

January 15, 2004

MR'S ADVISORY TO SHIPPING No. A-01-2004

TO: All Steamship Agents, Owners, and Operators

SUBJECT: Reporting of Dangerous Cargoes in Bulk

This advisory serves as a reminder that complete information pertaining to dangerous cargo transported in bulk aboard vessels intending to navigate in Canal operating waters, must be provided to the Panama Canal Authority prior to entering Canal waters. It is an ACP requirement that all cargo in bulk, either liquefied-gas, liquid or solid, be reported in detail in the Ship Due form. In order to ensure efficient vessel scheduling for our customers, timely and complete information regarding dangerous cargo is of paramount importance.

Tankers shall report the cargo loading condition of each tank, to include slop and empty tanks. Specific information required includes the following:

- The amount of cargo, cargo residue or slops, as well as the inert status of each tank.
- Reports of empty tanks shall indicate last cargo, cargo residues or slops, to include the flash point.
- Reports of gas-free status shall include the following statement: "Tank is gas-free and considered safe for entry and safe for hot work." For gas-free definition, refer to the MR NOTICE TO SHIPPING No. N-1-2003, Vessel Requirements, Section 14d.(1), which reads: The term "gas free" is widely used within the shipping industry and the level of being gas free has several values, depending on the application. For ACP dangerous cargo regulations, the definition of "gas free" requires that all cargo tanks, including cargo slop tanks, be free from dangerous concentrations of flammable or toxic gases. The goal is to have a vessel which, while in transit or at dock, is safe enough to endure a collision and not risk an explosion.

In addition, tanker vessels carrying petroleum products or liquid chemical cargoes in bulk shall report the condition of each tank (including slop tanks and empty tanks), indicating whether such tanks are loaded with cargo, cargo residues, or are empty. This report shall include the flash point of each cargo, indicating whether the flash point temperature provided is Centigrade (°C) or Fahrenheit (°F), and whether the test method utilized to determine it was closed-cup (c.c.) or open-cup (o.c.). The flash point is used to classify the cargo and assign the precautionary-designator (PD) to the vessel. ACP requirements regarding flash point are contained in Article 30, item GOLF.6 of the Regulation on Navigation in Panama Canal Waters.



All solid bulk cargo carried aboard dry-bulk carriers or general cargo carriers shall be reported in Item GOLF of the Ship Due form. The report shall provide the technical names of the cargo in accordance with the Code of Safe Practice for Solid Bulk Cargoes (BC Code).

The aforementioned cargo information shall be reported to the Panama Canal Authority at ETA@pancanal.com, 96 hours in advance of the estimated time of arrival (ETA) of the vessel, utilizing Form 4376 (Ship Due), which is available at <http://www.pancanal.com/eng/maritime/forms/4376.pdf>.

ORIGINAL SIGNED

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