



CHILE

27 APR 2020

Coronavirus, COVID-19

The following information was received from our correspondent on 13 April:

QUOTE

In the light of the Coronavirus situation, the Chilean Customs Authority have issued a Resolution allowing some flexibility to certain formalities usually required to be conducted in person. These include, amongst others, formalities for the surrender of Original Bills of Lading (OBL), pursuant to the release of cargo to consignees by the Customs Authority.

We hereby provide a commentary on some of these regulations, together with regular practice and another two issues which might be relevant.

Cargo Delivery - Regular Practice

Under normal circumstances, the holder of an OBL must surrender it to the carrier or his agent in exchange for a facsimile of the Bill with a stamp reading "Valid for Customs purposes".

This facsimile is filed -together with the other documents required by Customs- by a Customs Agent to obtain release of the cargo from Customs.

Under the Chilean Code of Commerce, no carrier delivers the goods to the consignee direct, but rather to Customs, who verify the proper declaration of the goods, the payment of import duties and taxes, as well as the legality of the import. The verification of the identity of the true owner of the goods is achieved by the aforementioned procedure to surrender an OBL to the carrier or his agent.

Cargo Delivery - Special Temporary Procedures

The Chilean Customs Authority has issued Resolution 1179 of 18th March covering a number of special procedures to avoid in-person formalities in the light of the COVID19 virus situation.

Article 1, Nos. 3 and 7, allows the OBL holder to surrender it to the carrier or his agent as a scanned copy sent by email. The carrier or his agent then returns the facsimile referred to above, also by email, facsimile which is used to obtain release of the cargo from Customs.

The party surrendering the OBL is required to forward the OBL (hard copy) to the carrier or his agent within 30 days of receiving the facsimile.

This Correspondent's advice is published by The Swedish Club as a service to members. While the information is believed correct, the Club cannot assume responsibility for completeness or accuracy.



Circular 120 of 26th March provides some further clarification of the above proceedings.

Finally, a similar procedure applies to correction of OBLs.

Resolution 1179 will remain in force until revoked by a similar Resolution issued by Customs.

Cargo Delivery - The Special Proceedings in Practice

We have spoken to a shipping agent and their experience so far has been good, insofar as they have been receiving OBLs by email. They added a Letter of Indemnity in their favour, the wording having been duly approved by their liability underwriters and their principals, holding them (the Agents) harmless in case of fraud. So far, things have run smoothly.

They mentioned that some receivers, especially large clients, are having trouble producing hard copy OBLs, because they usually are able to print them in their own offices and they are running out of OBL forms (and cannot get more from the Line or its Agents because the carrier's/agents' staff are working from home, especially in Santiago, where some areas are in obligatory quarantine). To solve this, some Lines are transforming BLs into Seaway Bills which are sent to the customer, who then surrenders them to the agents as described before.

We spoke to another agent and their experience is similar, albeit their liability underwriter was against the use of a Letter of Indemnity. What they have been doing instead, is checking with their Principals whether the Bill of Lading which is being presented to them, has in fact been issued by the Principal, that all charges have been paid and that they authorized the procedure to go ahead. They added that some of their Principals are refusing to accept the surrender of the OBL electronically and have insisted on in person surrender of hard copy documents, which has of course caused some delay and logistical trouble to comply.

Albeit the experience of the agents we spoke to has been reasonably uneventful, in our view the procedure outlined by Customs allow for the possibility of fraudulent BLs being surrendered. We find the addition of a Letter of Indemnity and checking with Principals, good ideas to prevent this from happening, especially when dealing with any party for the first time, in which case, an Lol should be requested and that it be backed by a financial assurance.

Other Issues – Special Procedures

You will note that special provision is made for flag waivers and for coastal trade.

In the case of flag waivers, Resolution 1179, Art. 1, No. 12, allows new requests for waivers to be submitted -with the documents- by email to Customs. On the other hand, Art. 1, No. 13 refers to already granted waivers which expire during the duration of these special proceedings to be automatically renewed until the 30th of September 2020.

In the case of Coastal Trade, Resolution 1179, Art. 1, No. 11, allows for the documentation usually employed in this trade may be submitted electronically to Customs on arrival to the discharge port.

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We attach for your guidance a free translation of Resolution 1179 and Circular 120.

UNQUOTE

Update was received 23 April:

QUOTE

Further to our email of 13th April, we have become aware of a new Customs Resolution, No. 1556 dated 17th April. This document introduces one modification and two additions to Customs Resolution No. 1179 of 18th March, which was the subject of our last email.

We comment this new development as follows.

Modification

The second paragraph of No. 3 of Article 1 of Resolution 1179 is modified to the effect that the original documentation, duly exchanged by email with the carrier/his agent, now must be sent to the latter within 30 days after the date Resolution 1179 is (eventually) revoked, rather than within 30 days after receiving the facsimile of the OBL by email. At the moment there is no way of knowing when that revoking might happen.

This obviously extends the time in which hard-copy OBLs are surrendered to the carrier/his agent, which we feel increases the risk as compared to the flexible procedure set out by No. 3 of Article 1 of Resolution 1179, not to mention the regular procedure, which is hard-copies and in-presence formalities.

Addition No. 1

After the second paragraph of No. 3 of Article 1 of Resolution 1179, four new paragraphs are added.

The first three new paragraphs allow Customs Agents to prepare Declarations of Import using Non-Negotiable BLs, provided the OBLs are to be issued in Chile and are not available.

It is important to note that, based on the wording, this cannot be done for the purpose of surrendering OBLs to obtain the release of the cargo for the consignee. For the latter, we understand that the procedure originally described in No. 3 of Article 1 of Resolution 1179 -as modified by Resolution 1556- must be used.

The fourth extra paragraph expressly states that the use of the flexible ways of conducting formalities which should be otherwise carried out in person, afforded by No. 3 of Article 1 of Resolution 1179, is up to the parties involved, who may use them or not, with no liability for the Customs Authority.

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This could rather be inferred from the original text, but it is good it is now expressly stated. Given this confirmation, and given the modification to No. 3 of Article 1 of Resolution 1179, carriers/their agents might do well to consider demanding original documents -especially if Customs will accept no liability for situations arising from the application of the flexible procedures- rather than applying the email option allowed by Resolution 1179, unless they are dealing with parties they know very well indeed.

Addition No. 2

Resolution 1556 adds a No. 14 to Article 1, concerning cargo remaining in bonded warehouses beyond the time in which they would otherwise be considered to be abandoned. We understand basically the presumption of the cargo being abandoned is not applicable, at least until Resolution 1179 is revoked.

