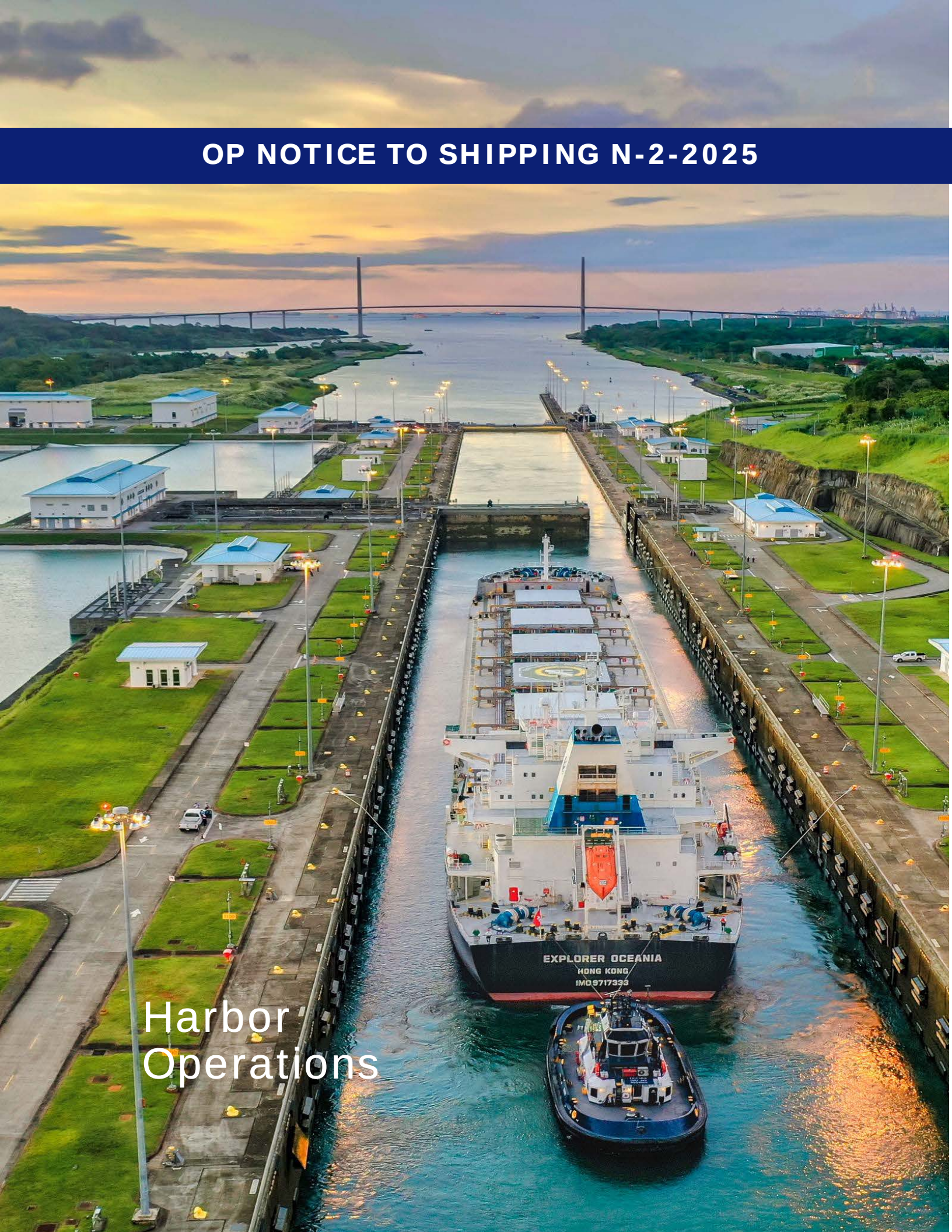
OP NOTICE TO SHIPPING N-2-2025



Harbor Operations

January 1, 2025

OP NOTICE TO SHIPPING N-2-2025

To: Shipping Agents, Owners and Operators

Subject: Harbor Operations

1. Effective Date and Cancellation

This Notice is effective on the date of issue and cancels OP Notice to Shipping N-2-2024. A revised Notice will be issued in January of each year or when otherwise required.

2. Purpose and Scope

These harbor operation rules and regulations are used to control the movement of vessels in the Canal operating waters of Cristobal, Balboa and the Canal entrances to reduce the risk of accidents.

3. Relevant Information for Canal Customers

The following relevant information was updated:

Table IV, Dock 16, Berth E, Maximum Length of Vessel

Table V, Telfer Bunker Fuel Transfer Pier, Dock West, Depth

ORIGINAL SIGNED

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HARBOR OPERATIONS

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HARBOR OPERATIONS

1. Arriving and Departing the Anchorages

a. Vessels arriving or departing from the Atlantic or Pacific Anchorages are required to contact the Port Entry Coordinator (PEC) in Cristobal or Flamenco Signal Stations on Channel 12 (VHF) prior to this evolution.

b. All vessels of 300 gross tons or over, or of 100 gross tons or over carrying one or more passengers for hire, and every commercial towing vessel of 26 feet (8 m) in length or more, shall be equipped with a radiotelephone, which can be operated from the navigation bridge and shall maintain a continuous watch on Channel 12 (VHF), until an ACP pilot assumes control.

c. All communications between the Signal Stations and vessels shall be in English.

2. Vessel Coordination and Procedures at the Pacific Entrance

a. When a vessel reaches a point of eight (8) Nautical Miles from Pacific Sea Buoy (about 11 Nautical Miles from Flamenco Island), it must notify Flamenco Signal Station on Channel 12 (VHF).

b. Flamenco Signal Station will contact vessels when they are two (2) miles off the Pacific Sea Buoy, if they have not previously called to state their intentions. Channel 12 will be used to notify vessels of their transit times and for harbor coordination communication between vessels and the Flamenco Signal Station.

c. Procedures for arrival at the anchorage.

(1) Flamenco Signal Station will coordinate the anchorage entry/exit and the harbor movements from the anchorage.

(2) Vessels assigned a dangerous cargo designator (1-2-3-4-5-H); that are going to take bunkers, lubricating oil, discharge oil residues, slopes; are expecting to conduct underwater operations with divers; or loading or discharging operations at Melones or Taboguilla Decal Terminals, will normally be required to anchor in the Pacific Explosives anchorage area.

(3) When the vessel is eight (8) nautical miles from the Pacific Sea Buoy, Flamenco Signal Station enters the time of the contact and the Sight Time in the system. Flamenco Signal Station then proceeds to recommend a specific anchoring location based on the characteristics and intentions of the vessel in the General Merchant Ship Anchorage Area or in the Explosive Anchorage Area. The vessel's Master must prepare the boarding facilities on the leeward side of the vessel

three (3) feet or one (1) meter above the water level for the Panama Canal Boarding Officers and have all the required arrival documents ready for inspection. Flamenco Signal Station directs the Master to call again when the vessel is two (2) nautical miles from the Pacific Sea Buoy for traffic check purposes.

(4) When the vessel reports two (2) nautical miles off the Sea buoy, the PEC then proceeds to provide the Master the traffic movement information expected in the anchorages and to/from the Canal. At that time, the master confirms that the pilot ladder is ready for the Panama Canal Boarding Officers, and he is requested to call Flamenco Signal Station before the vessel drops anchor to verify if she is in a safe position related to the vessels already at anchor and within the anchorage limits.

(5) When the vessel is reported at anchor, the Master is requested to advise his position by a true bearing and distance in nautical miles from Flamenco Island to corroborate the anchoring position by means of the radar. The vessel shall maintain a continuous radio watch on VHF channels #12 and #16.

3. Vessel Coordination and Procedures at the Atlantic Entrance

a. Purpose

When a vessel reaches a point of eight (8) Nautical Miles from the Atlantic Breakwater, it must notify Cristobal Signal Station on Channel 12 (VHF). Cristobal Signal Station will contact vessels when they are five (5) miles off the breakwater if they have not previously called to state their intentions. Channel 12 will be used to notify vessels of their transit times and for harbor coordination communication between vessels and the Cristobal Signal Station.

b. Procedures

(1) Cristobal Signal Station will coordinate the anchorage entry/exit and the harbor movements.

(2) Only vessels having valid reasons, such as those listed below in paragraph (5), will be authorized to enter the Cristobal Breakwater.

(3) Vessels inside the Cristobal Inner Anchorage may be required to return to the Outer Anchorage after their business is completed if the space is needed for other vessels.

(4) Large vessels of over 228.6 m (750 feet) in length or over 30.48 m (100 feet) in beam and vessels assigned a dangerous cargo PD, will normally be required to anchor at the Cristobal Outer Anchorage.

(5) Priority for use of inner anchorages will normally be granted to vessels in the following order:

i. Vessels requiring stores, crew changes, bunkering or other matters shortly before commencing southbound or immediately following northbound transit.

ii. Transiting vessels, in order of scheduled transit.

iii. Other vessels.

(6) Transiting vessels anchored at the outer anchorage must proceed to enter the Cristobal Breakwater in sufficient time to complete the boarding process without incurring a delay at the locks. After confirming that arrangements have been made for a pilot to meet the vessel just inside the breakwater, Cristobal Signal Station will inform the vessel when they are to enter.

(7) Normally, vessels shall not meet at the Cristobal Breakwater entrance. Every effort shall be made to maintain one-way traffic. Cristobal Signal Station shall arrange the order in which vessels will be authorized to enter/exit the breakwater.

(8) The order of entry/exit shall be communicated by Cristobal Signal Station to affected vessels in such a manner as to ensure that each vessel knows which vessel it will follow, or which vessel must clear before it proceeds. For example:

a. "PACIFIC STAR, two vessels will depart the breakwater before you may enter. You may enter when the TOYAMA and EAGLE have departed."

b. "RAINBOW LEADER, the SEA BREEZE will enter the breakwater before you may depart."

(9) Pilotage is required for vessels departing Cristobal Inner Anchorage Area C until the vessel is safely in the Channel clear of oncoming traffic.

