PERSONNEL WITHIN THE PORT.

All personnel of the companies working within the port area will be transported by passenger cars to their places of work, reducing as much as possible the number of pedestrians.

No persons shall be carried on platforms, in pens or vans pick up in the box, running boards or inappropriate equipment or maneuvers, surveillance staff can stop such vehicle until they correct this anomaly.

RULE 131 .- INSPECTION AT THE EXIT OF THE PORT.

When leaving the gates of the port, the drivers of private vehicles should provide the security guards and customs authorities, the necessary facilities for the review of their vehicle and / or packages they carry.

Not be allowed to exit or vehicles at the time were reported by the security personnel for purposes of clarification, in case of being involved in an accident or unlawful in the Port.

In case of conflict, vehicles may be consigned to the competent authorities through the Harbor Master or Maritime Customs as applicable.

RULE 132 .- ACCESS TO THE PORT RESTRICTIONS.

It is strictly forbidden without limitation, traffic, trade and consumption of drugs, narcotics or alcoholic beverages of any kind within the port.



Likewise it is prohibited:

Vendors:

Entrance to all kinds of vendors, whatever their field, allowing the entry permission to approved product or have permission from the administration and health authorities for the issuance, processing and consumption of food within the port.

Diving, Swimming, Sports and Commercial Fishing:

The development of diving, swimming, fishing and commercial margins of the port and docks of the bay, except in cases of rescue, or survey studies prior permission of the harbormaster.

Games of chance

Prostitution:

No person may engage in prostitution within the port or aboard vessels.

Failure to comply with the foregoing shall be grounds for a sanction or arrest by the relevant authorities.

RULE 133 .- RESTRICTIONS TO PERSONS IN INCONVENIENT STATE.

Will be denied the access to people outside the port operation or that are detected while intoxicated or under the influence of drugs and their immediate withdrawal of the port, which will be reported to the company involved and the competent authorities.

RULE 134.- ACCESS FOR AUTHORITIES

The staff of federal authority that by the nature of their duties, exercise authority in the port area, will carry at the accesses to the port area, for personnel and vehicle, electronic cards, issued by the Port Authority in order to activate the control mechanism.

Authorities referred to are the following: Harbor Master, Maritime Customs, National Institute of Migration, International Health, SAGARPA, and PROFEPA.

Any other agency that because requirements of the Harbor Master or Customs, have to join for support, access will be provided with electronic card to activate the control mechanism, returning it at exit to the security personnel.

In the case of federal police and armed forces, Mexico Navy, Army, Mexican Air Force, access will be unrestricted.



CHAPTER XIII

SURVEILLANCE AND SECURITY

RULE 135 .- LIABILITY OF SURVEILLANCE.

Without prejudice to the powers of the Harbor Master and the competent authorities, Administration will operate surveillance services in the common areas of the Port, as well as access control and movement of people, vehicles and goods within the port precinct, by itself or through a third party, for which the Committee must submit to a security program that includes the following:

- Service company that will provide the monitoring service.
- Number of elements and areas to care.
- General guidelines submitted to the security company.
- Security system that includes surveillance infrastructure, CCTV, alarm and communications media to ensure the safety of cargoes, people, goods and facilities.

The terminals, operators and companies in general who have facilities within the port precinct, will be responsible for security within the area demarcated on his contract and submit to the Administration their work plan, containing the same points in the previous paragraph, with the aim to the development of a comprehensive port security Program in coordination with the Harbor Master

Execution of the service of monitoring shall be conducted in strict adherence to individual rights and human rights.

RULE 136 .-SURVEILLANCE IN ACCESSES.

For control and monitoring of access should comply with the following provisions:

I. To ensure better control and security, all persons entering the port area should be identified and have their access ID cards, which will carry as a badge in a visible and show it to enter.

II. The security company must comply with the revision to income, by itself or with the help of a control system, being responsible for compliance with the provisions of the preceding paragraph. Administration staff will be supervised 24 hours every day of the year, to resolve problems that might arise at the entrances.



III. All regular employees requiring enter to the port area must be appropriately uniformed showing printed out the logo and badge of the company and personal ID badge in accesses and roads.

IV. Workers of the operators will change their clothes before entering because there will not exist any lockers or racks inside the port area, except in cases where the company has adequate and safe facilities for grooming their staff.

V. Access to private terminals is controlled by its own security features, so it will be reported to the Administration and the Committee of the instructional areas and access to its internal security measures.

VI. The service providers, with the exception of terminal operators, will have free access during the hours from 07:00 to 19:00 hours, after hours only admitted if their services are required on a vessel whose stay ends at the port before 08.00 hours the following day. In case of repair of damage to the ship, entering service providers shall be at any time.

VII. The control of entry and exit to the port area after 22 hours will be more strict, so it must be duly justified requiring all persons entering or leaving after this time.

RULE 137. - PERMANENCE OF PEOPLE AND VEHICLES IN THE PORT

All persons who are inside the port area shall wear visibly the badge by which they were allowed access, as well as wear the uniform of their respective companies.

Vehicles to the extent possible, should be labeled with the logo of the company they belong to and park at the places assigned by the Administration for parking, so parking is prohibited on the docks, in areas of operations, roads and storage space for goods.

Within the Port Facility will not be allowed the use of backpacks, briefcases or bags that could be used for extraction of goods, only allow access to portfolios or clipboard, which will be shown when entering and exiting the port.

It is forbidden to roam the area without justification, and permanence not justified in work areas, so that any person caught violating this rule will be subject to investigation or evicted by security personnel. (Art. 99 of Regulations of Ports Law).



RULE 138.- OF THE UNAUTHORIZED ACCESS.

It will be made available to the Authority that corresponds to the person or persons who enter the port area by unauthorized access or without authorization.

RULE 139 .- OF THE SAFETY OF THE GOODS IN BONDED WAREHOUSES.

It is the responsibility of the companies providing services of storage and custody of goods to all areas that serve to provide this service meet the following points:

- a) The goods shall be deposited in safe areas and stowed so that they are not in areas of poor visibility, dark or near the entrances.
- b) All merchandise must be with their packaging in fully preventing the removal of its content, so that within the storage areas will not be allowed loose goods unless this is their presentation (without packaging).
- c) The goods which due to the type of packaging present possibilities of extraction should be placed in maximum security places covered.
- d) In the case of containers, they cannot enter storage areas without the seal of origin or the shipping company seal placed alongside the ship.

All enclosed storage areas must to have the infrastructure in good condition, so that the gates, roofs, ventilation or other areas of space do not permit the entry of outsiders.

Companies that provide services of handling, storage and custody of goods shall install safety equipment such as CCTV and any other requirements stipulated in the Customs Law.

The security personnel must remain 24 hours and shall be properly selected and trained according to the type of goods that protects and the store features.

Access to stores either closed or open, will be made only with the permission of the manager of the store, so that everyone who is in storage areas without permission will be subject to investigation by the security personnel.

Sampling will only be with permission from the customs office where is specified the characteristics of the goods, the corresponding bill of lading, the lot and the authorized amount.



Any person that be surprised acting suspiciously, stealing or deteriorating goods located within the port precinct , will be put under investigation or available to the Authority or, where appropriate.

RULE 140 .- OF THE BEARING OF WEAPONS.

Only and may only carry weapons in the port precinct the security and surveillance staff performing acts of service and the authorities, whose functions require it.

RULE 141 .- SHIPS AND PORT FACILITIES PROTECTION CODE.

Administration and each terminal must have an Officer for Protection of Port facility, who will develop their protection plans of each port facility, maintaining coordination with security officers and ships based on the guidelines of the Protection Code for Port Facilities and Ships Security.

CHAPTER XIV HEALTH, SAFETY AND WORKING ENVIRONMENT

RULE 142 .- HEALTH AND SAFETY IN HANDLING CARGOES.

In the handling of cargo shall observe the rules on health and safety identified in the Federal Rules of Safety, Health and Working Environment (Published in the Official Journal of the Federation on January 21, 1997), in the Official Rules on the subject of Mexican and international treaties to which Mexico is a party, so for this purpose is understood as:

Hazardous activities: The set of tasks deriving from the work processes that create unsafe conditions and exposure to physical, chemical or biological, capable of causing damage to the health of workers or the workplace.

Place of work: All of that place, whatever their denomination in which production activities are carried out, marketing or provision of services or people who work are subject to completion of work.

Work environment pollutants: These are the physical, chemical and biological agents capable of changing environmental conditions of the workplace, which by



their properties, concentration level and exposure time or action can affect the health of workers.

Health and Safety at Work: Are the technical processes and elements that are applied in the workplace for the recognition, evaluation and control of noxious agents involved in the processes and work activities in order to establish measures and actions for the prevention of accidents or occupational diseases, to preserve life, health and physical integrity of workers, and avoid any possible damage to the workplace itself.

The terminal operators and the terminals, providing the port maneuver services will be required to take, according to the nature of the activities undertaken at the terminals, the health and safety measures relevant in accordance with applicable standards, to prevent on one hand, accidents in the use of machinery, equipment, tools and materials, and on the other, diseases from exposure to chemical, physical, biological and ergonomic agents and to have adequate facilities for work development. Likewise, the maximum contaminant levels, resulting from the handling of substances or goods, shall not exceed the limits set by corresponding standards.

Companies that handle hazardous substances or pollutants shall develop programs to prevent accidents that could cause serious ecological imbalances in terms of Article 147 of the General Law of Ecological Balance and Environmental Protection.

RULE 143 .- SUPERVISION OF HEALTH AND SAFETY MEASURES.

The companies monitor their workers to observe safety measures and their performance is with diligence and efficiency in the management of operating cargoes on board, docks, yards, and open places and warehouses.

Terminal operating companies must inform workers about the risks associated with the maneuvers to be performed, the characteristics of the goods, in particular, about the risks involved in their work and the rules to prevent accidents, for which observe the following:

I. The companies appointed to supervisory personnel to coordinate trained in safe operations by type of maneuver, the goods and equipment to be used, whose operation may cause damage to third parties or the workplace.



II. Staff will use the personal protective equipment during all maneuvers according to the characteristics and risks posed to handle cargoes.

III. The machinery and equipment should have the health and safety conditions in accordance with relevant standards.

IV. Companies should maintain the pier and work areas clean and safe for employees and others. During operations of bulk agricultural products, minerals, fertilizers and those that disintegrate.

V. Companies should place in visible places in work areas notices or signs of health and safety for the prevention of risks, depending on the nature of the maneuvers that are performed in accordance with the standards.

VI. All cargoes which by their nature can fall into the sea, will be operated with safety nets or tarpaulins to prevent their falling into the water in case of failure on the hauling ropes.

Administration reserves the right to monitor compliance with these standards.

RULE 144 .- SAFETY MEASURES TO PREVENT ACCIDENTS.

In order to prevent accidents during the loading night, vessels must maintain adequate lighting in their warehouses and the dock platform where deposited.

The companies will present to Administration training program focused on ensuring health and safety information to staff awareness of working safely.

For prevention, protection and firefighting at all responsible for port facility shall:

i. Develop a study to determine the degree of risk of fire or explosion, according to raw materials, compounds or mixtures, products, goods and wastes or residues, as well as preventive measures and relevant for the combat;

ii. Develop the program and safety procedures for handling, transport and storage of materials at risk of fire;

iii. Organize firefighting brigades based on the type and degree of risk in the workplace to prevent and combat;

iv. Have systems for detecting and extinguishing fire according to the type and degree of risk in accordance with applicable standards.



v. Maintain identified goods, raw materials, products or by-products with safety signs according to the Mexican Official Standards.

All port companies must integrate their health and safety committees within a period not exceeding 30 days from the date of commencement of activities and meet the obligations required by the standards in this area.

RULE 145.- COMMISSION FOR DETECTION OF RISKS AND CONTINGENCIES.

The Administration, in coordination with operators Companies and Terminals, establish a commission to detect unsafe conditions and acts. To this purpose, the commission will present a program of visits to all areas of the Port of both common and private.

All service providers and suppliers be liable for the risks and dangers resulting from its activities and indemnify the Administration, cessionary companies, cessionaries, users, employees or other persons concerned in case of accidents.

Companies should refrain from placing ads on lights or advertising on facilities running maneuvers, preventing them from interfering with the visibility or confusion with lights or navigational aids.

In order to prevent and deal with possible contingencies in the Port or emergencies such as fire and / or earthquakes and accidents or incidents of vessels, companies and bodies with offices in the premises, the Administration, Operators, Service Providers, Shippers, Shipping agents and Customs, Carriers, Users and general individuals and companies involved in port activities will be subject to the Civil Protection Program of the Port of Lázaro Cárdenas, which appears as **ANNEX VIII** to the end of these Rules and is part of the them.

CHAPTER XV ENVIRONMENTAL CONTROL AND POLLUTION PREVENTION

RULE 146.- CONTINGENCIES PROGRAM OF THE CESSIONARIES.

All companies and terminals with facilities inside the port area must submit to the Administration and the Harbor Master, their program of prevention and care of contingencies in the terms marked by the law.



RULE 147 .- CIVILIAN PROTECTION PROGRAM OF THE PORT.

In order to prevent and deal with possible contingencies in the Port or emergencies such as fire and / or earthquakes and boating accidents, the agencies with offices in the same, the Administration, Operators, Service Providers, Shipping Agents and consignees, Customs Brokers, Carriers, general users and individuals and corporations involved in port activities will be subject to civil protection program in case of accidents or emergencies in the Port, which as **ANNEX VII** and **ANNEX VIII** are added to these rules and are an integral part thereof.

The Harbor Master in conjunction with the Administration shall disseminate, monitor and supervise the implementation of actions under the said program, informing the Committee on such terms and as often as he recommends.

In any case, correspond to the Harbor Master coordinate relief and rescue work under the terms of Article 17, Section IV of the Act.

RULE 148 .- NORMATIVITY FOR ECOLOGICAL MATTERS.

In the operation of terminals and facilities, regardless of compliance with the prerequisites for environmental impact studies and risk required in the operation authorization, the administration, operators and service providers must adhere to the Law Ecological Balance and Environmental Protection, as well as regulations, relevant international agreements and arrangements.

For the activities of direct responsibility for operations, Administration should monitor compliance with applicable standards to minimize environmental impacts, and coordinate the implementation of the works and activities required to meet current environmental legislation and international commitments in the matter, in order to be integrated into the Port Development Master Program in effect. Also, it should organize and implement emergency response plans required by the port operation, established in the civil protection program.

RULE 149 .- POLLUTION CONTROL OF CHANNELS AND DOCK BASINS.

For all ships berthed at the docks or those that are anchored and moored within the port, is strictly prohibited, if it does not have appropriate facilities, bilging the bilges, wash their fuel tanks or double bottom and throw the sewage or other pollutants into the sea.



RULE 150.- PROHIBITION FOR SHIPS MAINTENANCE

Are prohibited maintenance works on hulls and decks on ships berthed, anchored or moored to prevent paint scraper or iron oxide bites fall to the sea equally no repair work shall interfere with the operations of the Port.

RULE 151. - SPILLAGE PREVENTION MEASURES

Appropriate precautions to prevent fuel spills on the docks and the sea area of the port should be taken; for this purpose containers should be placed below the pipe connections. In case of spills or leaks observed, the Administration shall suspend operations until repairs are guaranteed in outlets, adhering to international conventions on the subject. Ships discharging or discharging fuels, must lay down a floating barrier to strive to maintain any spillages within it.

RULE 152.- EQUIPMENT FOR POLLUTION CONTROL

Terminals and facilities that produce polluting effects such as emissions of gases, odors or particulate solid or liquid shall not exceed the maximum permissible levels established by the ecological technical standards issued for that purpose by the Ministry of Environment and Natural Resources.

To meet the above Operators are required to install the appropriate equipment that must be approved by the Secretariat.

RULE 153.- GARBAGE COLLECTION.

To prevent pollution in port areas, the garbage from ships should be collected in the periods and conditions determined by the appropriate authorities managing appropriate containers for transport to disposal area, according to that indicated in **ANNEX V** which forms an integral part of these rules.

The trash or polluting material generated by terminals and / or service providers shall be removed as often as necessary or as requested by the Administration.

Rule 154 .- INSTANCES ON POLLUTION AND ECOLOGY MATTERS

When the Administration becomes aware of problems of pollution or environmental risk it will inform the Ministry of Environment, Natural Resources and Fisheries and the own Harbor Master, who will help in controlling and solving the case.



The Administration will actively participate with the regional coordinating body of national contingency plan with the human and material resources at its disposal.

In addition, all companies based in the port precinct will be responsible for dealing with licenses, permits, registrations and other legal documents on environmental protection, federal authorities concerned for the port facilities and activities which depend directly on themselves.

RULE 155 .- WASTE WATER DISCHARGES.

Waste water discharges into water operating areas of the Port precinct shall comply with the conditions determined by the competent authority or those established by the official Mexican standards on the matter. Companies that provide discharges to the operational areas of water, will deliver to the Administration copies of licenses or permits and testing to verify compliance, and it must have the authorization from the Administration when using or exploiting areas of the Port to this purpose.

RULE 156.- CONTROL OF ENVIRONMENTAL LICENSES AND REGISTRATIONS.

For control purposes, the Authority shall have on file copies of the authorizations, licenses and environmental records of themselves and their Cessionaries, updating it as often as the laws and regulations demand.

CHAPTER XVI THE PROTECTION OF THE SHIPS AND PORT FACILITIES

RULE 157 .- PORT PROTECTION OFFICERS

Port terminals must appoint a security officer of the port terminals certified by the Secretariat, who will be responsible inter alia for developing the plan to protect its installation, maintenance and implementation.

The Administration officer assigned to his protection, which together with the Harbor Master, will coordinate the activities of officers of cessionaries protection officers of ships.



RULE 158 .- PRACTICES FOR THE PROTECTION OF FACILITIES.

To ensure the effective implementation of security plan, protection officers carry out exercises in line with the operation of the facility in coordination with the Harbor Master, the Protection Officer of the Administration and in its case, protection officers of Ships who are in the Port.

RULE 159.- COMPLIANCE WITH ISPS CODE (PBIP).

Civil Protection Officers of the Port shall periodically review the conditions of vulnerability and have a plan to protect the port facility that are concerned, in which describe the measures and procedures to preventing and detecting threats that may affect the safety of ships, port facilities and methods of emergency response.



CHAPTER XVII

PENALTIES

RULE 160. – OF THE BREACH OF THESE RULES.

In case of failure to observe some of these rules, the Administration may suspend the work that is cause for warning until the competent authority in this matter is present. It also may apply to the Harbor Master his intervention whether it warrants a fine.

The total or partial breach of these rules shall be subject to the laws on the subject.

RULE 161.- VIOLATIONS.

Violations of these rules, shall be punished according to the provisions of Articles 65, 66, 67, 68 and 69 of the Law for Ports and 136, 137, 138, 139 and 140 of the Navigation and Maritime Commerce Law, and enforced by the Secretariat through the General Directorate of Ports and Merchant Marine, or, if applicable, of the Harbor Master.

RULE 162. - SCOPE OF RULES.

These rules are in force in all that does not conflict with existing legislation. Violation of these rules will result in appropriate sanctions, regardless of the measures defined by the Harbor Master and the Administration to avoid affectation to the operation of the port.

**General Director of
Administración Portuaria
Integral de Lázaro Cárdenas
S.A. de C.V.**

Signature



ANNEX I-A

AUTHORIZED DRAWING OF THE DELIMITATION OF THE PORT PRECINCT



ANNEX I-B

MAP OF USE, DESTINATION AND OPERATION FORM IN PORT PRECINCT OF LÁZARO CÁRDENAS



"El presente es la traducción al idioma inglés del Mapa de Uso de Suelo del Puerto de Lázaro Cárdenas Michoacán, documento legal emitido en idioma español por la Administración Portuaria Integral de Lázaro Cárdenas y autorizado por la Coordinación General de Puertos y Marina Mercante y se presenta exclusivamente para la mejor comprensión de los usuarios extranjeros, por lo que cualquier aclaración y resolución se tomará de base el documento original autorizado en idioma Español".

"This is the English translation of the map of use of land of industrial and commercial port of Lázaro Cárdenas, Michoacán, legal document issued in Spanish by the Port Authority of Lázaro Cárdenas and authorized by the General Coordination of Ports and Merchant Marine and is presented solely for better understanding of foreign users, so any clarification and resolution will be taken based on the original document authorized in Spanish language."



