

OP NOTICE TO SHIPPING 2023-2024 COMPARISON

No	Page	Chapter	2024	2023
1	3	-	c.The Admeasurement Unit (272 4567, OPTT-AS@pancanal.com), headed by the Admeasurement Unit Supervisor, is responsible for ascertaining the correct Panama Canal Toll Basis of vessels transiting the Canal according to the approved Regulation for the Admeasurement of Vessels to Assess Tolls for use of the Panama Canal, boarding and clearing of vessels for medical surveillance and general ship inspections.	c. The Admeasurement Unit (272 4567, fax: 272 5514, OPT-I@Pancanal.com), headed by the Admeasurement Unit manager, is responsible for ascertaining the correct Panama Canal tonnage of vessels transiting the Canal, ascertaining and auditing the Total TEU Allowance (TTA) on full container vessels and Number of TEUs Transported (NTT) on other vessels with on-deck carrying capacity, maximum number of berth on passenger vessels and the maximum displacement on warships, dredges and floating dry-docks, boarding and clearing of vessels for medical surveillance, general ship inspections.
2	3	-	4.Communication Channels Direct communication with the Vice Presidency for Operations units may be established by the following means: a.MAIL:GCC/ACP (Name, position and title) 1966 NW 82 Ave. Miami FL 33126-1049	4. Communication Channels Direct communication with the Vice Presidency for Transit Business’ units may be established by the following means: a. MAIL: AUTORIDAD DEL CANAL DE PANAMA (ACP) (Name, position and title) ACP-OP P.O. Box 526725 Miami FL 33152-6725
3	4	-	5.Relevant Information for Canal Customers The following relevant information and requirements were updated: a.Positioning System Requirement for Transiting Neopanamax Vessels b.Requirement for Pilot Platforms and Shelters on Certain Vessels c.Required Documentation for Initial Transit in Electronic Format d.Panama Canal Minimum Visibility Requirements e.Construction, Number and Location of Chocks and Bitts f.Normal Conning Positions g.Mooring Lines, Anchors and Deck Machinery h.Boarding Facilities i.Calculation of PC/UMS Net Tonnage on Passenger Vessels j.Reporting Shipments of Direct Reduced Iron (DRI) k.Tanker Inspection Program l.Air Conditioning systems on transiting Vessels m.Link to fuel compliance calculator, and a list of Frequently Asked Questions n.ANNEX 4 – NEOPANAMAX LOCKS CLEARANCES o.ANNEX 5 – PANAMAX LOCKS CLEARANCES	5. Relevant Information for Canal Customers No new information provided.
4	7	-	ANNEX 5 – Panamax Locks Clearances Diagram	
5	8	1	j.Maximum Length: The distance between the forward extremities of a vessel (including the bulbous bow and protrusions forward, except for the main anchors) and the after extremities of the hull, including anything extending beyond any portion of the hull of the vessel below the upper deck.” (also length overall - LOA).	j. Maximum Length: The distance between the forward and after extremities of a vessel, including the bulbous bow and protrusions (also length overall - LOA)

6	18	2	<p>(7)Also, the following information must be provided for all mooring lines to be used for mooring at the new locks in advance of the initial transit for approval:</p> <ul style="list-style-type: none"> •Mooring Rope Type Approval by an International Association of Classification Societies (IACS) member and/or an Oil Companies International Marine Forum (OCIMF) Mooring Equipment Guidelines (MEG) Mooring Line Certificate and/or Manufacturer's Test Certificate. All required certificates must be provided per mooring rope installed and each mooring rope must be identified to ensure traceability. •If used, mooring tails shall have an OCIMF MEG Mooring Tail Certificate and/or Mooring Test Certificate approved by an IACS member OCIMF Mooring Equipment Guidelines (MEG) and/or Manufacturer's Test Certificate. •All certificates submitted to the Panama Canal must be updated and in English language. 	
