

OP NOTICE TO SHIPPING 2024-2025 COMPARISON

No	Page	Section	2025	2024	Remarks
1	9	1	p. Panamax vessels: Vessels of 30.48 meters (100 feet) in beam or more that comply with the size and draft limitations of the Panamax locks; namely, 294.13 meters (965 feet) in length by 32.36 meters (106.2 feet) in beam by 12.04 meters (39.50 feet), TFW draft.	p. Panamax vessels: Vessels of 30.48 meters (100 feet) in beam or more that comply with the size and draft limitations of the Panamax locks; namely, 294.13 meters (965 feet) in length by 32.31 meters (106 feet) in beam by 12.04 meters (39.50 feet), TFW draft.	Panamax vessel定義の変更
2	9	1	v. Super: Vessel of 27.74 meters (91 feet) in beam or more.		Super 船の定義追加
3	10	2	(2) Maximum Beam a) The maximum beam for commercial or non-commercial vessels and the integrated tug-barge combination acceptable for regular transit of the Panamax locks measured at the outer surface of the shell plate and all protruding structures below the lock walls is 32.4 meters (106.2 feet). b) Wider commercial vessels including integrated tug-barge combination with a beam of 32.4 meters (106.2 feet) up to a beam of 32.9 meters (108 feet) may be permitted, with prior approval of the Transit Operations Division Manager, or his designee, to transit only if the deepest point of immersion does not exceed 11.3 meters (37 feet), TFW.	(2)Maximum Beam a)The maximum beam for commercial or non-commercial vessels and the integrated tug-barge combination acceptable for regular transit of the Panamax locks measured at the outer surface of the shell plate and all protruding structures below the lock walls is 32.31 meters (106 feet). b)Wider commercial vessels including integrated tug-barge combination up to a beam of 32.61 meters (107 feet) may be permitted, with prior approval of the Transit Operations Division Manager, or his designee, to transit on a one-time delivery basis only if the deepest point of immersion does not exceed 11.3 meters (37 feet), TFW.	
4	19	2	i. Required Documentation for Initial Transit in Electronic Format All vessels transiting the Panama Canal for the first time must provide the following documents in electronic format utilizing WORD, EXCEL, PDF, TIFF, JPEG or similar format: • International Tonnage Certificate (ITC-69) • PC/UMS Documentation of Total Volume or suitable substitute • Volume calculations (If available) • Suez Canal Certificate (If available) • Load Line Certificate (If multiple Load Lines exist, provide the one with least freeboard) • Pilot Card (Vessel’s speed and general information) • Ship Particulars • Certificate of Registry • Ship Classification Certificate • Minimum Crew Safe Manning Certificate • International Sewage Pollution Prevention Certificate • Passenger Ship Safety Certificate – Form P (for passenger vessels) • Certificate of Fitness (for Chemical Tanker and Gas Carriers) • Certificate of International Air Pollution Prevention Certificate (with the supplement) • Certificate of International Ballast Water Management Certificate (with the supplement) • Certificate of International Energy Efficiency (with the supplement) • International Oil Pollution Prevention Certificate (with the supplement)	i.Required Documentation for Initial Transit in Electronic Format All vessels transiting the Panama Canal for the first time must provide the following documents in electronic format utilizing WORD, EXCEL, PDF, TIFF, JPEG or similar format: •International Tonnage Certificate (ITC-69) •PC/UMS Documentation of Total Volume or suitable substitute •Volume calculations (If available) •Suez Canal Certificate (If available) •Load Line Certificate (If multiple Load Lines exist, provide the one with least freeboard) •Pilot Card (Vessels speed and general information) •Ship Particulars •Certificate of Registry •Ship Classification Certificate •Minimum Crew Safe Manning Certificate •International Sewage Pollution Prevention Certificate •Passenger Ship Safety Certificate – Form P (for passenger vessels) •Certificate of Fitness (for Chemical Tanker and Gas Carriers) •Certificate of International Air Pollution Prevention Certificate (with the supplement) •Certificate of International Ballast Water Management Certificate (with the supplement) •Certificate of International Energy Efficiency (with the supplement)	初回航行時のRequired DocumentにIOPP証書が追加
5	51	10	(2) Accommodation ladders (e) All vessels with freeboards more than 9 meters must also have accommodation ladders that lead aft located near midships long enough so that the lower platform can reach the deck of the pilot launch (about 1000 mm above the waterline) at the minimum transit draft for the vessel so they can be used during Panama Canal transits to safely embark/disembark linehandlers prior to entering/after leaving Pacific and Atlantic locks, while the vessel is moving.		Accommodation Ladderの要件追加
6	75	29	In compliance with ACP Sanitation Regulations, Article 38:	In compliance with ACP Sanitation Regulations, Article 40:	