(10) Other specific vessels, such as dead tows and vessels anchoring for bunker, may require pilotage when deemed necessary by the Cristobal Canal port captain or, in his absence, the Canal port captain on duty.

(11) Vessels should not enter, depart or move within Limon Bay and the inner harbor without a pilot, unless they have first contacted the Cristobal Signal Station and obtained authorization. Authorization shall be given only for a specific time. If the vessel does not proceed at the appointed time, she may not proceed without first obtaining authorization for another under way.

(12) Vessels authorized to move in accordance with the provisions of paragraph 11, above, will be given a detailed account by Cristobal Signal Station of vessel movements, imminent or in progress. Similarly, all other vessels under way or preparing to get under way will be advised of the intended movement of non-piloted vessels.

(13) Bunkering may be permitted for light-draft vessels at Delta Anchorage near the east breakwater and for deep-draft vessels at the Inner Explosive Anchorage.

(14) Bunkering for Neopanamax and Panamax Plus vessels:

a. Pilot must anchor the vessel

b. Will be allowed to enter with a draft of 14.4 meters (47 feet 3 inches)

c. No restrictions on length or beam

d. After bunkering the maximum draft should be 47 feet 3 inches

e. Clear channel at the ABW

f. The movements in or out of the Inner Anchorage must be during daylight

g. One tugboat will be used for assistance and a second one on pilot request

h. The agent must authorize the movement and accept the conditions

i. Due to space availability, once bunkering is completed, the vessel should proceed to the Outer Anchorage

Bunkering operations require the Senior Canal port captain, Cristobal or, in his absence, the Canal port captain on duty. Bunkering operations will not be permitted in other anchorage areas. Pilots are required to anchor all vessels, either arriving from the sea or departing the Canal, that will be taking on bunkers within the confines of Limon Bay. Exceptions to this rule may be made by the Canal port captain on duty.

c. Special Procedures for Vessels with Certain Dangerous Cargoes.

(1) *Applicability:* This paragraph applies to all vessels carrying dangerous cargo, which will be assigned a Precautionary Designator (**PD) 1, 2, 3, 4 or 5**. (Refer to Section 6 of this Notice).

(2) *Procedures.*

(a) The PEC will arrange the entry of vessels in accordance with the provisions of this Notice.

(b) Vessels authorized to enter in accordance with this Paragraph require pilots who shall embark as near the breakwater as practicable.

(c) Vessels assigned a PD listed in paragraph (1), above, whether from sea, the Canal or dock, may anchor inside the Cristobal Breakwater only when specifically authorized by the Cristobal Canal port captain or, in his absence, the Canal port captain on duty, and then, only in the designated explosive anchorage.

(d) Vessels arriving for transit on the Atlantic side and assigned a PD listed in paragraph (1), above, will anchor in the outer anchorage. These vessels shall not enter the breakwater until authorized to do so. Authorization will be radioed to the vessel by the Signal Station only after a pilot is at the Pilot Station, available to board the vessel, and there will be no outbound traffic at the time of entry.

(e) Outbound vessels with an assigned PD listed in paragraph (1), above, and any vessel leaving Anchorage Area C must be piloted.

d. Dead Tows: Requirements for dead tows vary greatly depending on size and configuration of the tow, time of arrival, traffic conditions and other circumstances. For these reasons, the Cristobal Canal port captain will exercise direct control and coordination over the movement of dead tows. **Pilots are required for all arriving dead tows.**

e. Vessel Responsibility to Abide by Navigational Rules: Due to the volume of vessel traffic and the confined navigational area, vessels must navigate with extreme caution. The master retains full responsibility for the safe navigation of his vessel until a Panama Canal pilot assumes control. The master shall ensure full compliance with all applicable Navigation Rules. All vessels must maintain a proper lookout, proceed at a safe speed, use all available means to determine if risk of collision exists, and take timely positive action to avoid collision, as required by *ACP Regulation on Navigation in Panama Canal Waters, Article 114, Collision Prevention, Articles 3 through 7*. The Navigation Rules are mandatory and may not be relaxed to meet the coordination measures set forth in this directive. When the master of a vessel determines he cannot comply with the coordination advice received from the Signal Station, and still meets the requirements for safe navigation set forth in the Navigation Rules, he shall immediately advise the Signal Station of the circumstances and his intended course of action.

NOTE: The Navigation Rules applicable upon the navigable waters of the Canal operating areas are set forth in *ACP Regulation on Navigation in Panama Canal Waters, Chapter VIII, Collision Prevention, Article 114.* These provisions incorporate most of the Rules of the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), and shall be applicable to vessels and seaplanes upon the navigable waters of the Canal operating areas. These areas are described as a continuous area generally following the course of the Panama Canal, and generally contiguous to it, running from the Atlantic to the Pacific. It includes the Atlantic entrance and its anchorage areas, the port of Cristobal, Gatun Locks, Agua Clara Locks, Gatun Dam, Gatun Spillway, Gatun Power Station, portions of Gatun Lake, Culebra (Gaillard) Cut, Cocolí Locks, Pedro Miguel Locks, Miraflores Lake, Miraflores Locks, Miraflores Spillway, Miraflores Filtration Plant, Miraflores Power Station, the port of Balboa, the Pacific entrance and its anchorage areas, as well as the land and water areas encompassing them.

f. Navigational Caution:

(1) Many factors that combined make the Atlantic terminal of the Panama Canal a difficult area to navigate safely. Mariners must be alert for frequent vessel movements not only to and from the Canal, but also to and from anchorages inside and outside of the breakwaters.

(2) Traffic to and from the local port is to be expected. Vessels that are either arriving or departing the Panama Canal should be aware that traffic to and from Manzanillo Bay may cross their path.

(3) Vessels calling at the Manzanillo Bay, which then wish to transit the Canal, are required to exit through the Manzanillo Bay breakwater entrance and proceed to the Panama Canal Atlantic Sea Buoy before proceeding to the Canal anchorage or entrance.

(4) Rain squalls which suddenly reduce visibility may be encountered. An easterly set across the Channel outside the jetties is normally encountered. Shallow water effects frequently cause seagoing vessels to respond in ways not anticipated by the master. At night, background lights make it difficult to identify aids to navigation and the navigation lights of other vessels.

(5) To ensure safe navigation, vessels navigating this region must exercise extreme caution. The mariner must be alert and expect the unexpected. **Masters who believe they will require assistance outside the Atlantic Breakwater, may request a pilot to meet the vessel outside in accordance with *ACP Navigation Regulations, Article 102.***

g. Exceptions: Special circumstances may arise for which it may be appropriate for ACP to apply more restrictive or less restrictive procedures than those established by this Notice to Shipping. Each situation must be well reasoned, appropriate to existing circumstances, and shall not result in significant unnecessary risk. The Cristobal Canal port captain shall exercise authority under this rule when appropriate; however, the Transit Operations Division manager shall be advised as soon as possible and, when practicable, beforehand.

h. Compliance: Non-compliance with any of the requirements set forth in this directive shall be reported to the Senior Canal port captain, Cristobal, or, in his absence, the Canal port captain on duty.

4. Arrival and Departure Times for Manzanillo Bay

The following operational procedures apply for vessels proceeding to or departing from Manzanillo Bay to determine their arrival and departure times for scheduling purposes:

a. Traffic coordination through the Manzanillo Bay Breakwater will be entirely the responsibility of the *Panama Maritime Authority.*

b. All vessels, **BOOKED** or **NON-BOOKED,** proceeding to Manzanillo Bay for a later Canal transit, will be considered as **ARRIVED** by the ACP Cristobal Signal Station when:

(1) They report their arrival at the East Breakwater entrance on an inbound course; and

(2) The ACP Port Entry Coordinator confirms this visually or by radar.

Arrival time will be used to determine the order in which **NON-BOOKED VESSELS** will be scheduled. It will also determine **BOOKED VESSELS** compliance with **BOOKING ARRIVAL REQUIREMENTS.**

c. All vessels proceeding from Manzanillo Bay on the planned day for Canal transit must arrive at the Panama Canal outer anchorage in sufficient time to ensure that they will be at the ACP breakwater entrance at the time set for transit. Any vessel that fails to adhere to this requirement may lose its transit. In the case of **BOOKED VESSELS**, they may forfeit their booking.

e. Northbound vessels proceeding to Manzanillo Bay after a Canal transit, and later returning for a southbound Canal transit, must comply with the same requirements as provided above. Such vessels will require ACP boarding as any other vessel proceeding from sea for Canal transit.

5. Harbor Tug Services Conditions

The harbor tug operation in Balboa and Cristobal is a contracted service by the vessel's agency. The following rules shall be followed regarding this service:

a. Only the Panama Canal Authority Maritime Traffic Control Unit (OP-CT) has the authority to request tugs for harbor service. This will be done via the harbor radio.

b. All docking and undocking jobs shall be performed by commercial tugs with the following exceptions:

(1) Dead tows from the piers to the Canal: Panama Canal Authority (ACP) tugs will continue to make up at the pier before proceeding to the Canal.

(2) All dead tows proceeding from the Canal to the piers will be taken to the piers by ACP tugs.

(3) All dead tows proceeding to sea, either northbound or southbound, will be taken to the usual "cast off points" where ocean-towing tugs usually make up to the tow. From the dock at Cristobal or Balboa, commercial tugs will be used. If coming from transit, ACP tugs will be employed. The Balboa "cast off point" is in the area south of Buoys 1 and 2 and in Cristobal, it is in the area between the Mole Buoy and Cristobal Breakwater Entrance.

(4) The turning around of large vessels in Cristobal Harbor will be accomplished using ACP tugs, when available.

(5) ACP tugs will be used, when available, in the harbor and anchorages for primary response to emergency situations.

c. These operational guidelines do not cover unusual circumstances or emergencies that may arise, requiring special tug assignments. The Transit Operations Division Manager, or his designee, will decide, on a case-by-case basis, what constitutes

an unusual circumstance or an emergency, whereby a substitution or exchange of tugboats between port and transit functions may be made.

d. The following are the tug requirements for docking and undocking Neopanamax vessels under normal circumstances:

1- Vessels equipped with one or more operational thrusters will rate two (2) tugboats of four thousand (4,000) horsepower or more, or three (3) tugboats of three thousand (3,000) horsepower or more.