We attach a free translation of Resolution 1556, as well as of Resolution 1179 incorporating the changes and additions set out by the former.

UNQUOTE

Further information was received 27 April:

QUOTE

We are pleased to attach a free translation of Letter 12000/4/Misc issued by the Chilean Maritime Authority on 27th March 2020, outlining certain procedures related to maritime operations in the light of the COVID19 pandemic.

These procedures are based on protocols issued by the Chilean Ministry of Health, the competent Authority in this matter.

You will note it includes topics affecting international ships, Chilean-flagged ships with international trade routes and small craft including inspections, surveys and certification. It also covers topics related to environmental matters.

UNQUOTE

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Free Translation

[Logo] **Chilean National Customs Services**
National Directorate
Technical Sub-directorate
Processes and Customs Regulations Department

OFFICIAL CIRCULAR No. 120

SUBJ.: Complements instructions of Resolution No. 1179, of 18.03.2020.

REF.: Resolution No. 1179, of 18.03.2020, of the National Customs Director, regarding facilities in foreign trade operations due to the COVID-19 sanitary contingency.

VALPARAÍSO, 26 MAR 2020

FROM: NATIONAL CUSTOMS DIRECTOR

TO: CUSTOMS REGIONAL DIRECTORS AND ADMINISTRATORS

Regarding the provisions of Resolution No. 1179 of 18.03.2020, and based on the queries made by foreign trade operators, the following complementary instructions are issued:

During this exemption period and until the authority informs the end of this measure, it is authorised to amend Bs/L and notify their exchange by way of an electronic mail to the Customs Agent. These actions must be carried out by those who are authorised –by the Bs/L issuers– to perform amendments and exchanges. Only corporate addresses can be used or those recorded before the National Customs Service, leaving on record the previous mails where the request of the process to perform is verified.

Also, forwarders must comply with point 3 of Resolution No. 1179/2020, about stamping and/or signing said mail and filing it in the dispatch folder. The same applies to the obligation to obtain the original documents to include in the operation folder, 30 calendar days after the date of receipt of the electronic mail.

Sincerely,

[Signed and stamped]
JOSÉ IGNACIO PALMA SOTOMAYOR
NATIONAL CUSTOMS DIRECTOR

[Signed and stamped]
GLH/KCI/PSS/CIC

14178

Free Translation

[Logo] **Chilean National Customs Services**
National Directorate
Legal Sub-Directorate

EXEMPT RESOLUTION No. 1179

VALPARAÍSO, 18 MAR 2020

HAVING SEEN:

D.F.L. No. 329/20.06.1979 that approves the Organic Act of the National Customs Service; Decree with the Force of Law No.30/04, Customs Ordinance; Act No. 19.880, basis of the administrative proceedings that regulate the administrative acts of the State; Exempt Resolution No.1272, dated 17 March 2020, of the General Comptroller's Office of the Republic that determines the exceptional modality to receive documents, Official Letter No. 3610 of 2020 of the General Comptroller's Office of the Republic, that sets out the measures to manage the COVID-19 outbreak to be adopted by the bodies of the Administration of the State; the submissions by the *Cámara Aduanera de Chile A.G.* [Chilean Customs Chamber] and the National Association of Customs Agents.

WHEREAS:

That, the first paragraph of article 5 of Act No. 18.575, stipulates that the Service's authority must ensure the efficient and appropriate administration of the public media and due compliance of the public service.

That, the World Health Organization, on 11.03.2020, classified the coronavirus disease (COVID-19) outbreak as a global pandemic, and, in Chile, by way of Supreme Decree No.4/2020, the Ministry of Health, declared a health alert to face the public health threat caused by the worldwide dissemination of coronavirus 2019, calling upon all local health authorities and the population to limit their movements and contacts.

That, article 3 of Act No. 18.575, the Administration of the State is at the service of the human being and its aim is to promote the common good continually and permanently considering the public needs.

That, by way of ruling No. 3.610, of 17.03.2020, the General Comptroller of the Republic, has set out the measures to manage the COVID-19 outbreak to be adopted by the bodies of the Administration of the State and qualifies the outbreak of said disease as force majeure.

That, the *Cámara Aduanera de Chile A.G.* and the National Association of Customs Agents, have requested this National Director to consider measures to facilitate foreign trade operations.

That, it is necessary to ensure the health of all employees of the Chilean National Customs Service, its assistants and the rest of the people involved in the customs dispatches and operations, as well as safeguard due compliance with the tasks the law has entrusted to this institution, with efficiency and efficacy.

That, given the aforementioned, it has been determined that there will be modalities different to the currently valid ones, for a specific time period, regarding formalities carried out before this National Service, and the submission of the

documents related to same; the suspension of the expiry dates of some customs destinations which are believed will not be complied with before the end of the COVID-19 outbreak has been determined; and,

BEARING IN MIND:

Resolution No. 7 and 8, of 2019, of the General Comptrollership's Office of the Republic, on the Exemption of the Take Note Proceeding, I hereby hand down the following:

R E S O L U T I O N:

Article 1: The following measures shall be adopted by the Regional Directorates, Customs Administrations, and other bodies of this National Service, until they are rendered null and void by a grounded Resolution from the National Director:

1.- AUTHORISE, prior request from the pertinent Customs Agent, the performance of physical inspections without the presence of the Customs Agent's assistants. Said request must be sent from the electronic mail address that the pertinent forwarder has recorded before the Service, and be addressed to the Head of Supervision of the pertinent Customs jurisdiction.

Any document attached to said electronic mail, as well as those received by the Service in compliance with the other numbers of this resolution, must be scanned and sent in PDF format.

2.- AUTHORISE the notification of the answers to requests from the Customs Agents, by electronic mail, to the electronic mail address that the pertinent forwarder has recorded before the Service.

3.- AUTHORISE that, both the exchange of Bs/L, as well as its corrections, be sent to the Customs Agents electronically by its issuer. In these cases, the forwarder must keep in the dispatch folder, the scanned copy of the B/L with the corresponding corrections made by the issuer. The same applies to the exchanged B/L. These scanned documents must be signed or stamped by the personnel from the pertinent Customs Agent that is authorised before this National Service. Subsequently, in a maximum of thirty calendar days from the date they are received, the forwarder must obtain the original Bs/L from the issuer to keep them in the folder.

4.- AUTHORISE the granting of a POA to act as forwarder, by way of an electronic mail by whoever has the sufficient authority to represent the pertinent person or corporate person, before the respective Customs Agent. It shall indicate the necessary data to fully identify the referred dispatch, as well as any other useful information to verify its granting and its content. Notwithstanding the aforementioned, the POA granted in this manner, must be ratified by the person being represented, by the subsequent granting of any of the documents mentioned in article 197 of the Customs Ordinance, within a period of 15 days, counted from the date this resolution is rendered null and void.

