



MR NOTICE TO SHIPPING No. N-12-2007

Panama Canal Ship Oil Pollution Emergency Plan (PCSOPEP) Requirements



January 1, 2007

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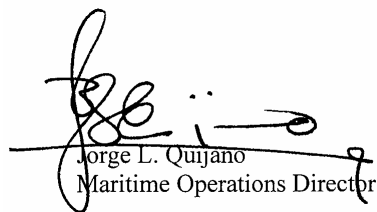
To: Steamship Agents, Owners and Operators

Subject: Panama Canal Ship Oil Pollution Emergency Plan
(PCSOPEP) Requirements

This notice is effective on the date of issue and cancels MR Notice to Shipping No. N-12-2006. A revised Notice will be issued in January of each year or when otherwise required

The purpose of this Notice to Shipping is to present the requirements and regulations of the PCSOPEP, which became effective 1 January 2005. Under these regulations, vessels present a plan for Canal waters and pay tariffs for the availability of personnel and equipment for oil spill response. In turn, the ACP acts as the sole Oil Spill Response Organization (OSRO) for vessels in transit or awaiting transit of the Panama Canal.

The content of this Notice also incorporates the modifications to the PCSOPEP Requirements to be effective 1 January 2007 and published in MR's Advisory to Shipping No. A-36-2006. It also adds Section 3 (Fees) with PCSOPEP tariffs and information about charges to be applied for OSRO services in case of an oil spill.



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ENCLOSURES

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PANAMA CANAL SHIPBOARD OIL POLLUTION EMERGENCY PLAN (PCSOPEP) REQUIREMENTS

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1. Guidelines and Instructions

1.1. Purpose

The Panama Canal Shipboard Oil Pollution Emergency Plan (PCSOPEP) is a program that seeks to implement emergency preparedness strategies for Panama Canal waters. The PCSOPEP aids the Panama Canal Authority (ACP) in minimizing consequences of spills and emergencies by safeguarding life, reducing the impact on the environment, and ensuring the continuous operation of the Canal.

Vessels have the responsibility to comply with the provisions of PCSOPEP and, in the event of a spill, shall activate its own plan and notify the ACP, as stated in the Regulation on Navigation in Panama Canal Waters, Chapter IX, Section Four, following the procedures developed herein. However, all efforts shall be in accordance with Article 10 of the Regulation on Navigation in Panama Canal waters.

1.2. Applicability

(Information specific to all military and auxiliary vessel is described in Section 1.7.)

The provisions in this document apply to toll-paying vessels that transit the Panama Canal with a 400 Metric Ton (MT) or more carrying capacity of oil as cargo and/or fuel. Vessels that meet this criterion shall submit their PCSOPEP to the ACP for verification, and shall be classified according to the following categories:

- Tier S for vessels with an oil carrying capacity of 400 MT up to 1,000 MT.
- Tier 1 for vessels with an oil carrying capacity of more than 1,000 MT up to 7,000 MT.
- Tier 1 and Tier 2 for vessels with an oil carrying capacity of more than 7,000 MT up to 15,000 MT.
- Tier 1, Tier 2, and Tier 3 for vessels with an oil carrying capacity of more than 15,000 MT.

The oil carrying capacity of a vessel is equal to the sum of the capacities of all tanks used to transport MARPOL 73/78 Annex I products, including fuel tanks, cargo tanks, and slop tanks, among others. For the purpose of converting volume in cubic meters (m³) to metric tons, the following formula shall be utilized:

$$\text{Metric Ton} = 0.9442 \times \text{m}^3$$

Furthermore, vessels shall provide the following documents to the ACP for verification, where applicable:

- Copy of the International Oil Pollution Prevention Certificate (IOPP) or the International Pollution Prevention Certificate (IPP)

- Copy of the Panama Canal Shipboard Oil Pollution Emergency Plan (PCSOPEP), prepared specifically for the vessel

Additionally, either a copy of the Shipboard Oil Pollution Emergency Plan (SOPEP), Annex I, MARPOL, or a copy of the Shipboard Marine Pollution Emergency Plan (SMPEP), Annex II, MARPOL, must be available upon request.

