

No	Page	Section	Item	2026	2025	相違点
1	9	2.Size and Draft Limitations of Vessels	a. Vessels Transiting the Panamax Locks	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 <b>32.31 meters (106 feet)</b> .	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 <b>32.4 meters (106.2 feet)</b>	N-1-2025では最大船幅が32.4メートル（106.2フィート）または32.36メートル（106.2フィート）と記載 N-1-2026では最大船幅が32.31メートル（ <b>106フィート</b> ）に統一 ※メートル表記で約0.05～0.09メートルの差異、フィート表記で0.2フィートの差異
2	18	2.Size and Draft Limitations of Vessels	i. Required Documentation for Initial Transit in Electronic Format	<p>以下新規追加及び記載変更</p> <ul style="list-style-type: none"> <li>- International Load Line Certificate (If multiple Load Lines exist, provide the one with least freeboard) - 「Load Line Certificate」から「International Load Line Certificate」に名称変更</li> <li>- International Fitness Certificate (for Chemical Tanker and Gas Carriers) - 「Certificate of Fitness」から「International Fitness Certificate」に名称変更</li> <li>- International Air Pollution Prevention Certificate (with the supplement) - 「Certificate of」が削除</li> <li>- Statement of Compliance - Fuel Oil Consumption Reporting and Operational Carbon Intensity Rating - 新規追加項目</li> <li>- International Safety Management Certificate - 新規追加項目</li> <li>- International Ship Security Certificate - 新規追加項目</li> <li>- Sanitation Certificate - 新規追加項目</li> <li>- Mooring Lines Certificate - 新規追加項目</li> <li>- Mooring Line Tail Certificate - 新規追加項目</li> <li>- Pilot Ladder Certificate - 新規追加項目</li> </ul> <p>以下削除</p> <ul style="list-style-type: none"> <li>- Pilot Card (Vessels speed and general information)</li> <li>- Ship Particulars</li> <li>- Certificate of Registry</li> <li>- Passenger Ship Safety Certificate - Form P (for passenger vessels)</li> </ul> <p>図面リストに以下追加</p> <ul style="list-style-type: none"> <li>- Docking Plan</li> <li>- Visibility Plan</li> </ul> <p>図面リストから削除</p> <ul style="list-style-type: none"> <li>- Lines Plan (if available)</li> </ul>	<ul style="list-style-type: none"> <li>International Tonnage Certificate (ITC-69)</li> <li>PC/UMS Documentation of Total Volume or suitable substitute</li> <li>Volume calculations (If available)</li> <li>Suez Canal Certificate (If available)</li> <li>Load Line Certificate (If multiple Load Lines exist, provide the one with least freeboard)</li> <li>Pilot Card (Vessels speed and general information)</li> <li>Ship Particulars</li> <li>Certificate of Registry</li> <li>Ship Classification Certificate</li> <li>Minimum Crew Safe Manning Certificate</li> <li>International Sewage Pollution Prevention Certificate</li> <li>Passenger Ship Safety Certificate - Form P (for passenger vessels)</li> <li>Certificate of Fitness (for Chemical Tanker and Gas Carriers)</li> <li>Certificate of International Air Pollution Prevention Certificate (with the supplement)</li> <li>Certificate of International Ballast Water Management Certificate (with the supplement)</li> <li>Certificate of International Energy Efficiency (with the supplement)</li> <li>International Oil Pollution Prevention Certificate (with the supplement)</li> </ul>	
3	23	4. Navigation Bridge Features Required of Transiting Vessels	e. Panama Canal Minimum Visibility Requirements	(3) Conning Position 3 is located <b>to starboard</b> of Conning Position 1, directly behind and close to the nearest window thereto that provides a clear unobstructed view ahead.	(3) Conning Position 3 is located <b>on the starboard</b> of Conning Position 1, directly behind and close to the nearest window thereto that provides a clear unobstructed view ahead.	表現方法の変更のみで要件は同一

4	46	9. Mooring Lines, Anchors and Deck Machinery	j	For vessel transiting through the <b>Neopanamax Locks</b> , just prior to making fast the assisting tug off the bow, the deck officer at the forecastle will instruct the crew to place the riding pawl, or its equivalent over the anchor chain. The placement of the riding pawl, or its equivalent over both anchor chains is in addition to having the brake engaged on the anchor gear. The master shall inform the pilot when the procedure is completed. The riding pawl or its equivalent will remain in place until the vessel is clear of the locks and the tug that is made up on the bow is released and clear. At this point, the riding pawl or its equivalent of both anchors should be stored and secured. When the anchor gears remain only on the brake for usage, the officer at the forecastle shall inform the master that the procedure was carried out and the anchors are only on the brake. Then the master shall inform the control pilot that the anchors are only on the brakes.		新規追加 NEOPANAMAX LOCKSにおける錨鎖のriding pawl設置手順