7	19	2	<ul style="list-style-type: none"> •Certificate of International Energy Efficiency (with the supplement) 	
8	21	2	<p>3.Requirement for Shelters on Certain Vessels</p> <p>a.All vessels whose extreme beam is 24.38 meters (80 feet) or more are required to provide bridge wing shelter platforms for the protection of control pilots at Conning Positions No. 4 and 5. Figure 2 (p. 22) is a sketch of a bridge wing shelter platform acceptable to the Authority. Alternate arrangements, including portable shelters, which provide equivalent or better protection and visibility, may be acceptable.</p> <p>b.The awnings indicated in the sketch in Figure 2 are to be made of suitable material to provide shelter from the sun and rain. The deck of pilot platforms shall be made of wood or other material with non-skid surface, sufficient to ensure dry footing at all times. Overhead awning should be rigged to avoid spilling water inside the framework of the shelter during rain.</p> <p>c.Further inquiries on this subject should be directed to the Transit Operations Division Manager.</p>	<p>3. Requirement for Pilot Platforms and Shelters on Certain Vessels</p> <p>a. As required by the ACP Navigation Regulations, Article 64, suitable platforms and shelters must be provided by certain vessels for assisting pilots. Control pilots will position assisting pilots where they can best contribute to vessel control, which may be at any of the existing pilot platform locations:</p> <p>(1) Vessels with the bridge in the extreme after part of the vessel (assisting pilot platforms will normally be forward).</p> <p>(2) Vessels with the bridge in the extreme forepart of the vessel (assisting pilot platforms will normally be aft).</p> <p>b. Platforms must afford suitable shelter to protect assisting pilots from rain and sun. Figure 2 (p. 26) is a sketch of a simplified pilot platform acceptable to the Authority.</p> <p>c. Each platform is to be erected directly over the furthest point forward of the extreme beam at the waterline and not more than six inches inboard from the outside of the vertical plane of the shell plating. For vessels where the bridge is located forward, these pilot platform shelters will be required to be erected directly over that position which is the furthest point aft of the extreme beam at the waterline and not more than six inches inboard from the outside surface of the vertical plane of the shell plating.</p> <p>d. In addition, all vessels whose extreme beam is 24.38 meters (80 feet) or more are required to provide bridge wing shelter platforms for the protection of control pilots at Conning Positions No. 4 and 5. Figure 3 (p. 27) is a sketch of a bridge wing shelter platform acceptable to the Authority. Alternate arrangements, including portable shelters, which provide equivalent or better protection and visibility, may be acceptable.</p> <p>e. The awning indicated in the sketches in Figures 2 and 3 is to be made of suitable material to provide shelter from the sun and rain. The deck of pilot platforms shall be made of wood or other material with non-skid surface, sufficient to dry footing at all times. Overhead awning should be rigged to avoid spilling water inside the framework of the shelter during rain.</p> <p>f. Further inquiries on this subject should be directed to the Transit Operations Division Manager.</p>

9	24			(2) Notwithstanding the visibility requirements established herein, full container vessels of 700 feet or over in length overall and 100 feet or over in beam transiting in laden condition with a blind distance that exceeds 1 ship length will be assessed fees based on vessel dimensions, in accordance with official ACP tariff items #1065.0001 or #1065.0002.
10	27	4	(c) Propeller revolution tachometers shall show revolutions per minute clearly and shall accurately indicate the direction of the propeller or propellers. It must be noted that tachometer indicators located aft of the conning positions will not be considered as meeting this requirement. Tachometer indicators mounted on overhead panels should be located as close to the forward bulkhead as possible for most efficient viewing by the pilot.	(c) Indicators shall show revolutions per minute clearly and shall accurately indicate the direction of the propeller or propellers. It shall be noted that indicators located aft of the conning positions will not be considered as meeting this requirement.
11	28	4	(c) Controllable pitch propeller indicators shall show the propeller's pitch clearly and shall accurately indicate the direction of the thrust. It must be noted that pitch indicators located to aft of the conning positions will not be considered as meeting this requirement. Pitch indicators mounted on overhead panels should be located as close to the forward bulkhead as possible for most efficient viewing by the pilot.	(d) All vessels with variable pitch control indicators will have them so located as required in (a) and (b) of this subsection.