5.- AUTHORISE the Customs Agents and their assistants, to perform on-line tasks from places other than the place where the pertinent Customs Agency is. For all purposes, it will be understood that those places are their ordinary working locations.

6.- EXTEND the validity of the customs cards that will expire during the validity of this resolution, without having to go to the offices of the Chilean National Customs Service, until 30 September 2020.

7.- AUTHORISE that the Customs Agents receive, by electronic mail sent by the consigner, consignee and other parties involved in the logistics chain, the basic documents required to prepare and submit the pertinent customs statements to be processed before the Service, notwithstanding that, within 30 calendar days after this resolution is rendered null and void, those forwarders must collect the original information from said involved parties.

8.- AUTHORISE that the *SMDA* [Customs statement modification request] that currently must be submitted manually before the Customs offices, can be submitted by electronic mail, scanned, like all the supporting documents. The response and the approval or rejection of these requests must be notified by electronic mail, to the sender.

Each submission must be attached to the mail, informing what type of request it is as well as the number of pages attached. The Custom Agent or another operator must keep a correlative record of all the requests made in this manner.

Likewise, the supporting documents, needed for the return of liens, in the cases that the *SMDA* is submitted electronically to the Service, must also be submitted by electronic mail, scanned.

The return of rights stipulated in letter a), number 2.1.4 of the Payment Manual Chapter, are exempted from this authorisation.

9.- AUTHORISE the assistant employees of a different customs agency that the one responsible for the dispatch to withdraw the goods that are in customs depot premises. To said purpose, with previous authorisation from its POA, or its subsequent ratification, the agent responsible for the dispatch must issue a simple POA to the agent that will be in charge of the withdrawal, all the parties involved, including the pertinent warehouse keeper, having to adopt the control and supervision measures of the due safeguard of said POA and its copies.

10.- AUTHORISE the custom agencies to send by electronic mail in a pdf format, the documents sent by the exporters to carry out the legalisation of the Export Statements

11.- AUTHORISE, in coastal trading, the electronic delivery of documents upon actual arrival of the vessel-manifest, by sending an electronic mail to the address that will be opportunely informed by each Customs, indicating the list of documents and, in the case the latter exceeds the sending or reception capacity by electronic mail, a link with direct access to them will suffice.

12.- AUTHORISE the submission by electronic mail of all the documents that must be attached to the green light issuance requests, sending any other information that could be relevant to issue the document, which, once it has been processed, will be sent to the requester by electronic mail to the address indicated in the request.

13. SUSPEND the counting of the validity deadlines for the green lights that could expire during the validity of this resolution, until it is rendered null and void by the National Director. The same stipulation will govern the deadlines by which the temporary entry and exit of cars and planes were authorised at certain destinations.

Article 2: The Regional Directorates and the Customs Administrations must grant, within their possibilities, the greatest facilities that are relevant to the different processes that the users must perform, for an agile and expedite processing of the operations, avoiding, when pertinent, the physical presence of the users before the Customs Units, opting for the electronic submission of the different requests they file, allowing the main documents of same to be sent electronically, digitally or scanned. Likewise, they must coordinate with the other foreign trade operators, such as, Port Terminals, Warehouses Keepers, issuers of transport documents, proceedings that allow to perform procedures electronically, such as remote endorsement of the statements, document endorsement (DUS¹-Waybill) of break bulk cargo in premises outside the port, among others.

Article 3: This resolution and the measures adopted pursuant to article 2, shall not be construed in the sense of relieving the Customs Agents of their legal and regulatory duties, in particular, those related to No. 1,3 and 7 of article 201 of the Customs Ordinance, that impose the duties of keeping a record of all the dispatches in which they are involved and prepare with all the associated documents a special docket that will be correlated with said record.; keep them for 5 years; and ensure the conduct and performance of their assistants, adopting suitable measures to ensure the constant correction of their procedures and their performances.

LET IT BE NOTED, COMMUNICATED AND PUBLISHED AS AN EXCERPT IN THE OFFICIAL GAZETTE AND IN FULL IN THE SERVICE'S WEB SITE

[Signed and Stamped]
JOSÉ IGNACIO PALMA SOTOMAYOR
NATIONAL CUSTOMS DIRECTOR

[Several signatures]
CSV/GLH/JMG/CEC/PSS/JRA/CIC/PUN/VDC

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¹ *DUS: Declaración Única de Salida*, Chilean National Customs Service document that certifies the legal exit of goods, indicating information and value of same

Free Translation

[Logo] **Chilean National Customs Services**
National Directorate
Legal Sub-Directorate

EXEMPT RESOLUTION No. 1179

VALPARAÍSO, 18 MAR 2020

HAVING SEEN:

D.F.L. No. 329/20.06.1979 that approves the Organic Act of the National Customs Service; Decree with the Force of Law No.30/04, Customs Ordinance; Act No. 19.880, basis of the administrative proceedings that regulate the administrative acts of the State; Exempt Resolution No.1272, dated 17 March 2020, of the General Comptroller's Office of the Republic that determines the exceptional modality to receive documents, Official Letter No. 3610 of 2020 of the General Comptroller's Office of the Republic, that sets out the measures to manage the COVID-19 outbreak to be adopted by the bodies of the Administration of the State; the submissions by the *Cámara Aduanera de Chile A.G.* [Chilean Customs Chamber] and the National Association of Customs Agents.

WHEREAS:

That, the first paragraph of article 5 of Act No. 18.575, stipulates that the Service's authority must ensure the efficient and appropriate administration of the public media and due compliance of the public service.

That, the World Health Organization, on 11.03.2020, classified the coronavirus disease (COVID-19) outbreak as a global pandemic, and, in Chile, by way of Supreme Decree No.4/2020, the Ministry of Health, declared a health alert to face the public health threat caused by the worldwide dissemination of coronavirus 2019, calling upon all local health authorities and the population to limit their movements and contacts.

That, article 3 of Act No. 18.575, the Administration of the State is at the service of the human being and its aim is to promote the common good continually and permanently considering the public needs.

That, by way of ruling No. 3.610, of 17.03.2020, the General Comptroller of the Republic, has set out the measures to manage the COVID-19 outbreak to be adopted by the bodies of the Administration of the State and qualifies the outbreak of said disease as force majeure.

