

ECM MARITIME SERVICES, LLC

1 Selleck Street, 5th Fl., Suite 511, Norwalk, CT 06855
 Telephone: +1.203.857.0444 Fax: +1.203.857.0428
 Email: ecm@ecmmaritime.com

ECM GUIDANCE FOR TANK VESSELS ENTERING THE USA, CANADA, PANAMA CANAL & ARGENTINA

Commercial vessels entering the USA, Canada, the Panama Canal and Argentina must have certain regulatory compliances in place before they will be allowed to enter port and conduct any operations. The following list is to provide simple guidance regarding these compliances.

USA FEDERAL REQUIREMENTS

| | | |
|----|--|--------------------------|
| 1 | Vessels must meet the new Automated Manifest System/Customs Border Patrol (AMS/CBP) requirements. This application can take <u>15 business days</u> to complete. Apply early. | <input type="checkbox"/> |
| 2 | Vessels entering the USA must provide a 96 Hour Advanced Notice of Arrival to the USCG's National Vessel Movement Center (NVMC). The InfoPath template is available online: http://www.nvmc.uscg.gov/nvmc/Default.aspx . Copy ECM (qi@ecmmaritime.com) on all eNOA/Ds. | <input type="checkbox"/> |
| 3 | The Master should be aware of the STANDARD CARRIER ALPHA CODE (SCAC) , CBP IMPORTER IDENTIFICATION NUMBER and INTERNATIONAL CARRIER BOND (ICB) . | <input type="checkbox"/> |
| 4 | All vessels of 400 gross tons or more must have an approved Shipboard Oil Pollution Emergency Plan or Shipboard Marine Pollution Emergency Plan (SOPEP or SMPEP) . Ensure that the most recent IMO List of National Operational Contact Points is included in the plan. | <input type="checkbox"/> |
| 5 | Tank vessels must have an approved OPA 90 Tank Vessel Response Plan (TVRP) with an approval letter that lists the approved areas of operation for that particular vessel. | <input type="checkbox"/> |
| 6 | The vessel must have specific OPA 90 authorization to operate in certain remote areas of Guam, American Samoa or Western Alaska , including transiting through the Unimak Pass. | <input type="checkbox"/> |
| 7 | Tank vessels are required to conduct a quarterly Qualified Individual notification exercise when operating in the US. The exercise must be logged in the ship's log. <b style="color: red;">REPORTING AN ACTUAL POLLUTION EVENT TO THE QI MUST BE DONE BY TELEPHONE. | <input type="checkbox"/> |
| 8 | The vessel should post the ECM 24 Hour Emergency Placard in a conspicuous place on bridge when operating in US waters. | <input type="checkbox"/> |
| 9 | If the vessel has an OPA 90 TVRP, but the approval letter has not been issued, the vessel will require a one-time port waiver . Contact your owner and ECM immediately for assistance. | <input type="checkbox"/> |
| 10 | All vessels of 300 gross tons or more must have an approved OPA 90 Certificate of Responsibility (COFR) when operating in navigable waters of the US. | <input type="checkbox"/> |
| 11 | If this is the first time the tank vessel has been in the USA, the USCG will conduct a Certificate of Compliance inspection. This inspection will take place prior to any cargo or bunkering operations. Confirm that the local agent has made the necessary arrangements with the USCG, including pre-paying the fee of \$1,100. ECM offers pre-COC assistance to prepare the Master and crew for the inspection. | <input type="checkbox"/> |
| 12 | If this is a gas carrier's first USA operation, or if a previous Certificate of Compliance (COC) has expired, the USCG will conduct an inspection to issue a COC with Subchapter O Endorsement . | <input type="checkbox"/> |
| 13 | Commercial vessels must have an approved Security Plan . The USCG may board to conduct a security inspection. Verify port security level. | <input type="checkbox"/> |
| 14 | Vessels must have a Ballast Water Management Plan onboard and conduct ballast water management reporting to the USCG. Instructions regarding submission online or via fax can be found at the National Ballast Information Clearinghouse website: http://invasions.si.edu/nbic/submitinstructions.html . <i>Additional reporting is required by certain states, including California, Great Lakes or certain sections of the Hudson River, Michigan, Oregon, Washington, and Virginia. <u>California and Michigan have fees for ballast water discharges.</u> Please contact your local agent for assistance</i> | <input type="checkbox"/> |
| 15 | AMPD Standby Lightering coverage must be arranged prior to conducting lightering operations at certain lightering zones within U.S. jurisdiction. | <input type="checkbox"/> |
| 16 | Tank vessels calling Barber's Point SPM must have an additional contract with Clean Islands Council for AMPD coverage. In addition, tank vessels calling the COTP Honolulu must arrange a contract with Clean Islands Council for Tier 1 and partial Tier 2 dispersant capability. Contact ECM for assistance. | <input type="checkbox"/> |