7	76-77	32	<div>32. Maneuvering Fuel</div> <div>Definitions</div> <div>(1) Alternative Fuel: those with CO2 emissions lower than distillate and residual marine fuels (e. g. Boil of Gas [BOG], LNG, LPG, methanol, biofuel, etc.)</div> <div>(2) Distillate Marine Fuel: fuel that consists of a blend of lighter fractions of crude oil that have been evaporated and condensed during distillation at a refinery (e.g. MGO, LSMGO, MDO, etc.)</div> <div>(3) HSFO (High Sulfur Fuel Oil): Residual marine fuel with sulphur content greater than 0.5% and up to 3.5%.</div> <div>(4) Panama Canal Waters: the bodies of water corresponding to the freshwater lakes, the seaside anchorage areas, the channels that connect them, and the port terminals therein.</div> <div>(5) Residual Marine Fuel: Fuel that consists of the residue that remains after the lighter components have been removed from crude oil during fractional distillation.</div> <div>(6) VLSFO (Very Low Sulfur Fuel Oil): Residual marine fuel with sulphur content greater than ULSFO and up to 0.5%</div> <div>(7) ULSFO (Ultra Low Sulfur Fuel Oil): Residual marine fuel with sulphur content not greater than 0.1%</div> <div>(8) Zero carbon fuel: those with no CO2 emissions (ammonia, hydrogen, etc.).</div> <div>Prohibitions</div> <div>(1) The use of open loop scrubbers or hybrid scrubbers in open loop mode is prohibited in Panama Canal waters.</div> <div>(2) Changing over the main engine from residual marine fuel to any compliant fuel while in Panama Canal waters is prohibited.</div> <div>(3) Changing over auxiliary engines and boilers from residual marine fuel to any compliant fuel while in Panama Canal waters if ship only has a common fuel supply line for the main engine and the aforementioned equipment.</div>		DefinitionとProhibitionが追加
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8	77-79	32	<p>a. Vessels arriving to Panama Canal waters shall be presented with their main propulsion engines, boilers, auxiliary generator engines, and other ancillary equipment running on a compliant fuel or scrubber configuration.</p> <p>b. For ships intending to transit the Panama Canal, the following fuels and scrubber configurations are compliant:</p> <p>1. Alternative fuels.</p> <p>2. Zero carbon fuels.</p> <p>3. Distillate marine fuel.</p> <p>4. VLSFO or ULSFO with maximum kinematic viscosity of 70 censtiStokes @50°C.</p> <p>5. Closed loop scrubber in zero discharge mode or a hybrid scrubber in closed loop and zero discharge mode. There is no limit to the viscosity of the HSFO used in conjunction with this equipment.</p> <p>c. In addition to the fuels or scrubber configuration listed above, vessels on local calls (just going to anchorage or a port terminal, but not transiting before or thereafter) are allowed to useVLSFO or ULSFO with viscosities greater than 70 cSt in their main engines, auxiliaries, and boilers.</p> <p>If changeover to a compliant fuel or scrubber configuration is required, it shall be completed before arriving to Panama Canal waters as follows:</p> <p>1. Southbound vessels, at least eight nautical miles from Breakwater on the Atlantic side.</p> <p>2. Northbound vessels, at least three nautical miles from the Sea Buoy at the Pacific Entrance.</p> <p>e. Vessels shall record the fuel changeover in their Engine Room Logbook and/or Fuel Oil Changeover Record Book. The record book entries shall specify the date and time of commencement and ending of the changeover from marine residual fuel to marine distillate fuel.</p> <p>f. After completion of any changeover to marine distillate fuel, the vessel shall verify that the main propulsion engine operates properly. If necessary, the vessel shall undertake appropriate corrective actions to ensure the vessel’s safe and expeditious transit of the Panama Canal.</p> <p>g. The type of fuel and scrubber combination intended for use in Panama Canal waters must be uploaded by the vessel’s local agent to the FUEL DECLARATION menu in VUMPA for all vessels arriving to Panama Canal waters. In turn, this information will be verified (if applicable) via the BDN or corresponding fuel analysis report by Panama Canal Boarding Officers upon the vessel's arrival to Canal waters. Additionally, vessels with approved scrubbers must have the following information readily available for verification: IAPP Certificate and Supplement thereof, total volume of effluent holding tanks, and logbook entries confirming that effluent holding tanks were emptied prior to arriving to Canal waters.</p> <p>Note: Warships, submarines, dredges, non-self-propelled vessels, and vessels with lengths up to 125 ft. are exempted from uploading information to the Fuel Declaration menu</p> <p>h. Vessels anchoring prior to transit will be permitted to use VLSFO or ULSFO with viscosity higher than 70 cSt @50 °C to operate their auxiliary generator engines, boilers, and other ancillary equipment while at the Pacific or Atlantic Anchorages, only if they can maintain their main propulsion engines simultaneously on a compliant fuel.