

OP NOTICE TO SHIPPING 2022-2023 COMPARISON

No.	Page	Chapter	2023	2022
1	4	-	<p>5. Relevant Information for Canal Customers</p> <p>No new information provided.</p>	<p>5. Relevant Information for Canal Customersa.</p> <p>Increase to the Maximum Length Overall for the Neopanamax Locks Effective May 2021, the maximum length overall for commercial and non-commercial vessels acceptable for regular transits of the Neopanamax locks was increased to 370.33 meters (1215 feet). These vessels will be required the following:(a) Vessels with maximum length overall exceeding 367.28 meters (1205 feet) shall be equipped with a fully operational bow thruster during transit. Otherwise, they may be assigned additional resources at the vessel’s expense and may experience transit delays. (b) Vessels with maximum length overall exceeding 367.28 meters (1205 feet) will be assigned an additional tug to assist when making the approach into Agua Clara lock from Gatun Lake (northbound). This tugboat assistance will be charged in addition to the standard tug tariff applicable to the vessel.b. Fresh Water SurchargeThe Water Surcharge implemented on February 15, 2020, continues to be in effect for all transiting vessels over 38.1 meters (125 feet) in LOA, which are required to pay a fresh water surcharge composed of a fixed fee of \$10,000 a variable fee ranging from a minimum of 1 percent to a maximum of 10 percent of the vessel’s toll. The percentage to be applied will depend on Gatun Lake level at the time of transit. c. Modification to Transit Itinerary Creation FeeThe Transit Itinerary Creation Fee implemented on February 15, 2020 remains in effect and is applied to all visits for transit that are created for vessels with 38.1 meters (125 feet) LOA or more, as follows:•For vessels less than 27.74 meters (91 feet) in beam (regulars): \$1,500 per transit itinerary</p> <p>OP Notice to Shipping N-1-2022Vessel Requirements5•For vessels between 27.74 meters (91 feet) and 32.62 meters (107 feet) in beam (Supers, including Panamax plus): \$5,000 per transit itinerary•For vessels with beams of more than 32.62 meters (107 feet) in beam (Neopanamax): The abovementioned fee is deducted from the vessel’s tolls invoice once the vessel transits. If the vessel cancels the transit itinerary, the fee will not be refunded.d. Publication of revised Customer Code Issuance, Consolidation and Deactivation ProceduresThe ACP revised procedures for the issuance, consolidation, and deactivation of Customer Codes, which replaced the previous version published October 13, 2017, areavailable at: <a href="https://www.pancanal.com/eng/op/customer-code-procedure-20200630.pdf">https://www.pancanal.com/eng/op/customer-code-procedure-20200630.pdf</a>Any questions or clarifications on the content of the revised procedures may be addressed to <a href="mailto:customerrelations@pancanal.com">customerrelations@pancanal.com</a>. e. New Form of Guarantee for Transit Services and OMSThe option of bank guarantee for the payment of tolls and other maritime services available for customers through the guarantor banks, implemented October 1, 2020, remains in effect. This option of bank guarantee labeled as “line of credit,” functions as a revolving credit line, covering all services requested in VUMPA up to an approved maximumamount and term. The balance of the credit line replenishes itself as invoiced services are paid by the guarantor bank.Interested customers should contact their guarantor bank and coordinate the establishment of this payment option. Please note that this option does not limit the use of other forms of payment.Any inquiries regarding this matter may be directed to our Accounts Receivable Unit at 272-7308 or by email at <a href="mailto:JCampodonico@pancanal.com">JCampodonico@pancanal.com</a>. In addition, the ACP has issued a revised customer code procedure available at the following link to our webpage: <a href="http://www.pancanal.com/eng/op/customer-code-procedure.pdf">http://www.pancanal.com/eng/op/customer-code-procedure.pdf</a></p>

