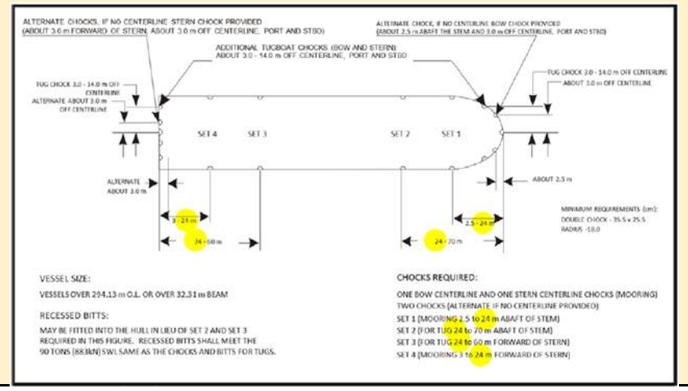
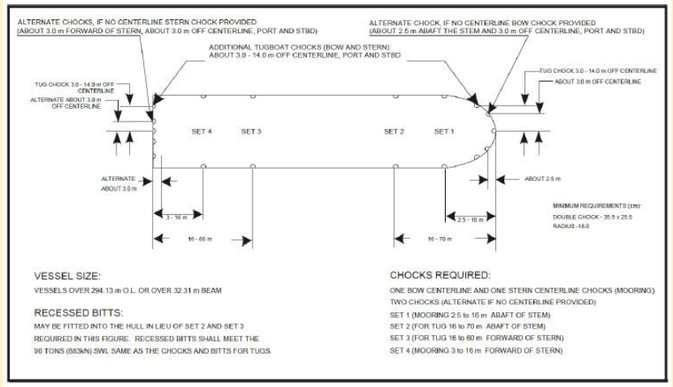
OP NOTICE TO SHIPPING 2021-2022 COMPARISON REV.1

No.	Page	Chapter	2022	2021
1	3	3. Organization and Responsibility	b. The Integrated Operations Control Center (272-4201, fax: 272-3976, ETA@pancanal.com), headed by the Integrated Operations Control Center manager, is responsible for processing ETA information, preparation of the daily transit schedule, monitoring and coordinating all vessel movements within Canal operating areas, and administering the Panama Canal Transit Booking System, gathering information for the Ship Data Bank, and generating billing invoices for transits and related services.	b. The Marine Traffic Control Unit (272-4201, fax: 272-3976, ETA@pancanal.com), headed by the Traffic Management Unit manager, is responsible for processing ETA information, preparation of the daily transit schedule, monitoring and coordinating all vessel movements within Canal operating areas, and administering the Panama Canal Transit Booking System, gathering information for the Ship Data Bank, and generating billing invoices for transits and related services.
2	4	4. Communication Channels	g. DRAWING SUBMITALS – Via e-mail: PlanApproval@pancanal.com. The drawings submitted via e-mail or disk for vessel requirements review should be saved preferably in PDF or TIFF file format, or in a file format compatible with AUTOCAD. All drawing and letter files may be compressed together into one zip/7z/rar file. Files exceeding 10MB must not be included within compressed files, instead they must be sent in their original format.	g. DRAWING SUBMITALS – The drawings submitted via e-mail or disk should be saved preferably in PDF or TIFF file format, or in a file format compatible with AUTOCAD. All drawing and letter files may be compressed together into one zip/7z/rar file. Files exceeding 10MB must not be included within compressed files, instead they must be sent in their original format.
3	4	5. Relevant Information for Canal Customers	a. 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.	–
4	9	1. Definitions	m. Neopanamax: All vessels with dimensions greater than Panamax that comply with the size and draft limitations of the new locks; namely, 370.33 meters (1215 feet) in length by 51.25 meters (168.14 feet) in beam by 15.24 meters (50.00 feet), TFW draft.	m. Neopanamax: All vessels with dimensions greater than Panamax that comply with the size and draft limitations of the new locks; namely, 367.28 meters (1205 feet) in length by 51.25 meters (168.14 feet) in beam by 15.24 meters (50.00 feet), TFW draft.