ANNEX I-C

MAP OF PILOTING BOUNDARY OF THE PORT OF LÁZARO CÁRDENAS, MICHOACÁN



ANNEX I-D

MAP OF DOCKS OF THE PORT



ANNEX I-E

MAP OF RAIL TRACKS IN THE PORT PRECINCT OF LÁZARO CÁRDENAS



ANNEX I-F MAP OF HIGHWAYS AND ROADS OF THE PORT PRECINCT OF LÁZARO CÁRDENAS



ANNEX I-G

MAP OF ACCESSES TO THE PORT PRECINCT OF LÁZARO CÁRDENAS





ANNEX I-H

MAP OF MARITIME SIGNALING OF THE PORT OF LÁZARO CÁRDENAS



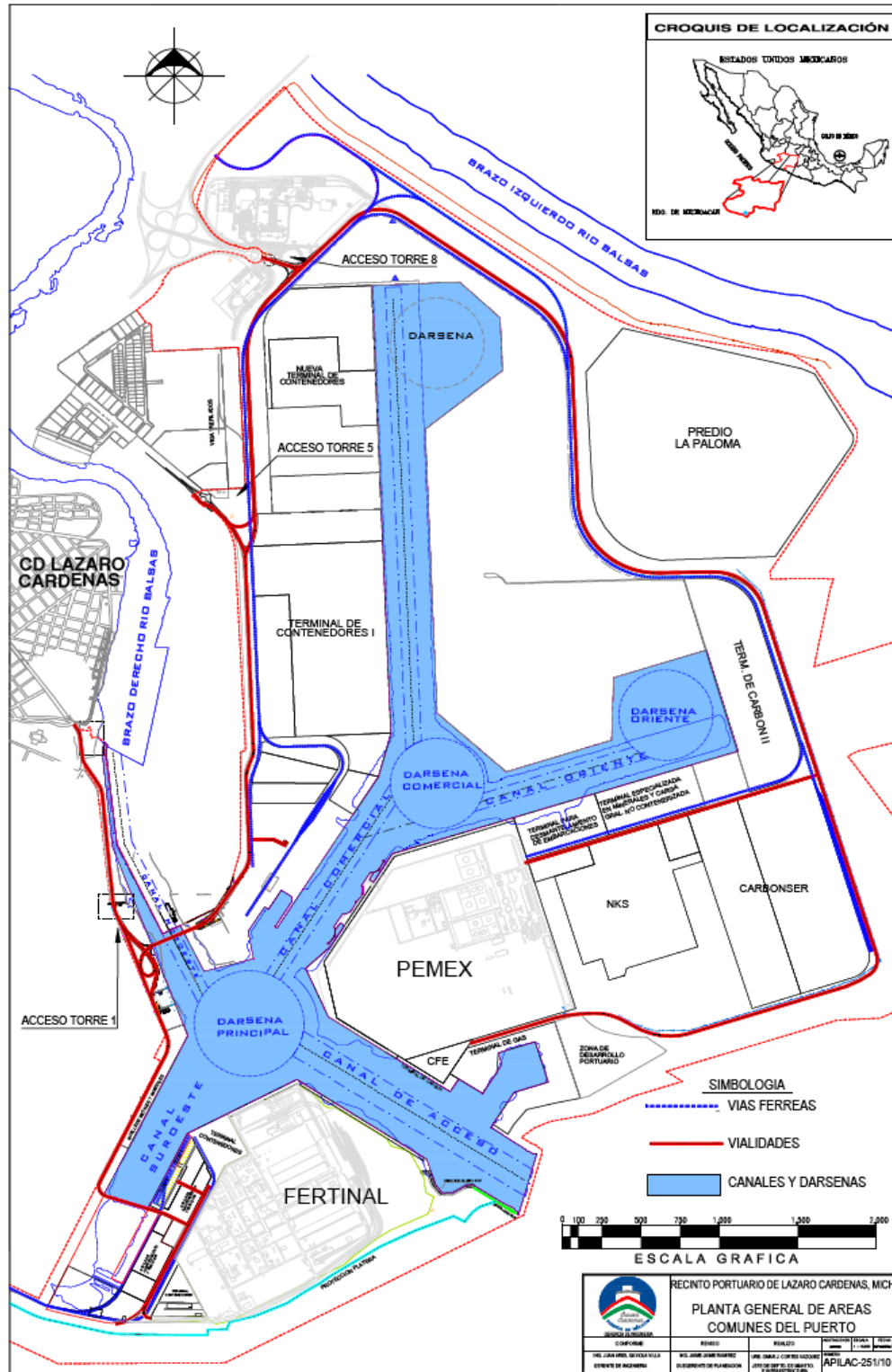
ANNEX I-I

MAP OF CEDED AREAS AND STORAGES IN THE PORT PRECINCT



ANNEX I-J

GENERAL MAP OF COMMON USE AREAS OF THE PORT PRECINCT





ANNEX II

INTERNAL REGULATIONS OF OPERATIONS COMMITTEE



CHAPTER I

COMMITTEE AND FUNCTIONS.

Article 1. The Establishment of the Operations Committee

The Operations Committee of the Port of Lázaro Cárdenas, constituted by meeting dated July 19, 1994 and updated dated May 19, 2006 (Appendix A), as provided in Article 57 of the Act, is an organ advice and consultation on ports, and aims to provide recommendations related to:

- The performance, operation and labor hours of the Port.
- The Port Master Development Plan, and its as amendments.
- The allocation of areas, terminals and port services contracts made by the Administration.
- The berths assignment.
- The prices and tariffs for port services.
- Conflicts between the Administration and Users and Service Providers in the Port.
- Complaints from users, and
- Coordination that should be given at the port to function efficiently.

Article 2. Integration of the Committee

The Operations Committee shall be composed of the following agencies and companies:

- For the Administration
- Director General
- For the Harbor Master Office
- Harbor Master
- For the Customs
- The Administrator of the Maritime Customs of Lázaro Cárdenas
- For the Government Secretariat

The Sub-Delegate of the National Migration Institute

- For the Transporters Association
- The President



- For the Secretariat of Agriculture, Livestock, Rural Development, Fisheries and Food.
- The representative of SAGARPA in the Port
- For the Secretariat of Social Development

The Delegate of Ministry of Social Development in the Port

- For the Ministry of Health

The Head of Court No. 8

- For the Ministry of Tourism

The Tourism Officer of the Port

- For the Secretariat of Environment and Natural Resources and PROFEPA

The representative of SEMARNAT and PROFEPA in the Port

- A representative of the established operators in the Port
- A representative of the service providers established in the Port
- A representative of the Private Terminals
- A representative of the Port Pilots
- A representative of the Customs Brokers operating in the Port.
- A representative of the Shipping Agents operating in the Port.

Article 3. Committee Chairman.

The Committee will be chaired by a President who is the Director General of the Administration Authority the Port of Lázaro Cárdenas, being his deputy the Harbor Master.

The permanent representatives will have the quality of proprietary members and except as provided in the preceding paragraph, designate an alternate who will act with the same functions, while attending meetings representing the owners.

To appoint the members of the Operating Committee, shall participate the representatives of the accredited business and may only participate in the designation one person per company and / or dependency. The reelection of a member or alternate may be one year after having completed its representativeness of the business to which it belongs.

To introduce or remove a member will seek approval of the Committee at the time.



Article 4. Functions of the Committee.

The functions of the Operations Committee are:

- I. Conduct studies on ports and propose guidelines that contribute to the smooth operation, use, development, operation and exploitation of the areas and facilities of the Port and adequate provision of port services, and to suggest procedures for coordination and information between authorities, providers services, dealers and users for the same purposes;
- II. Propose guidelines that contribute to the allocation of areas, terminals and port services contracts made by the Administration, conforming to the Master Development Plan of the Port of Lázaro Cárdenas and meets the operational needs of the Port in the short and medium term;
- III. Review and suggest modifications to the Port Development Master Program and the Rules of Operation of the Port;
- IV. Conduct studies and inquiries and issue its opinion on prices and tariffs for port services, as well as amendments thereto;
- V. To request service providers in the port, information and statistics on traffic and cargo handling and propose measures and programs to promote the Port as well as security services and surveillance and prevention of accidents;
- VI. Receive from the Harbor Master and Administration, information on compliance with the Civil Protection Program of the Port of Lázaro Cárdenas and recommend specific actions of dissemination, integration of brigades available buffer zones, equipment and items for emergencies and of drills, as well as the form and terms under which those have to pay to own committee of such information.
- VII. Deal with disputes and complaints between the Administration, Users and Service Providers in the Port and propose remedial measures;
- VIII. Propose measures relating to maintenance of machinery and equipment of port service providers to improve the safety and efficacy during the operation thereof;
- IX. Establish subcommittees and working groups as deem appropriate;



- X. Approve the appointment of the Technical Secretary that the Chairman proposed, and
- XI. All others give by these rules of procedure and laws and regulations.

CHAPTER II

THE CHAIRMAN

Article 5. Duties of the President.

The Chairman of the Committee:

- I. Represent the Committee and chair the sessions.
- II. To propose the appointment of the Technical Secretary.
- III. Convene through the Technical Secretary the regular and special sessions.
- IV. Lead discussions at meetings of the Committee submit to the vote at meetings and authorize the minutes of the same.
- V. Turn over to the sub-committees issues concerning to them, through the Technical Secretary.
- VI. Present for the consideration of the Committee the draft annual program of activities.
- VII. Issue deciding vote in case of a tie in voting except when involve direct interest in which case it shall the owner member who represents the authority that regulates the matter in question.
- VIII. Any others expressly assigned by these Rules or the Committee.



CHAPTER III

SECRETARY OF THE TECHNICAL COMMITTEE

Article 6. Functions of the Technical Secretary.

The Committee will have a Technical Secretary represented to have the following functions:

- I. Gather information and establish systems for the preliminary draft of annual activities.
- II. Prepare the draft annual program of activities.
- III. Preparing the draft response of consultations made to the Committee, for submission for consideration.
- IV. Integrating the studies carried out by the subcommittees and working groups, and;
- V. Any other duties assigned by the Committee.

Article 7. Responsibilities of the Technical Secretary

To fully accomplish the tasks entrusted to the Technical Secretary, he shall:

- I. Convene members of the Committee at the request of the President, to the regular and special meetings and prepare the draft agenda for each session.
- II. Attend meetings and serve as Secretary of the same, raising the corresponding minutes.
- III. To submit to the consideration of the President, the draft annual program of activities and specific propositions related to it.
- IV. Submit the agreement of the Chairman, the clearance of the matters within its competence and perform the functions entrusted to it.
- V. Report on the implementation of agreements reached by the Committee.
- VI. To turn over to the subcommittees, issues which have been assigned.



VII. Record the Committee's arrangements and issue copies of archival documents of the Committee, when requested and appropriate.

VIII. Report to the President and the Committee of correspondence received and agree with the President the clearance of the same.

IX. Coordinate the dispatch of matters pertaining to the Technical Secretariat.

X. Keeping the directory and addresses of members of the Committee, and;

XI. Other powers granted by the Chairman of the committee.

CHAPTER IV

OF MEETINGS

Article 8. Sessions

The Committee shall meet at least one regular monthly meeting and those extraordinary to what are called its members.

Article 9. Call for Sessions

For the performance of the items on the agenda, the Committee may invite to meetings representatives of other agencies and entities, as well as social and private sectors, who will attend with voice but no vote.

Article 10. Consideration of a quorum

Quorum shall exist when attending the Chairman or in his absence the Harbor Master and 7 more members. In case that could not take out the regular meeting due to lack of quorum, the President shall call a special meeting on another date, to be held with the members present, as well as other special sessions.

Article 11. Convening of Meetings

The regular and special meetings shall be convened by notice to turn and give members at home, two to three business days in advance respectively.



Article 12. Resolutions

For all resolutions adopted within the Committee shall be a time limit for implementation and compliance of termination, once expired, the President shall inform the Committee of the results.

It is the duty of the Chairman that the recommendations made and not served in due form, be sent to the Secretariat to resolve it as applicable.

CHAPTER V

OBLIGATIONS AND DUTIES OF MEMBERS OF COMMITTEE

Article 13. Duties and Functions of the Committee members

The obligations and duties of members of the Committee are:

- I. Attend the sessions.
- II. Suggest to the President, the issues to be discussed in regular meetings of the Committee.
- III. Participate in discussions of the Committee.
- IV. Cast your vote on the matters discussed in the meetings.
- V. Appoint, on Committee's request, staff trained to the integration of the subcommittees and working groups.
- VI. Appoint a deputy, under the terms of Article 3 of these rules.

President of the Committee

Technical Secretary



APPROVAL MINUTES OF THE OPERATING RULES ACCEPTED BY THE OPERATIONS COMMITTEE



Rules for operations of the Port of Lázaro Cárdenas

ACTA CORRESPONDIENTE A LA XI REUNIÓN ORDINARIA DEL COMITÉ DE OPERACIÓN DEL PUERTO DE LÁZARO CÁRDENAS, MICHOACÁN NOVIEMBRE 2009

CELEBRACIÓN

El día 26 de noviembre del dos mil nueve, a las doce horas, en el domicilio ubicado en Prolongación Av. Lázaro Cárdenas No. 1, Colonia Centro, Lázaro Cárdenas, Mich., conforme a la convocatoria que se remitió oportunamente en los términos del documento que se agrega al apéndice del acta, se llevó a cabo la 11ª reunión ordinaria del 2009, del Comité de Operación del Puerto de Lázaro Cárdenas.

ASISTENTES

Representantes

Lic. Ruben Medina González
Cap. Alt. Ildefonso Carrillo Mora
Ing. Mario Ismael Zaizar Chavoya
Lic. Ismael Abarca Gutiérrez
Vicealm. CG DEM Joaquín E. Garciasilva

Sr. José María Cárdenas Sandoval

Ing. Sergio Orozco Caballero

Biol. Joel Méndez Reyes

C.P. Alberto Apaez Legorreta

Suplentes

Sr. Ramiro Palomares Magaña

Ing. Francisco Javier González Medina

C. Laura Tinoco Corona



Rules for operations of the Port of Lázaro Cárdenas

DESARROLLO

Toda vez que se hallaban presentes 11 propietarios, se declaró instalada la reunión.-----

La sesión dio comienzo con la lectura del orden del día que se contiene en la convocatoria y se consigna a continuación, mismo que fue aprobado por los presentes:

- I. BIENVENIDA
- II. LISTA DE ASISTENCIA
- III. APROBACIÓN DEL ACTA DE LA X SESION ORDINARIA DEL 2009.
- IV. SEGUIMIENTO DE ACUERDOS
- V. ASUNTOS A TRATAR
 - *Presentación de la información estadística del puerto, correspondiente al mes de octubre 2009.*
 - *Presentación de avances de las obras a realizar en el Puerto, periodo 2009.*
 - *Comentarios a la Propuesta de Modificación de las Reglas de Operación del Puerto.*
- VI. ASUNTOS GENERALES
- VII. CLAUSURA DE LA REUNION

I. BIENVENIDA

El Lic. Rubén Medina Gonzalez, Director General de APILAC y Presidente del Comité, dio la bienvenida a los presentes e inició a la 11ª reunión ordinaria. -----

II. LISTA DE ASISTENCIA

La lista de asistencia, se pasó a firma de los integrantes del Comité presentes.-----

III. APROBACIÓN DEL ACTA DE LA SESION ANTERIOR

Quedó aprobada el Acta de la X Sesión ordinaria 2009.-----

VI. SEGUIMIENTO DE ACUERDOS.

Se anexa relación de acuerdos. Anexo 1.-----



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V. ASUNTOS A TRATAR

- Presentación de la información estadística del puerto, correspondiente al mes de octubre 2009.

Joel Méndez Reyes, Gerente de Operaciones APILAC y Secretario Técnico del Comité de Operación, manifestó que respecto al arribo de buques en tráfico de altura, en el mes de octubre fueron un 12% mayor que los arribos en el mismo periodo del año anterior, esto debido a que se incrementaron los desembarques de contenedores al incorporarse nuevas líneas navieras (Hamburg Sud, CCNI) y también aumentó la importación de carbón para la CFE, trigo, así como de gasolina para Pemex y amoníaco para la industria del fertilizante. Los arribos de buques en tráfico de cabotaje fueron un 8% inferiores a los del mismo periodo del año anterior, esto por la disminución en la entrada de pellet de hierro y gasolina para Pemex.-----

El total de arribos en el mes de octubre, fue un 11% mayor que los del mismo mes del año anterior.-----

Con relación a contenedores, al mes de octubre se recibieron 565 embarques en la Terminal de Contenedores. En cuanto a cajas de importación al mes de octubre se recibieron 139,626 y en exportación 138,899 obteniendo un total de 278,525 cajas. En cuanto a TEU'S hubo un total de 473,299 con 237,084 de importación y 236,215 de exportación.-----

Con relación a los automóviles al mes de octubre, se recibieron 47 buques con 31,941 unidades de importación y 1,564 unidades de exportación, obteniendo un total de 33,505 unidades contra 94,407 del año anterior lo que arroja una variación del -65%.-----

Con relación al movimiento de carga por tipo de tráfico, al mes de octubre del 2009, el tonelaje total de la carga de importación fue 6% superior a lo que se maneja en el mismo periodo del año 2008, cabe mencionar que hubo un descenso en graneles minerales (finos de pellet, ferro esponja) para la industria del acero, los cuales se emplean para la elaboración de productos terminados. Contrarrestando a esta disminución la recepción de carbón mineral para la termoeléctrica, al adquirir un contrato significativo de suministro de esta materia prima.-----

Las exportaciones tuvieron un decremento del 15% comparando a lo que se operó en el mismo periodo del año anterior, esto debido a que hubo una reducción considerable en la exportación de planchón y palanquilla, además de productos terminados como varilla y alambres. El cabotaje de entrada presenta un 13% menos de carga que lo manejado en el mismo periodo del año anterior, debido a que hubo una disminución considerable en la recepción de pellet de hierro, así como combustóleo y gasolina. En cabotaje de salida al periodo que se informa fue un 414% superior a lo que se manejó durante el mismo periodo del año anterior, esto debido a que aumentó la salida de combustóleo.-----

La Terminal de Fertilizantes (SADCOM de Occidente) al mes de octubre presenta un 38% superior en el manejo de carga que lo que se opero en el mismo periodo del 2008, por la recepción de importaciones de azufre, amoniaco y azufre liquido, además de entrada de roca fosfórica de San Juan de la Costa, B.C.S., que son materia prima para la elaboración de productos de exportación como el nitrato de amonio, fosfatos: monoamonico, diamonico y súper fosfato triple granular. Este crecimiento va acorde a la demanda de sus productos. En buques fue 12% superior. Su participación representa el 14% del total operado en el puerto.-----

En Contenedores se incremento un 35% el manejo de carga que lo que se opero en el mismo periodo del año 2008, del mismo modo, el arribo de buques aumento en un 43%. Esto por la incorporación de dos nuevas líneas Navieras (CCNI, Hamburg Sud). Su participación representa el 25% del total de la carga operada en el puerto.-----

La Terminal de Usos Múltiples I, fue de las mas impactadas en el manejo de carga que opera, por la caída del precio del acero a nivel mundial, siendo principalmente el planchón de acero, el cual ha sido manejado casi en su totalidad en el tramo 1 de la Terminal de Metales y Minerales, ya que se encuentra desocupado y por así convenir a los intereses de la empresa acerera. Esta terminal tuvo un decremento del 91% menos de carga que lo operado al mes de octubre del 2008 y un 38% inferior en buques. Esto por el impacto de la crisis financiera. Manejo el 1% del total de la carga operada al periodo, siendo que el periodo pasado opero un 10%. De igual manera se refleja un 79% inferior en las toneladas promedio por buque, al bajar de 36,603 ton. En el 2008 a 7,517 ton. a octubre del 2009.-----

La Terminal de Usos Múltiples II fue 11% superior en el manejo de carga que la del mismo periodo del 2008, esto obedece al manejo de carga contenerizada (transbordos) hasta el mes de julio del 2009, sin embargo en arribo de buques fue un 41% inferior a los del mismo periodo del 2008, esto a consecuencia de la disminución en la importación de vehículos a raíz de la crisis mundial. Representa el 2% del total de la carga operada en el puerto.-----

La Terminal de Metales y Minerales tuvo un descenso del 54% en el manejo de carga, y un 49% en el arribo de buques respecto al mismo periodo del 2008, esto por la reducción tanto en las importaciones de materia prima (finos de pellet y ferroesponja, además de pellet de hierro de cabotaje entrada), así como en la exportación de productos terminados como la varilla y el alambrón. Esto como reflejo de la crisis financiera y económica, que afecto al sector automotriz y de la construcción que son los mayores consumidores de acero. En esta terminal se manejo el 19% del total de la carga operada en el puerto, siendo que en el periodo anterior manejo el 41%. Se registro un 10% inferior en las toneladas promedio por buque, al disminuir de 48,068 ton. Del 2008 a 43,356 ton. al mes de octubre del 2009.-----

La Terminal de Granos presenta un 235% más de carga que lo manejado en el mismo periodo del año anterior, esto por el aumento en los embarques de trigo. En arribo de buques presenta un 22% superior. Su participación es del 3% del total de la carga operada en el puerto. -----

La Terminal de fluidos de PEMEX registró un aumento del 7% en el manejo de carga operada comparándola con la del mismo periodo del 2008, sin embargo en arribo de embarcaciones fue un 8% inferior. Su participación es del 11% del total de la carga operada en el puerto.-----

La Terminal Carbonera CFE fue un 204% superior en el manejo de carga que lo realizado en el mismo periodo del año 2008, esto por el aumento de desembarques de carbón, ya que la CFE se adjudico un contrato para suministro de este material. Esto también repercutió en el arribo de buques, en los cuales se presento un 86% superior a los del mismo periodo del 2008. Su participación es del 25% del total de la carga operada en el puerto. En esta terminal, al periodo se registro un 64% superior en el promedio de carga por buque, al registrar 65,556 ton. En el 2008 contra 107,226 ton. En el mismo periodo del 2009.-----

En cuanto al análisis de las variaciones negativas de la productividad al mes de octubre, en Terminal Isla de Enmedio.- La carga contenerizada fue inferior en la productividad en un 10% y 2%, tanto a lo programado como a los rendimientos del mismo periodo del 2008, esto a consecuencia de los transbordos simultáneos que se realizaron hasta el mes de Julio de este año de terminal a terminal, lo cual representaba una demora significativa a la hora de la espera de carga de transbordos que son desembarcados en la TUM-II y transferidos a esta terminal para su carga de manera simultánea. Este rendimiento no es imputable al operador, por lo ya mencionado.-----

En la megaterminal la productividad se vio disminuida en un 16% con relación al POA. Sin embargo se registro un incremento de un 5% comparando a los rendimientos del mismo periodo del 2008, tomando en cuenta que a esta terminal se le incremento la operación de contenedores, ya que se dio un aumento considerable de arribos de buques a esta, de tal manera que debido a las características de los buques, cantidad de contenedores a descargar o cargar, los planes de estiba y de las grúas nuevas Post Panamax, se está haciendo un análisis para determinar las medidas que se deben tomar para obtener mejores rendimientos. Mensualmente en el subcomité de productividad, que depende del comité de operaciones de este puerto, se analizan los rendimientos a fin de identificar las causas que ocasionaron un rendimiento negativo y se acuerdan acciones para cumplir con el rendimiento programado. -----

Granal Mineral Mec. Pesado.- Fue ligeramente inferior en la productividad con relación a lo programado y un 8% menos a los rendimientos del mismo periodo del 2008, esto a consecuencia del Paro Laboral (HUELGA) de la empresa ARCELOR MITTAL, ya que la descarga se realizo en los patios del exterior de la planta. Este rendimiento no es imputable al operador, por lo ya mencionado.-----

Fluidos de alta densidad.- La productividad en este rubro registró un aumento del 3% y 17% con relación al POA tanto en Metales y PEMEX. Sin embargo presento un 16% Y 12% inferior a lo ejercido en el año anterior, debido a falta de combustóleo en los tanques para la carga de cabotaje. Este combustóleo es transportado de la estación del ferrocarril a través de camión pipa a los tanques de almacenamiento de PEMEX. -----

En cuanto al movimiento de mercancías peligrosas, en el mes de octubre, se operaron 727,158 toneladas, siendo el 34% en PEMEX, el 38% en la Terminal de Carbón, el 11% en la Terminal de Fertil, el 2% en la Mega Terminal de contenedores y el 15% en Metales y Minerales.-----

En lo que se refiere al origen y destino de las mercancías, en el mes de octubre, se tiene que en importación se recibieron autos de Corea y Japón; Carbón de Australia y Canadá; Amoniaco de Venezuela y Trinidad y Tobago; gasolina de USA y Panamá; Azufre de Canadá; Láminas en rollo de Taiwan. En cuanto a la exportación, se envió Dap a Bangladesh; Planchón a USA; Autos y Combustóleo a USA. En cabotaje de entrada se recibió Roca fosfórica de San Juan de la Costa; de Oaxaca Gasolina y Diesel; de Manzanillo pellet. En cabotaje de salida se envió combustóleo y Map a Sinaloa.-----

- Presentación de avances de las obras a realizar en el Puerto, periodo 2009.