12	32	4	Positioning System Requirement for Transiting Neopanamax Vessels: All vessels with a beam of 109 feet or more transiting the Panama Canal are required to have installed and operational a fixed (non-portable) piloting unit with Real Time Kinematics (RTK) capability for submeter accuracy. This measure is expected to improve the efficiency of the waterway by eliminating the delays associated with the installation of portable piloting units (PPU-RTK). Vessels are responsible for procuring, installing, configuring, and maintaining the fixed piloting unit in proper condition. The unit shall be installed and powered to provide the required communication with the pilot's tablet and the SafePilot's software via wireless network, ensuring a stable and long-range connection in all conning positions during the transit through the Panama Canal. The specifications and installation guide for the fixed piloting unit are available through the following link: https://pancanal.com/en/maritime-services/non-portable-piloting-unit/ . If requirements are not met, a portable piloting unit with Real Time Kinematics (PPU- RTK) will be temporarily installed in the vessel, at an additional cost. Non-compliance may result in transit delays and/or additional costs, as well as possible fines. Information about additional cost and fines are available at the following link: https://pancanal.com/en/oms/	
13	37	8	(1) All chocks for towing wires shall be of heavy closed construction and shall have a convex bearing surface with a radius of not less than 180 mm (7 inches). The convex surface shall extend so that a wire from the bitt, or from the lock's locomotives through the chock, shall be tangent to the 180 mm (7 inches) radius at any angle up to 90 degrees with respect to a straight line through the chock. All vessels must also mark the chocks and bitts SWL capacities.	(1) All chocks for towing wires shall be of heavy closed construction and shall have a convex bearing surface with a radius of not less than 180 mm (7 inches). The convex surface shall extend so that a wire from the bitt, or from the locks locomotive through the chock, shall be tangent to the 180 mm (7 inches) radius at any angle up to 90 degrees with respect to a straight line through the chock.

14	44	8	<p>(3)Neopanamax and Panamax Plus vessels shall have additional tugboat chocks fitted symmetrically at the bow and stern about 3.0 - 14.0 meters (10 - 46 feet) off centerline, port and starboard sides. In the bow these chocks are to be placed inboard or just above the anchors for safe tug assist operations. Each of these double chocks shall be served by one pair of accompanying heavy bitts with a preferred diameter of 500 mm (20 inches), and each bitt shall be capable of withstanding the stress caused by a SWL of 90 tons (883kN). All other towing chock locations, namely SET2 and SET3, will also require one pair of heavy bitts with each bitt capable of withstanding a SWL of 90 tons (883kN). The rest of the chock locations for use in mooring operations shall be accompanied by one pair of heavy bitts meeting the minimum SWL of 64 tons (628 kN). Adequate separation must be provided between towing chock/bollard areas and the working areas of mooring lines to mooring chocks. The bollards serving the additional bow/stern chocks should be fitted as close as possible to and away from the path of the mooring lines to the chocks. The distance recommended between towing chock/bollard is 1.5 meter.</p>	<p>(3) Neopanamax and Panamax Plus vessels shall have additional tugboat chocks fitted symmetrically at the bow and stern about 3.0 - 14.0 meters (10 - 46 feet) off centerline, port and starboard sides. In the bow these chocks are to be placed inboard or just above the anchors for safe tug assist operations. Each of these double chocks shall be served by one pair of accompanying heavy bitts with a preferred diameter of 500 mm (20 inches), and each bitt shall be capable of withstanding the stress caused by a SWL of 90 tons (883kN). All other towing chock locations, namely SET2 and SET3, will also require one pair of heavy bitts with each bitt capable of withstanding a SWL of 90 tons (883kN). The rest of the chock locations for use in mooring operations shall be accompanied by one pair of heavy bitts meeting the minimum SWL of 64 tons (628 kN). Adequate separation must be provided between towing chock/bollard areas and the working areas of mooring lines to mooring chocks. The bollards serving the additional bow/stern chocks should be fitted as close as possible to and away from the path of the mooring lines to the chocks.</p>