| USA FEDERAL REQUIREMENTS - continued | | |
|---|--|--|
| 17 | Conduct 12 hour tests of navigation, steering equipment and communications required prior to entering or departing US waters in accordance to 33 CFR 164 and properly record / log the results in the ship's log. | <input type="checkbox"/> |
| 18 | Annual pressure testing of all bunkering lines and access to the records for this testing. | <input type="checkbox"/> |
| 19 | Check markings on all hoses used for transfers for the maximum allowable working pressure (MAWP) and note the date of last test. | <input type="checkbox"/> |
| 20 | Review the Oil Transfer Procedures in accordance with 33 CFR 155 Subpart C . | <input type="checkbox"/> |
| 21 | Ensure that the vessel has all of the required documentation on board when in the USA. (See ECM Form 12) | <input type="checkbox"/> |
| 22 | Ensure that the Garbage Management Plan practices are in order and that all garbage drums are always closed. | <input type="checkbox"/> |
| 23 | Ensure that all mandatory certificates are valid. (IOPP, SMC, ISSC, etc.) | <input type="checkbox"/> |
| 24 | Ensure that the oily water separator is operated in accordance with 33 CFR 151 & 155 and the manufacturers' instructions on the use of the oil filtering equipment when processing bilge water overboard. This equipment shall not be by-passed. | <input type="checkbox"/> |
| 25 | Tank vessels less than 400 feet in length must have a 7-barrel spill kit on board. Tank vessels 400 feet or more in length must have a 12-barrel spill kit onboard. | <input type="checkbox"/> |
| 26 | <p>Comply with the EPA National Pollutant Discharge Elimination System (NPDES) Vessel General Permit (VGP) requirements as of February 6, 2009. Submit a Notice of Intent to operate under the VGP beginning June 19, 2009 but no later than September 19, 2009. See www.epa.gov/npdes/vessels for links to the VGP, fact sheet, & state requirements.</p> <ul style="list-style-type: none"> • Ensure hull coating information is available. • Wash down decks and empty gray water tanks prior to entry. • Last drydock report is onboard. • Check status of any nonconformity reports related to waste streams or pollution prevention equipment. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |

USA INDIVIDUAL STATES REQUIREMENTS
in addition to meeting the federal requirements

ALASKA

| | | |
|-----------|---|--------------------------|
| A1 | Since most of the tank vessels operating in Alaska do so on the spot market, vessels may obtain Alaska State Contingency Plan, COFR and OSRO coverage through coverage by the receiving terminal. This coverage is made directly between the charterer or the cargo owner, and the receiving terminal on a per-voyage basis. The terminal will require certain information regarding the vessel. Planning ahead will ensure a positive result, as the terminal may require original signatures on certain documents, as well as vessel drawings. | <input type="checkbox"/> |
| A2 | Tank vessels must apply for alternative planning criteria prior to operating in Western Alaska COTP zone. The USCG has 90 days to review the APC. Once the APC is approved, any additional prevention measures must be in place prior to operating in the area. | <input type="checkbox"/> |
| A3 | Tank vessels must have an approval letter or interim operating authorization letter listing the Alaska COTP zone (Western AK (WAK) or Prince William Sound (PWS)) as an approved area of operation prior to operating in these areas. | <input type="checkbox"/> |
| A4 | Tank vessels must receive USCG TVRP authorization If the vessel will transit through the Western Alaska COTP zone or through Unimak Pass enroute to or departing from a US port. | <input type="checkbox"/> |

AMERICAN SAMOA (COTP Zone of Honolulu, HI)

| | | |
|------------|---|--------------------------|
| - | American Samoa is included in the COTP Honolulu. However, due to the vast distance between Hawaii and American Samoa (2,000 nm) the USCG requires that tank vessels obtain additional OSRO coverage specific to American Samoa. | <input type="checkbox"/> |
| AS1 | Tank vessels must have a contract with Solar, Inc. in place at least 30 days prior to calling American Samoa. | <input type="checkbox"/> |
| AS2 | The vessel must also apply for alternative planning criteria approval. | <input type="checkbox"/> |
| AS3 | The TVRP approval letter or interim operating authorization letter must authorize the vessel for operations in American Samoa. | <input type="checkbox"/> |
| AS4 | Once the alternative planning criteria has been approved, are the additional prevention requirements listed in the alternative planning criteria in place when operating in American Samoa? | <input type="checkbox"/> |