5	47	9. Mooring Lines, Anchors and Deck Machinery	k	For vessel transiting through the <b>Panamax Locks</b> , the placement of the riding pawl or its equivalent of both anchors should be done after the first cable from the number one center wall locomotive is placed on the working bit. The placement of the riding pawl, or its equivalent over both anchor chains is in addition to having the brake engaged on the anchor gear. The master shall inform the pilot when the procedure is completed. The riding pawl or its equivalent will remain in place until the last locomotive wire is released and clear of the vessel when leaving the locks. When the anchor gears remain only on the brake for usage, the officer at the forecastle shall inform the master that the procedure was carried out and the anchors are only on the brake. Then the master shall inform the control pilot that the anchors are only on the brakes.		新規追加 PANAMAX LOCKSにおける錨鎖のriding pawl設置手順
6	57	14. Unauthorized Modifications to the ACP/TOLL BASIS Certificate	b	The practice of modifying the ACP/TOLL BASIS Certificates, with or without the Classification Society's seal and/or stamp, is unacceptable to the Panama Canal Authority. These unauthorized modifications are grounds for invalidating the vessel's current ACP/TOLL BASIS Certificate.	The practice of modifying the ACP/TOLL BASIS Certificates, with or without the Classification Society's seal and/or stamp, is unacceptable to the Panama Canal Authority. These unauthorized modifications are grounds for invalidating the vessel's current ACP/TOLL BASIS Certificate <b>and, consequently, the Panama Canal Authority must issue a new certificate at the standard re-issue charge (Tariff No. 1040.0200).</b>	再発行手数料に関する以下記述の削除 and, consequently, the Panama Canal Authority must issue a new certificate at the standard re-issue charge (Tariff No. 1040.0200).
7	58	15. Calculation of PC/UMS Net Tonnage on Passenger Vessels	d	It is also recommended to present a copy of the PC/UMS documentation of total volume (Suitable Substitute) that includes the volume of all enclosed spaces, and those spaces designed for the use of passengers (as explained in item b), with calculation sheets sufficiently clear in order to facilitate our audit.	In addition to the ITC-69 Certificate, passenger vessels shall provide the Panama Canal Authority with a copy of the Passenger Ship Safety Certificate. It is also recommended to present a copy of the PC/UMS documentation of total volume (Suitable Substitute) that includes the volume of all enclosed spaces, and those spaces designed for the use of passengers (as explained in item b), with calculation sheets sufficiently clear in order to facilitate our audit.	旅客船安全証書の提出要件の有無

8	58	15. Calculation of PC/UMS Net Tonnage on Passenger Vessels	e	These documents, as well as all the documentation detailed in the automatic notification “Admeasurement Documentation Request” must be submitted through VUMPA/Vessel Documents at least four weeks prior to transit in order to review the calculations and notify the owner or representative of any discrepancies found prior to the vessel's arrival.	These documents, as well as the General Arrangement Plan, Capacity Plan with deadweight scale, Midship Section Plan, Lines Plan/Body Plan, Shell Expansion Plan, copy of the International Load Line Certificate, and copy of the Suez Canal Tonnage Certificate, should be submitted to Arqueadores@pancanal.com at least four weeks prior to transit in order to review the calculations and notify the owner or representative of any discrepancies found prior to the vessel's arrival.	提出書類の記載方法と提出手段（メール送信からVUMPAシステムへの変更）