15	44	8	<p>(5)All vessels wishing to transit the new locks will be required to have mooring winches in operation and fitted with certified mooring lines before every transit to be used during mooring operations at the new locks. Noting that “Wire ropes and ropes composed of both wire and fiber or filaments, are not acceptable for Canal operations and shall not be used,” as indicated in the last sentence of Paragraph 9.a; and that, similar to the ACP current practice for temporarily mooring of vessels inside the chambers during relay operations in the actual locks, the normal procedure in the new locks will be to use certified mooring lines from the vessel’s winch drums. The mooring fittings that will be used for headlines when mooring to either wall at the locks will be the centerline or alternate chocks at the bow, and the centerline or alternates on the stern for the stern lines. During these mooring procedures the spring lines will use SET1 chocks on the bow and SET4 on the stern. The testing, selection, usage, care and retirement of the mooring ropes and mooring equipment shall be in accordance with the latest OCIMF Mooring Equipment Guidelines (MEG). The standard and mooring guidelines that are the highest shall prevail.</p>	<p>(5) All vessels wishing to transit the new locks will be required to have mooring winches in operation and fitted with manila or synthetic mooring lines before every transit to be used during mooring operations at the new locks. Noting that “Wire ropes and ropes composed of both wire and fiber or filaments, are not acceptable for Canal operations and shall not be used,” as indicated in the last sentence of Paragraph 9.a; and that, similar to the ACP current practice for temporarily mooring of vessels inside the chambers during relay operations in the actual locks, the normal procedure in the new locks will be to use the manila or synthetic mooring lines from the vessel’s winch drums. The mooring fittings that will be used for headlines when mooring to either wall at the locks will be the centerline or alternate chocks at the bow, and the centerline or alternates on the stern for the stern lines. During these mooring procedures the spring lines will use SET1 chocks on the bow and SET4 on the stern.</p>
16	45	8	<p>(7)Similar equivalency may be requested for existing universal roller fairleads (closed type – 4R, 5R or 7R, with 2 Horizontal Rollers-Upper/Down) located below the 16.24 meters (53.267 feet) height, providing the transition from the rollers to the outer frame of the fairlead at side is shown to prevent damage to the mooring lines in upward directions, as well as downward, with structure built at the top similar to that at the bottom, giving the ropes a safe surface on which to chafe and grind under all directions of load. The universal roller fairlead/supporting structure as a unit are to be certified as complying with 64 tons (628 kN) SWL in all directions.</p>	<p>(7) Similar equivalency may be requested for existing universal roller fairleads (closed type) located below the 16.24 meters (53.267 feet) height, providing the transition from the rollers to the outer frame of the fairlead at side is shown to prevent damage to the mooring lines in upward directions, as well as downward, with structure built at the top similar to that at the bottom, giving the ropes a safe surface on which to chafe and grind under all directions of load. The universal roller fairlead/supporting structure as a unit are to be certified as complying with 64 tons (628 kN) SWL in all directions.</p>

17	45	8	(9)Neopanamax vessels with maximum beams greater than 37.1m will be required to tie up to either of the chamber walls with a total of eight (8) mooring lines, four (4) forward and four (4) aft, distributed as two (2) headlines forward, two (2) forward spring lines, two (2) stern lines, and two (2) aft spring lines. Each two (2) headlines forward chocks, two (2) forward spring lines chocks, two (2) stern lines chocks, and two (2) aft spring lines chocks shall be accompanied by one pair of heavy bitts meeting the minimum SWL of 64 tons (628 kN). The winches with several drums may only be used for mooring either head/stern lines or forward/aft spring lines. These winches will not be used for both, [head/stern lines and forward/aft spring lines,] simultaneously.	(9) Neopanamax vessels with maximum beams greater than 37.1m will be required to tie up to either of the chamber walls with a total of eight (8) mooring lines, four (4) forward and four (4) aft, distributed as two (2) headlines forward, two (2) forward spring lines, two (2) stern lines, and two (2) aft spring lines. Winches with several drums may only be used for mooring either head/stern lines or forward/aft spring lines. These winches will not be used for both, [head/stern lines and forward/aft spring lines,] simultaneously.