1.3. Plan Requirements

1.3.1. As a minimum, a PCSOPEP shall include the following information:

- Vessel particulars
- Oil pollution prevention measures for Panama Canal waters
- Spill notification procedures in a prioritized sequence
- Spill response procedures
- Crew training program for the reaction to shipboard and shore spill incidents
- Record of exercises
- Identification of the Authorized Person and telephone and facsimile where they can be reached on a 24-hour basis
- PCSOPEP Tier classification

1.3.2. With proper cross-references, the PCSOPEP may be prepared as an appendix to an existing SOPEP or SMPEP. Appendix C provides a guide for this purpose; however, neither the SOPEP nor the SMPEP may be substitutes for the PCSOPEP.

1.3.3. The Authorized Person shall be fluent in either English or Spanish and should have general knowledge and skills or experience in the Incident Command System and emergency preparedness. Knowledge of spill response operations is optional, but certainly in the best interest of the plan holder. The Authorized Person shall understand the vessel's PCSOPEP.

1.3.4. From the onset of an oil spill, the vessel shall contact the Authorized Person. He or she will, in turn, ensure communication capabilities to interact with the Panama Canal Authority's Incident Command System.

1.3.5. PCSOPEPs shall be developed by organizations or individuals experienced in pollution prevention and response that comply with the following requirements:

- Provide proof that the organization or individual has experience in the development of plans for marine oil or dangerous substance spills.
- Provide a list of plans for marine oil or dangerous substance spills developed by the organization or individual.
- Provide a training profile or proof of knowledge and skills in this type of work.

The ACP may, at any time, request written proof of these requirements to plan developers or to the vessel's owner or operator holding a PCSOPEP.

1.4. Plan Submission

1.4.1. All PCSOPEPs shall be submitted to the ACP, for verification, not less than 96 hours prior to the vessel's arrival at Panama Canal waters. The ACP will issue a Notice of Acknowledgement to the vessel, valid for four years, if the PCSOPEP fulfills the requirements as set forth in the Regulations on Navigation in Panama Canal waters, Chapter IX, Section Four. The Notice of Acknowledgment shall be carried onboard the vessel and presented as a transit requirement when requested by ACP. Any of the following conditions will invalidate the Notice of Acknowledgment:

- Any non-compliance condition found during random inspections by the Panama Canal Authority
- Change of the Authorized Person
- Change in the PCSOPEP Tier classification of the vessel.

1.4.2. All PCSOPEP submissions will be subject to the following requirements:

- Plans will only be accepted via electronic mail, at pcsopep@pancanal.com, in Portable Document Format (*.pdf) or MS Word™ documents;
- Only one plan shall be submitted per electronic mail;
- The subject line of the electronic mail shall indicate the name and the International Maritime Organization (IMO) Number of the vessel. Alternatively, the subject line may indicate the ACP Ship Identification Number (SIN) instead of the IMO number of the vessel.

1.4.3. The ACP will only verify PCSOPEPs and provide feedback to vessels within 10 days of their Estimated Time of Arrival (ETA) to Panama Canal waters. The aforementioned ETA refers to the registered time in the Enhanced Vessel Traffic Management System (EVTMS) of the ACP. Requests for PCSOPEP information outside this timeframe will not be acknowledged.

1.4.4. PCSOPEP submissions that fail to comply with the above-mentioned requirements will be rejected. In such case, the ACP will notify the vessel through a PCSOPEP Non-Compliance Form. The ACP will grant the vessel a grace period, not to exceed six months, to make the necessary changes in the plan. During this period, the vessel will be permitted to transit, subject to the conditions indicated in the PCSOPEP Non-Compliance Form.

1.4.5. Upon expiration or invalidation of the Notice of Acknowledgement, vessels will resubmit the entire updated PCSOPEPs and the IOPP or IPP certificates following the same instructions mentioned above (Section 1.4.2). Updated versions shall be sent not less than 96 hours prior to the vessel's arrival at Panama Canal waters.