2- Vessels of eight hundred (800) feet or more in length overall which are not equipped with an operational bow thruster will rate two (2) tugboats of four thousand (4,000) horsepower or more, or three (3) tugboats of three thousand (3,000) horsepower or more. An additional tug shall be made available upon the pilot's request.

In addition to the above requirements, other restrictions and requirements may be applied by the Transit Operations Division Manager to *Panamax Plus* and *Neopanamax* vessels other than full container vessels proceeding between the Pacific Anchorage and Balboa Harbor or between the Atlantic Breakwater and Cristobal Docks.

6. Precautionary Measures Due to Dangerous Cargo

a. Vessels classified as Precaution Designator (PD) PD-1 or PD-2 will not be allowed to berth at dock 6, Balboa.

b. The precautionary measures assigned by the Authority to vessels with dangerous cargo vary depending on the inherent properties of the cargo and whether it is transported in bulk or packaged. Regulations require vessels to communicate detailed information to MTC concerning all dangerous cargo carried no less than 96 hours in advance of arrival.

(1) Based on this information, a Precaution Designator **(PD)** is assigned to the vessel. **"PDs"** are numbers **(1, 2, 3, 4, 5, 6 or 7**) or letters (**"N"** or **"H"**), where **"PD-1"** is the most hazardous and **"PD- 7**,**"** the least. **"PD-N"** means no dangerous cargo is aboard.

(2) When a vessel does not provide the necessary information as required by regulation, an **"H"** or **"HOLD"** is assigned. This means that the vessel will not be scheduled for transit or docking until the cargo information is made available.

(3) The **"PD"** assigned to each vessel sets forth the imposed precautionary measures due to cargo that will be taken for that vessel while in Canal waters, which include actions such as the level of pilot assignments; docking, clear-cut or Channel restrictions; special precautions while at the locks, or if whether or not a fire truck will stand by at the locks during lockages.

(4) While the precautionary measures assigned by the Authority are internal actions to ensure a safe transit or docking for every vessel, it is important that masters provide exact and timely information, as there is a direct relationship between the type of cargo and the way the vessel is scheduled for transit or for docking at Cristobal or Balboa.

(5) Failure to provide proper information could result in delays to the vessel.

7. Docking and Mooring Restrictions

a. Dock 6, Port of Balboa.

(1) Vessels over 700 feet (213.4 m) L.O.A. are not allowed to berth at Dock 6, Balboa. Docking vessels that are more than 600 feet (182.88 m) L.O.A. and have a beam of 100 feet (30.48 m) or more will require prior approval from Transit Operations Division.

(2) Vehicle Carriers or vessels equipped with a ramp on the stern will require prior approval from Transit Operations Division to berth at Dock 6, Balboa.

(3) When a vessel is moored at Dock 6, Balboa, the master should be reminded to have his crew tend the mooring lines and keep the lines tight, especially during the ebb tide when the lines may go slack. Maintaining mooring lines tight will help prevent a surge of the vessel when ship traffic moving in the Canal channel passes close to Dock 6. Pilots are instructed to proceed with caution and at a safe minimum speed when passing Dock 6.

b. Docks 7, 8 and Dry dock, Port of Balboa. The routine docking of a second vessel at Docks 7 and 8, Balboa, abeam of a vessel already docked at the opposite pier may be accomplished with the following restrictions:

(1) For movements occurring during daylight hours, the combined beam of both vessels will not exceed 150 feet (45.7 m).

(2) Movements of vessels with a combined beam exceeding 110 feet (33.53 m) will be approved on a case-by-case basis by the Canal port captain on duty.

(3) Movements occurring during darkness will be approved on a case-by-case basis; however, in these instances, the combined beam of both vessels will not exceed 110 feet (33.53 m).

(4) An omnidirectional tug will be used when available.

(5) The tidal level provides enough water for deeper vessels, which is critical for Dock 8.

(6) Dry dock entries and exits will be accomplished only during daylight hours.

(7) No movement either into or out of dry dock 1 will be authorized if there are vessels moored to both Dock 7 and Dock 8 of the Port of Balboa.

c. Docks 7, 8 and 9 of the Port of Cristobal. The docking of a vessel in one of these docks when a vessel over 106 feet in beam is moored in the opposing dock, is not permitted since the available space is deemed inadequate for the maneuvers of the vessel and assisting tugs, resulting in an unsafe working environment.

d. Dock 16 AB, Port of Cristobal. When a vessel with LOA in excess of 900 feet is docked at DK 10 of the Port of Cristobal, vessels will not be allowed to enter or depart Docks 16 AB unless specially approved by the Canal port captain (CPC) on duty.

e. A large vessel mooring alongside a smaller vessel that is being used as a fender at any dock is not considered by ACP to be a safe procedure in waters under Canal control. Should the mooring require an ACP pilot, both vessels will be requested to sign ACP Form 4323 “Undertaking to Release and Indemnify” before proceeding.

f. Inadequate Lighting or Fendering: When a vessel is to be berthed on a pier deemed to have inadequate or no lighting or fendering, either at the ports of Balboa or Cristobal, it will be required to sign Form 4323 “Undertaking to Release and Indemnify.”

g. Maneuvering a vessel near a gantry crane with the boom in the horizontal position is prohibited. It is the responsibility of the port operator to have the booms of all the cranes in the area where a vessel is maneuvering in the vertical position and shall notify the pilot on the maneuvering vessel in case that, for some technical reason, the port is not able to comply with this requirement.

h. Vessels shall not navigate close to moored vessels that have their cargo cranes protruding outboard, unless the boom is properly illuminated and the pilot is notified of this obstruction.

8. Periodic Surveys at Balboa and Cristobal Harbors

It is the responsibility of the Port Operators to maintain the depths on the berths and approaches to their facilities, including periodic surveys of the area. Additionally, the ACP Engineering Division´s Topography, Hydrography and Cartography Section periodically conducts routine hydrographic surveys of the Channel, the pier areas adjacent to Rodman, and the general and inner harbor areas of the ports of Balboa and Cristobal. When these surveys reveal that the general and inner harbor areas of the ports have significantly silted, pilots and customers will be notified of the conditions of the areas and of the new draft restrictions consistent with the available depths will be enforced in those areas.

9. Balboa and Cristobal Harbor Conditions

a. Depths and Drafts: The depths in Tables I, II, III and IV refer to the amount of water available at Mean Low Water Springs (MLWS) in the ports of Balboa, Rodman and at Mean Low Water (MLW) at the Ports at Cristobal. The attendant draft figures are the allowable drafts at the respective docks at any stage of the tide. Pilots or boarding officers are requested to have the master of the vessel sign Form 4323, “Undertaking to

Release and Indemnify," prior to docking vessels that arrive with a draft in excess of the respective dock or that expect to load to a draft in excess of that amount. In addition, the master will also be required to sign Form 4323 when a vessel is to be berthed on a pier deemed to have inadequate or no lighting or fendering at Balboa or Cristobal Harbors. (See copy of this form on page 32).

DOCK	BERTH	USABLE LENGTH	DEPTH	MAXIMUM WATER DRAFT	MAXIMUM LENGTH OF SHIP	REMARKS
6	AB	226.2 m (742 ft.)	9.8 m (32.2 ft.)	9.5 m (31.2 ft.)	182.9 m (600 ft.)	F / M / L OIL / WATER / DRY & LIQUID BULK / PASSENGER / CAR CARRIER
7	ABCD	320.1 m (1,050 ft.)	10.2 m (33.5 ft.)	9.9 m (32.5 ft.)	259.1 m (850 ft.)	F / M / L OIL / WATER/ DRY & LIQUID BULK / PASSENGER / CAR CARRIER
8		143.3 m (470 ft.)	6.9 m (22.6 ft.)	6.6 m (21.7 ft.)	161.6 m (530 ft.)	DRY DOCK EXCLUSIVE USE
13		48.1 m (158 ft.)	8.8 m (28.9 ft.)	8.5 m (27.9 ft.)	67.1 m (220 ft.)	REPAIRS
14	AB	317.1 m (1,040.4 ft.)	12.7 m (41.7 ft.)	12.4 m (40.7 ft.)	290.9 m (954 ft.)	CARGO CONTAINER
15	AB	282.2 m (925.7 ft.)	12.7 m (41.7 ft.)	12.4 m (40.7 ft.)	243.9 m (800 ft.)	CARGO CONTAINER
16		371.3 m (1,218.7 ft.)	16.2 m (53.1 ft.)	15.9 m (52.2 ft.)	304.9 m (1,000 ft.)	CARGO CONTAINER
17		371.3 m (1,218.7 ft.)	16.2 m (53.1 ft.)	15.9 m (52.2 ft.)	304.9 m (1,000 ft.)	CARGO CONTAINER
18		371.3 m (1,218.7 ft.)	16.7 m (54.8 ft.)	16.4 m (53.8 ft.)	304.9 m (1,000 ft.)	CARGO CONTAINER
Balboa Basin			15.5 m (50.9 ft.)	14.9 m (48.9 ft.)	ANY	

TABLE I - Depths and Drafts in the Port of Balboa

Notes:

1. All these readings have at least 30.0 cm (1 foot) under keel clearance (UKC) and referenced to MLWS.
2. Vessels with deeper drafts or during negative tides must be reviewed and approved by the CPC office.
3. Based on PPC Hydrographic Chart dated December 2020.
4. The maximum permitted TSW draft at the Basin of the Port of Balboa at MLWS is 14.90 m (48.88 ft.).
5. The minimum safe distance required to maintain between vessels is 15.2 m (50 ft.) and 45.7 m (150 ft.) from the corner of Docks 15 and 16.
6. The usable lengths shown for berths 14, 15, 16 17 and 18 are for guidance. Vessels larger than the usable lengths shown can be approved as long as the maximum combined length is not exceeded.
7. The maximum combined length for berths 14 and 15 is 537.9 m (1,765 ft.).
8. The maximum combined length for berths 16, 17 and 18 is 1,037.7 m (3,404.5 ft.)