That, the *Cámara Aduanera de Chile A.G.* and the National Association of Customs Agents, have requested this National Director to consider measures to facilitate foreign trade operations.

That, it is necessary to ensure the health of all employees of the Chilean National Customs Service, its assistants and the rest of the people involved in the customs dispatches and operations, as well as safeguard due compliance with the tasks the law has entrusted to this institution, with efficiency and efficacy.

That, given the aforementioned, it has been determined that there will be modalities different to the currently valid ones, for a specific time period, regarding formalities carried out before this National Service, and the submission of the documents related to same; the suspension of the expiry dates of some customs destinations which are believed will not be complied with before the end of the COVID-19 outbreak has been determined; and,

BEARING IN MIND:

Resolution No. 7 and 8, of 2019, of the General Comptrollership's Office of the Republic, on the Exemption of the Take Note Proceeding, I hereby hand down the following:

R E S O L U T I O N :

Article 1: The following measures shall be adopted by the Regional Directorates, Customs Administrations, and other bodies of this National Service, until they are rendered null and void by a grounded Resolution from the National Director:

1.- AUTHORISE, prior request from the pertinent Customs Agent, the performance of physical inspections without the presence of the Customs Agent's assistants. Said request must be sent from the electronic mail address that the pertinent forwarder has recorded before the Service, and be addressed to the Head of Supervision of the pertinent Customs jurisdiction.

Any document attached to said electronic mail, as well as those received by the Service in compliance with the other numbers of this resolution, must be scanned and sent in PDF format.

2.- AUTHORISE the notification of the answers to requests from the Customs Agents, by electronic mail, to the electronic mail address that the pertinent forwarder has recorded before the Service.

3.- AUTHORISE that, both the exchange of Bs/L, as well as its corrections, be sent to the Customs Agents electronically by its issuer. In these cases, the forwarder must keep in the dispatch folder, the scanned copy of the B/L with the corresponding corrections made by the issuer. The same applies to the exchanged B/L. These scanned documents must be signed or stamped by the personnel from the pertinent Customs Agent that is authorised before this National Service.

~~Subsequently, in a maximum of thirty calendar days from the date they are received, the forwarder must obtain the original Bs/L from the issuer to keep them in the folder.~~

Subsequently, in a maximum of 30 calendar days, as from the present Resolution is reversed, the dispatcher should obtain from the issuer of the BLs, the original documents to attach them to the operations folder. [Mod. by Res. 1556, of 17.04.2020]

In the case of the maritime carriage, when the BLs are issued in Chile, the Customs Agents can prepare the declarations of entry on the basis on a non-negotiable copy of the BL sent by email by the Ship Agents which issued said document.

Said communication should originate from a corporate email or an email registered at Customs and therein should expressly state that, as it is not possible to issue the original BL, said document supersedes the original only for the purposes of preparing and processing the declaration of entry. In these cases, the amendments of the BL as well as the notification of their exchange may be carried out via email in accordance to paragraph No. 1 of this number by the person authorised to do so, pursuant to Circular Letter No. 120 of 26.03.2020, of the National Customs Director.

The Customs Agents acting accordingly shall comply with all the requirements established herein and in the aforementioned circular letter, as the case may be, and they shall have the original documents notifying the BL exchange and of its amendments in the operation folder, within the next 30 days to the date this resolution is reversed.

The instructions herein should be understood as facilitation measures that may or may not be accepted by the interested parties with no subsequent responsibility to the Customs Service.

[Added by Res. 1556, of 17.04.2020]

4.- AUTHORISE the granting of a POA to act as forwarder, by way of an electronic mail by whoever has the sufficient authority to represent the pertinent person or corporate person, before the respective Customs Agent. It shall indicate the necessary data to fully identify the referred dispatch, as well as any other useful information to verify its granting and its content. Notwithstanding the aforementioned, the POA granted in this manner, must be ratified by the person being represented, by the subsequent granting of any of the documents mentioned in article 197 of the Customs Ordinance, within a period of 15 days, counted from the date this resolution is rendered null and void.

5.- AUTHORISE the Customs Agents and their assistants, to perform on-line tasks from places other than the place where the pertinent Customs Agency is. For all purposes, it will be understood that those places are their ordinary working locations.

6.- EXTEND the validity of the customs cards that will expire during the validity of this resolution, without having to go to the offices of the Chilean National Customs Service, until 30 September 2020.

7.- AUTHORISE that the Customs Agents receive, by electronic mail sent by the consigner, consignee and other parties involved in the logistics chain, the basic documents required to prepare and submit the pertinent customs statements to be processed before the Service, notwithstanding that, within 30 calendar days after this resolution is rendered null and void, those forwarders must collect the original information from said involved parties.

8.- AUTHORISE that the *SMDA* [Customs statement modification request] that currently must be submitted manually before the Customs offices, can be submitted by electronic mail, scanned, like all the supporting documents. The response and the approval or rejection of these requests must be notified by electronic mail, to the sender.

Each submission must be attached to the mail, informing what type of request it is as well as the number of pages attached. The Custom Agent or another operator must keep a correlative record of all the requests made in this manner.

Likewise, the supporting documents, needed for the return of liens, in the cases that the *SMDA* is submitted electronically to the Service, must also be submitted by electronic mail, scanned.

The return of rights stipulated in letter a), number 2.1.4 of the Payment Manual Chapter, are exempted from this authorisation.

9.- AUTHORISE the assistant employees of a different customs agency that the one responsible for the dispatch to withdraw the goods that are in customs depot premises. To said purpose, with previous authorisation from its POA, or its subsequent ratification, the agent responsible for the dispatch must issue a simple POA to the agent that will be in charge of the withdrawal, all the parties involved, including the pertinent warehouse keeper, having to adopt the control and supervision measures of the due safeguard of said POA and its copies.

10.- AUTHORISE the custom agencies to send by electronic mail in a pdf format, the documents sent by the exporters to carry out the legalisation of the Export Statements

11.- AUTHORISE, in coastal trading, the electronic delivery of documents upon actual arrival of the vessel-manifest, by sending an electronic mail to the address that will be opportunely informed by each Customs, indicating the list of documents and, in the case the latter exceeds the sending or reception capacity by electronic mail, a link with direct access to them will suffice.

12.- AUTHORISE the submission by electronic mail of all the documents that must be attached to the green light issuance requests, sending any other information that could be relevant to issue the document, which, once it has been processed, will be sent to the requester by electronic mail to the address indicated in the request.

13. SUSPEND the counting of the validity deadlines for the green lights that could expire during the validity of this resolution, until it is rendered null and void by the National Director. The same stipulation will govern the deadlines by which the temporary entry and exit of cars and planes were authorised at certain destinations.