1.4.6. Questions regarding PCSOPEPs may be addressed to pcsopep@pancanal.com or +(507) 272-4635.

1.5. Activation of Plan

1.5.1. The PCSOPEP is activated as soon as initial notification is made to the ACP of an actual or probable oil leak. This notification shall be followed with the information listed:

- Name of the vessel
- Country of registry
- IMO number and Panama Canal Ship Identification Number (SIN)
- Incident location
- Date and time of incident
- Planned transit route
- Nature of incident
- Identification of spilled product and any toxic or explosive hazard
- Estimated volume of the spilled product
- Size and appearance of slick
- Weather conditions
- Actions taken or planned by on scene personnel and vessel conditions
- Injuries or deaths
- Any other information as deemed appropriate

1.5.2 The vessel is responsible for notifying its Authorized Person.

1.5.3 Initial spill notification shall not be delayed during the process of gathering information.

1.5.4 Upon activation of the PCSOPEP, the ACP will respond to the discharge.

1.6. Vessel Exercises and Records

1.6.1. Vessels must perform PCSOPEP notification exercises for the Authorized Person at least twice a year, and must document them for verification by the ACP. These exercises may be conducted outside Panama Canal waters.

1.6.2. At any time, the ACP may require a vessel to perform a PCSOPEP notification exercise and/or to participate in response drills and exercises with the ACP. The vessel must properly document such drills and exercises. Joint exercises, with the participation of vessels and the ACP, will be previously coordinated and will not delay transits.

1.6.3. Vessel exercise records must be kept for at least three years.

1.7. Military and Auxiliary Vessels

Instead of a PCSOPEP with the requirements of Section 1.3, all military and auxiliary vessels, regardless of their fuel or oil carrying capacity, must submit only a PCSOPEP Document of Compliance by electronic mail to pcsopep@pancanal.com in Portable Document Format (*.pdf) or MS Word™ document. The subject line of the electronic mail shall indicate the name of the vessel and the ACP Ship Identification Number (SIN) or the International Maritime Organization (IMO) Number (if applicable) of the vessel.

In case of failure to submit this Document, the ACP will issue a PCSOPEP Non-Compliance Form to the vessel and grant it a grace period, not to exceed six months, during which the vessel will be permitted to transit. Within this time, the vessel must submit such Document.

1.8. Non-Compliance Form, Notice of Acknowledgement and PCSOPEP Document of Compliance

Sample Non-compliance Form, PCSOPEP Notice of Acknowledgement, and PCSOPEP Document of Compliance are attached on the following pages.

**AUTORIDAD DEL CANAL DE PANAMÁ
MARITIME OPERATIONS DEPARTMENT
PCSOPEP NOTICE OF ACKNOWLEDGEMENT**

The ACP hereby acknowledges that:

Ship Name / SIN No.

has presented the PCSOPEP documentation required under Section Four of Chapter IX of the Regulation on Navigation in Panama Canal Waters.

.....
Name
Maritime Operations Director

Date

This document is valid for four years from date of issuance. Any change in conditions as set forth Section Four of Chapter IX of the Regulation on Navigation in Panama Canal Waters renders it invalid.

PANAMA CANAL SHIPBOARD OIL POLLUTION EMERGENCY PLAN (PCSOPEP)
DOCUMENT OF COMPLIANCE BY _____ WARSHIPS AND AUXILIARIES

 country

The Department of Defense/Navy of _____ has carefully examined the preparedness strategy for the Panama Canal waters and with full knowledge and understanding of the same is able to certify that the vessel below has an Oil Spill Contingency Program that meets or exceeds Panama Canal Authority's Oil Pollution Emergency Plan preparedness strategy for Panama Canal waters. The Commanding Officer/Master below hereby certifies that all necessary crewmembers are properly trained in oil spill response measures, which comply or exceed Panama Canal Authority Oil Pollution Emergency Plan preparedness strategy for Panama Canal waters. The Commanding Officer/Master also certifies the vessel below falls under the indicated oil carrying capacity and hull classification for the imposition of fees.

Due to the unique nature of warships and auxiliaries, this certificate in accordance with Article III (d) and (e) of the Treaty Concerning the Permanent Neutrality and Operation of the Panama Canal is filed in lieu of PCSOPEP plan submission.