Area No.	True Heading	Berth	Pier Length				Depth MLWS		Max. S W Draft MLWS		Maximum Length of Ship at Maximum Draft		Height Above Low Water (MLWS)	
			Total Pier Length		Usable Length									
			Meters	Feet	Meters	Feet	Meters	Feet	Meters	Feet	Meters	Feet	Meters	Feet
1		Approach to Pier 1					12.6	41.3	11.9	39.0				
2	232°	Pier 1 – North C&D	215	704	169	554.4	12.5	41.0	12.2	40.0	169[1]	554[1]	7.7	25.3
3	232°	Pier 1 – South A&B	215	704	184	604	12.3	40.4	12.0	39.4	184[1]	604[1]	7.7	25.3
4-5	232°	Approach to Pier 2					12.6	41.3	11.9	39.0				
6	232°	Pier 2 – North C&D	215	704	192	630	12.2	40.0	11.9	39.0	192[1]	630	7.7	25.3
7	232°	Pier 2 – South A&B	215	704	192	630	9.2	30.2	8.9	29.2	168[1]	550	7.7	25.3

TABLE II: Rodman Piers Draft Limitations

Notes:

[1] Vessels with deeper drafts, during negative tides or exceeding the usable length of the pier must be previously approved by the CPC office. (Based on Hydrographic Chart dated September 26, 2018, provided by PetroAmérica, S.A. (PATSA)

Berth		**Dock Length**				**Depth MLWS**		**Max. S W Draft MLWS**		**Maximum Length of Ship at Maximum Draft**		**Beam Limitations**	**Remarks**
		Total Dock Length		**Usable Length**									
		Meters	Feet	Meters	Feet	Meters	Feet	Meters	Feet	Meters	Feet		
1		332.2	1090.0	317.0	1040	14.5	47.6	14.2	46.6	317.0	1040	none	Containers
1	E	52.5	172.1	37.2	122	14.5	47.6	14.2	46.6	37.2	122	none	Small Vessels
2	N	378.2	1240.7	366.7	1203	16.3	53.4	16.0	52.4	733.4[1]	2406[1]	none	Containers
	S	378.2	1240.7	366.7	1203	16.3	53.4	16.0	52.4			none	Containers

TABLE III: PSA Terminal Draft Limitations

Notes:

(1) [1]Max combined length at Berth for 2 vessels is 733 m (2,406') / Max combined length at Berth 2 for 3 vessels is 710.6 m (2,331') (Table information provided by PSA on September 29, 2020.)
(2) All these readings have at least 30.0 cm (1 foot) under keel clearance (UKC) referenced to MLWS.
(3) Vessels with deeper drafts or during negative tides must be reviewed and approved by the CPC Office.
(4) Based on Hydrographic Chart dated July 12, 2023 provided by PSA, Panama International Terminals.

DOCK	BERTH	USABLE LENGTH	DEPTH	MAXIMUN WATER DRAFT	MAXIMUN LENGTH OF VESSEL	MAX DRAFT AT MAX LENGTH OF VESSEL	REMARKS
6	AB	313.9 m (1030.0 ft.)	A: 13.8 m (45.3 ft.) B: 13.3 m (43.6 ft.)	A: 13.5 m (44.2 ft.) B: 13.0 m (42.6 ft.)	295.7 m (970.0 ft.)	13.0 m (42.64 ft.)	**PASSENGERS / RO-RO CARGO**
6	CD	313.9 m (1030.0 ft.)	13.3 m (43.6 ft.)	CD: 13.0 m (42.6 ft.)	295.7 m (970.0 ft.)	13.0 m (42.6 ft.)	**PASSENGERS**
6	E	73.2 m (240.0 ft.)	12.5 m (41.0 ft.)	10.0 m (32.8 ft.)	73.2 m (240.0 ft.)	10.0 m (32.8 ft.)	**WATER**
7	AB	297.8 m (977.0 ft.)	A: 12.3 m (40.3 ft.) B: 10.3 m (33.8 ft.)	A: 12.0 m (39.4 ft.) B: 10.0 m (32.8 ft.)	304.8 m (1000.0 ft.)	10.0 m (32.8 ft.)	**ALL TYPE OF CARGO**
7	CD	304.8 m (1000.0 ft.)	15.0 m (49.2 ft.)	CD: 14.7 m (48.2 ft.)	295.7 m (970.0 ft)	14.7 m (49.2 ft.)	**ALL TYPE OF CARGO**
7	E	73.2 m (240.0 ft.)	10.7 m (35.1 ft.)	E: 10.4 m (34.1 ft.)	73.2 m (240.0 ft)	10.4 m (34.1 ft.)	**WATER**
8	AB	302.0 m (990.0 ft.)	A: 12.3 m (40.3 ft.) B: 10.0 m (32.8 ft.)	A: 12.0 m (39.4 ft.) B: 9.7 m (31.8 ft.)	287.1 m (942.0 ft.)	9.7 m (31.8 ft.)	**F / M / L OIL / WATER / ALL TYPE OF CARGO**
8	CD	307.8 m (1010.0 ft.)	C: 14.3 m (46.9 ft.) D: 13.0 m (42.6 ft.)	C: 14.0 m (45.9 ft.) D: 12.7 m (41.7 ft.)	295.7 m (970.0 ft.)	12.7 m (41.7 ft.)	**WATER**
8	E	76.2 m (250.0 ft.)	12.5 m (41.0 ft.)	E: 12.2 m (40.0 ft.)	76.2 m (250.0 ft.)	12.2 m (40.0 ft.)	**WATER**
9	AB	325.5 m (1068.0 ft.)	14.3 m (46.9 ft.)	AB: 14.0 m (45.9 ft.)	316.0 m (1036.0 ft.)	14.0 m (45.9 ft.)	**F / M / L OIL / WATER / ALL TYPE OF CARGO**
10		350.0 m (1148 ft.)	15.5 m (50.8 ft.)	15.2 m (49.9 ft.)	350.0 m (1148.0 ft.)	15.2 m (49.9 ft.)	**F / M / L OIL / WATER / ALL TYPE OF CARGO**
16	AB	326.1 m (1070 ft.)	12.3 m (40.3 ft.)	AB: 12.0 m (39.4 ft.)	304.8 m (1000.0 ft.)	12.0 m (39.4 ft.)	**F / M / L OIL / WATER / DRY & LIQUID BULK**
16	CD	326.1 m (1070 ft.)	13.3 m (43.6 ft.)	CD: 13.0 m (42.6 ft.)	304.8 m (1000.0 ft.)	13.0 m (42.6 ft.)	**F / M / L OIL / WATER / DRY & LIQUID BULK**
16	E	139.6 m (458 ft.)	12.5 m (41.0 ft.)	E: 12.2 m (40.0 ft.)	121.92 m (400.0 ft.)	12.2 m (40.0 ft.)	**F / M / L OIL / WATER**

TABLE IV – Ports of Cristobal length and draft limitations

Notes:

1. All these readings have at least 30.5 cm (1 foot) under keel clearance (UKC) and referenced to Mean Low Water.
2. When a vessel with LOA in excess of 900 feet is docked at DK 10, vessels will not be allowed to enter or depart Docks 16 AB unless specially approved by the duty CPC.
3. Sounding readings from April 3, 2020, provided by Panama Ports Cristobal

DOCK	BERTH	DEPTH	MAXIMUN LENGTH OF VESSEL (AT MAX DRAFT)	MAXIMUM DRAFT OF VESSEL (AT MAX LENGTH)
Telfers East	A	12.5 m (41.0 ft.)	270.0 m (885.8 ft.)	12.0 m (39.4 ft.)
	B	6.5 m (21.3 ft.)	81.0 m (265.7 ft.)	6.0 m (19.7 ft.)
Telfers West	C	11.9 m (39.4 ft.)	270.0 m (885.8 ft.)	10.5 m (34.4 ft.)
	D	5.5 m (18.0 ft.)	81.0 m (265.7 ft.)	5.0 m (16.4 ft.)

TABLE V – Telfers Bunker Fuel Transfer Pier

Notes:

1. The total length of the pier is 360 meters.
2. The length between fenders is 30 meters.
3. The length between the end of the pier to the dolphin is 60 meters.
4. Berths A and C are at the northern section of the pier.
5. Berths B and D are at the southern section of the pier.
6. The maximum length of a vessel at berths A and C may be extended at lesser drafts upon approval of the CPC on a “case by case basis”. An updated depth sounding chart must be used for reference in such cases.
7. Berths B and D are mostly used by bunker barges.
8. The minimum distance between a vessel and a bunker barge when docked on the same side of the pier must be at least 45.7 m (150 ft.).
9. The maximum distance that a vessel may overhang its stern from the north end of the pier is 10 meters (32.8 ft.). The stern lines must be properly secured to the dolphin.
10. Information provided by Telfers Tank INC.

DOCK	BERTH	USABLE LENGTH	DEPTH	MAXIMUN WATER DRAFT	MAXIMUN LENGTH OF VESSEL	MAX DRAFT AT MAX LENGTH OF VESSEL	REMARKS
AES COSTA NORTE LNG TERMINAL	18	365.9 m (1200 ft.)	14.5 m (47.6 ft.)	14.0 m. (45.9 ft.)	304.9 m (1000 ft.)	14.0 m (45.92 ft.)	**LNG FUEL TRANSFER**

TABLE VI –AES Costa Norte LNG Terminal

Note:

Information provided by AES Costa Norte LNG Terminal.