5	12	2. Size and Draft Limitations of Vessels	b. Vessels Transiting the Neopanamax Locks (1) Maximum Length a) The maximum length overall including bulbous bow for commercial or non-commercial vessels acceptable for regular transit of the Neopanamax locks is 370.33 meters (1215 feet). Vessels transiting the Canal for the first time, whether newly-constructed or newly-modified are subject to the requirement of inspection and prior review and approval of vessel plans. Vessels not receiving advance approval and/or not complying with Canal requirements may be denied transit.	b. Vessels Transiting the Neopanamax Locks (1) Maximum Length a) The maximum length overall including bulbous bow for commercial or non-commercial vessels acceptable for regular transit of the Neopanamax locks is 367.28 meters (1205 feet). Vessels transiting the Canal for the first time, whether newly-constructed or newly-modified are subject to the requirement of inspection and prior review and approval of vessel plans. Vessels not receiving advance approval and/or not complying with Canal requirements may be denied transit.

6	18	2. Size and Draft Limitations of Vessels	h. Approval of Plans (1) The plans for new construction or modification for each vessel or class of vessels should be submitted to the Transit Operations Division for review prior to modification or construction. Failure to comply with this requirement may result in delay or denial of transit because of unsuitable or unsafe arrangements.	h. Approval of Plans (1) The plans for new construction or modification for each vessel or class of vessels should be submitted to the Transit Operations Division for review prior to modification or construction. A minimum of two and a maximum of four sets of copies of each drawing should be submitted. The ACP will retain for its records and files a single set of the drawings submitted and will return only up to three sets of copies of the principal drawings submitted. Failure to comply with this requirement may result in delay or denial of transit because of unsuitable or unsafe arrangements.
7	36	5. Requirements for Non-Self-Propelled Vessels	g. Boarding facilities will comply with Regulation No. 23, Chapter V, International Convention for the Safety of Life at Sea (SOLAS) and ACP Navigation Regulations, Section Four. For tows with freeboards of 9 meters (30 feet) or more, this also includes provisions for a nine-meter rig as described in paragraph 10.f (2) of this Notice.	g. Boarding facilities will comply with Regulation No. 17, Chapter V, International Convention for Safety of Life at Sea (SOLAS). For tows with freeboards of 9 meters (30 feet) or more, this also includes provisions for a nine-meter rig as described in paragraph 10.f (2) of this Notice.
8	36	5. Requirements for Non-Self-Propelled Vessels	k. Dead tows must be equipped with the chocks and bitts as set forth in the ACP Navigation Regulations, Article 68.	k. Dead tows must be equipped with the chocks and bitts as set forth in the ACP Navigation Regulations, Articles 59 and 60.
9	37	7. Deck Load Cargo	a. As provided in the ACP Navigation Regulations, Articles 84 and 85, a vessel carrying a deck load shall have it so stowed as to be sufficiently clear to provide safe and clean, working space around all chocks, bitts, and other gear used in transiting and so arranged as to not obstruct any direct lead from chock to bitts.	a. As provided in the ACP Navigation Regulations, Articles 72 and 73, a vessel carrying a deck load shall have it so stowed as to be sufficiently clear to provide safe and clean, working space around all chocks, bitts, and other gear used in transiting and so arranged as to not obstruct any direct lead from chock to bitts.

10	44	8. Construction, Number and Location of Chocks and Bitts	b. Neopanamax and Panamax Plus Vessels (1) Mooring requirements, as stated in Subsection 8.a of this Notice, will remain unchanged for Panamax vessels. For Panamax Plus and Neopanamax vessels, mooring requirements will be as stated in the updated Notice except as required herein. Namely, the chocks and bitts will be used by ACP tugs assisting vessels through the new locks, as well as for mooring vessels inside the locks. Vessels over 294.13 meters (965 feet) long or over 32.31 meters (106 feet) in beam shall have a double chock (mooring) at the stem, and stern or one double chock (mooring) at the bow and stern, port and starboard, not more than 2.5 meters (8 feet) abaft the stem or 3 meters (10 feet) forward of the stern (not applicable to vessels with transom sterns) and not more than 3 meters (10 feet) off the center line. In addition, these vessels shall have double chocks (mooring), port and starboard, 2.5 to 24 meters (8 to 90 feet) abaft the stem and 3 to 24 meters (10 to 90 feet) forward of the stern, SET1 and SET4, respectively. (See Figure 7 below.) 	b. Neopanamax and Panamax Plus Vessels (1) Mooring requirements, as stated in Subsection 8.a of this Notice, will remain unchanged for Panamax vessels. For Panamax Plus and Neopanamax vessels, mooring requirements will be as stated in the updated Notice except as required herein. Namely, the chocks and bitts will be used by ACP tugs assisting vessels through the new locks, as well as for mooring vessels inside the locks. Vessels over 294.13 meters (965 feet) long or over 32.31 meters (106 feet) in beam shall have a double chock (mooring) at the stem, and stern or one double chock (mooring) at the bow and stern, port and starboard, not more than 2.5 meters (8.2 feet) abaft the stem or 3 meters (9.84 feet) forward of the stern and not more than 3 meters (9.84 feet) off the center line. In addition, these vessels shall have double chocks (mooring), port and starboard, 2.5 to 16 meters (8.2 to 52.48 feet) abaft the stem and 3 to 16 meters (9.84 to 52.48 feet) forward of the stern, SET1 and SET4, respectively. (See Figure 7 below.) 