14. THAT IT BE CONSIDERED, by the Regional Directorates, Customs Administrations and other bodies of this National Service, that the non-compliance with deadlines granted by the bonded warehouse regime, given the effects of the aforementioned viral outbreak, are sufficiently justified as fortuitous case; hence, by virtue of the foregoing, the presumption of abandonment referred to by articles 136 and following of the Customs Ordinance of the pertinent goods is not applicable.

Regarding outstanding bonded warehouses under the presumption of having been abandoned, the Regional Directors or Customs Administrators may exempt them or reduce them from the surcharge stipulated by Article 154 of the same legal text by evaluating each situation in their merits, considering, among others, the grounds and background information provided as well as the extensions already granted under the aforementioned regime.

The foregoing does not release those parties who incur in said non-fulfilments of the other obligations and liabilities applicable to them as beneficiaries of said regime. In this regard, their obligations with respect to not use or consume the goods before having paid the pertinent taxes, as well as the other dues and charges, remain the same, and so remain their liability as to the dues and other charges regarding lost or damaged goods, and the duty to keep valid the bonds required by law, being the interested party responsible for taking the pertinent measures to pay in time.

The foregoing is applicable to the cases that have taken place during the period of this resolution until it is reversed.

[Added by Res. 1556, of 17.04.2020]

Article 2: The Regional Directorates and the Customs Administrations must grant, within their possibilities, the greatest facilities that are relevant to the different processes that the users must perform, for an agile and expedite processing of the operations, avoiding, when pertinent, the physical presence of the users before the Customs Units, opting for the electronic submission of the different requests they file, allowing the main documents of same to be sent electronically, digitally or scanned. Likewise, they must coordinate with the other foreign trade operators, such as, Port Terminals, Warehouses Keepers, issuers of transport documents, proceedings that allow to perform procedures electronically, such as remote endorsement of the statements, document endorsement (DUS¹-Waybill) of break bulk cargo in premises outside the port, among others.

¹ DUS: Declaración Única de Salida, Chilean National Customs Service document that certifies the legal exit of goods, indicating information and value of same

Article 3: This resolution and the measures adopted pursuant to article 2, shall not be construed in the sense of relieving the Customs Agents of their legal and regulatory duties, in particular, those related to No. 1,3 and 7 of article 201 of the Customs Ordinance, that impose the duties of keeping a record of all the dispatches in which they are involved and prepare with all the associated documents a special docket that will be correlated with said record.; keep them for 5 years; and ensure the conduct and performance of their assistants, adopting suitable measures to ensure the constant correction of their procedures and their performances.

**LET IT BE NOTED, COMMUNICATED AND PUBLISHED AS AN EXCERPT IN THE
OFFICIAL GAZETTE AND IN FULL IN THE SERVICE'S WEB SITE**

[Signed and Stamped]
JOSÉ IGNACIO PALMA SOTOMAYOR
NATIONAL CUSTOMS DIRECTOR

[Several signatures]
CSV/GLH/JMG/CEC/PSS/JRA/CIC/PUN/VDC

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Free Translation

[Logo] **Chilean National Customs Service**
National Directorate

EXEMPT RESOLUTION No. 1556

VALPARAÍSO, 17.04.2020

HAVING SEEN:

As provided for in Article 4, numbers 7 and 8 of the Organic Act of the National Customs Service, approved by the Decree with the Force of Law No. 329, of 1979.

Articles 3, 109, 140 and 154 of the Customs Ordinance, the rewritten, coordinated and systematised text of which was approved by the Decree with the Force of Law No. 30, of 2004.

Article 45 of the Civil Code.

Decree No. 107, of 20.03.2020, by the Ministry of the Interior and Public Security, which declared 346 communes of the 16 regions of the country as catastrophe zones for 12 months.

Exempt resolution No. 1179, of 18.03.2020, of this National Director, who ordered Regional Directorates, Customs Administrations and other bodies of this National Service to adopt several facilitation measures in order to duly handle the emergency until they are reversed by resolution of the National Customs Director.

Exempt Resolution No. 1377, of 01.04.2020, of the National Customs Director who included a new version of article 2 to the Exempt Resolution No. 1179, of 18.03.2020, wherein the former article No. 2 became No. 3 and so on.

Resolution No. 3610, of 17.03.2020, of the General Comptroller's Office of the Republic.

Number 10.1 of Chapter III of the Customs Regulations Compendium, stating that, in the case of maritime carriage, the declaration should be issued on the basis of the original Bill of Lading.

Circular Letter No. 120, of 26.03.2020, of the National Customs Director, complementing the aforementioned Exempt Resolution No. 1179, of 2020, regarding the amendments and notification of exchange for surrender of the BL.

CONSIDERING:

That there has been a worldwide outbreak of the Coronavirus 2 (SARS-CoV-2) Severe Acute Respiratory Syndrome that causes the 2019 coronavirus disease or Covid-19.

That the spread of the virus has caused serious damage to the people and their assets by virtue of which, by way of decree No. 107, of 20.03.2020, of the Ministry of the Interior and Public Security, 346 Communes of the 16 regions of the country were declared as catastrophe zones for 12 months.

That the foregoing described situation led to the handing down of exempt resolution No. 1179, of 18.03.2020, of this National Director who ordered Regional Directorates, Customs Administrations and other bodies of this National Service to adopt several measures in order to duly handle the emergency.

That, in this regard, these instructions should be considered when reviewing the situations affecting the users of this National Service who may be seriously affected, economically and legally, if they are unable to comply with some of the obligations established by the customs regulations because of the spread of the virus.

That, especially given the economic constraints that several people have suffered, they cannot pay the bonded warehouse within the deadline, in circumstances that it is not legally possible to extend it —except in the cases provided for in subparagraph 2 of article 109 of the Customs Ordinance—, or grant special conditions in this regard, by way of article 3, subparagraphs 2 and 3, of the Ordinance, considering this is a final deadline.

That, by virtue of said breach, as stated in article 140 of the Customs Ordinance, said goods should be declared as abandoned; hence, causing a surcharge, which is referred to in article 154 of the same legal body, sanctions that would only worsen the economic conditions of the people affected, which is far away from the objectives aimed at by this National Service in terms of the State's principle of being at the service of people and which is not focused on complying with the duties ordered by the law.