18	45	9	a.Vessels are required to have available for immediate use six (6) mooring lines forward and six (6) aft in good conditions prior to commencing transit. The size and strength suitable for the vessel to dock, moor at a lock approach wall or secure in a lock chamber are the vessel's responsibility. The master shall inform the Boarding Officer whether or not the vessel complies with the above, so that he may advise the Integrated Operations Control Center (MTC) . Wire ropes and ropes composed of both wire and fiber or filaments, are not acceptable for Canal operations and shall not be used.	a.Vessels are required to have available for immediate use six (6) mooring lines forward and six (6) aft in good conditions prior to commencing transit. The size and strength suitable for the vessel to dock, moor at a lock approach wall or secure in a lock chamber are the vessel's responsibility. The master shall inform the Boarding Officer whether or not the vessel complies with the above, so that he may advise Maritime Traffic Control Unit . Wire ropes and ropes composed of both wire and fiber or filaments, are not acceptable for Canal operations and shall not be used
19	46	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, splicing procedure shall comply with rope manufacturer's procedure and shall be the vessel's responsibility. These mooring lines shall be in good condition, meaning that retirement of the rope must be according to manufacturer's inspection procedure and/or to OCIMF MEG latest edition. Non-compliance with this requirement could result in transit delays. 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 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. Noncompliance with this requirement could result in transit delay. All Neopanamax vessels shall have these lines so arrange 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
20	46	9	i.Anchors shall be retrieved at a rate of not less than 0.15 m/sec (3 minutes per shot).	
21	47	10	b.Safe boarding facilities must be ready upon arrival at Canal waters on both sides of the ship for inspection and should be available through the entire transit for pilots and Canal deckhands. Applicable certificates and technical details could be verified by the Authority. Improper boarding facilities may delay the inspection and transit or, if deemed safe by the Authority, may require the use of a tug to hold the vessel dead in the water during boarding or disembarking operations. This is considered a vessel deficiency, therefore the tug will be charged to the vessel.	b.Safe boarding facilities should be available through the entire transit for pilots and Canal deckhands. Improper boarding facilities may delay the transit or, if deemed safe by the Authority, may require use of a tug to hold the vessel dead in the water during boarding or disembarking operations. This is considered a vessel deficiency, therefore the tug will be charged to the vessel.
22	57	15	a.Passenger vessel is a vessel whose main activity is passenger transportation, which is subject to fixed routes and common knowledge. Normally this type of vessel offers accommodation for more than 12 passengers.	Passenger vessel is a vessel whose main activity is passenger transportation, which is subject to fixed routes and common knowledge. Normally this type of vessel offers accommodations for more than 12 passengers. Those vessels that have been designed exclusively for passenger transportation are eligible for the implementation of a toll per maximum berth capacity (PAX). Berth is a bed or sofa bed to be used by a passenger on a passenger vessel. A bed or a sofa bed that accommodates two people counts as two berths. Those passenger vessels that in addition to passenger carry other cargo, remain under the PC/UMS toll scheme.

		<p>f.Reporting Shipments of Direct Reduced Iron (DRI)</p> <p>(1)In the IMBSC Code, DRI has been classified as Materials Hazardous only in Bulk (MHB) because it is a solid liable to self heat and to emit hydrogen gas. Therefore, vessels transporting DRI in any of its forms are required to report the shipment at least 96 hours in advance and to provide information described below to cargoinfo@pancanal.com</p> <p>(2)Vessels transporting DRI (A), hot molded briquettes, shall provide:</p> <p>a.Solid Bulk Cargo Declaration Form.</p> <p>b.Copy of certification that cargo, at the time of loading, is suitable for shipment and that it conforms with requirements for particle size, moisture content, and temperature set forth in the IMSBC Code.</p> <p>c.Copy of certification that, after loading, the fines and small particles throughout the whole consignment do not exceed 5% by weight.</p> <p>d.Statement from the Master indicating that the provisions of the IMSBC Code regarding ventilation, routine checks of bilge wells, monitoring of hydrogen levels, and cargo temperature readings will be exercised during the voyage.</p> <p>e.Procedures to be implemented by the ship’s crew if the cargo temperature rises above 65° C.