En este tema, el Ing. Juan Ariel Gaxiola Villa Gerente de Ingeniería de APILAC, informó los avances que se tienen en la realización de las obras programadas para el periodo 2009. Se anexa presentación de dichos avances, como parte integrante del cuerpo del acta. Anexo 2.-----

- Comentarios a la Propuesta de Modificación de las Reglas de Operación del Puerto.

En este tema, el Lic. Rubén Medina González, informó que se recibieron comentarios, los cuales se revisarán e integrarán en la propuesta de modificación de las Reglas. Así mismo, dijo que en virtud de que se cumplió el plazo para recibir dichos comentarios, se da por presentadas a Comité de Operaciones y cumplido el acuerdo de tiempo para su revisión y comentarios, por lo que se procederá a gestionar la autorización ante la Dirección General de Puertos.-----

VII. ASUNTOS GENERALES

El Lic. Ismael Abarca Gutiérrez del Instituto Nacional de Migración informó que hubo reestructuración en dicho Instituto, específicamente en Lázaro Cárdenas y la Subdelegación que venía operando se convirtió en Delegación Local, creándose una nueva Subdelegación Local, lo cual da el margen para tener más facultades para autorizar todos los trámites migratorios de internación de marinos por vía aérea y vía marítima que se enrola y desenrola en el Puerto. Mencionó que él tendrá el cargo de Delegado Local y el Lic. Roberto Aurelio Campis es el nuevo Subdelegado Local.-----

Continuando en uso de la palabra, el Lic. Abarca informó que el Programa Paisano de la Secretaría de Gobernación, coordinado por el Instituto Nacional de Migración, tiene su operativo de invierno, mencionó que el estado de Michoacán es uno de los que tiene mayor número de inmigrantes en los Estados Unidos y en este periodo vacacional de fin de año regresan a México, por lo cual se ha editado la guía de operativo de invierno para que nuestros paisanos conozcan sus derechos y obligaciones y no sean objeto de extorsiones por algunas autoridades.-----

En otros asuntos, el Cap. Alt. Ildefonso Carrillo Mora, Capitán de Puerto, informó que próximamente se tendrá en el Puerto, el abanderamiento de una embarcación de 7 bodegas tipo granelera, dijo que la fecha tentativa es el 1° de diciembre a las 12:00 hrs., en el Muelle de Metales y Minerales, mencionó que es un evento muy importante en

el que posiblemente se contará con la presencia del Director General de Marina Mercante o algún funcionario de la Secretaría.-----

En otro asunto, el Lic. Rubén Medina informó que se llevo a cabo el Estudio de Maniobrabilidad del Puerto en Madrid, España y que una vez que se tengan los resultados estos serán compartidos; así mismo, mencionó que los ejercicios se hicieron entre otros con el buque de contenedores el EMA Maersk, que es el buque más grande que esta navegando y que puede ser recibido en este puerto. Dijo que lo que se está haciendo, está dando la respuesta que se pretende, que es estar al nivel de cualquier Puerto de clase mundial.-----

Continuando en uso de la palabra, el Lic. Medina dijo que se pretende empezar a trabajar con los transportistas usando el área para el control de autotransporte que ingrese al puerto (Asla), sobre todo para evitar que los camioneros se sigan estacionando en el acceso de Cayacal II, mencionó que a partir de la próxima semana se empezará a hacer un acondicionamiento físico y en el mes de enero del 2010 se hará la licitación de ese espacio para que en un término de 4 meses se esté ya con el equipamiento empezando a funcionar. Así mismo manifestó que la idea es que a los transportistas los empien a inducir a usar esa área. Comentó que se empezará a hacer labor de información para que una vez que los camiones modulen con la Aduana y salgan del Recinto Portuario, no se estacionen a la salida del puerto, ya que no es paradero y los que vayan ingresando, que entren al área, ya que se tienen 14 hectáreas iluminadas y seguras, las cuales se abrirá en fecha próxima, lo cual se les estará comunicando a los agremiados transportistas.-----

En otros asuntos, el Lic. Medina comentó que debido a la modificación que se está haciendo a las Reglas de Operación del Puerto, el próximo jueves 10 de diciembre se convocará a una reunión con la finalidad de nombrar o ratificar al Representante de los Cesionarios ante el Comité de Operación.-----

En otros asunto, el Lic. Medina externó la invitación a los presentes para que asistan al torneo de pesca internacional que se tendrá durante los días 5 y 6 de diciembre, para lo cual se está habilitando un espacio en lo que será el malecón.-----

Se presentó un acuerdo de la Terminal de Contenedores, referente a la actualización de ventanas en la Terminal 2, las cuales están vistas y acordadas por los navieros. Se anexa dicho acuerdo como parte integrante del acta. **Anexo 3.**-----

Por último, el Lic. Rubén Medina hizo la invitación a quienes quisieran asistir a un recorrido por el Puente Albatros, al término de la sesión.-----



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VIII. CLAUSURA

Concluido el desahogo de los puntos del Orden del Día, la sesión se dio por terminada a las 13:25 horas del día 26 de noviembre 2009, y se levantó la presente firmando para constancia el Presidente y su suplente, así como todos los que intervinieron. Damos Fe.--

LIC. RUBEN MEDINA GONZALEZ


PRESIDENTE DEL COMITÉ
Y DIRECTOR DE APILAC


CAP. ALT. ILDEFONSO CARRILLO MORA


SUPLENTE DEL PRESIDENTE
Y CAPITÁN DE PUERTO











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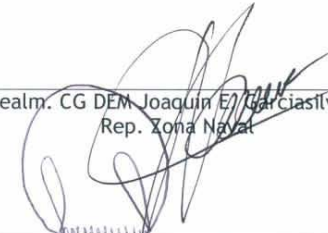



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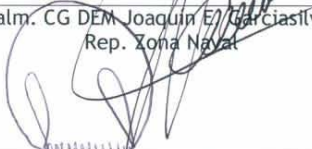

Biol. Joel Méndez Reyes
Secretario Técnico del Comité y
Gerente de Operaciones APILAC



Ing. Mario Ismael Zaizar Chavoya
Administrador de la Aduana

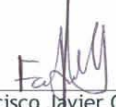

Lic. Ismael Abarca Gutierrez
Rep. Migración

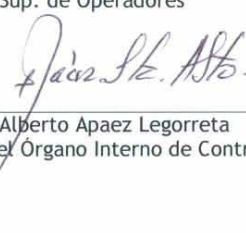

Vicealm. CG DEM Joaquín E. Garcías Iba P.
Rep. Zona Nava



Sr. José María Cárdenas Sandoval
Rep. Prest. de Servicios


Ing. Sergio Orozco Caballero
Rep. Ag. Navieros


Sr. Ramiro Palomares Magaña
Sup. de Operadores


Ing. Francisco Javier González Medina
Sup. SEMARNAT


C.P. Alberto Apaez Legorreta
Titular del Órgano Interno de Control


C. Laura Tinoco Corona
Sup. Turismo



CHAPTER VI

THE SUB-COMMITTEES AND WORKING GROUPS

Article 14. Establishment of subcommittees

The Committee's attention to matters within their jurisdiction may establish Subcommittees and working groups as it deems necessary.

Article 15. Subcommittees Functioning

In the Committee's agreement providing for the creation of subcommittees or working groups shall be acknowledged the issue or issues to the study and solution must have entered, and responsible for coordination and guidance for their proper functioning.

Article 16. Integration of the Subcommittees

Sub-committees and working groups will be integrated with the elements that are considered relevant to the process of the matters within its competence. It will inform the Committee on behalf of its members and the respective coordinator.

Article 17. Sub-committees programs

Subcommittees and working groups shall submit to the Committee's program for research activities entrusted to them and the progress report on the same, and at the appropriate papers and studies for discussion and approval.

When a study is assigned to more than one subcommittee or working group, those involved will submit a proposal presentation together.

Article 18. Subcommittee on Security and Environmental Protection

The Subcommittee on Security and Environmental Protection of the Port of Lázaro Cárdenas, established by resolution of the Operation Committee meeting dated October 4, 1996. It aims to make the studies assigned by the Committee on safety and port environmental protection, and issue relevant recommendations.

The subcommittee will meet once a month according to the schedule approved by the Committee.



The Subcommittee on Security and Environmental Protection shall consist of the following permanent members:

- A representative of the Port Administration of Lázaro Cárdenas.
- A representative from the Harbor Master.
- A representative of the Customs.
- A representative of the Ministry of Health.
- A representative of the Ministry of Environment and Natural Resources and Fishing.
- A representative of the Ministry of Agriculture, Livestock and Rural Development.
- A representative of each operator Company.

Will be appointed an alternate for each representative, which will act with the same functions when attending meetings of the Subcommittee members representing owners.

The representatives appointed by each member shall have within their companies or agencies tasks Security and Environmental Protection in order to ensure technical quality of the subcommittee.

The functions of the Subcommittee are as follows:

- Conduct studies related to safety, health and ecological conservation, assigned by the Operating Committee and issue recommendations.
- Analyze the issues of safety, hygiene and ecology that members present and submit a report on the causes and solution recommendations to the committee.
- Propose comprehensive training programs to strengthen the tasks are performed on the subject.
- Propose broadcast systems for staff aware of the need for personal protective equipment use.
- Propose a program for detection of unsafe conditions and acts in the Port.
- Promote the participation of dockworkers in the firefighting and evacuation drills.



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- Propose measures to reduce where possible the emission of solid particles into the atmosphere in the handling of bulk cargoes.
 - Guidance to operators and service providers to obtain licenses, permits and legal accreditation records that come in environmental impact and safety at work. Propose to operators and service providers, containment measures for prevent that bulk materials do not be washed out by rain toward the dock basin of the Port.
 - Coordinate with different agencies if they require support in environmental and safety to perform diagnostic and / or studies commissioned by the Committee.

The subcommittee will have a coordinator who will represent the Administration and shall have the following functions:

- Convene meeting to the members of the Subcommittee to discuss the issues assigned by the Operating Committee.
- Gather of information necessary for developing strategies to follow for the implementation of the activities mandated by the Operating Committee.
- Integrate the studies made by the Subcommittee.
- Prepare progress and recommendations reports of the studies and present them for discussion and approval of the Operating Committee.
- Prepare minutes of each meeting and obtain the signatures of the attendees.
- Present in advance of the committee discussed the relevant issues during the month and the current status of the tasks for which they become part of the minutes thereof.

The obligations and duties of members of the Subcommittee are:

- Attend meetings convened by the Coordinator of the Subcommittee.
- Participate in studies commissioned by the Operating Committee. Suggest to coordinator strategies for the good performance of the work.
- Participate in discussions of the Subcommittee.
- Report progress on the matters assigned when they are required by the Operating Committee.



- Propose recommendations according to the results of studies to be delivered to the Operating Committee.

Article 19. Subcommittee on Productivity and Quality

The Subcommittee on Productivity and Quality of the Port of Lázaro Cárdenas, made by decision of the Operation Committee meeting held on October 4 1996. It aims to measure the yields of the different areas of the Harbor and the operations performed, and make recommendations to maintain, achieve or modify the rates of productivity.

The subcommittee will meet once every month according to the schedule approved by the Committee.

The Subcommittee will consist of the following permanent members:

- A representative of the Port Administration of Lazaro Cárdenas.
- A representative of the Harbor Master.
- A representative from the Customs Authority.
- A representative of the Customs Brokers.
- A representative of the Shipping Agents.
- A representative from each port operator.
- A representative from each of the terminals.

Will be appointed an alternate for each representative, which will act with the same functions when attending meetings of the Subcommittee members representing owners.

The representatives appointed by each member shall have within their companies or agencies tasks related to the operation, productivity and efficiency, to ensure technical quality of the subcommittee.

The functions of the Subcommittee:

- Conduct studies related to increased productivity and optimization of infrastructure and equipment of the Port, commissioned by the Operating Committee and issue recommendations.
- Analyze operational problems that affect productivity and quality of port services, identify the causes of these and make recommendations to the committee about solutions
- Propose comprehensive training programs to promote the professionalization of port workers



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- Propose diffusion systems on the rules of operation of the Port.
 - Perform statistical studies of the productivity rates achieved in the different types of cargo and propose to the committee productivity rates for this port.
 - The subcommittee will have a coordinator who will represent the Administration and shall have the following functions:
 - Convene meeting to the members of the Subcommittee to discuss the issues assigned by the Operating Committee.
 - Gathering the information necessary for developing strategies to follow for the implementation of the activities mandated by the Operating Committee.
 - Integrate the studies made by the Subcommittee.
 - Prepare progress reports and recommendations of the studies and present them for discussion and approval of the Operating Committee.
 - Prepare minutes of each meeting and obtain the signatures of the attendees.
 - Present in advance to the committee the relevant issues discussed during the month, and the current status of the tasks for them become part of the minutes thereof.

The obligations and duties of members of the Subcommittee are:

- Attend meetings convened by the Coordinator of the Subcommittee.
- Participate in studies commissioned by the Operating Committee. Suggest to coordinator strategies for the good performance of the work.
- Participate in discussions of the Subcommittee.

Article 20. Subcommittee on Port Logistics and Operations

I.- Purpose of the Subcommittee.

To be the forum to analyze, view, coordinates and decide on the logistics of the Port, and their major players, to improve entry and exit of foreign trade goods in the PORT.

Subcommittee members must respect the legal dispositions and laws, complying and enforcing their fulfillment along with their relationship with public authorities, without detriment to the dignity and decorum of his office requires.

II. Of the Powers of the Subcommittee.

Attentive as provided in Article 4, Section I and 15 of the Internal Rules of Procedure for the Operating Committee, the Subcommittee shall have the following powers:



- Coordinate regarding the procedures for entry and exit of foreign trade goods through the Port.
- Propose guidelines that help to expedite the processing of cargo release. Review operating procedures and propose changes that will benefit those involved.
- Address the problems that present in the release and operation of the cargo.
- Give opinion about the scheme of logistics and port operations and propose schemes to improve the competitiveness of the port.
- Developing an strategy for information and technology exchange among authorities, cessionaries, shipping companies, shipping agents, customs agents and service providers.
- Ensure the proper behavior of its members in carrying out their activities and maintain harmony between them and between them and the importers, exporters and general international trading community inside the country and abroad, and related agencies itself and society in general.
- Encourage social relationship and information exchange among its members.
- Promote and disseminate among foreign trade community the characteristics of customs clearance operations practiced at the port.
- Formulate statistics about efficiency program and facilitation of the movement of cargo at the Port.
- Promote the use and growth of the port operations.
- Receive, analyze and decide upon proposals made by the international trade community to improve the functions related to the movement of commercial cargo at the Port.
- Exercise such other functions as this regulation marks, and all those arising from the nature of the Subcommittee.
- Report at each meeting of the Operation, the activities that the Subcommittee develop, in the terms set forth in Article 17 of the Internal Rules of Procedures of the Operations Committee.

The decisions of the Subcommittee that, for their importance so require, shall be submitted to the consideration by the Administration Board of the API, after ratification by the Operations Committee.

III. Of the organization, integration and operation

The Sub-Committee is constituted as a collegiate body where the port actors participate and shall know and issue opinions concerning logistics, port operation and coordination in the terms provided in Article 4, Section I and Chapter VI of the Internal Rules and Procedures of the Operations Committee.



In accordance with set forth in Article 16 of the Internal Rules of Procedures of Operations Committee, the Subcommittee will be composed of the following permanent members:

I. Chairman	Representative API.
II. Secretary	Representative Customs.
III. Vocal	Representative SAGARPA.
IV. Vocal	Representative Customs Brokers Association
V. Vocal	Shipping Agents Representative.
VI. Vocal	Railways Company Representative.
VII. Vocal	Containers Terminal Representative
VIII Vocal	Representative of the Health Secretary
IX. Vocal	Representative PROFEPA.
X. Vocal	Shipping Agents Representative.
XI. Vocal	Phyto-sanitary checkpoint Representative

For each member of the Subcommittee, there will be an alternate to be designated officially by the owner in written by letter, and who will be accepted or rejected, if by the Subcommittee.

To become a member is required to file a written application to the Subcommittee, who will review and determine approval or rejection.

IV. The powers and duties of the president and secretary.

The powers of the President:

- i. Represent the Sub-Committee and chairing the sessions.
- ii. Convene regular and special sessions.
- iii. Direct the discussions at meetings of the Sub-Committee to vote on the affairs of the sessions.
- iv. Submit to the Subcommittee the project's annual program of activities.

The powers of the Secretary:

- i. Gather information and establish the necessary systems to the preliminary draft of annual activity program.
- ii. Prepare the draft of annual program of activities.
- iii. The other functions assigned by the Subcommittee.



V. Invitations to meetings of the subcommittee and the development of their respective Minutes.

The Subcommittee will meet ordinarily once a week or twice a month. And, extraordinary session on request of one of its members and / or consideration by the subcommittee itself

All members of the Subcommittee shall attend the meetings or, if necessary, to send a substitute. In case of absence, shall give notice to the Chairman and Secretary of the Subcommittee.

The President shall have the obligation to call the members at least with 48 forty-eight hours prior to the date of the next session and to present them as simultaneously advance the agenda, which it will contain the matters under consideration.

For the Subcommittee to session, it will require the 50% plus one of its members. At meetings of the Subcommittee will be treated only topics of general interest involving the majority of the members thereof.

Only members are entitled to propose items to be discussed within the Subcommittee, having made his proposal with at least 48 hours prior to the holding of the meeting for consideration herein. In no case will be discussed themes proposed not presented by the members through a deputy and included in the agenda accordingly.

The issue to be addressed, must be perfectly funded in order that during the session provide the elements, documents or references that support the theme to develop.

Shall be the duty of the President to raise the minutes for each meeting on issues developed, decisions and resolutions adopted, and forwarded it to the members at least 48 hours prior to the next meeting for its consideration.

To the sessions of the Subcommittee may invite users with an interest in the issues listed in the respective order of the day, with voice but no vote. Only be present during the development of the subject of their interest.

VI. Of the agreements of the subcommittee

All members of the Subcommittee shall respect the agreements validly adopted within the meetings.



The decisions of the Subcommittee shall be made by majority vote. The voting right is granted only to members of the Subcommittee: President, Secretary and Vocals, and will be issued and posted to the amount of one per member of the Subcommittee, regardless of the number of elements of a single member present at the meeting.