11	44	8. Construction, Number and Location of Chocks and Bitts	(2) All chocks for the Panamax Plus and Neopanamax vessels shall be double chocks and shall have a throat opening area of not less than 900 square centimeters (preferred dimensions are 355 x 255 millimeters / 14 x 10 inches) and shall be capable of withstanding a SWL of 90 tons (883kN) in towing operations and a minimum SWL of 64 tons (628 kN) in mooring operations from any direction, in accordance with Paragraph 8.a (5) of this Notice.	(2) All chocks for the Panamax Plus and Neopanamax vessels shall be double chocks and shall have a throat opening area of not less than 900 square centimeters (preferred dimensions are 355 x 255 millimeters / 1.18 x 0.85 feet) and shall be capable of withstanding a SWL of 90 tons (883kN) in towing operations and a minimum SWL of 64 tons (628 kN) in mooring operations from any direction, in accordance with Paragraph 8.a (5) of this Notice.

12	45	8. Construction, Number and Location of Chocks and Bitts	(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.	(3) Neopanamax and Panamax Plus vessels shall have additional tugboat chocks fitted symmetrically at the bow and stern about 3.0 - 14.0 meters (9.84 - 45.92 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 (19.685 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).
13	45	8. Construction, Number and Location of Chocks and Bitts	(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.	(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 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.
14	46	8. Construction, Number and Location of Chocks and Bitts	(8) Alternatively, mooring arrangements have been found acceptable showing the use of stand rollers and/or double bollards to redirect the lines from the winch drums to the double chocks (mooring). Double bollards are only acceptable for use in line redirection from-to with angles greater than 90 degrees. Angles less than 90 degrees will cause undue wear and tear on the mooring rope. Please note that water level changes inside the locks occur at fast rates, during up/down lockage operations while moored to a lock wall.	(8) Alternatively, mooring arrangements have been found acceptable showing the use of stand rollers and/or double bollards to redirect the lines from the winch drums to the double chocks (mooring).
15	46	8. Construction, Number and Location of Chocks and Bitts	(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	(9) Neopanamax vessels with maximum beams greater than 37.1m will be required to tie up at 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.

16	46	9. Mooring Lines, Anchors and Deck Machinery	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.	a. Vessels are required to have available for immediate use six manila or synthetic mooring lines forward and six 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.
17	46	9. Mooring Lines, Anchors and Deck Machinery	b. For Panamax vessels, four (4) of the mooring lines on the bow and four (4) of the mooring lines on the stern shall be stowed in winch drums and ready to be used on either side of the vessel during the mooring procedure at the locks. LNG/LPG tankers or novel design vessels may be determined to require additional lines be provided in winch drums. Wires in the drums are not acceptable and must be replaced with synthetic mooring lines before initiating the transit.	b. Six (6) of the lines on the bow and six (6) of the lines on the stern shall be stowed in winch drums and ready to be used on either side of the vessel during the mooring procedure at the locks. LNG/LPG tankers or novel design vessels may be determined to require additional lines be provided in winch drums. Wires in the drums are not acceptable and must be replaced with manila or synthetic mooring lines before initiating the transit.
18	47	10. Boarding Facilities	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.	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, Articles 57 and 58. 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.
19	50	10. Boarding Facilities	(1) Pilot ladders (a) The pilot ladder shall be certified by the manufacturer as complying with this regulation or with an international standard acceptable to the ACP.	(1) Pilot ladders (a) The pilot ladder shall be certified by the manufacturer as complying with this regulation or with an international standard acceptable to the ACP. Ladders shall be inspected in accordance with SOLAS regulations I/6, 7 and 8.