10. Bunkering/Fueling Vessels at the Docks in Balboa or Cristobal Harbors

Bunkering/fueling a vessel at any dock from a tank vessel moored alongside the offshore side of that vessel is not considered to be a recommended practice in waters that are under ACP operational control. The Transit Operations Division Manager may allow exceptions on a case-by-case basis; however, before proceeding with mooring that requires an ACP pilot, both vessels will be required to sign Form 3821, "Undertaking to Release and Indemnify."

11. Requirements for the Evaluation of Third-Party Requests to Perform Commercial Activities (Fuel Bunkering) in Maritime Waters Managed by the Panama Canal Authority (Use of Water and Routes)

The party interested in carrying out commercial activities —using ships/vessels— in maritime waters managed by the Panama Canal Authority (ACP) must request authorization to operate and perform activities in ACP waters, for which it must meet the following requirements:

1. Provide general information: name, physical address of its offices, telephone numbers, personal identity number (cédula) if the interested party is an individual, Tax Identification Number (RUC) and the name and personal information of its legal representative if the interested party is a corporation.

2. Describe the activity that it intends to perform and the area or route in which it will be performed.

3. Provide information regarding the vessel or vessels used for such purposes. The information must state the vessel’s name, type, gross and net tonnage, vessel identification number (SIN), year of manufacture, type of engine and rudder, registration, navigation license, and radio license issued by the Panama Maritime Authority (AMP), as well as the name and general information of its owner, operator and/or charterer.

4. Submit the following insurance policies:

   a. **Hull and Machinery Insurance Policy**, including “debris removal” coverage. Amount: Equivalent to 100% of the market value of the ship/vessel used to perform the commercial activity.
   b. **Maritime Responsibility Policy**, including pollution coverage, collision against Fixed or Floating Objects (FFO), and other vessels (Running Down

Clause – RDC). Amount: Equivalent to 100% of the market value of the ship/vessel used to perform the commercial activity.

c. **Guarantees** (cash security deposits, checks — "certified" or "cashier's"— or bank guarantees) to cover violations in Canal waters. In the case of bunkering activities such as fuel supply, the ACP reserves the right to request additional guarantees corresponding to the level of risk of the activity.

The Panama Canal may modify the terms, conditions, and scope of the requirements established herein, including the limits for the insurance policies and guarantees to be required, based on the risk analysis conducted on each commercial activity to be performed.

5. Submit evidence showing that the ship's security and communications equipment is maintained on board and in proper operating condition.

6. Submit the Safety Plan applicable to the vessel(s) included in the authorization request. This plan must be developed with similar standards to those established by the International Maritime Organization (IMO), International Convention for the Safety of Human Life at Sea (SOLAS), International Ship and Port Facility Security Code (ISPS).

7. Submit the Contingency Plan for the management and response to hydrocarbon spills/leaks in Canal waters. This plan must meet the requirements described on the reverse side.

8. The vessel owner or operator (if it is a natural person), or its legal representative (if it is a corporation), must prepare, sign and submit a statement acknowledging that Canal operations will have priority over any other commercial activity. The statement must declare that it will take the necessary precautions to avoid damage to its property, crew, and passengers as a result of water surges (swell), for which the ACP and its employees, within the exercise and scope of their functions and duties, are exonerated from any liability whatsoever over damages to its operation and/or ship, cargo, crew, and passengers as a result of, or in relation to, Panama Canal operations.

9. Submit a copy of the valid navigation patent and the valid radio license, issued by the Panama Maritime Authority (AMP) Merchant Marine General Directorate.

10. Submit a copy of the valid license issued by the AMP to the master or masters of the vessel that will perform the activities. If the master or masters of the vessel have a license issued by the ACP Board of Inspectors, and the vessel is exempt from pilotage, a copy of the documentation proving this must be submitted as well. If the vessel does not have a valid pilotage exemption, it will be inspected by the ACP to

determine that it complies with its requirements. This inspection must be coordinated with the ACP Board of Inspectors, telephone 272-3385.

11. Submit a copy of the Environmental Impact Assessment with relation to the fuel bunkering activity.

12. Submit a description of the potential environmental consequences of the activities and the response and mitigation measures in case of negative impact:

a. **Environmental consequence**: Refers to an impact on the environment.
b. **Environment**: Refers to the natural system composed of the physical, chemical, and biological elements that will be affected by the activities of the project. The constructed environment is the one that has been modified by man and that serves sociocultural and economic purposes.
c. **Mitigation measures**: The corrective actions to minimize the possible environmental impacts identified on the physical, natural, and sociocultural environments that occur during the development of the different stages of the activities.

13. Submit a copy of the documentation authorizing the individual or corporation to perform fuel supply activities in the Republic of Panama.

All the documents must be sent to Dr. Ricaurte Vásquez Morales, Panama Canal Administrator at his office located in Balboa Heights, Panama Canal Administration Building.

General Requirements for Contingency Plans:

1. **Description of the Activities to be Performed in the Area.** Include a full description of the activities to be performed, along with geographic location charts depicting the potential operations and process maps, among other information.

2. **Commitment and Leadership.** The requesting party must show commitment and leadership with the prevention, preparedness, and response in the face of emergencies through:

2.1 Risk management.
2.2 Policies, plans and procedures that implement and maintain a contingency plan.
2.3 A plan of the activities involving preparedness before emergencies.
2.4 Resources in place to maintain the plan.
2.5 Deficiencies correction mechanism.
2.6 Reviews and assessments to ensure the plan’s effectiveness.

3. Risk Management System. Explain the risk management mechanism in place for its activities. It will describe the basis for planning, including the identification, description, and assessment of the risks.

3.1 **Risk identification.** List and describe the risks that, due to the activity performed, can produce significant consequences. In this sense:

a. List risks of spills that may cause the spill of hydrocarbons. Indicated the possibility of leaks or spills of hydrocarbons, and harmful and potentially dangerous substances, under the categories of spills: Tier I, II, and III.

b. List the potential fire hazards in the facilities.

c. Describe the vulnerability of personnel, property, and environment. In the case of a spill, it must include areas that are especially sensitive, both environmentally and economically. It must also include modeling oil spills on the water to visualize impact areas.

3.2 **Mitigation measures.** Based on the risks listed, describe how the measures reduce or manage the risks listed, with either prevention systems, control measures, or contingency plans.

4. Procedures. Include the procedures to be applied in case of emergency, which include but are not limited to, the following aspects:

4.1 **Distribution of responsibilities** to perform specific actions during an emergency. This section will have a crisis organizational chart, indicating the Incident Commander and the support positions, as well as a description of the response operation, from the beginning of the crisis until the response.

4.2 **Notifications and activations.** Include the list of contacts and procedures to notify the interested and affected parties. This section must include a notification flow chart (see Appendix B). For the ACP, the notifications will be to: Radio: Channel 12 or 16, or Maritime Traffic Center, phone 272-4201 and 272-4202, or Security Control and Emergency Dispatch Center, phone 276-3669, Fax: 276-4777, or email: oppv-sas@pancanal.com.

Following the initial notification, the Spill Report and Mitigation Actions Form must be submitted (see Appendix C).

4.3 **Identify the actions** that must be taken to protect the people, property, operations, and environment, and those taken to stabilize the incident. These must include the Net Environmental Benefit Analysis (NEBA) for all spill scenarios.

4.4 **Indicate the protection strategies** for areas most vulnerable to leaks, spills, or other hazards. It must include vulnerable areas identified in 3.1 (c). This section may be completed with diagrams or charts showing the proposed strategies (containment, protection, and dispersion), and the geographic characteristics of the site that must be known, to deploy emergency response equipment and set staging areas.

4.5 State emergency communications and protocols, and notification procedures for the competent authorities and other interested parties.

5. List of emergency-responding resources. The interested party must indicate all its preparedness resources in place to contain a spill. Preparedness must be enough to provide a quick response and minimize the consequences of an emergency.

5.1 **List of on-site resources to handle spills.** The interested party must indicate its emergency resources and response capacity. The plan must indicate the resources that will be used to control spills, from their confinement, removal, and final disposal, with a response timetable and the number of resources available, under the parameters detailed below:

a. Tier I spills: For these spills, resources must remain on-site, in the same facilities where the risks are produced. The resources must be enough to minimize the consequences of the spill. To determine the minimum resources, the interested party shall develop all the possible Tier I spill scenarios and will have available all the resources and personnel needed to address, confine, and retrieve the spill as soon as possible (24 hours at most).

b. Tier II spills: Describe the resources that will be assigned to the removal and final disposal of the spill, either through contractors, agreements, or other mechanisms. The resources must be available within a timeframe of no more than 12 hours.

c. Tier III spills: Describe the resources that will be assigned to the removal and final disposal of the spill, either through contractors, agreements, or other mechanisms. The resources must be available within a timeframe of no more than 48 hours.

5.2 **As evidence of its preparedness**, the interested party will submit updated lists of its resources, indicating their description, quantity, location, and general specifications. If the interested party relies on a contractor or other entities to address emergencies, it must also indicate who the contractors are. The interested party must explain the capacity of the contractor or entity in terms of resources and response time. This data must be verifiable.

5.3 **Equipment inspection and testing.** Describe the procedures and the frequency with which inspections and tests are performed on the equipment reserved for emergencies. These must be recorded and carried out according to the manufacturer's recommendations. Said inspections and tests will be carried out on equipment such as generators, electrical systems, hydraulic systems, tires, engines, energy sources, etc.

6. Training. Describe training programs for emergency response and the frequency thereof. The interested party must develop continuous training programs to match its contingency plan. Also, submit a training matrix for the different types of emergency response personnel (decision-making personnel and tactical field personnel). The interested party must maintain updated records of all training performed and follow-up activities. At a minimum, the whole emergency response personnel must have the following courses:

6.1 Command System 100
6.2 OPRC-1
6.3 Applicant's contingency plan

7. Emergency Drills. The interested party must develop an annual training program to evaluate its contingency plan, which shall indicate internal and joint drills, both single and with the contractors or other entities that may be involved, according to each case.

7.1 The program will include exercises to evaluate all aspects of a response, including notification, organizational structure, strategy planning, resource administration and field operations.