VII. Commissions of the subcommittee

Inside the Subcommittee exist various commissions in order to meet the goal of it. At meetings of the Subcommittee will be treated only topics of general interest involving the majority of the members thereof. The issues pertaining to only two or three members will be treated on an individual basis by the interested parties separately.

In the case of the above two points, after obtaining the agreement and agreed outcome will be disseminated for general information within the next Subcommittee meeting.



CHAPTER VII

GENERAL PROVISIONS

Article 21. Charges of the members and their alternates

The positions of the members and alternates shall be Honorary.

Human and material resources required for carrying out the activities entrusted to the Committee, shall be borne by the Administration.

Chairman of Committee
Signature

Technical Secretary
Signature



APPENDIX A

CONSTITUTIVE ACT OF OPERATIONS COMMITTEE (UPDATE)

ACTA CORRESPONDIENTE A LA XII REUNIÓN
ORDINARIA DEL COMITÉ DE OPERACIÓN DEL PUERTO
DE LÁZARO CÁRDENAS, MICHOACÁN
DICIEMBRE 2008

CELEBRACIÓN

El día 16 de diciembre del dos mil ocho, a las doce horas, en el domicilio ubicado en Prolongación Av. Lázaro Cárdenas No. 1, Colonia Centro, Lázaro Cárdenas, Mich., conforme a la convocatoria que se remitió oportunamente en los términos del documento que se agrega al apéndice del acta como anexo 1, se llevó a cabo la 12ª reunión ordinaria del 2008, del Comité de Operación del Puerto de Lázaro Cárdenas.

ASISTENTES

Representantes

Lic. Rubén Medina González

Lic. Ismael Abarca Gutiérrez

Ing. Alfredo Camacho Meléndez

Dr. Jesús Cazarez Hernández

Ing. Alfonso Castillo Abogado

Sr. José María Cárdenas Sandoval

Lic. Eugenio Vargas Ceja

Cap. Alt. Edgardo Ramírez Barza

Biol. Joel Méndez Reyes

E.D. ALBERTO APARIZ LEJONREYES
Prof. Alfredo Camacho Meléndez

Suplentes

Lic. Domingo de G. López Villalobos

Cap. Navío C.G.DEM Enrique Ramírez G.

Dra. Elfega Echeverría Galeana

Sr. Ramiro Palomares Magaña

Lic. Juan Carlos López Flores

DESARROLLO

Toda vez que se hallaban presentes 11 propietarios, se declaró instalada la reunión.-----

La sesión dio comienzo con la lectura del orden del día que se contiene en la convocatoria y se consigna a continuación, mismo que fue aprobado por los presentes:

- I. BIENVENIDA
- II. LISTA DE ASISTENCIA
- III. APROBACIÓN DEL ACTA DE LA XI SESION ORDINARIA DEL 2008.
- IV. ANALISIS DE LA INFORMACIÓN ESTADÍSTICA DEL PUERTO, CORRESPONDIENTE AL MES NOVIEMBRE 2008.
- V. SEGUIMIENTO DE ACUERDOS
- *Se anexa relación de acuerdos.*
- VI. ASUNTOS A TRATAR
- *Presentación de comentarios hechos por el Subcomité de Logística, al Proceso de Simplificación del Despacho de Contenedores, presentado por la Dirección General de Puertos en coordinación con la AMTI y aprobación del Comité de Operación.*
- VII. ASUNTOS GENERALES
- VIII. CLAUSURA DE LA REUNION

I. BIENVENIDA

El Lic. Rubén Medina González, Director General de APILAC y Presidente del Comité de Operación, dio la bienvenida a los presentes e inicio a la 12ª reunión ordinaria. -----

II. LISTA DE ASISTENCIA

La lista de asistencia, se pasó a firma de los integrantes del Comité presentes.-----

III. APROBACIÓN DEL ACTA DE LA SESION ANTERIOR

Quedó aprobada el Acta de la XI Sesión Ordinaria.-----

IV. ANALISIS DE INFORMACIÓN ESTADÍSTICA AL MES DE NOVIEMBRE 2008.

El Biol. Joel Méndez Reyes, Gerente de Operaciones APILAC y Secretario Técnico del Comité de Operación, manifestó que respecto al arribo de buques en tráfico de altura, en el mes de noviembre fueron un 53% mayor que los arribos en el mismo periodo del año anterior, esto debido a que se incrementaron los desembarques de contenedores al incorporarse nuevas líneas navieras (Hamburg Sud, CCNI) y además que hubo importaciones de gasolina y exportaciones de fertilizantes. Los arribos de buques en tráfico de cabotaje fueron un 32% más que los del mismo periodo del año anterior, esto

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por el aumento en la entrada de roca fosfórica para Fertilizantes, pellet de hierro para Mittal Steel y gasolina y combustóleo para PEMEX.-----

El total de arribos en el mes de noviembre, fue un 49% mayor que los del mismo mes del año anterior.-----

Con relación a contenedores, al mes de noviembre se recibieron 455 embarques en la Terminal de Contenedores. En cuanto a cajas de importación al mes de noviembre se recibieron 135,534 en importación y en exportación 132,261 obteniendo un total de 267,795 cajas. En cuanto a TEU'S hubo un total de 466,409 con 236,565 de importación y 229,844 de exportación.-----

Con relación a los automóviles al mes de noviembre, se recibieron 91 buques con 102,512 unidades de importación y 472 unidades de exportación, obteniendo un total de 102,984 unidades contra 99,203 del año anterior lo que arroja una variación del 4%.-----

Con relación al movimiento de carga por tipo de tráfico, en el mes de noviembre, las importaciones fueron 7% inferior comparando a lo que se manejó en el mismo periodo del año anterior, esto debido principalmente a la disminución en la recepción de carbón mineral para la termoeléctrica por terminación de contrato de suministro de esta materia prima, así como por el incremento en el precio del carbón y flete; por lo que las expectativas que se plantearon para esta terminal no se van a poder cumplir en este ejercicio. También hubo una reducción en el granel agrícola, esto por el incremento en el precio y flete de granos.-----

Las exportaciones tuvieron un incremento del 60% que el mismo periodo del año anterior, esto por el aumento en la carga contenerizada, los embarques de palanquilla de la industria del acero, así como fertilizantes de Sadcom de Occidente. El cabotaje de entrada presenta un 80% más de carga que la manejado en el mismo periodo del año anterior, esto debido a que se incrementó la recepción de pellet de hierro, gasolinas y combustóleo para Pemex y de roca fosfórica de San Juan de la costa, B.C.S., para la industria de los fertilizantes (Sadcom de Occidente). En cabotaje de salida al periodo que se informa fue un 59% inferior a lo que se manejó durante el periodo anterior, esto debido a que disminuyó la salida de combustóleo y productos terminados como varilla y alambón.-----

Respecto al análisis comparativo por tipo de carga, en el mes de noviembre, la carga general fue 68% inferior a la manejada en el mismo mes del año anterior, debido a que disminuyó la exportación de planchón, palanquilla y alambón, por así requerirlo sus clientes. En la carga contenerizada se presenta un 202% más de carga que lo que se manejó durante el mismo mes del año anterior, esto debido al incremento en los arribos en escala regular y a la llegada de nuevas líneas navieras de contenedores como lo son Hamburg Sud, CCNI y CSAV.-----

En el granel mineral se observa un 82% más de carga que lo que se operó en el mismo periodo del año anterior, esto debido a que aumentó la recepción de carbón para la Termoeléctrica CFE, así como pellet de hierro para la Industria del Acero, este incremento también es consecuencia de que en este año la industria de fertilizantes ha ido en aumento, tanto en la recepción de materia prima como lo es la roca fosfórica de cabotaje entrada como en sus exportaciones de fertilizantes (Dap-Fosfato diamónico, Map-Fosfato monoamónico y SFTG-Superfosfato triple granular). El granel agrícola durante el mes de noviembre fue 24% superior de carga que lo operado en el mismo mes

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del año anterior, esto debido al incremento promedio de carga por embarcación. En fluidos se refleja un 27% menos de carga que lo que se operó en el mismo mes del año anterior, debido a la disminución en la recepción de fluidos petroleros. -----

En cuanto al movimiento de mercancías peligrosas, en el mes de noviembre, se operaron 718,077 toneladas, siendo el 30% en PEMEX, el 22% en Metales y Minerales, el 43% en la Terminal de Carbón, el 4% en la Terminal de Fertilizantes y el 1% en la Terminal de contenedores.-----

En lo que se refiere al origen y destino de las mercancías, en el mes de noviembre, se tiene que en importación se recibieron autos de Corea y Japón; Carbón de Canadá, Colombia, Indonesia y Australia; Gasolina de EUA, Francia y Holanda; Amoníaco de Trinidad y Tobago; Pellet Feed de Brasil y Perú; Aceite de Palma de Costa Rica y Nicaragua; Estructuras de China y Japón; Maquinaria de China, Azufre de EUA y Trigo de Canadá. En cuanto a la exportación, se envió planchón a Alemania y EUA; Nitrato de amonio a Australia y Perú; Autos a Ecuador y Puerto Rico. En cabotaje de entrada se recibió de Colima pellet, de Oaxaca gasolina y diesel; de San Juan de la Costa, B.C. roca fosfórica y Combustóleo de Sinaloa. En cabotaje de salida se envió a Baja California Sur Alambrón y Varilla; combustóleo a Oaxaca y Michoacán.-----

V. SEGUIMIENTO DE ACUERDOS

Se anexa relación de acuerdos. *Anexo 1*.-----

VI. ASUNTOS A TRATAR

- *Presentación de comentarios hechos por el Subcomité de Logística, al Proceso de Simplificación del Despacho de Contenedores, presentado por la Dirección General de Puertos en coordinación con la AMTI y aprobación del Comité de Operación.*

El Biol. Joel Méndez Reyes, Gerente de Operaciones APILAC y Secretario Técnico del Comité, hizo la presentación de los comentarios hechos por los integrantes del Subcomité de Logística al Proceso de Simplificación del Despacho de Contenedores, el cual se adjunta al cuerpo del acta. Así mismo manifestó, se envió a los integrantes de este Comité para su revisión y comentarios. *Anexo 2*.-----

El Lic. Rubén Medina González, Director General preguntó si existía alguna observación al respecto y al no haberla se aprobó para ser enviado el documento a la Dirección General de Puertos con los comentarios emitidos por las Autoridades y Terminal de Contenedores. Así mismo reiteró que el documento presentado, es una herramienta de trabajo que será presentada a las Autoridades a nivel central para su revisión y que será modificado cuantas veces sea conveniente, durante su implementación.

VII. ASUNTOS GENERALES

El Lic. Rubén Medina González, Director General, presentó el Calendario de Sesiones del Comité de Operación propuesto para el 2009, al cual los presentes solicitaron que las reuniones se hicieran en días jueves en lugar de los viernes propuestos, el cual se **DIO POR APROBADO. Anexo 3.**

VIII. CLAUSURA

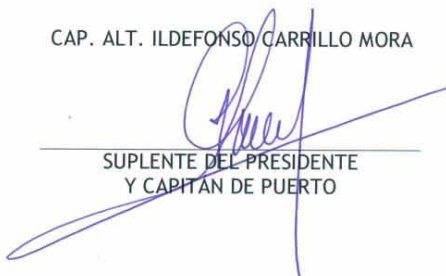
Concluido el desahogo de los puntos del Orden del Día, la sesión se dio por terminada a las 13:30 horas del día 16 de diciembre 2008, y se levantó la presente firmando para constancia el Presidente y su suplente, así como todos los que intervinieron. Damos Fe.--

LIC. RUBEN MEDINA GONZALEZ



PRESIDENTE DEL COMITÉ
Y DIRECTOR DE APILAC

CAP. ALT. ILDEFONSO CARRILLO MORA



SUPLENTE DEL PRESIDENTE
Y CAPITAN DE PUERTO



Rules for operations of the Port of Lázaro Cárdenas

Biol. Joel Méndez Reyes
Secretario Técnico del Comité y
Gerente de Operaciones APILAC

Lic. Domingo de G. López Villalobos
Suplente Aduana

Lic. Ismael Abarca Gutiérrez
Rep. Migración

Lic. Eugenio Vargas Ceja
Rep. Agentes Navieros

Ing. Alfonso Castillo Abogado
Rep. de Operadores

Sr. José María Cárdenas Sandoval
Rep. Prestadores de Servicios

Lic. Juan Carlos López Flores
Suplente Ag. Aduanales

Dr. Jesús Cazarez Hernández
Rep. Sria. de Salud

Ing. Alfredo Camacho Méndez
Rep. Sagarpa/Senasica

Sr. Ramiro Palomares Magaña
Suplente Operadores

Cap. Alt. Edgardo Ramírez Barza
Rep. Pilotos de Puerto

Cap. Navío C.G. DEM Enrique Ramírez G.
Suplente Zona Naval

C.P. Alberto Apaez Legorreta
Titular del Organismo Interno de Control
APILAC



ANNEX III

CRITERIA FOR THE TOWING SERVICE IN THE PORT OF LÁZARO CÁRDENAS, MICHOACÁN.

CRITERIA FOR TOWING SERVICE AT THE PORT OF LAZARO CÁRDENAS

Towing Service in Port maneuver is to support through tug boats the conduction and internal navigation of vessels arriving or departing, or from the place indicated in the Administration or the Harbor Master and will conclude each of the maneuvers needed for conducting its mooring, unmooring, amendment or anchoring for which the following particular criteria will be established, since this provides the art.59 of the Law of Navigation and Maritime Commerce:

I. - Compulsory Vessels over 2,500 tons of gross tonnage:

Port towing service will be mandatory for all vessels over 2,500 tons gross, but for smaller vessels should be provided, if the pilot port and the ship's captain or the Harbor Master, agree with the necessity or desirability using one or more tugs, taking into account the berths, the vessel's technical characteristics and weather conditions prevailing at the time of the maneuvers.

II .- Obligatory for Vessels with Dangerous Goods:

It is compulsory towing service, for vessels transporting oil, petrochemicals, gas and, in general, dangerous goods, regardless of gross tonnage.

III .- For Towing Service:

To provide towing service in the port limits will require the relevant contract to be concluded with the Administration and, failing that, the permission of the Secretariat, under the terms of the Rules of the Ports Law.

IV .- Number of Providers:

The number of providers of this service will be determined according to the needs of the Port and the established by the Port Master Development Plan.

V. – Tug Boat Devices:

The tugs will have all the devices and appropriate means for berthing to perform the job of berthing to another vessel and to pull motor vessels or vessel without propulsion, barges, ships trailer and any naval artifact considered as such by the Law of Maritime Navigation and Commerce, from or to the place indicated by the Harbor Master, where such maneuvers are conducted safely and efficiently, and must have the consent of the Administration, on the dock or anchorage available.

VI.- Tests of Tugs:

The tugs will be regularly submitted to testing bollard pull to a ship's classification society recognized internationally, with a periodicity of one year from the date of coming into operation or when it has undergone major repairs or modifications to their engine, steering system, propeller and hull.

In case they do not submit to the test in the corresponding period or, in the result thereof, is determined to lack the required power, the tugs will stop operations until such perform another test with satisfactory results, being obligatory in this case the service provider replace the tugs, by others of equal or higher specifications.

The operation of the tugs will be subject to the supervision of the Harbor Master

VII.- Number of Tug boat according to the vessel:

In terms of gross tonnage and length, the boats must use the service tugs at the number and size listed in the table below as a minimum.

Vessel	Tug Requeriments
Container Vessels and General Cargo Larger than 300 m lenght (>70,000 TRB).	3 Schottel type Tug Boats with bollard pull higher than 50 TM each as mínimum
Bulk Cargo Vessels, General Cargo and Container Vessels larger than 280 mts lenght (>60,000 TRB)	2 Schottel type plus one Conventional Tug Boats with bollard pull higher than 50 TM each as mínimum
Bulk Cargo Vessels and General Cargo Vessels shorter than 200 mts lenght. (< 60,000 TRB)	2 Schottel type tug boats or 1 Schottel plus one Conventional, with bollard pull no less than 50 TM each as minimum.

The above is independently that the vessels may count or not with stern and bow thrusters

VIII.- Criteria according to the TRB:

The criteria in terms of gross tonnage of ships and tugs power will be implemented under normal weather conditions, technical conditions of the vessel draft, trim and place of the maneuver.



IX .- Reasons for not providing Towing Service:

The provision of this section does not apply in the following cases:

- Deplorable weather conditions;
- Technical failure of the ship,
- ship without propulsion;
- Vessels with high exposure to sailing effect of wind, inflows and outflows of dock, maneuvers in small berths or no scope for maneuver, and
- Any kind of movement that is considered risky by the pilot of the port, the captain of the ship or the Harbor Master

X. - Criteria for the Number and Power:

The criterion for the number and power of tugs, does not take in consideration that ships have thrusters at the bow or stern.

XI .- Tug used by PEMEX:

Petroleos Mexicanos will only operate its own tug boats maneuver in its owned ships and its facilities.

In the other areas may operate only at the express order of the Harbor Master when:

- No tugs available.
- Having, not been able to provide the service required for technical reasons duly substantiated to the Harbor Master.
- The characteristics of the tugs are unsuitable for operation.
- When emergency situations arise due to accidents or problems that jeopardize the safety of the port, as contemplated in the agreement "SOLAS"

XII .- Rates of Tug Service:

The fee for towing, payment terms and rules of application, shall freely established between users and service providers through a commercial nature contract that the same agree, which will be sanctioned by the Committee in accordance with the pricing basis provided by the Administration, except that the Secretariat introduce price regulation, in terms of Article 60 of the Law



XIII .- Tow boats out of service:

When not in use, the tugs will remain moored or anchored in place appointed by the Administration, which will inform to the Harbor Master

XIV .- Tug Staff on Guard Duty:

The tugs in service, moored or at anchor, will always have enough staff on duty to operate.

XV .- Lack of Tugs:

Lacking any of the tugs, the port authority will determine what appropriate, taking into account the views of harbor pilots and service needs.

XVI .- Fire Fighting Equipment:

The tugs will be equipped with pumps, monitors, fire hoses and equipment for the firefighting service provision and will have life jackets and rings, a number equal to double its crew, under the terms of the respective standard.

XVII .- Port Pilots Instructions

Port pilots, regarding the towing service, have the sole function of indicate technically on how the chosen service provider by the ship owner will support these operations.

XVIII .- Tugs Obligations in case of Salvage:

Those who provide towing service are required to provide firefighting and rescue services. If that cannot be negotiated in advance, the fee is determined in accordance with international conventions that Mexico is a party or otherwise by the manner and customs.

XIX .- Effectiveness Criteria:

These technical criteria are valid, while the Secretariat does not authorize its amendment to the Administration proposal.



ANNEX IV

PROCEDURE FOR THE ENTRY OF PERSONS, VEHICLES AND GOODS TO THE PORT PRECINCT



PROCEDURE FOR THE ENTRY OF PERSONS, VEHICLES AND GOODS TO THE PORT PRECINCT

Rule 1. Access and Permanence

Access and retention of people and vehicles in the port precinct of Lázaro Cárdenas is subject to the provisions of this instruction manual.

Rule 2. Gateways to the Port.

For purposes of this instruction, shall be considered as gateways or outgoing those following:

GATE 1 - Ingoing and outgoing Gateway to the Middle Island and pedestrian exit.

GATE 2 – Access and exit door and to Cayacal I.

GATE 3 - Access and exit door to Cayacal II.

GATE 4 – Access and exit of train via Playa Jardín.

GATE 5 – Access an exit of train to Cayacal Island.

DOORS 800, 1300 and 1735 that are located in the terminal of metals and minerals.

Vehicle access through the Cayacal I Gate 2 is for staff entering using official and particular vehicles to the terminals:

IPG
AARHUSKARLSHAMN
LCTPC T-II
GEN
CFE
PEMEX
AMPORTS (Cayacal Island)

Vehicles using the bridge Albatros, may enter the terminals

COBALSA
ArcelorMittal Portuarios



PIBSA
LCTPC T-I
SADCOM de Occidente, S.A. de C.V.
AMPORTS (Middle Island)
UTTSA
Garbage Service

The output of these may also be through the access control post to the Middle Island.

Vehicle access through the door Cayacal II will be exclusively for freight vehicles such as tankers, container platforms, car carriers, etc. Entering to their terminals:

IPG
AARHUSKARLSHAMN
LCTPC T-II
GEN
CFE
PEMEX
AMPORTS (Cayacal Island)

Vehicles using the bridge Albatros, may enter the terminals

COBALSA
ArcelorMittal Portuarios
PIBSA
LCTPC T-I
SADCOM de Occidente, S.A. de C.V.
AMPORTS (Middle Island)
UTTSA
Garbage Service

The output of these may only be through the access control post to Cayacal II using the bridge Albatros.

Vehicle access through the gateway to the Middle Island is for people entering terminals:



COBALSA
ArcelorMittal Portuarios
PIBSA
LCTPC T-I
SADCOM de Occidente, S.A. de C.V.
AMPORTS (Middle Island)
UTTSA
Garbage Service

Using the bridge Albatros, may enter the terminals:

IPG
AARHUSKARLSHAMN
LCTPC T-II
GEN
CFE
PEMEX
AMPORTS (Cayacal Island)

The doors 800, 1300 and 1735 are exclusive to the entry and exit of goods and raw materials from the Berths to the steel complex and vice versa prior permission of Customs.