CALIFORNIA

| | | |
|------------|---|--------------------------|
| CA1 | Tank vessels of 300 gross tons or more must have an approved California Contingency Plan and California COFR . | <input type="checkbox"/> |
| CA2 | The California Notification Placard should be posted in a conspicuous place on the bridge while operating in California State waters. | <input type="checkbox"/> |
| CA3 | California has a mandatory mid-ocean exchange or retention of all ballast water . There is a mandatory ballast water management plan and reporting requirement with fees attached. Your local agent will provide assistance. | <input type="checkbox"/> |
| CA4 | California conducts unannounced onboard drills . Should your vessel be boarded by a State Inspector to conduct such a drill, contact ECM for assistance. California is testing the Master's knowledge of the State's reporting requirements. The notifications must be made within 30 minutes. | <input type="checkbox"/> |
| CA5 | CA Shoreline Protection requirements: Tank vessels calling Humboldt Bay (Eureka) and San Diego will need to provide 24-hours advanced notice to the contracted OSRO whether NRC or MSRC. In addition, due to the lack of staged response resources in certain low volume ports, vessels must request standby coverage when transiting/operating in Monterey Bay as well as any of the small harbors included in the Shoreline Protection Tables.. (See CA 6 for additional details.) , | <input type="checkbox"/> |

ECM Guidance for Tank Vessels Entering the USA, Canada, Panama Canal & Argentina

USA INDIVIDUAL STATES REQUIREMENTS
in addition to meeting the federal requirements

| CALIFORNIA - continued | | |
|-------------------------------|---|--------------------------|
| CA6 | <p>In addition, California requires vessels operating in certain areas to arrange for enhanced OSRO coverage. Therefore, the National Response Corporation (NRC) requires that vessel submit the NRC Authorization to Proceed Form- 24 hour advance notice of arrival on a per voyage basis when vessels are:</p> <ul style="list-style-type: none"> • Transiting the southbound shipping lanes of the Santa Barbara Channel; • Northbound in the Santa Barbara Channel enroute to Port Hueneme; • Calling Port Hueneme; or • Operating south of the San Mateo Bridge area. | <input type="checkbox"/> |
| CA7 | <p>Vessels must submit an <i>annual</i> report on the “Hull Husbandry Reporting Form” to the CA State Lands Commission (CSLC) within 60 days of the ship’s first arrival in CA.</p> <p style="text-align: center;">Fax: 1.562.499.6444 or Email: bwform@slc.ca.gov</p> | <input type="checkbox"/> |
| CA8 | <p>Vessels must comply with the California low sulfur fuel requirements. All vessels within California State waters and within 24 nm from the baseline must use Marine Gas Oil (MGO) at or below 1.5% sulfur content or Marine Diesel Oil (MDO) at or below 0.5% sulfur content in all main engines and auxiliary diesel engines and auxiliary boilers.</p> | <input type="checkbox"/> |
| CA 9 | <p>Ensure that you have documented the switch-over to low sulfur fuel, including the position at the time of the switch-over and the type of fuel being used in the main engine, auxiliary engine and boiler. Records must be available within 24 hours of the request to review them.</p> | <input type="checkbox"/> |

| GREAT LAKES BWM Reporting Requirements | | |
|---|---|--------------------------|
| GL1 | <p>All ships with ballast tanks, bound for the Great Lakes and / or the Hudson River above the George Washington Bridge and entering from outside the US and Canadian Exclusive Economic Zones (EEZ), or which took on new ballast in a North American port after entering the EEZ, must complete a ballast water exchange and file a ballast water report.</p> | <input type="checkbox"/> |
| GL2 | <p>If the vessel is bound for the Great Lakes a copy of the USCG BWM report is to be faxed to the COTP Buffalo at least 24 hours prior to arrival:</p> <p style="text-align: center;">COTP Buffalo Fax: 001 315 769 5032</p> | <input type="checkbox"/> |
| GL3 | <p>If the vessel is bound for the Hudson River above the George Washington Bridge a copy of the USCG BWM report is to be faxed to the COTP New York at least 24 hours prior to arrival?</p> <p style="text-align: center;">COTP New York Fax: 001 718 354 4249</p> | <input type="checkbox"/> |
| GL4 | <p>Tank vessels calling Canadian ports via the Great Lakes must satisfy all OPA 90 requirements even if the vessel will not call a US port. The Great Lakes are considered US internal waters and all OPA 90 regulations apply.</p> | <input type="checkbox"/> |
| GL5 | <p>The vessel must submit the online or faxed version of the Michigan BWM report form prior to operating in Michigan State waters. (Note: this form is different than the USCG BWM Report Form.)</p> <ul style="list-style-type: none"> • Online reporting: http://www.deq.state.mi.us/eforms/ballastwaterreporting.html • Fax: 011 517 335 4053 | <input type="checkbox"/> |
| GL6 | <p>As of April 1, 2011, Wisconsin requires each vessel which will discharge ballast into state waters to apply for a general permit to do so. Permit guidelines may be downloaded from:</p> <p style="text-align: center;">www.dnr.state.wi.us/org/water/wm/ww/gpindex/63835_permit.pdf.</p> | <input type="checkbox"/> |