7.2 The interested party will maintain updated records of the drills, indicating the staff members that participated in the drill and the objectives or aspects of the response that were assessed, lessons learned, and improvement plan.

8. Records and revision history. It shall include the revision history with its date and description.

8.1 The interested party must revise its plan at least once a year. The review will include —at a minimum— a general update of the plan's content, an update of the contact information list of the first responders and interested parties, as well as an update of the list of emergency resources.

8.2 Every time that the plan is modified, the new version of the plan must be submitted to the Panama Canal Authority through the appropriate channels previously mentioned. In addition, the submitted revision of the plan will indicate a revision history, with dates and descriptions.

8.3 The Contingency Plan will include the following records:

a. Formal review and update of the contingency plan
b. Drill records, including the staff that participate in each drill, together with an improvement plan.
c. Training record
d. Equipment inspection and testing record

8.4 All records must be available for review for a period of three (3) years from their revision.

APPENDIX A: DEFINITIONS

For the purposes of this guide, the terms expressed below have the following meaning:

a. Net Environmental Benefit Analysis (NEBA): The process of weighing the advantages and disadvantages of the different response strategies to a spill and comparing them with the advantages and disadvantages of a natural cleanup, to use the least environmentally damaging strategy.

b. Staging areas: Temporary locations used to harbor personnel and equipment until a tactical role is assigned to them. A spill may have more than one staging area, and they will be under the responsibility of the Operations Manager.

c. Authorities: These are the Panama Maritime Authority (AMP), the Panama Canal Authority (ACP), Ministry of Environment, among others.

d. Incident Commander: The person in charge of the overall management and response of all incident response activities, such as operations, planning, logistics, finances, security, among others.

e. Spill: A leakage of hydrocarbons from the vessel or medium that contains it, affecting the environment. For the purposes of developing contingency plans, there are the following types of spills:

Tier I spill: An accidental spill that occurs in or near a facility because of routine operations. The impacts are low, and the local response capacity is adequate.

Tier II spill: medium sized spills that occur near a facility because of a non-routine operation. It is possible for the spill to have significant impacts and that requires external assistance (authority area planning) to adequately address the crisis.

Tier III spill: large spills that occur near or far from a facility because of a non-routine operation, and that require significant resources and the support of national and international institutions to properly address the crisis.

f. Dispersant: Specially formulated chemical agents that are sprayed at low quantities over hydrocarbon spills to facilitate their mixture with water and their natural biodegradation.

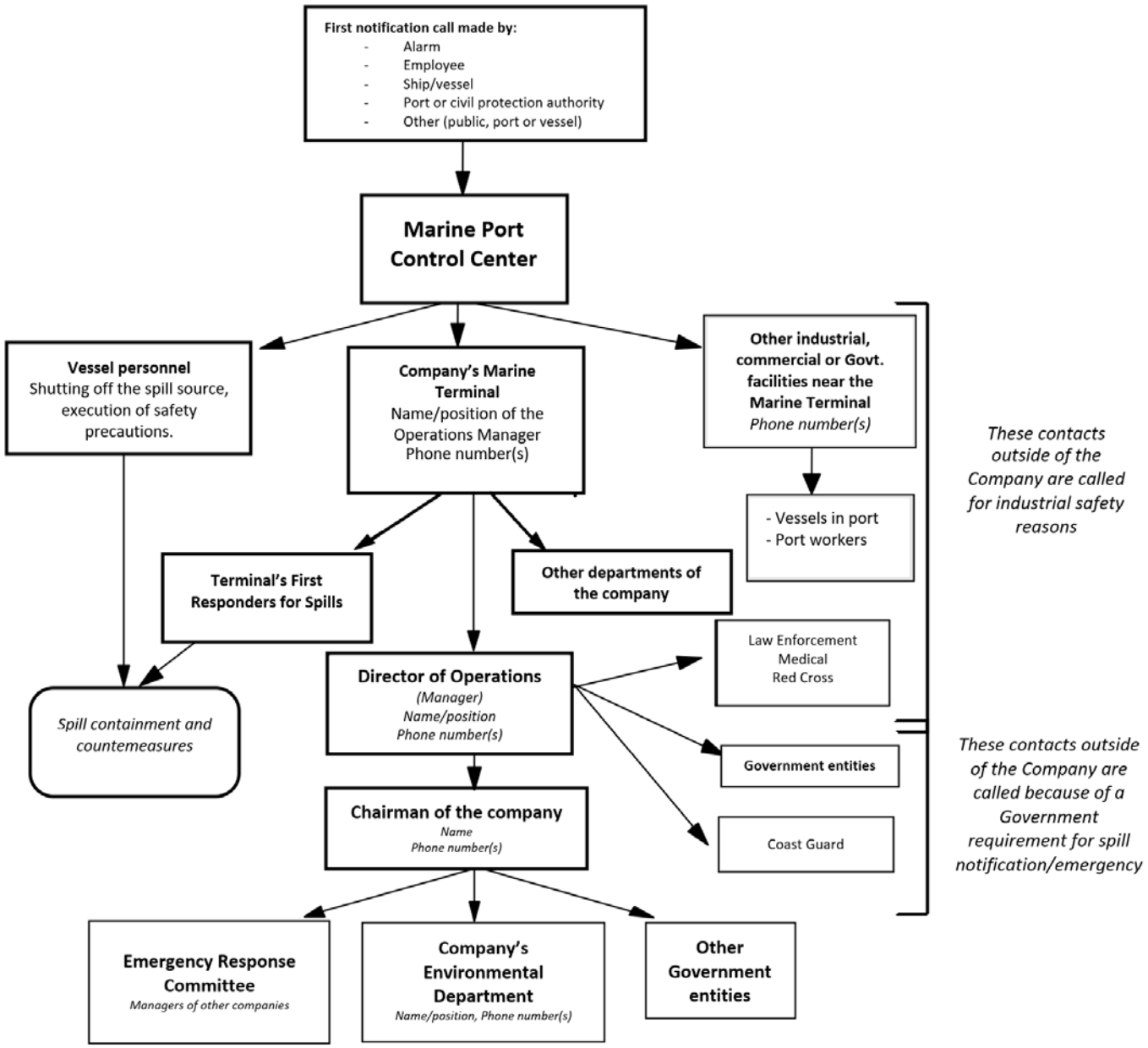
g. Response Strategy: Set of response techniques and activities to be used in the case of a spill, aimed at achieving an objective.

h. Incident Report: report on the occurrence of a spill and the response given.

i. OPRC: International Convention on oil Pollution Preparedness, Response and Co-operation.

j. Improvement Plan: A plan that describes the tasks and actions aimed at correcting the lessons learned and strengthening the best practices identified during a drill or exercise.

APPENDIX B: SAMPLE SPILL NOTIFICATION DIAGRAM FOR THE APPLICANT



12. Vessel Movement Control for Small Vessels in the Ports of Balboa and Cristobal

On certain small vessels, such as those involved in local bunkering operations specially designated by the Transit Operations Division Manager, the master and crew may be allowed to complete docking maneuvers after the first mooring line is made fast ashore. In these cases, the pilot may yield control of and responsibility for the vessel to the vessel's master after the first mooring line is made fast, at the pilot's direction, provided that any assisting harbor tugs have been dismissed. At this point, the pilot may allow the vessel's master to assume control. The pilot will retain control of the vessel if the master so desires or as long as harbor tugs are still made fast or on standby to assist.

13. Vessel Movements In and Out of the Dry Dock

a. Movement to and from the dry dock at the Port of Balboa will normally be made from the wet berth adjacent to that facility. Panama Canal pilots will pilot a vessel destined to enter the dry dock from sea to the wet berth associated with that dock. If no wet berth is available, then the pilot will continue to exercise his authority until the first part of the vessel crosses the dry dock sill. At that point, the pilot's responsibility will terminate, and he will relinquish control. The pilot will assume control of the vessel from the wet berth to sea when departing the dry dock. If there is no wet berth available, the pilot will assume control when the last part of the vessel crosses the sill departing the dry dock. When arriving from sea, a vessel will be considered docked at the wet berth when the first mooring line is made fast ashore under the pilot's direction.

b. When docking at the wet berth and preparing to enter the dry dock, the pilot will yield control of and responsibility for the vessel at a time mutually agreed upon with the vessel's master. When proceeding directly in or out of the dry dock, the pilot will yield or accept control of the vessel at a time mutually agreed upon with the appropriate dry dock employee. Normally, this will occur when the first line is made fast ashore, or the last line is cast off and the vessel is in a safe condition. If a mutual agreement cannot be reached, the evolution will be terminated, and the vessel returned to its starting location or to safe anchorage at no cost to the Canal.

c. The pilot is responsible for determining the number of tugs required, communicating with them and directing their activities. Two tugs are normally assigned.

d. A senior pilot will be assigned to any vessel moving directly to a dry dock. Vessels that are bound for the dry dock but will be warped into that facility at a later time, will be assigned a pilot qualified for that size vessel.

e. The direct movement of vessels into or out of the dry dock will be made only during daylight. Warping the vessel into or out of the dry dock from the adjacent wet berth

without ACP assistance or support may be performed anytime it is safe and efficient to do so.

f. If the vessel is simply going to or from the wet dock, and not immediately involving the dry dock, then the docking or undocking will take place in the normal manner.

g. Good radio communications should be maintained between the vessel, dock master and tugs during the docking operation. Working Channel is 4B.

h. Shipyard line handlers should be positioned to receive and shift lines as soon as the vessel is within the heaving line range of the dock entrance. If required, and if the berth is clear, the vessel could be positioned alongside Dock 8.

i. The vessel should provide lines and line handlers and should operate winches as directed by the pilot or dock master.

j. When making the approach, the state of the tide, currents and wind should be considered.

14. *Panamax Plus* and *Neo Panamax* Vessel Movements in and Out of Balboa and Cristobal Harbors

a. The procedures established in this section are to be utilized for *Neopanamax and Panamax Plus* vessels.

b. The following restrictions shall apply to *Panamax Plus or NeoPanamax* vessels *of up to 51.51 m (169 feet) in beam* proceeding between Buoy No. 1 at the Pacific Entrance and Balboa Channel up to Cocoli Locks.