It is further certified in accordance with Article III, 1, (d) of the Treaty Concerning the Permanent Neutrality and Operation of the Panama Canal, that the _____ will observe its obligations under international law to pay for damages resulting from the act or omission of the named vessel when passing through the Canal.

 country

Check corresponding Tier and surcharge, if applicable

Type of Vessel	Fees per Transit	Check applicable
Vessels with an oil carrying capacity of less than 400 MT. The PCSOPEP program DOES NOT apply.	None	<input type="checkbox"/>
Vessels with an oil carrying capacity of 400 MT up to 1,000 MT (TIER S)	\$200.00	<input type="checkbox"/>
Vessels with an oil carrying capacity of more than 1,000 MT up to 7,000 MT (TIER 1)	\$350.00	<input type="checkbox"/>
Vessels with an oil carrying capacity of more than 7,000 MT up to 15,000 MT (TIER 2)	\$600.00	<input type="checkbox"/>
Vessels with an oil carrying capacity of more than 15,000 MT (TIER 3)	\$750.00	<input type="checkbox"/>
Surcharge for tankers and barges carrying oil as cargo and having single side or single bottom	25%	<input type="checkbox"/>
Surcharge for tankers and barges carrying oil as cargo and having single hull	50%	<input type="checkbox"/>

Name of Ship

SIN

Signature of Commanding Officer/Master

Date

The _____ authorized representative to be contacted in the event of an oil spill is the _____
 country
 _____ He may be contacted via the _____ in Panama at
 Official's title Embassy/consulate/other
 phone: +(507) _____.

2. Oil Spill Preparedness Program

2.1. Introduction

The Panama Canal Authority (ACP) has established a preparedness program for oil spill emergencies in Panama Canal waters. In the response sequence to an oil spill, the activation of the PCSOPEP is the responsibility of the vessel. Besides internal actions taken by the vessel, the ACP will respond in accordance with the Incident Management System of the Panama Canal.

2.2. Response Areas

For the purpose of oil spill response planning, Panama Canal waters have been divided into three main response areas: the Pacific Anchorage and Channel area, the lake areas, and the Atlantic Anchorage and Channel area. Both the Pacific and Atlantic areas are saltwater bodies of the Canal, whereas the lakes are freshwater bodies. As such, the specifications required for equipment and response strategies differ.

2.3. Classification of ACP Resources

2.3.1. Tier Classification and Criteria

Resources are classified in four tiers or response levels: Tier S (TS), Tier 1 (T1), Tier 2 (T2), and Tier 3 (T3) based on resources and response time. Table 1 indicates requirements for each tier.

2.3.2. Resources

Resource requirements cover core equipment, support equipment, and personnel.

a. Core Equipment

Core equipment includes protection and containment booms, effective daily recovery capacity (EDRC), and temporary storage capacity (TSC). The specific amounts for each tier are listed in Table 1.

b. Support Equipment

Support equipment includes response vessels, vacuum trucks, road transportation, equipment necessary to deploy and operate core equipment, and additional equipment and materials necessary to complete the clean-up operation.

Table 1: Equipment Classification

Criteria	Tier S	Tier 1	Tier 2	Tier 3
a. Resource Location	All resources placed on-site	All resources placed on-site	All resources located nationally	May be located internationally
b. Response Time	Not to exceed 6 hours	Not to exceed 6 hours	Not to exceed 12 hours	Not to exceed 72 hours
c. Protection Boom	3,000 feet	10,000 feet	25,000 feet	30,000 feet
d. Containment Boom	1,000 feet	1,000 feet plus 300 feet per skimming system	1,000 feet plus 300 feet per skimming system	1,000 feet plus 300 feet per skimming system
e. EDRC (Bbls/day)	2,000	5,000	20,000	50,000
f. TSC (Bbls)	4,000	10,000	40,000	100,000
g. Shallow Water Capability	For 25 % of resources	For 25 % of resources	For 25 % of resources	For 25 % of resources
h. Special Equipment	See part 2.3.2.d	See part 2.3.2.d	See part 2.3.2.d	See part 2.3.2.d

c. Personnel

Personnel consist of the human resources required to mobilize, deploy and operate all equipment necessary for a response.

d. Special Equipment

Special equipment comprises resources for techniques where conventional methods for protection and clean-up are shown to be ineffective.

e. Shallow Water Capability

A specified percentage of equipment in each tier classification shall be of the type capable of operating in shallow waters. This requirement is intended to reach oil in areas with drafts of less than six feet, particularly in wide shallow shores.