That, however, as the General Comptroller's Office of the Republic has stipulated in resolution No. 3610, of 17.03.2020, the outbreak of the virus that causes disease Covid-19, is a fortuitous case, as stipulated in article 45 of the Civil Code, norm of the civil law and acting as a supplement, in terms of which such an event "*...is an exceptional situation in respect of which different regulatory texts allow adopting special measures, holding harmless, exempting from the fulfilment of certain obligations and deadlines or establishing special modes of performance, among other consequences that would not be allowed by the legal system in ordinary situations*".

That, in this regard, the non-compliance of deadlines granted by the bonded warehouse regime, given the effects of the aforementioned viral outbreak, to be detected by the Regional Directorates, Customs Administrations and other bodies of this National Service, are sufficiently justified as fortuitous case; hence, by virtue of the foregoing, the presumption of abandonment regarding said goods is not applicable, and the surcharge of article 154 of the Customs Ordinance, evaluated considering each case, can be exempted or reduced.

That, notwithstanding the aforementioned, it should be noted that the foregoing does not release the affected parties from their other obligations and liabilities as beneficiaries of said regime. In this regard, their liability regarding the rights and other surcharges on the lost or damaged goods, and the duty to keep the guarantee provided for by the norm, are safeguarded and the interested party shall take all the pertinent measures to pay in time.

That, on the other hand, according to different Ship Agents, when the Bills of Lading (BLs) are issued in Chile, only their issuers may open them; therefore, they cannot be sent to the customs agents or customers via email. In this context, they are requesting an authorisation to send a non-negotiable copy of this document, indicating in the body of the pertinent email, the authorisation for the exchange for submission, by the authorised person, stating "received to the satisfaction of".

That, due to this contingency and for the time it lasts, it has been deemed appropriate to authorise the Customs Agents to issue declarations of entry on the basis of a non-negotiable copy of the BL, in the cases where this document is issued in Chile and as long as the BL issuer authorises them to do so.

That, on the other hand, the instruction of number 3 of article 1 of Exempt Resolution No. 1179 of 2020, of the National Customs Director, establishing that both the BL exchange and their amendments may be sent by the issuer to the customs agents via email, should be strengthened; in which case, the dispatcher should keep the BL in scanned format with the pertinent amendments by their issuer in the clearance folder. The same stipulation is valid for the exchanged BL.

That, by way of Circular Letter No. 120, of 26.03.2020, by the National Customs Director, it was authorised that both the amendments of the BL and the BL exchange be carried out by way of an electronic mail sent to the pertinent customs agent, using their corporate emails or those registered in this National Service.

That, the aforementioned measures seek to collaborate with the foreign trade operators so as to avoid the movement of the personnel doing the paperwork, both Customs and the premises of the different actors participating in the logistic chain of these operations, and establishing proceedings to allow do all the paperwork electronically.

That, on the other hand, considering the virus outbreak progression and extension in time by the health authority, the deadline presently stated in No. 3 of article 1 of the Exempt Resolution No. 1179, of 18.03.2020, should be extended; and

BEARING IN MIND:

Resolution No. 7, of 2019, of the General Comptroller's Office of the Republic regarding the Exemption of Proceedings of Acknowledgement, I hereby hand down the following:

RESOLUTION:

1. **REPLACE** the second paragraph of number 3 of article 1 of the Exempt Resolution No. 1179, of 18.03.2020, of the National Customs Director for the following:

"Subsequently, in a maximum of 30 calendar days, as from the present Resolution is reversed, the dispatcher should obtain from the issuer of the BLs, the original documents to attach them to the operations folder."

2. **INCLUDE** after the second paragraph of number 3 of article 1 of the Exempt Resolution No. 1179, of 18.03.2020, of the National Customs Director, the following third, fourth, fifth and sixth paragraphs:

"In the case of the maritime carriage, when the BLs are issued in Chile, the Customs Agents can prepare the declarations of entry on the basis on a non-negotiable copy of the BL sent by email by the Ship Agents which issued said document.

Said communication should originate from a corporate email or an email registered at Customs and therein should expressly state that, as it is not possible to issue the original BL, said document supersedes the original only for the purposes of preparing and processing the declaration of entry. In these cases, the amendments of the BL as well as the notification of their exchange may be carried out via email in accordance to paragraph No. 1 of this number by the person authorised to do so, pursuant to Circular Letter No. 120 of 26.03.2020, of the National Customs Director.

The Customs Agents acting accordingly shall comply with all the requirements established herein and in the aforementioned circular letter, as the case may be, and they shall have the original documents notifying the BL exchange and of its amendments in the operation folder, within the next 30 days to the date this resolution is reversed.

The instructions herein should be understood as facilitation measures that may or may not be accepted by the interested parties with no subsequent responsibility to the Customs Service".

3. **INCLUDE** after number 13 of article 1 of Exempt Resolution No. 1179, of 18.03.2020, by the National Customs Director, the following number 14:

"THAT IT BE CONSIDERED, by the Regional Directorates, Customs Administrations and other bodies of this National Service, that the non-compliance with deadlines granted by the bonded warehouse regime, given the effects of the aforementioned viral outbreak, are sufficiently justified as fortuitous case; hence, by virtue of the foregoing, the presumption of abandonment referred to by articles 136 and following of the Customs Ordinance of the pertinent goods is not applicable.

Regarding outstanding bonded warehouses under the presumption of having been abandoned, the Regional Directors or Customs Administrators may exempt them or reduce them from the surcharge stipulated by Article 154 of the same legal text by evaluating each situation in their merits, considering, among others, the grounds and background information provided as well as the extensions already granted under the aforementioned regime.

The foregoing does not release those parties who incur in said non-fulfillments of the other obligations and liabilities applicable to them as beneficiaries of said regime. In this regard, their obligations with respect to not use or consume the goods before having paid the pertinent taxes, as well as the other dues and charges, remain the same, and so remain their liability as to the dues and other charges regarding lost or damaged goods, and the duty to keep valid the bonds required by law, being the interested party responsible for taking the pertinent measures to pay in time.

The foregoing is applicable to the cases that have taken place during the period of this resolution until it is reversed".

LET IT BE NOTED, COMMUNICATED AND PUBLISHED THE COMPLETE TEXT OF THIS RESOLUTION IN THE OFFICIAL GAZETTE AND IN FULL IN THE SERVICE'S WEB SITE

[Signed and stamped]
JOSÉ IGNACIO PALMA SOTOMAYOR
NATIONAL CUSTOMS DIRECTOR

[Signed]
CSV/GLH/CEC/PUN

Free Translation

[Stamp]
CHILEAN NAVY
GENERAL DIRECTORATE OF THE MARITIME
TERRITORY AND MERCHANT MARINE

D.G.T.M. Y M.M.¹ ORDINARY LETTER No. 12000/4 / Misc.