ECM MARITIME SERVICES, LLC
Guidance for Tank Vessels Entering the USA, Canada, Panama Canal & Argentina

USA INDIVIDUAL STATES REQUIREMENTS
in addition to meeting the federal requirements

| GUAM | | |
|-------------|---|--------------------------|
| GU1 | The vessel must have a contract with Guam Response Services, Ltd. prior to calling Guam. | <input type="checkbox"/> |
| GU2 | The vessel must apply for alternative planning criteria prior to calling Guam. | <input type="checkbox"/> |
| GU3 | The TVRP must be revised to include the Guam COTP zone as an approved area of operation. | <input type="checkbox"/> |
| GU4 | Review information regarding "Saipan" below. | <input type="checkbox"/> |

| HAWAII (also see American Samoa) | | |
|---|---|--------------------------|
| H1 | Tank vessels calling Barber's Point SPM must have an additional contract with Clean Island's Council for AMPD coverage prior to arrival. | <input type="checkbox"/> |

| LOUISIANA | | |
|------------------|--|--------------------------|
| L1 | Tank vessels must provide a complete copy of their approved OPA 90 TVRP and all subsequent revisions to the Louisiana Oil Spill Coordinator's Office prior to entering Louisiana State waters. If ECM prepares your OPA 90 plan, this submission is done on your behalf automatically and is part of your OPA 90 service. | <input type="checkbox"/> |

| OREGON | | |
|---------------|--|--------------------------|
| OR1 | All commercial vessels over 300 gross tons which call in the Columbia River must have an Oregon Oil Spill Contingency Plan. This contingency plan coverage may be obtained by enrolling in the Maritime Fire & Safety Association (MFSA) which will also provide oil spill removal organization coverage. Coverage by MFSA is arranged on a <u>per-voyage basis</u> , normally by the vessel's local agent upon appointment. There is a fee attached to the coverage by MFSA . | <input type="checkbox"/> |
| OR2 | Upon enrollment with MFSA , the vessel will be provided with the MFSA Field Guide . This Field Guide provides guidance and contact information regarding notification of an emergency on board the vessel. By enrolling with MFSA, the Master, crew, and owner/operator are legally bound to follow the procedures of the Field Guide. | <input type="checkbox"/> |
| OR3 | Additionally, the Master should be made aware that State Inspectors have the right to board the vessel to conduct an unannounced "notification drill" . The Inspectors are testing the Master's knowledge of the Field Guide. Should such a drill occur, the Master should also be advised that he can contact <u>ECM</u> for assistance. | <input type="checkbox"/> |
| OR4 | Oregon State Ballast Water Management Requirements: In addition to complying with the federal BWM requirements, vessels are required to file a ballast water management report 24 hours prior to discharging ballast in state waters. You may use the Coast Guard form or the IMO form. Forms may be filed by fax or sent electronically through the Merchants Exchange of Portland at: FAX: +1.503.295.3660 OR Email: marine.room@pdxmex.com Your local agent should be aware of these requirements and will provide assistance. | <input type="checkbox"/> |

| SAIPAN | | |
|---------------|--|--------------------------|
| SA1 | Saipan is included in the Guam COTP Zone. However, Guam Response Services, Ltd. has no response capability in Saipan and there are currently no other OSRO resources available. Therefore, tank vessels calling Saipan will be issued a COTP Order by the Guam COTP advising that the vessel must transit within 12 NM of the CNMI shoreline during daylight hours only. This action will continue until such time as response resources are available in Saipan to respond to a worst case discharge. | <input type="checkbox"/> |