9	58	16. Vessels Retrofitted with Ballast Water Treatment Rooms on Deck and/or Scrubbers		<p>The arrival of vessels retrofitted with Ballast Water Treatment Rooms on deck and/or Scrubbers have recently become more frequent. To minimize the time our boarding officers spend on board reviewing all the documentation, these vessels are required to notify in advance at least 96 hours prior to arrival at Canal Waters about such retrofits through VUMPA under Visit Requirements/Vessel Characteristics Changes <b>Declaration and upload all related documentation in the same application (VUMPA).</b></p> <p>The following documents in electronic format utilizing WORD, EXCEL, PDF, TIFF, JPEG or similar format:</p> <ul style="list-style-type: none"> <li>• New International Tonnage Certificate (ITC-69)</li> <li>• New PC/UMS Documentation of Total Volume or suitable substitute</li> <li>• New Volume calculations (If available)</li> <li>• New Load Line Certificate (If any)</li> <li>• Certificate of International Air Pollution Prevention Certificate (with the supplement)</li> <li>• General Arrangement Plan (including the modifications)</li> <li>• New Trim and stability booklet or hydrostatic information (summer loaded figures at zero trim for extreme draft, displacement, deadweight and tons of immersion)</li> <li>• Lightship Test Report or Result of Deadweight Measurement Report</li> </ul> <p>Receiving this information in advance will expedite the calculations required for the proper assessment of tolls and facilitate the inspection process on arrival.</p>	<p>The arrival of vessels that have been retrofitted with Ballast Water Treatment Rooms on deck and/or Scrubbers have recently become more frequent. To minimize the time our boarding officers spend on board reviewing all the documentation, these vessels are required to notify in advance about such retrofits.</p> <p>These vessels transiting the Panama Canal with such retrofits must provide the following documents in electronic format utilizing WORD, EXCEL, PDF, TIFF, JPEG or similar format:</p> <ul style="list-style-type: none"> <li>• New International Tonnage Certificate (ITC-69)</li> <li>• New PC/UMS Documentation of Total Volume or suitable substitute</li> <li>• New Volume calculations (If available)</li> <li>• New Load Line Certificate (If any)</li> <li>• Certificate of International Air Pollution Prevention Certificate (with the supplement)</li> <li>• General Arrangement Plan (including the modifications)</li> <li>• New Trim and stability booklet or hydrostatic information (summer loaded figures at zero trim for extreme draft, displacement, deadweight and tons of immersion)</li> <li>• Lightship Test Report or Result of Deadweight Measurement Report</li> </ul> <p><b>The above-mentioned documentation must be submitted to Arqueadores@pancanal.com</b> at least 96 hours prior to arrival at Panama Canal waters.</p> <p>Receiving this information in advance will expedite the calculations required for the proper assessment of tolls and facilitate the inspection process on arrival.</p>	提出先の変更
10	69	20. Hot Work Performed Onboard Vessels	b. Definitions	3.Competent Person: An employee of a shipyard or ship repair company with professional knowledge and training akin to the Marine Chemist's with respect to hot work on board ships. The Competent Person is responsible for requesting reinspection by the Marine Chemist in the event conditions and limitations affecting the Standard Safety Designations specified on the Marine Chemist Certificate occur.	3. Competent Person: An employee of a shipyard or ship repair company with knowledge and training similar to a Marine Chemist with respect to hot work on board ships. The Competent Person is responsible for verifying that the conditions set forth on the Marine Chemist Certificate are maintained, and for contacting the Marine Chemist should these conditions change at any time prior to or during the work.	Competent Personの役割と責任の明確化、およびMarine Chemist Certificateに記載すべき内容の詳細化。特にCompetent Personの責任が「条件維持の確認」から「再検査の要請」へと変更され、より具体的な行動が求められるようになっています。また、Marine Chemist Certificateには再検査のタイミングや新証明書発行の条件が明記されることになり、hot work管理の透明性と安全性が向上しています。

11	69	20. Hot Work Performed Onboard Vessels	b. Definitions	4. Marine Chemist Certificate: A document issued by a Marine Chemist that specifies the scope of work, spaces verified, tests performed, and Standard Safety Designations. It also stipulates when reinspection by the competent person shall occur and the conditions that warrant contacting the Marine Chemist for issuance of a new certificate.	4. Marine Chemist Certificate: A document issued by a Marine Chemist that describes the areas verified, the tests performed, and the standard safety designations for the hot work to be performed.	Marine Chemist Certificateに含まれる情報が拡充され、作業範囲（scope of work）の明記、competent personによる再検査のタイミング、新しい証明書発行のためにMarine Chemistに連絡すべき条件が追加。
12	69	20. Hot Work Performed Onboard Vessels	b. Definitions	11. 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.		新規追加 "PANAMA CANAL WATERS"の定義が新たに追加され、運河運営との両立性が求められる区域として、淡水湖、海側錨地、それらを結ぶ水路、港湾ターミナルを含む包括的な定義が明確化