2	45	9	c. Each line shall be at least 656 feet (200 m) and shall have an eye of at least 5 feet (1.50 m) spliced at its working end. These mooring lines shall be in good condition. Non-compliance with this requirement could result in transit delay. All Neopanamax vessels shall have these lines so arranged that they will be able to moor at Cocoli tie-up Stations, North or South. Mooring lines will be placed on the mooring buoys. Non-compliance of this requirement could result in delays	c. Each line shall be at least 328 feet (100 m) in length and shall have an eye of at least five feet (1.50 m) spliced in one end. If one of these lines is 656 feet (200 m) or more in length with an eye in each end, it will qualify as two lines for the purpose of this requirement. They shall be in good condition. Non-compliance with this requirement could result in transit delay.
3	46	10	a. The Authority considers proper boarding facilities to be an absolute necessity to ensure the safety of operations personnel and others using these facilities in Canal waters. Poorly constructed, installed, maintained or operated boarding facilities are not acceptable for use in Canal waters. Requirements for boarding facilities are defined in the ACP Navigation Regulations, Article 67. Vessels with unsafe or inadequate boarding facilities will be required to correct such deficiencies before transiting and lengthy delays may result. Figure 8 (p. 48), is a pictorial representation of acceptable boarding facilities that comply with Canal standards.	a. The Authority considers proper boarding facilities to be an absolute necessity to ensure the safety of operations personnel and others using these facilities in Canal waters. Poorly constructed, installed, maintained or operated boarding facilities are not acceptable for use in Canal waters. Requirements for boarding facilities are defined in the ACP Navigation Regulations, Article 67. Vessels with unsafe or inadequate boarding facilities will be required to correct such deficiencies before transiting and lengthy delays may result. Figure 8 (p. 51), is a pictorial representation of acceptable boarding facilities that comply with Canal standards.
4	53	12	53P 下部、エラーにて文字の判読不能。	Any container whose size is not listed in the preceding table shall obtain its equivalence using the same method of calculation.
5	59	17	(4) All bulk carriers transporting Nickel Ores or Nickel Concentrates shall submit documentation with current information on the Transportable Moisture Limit and the Moisture Content to cargo@pancanal.com	-
6	59	17	<p>e. Declaring Atmosphere Conditions Within Empty Tanks</p> <p>(1) Tankers with empty cargo or slop tanks must declare whether these tanks are gas free or not.</p> <p>(2) At the Panama Canal, an empty tank may be claimed as gas free only if the answer to each one of these questions is YES:</p> <p>a. Has the tank been stripped of flammable liquid residues?</p> <p>b. Is the concentration of flammable vapors less than 1% of the Lower Explosive Limit (LEL)?</p> <p>c. Is the concentration of toxic gases below permissible levels?</p> <p>(3) To effectively claim tanks as gas free, the corresponding fields must be completed in VUMPA and a note from the Master confirming this condition shall be sent to cargo@pancanal.com</p> <p>(4) If a vessel has all tanks GAS FREE, it may be allowed to transit without the restrictions enforceable to its last cargo.</p> <p>Note: The designation as GAS FREE shall not be construed as being SAFE FOR ENTRY or SAFE FOR HOTWORK. Section 20 of this Notice outlines the requirements for hot work while in Panama Canal waters.</p> <p>(5) Finally, if after the gas freeing process, inert gas is introduced into a tank, it shall be reported as inerted in addition to being gas-free</p>	<p>e. Tankers Claiming Cargo Tanks as "Gas Free"</p> <p>(1) At the Panama Canal, an empty cargo tank or slop tank is deemed gas free if it meets the following criteria:</p> <p>a. It has been stripped of flammable liquid residues</p> <p>b. Its concentration of flammable vapors or gases is less than 1% of the Lower Explosive Limit (LEL).</p> <p>c. It does not contain toxic gases</p> <p>(2) In order to claim empty tanks, which last cargo was a flammable gas or liquid (i.e. IMO Class 2.1 or IMO Class 3), as gas free, a note from the Master shall be forwarded to cargo@pancanal.com and the corresponding field must be filled out accordingly in VUMPA.</p> <p>(3) If a vessel has all tanks GAS FREE, it may be allowed to transit without the restrictions enforceable to its last cargo.</p> <p>(4) The designation as Gas Free shall not be construed as being SAFE FOR ENTRY or SAFE FOR HOTWORK. Section 20 of this Notice outlines the requirements for hot work while in Panama Canal waters.</p> <p>(5) Inert gas introduced into empty tanks after cleaning or gas freeing shall also be reported in VUMPA.</p>