SUBJ.: Reports on measures taken by the National Maritime Authority regarding the Coronavirus COVID-19 pandemic.

REF.: The aforementioned.

VALPARAÍSO, 27 MAR. 2020

FROM THE GENERAL DIRECTOR OF THE MARITIME TERRITORY AND MERCHANT MARINE

TO ACCORDING TO DISTRIBUTION

Given the situation the country is currently going through, I hereby inform you of the internal actions on management adopted by the General Directorate of the Maritime Territory and Merchant Marine (DIRECTEMAR) to prevent the spread of COVID-19 and to ensure that the National Maritime Authority shall continue to render the required continuous services and shall give instructions to all the Maritime Governorships, Port Captaincies and *Alcaldías de Mar*² of all the following measures to implement during the emergency:

1.- THE LOCAL MARITIME AUTHORITIES SHALL:

- a.- Ensure the best coordination with the representatives of the local, provincial or regional Health Authority in order to mitigate, as much as possible, the risk of the spread of COVID-19, where the Health Authority shall be the first entity in charge of inspecting the sanitary conditions of the vessels arriving at the different jurisdictions, as well as revising the statements which report that there are no sick people on board. Subsequently to this inspection, and if there are no remarks related to the COVID-19 or other disease, the Health Authority officer will authorise Pilots, the Maritime Authority personnel, and the Commission in charge of the inward clearance of vessels to go on board.
- b.- Install and implement in the authorised entry points of the port premises, piers and quays temperature monitoring checkpoints to prevent COVID-19 potentially infected individuals from entering port premises and vessels.
- c.- Arrange the revision, by way of the Attention Desk of Maritime Users and/or Ships Agents, of the sanitary condition of the foreign Seamen (officers, crewmembers, surveyors, etc.) embarking as crew change or to perform the duties inherent to the maritime business on national or foreign vessels.
- d.- Recommend, in writing, to the Ships and Wharfage Agents to take all the sanitary measures by providing their port workers the necessary equipment to prevent them from being infected with COVID-19.
- e.- Authorise crewmembers of foreign vessels to disembark to the port premises exclusively to perform duties inherent and related to cargo handling and vessel's issues (verification of draught, mooring related actions, etc.), without leaving the port premises and with the sanitary protective measures necessary to prevent any transmission.

¹ Abbreviation of *Dirección General del Territorio Marítimo y de Marina Mercante*; in English, *General Directorate of the Maritime Territory and Merchant Marine*.

² *Minor port coves and minor anchorages where there is seldom any traffic.*

- f.- Assess on a case-by-case basis, with the Chief of National Defence and the Health Authority, different measures that help maintain maritime, port and fishing operations.

2.- REGARDING VESSEL INSPECTIONS:

- a.- Adopt measures aiming at limiting the number of meetings and physical contact, in general, with maritime users, preferring communication by way of electronic mail or telephone.
- b.- Locally assess the need to perform partial surveys to vessels and naval artifacts, depending on the requirements of the maritime users and the types of inspections requested, attempting to not perform it unless the foregoing does not entail a direct risk for the safety or the environment.
- c.- Recognise the validity of the certificates issued by the entities involved in the maintenance of life rafts, without needing the participation of the Maritime Authority surveyors.

3.- SURVEYS TO NATIONAL VESSELS ENGAGED IN INTERNATIONAL TRAFFIC:

- a.- The Maritime Inspection Service (S.I.M.³) shall coordinate with the shipowners the dates to carry out the regulatory surveys of the vessels engaged in international traffic, attempting to use the maximum management period granted by the Harmonised System of Survey and Certification of Ships (S.A.R.C.⁴).
- b.- If necessary, the Local Vessel Inspection Commission (C.L.I.N.⁵) shall coordinate with the shipowners the remote survey before going on board the vessel, also the vessel's technical and administrative information in order to shorten the time of the surveys and audits.
- c.- Avoid the indoor beginning and end meetings and audits on the vessels, companies or port premises, by preferring open spaces that allow keep the recommended social distance.

4.- SURVEYS TO FOREIGN VESSELS:

- a.- Suspend surveys by the Port State Control to vessels with foreign flags calling at national ports.
- b.- In the case of equipment failure, require the assistance on board of the vessel's Classification Society and final repair report with the pertinent approval by the Flag State.
- c.- In the case of vessels that have sustained average and that require survey by the Coastal State, analyse the specific case together with the SIM to determine the course of action, considering the nature of the damage and possible consequences related to the vessel's condition.
- d.- Suspend cargo lashing surveys by requesting the Master of the vessel to prepare a statement indicating due compliance with the Cargo Lashing Manual.

³ In Spanish, *Servicio de Inspecciones Marítimas*.

⁴ In Spanish, *Sistema Armonizado de Reconocimiento y Certificación de Buques*.

⁵ In Spanish, *Comisiones Locales de Inspecciones de Naves*.

5.- SURVEYS TO LARGE VESSELS OF NATIONAL TRAFFIC AND NAVAL ARTIFACTS:

- a.- Assess on a case-by-case basis the feasibility to extend to up to 90 days the validity of the regulatory certificates and annual authorisations of vessels or naval artifacts if required by the shipowners.
- b.- Suspend unscheduled surveys.
- c.- Prefer remote surveys by way of the Vessels Inspection System (SICEC II WEB) in DIRECTEMAR web page for surveys that do not entail a direct risk for the safety of crewmembers and passengers, the vessel and the environment.
- d.- Prefer Code 50 (Next survey) in surveys that do not entail a direct risk for the safety of crewmembers and passengers, the vessel and the environment.
- e.- C.L.I.N.s shall be temporarily authorised to do remote surveys pursuant to Code 17 (Prior to Departure) by way of the Vessels Inspection System (SICEC II WEB).
- f.- Assess on a case-to-case basis the feasibility of extending up to 90 days the surveys of the vessel's and naval artefact's hull under the waterline, if requested by the pertinent shipowners.

6.- SURVEYS TO SMALL VESSELS:

- a.- Assess on a case-to-case basis the feasibility of extending up to 90 days the seaworthiness certificates of small vessels, if requested by the pertinent shipowners.
- b.- Suspend unscheduled surveys.
- c.- Prefer Code 50 (Next survey) in surveys that do not entail a direct risk for the safety of crewmembers and passengers, the vessel and the environment.
- d.- C.L.I.N.s shall be temporarily authorised to do remote surveys pursuant to Code 17 (Prior to Departure) by way of the Registration of Small Vessels application.