20	52	10. Boarding Facilities	(f) If a trap door is fitted in the lower platform of a combination ladder arrangement to allow access from and to the pilot ladder, the aperture should not be less than 750 mm x 750 mm (30 inches x 30 inches) and of a design approved by the Authority. In this case the after part of the lower platform should also be fenced as specified in Paragraph 10.f (2) (c), and the pilot ladder should extend above the lower platform at least 2 meters (6 feet 8 inches). The aperture on the lower platform must be open to the side of the vessel's hull to allow the pilot ladder to lay flat against the hull. Transfer arrangements using a trapdoor at the lower platform of the accommodation ladder shall meet the following conditions: 1) The pilot ladder must be of a continuous length, extending at least 2 meters above the lower platform. 2) No rails, bars or beams should obstruct the pilot's ability to grasp the side ropes or stand on steps until they reach the level of the lower platform. 3) Inboard railings on platforms fitted with a trapdoor must not obstruct the pilot ladder. 4) Accommodation ladders must be secured to ship's side. 5) If the pilot ladder is stored on a reel, the ladder must be secured to strongpoints on deck, and the reel locked separately. 6) The lower platform of the accommodation ladder must be horizontal. 7) The pilot ladder steps must rest firmly against the ship's hull. 8) The pilot must not be required to lean outwards to pass through the trapdoor accessway.	(f) If a trap door is fitted in the lower platform of a combination ladder arrangement to allow access from and to the pilot ladder, the aperture should not be less than 750 mm x 750 mm (30 inches x 30 inches) and of a design approved by the Authority. In this case the after part of the lower platform should also be fenced as specified in Paragraph 10.f (2) (c), and the pilot ladder should extend above the lower platform at least 2 meters (6 feet 8 inches). The aperture on the lower platform must be open to the side of the vessel's hull to allow the pilot ladder to lay flat against the hull.
21	54	11. Double Hull Requirement for Oil Tankers	a. For the purposes of this requirement, a single hull oil tanker is one having any of the following configurations: 1. single sides and single bottom; or 2. single sides and double bottom; or 3. double sides and single bottom. b. The transit of a single hull oil tanker carrying oil (as defined in Regulation 1, Annex I, MARPOL) is prohibited at the Panama Canal. c. The local trade of oil (as defined in Regulation 1, Annex I, MARPOL), including bunkering services, by single hull oil tanker is prohibited in Panama Canal Waters. d. Oil tankers of less than 5000 tons deadweight with single sides and double bottom will only be allowed to perform local calls to oil terminals. These vessels will have to demonstrate compliance with Regulation 19.6 of Annex I, MARPOL. However, as established in (b.) and (c.) above, they will not be approved for transit if laden with oil as cargo, nor will they be authorized to participate in the local trade of oil (e.g. bunkering) in Panama Canal waters.	All crude oil tankers, combination carriers, product carriers, gas carriers, NLS tankers, and chemical tankers transporting oil (as defined in Regulation 1 of Annex I, MARPOL) shall meet the double hull and double bottom requirements set forth in Regulation 19 of Annex I, MARPOL. Transport of oil in completely single hull vessels, single side vessels, or single bottom vessels is not allowed in Panama Canal waters.
22	59	17. Dangerous Cargo Requirements	b. Test of Equipment On Board Vessels carrying dangerous cargo are also required to test all dangerous cargo alarms, safety devices, and firefighting equipment as specified in Article 121. An entry shall be made in the ship's log stating that such tests were conducted and that the systems were found in proper working condition or, if not in proper order, a detailed listing of discrepancies shall be included within the log.	b. Test of Equipment On BoardVessels carrying dangerous materials are also required to test all dangerous cargo alarms, safety devices, and firefighting equipment as specified in the ACP Navigation Regulations, Article 115. An entry shall be made in the ship's log stating that such testswere conducted and that the systems were found in proper working condition or, if not in proper order, a detailed listing of discrepancies shall be included within the log.

23	59	17. Dangerous Cargo Requirements	(1) It is an ACP requirement that all dangerous cargo in bulk be reported via VUMPA no later than 96 hours before ETA. Timely, complete, and accurate information pertaining to the dangerous cargo transported in bulk is of paramount importance to ensure safe operations and efficient vessel scheduling.	(1) It is an ACP requirement that all cargo in bulk, either liquefied-gas, liquid or solid be reported in detail via VUMPA no later than 96 hours before ETA. Timely, complete, and accurate information pertaining to the dangerous cargo transported in bulk is of paramount importance to ensure safe operations and efficient vessel scheduling.