For railway units and access and exit doors shall be for exclusive use on the same islands, Middle and Cayacal.

For the operation of the gates considered in this rule, will be installed equipment and systems for access control developed and supervised by the Administration.

Rule 3. Requests for Access

Requests for access to the port precinct are classified into four groups:

I. Permanent Access:

Employees who work on a permanent basis with a company that provides services or has facilities within the port precinct.



II. Vehicle Access:

For all those official and personal cars of people or companies that need to enter the port precinct.

III. Access to Visitors:

Those persons and vehicles requiring eventually enter the port precinct to a given activity.

IV. Access For Crews:

For those crew members of vessels arriving at the port and require entering and exiting the port precinct.

Rule 4. Access Procedures:

To request access to the port, must be performed the procedures described below according to the type of access that is involved:

Permanent: The access credentials request shall be done electronically recording the data about the person and his position that procedure will be sent by the company responsible for the employees, who will justify the need for admission.

Companies shall make the request to the Administration, specifically to the Operations Manager who will determine if the request is valid then validated by the Administration, and shall develop the customized ID card with photograph of stakeholders, the costs will be borne by the company applicant. The development of the credential should not exceed five working days after the date of payment.

Vehicle: The companies who conduct their work within the port precinct and require their employees enter using private or company car, must apply to the Administration for the electronic card for the automobile, which must be used simultaneously with the personal card to activate the barrier allowing access; this application must be made electronically, attaching a copy of the registration certificate, license and vehicle insurance police.

Visitors: Companies in the port precinct, likewise shall make the access request electronically for visitors, who may enter the port precinct when fully justify the reason for their visit and determine the place or company that addresses, Administration will validate, authorizing or denying the access, while through the



electronic media the information will be sent to the computer equipment installed in the booths of access, so that at the presentation of the user, the security staff has consulted allowing access by providing an electronic card, which will be returned on departure.

To visit schools or large groups, must apply electronically mentioning the aspects they want to know, the process is channeled to the Marketing Manager of the Administration, who will schedule and guide their journey. As a safety measure at income, security personnel will instruct them about the measures that should be observed. Visiting hours at the Port will be from 10:00 to 13:00 and from 15:00 to 18:00 hours.

Crews: The shipping agency will send the crew list prior to the Administration. Specifically to the Deputy of Port Protection, under the Operations Manager, and the same crew will be asked to carry identification and Migration authorization which must show to the immigration surveillance personnel in the booths of access for their input and output of the port precinct.

Rule 5. Credentials for Access Control: To control access to the port precinct shall be issued credentials divided into different groups according to the following classification.

- I. For public servants or employees of government agencies.
- I. For Maneuver Companies, Terminals and Cessionaries, including operational staff and administrative employees.
- II. The companies providing maritime or port services under contract with the Administration.

Rule 6. Authorization of credentials for access control.

In the customized credentials shall appear the full name and photograph of frontage on whose behalf they are issued, noting the agency, organization or institution in which they work, or applying for the issuance of the credential and the group number, which must be the same as the record held by the Administration for each company registered in the port.



Rule 7. Carrying the Credential for Access Control

Credentials must be worn permanently by the persons on whose behalf are issued, as badges during their stay on the precinct and such way that they are easily visible.

The security staff of the Administration may at any time they deem necessary to verify the identity of holders of credentials when there are good reasons for it.

Rule 8. Credential non-transferable basis.

The credentials will always be non-transferable and may only be renewed by the Administration, in case of loss the company will apply for its replacement with the appropriate reason and respective payment.

Rule 9. Uses of Credential

A person who makes improper use of the credential will be suspended the right to use, with notice to the agency or company of origin and, depending on the severity of the offense, may be canceled definitively.

Rule 10. Cancellation of credential

Are reasons for cancellation of the card:

- I. Transfer it to another person.
- II. Come to work on the precinct while intoxicated or under the influence of narcotics or psychotropic drugs, may be remitted to the relevant authorities.
- III. Log in unauthorized areas of the premises or violating the restrictions on the nature of their credential
- IV. Entering the premises through unauthorized places, so it will be subject to investigation or consignment to the authorities as appropriate.
- V. Seeking to enter any type of weapon.

Will be grounds for sanction to disobey the instructions of security personnel expressed in exercise of their functions.



Rule 11. Rights of API concerning the credentials

Administration reserves the right to issue, withhold or suspend the credentials of visitors whenever it sees fit, after discussion with the company involved.

Rule 12. Control by surveillance personnel.

The staff responsible for control and monitoring of access to port facilities should keep track of visitors to determine if any have been left on the precinct after the time allowed, in this case reports to the Administration to take appropriate measures.

Rule 13. Use of Credentials by the Companies.

Each company will be jointly responsible for the proper use of each and every one of the credentials issued to their staff as well as in cases of appointments shall be responsible for monitoring and proper use of the credentials awarded.

Rule 14. Temporary Workers:

For service personnel, the staff understood that occurs occasionally in the port area in order to perform repair, maintenance, study or analysis, sales, insurance adjusters, etc., is seen as company visitors.

Rule 15. Review at Accesses.

Any person entering or leaving the port area with vehicles and / or packages should allow them to be checked by Customs and the security staff of the Administration.

Will not be allowed to leave the vehicle at the time were reported by the security staff in case of involvement in an incident or unlawful for clarification purposes.

Rule 16. Consignment to the authorities

If necessary, vehicles and people will be consigned to the competent authorities in situations of conflict.

Rule 17. Provisions for transit

All drivers of vehicles shall be subject to the provisions issued by the Administration on roads transit, respecting the existing signs and speed limits.



Rule 18. Vehicles Authorization.

Stay shall be allowed for vehicles within the port for the time strictly necessary and in the designated area, being the driver obliged not to obstruct or impede the maneuvers that could be necessary to perform.

Rule 19. Ambulance or emergency vehicles access.

Ambulances and rescue vehicles and emergency services will have access to the port openly, in case of emergency.

Rule 20. Presentation of Credential in Access Post

In the entrance control post to the port premises, the personnel working in the port terminals, must show their identification badges to the elements of surveillance and carry on the chest while inside the precinct.

Rule 21. Office letter authorized to enter.

If the person does not carry identification, to allow their admission card must show the office letter of the company he work for, allowing entry for a period not exceeding 3 days.

Rule 22. Entry of dangerous goods

For materials and dangerous goods entering the port precinct, the service provider must carry out the procedure for notify electronically the access and must be authorized by the Customs.

Rule 23. Requirements for the entry of miscellaneous goods

Those companies located within the port precinct and who intend to introduce miscellaneous goods, must make the process of notification for their access by electronic means.



ANNEX V

PROCEDURE FOR THE COLLECTION AND DISPOSAL OF GARBAGE FROM SHIPS



PROCEDURE FOR THE COLLECTION AND DISPOSAL OF GARBAGE FROM THE SHIPS

I. The Administration, in coordination with health authorities, will designate an area approved by SEMARNAT, that allowing the destruction of detritus and waste from ships, in order to avoid risks to public health by establishing a sanitary fence that prevents the exit of agents causative by the handling of these products and their likely spread to areas adjacent to the port.

II. All wastes shall be brought down in polyethylene bags properly sealed, color coded and separated into green or black bags for inorganic garbage and red for organic waste.

III. Service providers to collect garbage from ships must deposit waste in locations preset by health authorities, giving them the treatment they determined on their destruction, taking into consideration that all organic matter must be incinerated according to the standards set by the SEMARNAT, while the inorganic material may be after fumigation and pack treatment be moved to the city dump.

IV. The service provider shall submit timely disclosure via office letter to the Administration and Phyto-animal sanitary Inspector, the proposed date and time to fumigate the trash, bring it down from the boat and transport to incineration. Also report to that authority the ship's name, origin, quantity of waste and ports where you bought food.

V. Service Provider, once in the booth for access to the Port, must submit an application for the service of eviction of trash or equivalent with the above information as authorized by Customs, which deliver a copy to surveillance. This request for service should come with the seal of the Inspector Phyto-animal sanitary already showing that it was communicated.

In the case of ships that bring ashes from waste organic matter, should be burned and treated again as organic matter.

VI. Port health authorities reserve the right to make periodic and random verification visits to ensure that the conditions in which the handling of detritus and waste of vessels are carried out correctly.



VII. Garbage collection service providers shall prepare a certificate of unloading of waste from ships that left trash in the harbor, this certificate must be endorsed by the Ministry of Health to make it of official character.

VIII. It is prohibited unloading all wood waste including lashing materials on the product and / or stowage of cargo ships.

IX. All wood that is part of packages or pallets to unbind or vacate in the Port will go through a process of fumigation before being evicted, except that wood with bark which must be incinerated in accordance with the provisions of the Phytosanitary Health General Law.

X. Plastic and lashing straps may be landed at the port and should be given appropriate treatment as inorganic matter.

XI. The waste must be treated under the provisions of the authority in the final disposal site.

XII. The service provider must also meet the requirements of the agencies that regulate waste handling.



ANNEX VI

PROCEDURE FOR THE HANDLING AND STORAGE OF DANGEROUS GOODS AT THE PORT OF LÁZARO CÁRDENAS, MICHOACÁN.



PROCEDURE FOR HANDLING AND STORAGE OF DANGEROUS GOODS IN PORT LAZARO CÁRDENAS, MICHUACAN.

This instruction is a complement to the rules of operation, so that compliance is general for all companies that work within the port precinct

I. - Scope for Application

The instruction applies to all goods that are handled through the Port and are classified as hazardous according to the International Maritime Dangerous Goods (IMDG) established by the International Maritime Organization (IMO) and the Regulations for the Transport Materials and Wastes published in the Official Journal of the Federation on March 29, 1993, and the NOM-009-SCT-1994, NOM-012-SCT-1994, NOM-018-SCT-1994, NOM-021 - SCT-1994 NOM-023-SCT-1994, NOM-027-SCT-1994, NOM-028-SCT-1994 SCT-033-NOM-1994, as well as the SOLAS (1974-1978) and MARPOL (1973 / 78)

The provisions herein issued shall be applied to all hazardous cargo received, released, stored, loaded, unloaded or transferred in any of the facilities of the Port.

II.- Classification.

Dangerous goods are those that by their high levels of flammability, explosiveness, toxicity, reactivity, radioactivity, corrosiveness, or biological activity can cause significant damage to the environment, population or infrastructure and are divided into the following classes and subclasses:

1. Explosives.

1.1 Risk of explosion of the entire mass.

Substances and articles which present a risk of explosion of the entire mass.

1.2 Risk of Projection.

Substances and articles which have a projection hazard, but no risk of explosion of the entire mass.

1.3 Risks of fire.

Substances and articles which present a fire hazard and to make small effects of blast or projection hazard or both, but not risk of explosion of the entire mass.

1.4 No significant risk.

Substances and articles which present no significant risk.

1.5 Low risk of explosion of the entire mass.

Low predisposition substances to risk of explosion of the entire mass.

2. Gases compressed, liquefied or dissolved under pressure.

2.1 Flammable gases.

2.2 Gases nonflammable.

2.3 Poisonous Gases.

3. Flammable liquids.

3.1 Inflammation low.

Group with high flash point (flash point of 60 C or more).

3.1 Inflammation medium.

Medium flashpoint group (flash point 37.8 C but below 60 C).

3.3 High Inflammation

Group with low flash point (flash point 22.8 C).

4. Flammable solids.

4.1 Flammable solids.

These are substances by their properties, are likely to be ignited easily by external sources of ignition, ignite, cause or enable fire through friction.

4.2 Spontaneous Combustion.

Substances prone to spontaneous combustion: Solid or liquid they have in common property to get heated and ignite spontaneously.

4.3 Substances which in contact with water producing flammable gases.

They are solids or liquids which have the common property of releasing flammable gases on contact with water. These gases may ignite spontaneously in certain cases.

5. Substances (agents) oxidizers and organic peroxides.

5.1 Oxidizing substances

Oxidizers are substances which, although not necessarily combustible themselves, may nevertheless, releasing oxygen or by similar processes, increase the risk of fire.

5.2 Organic peroxides.

Thermally unstable substances which may undergo exothermic self-accelerating decomposition, be liable to explosive decomposition, burn rapidly, be sensitive to impact or friction; react dangerously with other substances cause damage to the eyes.

6. Toxic and infectious substances.

6.1 Toxic substances.

Are those that can provoke injuries, illnesses, genetic implications or even the death.

6.2. Infectious substances.

Are those that through direct or indirect contact cause severe abrasions, injury, illness and acute complications

7. Radioactive Materials.

Composites by a phenomenon of certain chemicals that emit radiation spontaneously transmute of chemical or physiological effects.

8. Corrosive substances.

They are solid or liquid, in their natural state have in common cause more or less serious injuries to living tissue, act destructively when in contact with skin or mucous membranes. Some of these can be toxic, emit gases.



9. Miscellaneous dangerous substances and articles.

(Includes Dangerous for the Environment) are substances that pose risks different from those of the substances of other classes.

III. Definitions and Numbering.

The definitions of classes and subclasses, and the numbers for the precise identification of each substance shall be those established by United Nations and the International Maritime Dangerous Goods.

All hazardous cargo received, released, stored, loaded, unloaded or transferred in any of the Port's facilities will be fully identified by its class, subclass, and United Nations number.

Also assume the definitions of NOM-009-STPS-1993 on health and safety conditions for storage, transport and handling of corrosive substances, irritants and toxic substances and NOM-010-STPS-1994 on safety and hygiene in the workplace where they are produced, stored or handled chemicals that can cause pollution in the working environment.

IV. Berths assignment.

For the allocation of berths, the Shipping Agent present the proof of delivery of the documents required by the Bonded Warehouse or storage cessionary, including dangerous goods declaration and list of dangerous cargoes in transit, this information had to have delivered at the operations planning meeting.

According to the NOM-023-SCT4-1995 before making the maneuver for entrance to the Port, Captain of the vessel must verify that the conditions of the propulsion engine and navigation loading equipment are appropriate, informing to the port authority any defect or failure, while also should check the cargo conditions to detect any damage to packaging or a leak or spill. During the maneuver, the captain of the vessel must ensure that there is adequate communication with the port authority and either anchored or moored, keep a watching guard on deck and in machinery at all times and ensure adequate availability of crews to address an emergency situation. Once in the dock must ensure that the mooring ropes are of the appropriate type and strength and its configuration allows the boat can be untied quickly in an emergency situation.



The Captain must ensure that the requirements of visual signaling both day and night (flag "B" and red light, respectively), and verify that the vessel has the certificate of release to the transport of dangerous goods II-2/54.3 regulatory compliance of the International Convention for the Safety of Life at Sea (SOLAS 1974 to 1978), must be applicable.

The Programming Meeting Board authorize the appropriate docks to receive vessels with dangerous goods for safer operation. The work schedule of these cargoes and the precautions to be taken for safe handling will be indicated by the Board.

V. Explosives and radioactive

Be sought from both radioactive substances as much as explosives are unloaded directly, not being matter to storage in the port.

When requires storage in the port, military equipment will be protected by the army itself in the place where the Programming Meeting Board indicates.

In any case, should comply with NOM-008-STPS-1993 specifically with health and safety conditions for storage and handling of explosives.

They must act in accordance with Article 11 of the Customs Law on safety of cargoes in store, and Article 15 of same Law, on the immediate delivery of radioactive goods in the terms described therein.

VI. Packaging / packing.

The packaging / packing of dangerous cargoes shall comply with Rule 3 established in the General Introduction to the International Maritime Dangerous Goods.

The cargoes received by road must comply with all requirements of packing, packaging, labeling and safety information of the Regulations for the Transport of Hazardous Materials and Waste. Transport units arriving at the port with cargoes and their operators must also comply fully with the provisions of this Regulation. No cargo will be received with its packaging / packing damaged, broken, leaking or spillage.

The empty containers used to transport dangerous goods that have not been decontaminated are subject to all the provisions applicable to the container full. The same requirement applies to containers which have been used to transport dangerous goods.



VII. Marking, Labeling and Signage.

Packages containing dangerous goods shall be marked permanently on the correct technical name of them, not just trade names are allowed.

Packages containing dangerous goods must carry the distinctive labels, signs and numbers, set out in the International Maritime Dangerous Goods in a manner that clearly indicates that the goods contained in them have hazardous properties. The method of marking the correct technical name and of affixing labels, or labels set on packages containing dangerous goods shall be such that this information will still be identifiable after a period of at least three months of immersion in the sea.

VIII. Receipt - Delivery.

The Administration, if necessary, may set any day of the week, a specific timetable for receipt and delivery of dangerous goods, as well as internal transit of vehicles carrying such cargoes.

Also the Administration shall designate special spaces for parking of vehicles carrying dangerous cargo.

Dangerous goods at the time of receipt at the gate entrance to the Port will be revised to verify that bear the marks, tags and labels on packages, according to the International Maritime Dangerous Goods. Also will not be acceptable vehicles carrying hazardous cargo, without documentation inter alia, "information from transportation emergency" to act in an accidental leakage or fire.

IX. Segregation

Since joining the Port, dangerous goods shall be subject to segregation, based on the criteria of the International Maritime Dangerous Goods. Incompatible goods should be segregated from each other, according to the Segregation Table of Dangerous Goods.

X. Stowage.

Dangerous goods are stowed safely and appropriately, given its nature. Dangerous goods in packaged form or in solid form in bulk which give off dangerous vapors should be stored in well ventilated areas.

For flammable liquids or gases shall take all necessary precautions against fire or explosions.



XI. Storage.

The Administration in conjunction with the Cessionaries of Bonded Warehouses appointed and supervised areas, stores or warehouses which will be permitted to store dangerous goods. Outside of these areas will not be permissible to drop such cargoes, unless have the express approval of the Administration and the Harbor Master.

Hazardous cargoes are stored in areas that are at least 800 meters from population centers and 300 meters of administrative offices.

At the same time, it will be that these areas are located at the shortest distance possible to access the Port, the fire station, a water intake and medical services.

To give its consent to service of storage of hazardous materials, the Administration will request a certification by accredited company, that the proposed areas to store these types of cargoes meet all necessary safety conditions, in terms of its facilities, equipment preventive team worker safety, staff training and contingency plans.

Inside the stores, warehouses or sheds that have been approved for dangerous goods shall apply the criteria of Table of Segregation International Maritime Dangerous Goods.

The staff responsible for these areas will be fully trained in the basics of segregation of dangerous goods. Also in these areas should be a signal that identifies the locations of segregation for the various classes and subclasses of substances, preventive equipment, spillages contention dams, showers, first aid cabinets, special equipment, roads and restrictions. There must be also accessibility to the instruction manuals to tackle any contingency that can occur as well as the technical description tags of the products, indicating its risks and recommendations in case of accident.

The stores and warehouses should be restricted to vehicles, machinery and people, allowing passage only to those who fulfill the conditions of safety and are operated by trained personnel who will withdraw or deposit dangerous goods. To allow access to vehicles, they shall comply with NOM-004-STPS-1993 on protection systems and safety devices on machinery, equipment and accessories;



especially the use of tape or grounding strap and killing sparks from the exhaust pipes.

The staff that controls access to storage areas of hazardous cargoes shall be entitled to deny access to any person carrying lighters, matches, or spark producing devices. In any case, these devices will be guarded at the entrance. Stores or warehouses approved for dangerous goods, in regard to their internal signals and roadways, shall comply with NOM-005-STPS-1993 and NOM-027-STPS-1994.

The dimensions for the internal roads shall be of the stores so as to allow free movement in both directions and maneuvering a forklift stowage measuring 3 meters. Wide by 4 meters. Long, over a space of respect for 50 cm. between vehicles and pallets.

In order to that the planning and programming of storage be made properly, the shipping agent, deliver to the Bonded Warehouse, along with the notice of arrival, complete information on dangerous goods: technical name of the substance, UN number, class and subclass IMO, quantity in tonnes, packaging, date received and date of departure.

Administrative employees who are accountable for stores specializing in hazardous cargo will be properly trained in the criteria of segregation, the main properties of the substances to be stored, its risks and the measures to be taken where any incident happen with them.

The warehouse workers will have their complete personal protection equipment and will be able to use the equipment to prevent, combat and control of fires, leaks, spillages and explosions.

The warehouse operator shall keep a strict control of dangerous goods in existence, constantly updated through electronic media, highlighting those cargoes declared abandoned. Statistics of these goods continuously taken, issuing daily and weekly reports that will provide to Customs with a copy to the Harbor Master and the Administration.



XII. Entry from land (Export)

For input of hazardous substances into the port area will have to observe the general provisions of NOM 023-SCT4-1995.

The customs broker or shipper must notify the authority, Administration and operator with a minimum of 24 hours before the arrival of dangerous goods to the port, the notification must include the following:

Shipper's name and date of arrival

Chemical name of the material

UN number and classification

Flash point, number and type of packages

Gross weight

Classes 1, 2, 6.2 and 7 additional information specified by the IMDG Code.

Name of the ship and the shipping agent

Customs Agent when requesting service store, it shall notify the approved format when its load is dangerous, presenting the following information: product technical name, class and subclass IMO, UN number, type of packaging, tonnage, origin, destination and date of entry. Once authorized the entry of the cargo, the broker will present at the gate, which will be reviewed as to their safety.