</p> <p>(3)Vessels transporting DRI (B), Lumps, pellets, cold moulded briquettes, or DRI (C), By-product fines shall provide:</p> <p>a.Solid Bulk Cargo Declaration Form.</p> <p>b.Test results confirming weathertightness of hatch covers and closing arrangements.</p> <p>c.Copy of certification that cargo, at the time of loading, is suitable for shipment and that it conforms with requirements for particle size, moisture content, and temperature set forth in the IMSBC Code.</p> <p>d.Copy of certification that, after loading, the moisture content has not exceeded 0.3% and</p>	<p>f. Reporting Shipments of Direct Reduced Iron</p> <p>(1) In the IMBSC Code, DRI has been classified as Materials Hazardous only in Bulk (MHB) because it is a solid liable to selfheat and/or to emit flammable gas if transported above a moisture limit.</p> <p>(2) Vessels transporting Direct Reduced Iron (DRI) in any of its forms, hot molded briquettes, cold molded briquettes, lumps, pellets, or by-product fines are required to report the shipment by its Bulk Cargo Shipping Name (BCSN).</p> <p>(3) When transporting DRI, vessels may be subject to inspection to verify logged and actual temperature, oxygen, and hydrogen readings upon arrival in Canal waters. Furthermore, they shall provide the following information in advance of ETA to cargoinfo@pancanal.com:</p> <p>(a) Solid Bulk Cargo Declaration Form.</p> <p>(b) Test results confirming weathertightness of hatch covers and closing arrangements.</p> <p>(c) Certificate stating that cargo, at the time of loading, met requirements for shipment.</p> <p>(d) Certificate stating that, after loading, the fines and small particles throughout the whole consignment are less than 5% by weight.</p> <p>(e) Statement from the Master indicating that the provisions of the IMSBC Code regarding ventilation, routine checks, and monitoring of the cargo will be exercised during the voyage.</p> <p>(f) Procedures to be implemented by the ship’s crew if the cargo temperature rises above 65°C.</p> <p>(g) Vessels transporting DRI-C, with an exemption certificate due to moisture content higher than 0.3% and lower than12%, shall submit a P&I Certificate from a member of the International Club. This certificate must be specific to the voyage and cargo.</p>
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23	60	17	<p>the temperature does not exceed 65°C.</p> <p>e.Statement from the Master indicating that the provisions of the IMSBC Code regarding topping up with inert gas, monitoring of hydrogen and oxygen levels, routine checks of bilge wells, and cargo temperature readings will be exercised during the voyage.</p> <p>f.Procedures to be implemented by the ship’s crew if the cargo temperature rises above 65° C.</p> <p>(4)Vessels transporting DRI (D), By-product fines with moisture content of at least 2% shall provide:</p> <p>a.Solid Bulk Cargo Declaration Form.</p> <p>b.Copy of certification that the cargo does not meet the criteria for class 4.2 materials.</p> <p>c.Copy of certification that the cargo has been prepared and aged naturally for a minimum of 30 days.</p> <p>d.Copy of certification issued on completion of loading but before sailing stating that:</p> <p>i.The proportion of material larger than 12 mm is no more than 3% by weight.</p> <p>ii.The moisture content of the cargo loaded is at least 2% and below the Transportable Moisture Limit (TML), and</p> <p>iii.The temperature of the cargo loaded does not exceed 65°C.</p> <p>e.Copy of certification that cargo, at the time of loading, is suitable for shipment and that it conforms with requirements for particle size, moisture content, and temperature set forth in the IMSBC Code.</p> <p>f.Statement from the Master indicating that the provisions of the IMSBC Code regarding ventilation, monitoring of hydrogen and oxygen levels, routine checks of bilge wells, and cargo temperature readings will be exercised during the voyage.</p> <p>g.Procedures to be implemented by the ship’s crew if the cargo temperature rises above 65° C.</p> <p>(5)When transporting DRI, vessels may be inspected to verify logged and actual temperature, oxygen, and hydrogen readings upon arrival in Canal waters.</p>	
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24	65	17	<p>I. Tanker Inspection Program</p> <p>Tankers arriving at Panama Canal waters for transit with toxic and flammable cargo are randomly inspected by the Panama Canal Authority's (ACP) industrial hygienists/marine chemists to verify they are free of fugitive emissions that could result in harm to ACP personnel and to the public.</p> <p>Factors considered when selecting tankers for inspection include chemical and physical properties of the cargoes, historical performance on previous transits, time elapsed since the last inspection, and the age of the tanker. Preferably, inspections are conducted during daylight hours and at the following anchorages: Atlantic inner, Gatun or Pacific. But if conditions warrant, they can be performed during nighttime as well, while vessel is underway.