24	60	17. Dangerous Cargo Requirements	(a) For tanks with cargo (including slop tanks): UN Number, IMO class, proper shipping name, metric tons of cargo, flashpoint in °C (if applicable), and whether it is under a blanket of inert gas.	(a) For tanks with cargo (includes slop tanks): Proper shipping name, IMO class, and UN Number of cargo; amount of cargo in metric tons; flashpoint in °C, if applicable; and the condition of the vapor space (inert or not inert).
25	60	17. Dangerous Cargo Requirements	(b) For empty tanks or tanks containing residues (including slop tanks): UN Number of last cargo or residue, IMO class, proper shipping name, metric tons of residue or slops, flashpoint in °C of last cargo or residue (if applicable), and atmosphere within the tanks (gas free, purged, or under a blanket of inert gas).	(b) For empty tanks or tanks containing slops (or residues): Proper shipping name, IMO class, and UN Number of last cargo or residue; amount of residue or slops; flashpoint in °C of last cargo or residue, if applicable; and atmospheric condition of tanks (inert and not gas free; not inert and not gas free; not inert and gas free).
26	60	17. Dangerous Cargo Requirements	e. Tankers Claiming Cargo Tanks as "Gas Free" (1) At the Panama Canal, an empty cargo tank or slop tank is deemed gas free if it meets the following criteria: a. It has been stripped of flammable liquid residues b. Its concentration of flammable vapors or gases is less than 1% of the Lower Explosive Limit (LEL). c. It does not contain toxic gases	e. Tankers Claiming Cargo Tanks as "Gas Free" (1) At the Panama Canal, a vessel's cargo or slop tank is considered to be clean and free of residues or vapors if it meets the following criteria: a. It has been stripped of flammable liquid residues b. Its concentration of flammable vapors or gases is less than 10% of the Lower Explosive Limit (LEL).
27	60	17. Dangerous Cargo Requirements	(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 cargoinfo@pancanal.com and the corresponding field must be filled out accordingly in VUMPA.	(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 free of residues and vapors, a note from the Master shall be forwarded to cargoinfo@pancanal.com and the corresponding field must be filled out accordingly in VUMPA.
28	60	17. Dangerous Cargo Requirements	–	(3) If in addition to the criteria in 1a and 1b above, the oxygen concentration is at least 19.5% but not greater than 22% by volume, a Gas Free claim can be made for each tank in this condition, or for the entire ship if applicable. Similarly, to claim tank(s) as GAS FREE a statement from the Master detailing the tanks meeting this criteria shall be forwarded to cargoinfo@pancanal.com
29	60	17. Dangerous Cargo Requirements	(3) If a vessel has all tanks GAS FREE, it may be allowed to transit without the restrictions enforceable to its last cargo.	(4) If a tanker is GAS FREE, it may be allowed to transit without the restrictions enforceable to its last cargo.
30	68	20. Hot Work Performed On Board Vessels	10.Worksite: the space occupied by a ship at an anchorage or terminal in Panama Canal waters.	–
31	72	24. Air Conditioning Systems on Transiting Vessels	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. Additionally, the same controlled environment shall be offered for pilot accommodations, as indicated in Section 23 of this Notice.	The air conditioning system is part of the vessel's equipment, and as such, should be available for use during transit. Consequently, when the air conditioning system fails, forced ventilation fans must be made available. Additionally, the same controlled environment shall be offered for pilot accommodations, as indicated in Section 22 of this Notice.

32	74	28. Ballast Water Management	g. Vessels will only maintain the low-risk ballast water condition if they operate within the “same place”. However, if these vessels are relocated from the Pacific to the Atlantic side of the Panama Canal, or vice versa, with ballast water within their tanks, the same place condition for the ballast water is void. Consequently, their ballast water will be considered high risk to their new location and shall not be discharged until properly managed as per the vessel’s BWMP.	g. Vessels will only maintain the low-risk ballast water condition if they operate within the “same place”. However, if these vessels are relocated from the Pacific to the Atlantic side or from the Atlantic to the Pacific side of the Canal with ballast water within their tanks, the same place condition for the ballast water is void. Consequently, their ballast water will be considered high risk to their new location and shall not be discharged until properly managed as per the vessel’s BWMP.
33	77	32. Maneuvering Fuel	k. Vessels that arrive to Panama Canal waters burning non-compliant fuel will be required to changeover to a suitable fuel, as required by Section 32.a. Once the vessel departs Canal waters, it loses its slot in the cue. In other words, arriving with unsuitable fuel may result in delays, fines, and forfeited reservation fees.	–
35	78	34. Use of Drones in the Panama Canal	34. Use of Drones in the Panama Canal	33. Use of Drones in the Panama Canal