Vehicles carrying dangerous goods must comply with the Regulations for the Transport of Hazardous Materials and Waste. These vehicles shall be clearly identified with posters for transporting hazardous substances, when they move two or more substances, will be cited signs the two most dangerous and the symbol used on the poster is the most dangerous, followed by the secondary risk.

At presentation at the gate, the Administration will verify that the goods comply with identification requirements, packaging, marking and labeling.

In case of containers, tank containers, portable tanks and vehicles containing dangerous goods, verify the physical condition in order to detect any possible damage to its structure that may affect its integrity and to facilitate the escape or a product spillage; transport must come appropriately marked. Also:

The burden must be properly labeled and tagged according to the specifications of United Nations and the International Maritime Dangerous Goods.



The operator, in the booth for access to the Port, to enter, must show to the guards copy of the following documents:

1. Emergency Road transportation Sheet.
2. Shipping document (NOM-028-SCT4-1996)
3. Document attesting the technical inspection of the unit (truck pipe, tank)
4. Specific driving federal license to transport hazardous materials.
5. Certificate of stowage and lashing of containers.
6. Certificate of dangerous goods declaration.

Once allowed to enter the vehicle, operator to be notified the store or warehouse which must be addressed, following the predetermined route which the driver should not deviate. The driver shall respect the rules of internal roads to the port and always keep distance from other vehicles must park only in the place where it is performed for which entered.

For the dangerous goods to enter for the companies use in the port, the transport operator must submit a copy of the following documents:

- i. Emergency Road transportation Sheet.
- ii. In case of pipe truck, currently valid inspection certificate.
- iii. Specific driver's license for such transportation.

It also must wear personal protection equipment and firefighting equipment.

XIII. Entry by sea (imports).

The Shipping Agent, consistent with the Navigation and Maritime Commerce Law and according to NOM-023-SCT4-1995 hand over to the Bonded Warehouse, the Dangerous Goods Declaration, in which will find the information referred to in this order:

I. Name and identification number of the vessel, shipping agent name and date and estimated time of arrival.

II. List or manifest of dangerous goods indicating its issuing name; if they are "unspecified" or "NEP" "N.O.S. "for its acronym in English) should be added technical or chemical name, number and type of packages, packing group, gross weight, and especially in the case of products belonging to Classes 1, 2, 6.2 and 7, the information additional specified in section 9 of the General Introduction to the IMDG Code.



III. Stowed position of dangerous goods on board, indicating those that are discharged into the harbor.

IV. Condition of dangerous goods in the presence of additional risk or unforeseen.

V. Any circumstance that may affect the safety of the port or ship.

In the case of dangerous goods in bulk, must verify that the vessel has the applicable certificates or according to international conventions ratified by the Mexican government.

XIV. Safety Measures for Operator Companies.

Companies providing port services, which predominant activities are maneuvers, transfer, consolidation, deconsolidation, transfer to warehouses or docks, loading / unloading of ships, and that the nature of its activities occupy more personnel, machinery and equipment, must demonstrate compliance with all safety measures, which may be requested by the Administration to be certified by an authorized company. This includes personnel, machinery, equipment, facilities and systems of work. These companies must comply with the following:

1. Establish and systematize their operational processes with dangerous cargo from receipt of documents, access, traffic, handling, loading / unloading, storage, to the dispatch.
2. The processes developed by companies, especially for hazardous cargo must be provided in writing to the operators, stevedores, maneuvers, supervisors and controllers.
3. Require to Customers packaging and packing of the cargo are properly labeled and with safety measures for prevention of fires, leaks or spillages.
4. Machinery operators should be capable in handling it, and especially hazardous cargo, having received specialized training for these maneuvers.
5. The machinery and equipment operators must have their operator's license (NOM-003-STPS-1993), and the Evidence of certifying skills that staff trained in handling hazardous substances and the equipment they operate.
6. The machinery and equipment have the appropriate characteristics and conditions for handling dangerous goods, comply with basic safety measures: NOM-023-STPS-1993 (security components and devices for



lifting equipment) for each machine a extinguisher of the type and capacity according to the risk of fire, wear antistatic tape, equipped with spark killers, properly tuned, with mirror, with security lights on braking and night work.

7. These companies must meet the following Official Rules: NOM-001-STPS-1993 (health and safety conditions) NOM-002-STPS-1993 (fire prevention and protection), NOM-004-STPS-1993 (Protection Systems safety devices and industrial machinery), NOM-005-STPS-1993 (security for the storage, transport and handling of flammable), NOM-006-STPS-1993 (Loading / unloading of materials), NOM-009-STPS-1993 (Storage, transportation and handling of corrosive, irritating and toxic), NOM-010-STPS-1994 (chemicals) and NOM-017-STPS-1993 (personal protective equipment for workers in the workplace).

Compliance with these Mexican Official Standards will be monitored by the Administration may require intervention by a company authorized to certify it.

XV. Transfer of dangerous goods in the port.

Of the gates to approved storage areas for hazardous cargo, the Administration will choose the shorter routes and less risk, which must abide by the vehicles carrying such goods. Similarly, of the docks to approved storage areas, the Administration will establish the shortest and safest routes.

Staff moving dangerous goods in the Port must wear basic personal protective equipment: cotton camisole and pants, helmet, gloves, industrial boots, goggles and gas mask. Also, this staff should be adequately trained and informed on how to proceed in case of emergencies, and must have proof of skills.

In a single vehicle must not be transported incompatible dangerous goods or other loads which may have undesirable reactions.

Vehicles carrying out these transfers of goods, must be in good condition and comply with NOM-004-STPS-1993 on protection systems and safety devices on machinery, equipment and accessories.

XVI. Loading / unloading of dangerous goods.

Personnel involved in loading / unloading of dangerous goods in the Port must wear basic personal protective equipment: cotton camisole and pants, helmet, gloves, industrial boots, goggles and gas mask. Also, this staff should be adequately trained and informed on how to proceed in case of emergencies.



For loading to ship or to discharge, the Shipping Agent Company will inform duly to Maneuver Company the characteristics of the goods. The dock which is to operate should have signals indicating that they are handling hazardous substances. Also restrict the passage through these areas and should take near ready fire extinguishers, dry chemical dust and foam. If the case justifies, requested the presence of the brigade of dangerous goods and firefighting department.

During loading and unloading should avoid hit to these goods. Once coming down, the dangerous cargo to dock platform will be segregated and removed immediately.

The machinery involved in the loading / unloading of dangerous goods must be in good condition and have safety devices such as emergency stops, parking braking and normal operation, alarm systems, sound or light when the operation is in reverse or in places with high traffic density; cabin to protect the worker and lighting system for night work. In addition to the marking of controls and operating procedures in written shown in each operator's cabin, same to show the maximum capacity ranges (NOM-004-STPS -1993). The machines must carry the tape to avoid generating static spark and cause a fire (NOM-022-STPS- 1993).

Lifting equipment, cranes and hoists, must have the above and also with the cover guards, automatic safety brakes, plate signals coded information specified in the NOM-023-STPS-1993, as well as records log book of maintenance activities and ranges of ability in different working angles.

XVII. Cleaning Docks.

Those responsible for ships at berth, in addition to cleaning the docks, it is also their responsibility to pay proper attention to spills and hazardous waste, segregating them from ordinary waste without contaminating sewers, much less the dock basin of the Port. No residue harmful to health or the environment should be left.

The disposal of this waste leaks or spills or accidents, should be treated under the Rules of the General Law of Ecological Balance and Environmental Protection in Hazardous Waste and should request assistance from the Administration and / or specialists of SETIQ for waste disposal. They must also comply with NOM-031-ECOL-1993 and NOM-052-ECOL-1993 on wastewater discharges and hazardous waste



XVIII. Specialized Terminals

The facilities and procedures for loading / unloading and transportation of hazardous substances shall comply with the Mexican Official Standards, particularly the safety and hygiene, fire prevention and protection, handling of flammable, combustible, corrosive, irritant and toxic, and as about safety conditions in workplaces where the static is a risk.

Also, processes must comply with official standards in environmental protection, especially NOM-031-ECOL-1993 and NOM-052-ECOL-1993 on wastewater discharges and hazardous waste respectively.

Personnel operating machinery, tractors, forklifts or federal auto transport, should be trained and get licensed in accordance with the regulations or the Regulations for the Transport of Hazardous Materials and Waste.

In the case of containers arriving at port by land or sea required to bring complete and properly attached labels identifying containing dangerous cargoes.

The container storage areas shall apply the criteria of segregation, defining the areas in which they are placed only such containers.

Companies that handle containers shall establish a procedure for receiving, storage and segregation of hazardous cargo containers at the terminal is specialized or in areas where containers are stored, so that the risk is minimal and optimal security.

In the container storage yards shall allocate a special area for containers with hazardous cargo. In no way will allow dangerous cargo containers are stowed with those who are not. Storage yards shall have a spill dam with a capacity for 40 feet container.

Empty containers that contained dangerous goods will be considered in the same way as when they were full, until they are subject to cleaning and it is certain that they contain residues containing loads and then the labels will be removed by personnel certified by the Administration.

XIX. Consolidation - deconsolidation.

Should be given an exclusive area away from other cargoes by at least 50 meters, As recommended by the IMO, for the consolidation-deconsolidation of containers, with a security system that ensures the physical integrity of personnel involved in operations and prevent cases fire, leaks, spills and pollution to the environment.



This area must have similar capacity to 2 TEU's, equipment and safety standards as marking the Mexican Official Standards, and particularly the staff who operate the machinery, forklifts and trucks must be properly trained and have obtained their licenses as operator.

In the area of consolidation-deconsolidation should be very accessible emergency information for each substance to be handled.

The consolidation of dangerous goods shall be subject to IMO criteria segregation of incompatible cargoes. The container stowage plan should follow the standards and criteria for segregation.

Should be allowed access to customs checks or otherwise, only personnel trained in hazardous materials.

It should not allow the personnel and equipment may generate sparks because some containers as import cargo could brought accumulated vapors hazardous to health or cause fire or explosion, the opening of a container with dangerous cargo must be under the safety measures and allow ventilation prior to deconsolidation.

In areas of consolidation-deconsolidation, there shall not be stowed or put together, even temporarily, incompatible cargoes.

Must be suspended this service when wind speed reaches a moderate north (50 km / h).

XX. Dangerous Goods Abandonment.

Under the Customs Law, dangerous goods cause abandonment after 3 days of receipt, and in the course of 60 days following the Customs shall dispose of them

XXI. Statistics.

The Concessionaire's Bonded Warehouse will be required to carry a continuous statistic of dangerous goods, preparing monthly reports which highlight the classes and subclasses of substances handled by the port, their stays in storage, dangerous goods classified abandoned by their risks, packaging and storage areas used. In these statistics will take special care to incorporate the data on damage to cargo, accidents and environmental impact from spills or leaks.

XXII. Pollution Prevention.

Companies specialized maneuvers and terminals, delivered to the Administration program of water pollution control, air and soil from spills, leaks, accidents and stationary emissions.



All Companies specialized maneuvers and terminals will be ready with the necessary facilities, equipment and personnel to contain leaks and spills that can pollute water, air and soil, especially from hazardous substances, for which they must formulate prevention program and emergency care, which must make known to all employees and users, as well as Civil Protection Unit.

XXIII. Supervision of the Safety Management of Dangerous Goods.

The Harbor Master and the Administration will conduct special monitoring of maneuvers with dangerous goods, using staff appropriately qualified and screening instruments. Companies also Specialized Maneuvers Terminals and the Cessionary of the Bonded Warehouse will train in a special course to their supervisors on the specifics of dangerous cargoes, to incorporate into their roles, specific activities of safety and prevention of pollution.

As provided in the NOM-033-SCT4-1996, the ship's captain, officers and crew must be familiar with the contingency plan of the vessel in accordance with NOM-012-SCT4-1994 or in the International Convention Prevention, Response and Cooperation Oil Pollution 1990 (OPRC) and in series provided with emergency procedures or the Port or Terminal.

The captain must designate an official to take over supervision of the handling and stowage of dangerous goods on board. Should also check that has a list of such products in accordance with section 9.10 of the General Introduction to the IMDG Code and that board will have a copy of the Emergency Procedures for Ships Carrying Dangerous Goods (EMS) and the First Aid Guide for Incidents Involving Dangerous Goods (MFAG) appearing in the supplement to the IMDG code.



ANNEX VII

CONTINGENCY PLAN FOR THE PORT OF LÁZARO CÁRDENAS, MICHOACÁN.



CONTINGENCY PLAN PORT OF LAZARO CÁRDENAS, MICHOACAN

I. Contingency Plan.

The contingency plan in the Port is based in the support that all users have expressed provide to the port.

The scope of the contingencies is quite broad, covering natural phenomena such as: hurricanes, earthquakes, tsunamis and floods, and also those generated by accidents beyond the control of people and these may be fires, oil spills, or of harmful substances, lethal gas leak, sinking or stranding or collision of vessels, not forsaking to recall the social phenomena as blockades, strikes, demonstrations and even armed uprisings. Given this large range of possibilities, it is imperative the participation of all who live in the Port, as well as to prevent, combat and mitigate the effects of phenomena.

The will that is provided is directly related to decreasing in risk.

This plan is definitely an exercise in good will with which we can ensure the preservation of the integrity of people and the port that gives us our way of life.

1. Civil Protection of the Harbor.

It requires:

Contingency Plan of the company, unit or office where you reside.

It must indicate:

- a) Evacuation Route.
- b) Planning for firefighting emergencies exhaust gases, noxious substance spills, earthquakes, and plans to mitigate the catastrophic effects of any kind, as well as social problems.
- c) Operating equipment that can help fight emergencies.
- d) Miscellaneous equipment and materials that can support other areas in case of emergencies.



Consider and form brigades:

- A. First aid.
- B. Evacuation, search and rescue.
- C. Of logistics.
- D. Of information.
- E. Of surveillance.

Every business, unit or office should have a safety officer, who for obvious reasons is the technical coordinator of the company and general manager or director, the general coordinator of his company.

Every business, unit or office shall, first, look after the interests of the area but not to neglect their responsibility, obligation to assist other areas that most need their help.

2. Technical Coordination.

- 2.1 The Technical Coordinator will be concentrated to the area near the crash or where deemed appropriate. It will ensure that those responsible for industrial safety areas of each unit and those directly affected, or are at imminent risk, will aid in making decisions.
- 2.2 There should be taking control of actions, disposing of existing equipment and people.
- 2.3 Report to the General Coordinator of the most expeditious way of developments.
- 2.4 Agree with the Municipal Coordinator of needs, assistance and action in the city.
- 2.5 Technical Coordinator will be instructed to optimize the fire rescue team.
- 2.6 On the basis of needs, may draw on tugs for water pumps for trucks fire brigade. The tugs, based on preventive measures, provide the fluid with pumps and piping and valves maneuvers.



2.7 The coordinator will have to be backed up with radio equipment, vehicle and messengers. Guard of the Marine will deploy an element that will be also aiding the technical coordinator.

3. Municipal Coordinator.

3.1 Will be assigned an ideal route in the streets of the city to allow free transit vehicles carrying aid.

3.2 The path may be marked in advance for corporations and the Mexican Army, Navy of Mexico, Fire Department, Red Cross, etc. can use these routes.

3.3 In accordance with the needs and communications of the technical coordinator, proceed to the evacuation of populated areas that deems to be in imminent risk.

3.4 With the Technical Coordinator agree on the action for eviction of evacuees' convenient port routes, so they seek help of the Municipal Police, Transit and PJE.

3.5 Out of danger zone and as close to the main entrance of the Port will coordinate the establishment of a first aid module with Red Cross staff.

3.6 Arrange for rescue and relief personnel to remain ready to assist until the technical coordinator requires, this to avoid unnecessary people stay away from high risk areas.

4. Radial notice.

4.1 If the incident is a fire, explosion or release of harmful gases will be notified by VHF radio on channel 16 the wind direction to facilitate that support units, whether on land or water can approach.

4.2 The Harbor Master will be responsible for radio communication.

4.3 Any person who has the care of marine VHF radio, they refrain from using this equipment for purposes other than the contingency.



4.4 Any message should be transmitted fast, clear and precise.

4.5 The person receiving a message will be attentive to it and will be referred to when necessary not aware if the urgency of actions required speed.

4.6 The persons attending the technical coordinator will carry radio VHF to have it to the service of the technical coordinator.

4.7 If there is a phone, this will be the as support in radio communication aid, a person must stand out on this phone at any time, to warn the general coordinator of the phone number where is operating.

5. Fire.

5.1 It shall isolate the danger zone, proceeding to evict people who are not acting on the control of the incident with the help of the security forces of the company, Guard of the Marine and, if necessary Armed Forces.

5.2 It will alert the fire department of the port so that, quickly, highlight the equipment available near the fire area.

5.3 The general coordinator will notify the municipal coordinators who in turn alert the municipal rescue body.

5.4 The operations coordinator will alert fire departments of the companies located in the port so that if necessary, attend.

5.5 The general coordinator will notify the Area Commander of Naval and Military Zone of the incident and request support as needed.

5.6 The staff in charge of general coordinator notifies all members of the Civil Protection Committee of the accident, to in turn, to mobilize their staff and support to the general coordinator and technical coordinator.



6. First Aid.

6.1 These will be provided with the promptness required, having auxiliary air and ground vehicles.

6.2 A warning to hospitals for the care of burned PEMEX, IMSS, ISSSTE, SS and private hospitals for all types of injuries.

6.3 The staff of international health and animal sanitary health establishes a first aid module within the port area near the access that is outside the risk area.

6.4 The Red Cross will coordinate with the brigade leader first aid in order to decide whether it is necessary to install more seats for help, shall report to the general coordinator and the technical secretary of the area where they are located and where they intend to locate one or more other aid stations.

6.5 The medical service companies that are established in the Port, shall assist in their clinics to potential injuries.

6.6 The companies will provide their vehicles for the transport of injured to hospitals, that in case of missing ambulances.

7. Tugs Boats.

7.1 The tug crew personnel port service should be ready when needed services in a fire in a ship or port facilities near the waterfronts.

7.2 Shall be listening on channel 16 to receive the emergency call.

7.3 Must clear the decks of tow ropes or flammable materials.

7.4 Review doors and vents that are fully closed.

7.5 Check that pressure is available in the firefighting water line.

7.6 Prepare the water cannons in order not to be rocky while attacking a fire.



7.7 That the captain of the ship remains tight contact with the technical coordinator of civil protection committee.

7.8 will approach to the fire site for perpendicular or wind direction relative position to the source of fire.

7.9 The captain at all times shall have a person who helps him to assist in getting the orders where there is no radio or telephone communication.

7.10 The system of connections of the lines that carry water for the system to - fire, must have a coupling to connect hoses to ship fire systems or fire truck bombs, this so if the tug can be moored or anchored near a water front and water required.

7.11 The captain must know the type of material is on fire to take the necessary precautions and avoid possible damage to his vessel or its staff.

7.12 If the fire is on a ship, he must ask for instructions to take necessary measures and precautions, and define the type of assistance to be provided.

8. Bomb threat or sabotage.

8.1 It shall advise the Coordinator of the Committee Civil Protection of the Port of the problem.

8.2 Before any other action, personnel must evacuate quickly.

8.3 It should remove the equipments there on the site.

8.4 In the event of a ship near the area where lethal device is located, shall be immediately unmoored.

8.5 The tugs will go to assist the vessel in the previous case.

8.6 The pilots will go to the ship port and to other vessels close to it, if necessary, unmoor them.



8.7 The Coordinator will notify the Armed Forces, Navy and Army to ensure that stand specialized personnel.

8.8 Will be notified the P. G. R. in order to go in support.

8.9 Committee will be notified immediately, setting the high alert for the entire port.

8.10 Access to the port to be restricted.

8.11 The Federal Guard of the Marine will have authority on accesses, being aided by the vigilance personnel of the Administration and by elements of the Mexico Navy.

8.12 Advise the Federal Public Ministry to support its functions.

8.13 Will report to the superiority of the problem at the federal and state government levels.

8.14 Port operations to be suspended according to the magnitude of the threat.

9. Information.

9.1 This will be channeled to the public relations officer of the Civil Protection Committee of Harbor Master, who with the support of the general coordinator (Harbor Master, Administration and operational staff), will issue bulletins to the media alike.

9.2 Each direct responsible for affected areas, will provide information unique to his area, but must refrain from giving opinions or comments from other areas outside.

10. Hurricane.

Before:

10.1 When the meteor aware, the general coordinator (Harbor Master) of the Civil Protection Committee of the Port, convene an extraordinary meeting in order to take the necessary measures.



10.2 The Technical Secretary (Director of Administration) of the Civil Protection Committee, permanently disseminate basic safety measures in each workplace.

10.3 The operational coordinator shall keep a current directory with names, phone numbers and addresses of each of the committee members of the brigades and civil protection committee of municipal and port authorities.

10.4 Be aware of weather forecasts issued by the Harbor Master.

10.5 Protect and reinforce doors, windows, ceilings offices antennas and lashing equipment with a minimum of 24 hrs or as soon as there is risk information in the Port.