(1) Panamax Plus and NeoPanamax vessels will have clear channel restriction between the Bridge of the Americas and the basin of the Port of Balboa.

(2) Panamax Plus and NeoPanamax vessels up to *43.59 m (143 feet)* in beam, will be allowed to meet other vessels for a combined beam up to 70.71 m (232 feet) during nighttime hours, as long as both vessels participating in the meeting have at least 5 feet of UKC.

(3) *Neopanamax* vessels over 43.59 m (143 feet) in beam will have clear channel restriction during nighttime hours.

(4) *Panamax Plus and Neopanamax* container vessels up to *51.51 m (169 feet)* in beam and LOA up to 370.33 m (1215 feet) will be permitted to meet vessels of up to 32.52 m (106.7 feet) for a combined beam not to exceed 81.08 m (266 feet) during daylight, regardless of PD or draft.

(5) *Panamax Plus and Neopanamax* non container vessels up to 51.51 m (169 feet) in beam, LOA up to 370.33 m (1215 feet) and a draft up to 10.36 m (34 feet) will be permitted to meet vessels of up to 32.52 m (106.7 feet) for a

combined beam not to exceed 81.08 m (266 feet) during daylight, as long as none of the meeting vessels have a PD of 1 or 2.

(6) *Neopanamax* container vessels up to 43.59 *m (143 feet)* in beam and LOA up to 335.28 m (1100 feet) will be permitted to meet other container vessels up to 43.59 m (143 feet) and LOA up to 335.28 m (1100 feet), for a combined beam not to exceed 87.17m (286 feet) during daylight, regardless of PD or draft.

(7) *Neopanamax* vessels up to 43.59 *m (143 feet)* in beam and LOA up to 335.28 m (1100 feet) will be permitted to meet other Neopanamax non container vessels up to 43.59 m (143 feet) and LOA up to 335.28 m (1100 feet) and a draft up to 10.36 m (34 feet), for a combined beam not to exceed 87.17 m (286 feet) during daylight, as long as both vessels participating in the meeting have at least 5 feet of UKC.

(8) *Neopanamax* vessels up to 43.59 *m (143 feet)* in beam and LOA up to 335.28 m (1100 feet) will be permitted to meet other Neopanamax non container vessels up to 38.1 m (125 feet) in beam and LOA up to 335.28 m (1100 feet), for a combined beam not to exceed 81.69 m (268 feet) during daylight, regardless of draft, as long as both vessels participating in the meeting have at least 5 feet of UKC.

c. The following restrictions shall apply to Panamax Plus or NeoPanamax vessels between the Mole buoy and Agua Clara Locks.

Panamax Plus and NeoPanamax vessels will have a restriction of 265 feet of combined beam between the junction buoy and the Mole buoy in the Atlantic Channel when the navigational channel has a minimum width of 984 feet and is free of obstructions, and the vessel has a minimum UKC of 5 feet.

15. Exemption from Compulsory Pilotage

a. Purpose: To standardize the application for exemption from compulsory pilotage for all locally operated commercial vessels, under *ACP Regulation on Navigation in Panama Canal Waters, Articles 105 to 107,* the following policy is established.

b. Application for Exemption: Vessel owners/operators desiring to operate their vessels without ACP pilots in the Canal operating waters of the approaches to the locks of Miraflores, Cocoli, Agua Clara and Gatun, and harbors of Cristobal and Balboa shall submit a request for this exemption to the Transit Operations Division Manager, following the policy guidelines below. Owners/operators with previous exemptions must reapply under this policy to continue to operate without a pilot. All exemptions issued under this policy will remain valid for one year and, if a continuation of the pilot exemption is desired, a new request shall be submitted within one month before expiration of the exemption.

Vessel owners/operators desiring to operate their vessels without ACP pilots will be considered for the following areas:

1. The navigational channels leading to the port terminals on both ends of the Panama Canal.
2. The ports and their basins.
3. The sea navigational channels leading to the locks of Cocoli, Miraflores, Agua Clara and Gatun.
4. Outside of the navigational channels of the Canal, and in its Anchorages.

c. Vessel Categories: Exemption from compulsory pilotage may be requested for commercial vessels within the following categories, provided such vessels comply with requirements specified in the *ACP Regulation on Navigation in Panama Canal Waters* and the current version of the NT Notice to Shipping No.01 (Vessel Requirements), and they are not engaged in the transportation of fuels as cargo, and not engaged in towing operations.

1. Self-propelled vessels up to 69 meters (225 feet) of overall length and small craft up to 38.1 meters (125 feet) of overall length, or
2. Self-propelled vessels not more than 1,000 ITC gross tons, other than (3).
3. Self-propelled passenger vessels not more than 500 ITC gross tons.
4. Towboats without tows.

Commercial vessels that request to operate in Panama Canal waters without a pilot under the conditions of this section will require an inspection by the Board of Inspectors Maritime Safety Unit.

d. Licensed Master/Operators Experience and Certification Requirements: The masters/operators of vessel seeking the pilot exemption must comply with the following requirements:

1. Possess a valid license issued by the Panama Maritime Authority, authorizing the holder to navigate a vessel of the size for which the pilot exemption is being requested.
2. Successfully complete the course *Certificación Comercial para Operador de Equipo Flotante* offered by CHCA-MA SIDMAR.
3. Pass a practical exam given by CHCA-MA SIDMAR. This practical exam will be on board the same or similar equipment that the operator will be operating on, and for the same route requested.
4. Pass the written test for Small Craft Operators at the Board of Inspectors.

e. Information and Documentation Requirements for the Pilotage Exemption: Vessel owners or operators requesting pilotage exemption for their vessels in the Canal operating waters of the approaches and harbors of Cristobal and Balboa shall submit a written request to the Transit Operations Division Manager, containing the following information:

1. Name and particulars of the vessel (type of vessel, length, beam, depth, tonnage, engines)

2. Ship Identification Number (SIN) of the vessel

3. Route(s) that the vessel will be navigating.

4. Type of commercial activity of the vessel

5. Name(s) of the personnel that will be operating the vessel, with their current license, Certificates of Competence issued by the Panama Maritime Authority.

6. Particulars of the owner or operator of the vessel, including telephone and fax numbers. If the owner/operator is a company, the letter must include the complete name and personal identity card number (cédula) of its legal representative, complete address, e-mail address, and telephone numbers.

7. Name, cellular phone number of the person responsible for the vessel during non-business hours and weekends (24 hours).

Additionally, the following documents must be attached to the request for pilot exemption:

(1) Original Flag Registry documents (*Patente de Navegación*)

(2) In cases that the party requesting the pilotage exemption is not the registered owner of the vessel, the original documentation and a copy of the chartering of the vessel must be presented.

(3) In cases that the party requesting the pilot exception is a company, it is necessary to present the original certificate from the Public Registry issued within the last 60 days, containing the name of the legal representative of the company, the period of validity of the certificate, and the names of the authorized company representatives.

(4) Original document of valid licenses and Certificate of Competence issued by the *Panama Maritime Authority* for the personnel listed as the operators of the vessel.

(5) Copy of the authorization to perform the intended commercial activity, issued by the Panama Canal Lands Management office. POC (RIDiaz@pancanal.com or call 272-7104)

f. Operating Requirements: The following are operating requirements for pilot exempted vessels:

1. Permission to Move: The vessel must inform his intention and obtain permission from the appropriate Signal Station (Flamenco or Cristobal) prior to any movement in or out of the harbor, including arrival or departure, when shifting berths, as well as when shifting anchorage area. The Signal Station will inform Marine Traffic Control for the proper dissemination of the information to surrounding traffic. The vessel must always obey any/all instructions given by the Signal Station and will maintain a

continuous radio watch on Channel 12 (VHF) in order to receive any further instructions while maneuvering in Canal waters.

2. Licensed Master/Operator Experience: A person seeking permission to navigate in Canal Operating Area waters without a pilot must possess a valid document, issued by a competent authority of the Republic of Panama, which authorizes the holder to navigate a vessel of the size for which this permission is being requested. Owners must maintain records of these masters/operators qualification trips and be able to produce these records upon request. The Board of Inspectors should validate this license. To comply with this requirement the operator should pay a charge of $15.00 based on the Non-Commercial Vessel Tariff. This payment is made at the Citibank (Balboa), Account No.0-550305-054 through a Speed Collect Form.

3. Non-licensed masters or operators will not be exempted from pilotage. Vessel owners shall make their request for a pilot to the Traffic Management and Admeasurement Branch Manager, by fax, at 272-3630. This office will apply the pilotage charges such as: Port Pilotage Tariff, Channel Fee Tariff and Launch Service Tariff (if used) according to vessel's gross tons. After the operator complies with all the above-mentioned requirements, he should request authorization to validate the license to the Transit Operations Division Manager, Building 910, La Boca.

4. Canal Channel from Entrance to Harbor and Return: Pilots must be utilized if available. If the Canal port captain authorizes a movement without a pilot, the vessel shall establish communications on Channel 12 with the appropriate Signal Station and maintain watch on the channel throughout the movement.

5. Crossing Canal Channel: A pilot is not required; however, the vessel shall establish communications on Channel 12 with the appropriate Signal Station and maintain watch on Channel 12 throughout the crossing.

6. Harbor Movements or Movements Not Involving the Canal Channel: A pilot is normally not required. In these instances, the vessel shall establish communications on Channel 12 with the appropriate Signal Station and maintain watch on Channel 12 throughout the movement; however, pilots are required for bunkering operations in the harbor or for moving dead tows in or out and within the harbor.

g. Boarding for Inspection: All pilot-exempted vessels are subject to boarding and inspection by ACP personnel at any time in compliance with this policy. Any vessel owner or operator found not in compliance will have their exemption revoked and will not be reconsidered for a period of one year after the noncompliance was discovered.