2.3.3. Response Time

The ACP preparedness program establishes an initial response time of six hours, which includes: the time for notification and mobilization of personnel, the time for transportation of personnel and resources to any spill location within the response area, the time for deployment of resources, and the time for start-up of operation.

3. Fees

3.1. A fee is assessed to transiting vessels with carrying capacity of 400 metric tons or more of oil as cargo and/or fuel to cover the cost of keeping the personnel and equipment available to respond to oil spill incidents from ships in transit or awaiting transit of the Panama Canal. The following tariff was established based on the vessel's tier classification and hull construction, and is applicable to each transit:

TYPE OF VESSEL	TARIFF PER TRANSIT
Vessels with an oil carrying capacity of 400 MT up to 1,000 MT (TIER S)	\$200
Vessels with an oil carrying capacity of more than 1,000 MT up to 7,000 MT (TIER 1)	\$350
Vessels with an oil carrying capacity of more than 7,000 MT up to 15,000 MT (TIER 2)	\$600
Vessels with an oil carrying capacity of more than 15,000 MT (TIER 3)	\$750
Surcharge for vessels carrying oil as cargo and having single side or single bottom	25%
Surcharge for vessels carrying oil as cargo and having single hull	50%

3.2. The above-mentioned charges are separate and distinct from those resulting from expenses generated from the actual response to an oil spill. In addition, charges and/or penalties could result from non-compliance with ACP regulations.

3.3. In case of an oil spill, the ACP will not charge rates for the use of emergency response equipment available under the PCSOPEP program. However, the ACP will assess and charge other expenses of the response and cleanup activities, including items such as the following:

- 3.3.1. The use of equipment with published official tariffs such as tug services (tariff items 1020), inspection and/or escort services (tariff items 1083), salvage services (tariff items 1130), launch services (tariff items 1800), and any other applicable official tariff published by the ACP.
- 3.3.2. The recovery of the total cost of manpower for the response and cleanup activities, decontamination and cleanup of equipment, and general expense recovery.
- 3.3.3. The recovery of the total cost to replace damaged equipment due to the incident response, expendable equipment, and replacement parts required to return the used equipment to service.
- 3.3.4. The recovery of the total cost related to waste processing and disposal.

- 3.3.5. The recovery of total costs of services from response and cleanup contractors in addition to the planned preparedness established in the PCSOPEP Program.
- 3.3.6. The recovery of any other applicable cost due to the response and cleanup activities not already covered by official tariffs or the PCSOPEP Program.

APPENDIX A: ACRONYMS

Bbls	Barrels
EDRC	Effective Daily Recovery Capacity
MT	Metric Ton
PCSOPEP	Panama Canal Shipboard Oil Pollution Emergency Plan
TSC	Temporary Storage Capacity
TS	TIER S
T1	TIER 1
T2	TIER 2
T3	TIER 3