ECM Guidance for Tank Vessels Entering the USA, Canada, Panama Canal & Argentina

USA INDIVIDUAL STATES REQUIREMENTS
in addition to meeting the federal requirements

ST. LAWRENCE SEAWAY BWM Requirements

| | | |
|-------------|---|--------------------------|
| SLS1 | All vessels entering the SLS System and declaring NOBOB (No Ballast on Board), must conduct salt water flushing of their ballast water tanks in accordance with the provisions of 33 CFR 401.30 (f) (1). Salt water flushing must be conducted at least 200 miles from shore before entering the Seaway. | <input type="checkbox"/> |
|-------------|---|--------------------------|

TEXAS

| | | |
|------------|--|--------------------------|
| TX1 | Any vessel required to have a USCG Tank Vessel Response Plan (TVRP) is required to enroll in the Texas General Land Office Database prior to entering Texas State waters. Failure to enroll prior to entering Texas State waters could result in a \$10,000 fine. | <input type="checkbox"/> |
| TX2 | Vessels must have an approved SOPEP or SMPEP on board, and an approved OPA 90 TVRP with the COTP Zones of Port Arthur, Houston/Galveston and/or Corpus Christi listed as approved areas of operation | <input type="checkbox"/> |

VIRGINIA BWM Reporting Requirements

| | | |
|------------|---|--------------------------|
| VA1 | In addition to submitting a BWM Report to the USCG, commercial vessels entering into Virginia's territorial waters must file a Ballast Water Control Report form with the Virginia Marine Resources Commission (VMRC). (NOTE: The USCG BWM Form may be used.) Virginia Marine Resources Commission (VMRC) Fax: 1.757.247.8062 Email: ballast@mrc.state.va.us | <input type="checkbox"/> |
|------------|---|--------------------------|

WASHINGTON

| | | |
|------------|---|--------------------------|
| WA1 | Vessels over 300 gross tons operating in Washington state waters carrying oil as fuel or cargo must have an approved Washington State Oil Spill Contingency Plan. This contingency plan coverage may be obtained by enrolling in the Washington State Maritime Cooperative (WSMC) . This enrollment must be done by the owner/operator or an appointed "authorized agent". See WSMC's website: http://www.wsmcoop.org/ for the latest information. | <input type="checkbox"/> |
| WA2 | Upon enrollment with WSMC , the vessel will be provided with the WSMC Field Document . This Field Document provides guidance and contact information regarding notification of an emergency on board the vessel. By enrolling with WSMC , the Master, crew, and owner/operator are legally bound to follow the procedures of the Field Guide. | <input type="checkbox"/> |
| WA3 | Additionally, the Master should be made aware that State Inspectors have the right to board the vessel to conduct an unannounced "notification drill" . The Inspectors are testing the Master's knowledge of the Field Guide. Should such a drill occur, the Master should also be advised that he can contact <u>ECM</u> for assistance. | <input type="checkbox"/> |
| WA4 | Washington State Ballast Water Management Requirements: In addition to complying with the federal BWM requirements, vessels are required to file a ballast water management report 24 hours prior to discharging ballast in state waters. You may use the Coast Guard form or the IMO form. Forms may be filed by fax or sent electronically through the Seattle Marine Exchange at: FAX: +1.206.443.8205 OR Email: waballast@aol.com OR ballastwater@dfw.wa.gov Your local agent should be aware of these requirements and will provide assistance. | <input type="checkbox"/> |

USA INDIVIDUAL STATES REQUIREMENTS
in addition to meeting the federal requirements

| WASHINGTON - continued | | |
|-------------------------------|---|--------------------------|
| WA5 | Vessels conducting oil transfers in all Washington ports including Grays Harbor, Puget Sound, Straits of Juan de Fuca and the Columbia River are required to make an Advance Notice of Transfer to the State of Washington. This responsibility to make the advance notice of transfer falls to the delivering vessel. The delivering vessel may request notification assistance from the deliverer's agent. The vessel owner/operator or master should communicate with the agent well in advance of arrival to determine who will be responsible for making the Advance Notice of Transfer for transfers conducted in these ports. | <input type="checkbox"/> |
| WA6 | Washington Tank Vessel Voluntary Best Achievable Protection Program (VBAP). If your company / vessel are participating in the VBAP program, you can anticipate a boarding by WA State Inspectors who will verify that you are operating your vessel in accordance with the VBAP Standards. | <input type="checkbox"/> |
| WA7 | Vessels must complete and submit the Emergency Response Towing Vessel (ERTV) Enrollment Agreement and pay the fee prior to operating the Strait of Juan de Fuca. Contact your local agent for assistance. | <input type="checkbox"/> |