10.6 Tie and protect machinery and workshop equipment, depressurize compressor tanks and other pressure vessels.

10.7 Verify that storage areas are well protected and that the cargo is properly stowed and secured.

10.8 Perform cleaning of drains to prevent flooding of warehouses, offices and roads.

10.9 Store and buy purified water supply of flashlights, batteries, and transistor radio and VHF radios.

10.10 Purchase vehicle fuel, as well as having a full tank of them.

10.11 Safeguarding in secure vehicles or otherwise removed from the port.

10.12 Evacuate the port leaving only the necessary personnel and trained for this type of emergency.

10.13 Have available an emergency electric power plant and make sure it is in operating condition.

10.14 Check the reinforcement in the mooring ropes of vessels moored in the port, the change of these to more resistant docks and takes the necessary measures for those at high risk.



10.15 The general coordinator will bring the port authorities and users to define the measures to be taken with moored boats and close to arrival.

10.16 The technical secretary will verify that all common areas (roads), are free of equipment and vehicles.

10.17 The technical staff of civil protection committee of the Port, keep an updated inventory of equipment that may be necessary during and after the hurricane.

10.18 Assurance or eviction of railway equipment found on the tracks of the docks.

10.19 Provide stationery, typewriters, cameras, video and mobile phones.

10.20 Disconnect power lines that present a hazard if detached.

10.21 Have a unit equipped with an ambulance, first aid kit and VHF radio band.

10.22 That the area where communication equipment is, be safe enough to avoid being cut off.

10.23 The brigade commander, identify the elements of his brigade to coordinate actions.

10.24 The general coordinator of Civil Protection Committee of the Port maintain communication with the City Council to coordinate support if required.

Mean while:

10.25 To be in constant communication with Harbor Master.

10.26 The brigades will monitor warehouses, offices, ships berthed at the terminal and inform team leaders every 30 minutes or as needed, developments that are occurring and these in turn inform their coordinator.



10.27 In case of landslides and flooding of facilities where it is personal, the rescue brigades will come to their rescue, in case of a request for support; the brigades are subordinate to the applicant.

10.28 If appear toxic gas leaks or spills of fuels, will warn the general coordinator of the committee, which in turn inform the competent authorities. Staff will be alerted surrounding areas to take precautions.

10.29 In case of streams that endanger the premises, shall be placed barriers to divert water. If this is not possible, must leave the area and seek a safe refugee.

10.30 The operational coordinator of the committee must inform the Technical Secretariat on the situation in the port, which in turn inform the general coordinator.

10.31 Any help by radio from vessels in the vicinity of Puerto seeking refuge, the general coordinator of the port alert pilots and tugs, to provide support in necessary case.

10.32 The first aid brigades remain on alert.

10.33 The general coordinator will maintain communication with local authorities, to inform the development of the meteor.

10.34 Where practicable, take pictures and videos make date and time of event.

10.35 The general coordinator must inform the central authorities of the storm development.

After:

10.36 The general coordinator will confirm the direction of the meteor and disseminate the completion of emergency activities.

10.37 The general coordinator will convene a special meeting of the Civil Protection Committee of the Port to begin damage assessment, conditions



which are the vessels in the Port, as well as emerging work for continued operation of port services for the optimum channeling of technical and human resources available.

10.38 Review of facilities, warehouses, docks and equipment (shore cranes) from the Port to determine the conditions present, if possible to make the inspection jointly, representatives of the insurance company, the victims and authorities.

10.39 Evaluation of maritime signaling system for immediate repair if necessary.

10.40 Check, repair and rehabilitate the electricity systems of the Port.

10.41 Send rescue and cleanup crews to the areas where landslides occur or damage.

10.42 Before starting the operation of equipment must perform tests to verify its operation.

10.43 Review of the conditions of the roadways in the port.

10.44 Integrate the master file report to the authorities, including minutes, chronological account of the event, agreements, actions, pictures, videos, resources employed, equipment destroyed and recovered.

11. Earthquake.

Meanwhile

11.1 shall immediately calm and order to evacuate the facility to the security zones.

11.2 The staff is in courtyards or areas of operations will move away from equipment that can fall as well as storage tanks.

11.3 If equipment is operating as cranes, will the safety brakes, rest on the floor clams and cargo, disconnect the computer and use the stairs, never the elevator.



11.4 The vehicles that are transporting hazardous materials or equipment shall be placed away from objects that could fall (power lines, facilities, etc.).

After:

11.5 General Coordinator will report to the marine band VHF radio or telephone each of the companies to publicize their situation.

11.6 In the event of collapse, check if there are personnel caught and the case will be notified and will proceed to their rescue.

11.7 Before entering the premises, will be an inspection to verify that they have not suffered damage may endanger personnel.

11.8 Review, repair and rehabilitate electricity systems of the port.

11.9 Review of Port roads.

11.10 If because of the event will cause gas leaks, general coordinator will report via VHF marine band radio channel 16 the wind direction, in order to evacuate areas likely to be affected and so will be reported when the danger passes.

11.11 Integrate the master file report to the authorities, including agreements, actions, pictures, videos, equipment or facilities destroyed.

12. Gas leaks.

12.1 The person who detected the leak, immediately notify workers who are near the area.

12.2 Notify the Operations Department of the Administration. by telephone, VHF marine band channel 16 and / or through the closest surveillance element.

12.3 Evacuate the area, moving away the line of the wind in the opposite direction until is far enough.

12.4 The operations manager or any person who is fully aware of the



situation, will report to the Harbor Master, or via VHF marine band channel 16, via telephone or through the monitoring element located in the access to the Gate of the Administration.

12.5 The Deputy Manager of Safety and Ecology will alert the staff of the Administration that is in office management and administrative area for the case that should required evacuation.

12.6 The Deputy Manager of Safety and Ecology will contact the company responsible to report the issue and the risk, of which part will be given to Harbor Master.

12.7 The Deputy Manager of Safety and Ecology will be in contact with the company that suffered a gas leak until the leak is resolved.

12.8 No person shall return to evacuated areas until the danger has passed.

12.9 The Deputy Manager of Safety and Ecology will be in constant communication with checkpoints to monitor the cloud of gas and be alert to the areas. If it is necessary to evacuate the surveillance points should do it.

12.10 The Chief Operating Officer, shall establish a record of report to the coordinator.

13. Chemical Products Spillage.

13.1 The person who observes the spill, notify the Harbor Master and the administration to report the location, type of material involved, see if has labels or tags and describe at the time of reporting.

13.2 If the material is flammable, give the indications to eliminate all ignition sources within a radius of 50 meters. If it's about common areas will be done with the support of surveillance personnel of the administration.

13.3 Evacuate the area with support for security of Administration, while the appropriate authorities show up and if necessary to prevent access to the port.

13.4 If there is spilled on the floor, placed absorbent materials such as sand,



sawdust or soil to prevent direct access to sewers, drains or the dock.

13.5 The General Coordinator will request the support and equipment needed to control the spill.

13.6 If the person who detected the spillage does not know which material is and its handling should leave away from the area.

If the leak is in a container:

13.7 The shift supervisor will immediately notify the Deputy Manager of Safety, verify the container labels and Material Safety Data Sheet for handling.

13.8 immediately notify the Harbor Master. The port operator will prepare the equipment to be used for the handling of container and will have ready the information of the material to be presented to the authority that requires.

13.9 will be reported to the Agency responsible for the container to inform the owner of the cargo and send trained personnel for management if required.

14. Protesters groups.

14.1 When it detects that there is a protester group which may affect the activities of the port, the general coordinator will report through him to request support for authorities.

14.2 With support of the security of Administration will monitor the event in order to learn as much as possible future movements. It will keep informed to the General Coordinator.

14.3 If necessary, will be reporting through the Administration to all companies in the port area of the demonstration movement.

II. Inventory Support Equipment in Emergency Case

1. CARBONSER

01 agricultural tractor with platform (8 ton)

02 Caterpillar tractors d9 type s / caterpillars

02 Caterpillar tractors 834 s / pneumatic tires



-
- 02 Caterpillar front loader 928
 - 01 Caterpillar 988 front end loader
 - 01 grove crane (45 ton)
 - 01 Hiab type truck (9.5 ton)
 - 01 fork lift (5 ton.)
 - 01 truck pipe for water (10,000 liters.)
 - 01 "Band "type truck (lubricating) oils / fats.
 - 02 passenger bus (39 seats)
 - 02 dump trucks (12 mt2)
 - 01 "Band "type truck (fuel) diesel / gasoline 2800/200 lts.
 - 01 ambulance equipped.
 - 01 pick-up (1 ton.)
 - 02 stakes-type truck (3 ton.)
 - 01 Combi van 01 (9 seats)
 - 01 mini-bus (20 seats)
 - 02 quads (2 persons)
 - 01 trailer with internal combustion pump suction 6 "in diameter.
 - 01 pick up truck with generator / welding machine / equipment oxyfuel.
 - 01 trailer tank with spray foam monitor / water.
 - 02 kit of firefighting equipment comprising each of:
 - 06 sets of personal protective equipment for firefighters.
 - 03 fire hose 2 ½ "in diameter.
 - 03 fire hose 1 ½ "in diameter.
 - 01 fire nozzle 2 ½ "in diameter.
 - 01 fire nozzle 1 ½ "in diameter.
 - 01 ax professional firefighter.
 - 06 pairs of gloves for firefighters.
 - Autonomous Breathing apparatus Scott brand (30 minutes).

2. SERSIINSA.

- 01 ambulance equipped with:
 - 01 first aid kit that contains material of healing and diagnostic equipment.
 - Rigid stretchers and a half back.
 - Collars
 - 01 set Oropharyngeal cannues
 - 01 set of splints.
- 01 vacuum manual.



Skull immobilizer 01.

01 bag-valve-mask (BVM)

02 oxygen equipment, a laptop and another installed in the ambulance.

01 Brigade staff made up of four brigadists

3. FEDERAL COMMISSION OF ELECTRICITY.

01 firefighting truck 1,200 liter capacity to work with water and generate foam, which has:

Three types of output Hose 1 ½ ", 2 ½" and 1 "diameter for output of foam.

Compartments for accessories

one hose of 4 "diameter for water suction

01 Pipe truck with a capacity of 9000 liters With auxiliary pump of 5 hp internal combustion for replenishment of the firefighting truck

01 ambulance equipped

10 extinguishers 6 kg of dry chemical powder contained pressure type

50 extinguishers of 9 kg of dry chemical powder external capsule type

20 extinguishers of 9 kg of dry chemical powder contained pressure type

03 extinguishers wheel barrow mounted 50 kg of dry chemical powder internal pressure type

02 extinguishers wheel barrow mounted 160 kg of dry chemical powder external capsule type

07 firefighting, first aid, search and rescue and evacuation brigades.

4. MEXICO NAVY – XVI NAVAL MEXICAN ZONE

In case of an emergency or disaster in the Port, when asked to support, this Institution, gathers helicopters, ships, amphibious vehicles and heavy equipment from diverse geographical locations nationwide, according to the emergency.

5. NATIONAL WATER COMMISSION (CNA).

06 pick-up truck vehicles

06 operational staff

If the disaster is greater, concentrates land vehicles and personal to support from inside the Mexican Republic.



6. MARITIME CUSTOMS OFFICE OF LAZARO CÁRDENAS

- 04 Co2 extinguishers
- 01 basis for communication
- 01 Nissan pick-up truck
- 01 Dodge Ram pick-up truck
- 01 Jeep Cherokee

7. FEDERAL HIGHWAY POLICE

Support the security services and assistance in case of any eventuality and / or weather phenomena

8. FEDERAL FISCAL POLICE.

- 02 pick-up vehicles (radio patrols)
- 01 radio base for communication
- 01 staff of 6 officers and 1 commander

9. WATER PURIFIER “LAS TRUCHAS”

- 01 staffing consists of 3 drivers, 1 mechanic and 1 worker.
- 02 fire extinguishers
- 01 international land connection.
- 01 basis for radio communication
- 01 VHF portable communication equipment
- 02 pick-up trucks
- 03 truck tankers of 13.000, 16.000 and 25.000 liters.

III. Emergency Board Directory

INSTITUTION Y/O COMPANY	TELEPHONE	EXTENSION
Cruz Roja Mexicana	532-05-75	
IMSS	532-09-00	
ISSSTE	532-09-60	
Protección y combate de incendios (Sicartsa)	532-03-33, 533-10-10	2000
Servicio Médico Sicartsa	532-03-33	2023, 2020
Servicio Médico Imexsa	533-27-10, 533-27-30	
Bomberos Imexsa	533-27-26, 533-27-24	
Servicio Médico Fertinal	533-02-00	2739
Seguridad Fertinal	533-02-00	2400,2401
PEMEX	532-20-59, 532-30-17	25220,25243
Seguridad NKS	533-19-73	
C.F.E.	532-15-17 532-06-52 Directo 071	
Carbonser	533-17-00	8515, HF 13
Telmex	537-33-33, 537-33-34	
Capitanía de Puerto	532-01-99, 532-16-63	
Policía Judicial de Caminos	532-23-97	
Policía Federal de Caminos	537-20-61, 532-16-88	
Policía Municipal	532-18-55, 532-20-30	
PGR Intersección	532-31-11, 532-00-28	
SERSIINSA	537-11-11	2325,2326
Hospital General	532-08-21 al 23 532-05-97	
Protección Civil y Rescate	060, 537-30-35	
XVI Zona Naval Militar	532-33-52	
Sanatorio Naval Militar	532-16-86	
44 Batallón de Infantería	532-24-44	



ANNEX VIII

CIVILIAN PROTECTION PROGRAM FOR THE CASE OF SINISTER IN THE PORT OF LÁZARO CÁRDENAS, MICHOACÁN.



CIVIL PROTECTION PROGRAM FOR THE CASE OF SINISTER IN THE PORT OF LAZARO CÁRDENAS, MICHOACAN

CHAPTER I GENERAL PROVISIONS

Article 1. Purpose

Civil Protection Program of the Port of Port of Lázaro Cárdenas in successive, The Program, aims to protect and preserve in the Port to the people as well as assets in the event of an emergency or disaster, by establishing measures and actions to:

- I. Affirm the social commitment and the public function of civil protection;
- II. Create awareness and a culture of civil protection and self-protection, and
- III. Establish a new order in the Port, with integration and participation of public, private and social, in the field of civil protection.
- IV. Take preventive action in the event and / or disasters.

Article 2. Permanent Character Program

The program is permanent and binding on the user departments and offices in the Port, Administration, operators, service providers, shippers, shipping agents and customs, transport, and in general, for individuals and corporations involved in port activities.

Article 3. Terms.

In addition to the terms specified in the Rules of Operation of the Port, for the purposes of The Program, shall apply:



I. Protection Unit.

The Internal Civil Protection Unit of the Port Precinct of the Port of Lázaro Cárdenas, Mich.

II. Security Zones.

Port areas that are delineated in **ANNEX "A"** at the end of it, are destined for the safety of persons in the event of evacuation.

III. Security Forces.

Human and technical resources of the bodies of surveillance and security, both the Harbor Master's Office and the Administration.

Article 4. Creation of the Internal Civil Protection Unit

The Internal Civil Protection Unit of the Port Precinct, created dated January 24, 1995, in the minutes of the same date at the end of this document as **ANNEX "B"** is responsible for establishing, operating and managing The Program, and has the following specific objectives:

I. Identify the risks to what the Port is exposed and each facility, forming catalogs of possible incidents by area, in accordance with the environment and factors that may affect them directly.

II. Identify human resources and technological materials that account, and from that identification, classify them so that count on a database that allows easy placement and location at any time.

III. Compile security policies and standards in each of the areas and facilities of the Port, according to the characteristics and circumstances to which the use and operation hold of them.

IV. Design procedures for prevention, response and return to normal, specified by type of risk to which people and facilities are exposed in the Port Precinct.



V. Periodically train elements involved in the organization to the effect that proper implementation of procedures.

VI. Spread on a permanent basis safety measures at each facility to staff working in them.

VII. Promote the installation and timely use of high sounding alarms in the Port Precinct and conduct exercises and drills in order that the elements of the brigades, implement increasingly accurate procedures and planned actions by type of emergency also for personnel of different workplaces and react appropriately to significantly reduce risks.

VIII. Develop a system of information on civil protection that allows for immediate reporting of the procedures and mechanisms of action for each type of emergency.

IX. Installed at strategic locations and visible from the workplace, joint maps that identify the distribution of areas, access, emergency exits, evacuation routes and location of equipment to fight fires.

X. Implement a regular inspection applet to emergency services, machinery, equipment and facilities that handle, transport or storage of hazardous substances on the premises of the Port.

XI. Follow up programs to protect ships and port facilities.

Article 5. Organizational Structure.

The subcommittee on security and civil protection of the Port will consist of the following permanent members:

- I. The Harbor Master who will act as coordinator;
- II. The General Director of the Administration who shall be the Technical Secretary
- III. The State Delegate Civil Protection Officer who will act as operative coordinator
- IV. A representative of the Customs



- V. A representative of Immigration;
- VI. A representative of the Navy of Mexico (Marine Ministry)
- VII. A representative of the Ministry of Health (International Health);
- VIII. A representative of the SAGARPA (Phytosanitary Inspection);
- IX. A representative of the Ministry of National Defense (Army)
- X. A representative of the PGR
- XI. The Protection Officer of the Port Facility of the Administration
- XII. The Technical Staff, composed of security officers of Port Facilities in each of the terminals, at least one representative from each of the structures of the Internal Unit of Civil Protection, as well as terminal operators, providers of Port services and users.
- XIII. Brigade Leaders, appointed by each of the companies or establishments within the port;

Be appointed an alternate for each representative, which will act with the same functions when attending meetings of the subcommittee members representing owners.

CHAPTER II

DUTIES OF MEMBERS OF THE SUBCOMMITTEE ON CIVIL PROTECTION AND SAFETY HARBOR

Article 6. General functions of the subcommittee are:

- I. Conduct investigations as directed by the Operating Committee and issue the corresponding reports.
- II. Determine when information is confidential and inform the Committee to be managed as such.
- III. Promote safety measures that should be adopted for cases of terrorism and sabotage in the Port
- IV. Monitor the implementation of international safety conventions applicable and report to the Port Operations Committee.



V. Promote safety courses involving facilities and cessionaries, service providers and users in drills for fire, explosion, sabotage, etc.

Corresponds to the coordinator of the Subcommittee:

I. Gathering the information necessary for developing strategies to follow for the implementation of the activities mandated by the Operating Committee.

II. Convene a meeting of the subcommittee members to discuss matters assigned by the operating committee by letter two days in advance;

III. Should known or social union movements that may affect the normal operation of the port, shall convene special meetings to provide for measures to take.

IV. To submit a report to the Operations Committee of executed activities.

The subcommittee will meet every two months or as often as required.

Article 7. Functions of the General Coordinator

I. Disseminate, monitor and supervise the proper implementation of the actions under the Program, as well as the objectives of the Civil Protection Internal Unit of the Port, and inform the Operating Committee in the terms and periodicity that recommends.

II. Maintain and operate The Program and direct the work in civil protection developed in the Port.

III. Coordinate the security and surveillance forces on monitoring the execution of the work required to address and mitigate a possible event that could jeopardize the safety of the workplace of the port and the people who are in the areas port, as well as their property.

IV. Ensure, in the event of a contingency, the supply of human resources, materials and technological is provided on a quick and timely manner, in order to respond efficiently.



V. Define the support that the port is in a position to give to the National Civil Protection System or appropriate, the organization that requested due to a contingency in the environment of the Port's facilities.

VI. Convene regular meetings every two months and required extraordinary, the members of the Protection Unit, to assess the progress of the Program or deal with matters referred to in the previous sections.

VII. Develop an inventory of risks.

VIII. Coordinate the activities of security officers of the port facilities.

Article 8. Functions of the Technical Secretary.

I. Participate actively on the identification of risks they are exposed port area and its facilities and follow the recommendations established by the analysis, for their compliance and report to the Internal Civil Protection Committee and the same actions agree within the Civil Protection Internal Committee of the Port.

II. Collect the information inherent to the process of making inventories, specialized personnel directories on the points that mark the risk analysis and in general all that is required to integrate the database of the Internal Committee of Civil Protection of the Port.

III. Coordinate specialized training programs to staff of brigades and prevention audits.

IV. Disseminated to staff through ongoing campaigns, specific actions of civil protection for the area and work center in coordination with the companies and users of the port.

VI. Promote implementation assessment meetings of the Program, by workplace areas within the port and report to the Civil Protection Internal.

I. Prepare regular reports on the programs of annual commitments of companies and users of the port, and if a contingency arise, prepare and



submit a report to the General Coordinator of the origin, development and measures to mitigate and control.

Article 9. Operations Coordinator Functions.

- I. Implement the measures and policies enacted in the field of civil protection.
- II. Coordinate Emergency Brigades participation established in the workplaces.
- III. Collect information through the Technical Secretariat of directories, addresses and telephone numbers of the different brigades.
- IV. Given a contingency event, participate in stabilizing the same and then participate in the prevention, relief and recovery to normal, and participate actively in the necessary actions and establish constant communication with team leaders and those responsible the area.
- V. Study and publicize evacuation routes along with the head of the workplace.
- VI. Participate in the coordination of simulation drills in different workplaces, prior annual program.
- VII. In the event of a contingency in any area or place of work, make decisions to seek support along with the head of the affected workplace control or mitigate allow and shall inform the General Coordinator of the Committee.
- VIII. With support from the Civil Protection Internal Committee of the Port, establish work shifts when an emergency situation so warrant.

Article 10. Functions of the Officer of Facilities Protection of the Port.

