ANNEX II

Operational Template for Competent Port Authorities

(Maritime Transport of Military Materiel & Dual-Use Items)

This document draws upon the findings of the ASCOMARE Legal Opinion (11 March 2025), developed by a team of law of the sea experts coordinated by ASCOMARE. The research and documentation has been prepared at the request of the Palestinian BDS National Committee.

Section 1 – Vessel identification and cargo (information to be provided with PNO/24h before port entry)

Vessel name, type, size (LOA), IMO number (or other unique identifier)	If vessel detained in the previous 3-5 months for conducting business with countries presenting a credible risk of committing genocide, crimes against humanity, grave breaches of the 1949 Geneva Conventions, attacks against civilians or civilian objects, or other war crimes (henceforth, 'high risk countries'): HIGH RISK If vessel detained in the previous 6-12 months for related violations: STANDARD RISK If vessel denied entry in port(s) of call in the previous 3-5 months for related violations: HIGH RISK If vessel denied entry in port(s) of call in the previous 6-12 months: STANDARD RISK

	If vessel known to have been involved after January 26, 2024, in trade with Israel: STANDARD RISK If vessel included in any relevant 'high risk' list: HIGH RISK If flag hopping in the previous 6-12 months: STANDARD RISK
Flag State	If suspect of poor flag State's performance: STANDARD RISK If confirmation of poor flag State's performance: HIGH RISK
Flag State's certification (dual-use components) [ ] Yes [ ] No	If no flag State's certification that dual-use components will not be used for genocide, crimes against humanity, grave breaches of the 1949 Geneva Conventions, attacks against civilians or civilian objects, or other war crimes: HIGH RISK
AIS [ ] Yes [ ] No	If no AIS (impossibility to track the vessel's activities): HIGH RISK If evidence that AIS was switched off without any valid reason: STANDARD RISK
Port of registry	If registered in high risk countries: HIGH RISK If registered in countries suspected/confirmed of supporting high risks countries: STANDARD RISK
Port of departure	If departing from high risk countries: HIGH RISK If departing from countries suspected/confirmed of supporting high risks countries: STANDARD RISK
Previous ports of call (after port of departure)	If denied entry in port(s) of call: HIGH RISK If docking in high risk countries: HIGH RISK If docking in countries suspected/confirmed of supporting high risks countries: STANDARD RISK
Transshipments in previous ports of call (after port of	If transshipment in high risk countries: HIGH RISK

departure) [ ] Yes [ ] No. If yes, transshipment authorization and details.	If transshipment in countries suspected/confirmed of supporting high risks countries: STANDARD RISK If transshipment at sea: HIGH RISK If no transshipment authorization: HIGH RISK
Intended port of call (final destination)	If high risk countries: HIGH RISK If countries suspected/confirmed of supporting high risks countries: STANDARD RISK
Owner / Operator / Charterer	If there is evidence that owner (including beneficial owner), operator or charterer conduct a substantial amount of business with high risk countries: HIGH RISK If there is the suspect that owner (including beneficial owner), operator or charterer conduct direct/indirect business with high risk countries: STANDARD RISK If owner (including beneficial owner), operator or charterer committed similar violations in the previous 3-5 months: HIGH RISK If owner (including beneficial owner), operator or charterer committed similar violations in the previous 6-12 months: STANDARD RISK
Cargo description (type, nature)	If cargo include any of the following conventional arms, including ammunition/munitions, parts, or components that provide the capability to assemble them, destined to high risk countries (HIGH RISK) or to countries suspected/confirmed of supporting high risks countries (STANDARD RISK) ☐ Battle tanks ☐ Armoured combat vehicles ☐ Large-calibre artillery systems ☐ Combat aircraft ☐ Attack helicopters

	☐ Warships ☐ Missiles and missile launchers ☐ Small arms and light weapons If cargo include dual-use component without flag State's certification: HIGH RISK If wrong/false/missing information on cargo type and nature: HIGH RISK If incomplete information on cargo type and nature: STANDARD RISK
Cargo documentation provided (origin, destination / shipper, consignee): [ ] Complete [ ] Incomplete [ ] Missing	If wrong/false/missing information: HIGH RISK If incomplete information: STANDARD RISK
Shipper /Consignee	If there is evidence that the shipper in the previous 12 months has been conducting business with high risk countries: HIGH RISK If consignee is in a high risk country or there is evidence that, in the previous 12 months, has been conducting business with high risk: HIGH RISK
Intended use of the cargo	If evidence cargo may be used for genocide, crimes against humanity, grave breaches of the 1949 Geneva Conventions, attacks against civilians or civilian objects, or other war crimes: HIGH RISK If suspect cargo may be used for genocide, crimes against humanity, grave breaches of the 1949 Geneva Conventions, attacks against civilians or civilian objects, or other war crimes: STANDARD RISK If intention are not stated/unclear: STANDARD RISK

Section 2 – Requests for Information

PNO (24h before entry)	No PNO 24h before port entry: HIGH RISK Incomplete information (Section 1): STANDARD RISK Wrong/false/missing information reported (Section 1): HIGH RISK
Additional information/clarification requested to the vessel	No reply: STANDARD RISK Incomplete information: STANDARD RISK Wrong/false/missing information reported: HIGH RISK
Additional information/clarification requested to the flag State	No reply: STANDARD RISK Incomplete information: STANDARD RISK Wrong/false/missing information reported: HIGH RISK
Other relevant information	Suspected risk of non-compliance, based on evidence provide by other States, UN bodies, civil-society organizations: STANDARD RISK Confirmed risk of non-compliance, based on evidence provided by other States, UN bodies, civil-society organizations: HIGH RISK

Section 3 – Decision on Port Entry

Port State:
[ ] Inspection ordered, with possible detention and confiscation of cargo (high risk)
[ ] Deny entry (high risk)
[ ] Allow entry without services, subject to compulsory inspection (high risk)
[ ] Delay entry until further investigation (standard risk)
[ ] Allow entry with services, subject to compulsory inspection (standard/low risk)
[ ] Permit full entry (low risk)
Reasoning: _____

Section 4 – Enforcement / Follow-up

Inspection conducted? [ ] Yes [ ] No. Findings	
Cargo confiscated? [ ] Yes [ ] No	
Vessel detained? [ ] Yes [ ] No	
Assurances received from flag State? [ ] Yes [ ] No	
Notifications sent to: [ ] Flag State [ ] UN body [ ] Other States	

Section 5 – Officer in Charge

Name	
Position / Authority	
Signature	
Date	