</p> <p>i. The vessels described in the preceding paragraph shall switch their auxiliary generators, boilers, and other ancillary equipment to compliant fuel at least two (2) hours prior to the scheduled pilot time for their Canal transit. These vessels will be deemed ready for transit only after the changeover to a compliant fuel has been completed.</p> <p>j. Vessels proceeding to port terminals or anchorages within Panama Canal waters immediately after completing their transit will be permitted to switch back to VLSFO or ULSFO with viscosity higher than 70 cSt @50 °C once the vessel is moored alongside the dock or is anchored.</p>	<p>a.Except as specified below, vessels arriving at Panama Canal (ACP) waters shall switch their main propulsion engines, boilers, auxiliary generator engines, and other ancillary equipment from residual fuels to marine distillate fuels. Changeover must be completed according to the following:</p> <p>1.Southbound vessels, at least eight nautical miles from the Breakwater on the Atlantic side.</p> <p>2.Northbound vessels, at least three nautical miles from the Sea Buoy at the Pacific Entrance.</p> <p>b.Vessels shall record the fuel changeover in their Engine Room Logbook and/or Fuel Oil Changeover Record Book. The record book entries shall specify the date and time of commencement and ending of the changeover from marine residual fuel to marine distillate fuel.</p> <p>c.After completion of any changeover to marine distillate fuel, the vessel shall verify that the main propulsion engine operates properly. If necessary, the vessel shall undertake appropriate corrective actions to ensure the vessel’s safe and expeditious transit of the Panama Canal.</p> <p>d.Vessels may supplement or replace marine distillate fuels with any of the following:</p> <p>1.LNG fuel (including boil-off gas)</p> <p>2.Biofuels compliant with MARPOL Annex VI</p> <p>3.Residual marine fuels with maximum sulfur concentration of 0.5% and not exceeding a viscosity of 70 centistokes @ 50°C.</p> <p>4.A closed loop scrubber in zero discharge mode or a hybrid scrubber in closed loop and zero discharge mode</p> <p>e.The type of fuel and scrubber combination intended for use in Panama Canal waters must be uploaded by the vessel’s local agent to the FUEL DECLARATION menu in VUMPA for all vessels arriving to Panama Canal waters. In turn, this information will be verified on the BDN or corresponding fuel analysis report by Panama Canal Boarding Officers upon the vessel's arrival to Canal waters. Additionally, vessels with approved scrubbers, must have the following information readily available for verification: IAPP Certificate and Supplement thereof, total volume of effluent holding tanks, and logbook entries confirming that effluent holding tanks were emptied prior to arriving to Canal waters.</p> <p>Note: Warships, submarines, dredges, non-self-propelled vessels, and vessels with lengths up to 125 ft. are exempted from uploading information to the Fuel Declaration menu.</p> <p>f.The use of open loop scrubbers or hybrid scrubbers in open loop mode is prohibited in Panama Canal waters.</p> <p>g.Vessels making only a local port call and not transiting will not be required to switch their main propulsion engines, boilers, auxiliary generator engines, and other ancillary equipment to marine distillate fuel. These vessels may use marine residual fuel with a maximum sulphur content of 0.5% and viscosity higher than 70 cSt @50 °C or a closed loop scrubber or hybrid scrubber in closed loop and zero discharge mode.</p> <p>h.Vessels anchoring prior to transit will be permitted to use marine residual fuel with a maximum sulphur content of 0.5% and viscosity higher than 70 cSt @50 °C to operate their auxiliary generator engines, boilers, and other ancillary equipment while at the Pacific or Atlantic Anchorages, only if they can maintain their main propulsion engines simultaneously on marine distillate fuel.</p> <p>i.The vessels described in the preceding paragraph shall switch from the fuel being used for their auxiliary generators, boilers, and other ancillary equipment to marine distillate fuel at least two (2) hours prior to the scheduled pilot time for their Canal transit. These vessels will be deemed ready for transit only after the changeover to marine distillate fuel has been completed.</p> <p>j.Vessels proceeding to port terminals or anchorages within Canal waters immediately after completing their transit will be permitted to switch back to residual marine fuel with a maximum sulphur content of 0.5% and viscosity higher than 70 cSt @50 °C, once the vessel is moored alongside the dock or is anchored.</p>	<p>追加されたDefinitionに沿った全体的な書き換え</p> <p>Alternative fuel とZero carbon fuelが使用可能燃料に追加</p>
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