Appendix B: Glossary

Atlantic Anchorage and Channel Area	Response area that includes the anchorages at the Atlantic Entrance and channel Area, Limon Bay, and the approach channel to Gatun Locks.
Authorized Person	The person who acts as a liaison between the vessel and the Authority to obtain and consign, on behalf of the vessel, acceptable guarantees, to the satisfaction of the Authority, to cover the costs of the response and cleanup of oil spills in Canal waters. The Authorized Person shall reside in the Republic of Panama.
Incident Command System	The organizational structure adopted by the ACP to administer emergencies whereby individual roles and responsibilities, lines of communications, and span of control are pre-established.
Lake Areas	Response area that includes freshwater bodies confined within the Gatun Lake, Culebra Cut, Miraflores Lake, and within the Locks.
Oil	All substances listed in Appendix I of Annex I of MARPOL.
Pacific Anchorage and Channel Area	Response area that includes the anchorages at the Pacific Entrance and Channel Area, Balboa Basin, and the approach channel to the Miraflores Locks.
Panama Canal Waters	Refers to all waters within the Canal Operation Compatibility Area, defined in item a. of the Annex of the Regulation for Navigation in Panama Canal Waters as the geographic area, including its lands and waters, where only activities compatible with the operation of the Canal may be carried out. (Item a. of the Annex reads as follows: <i>Canal Operation Compatibility Area. Described as a continuous area generally following the course of the Panama Canal, and generally contiguous to it, running from the Atlantic ocean to the Pacific ocean. It includes the Atlantic entrance and its anchorage areas, the port of Cristobal, Gatún Locks, Gatún Dam, Gatun Spillway, Gatun power station, Portions of Gatun Lake, Culebra Cut, Pedro Miguel Locks, Miraflores Lake, Miraflores Locks, Miraflores Spillway, Miraflores Filtration Plant, Miraflores power station, the Port of Balboa, the Pacific entrance and its anchorage areas, as well as the land and water areas encompassing them.</i>)
Resources Placed On-Site	Resources located as close as possible to the scene of a spill to meet the response time requirements of Tier S and Tier 1.
Tier S, 1, 2, and 3	The combination of response resources and times within which the resources must be capable of arriving on-scene to meet Panama Canal requirements.

Appendix C: PCSOPEP Preparation Guide

The following document is provided as a guideline for the preparation of a PCSOPEP as an appendix to an existing SOPEP, and its use shall not be construed as a guarantee that the plan holder will be granted a Notice of Acknowledgement as set forth herein.

Accordingly, the ACP does not accept any liability and/or responsibility whatsoever for the content of this guide and/or its efficacy.

Guide for the preparation of a Panama Canal Shipboard Oil Pollution Emergency Plan (PCSOPEP) as an Appendix to a SOPEP or SMPEP

Table of Contents

1. Introduction
2. Spill Notification Procedures
3. Spill Response Procedures
4. Oil Pollution Prevention Measures Specific for
Panama Canal Waters
5. Crew Training Program
6. Authorized Person
7. Classification Criteria
8. Record of Exercises

1. Introduction

The Panama Canal Shipboard Oil Pollution Emergency Plan (PCSOPEP) may be an Annex to the MARPOL–Annex I SOPEP. It implements emergency preparedness strategies for Panama Canal waters according to Section Four of Chapter IX of the Regulation on Navigation in Panama Canal Waters.

Section Four of the regulation is implemented through the procedures of the *PCSOPEP Requirements*.

The PCSOPEP assists vessels to prepare for emergencies in the Panama Canal by: identifying an Authorized Person that represents the vessel in case of an emergency; identifying the resources required to prepare for an oil spill emergency and carrying out the response and clean-up tasks to an end; and indicating other activities required by regulation, such as training, record keeping and exercising.

2. Spill Notification Procedures

The vessel activates its PCSOPEP with the notification process.

In the event of an emergency in Panama Canal waters, the vessel shall notify the ACP through the Panama Canal pilot onboard or, in the event that a Panama Canal pilot is not onboard, notification shall be made to ACP via **VHF radio Channels 12 or 16**, as described in the Regulation for Navigation in Canal Waters (Agreement No. 13), Article 29 of the ANNEX.

The vessel shall also contact its PCSOPEP Authorized Person at the following 24-hour contact information:

Authorized Person

Phone:

Fax:

Upon activation of the plan, the vessel's Authorized Person may establish and maintain communication with the **Marine Traffic Control Center at (+507) 272 4201 or (+507) 272 4202**. The Panama Canal may request the Authorized Person to report to an Emergency Operations Center.

Notification begins as soon as an actual or probable oil leak is detected and shall not be delayed during the process of gathering information.

The vessel may use or reference SOPEP specific forms for initial notification, observing that such forms include all information required in Part 1.5 of the *PCSOPEP Requirements*.