CANADA, PANAMA CANAL & ARGENTINA REQUIREMENTS

| CANADA | | |
|---------------|---|--------------------------|
| CD1 | All ships of 400 gross tons or more that carry oil as <u>cargo or fuel</u> , as well as oil tankers of 150 gross tons or more operating in Canadian waters south of 60°N latitude are required to: | |
| CD2 | <ul style="list-style-type: none"> ▪ have an arrangement with a certified response organization (RO) for the regions the vessel is calling – Eastern Canada Response Organization (ECRC) or Western Canada Marine Response Corporation (WCMRC). | <input type="checkbox"/> |
| CD3 | <ul style="list-style-type: none"> ▪ have an approved SOPEP or SMPEP on board. | <input type="checkbox"/> |
| CD4 | <ul style="list-style-type: none"> ▪ have a Declaration Letter provided by the owner that provides the name of the P&I Club, the person responsible for implementing both the arrangement and the plan who has 24-hour accessibility (Authorized Individual); and attests to an arrangement with a certified RO in respect of all waters where the ship navigates or engages in marine activity. | <input type="checkbox"/> |
| CD5 | Vessels must have a "Class reviewed" Ballast Water Management Plan on board and submit a Canada Ballast Water Form to the appropriate Marine Communication and Traffic Services Center (MCTS). Contact your local agent for details. | <input type="checkbox"/> |
| CD6 | As of January 2, 2010, vessels over 1000 GRT entering Canadian waters must have a BUNKER CONVENTION CERTIFICATE . This applies to all oil tankers that are subject to similar requirements under the INTERNATIONAL CONVENTION ON CIVIL LIABILITY FOR OIL POLLUTION DAMAGE . Contact your P&I Club for assistance. | <input type="checkbox"/> |

ECM Guidance Check list for Tank Vessels Entering the USA, Canada, Panama Canal & Argentina


CANADA, PANAMA CANAL & ARGENTINA REQUIREMENTS

PANAMA CANAL REQUIREMENTS

| | | |
|------------|--|--------------------------|
| PC1 | By January 1, 2005 , vessels that operate in the Panama Canal that carry 400 metric tons or more of oil as cargo and / or fuel must have a Panama Canal Shipboard Oil Pollution Emergency Plan (PCSOPEP) validated by the Autoridad Del Canal De Panama (ACP) . | <input type="checkbox"/> |
| PC2 | A Letter of Acknowledgement will be provided directly to the vessel by the ACP upon the vessel's first transit through the Canal after their receipt of the PCSOPEP. This letter is valid for four (4) years and should be kept with the PCSOPEP onboard. | <input type="checkbox"/> |
| PC3 | The PC Emergency Call Out Sheet should be posted on the bridge in a conspicuous place when operating in Canal waters. | <input type="checkbox"/> |
| PC4 | Vessels must perform PCSOPEP notification exercises to the Authorized Person (AP) <u>twice a year</u> . The notification exercise must be logged and the information must be available to the ACP for verification upon request. Vessels may conduct these exercises outside of the Panama Canal. | <input type="checkbox"/> |
| PC5 | The ACP will act as sole oil spill removal organization (OSRO) to provide emergency response to oil spills in Canal waters. A fee will be assessed to transiting vessels and will be based on the vessel's tier classification and hull construction | <input type="checkbox"/> |

ARGENTINA REQUIREMENTS

| | | |
|------------|---|--------------------------|
| AR1 | Argentina's National Contingency Plan requires oil spill response coverage for tank vessels carrying oil and/or chemical cargoes transiting / operating in Argentina. CINTRA is an approved OSRO by the Prefectura Naval Argentina. Ensure that your vessel has the required contract with CINTRA when operating in this area. Contract your owner and ECM for assistance. | <input type="checkbox"/> |
|------------|---|--------------------------|

| | |
|---|---|
|  | <p>NOTE: This checklist is designed to assist Masters as a quick reference prior to entering the USA, Canada the Panama Canal and Argentina but is in no way an exhaustive representation of all maritime laws and regulations affecting these areas. Vessels must satisfy all applicable laws and regulations that may impact a vessel operating in the USA, Canada, the Panama Canal and Argentina. This list will be updated as needed. It is recommended that you go to the ECM website for verification of the most current issues. www.ecmmaritime.com.</p> |
|---|---|