7.- PORTS AND MARITIME TERMINALS (PROTECTION OF VESSELS AND PORT PREMISES "P.B.I.P."⁶ AND CIRCULAR 0-71/034):

- a.- Coordinate with ports and maritime terminals with P.B.I.P. certification, the date to conduct the pertinent annual audits, so as to use the maximum period of management given by the current regulations. If this maximum period is about to end, a 90-day extension for the audit is authorised.
- b.- The P.B.I.P. certificates that must be renewed within 90 days, shall be assessed on a case-to-case basis by the Directorate of Maritime Safety and Maritime Operations (DIRSOMAR⁷).

⁶ In Spanish, *Protección de Buques e Instalaciones Portuarias*.

⁷ In Spanish, *Dirección de Seguridad y Operaciones Marítimas*.

- c.- Assess on a case-to-case basis the feasibility of extending up to 90 days the operations safety certificates of maritime terminals by way of a grounded resolution by the Port Captain with jurisdiction, if the pertinent operator companies request it.

8.- PILOTAGE ACTIVITIES:

- a.- Make arrangements with the Chief of National Defence so that pilots are given a curfew pass to move around.
- b.- Before the Pilot goes on board, he must ask the Local Maritime Authority about the vessel's sanitation condition to then take the recommendable mitigation measures set forth by the Health Authority.

9.- MARITIME POLICE TASKS:

- a.- Mainly aim the efforts of the maritime police in port premises, yacht clubs or places where vessels with foreign crewmembers call or remain, avoiding the entry of unauthorised people to the national territory, for them to undergo Health Authority protocols.
- b.- Avoid direct contact with the surface of vessels and vehicles, as well as with documentation that needs to be checked.
- c.- In cases of investigative identity check, wear latex gloves when revising clothing, luggage, a vehicle or when detaining someone; after this, discard them and wash your hands with water and soap.

10.- FORMALITIES REGARDING: MARITIME EDUCATION AND CERTIFICATION, PROFESSIONAL AND SPORT DIVING, PORTS AND MARITIME TERMINALS, AND NAUTICAL SPORTS:

- a.- An extension of 6 (six) calendar months is authorised, as from the date of publication of this document, to submit or to start the administrative processes or formalities at the public attention desks, correspondence offices or other authorities for the existing maritime users in the Local Maritime Authorities, and, therefore, postponing the stipulated and enforceable terms in the current national maritime regulation:
 - 1) Processing and/or renewal of all the categories of certificates, registers, licences, permits, books and maritime or port credentials.
 - 2) Inspection of professional and sport diving equipment.
 - 3) Processing or revision of manoeuvrability studies.
- b.- Let it be borne in mind that if a process or formality conflicts, in terms of sector, with another State body, said term extension must be informed to said service.

11.- REGARDING PROCESSES IN THE SCOPE OF THE AQUATIC ENVIRONMENT PRESERVATION:

- a.- Suspend the 1st Campaign of the *Plan de Observación del Ambiente Litoral (P.O.A.L.)*⁸, year 2020, scheduled for the First Semester. The monitoring campaigns required regarding environmental contingencies will be performed following current sanitation measures with timely coordination with the laboratory hired to carry out the pertinent analysis.
- b.- The Authorisations with validity period mentioned below, which expire in the next (90 days) will be extended for a period of up to six months, as from this date:
- 1) Resolution that authorises the use of chemical products in the Maritime Authority jurisdiction.
 - 2) Resolution that approves the contingency plans in the case of oil spills or spills of other potentially dangerous hazardous substances (for port and land facilities).
 - 3) Resolution that approves emergency plans of vessels that fly the Chilean Flag, in in the case of oil spills or spills of other potentially dangerous hazardous substances.
 - 4) Resolution that approves contingency plans in the case of oil spill response companies (OSR Oil Spill Responder).
 - 5) Resolution that approves the tasks of companies that remove MARPOL residues (International Convention for the Prevention of Pollution from Ships).
- c.- About the environmental supervision activities arising from supervision sub-programme of the *Superintendencia del Medio Ambiente (S.M.A.)*⁹, on the rule regarding emission and resolutions of environmental classification, a temporary suspension of the activities that require participation in person of employees has been coordinated with the S.M.A..
- d.- For marine garbage monitoring, it has been decided to suspend the programme until further notice.
- e.- In the case of environmental contingencies or reports that need response tasks and sample collection:
- 1) It must be carried out complying with the protection measures determined by the Health Authority.
 - 2) Contingencies due to oil spills must be handled as established by the National Contingency Plan.
 - 3) Contingencies due to discharges of sewage water into the aquatic environment, the sample collection and the pertinent results must be assessed when having timely quality information, as a result of an on-site inspection (Photographic record, on site measurements or other verification measures).

⁸ *Coast Environment Observation Plan*

⁹ *Environment Superintendency*

12.- REGARDING THE ATTENTION OF USERS WITH SYMPTOMS AT THE LOCAL MARITIME AUTHORITY PREMISES:

Disinfect the area used as determined by the Ministry of Health in its environment cleaning and disinfection protocol, published at: <https://www.minsal.cl/wp-content/uploads/2020/03/PROTOCOLO-DE-LIMPIEZA-Y-DESINFECCI%C3%93N-DE-AMBIENTES-COVID-19.pdf>

13.- REGARDING MARITIME UNITS THAT TRANSFER POSSIBLE COVID-19 CASES:

- a.- Designate an area on board for the transfer, avoiding direct contact with the crew.
- b.- Disinfect the areas used as determined by the environment cleaning and disinfection protocols and the detection of travellers at the port, published by the Ministry of health at:

<https://www.minsal.cl/wp-content/uploads/2020/03/PROTOCOLO-DE-LIMPIEZA-Y-DESINFECCI%C3%93N-DE-AMBIENTES-COVID-19.pdf>

https://www.minsal.cl/wp-content/uploads/2020/03/2020.03.10_PROTOCOLO-DETECCION-VIAJEROS_PUERTOS.pdf
- c.- If there is the need to come in contact with the person being transferred, wear protective gear, as recommended by the Health Authorities.

Sincerely,

[Stamped and Signed]

**IGNACIO MARDONES COSTA
VICE-ADMIRAL
GENERAL DIRECTOR**

DISTRIBUTION:
See reverse.

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- 9.- Under-secretary of Transport.
- 10.- Under-secretary of Health.
- 11.- Director of the Chilean National Customs Service.
- 12.- Chilean Navy Chief of Staff.
- 13.- Chilean Navy Director of Safety and Maritime Operations. (Inf.)
- 14.- Chilean Navy Director of Maritime Interests and Aquatic Environment. (Inf.)
- 15.- ARCHIVE.