3. Spill Response Procedures

The Panama Canal Authority will perform spill response and clean-up operations at the expense of the vessel that generated the spill.

The vessel may make reference to specific parts of their SOPEP covering spill response procedures and mitigation activities of the ship and ship to shore interface.

4. Oil Pollution Prevention Measures Specific for Panama Canal Waters

The master shall review the PCSOPEP and perform exercises to comply with Part 1.6 of the *PCSOPEP Requirements*, as necessary.

This section should incorporate or reference specific measures stated in the Regulation on Navigation in Panama Canal Waters and other measures communicated by the Panama Canal Authority, derived from planning activities and exercises.

4.1. Prevention Measures: During a transit, vessels accomplish most of their navigation through fresh water bodies used for human consumption, and through environmentally sensitive areas, which are also important to tourism. These areas are accessed via confined navigation channels and Locks structures. Prior to transit, the master shall verify compliance with all applicable ACP regulations to include prevention of incidents in the Panama Canal, specifically noting that:

- The vessel shall not perform any activity that implies a risk of, or results in, pollution of waters within the Area of Compatibility with Canal Operations.
- The vessel shall not conduct any repairs, cleaning, or other activities, which may cause pollution.
- The vessel shall not discharge or throw into Panama Canal waters any ballast, ashes, boxes, barrels, straw, paper, or other solid matter; nor discharge heavy slops, engine or fire room bilge water, sewage water, oil, radioactive substances, or any other contaminating substances.
- The master and crew shall review activities, including drills or exercises and response procedures, and increase alertness and readiness to react to any incident, taking into account specific considerations of the environment.
- The master shall incorporate information published in Advisories to Shipping into the PCSOPEP, as necessary.
- The master shall verify compliance with ACP regulations regarding specific provisions for navigation in the Panama Canal and for the prevention of collisions.
- The master shall ascertain that all required measures are in place in order to comply with these preventive requirements.

When preparing a response plan for Panama Canal waters, special attention must be given to the fact that vessels in Canal waters transit through confined navigational channels and locks structures which require specific attention in the way a response is performed. For instance, a vessel that reports a spill in a lock chamber must consider that vapors may affect lock operations and personnel, as well as other vessels or assisting tugs and launches that may be in the same lock chamber.

4.2. In Case of an Incident: Primary shipboard oil pollution response activities shall be conducted in compliance with ACP regulations and the PCSOPEP of the vessel. The master shall make all efforts to coordinate activities with the ACP, as soon as practicable, in order to minimize impact to the Panama Canal.

5. Crew Training Program

Describe the vessel's crew-training program used to comply with the responsibilities stated in the SOPEP and PCSOPEP. The vessel may make reference to the specific training sections of its SOPEP and incorporate the requirements of Part 1.6 of the *PCSOPEP Requirements*. This part emphasizes the importance of crew reaction drills and other exercises.

6. Authorized Person

The following Authorized Person resides in the Republic of Panama and will serve as a liaison between this vessel and the Incident Management System of the Panama Canal Authority to procure and consign, on behalf of the vessel, acceptable warranties to cover the costs of the response and cleanup of oil spills:

Authorized Person:	<i>First Name</i>	<i>Last Name</i>
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7. Classification Criteria

State the criteria applicable to the vessel under Parts 1.2, 2.2 and 2.3 of the *PCSOPEP Requirements* and the applicable tier compliance. For example:

<i>Total Capacity HFO:</i>	<i>1000 MT</i>
<i>Total Capacity MDO:</i>	<i>200 MT</i>
<i>Gas Oil Tank:</i>	<i>50 MT</i>
<i>Capacity Overflow Tank:</i>	<i><u>100 MT</u></i>
<i>Total:</i>	<i>1,350 MT</i>

*According to this calculation, the criterion that applies to the vessel is **Tier 1: carrying capacity of more than 1000 MT up to 7000 MT.***

8. Record of Exercises

Indicate how the vessel maintains records of exercises in order to comply with the PCSOPEP.

The vessel may make reference to its existing SOPEP records, provided that they comply with the PCSOPEP requirements. These records may also be kept as an Annex.