</p> <p>The master or his designee shall escort the inspector throughout the inspections, which will target cargo and emission control systems, pump rooms, required flammable and/or toxic fixed and portable detectors, firefighting systems, and other necessary equipment or conditions for a safe transit.</p>	<p>I. Tanker Inspection Program</p> <p>Tankers arriving at Panama Canal waters for transit with toxic and flammable cargo are randomly inspected by the Panama Canal Authority's (ACP) industrial hygienists/marine chemists to verify they are free of fugitive emissions that could result in harm to ACP personnel and to the general public.</p> <p>Factors considered when selecting tankers for inspection include: chemical and physical properties of the cargoes, historical performance on previous transits, time elapsed since the last inspection, and the age of the tanker. Preferably, inspections are conducted during daylight hours and at the following anchorages: Atlantic inner, Gatun or Pacific. But if conditions warrant, they can be performed during night time as well, while vessel is underway.</p> <p>All inspections will target cargo and emission control systems, pump rooms, required flammable and/or toxic fixed and portable detectors, firefighting systems, and other necessary equipment or conditions for a safe transit.</p> <p>The master or his designee shall escort the inspector throughout the inspections, which will target cargo and emission control systems, pump rooms, required flammable and/or toxic fixed and portable detectors, firefighting systems, and other necessary equipment or conditions for a safe transit.</p>
25	72	23	<p>23. Pilot Accommodations on Board Transiting Vessels</p> <p>Transiting vessels shall provide Panama Canal pilots with adequate accommodations, since sometimes pilots are required to stay on board while not actually engaged in piloting duties; therefore, they shall be provided with a cabin that is clean, serviceable, darkened and equivalent to an officer's cabin. These cabins should have a private working toilet facility</p>	<p>23. Pilot Accommodations on Board Transiting Vessels</p> <p>Although the majority of transiting vessels provide Panama Canal pilots with adequate accommodations, some masters are still reluctant to comply with this requirement. Sometimes pilots are required to stay on board while not actually engaged in piloting duties; therefore, they shall be provided with a cabin that is clean, serviceable, darkened and equivalent to an officer's cabin. These cabins should have a private working toilet facility.</p>
26	72	24	<p>24. Air Conditioning Systems on Transiting Vessels</p> <p>The air conditioning system is part of the vessel's equipment, and as such, should be available for use in the wheelhouse and all pilot accommodations during transits. The system shall be capable of maintaining temperatures between 21 °C and 26 °C, and relative humidity between 40% and 70%.</p> <p>If the air conditioning system is not working properly or is unable to maintain the temperature and/or humidity within the prescribed ranges, the vessel shall report the condition prior to transit in writing to the Panama Canal Port Captain on Duty.</p> <p>If a malfunction of the A/C system is detected once the transit pilot is on board the vessel, or during transit, the vessel will be subject to a disruption charge and other applicable charges such as pilotage and launches.</p>	<p>24. Air Conditioning Systems on Transiting Vessels</p> <p>Vessels equipped with air conditioning systems that arrive for transit with their air conditioning systems disabled or not available for use, will be subject to delays or transit interruptions. Due to high temperatures and humidity prevalent in Panama, personnel required to work onboard these vessels during transit are adversely affected by the failure of this equipment.</p> <p>Vessels equipped with wheelhouses with sealed windows that cannot be opened for ventilation, must be equipped with a properly working air conditioning system or units that provide an adequate environment for pilots.</p> <p>The air conditioning system is part of the vessel's equipment, and as such, should be available for use during transit. Approval for transit with a non-operational Air Conditioning system will be given by the duty Canal Port Captain on a case-by-case basis.</p> <p>Additionally, the same controlled environment shall be offered for pilot accommodations, as indicated in Section 23 of this Notice.</p>
27	78	32	<p>I. A quick reference guide, a fuel compliance calculator, and a list of Frequently Asked Questions are available at: https://pancanal.com/en/fuel-compliance/.</p>	<p>I. A quick reference guide, a fuel compliance calculator, and a list of Frequently Asked Questions are available at: http://www.pancanal.com/eng/ under the heading Fuel Compliance Support Information.</p>