- I. Coordinate the implementation of security plans for each of the port terminals.

II. Conduct visits in coordination with each OPIP to terminals and verify compliance with the International Code of Protection.

III. Hold meetings every two months or as needed with OPIPs to discuss problems in implementing the Code.

Article 11. Functions of the Technical Staff.

I. Keeping inventory of risk that may arise in the port. This inventory should include the materials and products considered hazardous or dangerous in accordance with our legislation, their arrangement, location and materials and equipment to prevent and mitigate a contingency in the event that this occurs.

The training of technical personnel required for handling these products must be given by the competent authorities.

II. Update the analysis of the possible effects of irrigation that could present these materials, both for companies that operate as potential damage to the environment.

III. The same technical staff, develop guidelines planned inspections any equipment, machinery and containers that contain or have contained hazardous materials.

This part of the Internal Committee of Civil Protection of the Port that upon receipt of a contingency, stay informed and provide immediate support to control it, prepare a technical report of the events and the measures recommended by it, to prevent re-submit the claim.

Companies that handle hazardous materials designated to the Civil Protection Committee of the Internal Port, the person or persons considered experts in handling hazardous materials.

Article 12. Brigades of the Companies in the Port.

Within the Civil Protection Unit of Internal each of the companies that are within the port, must have a number of brigades that will be determined by the operating conditions and size of each company, taking into account the



number of workers, points that may pose a risk to a contingency, and the number of available resources to control the emergency.

Article 13. Brigades Constitution.

The brigades will be formed by a leader or head of it, as well as a number of people who can develop and integrate the activities necessary to control the emergency.

Article 14. Preparation of the Brigades.

The brigades must be prepared for prevention and control of fires, hazardous materials, first aid and evacuation of personnel in emergencies.

CHAPTER III SAFETY AREAS

Article 15. Evacuation Zones.

In case of fire or earthquake, evacuation of buildings, facilities and areas of operations will be conducted by the Heads of Brigade to the following security areas:

I. For people who are in Zone A comprising of fertilizers berth, phosphate rock yard located next to the terminal.

II. For people who are in Area B which includes the dock, yard and offices of the Container Terminal, is the Square limited by Avenue No. 1 and the container yard, next to the offices of the terminal.

III. For people who are in the area C comprising Multipurpose Terminals, the access road behind the warehouses.

IV. For people who are in the area D comprising the terminal of metals and minerals, the yard of the section No. 1 in front of COBALSA offices.

V. For people who are in the area E comprising the Grains Terminal, the parking lot in front of the offices at the end of the yard of rail tracks for



loading and the unpaved extension of the main dock.
VI. For people who are in the area F comprising the berth # 1 of PEMEX, the unpaved yard in front to access the facility.

VII. For people who are in the zone G comprising the operations offices and pier # 2 of PEMEX, the unpaved courtyard, located right next to this facility.

VIII. For people who are in the area H comprising the consolidation and deconsolidation terminal, Avenue No. 1 in front of the said terminal.

II. For people who are in the area I which includes machinery sheds, Avenue No. 1 against the guard house.

III. For people who are in the area J offices including the Harbor Master and the Port Authority, the yard in front of the esplanade and the courtyard in front of building "A" of Harbor Master.

XI. For people who are in the area K comprising the coal berths, the yard behind the dock.

XII. For people who are in the area L in the coal yard, in front of the store and outside the workshops.

XIII. For people who are in the area M, the courtyard behind the guard cabin.

XII. For people who are in the area N comprising NKS facilities in case of an earthquake, at 20 meters from the main gates of access to buildings and industrial buildings and in case of flooding, buildings of Technical Center, Quality Assurance, Administrative Center and dining rooms.

XIII. For people who are in the area O, including PMT facilities, playground next to the industrial relations and administrative offices.



CHAPTER IV FINAL PROVISIONS

Article 16. Charges and Appointments

The positions and charges that are conferred for the implementation of The Program are honorary character and those responsible for workplace areas and port facilities, will grant the necessary support to personnel which for that purpose is appointed.

Article 17. Ordinary Meeting.

The first regular meeting of the Protection Unit shall be made no later than thirty calendar days after the entry into force of the Rules of Operation of the Port

Technical Coordinator

Signature

Technical Secretary

Signature



APPENDIX B

MAP OF SECURITY ZONES



APPENDIX C

CONSTITUTIVE ACT OF THE INTERNAL UNIT OF CIVILIAN PROTECTION IN THE PRECINCT.

PROGRAMA DE SEGURIDAD Y PROTECCIÓN CIVIL DEL PUERTO

ACTUALIZACIÓN DEL
ACTA CONSTITUTIVA DE LA UNIDAD INTERNA DE
SEGURIDAD Y PROTECCIÓN CIVIL DEL RECINTO PORTUARIO DEL
PUERTO DE LAZARO CARDENAS MICHOACAN

EN LA CIUDAD Y PUERTO DE LAZARO CÁRDENAS, SIENDO LAS 11:00 HORAS DEL DÍA 4 DEL MES DE AGOSTO DEL 2006, EN LA SALA DE JUNTAS DE LA ADMINISTRACIÓN PORTUARIA INTEGRAL DE LAZARO CÁRDENAS, S.A. DE C.V., SITA EN PROLONGACIÓN AV. LAZARO CÁRDENAS NO. 1, SE REUNIERON LOS SERVIDORES PÚBLICOS DE LA CAPTANÍA DE PUERTO, DE LA PROPIA ADMINISTRACIÓN PORTUARIA INTEGRAL, ADUANA MÉXICO, PRESIDENCIA MUNICIPAL, PPP, INM, CNA, PROFEPA, IFA, SEMARNAT, SAGARPA, IMSS, REPRESENTANTES DE LAS FUERZAS ARMADAS DE LA VI ZONA NAVAL MILITAR, GUARNICIÓN MILITAR, REPRESENTANTES DE EMPRESAS COMO TERMoeLÉCTRICA PETACALCO, SAAM, REMOLQUES, CARBONER, BUNKER'S DE MÉXICO, PEMEX, SICARTSA, ALMACENADORA MERCADER, MITTAL STEEL PORTUARIOS, LAZARO CÁRDENAS TERMINAL PORTUARIA DE CONTENEDORES, AARHUS, KARLSHAMN, UTISA, GRUPO CENTURON, GARDAGE SERVICE, AGROINDUSTRIAS DEL BALSAS (FERTINAL), REPRESENTANTES DE AGENTES ADUANALES, REPRESENTANTES DE AGENTES CONSIGNATARIOS DE BUQUES, REPRESENTANTES DEL SINDICATO DE PILOTOS, SUB COORDINADOR REGIONAL DE PROTECCIÓN CIVIL, CRUZ ROJA MEXICANA LOCAL, E ISSSTE, CON EL OBJETO DE ACTUALIZAR FORMALMENTE LA UNIDAD INTERNA DE PROTECCIÓN CIVIL DEL PUERTO DE LAZARO CÁRDENAS, MICH, CUYA FINALIDAD ES ESTABLECER LOS LINEAMIENTOS, MECANISMOS, NORMAS Y DISPOSITIVOS DE SEGURIDAD Y PROTECCIÓN NECESARIOS PARA INSTRUMENTAR, OPERAR Y MANTENER EL PROGRAMA DE SEGURIDAD Y PROTECCIÓN CIVIL DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CÁRDENAS MICHOACAN A EFECTO DE RESPONDER DE MANEJA ORDENADA, ÁGIL OPORTUNA ANTE CUALQUIER EVENTUALIDAD DE UN DESASTRE PROVOCADO POR AGENTES NATURALES O HUMANOS QUE PUDIERA PONER EN RIESGO LA SEGURIDAD Y PROTECCIÓN DE LAS PERSONAS, TRABAJADORES Y USUARIOS EN EL PUERTO ASÍ COMO DE LAS INSTALACIONES PORTUARIAS Y BARRIOS DEL MISMO Y RECUPERAR LA NORMALIDAD EN CASO DE QUE ÉSTA OCURRA, LO ANTERIOR CON FUNDAMENTO EN LO DISPUESTO EN LOS ARTICULOS 1º, 2º, 3º, 4º, 5º, 6º, 7º Y 8º DE LA LEY GENERAL DE PROTECCIÓN CIVIL, INSTRUMENTO JURÍDICO PUBLICADO EN EL DIARIO OFICIAL DE LA FEDERACIÓN EL DÍA 12 DE MAYO DEL 2000 ASÍ COMO TAMBIÉN DE CONFORMIDAD EN LO QUE MARCAN LAS REGLAS DE OPERACIÓN DEL PUERTO ANEXO V, CAPÍTULOS I, II, III, IV Y V, Y ARTICULOS 1º, 2º, 3º, 4º, 5º, 6º, 7º, 8º, 9º, 10º, 11º, 12º, 13º, 14º Y 15º, PARA TALES EFECTOS SE PROCEDERÁ A LA INTEGRACIÓN DE LAS BRIGADAS DE SEGURIDAD Y PROTECCIÓN CIVIL EN CADA CENTRO DE TRABAJO, ADECUANDO SUS ACTIVIDADES AL PROGRAMA DE SEGURIDAD Y PROTECCIÓN CIVIL DEL RECINTO PORTUARIO QUE AL EFECTO SE EXPIDE CONJUNTAMENTE CON LAS REGLAS DE OPERACIÓN DEL PUERTO DE LAZARO CÁRDENAS, DOCUMENTO EN EL CUAL SE ESTABLECE LA ORGANIZACIÓN DE EQUIPOS, LAS FUNCIONES DE SUS MIEMBROS Y LAS INSTRUCCIONES PARA INTEGRAR LAS BRIGADAS CORRESPONDIENTES, NO HABIENDO MAS ASUNTOS QUE TRATAR SE LEVANTA LA PRESENTE ACTUALIZACIÓN DEL ACTA CONSTITUTIVA PARA DAR CONSTANCIA DE LA INSTALACIÓN DE LA UNIDAD INTERNA DE SEGURIDAD Y PROTECCIÓN CIVIL DEL PUERTO DE LAZARO CÁRDENAS, MICH, COMPROMETIENDO A LOS MIEMBROS DE LA MISMA, HOY REUNIDOS EN ENTE ACTO, A EFECTUAR EN FORMA EFICIENTE LAS ACTIVIDADES QUE SOBRE SEGURIDAD Y PROTECCIÓN CIVIL SE DESARROLLEN A PARTIR DE HOY, EN EL SEÑO DEL GRUPO QUE LA INTEGRA, FIRMANDO AL MARGEN Y AL CALCE LA PRESENTE ACTA LOS QUE EN ELLA INTERVIENEN DÁNDOSE POR TERMINADO A LAS TRECE HORAS DEL DÍA DE LA FECHA ANTERIORMENTE INDICADA, DAMOS FE:

INTEGRANTES DEL COMITÉ DE SEGURIDAD Y PROTECCIÓN CIVIL
DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CÁRDENAS, MICH

COORDINADOR GENERAL DEL COMITÉ
DE SEGURIDAD Y PROTECCIÓN CIVIL
DEL RECINTO PORTUARIO DEL PUERTO
DE LAZARO CÁRDENAS, MICHOACAN.

SECRETARIO TÉCNICO DEL COMITÉ
DE SEGURIDAD Y PROTECCIÓN CIVIL
PORTUARIO DEL PUERTO DE LAZARO
CÁRDENAS, MICHOACAN.

CAPTAN DE PUERTO
CAP. ALT. ILDEFONSO CARRILLO MORA

DIRECTOR GENERAL DE LA
ADMINISTRACIÓN PORTUARIA INTEGRAL
LAZARO CÁRDENAS, S.A. DE C.V.
ING. JESÚS ARMANDO PALOS NAJERA

CONTINUACIÓN DE FIRMAS DE LOS INTEGRANTES DEL COMITÉ DE PROTECCIÓN CIVIL.

PRESIDENTE DEL COMITÉ DE PROTECCIÓN CIVIL MUNICIPAL Y ENLACE CON EL COMITÉ DE SEGURIDAD Y PROTECCIÓN CIVIL DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CARDENAS, MICH.

LIC. GUSTAVO TORRES CAMACHO
PRESIDENTE MUNICIPAL DE LA CD. Y PUERTO DE LAZARO CARDENAS, MICH.

COORDINADOR GRAL. EN NIVEL 3 DEL CODIGO PRIP Y ASESOR DE LA COMISION CONSULTIVA DEL COMITÉ DE SEGURIDAD Y PROTECCIÓN CIVIL DEL RECINTO PORTUARIO DE LAZARO CARDENAS, MICH.

CONTRALMIRANTE C.G. D.E.M. VICTOR FCO. URIBE AREVALO
COMANDANTE DE LA VI ZONA NAVAL MILITAR.

MIEMBRO DE LA COMISION CONSULTIVA DEL SUBCOMITÉ DE PROTECCIÓN MARITIMA DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CARDENAS, MICH.

GRAL. BGDA.
D.E.M. AUDOMARO MARTINEZ ZAPATA
COMANDANTE DE LA GUARNICION MILITAR

MIEMBRO DE LA COMISION CONSULTIVA DEL COMITÉ DE SEGURIDAD Y PROTECCIÓN CIVIL DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CARDENAS, MICH.

SUBINSPECTOR ABELARDO A. RIOS
CANCHE.
ENC. ACCIDENTAL DE LA COMISARIA DE LA P.F.P. SECTOR 067, XVI LAZARO CARDENAS, MICH.

ASESOR DEL SUBCOMITÉ DE SEGURIDAD Y PROTECCIÓN CIVIL DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CARDENAS, MICH. Y ASESOR EN MATERIA DE MERCANCIAS PELIGROSAS QUÍMICAS.

ING. SERAFIN DELGADO MAGAÑA
COORDINADOR REGIONAL DE SEMARNAT

ASESOR DEL SUBCOMITÉ DE SEGURIDAD Y PROTECCIÓN CIVIL DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CARDENAS, MICH. Y ASESOR EN MATERIA DE MERCANCIAS PELIGROSAS QUÍMICAS.

ING. EFRAIN MARQUEZ DUARTE
REPRESENTANTE DE LA PROTEPA

CONTINUACIÓN DE FIRMAS DE LOS INTEGRANTES DEL COMITÉ DE PROTECCIÓN CIVIL.

ASESOR DEL SUBCOMITÉ DE SEGURIDAD Y PROTECCIÓN CIVIL DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CÁRDENAS, MICH.



LIC. ISMAEL ABARCA GUTIERREZ
DELEGADO LOCAL DEL INSTITUTO NACIONAL DE MIGRACIÓN

ASESOR DEL SUBCOMITÉ DE SEGURIDAD Y PROTECCIÓN CIVIL DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CÁRDENAS, MICH. Y ASESOR EN MATERIA DE FENÓMENOS HIDROMETEOROLÓGICOS Y SÍSMICOS



ING. RAYMUNDO GONZALEZ PATIÑO
RESIDENTE GENERAL DE LA COMISIÓN NACIONAL DEL AGUA

ASESOR DEL SUBCOMITÉ DE SEGURIDAD Y PROTECCIÓN CIVIL DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CÁRDENAS, MICH.



ING. ADRIAN AVILA CORONEL
ENCARGADO DE OFICINA SAGARPA

ASESOR DEL SUBCOMITÉ DE SEGURIDAD Y PROT. CIVIL Y ASESOR EN MATERIA DE SANIDAD INTERNACIONAL



DRA. MARINA ELENA CERVANTES ARROYO
JEFE DE LA JURISDICCION SANITARIA No.8

ASESOR DEL SUBCOMITÉ DE SEGURIDAD Y PROT. CIVIL DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CÁRDENAS MICH. Y ASESOR EN MATERIA DEL CONTROL DE INGRESO Y SALIDAS EN EL RECINTO FISCALIZADO



C. RICARDO RUIZ REYES
CMDTE. DE LA I.F.A.

ASESOR DEL SUBCOMITÉ DE SEGURIDAD Y PROT. CIVIL Y ASESOR EN MATERIA DE SANIDAD INTERNACIONAL



DR. GUSTAVO HERRERA RIVAS
DIRECTOR GENERAL DEL H.G.Z. 12 IMSS

CONTINUACIÓN DE FIRMAS DE LOS INTEGRANTES DEL COMITÉ DE PROTECCIÓN CIVIL

ASESOR DEL SUBCOMITÉ DE SEGURIDAD Y PROTECCIÓN CIVIL DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CARDENAS, MICH. Y ASESOR EN MATERIA DE FENÓMENOS HIDROMETEOROLÓGICOS Y SÍSMICOS

ASESOR DEL SUBCOMITÉ DE SEGURIDAD Y PROT. CIVIL DEL RECINTO PORTUARIO DEL PUERTO DE LAZARO CARDENAS MICH. Y ASESOR EN MATERIA DEL CONTROL DE INGRESO Y SALIDAS EN EL RECINTO FISCALIZADO

ING. JUAN ALBERTO MORA DOMÍNGUEZ
SUPERINTENDENTE GENERAL DE OPERACIONES TERMOELÉCTRICA DE PETACALCO GRO.

ING. VÍCTOR MANUEL MONRAZ PONCE
ADMINISTRADOR ADUANA MARÍTIMA MEXICO

ASESOR DEL SUBCOMITÉ DE SEGURIDAD Y PROT. CIVIL Y ASESOR EN MATERIA DE SANIDAD INTERNACIONAL

ASESOR DEL SUBCOMITÉ DE SEGURIDAD Y PROT. CIVIL Y ASESOR EN MATERIA DE SANIDAD INTERNACIONAL

ING. JAVIER DE HOYOS CEPEDA
PRESIDENTE DE LA DELEGACIÓN CRUZ ROJA

C. ENRIQUE MORENO CUETO
DIRECTOR GENERAL ISSSTE

CONTINUACIÓN DE FIRMAS DE LOS INTEGRANTES DEL COMITÉ DE PROTECCIÓN CIVIL

C.P. JOSÉ MARÍA CORTIÑAS SANDOVAL
GERENTE DE SUCURSAL LAZARO CARDENAS SAAM REMOLQUES

ING. FERNANDO ANDRÉS DÍAZ GÓDO
GERENTE GENERAL DE CARBONER, S.A. DE C.V.

ING. TOMÁS MORALES CERVANTES
SUPERINTENDENTE TERMINAL DE ALMACENAMIENTO Y DISTRIBUCIÓN PUMEX
ASESOR DE MERCANCÍAS PELIGROSAS

C. SÉRGIO VILLANUEVA GUALAJARDO
DIRECTOR GENERAL SICARTSA
ASESOR DE MERCANCÍAS PELIGROSAS

CONTINUACIÓN DE FIRMAS DE LOS INTEGRANTES DEL COMITÉ DE PROTECCIÓN CIVIL

ARQ. LEONARDO BOLAÑOS REINOSO
GERENTE DE BUNKERS DE MÉXICO

C.P. FELIPE ALEJANDRO LÓPEZ GÓMEZ
GERENTE GENERAL UTISA

ING. SAMUEL DOMÍNGUEZ SANCHEZ
JEFE DE UNIDAD ALMACENADORA MERCADER

LIC. CARLOS DAVILA CERDA
GERENTE DE TERMINAL GRUPO CENTURION
DE MEXICO, TERMINAL LAZARO CARDENAS

LIC. ALFONSO CASTILLO AHOGADO
REPRESENTANTE LEGAL COBALSA

C. JORGE JOSE CASTILLO MANZANO
SUB COORDINADOR REGIONAL DE
PROTECCION CIVIL

ING. OSCAR VAZQUEZ PADIN
DIRECTOR DE LOGISTICA Y OPERACION
MITTAL STEEL PORTUARIOS, S.A. DE C.V.

BIEN. MARCO ANTONIO PEÑA ALFARO
GERENTE GENERAL
GARBAGE SERVICE

ING. GONZALO ORTIZ ZAMUDIO
GERENTE GENERAL DE LC TERMINAL
PORTUARIA DE CONTENEDORES

ING. HIRAM BOLAÑOSCACHO CAMARERO
DIRECTOR GENERAL
AGROINDUSTRIAS DEL BALSAS (FERTINAL)

ING. JOSE ANTONIO ALVAREZ GARCIA
JEFE DE TERMINAL PORTUARIA
AARHUSKARLSHAMN, S.A. DE C.V.

C. OLIVER CORTES MUNGUIA
GERENTE GENERAL DE
MAERSK MEXICO, S.A. DE C.V.

A.A. ROBERTO JOSE RAMOS CASAS
PRESIDENTE DE LA ASOCIACIÓN DE AGENTES
DE JUANALE, S.A. DE C.V.

LIC. EUGENIO VARGAS CEJA
REPRESENTANTE DE LOS AGENTES
CONSIGNATARIOS DE BUQUES EN EL
PUERTO

CAP. ALT. EDUARDO FRAGINALS AGUILAR
REPRESENTANTE DEL SINDICATO DE PILOTOS
DE PUERTO

CAP. MIGUEL A. RUIZ GONZALEZ
RESIDENTE DE OPERACIONES
PEMEX, REFINACION

CONTINUACIÓN DE FIRMAS DE LOS INTEGRANTES DEL COMITÉ DE PROTECCIÓN CIVIL

Handwritten signatures of the members of the Civil Protection Committee, including:

- ING. ALFONSO CASTILLO ABOGADO REPRESENTANTE DE OPERADORES DEL PUERTO

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