13	71	20. Hot Work Performed Onboard Vessels	h	h. The Marine Chemist Certificate approving commencement of work will maintain its validity if the Standard Safety Designations do not change due to physical or atmospheric events within the space being intervened or its adjacent spaces. To ascertain the foregoing, the Competent Person shall reinspect these areas: a) prior to entry, b) prior to recommencement of work, or c) more often if warranted. The results hereby obtained shall be logged locally and shall be backed up electronically offsite. The competent person shall stop all work and contact the Marine Chemist if the inspection confirms that conditions within any of the spaces no longer correspond to its Standard Safety Designation; thus, voiding the certificate. If the shipyard or ship repair company does not have a Competent Person, the Marine Chemist will establish the intervals at which he or she will reinspect.	h. The Marine Chemist Certificate may remain valid until the completion of the work to be performed or until any of the original condition changes, whichever occurs first.	以下の点が明確化・強化 - 再検査の具体的タイミング: 入域前、作業再開前、または必要に応じてより頻繁に実施 - 記録管理の義務化: 検査結果の現地記録とオフサイトでの電子バックアップ - 条件変化時の対応手順: Standard Safety Designationに対応しなくなった場合の作業停止とMarine Chemistへの連絡義務 - 代替措置の明示: Competent Person不在時はMarine Chemistが再検査間隔を設定
14	74	24. Air Conditioning Systems on Transiting Vessels		The vessel shall maintain temperatures between 21 °C and 26 °C, and relative humidity between 40% and 70% in the wheelhouse and all pilot accommodations during transits.	The air conditioning system is part of the vessels 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%."	空調機の故障有無を問わず、Pilotが滞在する場所の温度管理を要求する表現に変更。
15	74	24. Air Conditioning Systems on Transiting Vessels		If the vessel 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.	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.	報告のタイミングに関する要件変更
16	74	24. Air Conditioning Systems on Transiting Vessels		Vessels that do not meet these requirements will be subject to additional resources, charges, and delays.	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.	ペナルティがより広範に解釈可能となる表現に変更
17	76	29. Water Extraction and Discharging Vessels Wastes, Oily Bilge Water and Ballast Water				Water Extractionの追加

18	76	29. Water Extraction and Discharging Vessels Wastes, Oily Bilge Water and Ballast Water		(7) Unauthorized extraction of water from the southern ends of Cocoli and Miraflores Locks to the northern ends of Agua Clara and Gatun Locks is prohibited.		ココリおよびミラフローレス閘門の南端からアグアクララおよびガトゥン閘門の北端までの区間における無許可の水の抽出を禁止する内容追加。
19	79	32. Maneuvering Fuel	f	After completion of any changeover to marine distillate fuel, the vessel shall verify that the main propulsion engine operates properly. <b>The fuel changeover and the verification of the correct operation of the main propulsion system shall be performed outside Panama Canal waters.</b> If necessary, the vessel shall undertake appropriate corrective actions to ensure the vessel's safe and expeditious transit of the Panama Canal.	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.	燃料切替及び推進システムの検証を実施する場所を明確化。
20	79	32. Maneuvering Fuel	g	The type of fuel, scrubber combination intended for use in Panama Canal waters, <b>along with a copy of the Bunker Delivery Note (BDN) must be uploaded</b> by the vessel's local agent to the Vessel Fuel Declaration requirement in VUMPA for all vessels arriving to Panama Canal waters. In turn, this information will be verified (if applicable) through the BDN or corresponding fuel analysis report by Panama Canal Boarding Officers upon the vessel's arrival. 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.	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.	BDNコピー提出要件が明記。
21	80	33. Proper Display of the Panamanian Flag		The Panama Canal Authority Regulation on Navigation in Panama Canal Waters, <b>Article 34</b> , Section Four, Chapter I, Requirements and prohibitions, states that "All vessels shall display the Panamanian flag from dawn to 1800 hours while they are in Panama Canal waters and may also display their national and house flags."	The Panama Canal Authority Regulation on Navigation in Panama Canal Waters, Article 26, Section Four, Chapter I, Requirements and prohibitions, states that "All vessels shall display the Panamanian flag from dawn to 1800 hours while they are in Panama Canal waters and may also display their national and house flags."	参照する規則条項の変更 Article26→34