16. Cargo Declaration Forms for Container Vessels

1. The declaration of cargo by container vessels enables the Panama Canal to perform a more precise analysis of cargo movements at port terminals and along the different trade routes, as well as providing a means to gauge the value of

service offered to customers. This information determines the tolls basis for this type of vessels as per the current tariff criteria and must be declared using the BAPLIE file (Bayplan/stowage plan occupied and empty locations message) via the Maritime Service Portal. For further information refer to Notice-03 "Communications on Transit Activities."

2. Full container vessels arriving only for transit with cargo and/or empty containers are required to submit a BAPLIE file no later than 0900 the day following the transit date. The transit date is the date of the vessel's arrival at the first set of locks. If the day following the transit date falls on a weekend or a national holiday, the BAPLIE file and a Container Summary shall be received no later than 0900 hours of the first business day following the transit date**.** Vessels that fail to comply with this requirement will be considered non-compliant with BAPLIE file requirements and, as a result, the variable portion of the tolls invoice will be the product of multiplying the vessel's total TEU allowance according to the Regulations for the Admeasurement of Vessels to Assess Tolls for the Use of the Panama Canal, for the corresponding rate or the product of multiplying the number of TEUs with cargo aboard while transiting the Canal, by the corresponding rate; whichever is greater.

3. In order to validate the total amount of loaded TEUs, the client must present to the Panama Canal official inspecting the vessel a duly signed Container Summary (form 4510) with the container information that the vessel will have on board at the time of initiating its transit through the Panama Canal. In case of differences between the information declared in the Container Summary (form 4510) and the vessel's BAPLIE, the greater Total TEU loaded between the two documents will be used. The updated container form can be uploaded from the following link:

   https://www.pancanal.com/common/maritime/forms/4510-20200601.pdf

4. If, prior to transit, the vessel performs cargo operations in ports adjacent to the ends of the Canal (Balboa, Cristobal or Manzanillo Bay), the BAPLIE file generated after cargo operation and an updated Container Summary (form 4510) shall be submitted after cargo operation, but no later than 0900 hours the day following the transit date, if the day following the transit date falls on a weekend or a national holiday, the BAPLIE file and a Container Summary shall be received no later than 0900 hours of the first business day following the transit date.

5. Extensions to the 0900-hour deadline may be requested by the vessel´s local agency to the Panama Canal thru the Panama Maritime Single Window (VUMPA) as follows:

   a. If the extension request and the BAPLIE file are received prior to 1000 hours on the day following the transit date, a late verification tariff for containers in full container vessels based on Total TEU Allowed (TTA).

   b. If the extension request and the BAPLIE file are received after 1000 hours but prior to 1000 hours on the second day following the transit date, a late verification tariff for containers in full container vessels based on Total TEU Allowed (TTA).

c. If the extension request and the BAPLIE file are received after 1000 hours on the second day after transit but prior to 1000 hours on the fifth day following the transit date, a late verification tariff for containers in full container vessels based on Total TEU Allowed (TTA).

6. If the information submitted by the vessel is incorrect, inadequate, incomplete, insufficient, or untimely, or disagrees with each other, the variable portion of the Tolls shall be the product of multiplying the vessel's total TEU allowance according to the Regulations for the Admeasurement of Vessels to Assess Tolls for the Use of the Panama Canal, for the corresponding rate or the product of multiplying the number of TEUs with cargo aboard while transiting the Canal, by the corresponding rate; whichever is the greater.
7. Full container vessels arriving only for local calls or those arriving and transiting in ballast condition (no commercial cargo and/or empty containers and do not perform cargo operation in local ports) are not required to submit BAPLIE files. However, a detailed cargo declaration is still required at least 96 hours prior to the vessel's arrival to Canal waters.
8. Failure to comply with these requirements may result in additional charges, unnecessary delays, including the possibility of removal from the transit schedule, loss of booking and other applicable penalties.

17. Attachments

The following forms and charts are provided for reference:

Forms 4323, "Undertaking to Release and Indemnify (page 32)

Pacific Entrance (page 33)

Balboa Harbor (page 34)

Atlantic Entrance (page 35)

Cristobal Inner Harbor (page 36)

Form 3821 (OPTS), *Mooring a bunker vessel under compulsory pilotage by the ACP alongside a docked vessel,* (page 37)

PANAMA CANAL AUTHORITY

4323 (OPT) Ship Identification No.

TO: VICE PRESIDENT FOR OPERATIONS

UNDERTAKING TO RELEASE AND INDEMNIFY
(Ship dry-docked, docked, or berthed by Canal pilot)

I, _____ Master of the _____
for and in consideration of the _____ being dry-docked, docked or
(Name of vessel)
berthed by a pilot employed by the Panama Canal Authority under the following circumstances: (Check the applicable item(s) and delete others.)

_____ (a) Main engine is not fully operational.
_____ (b) Deck machinery is not functioning properly.
_____ (c) Vessel subject to damage if operation requires landing alongside dock with inadequate fendering.
_____ (d) Vessel is not fully manned for maneuver.
_____ (e) No visibility forward due to vessel's excessive drag.
_____ (f) The vessel's draft may exceed available depth of water at the assigned dock.
_____ (g) Other deficiency(ies) or condition(s). (Specify).
_____
_____

do hereby undertake, for the said vessel, her owners, operators, charterers, crew, or any other persons having any interest in her, and for myself, to release the Panama Canal Authority and the Republic of Panama from, and to indemnify it against, any loss or damage, or any liability incurred by the Panama Canal Authority or the Republic of Panama under, or in respect to:

(a) Articles 63 to 74 of the Panama Canal Authority Organic Law (Law No. 19 of June 11, 1997),
(b) Property of the Panama Canal Authority, or the Republic of Panama; and
(c) Panama Canal Authority employees to the extent and in the proportion that the above-described circumstances may proximately cause or contribute to a casualty and resulting damages.

By accepting the vessel in the above-described circumstances for dry-docking, docking or berthing, the Panama Canal Authority does not, and shall not be deemed to, waive any rights against the vessel, her owner, operators, charterers, or any other persons having interest in her.

It is understood that the obligations assumed by the undersigned, on behalf of himself, the _____

_____, (hereinafter referred to as "the vessel"), her owners, operators, charterers, crew, or any
(Name of the vessel)
other persons having and interest in the said vessel, as stated in this undertaking to release and indemnify, shall continue in effect for all dry-docking, docking or berthing with the assistance of a Canal pilot by the vessel on and after _____ until such time as the Authority is satisfied that condition(s) noted above has (have) been rectified. (Date)

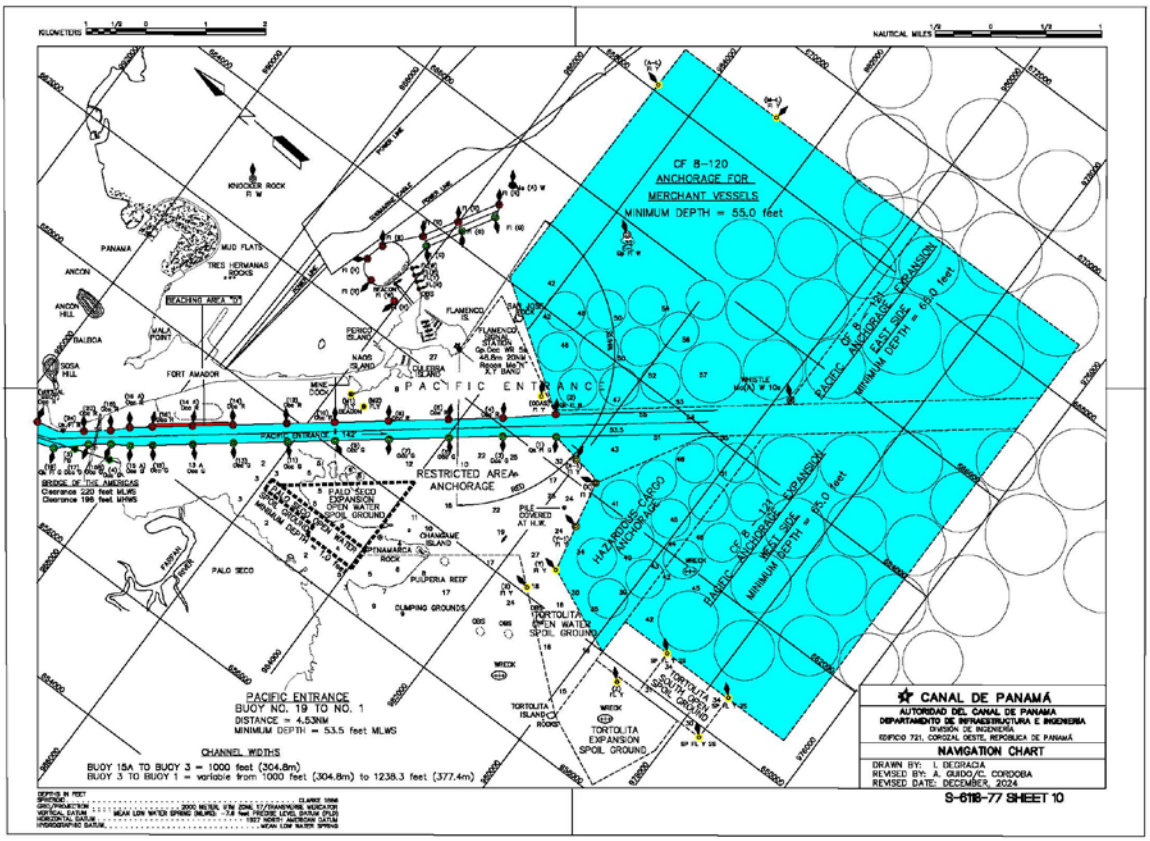
It is further understood that this document does not, of itself, grant continuing permission for the vessel to dry-dock, dock or berth with the services of a pilot in the above-stated condition. Such permission must be obtained from the Vice President for Transit Business or his designee for each intended dry-docking, docking or berthing until such time as the condition(s) noted above has (have) been rectified.

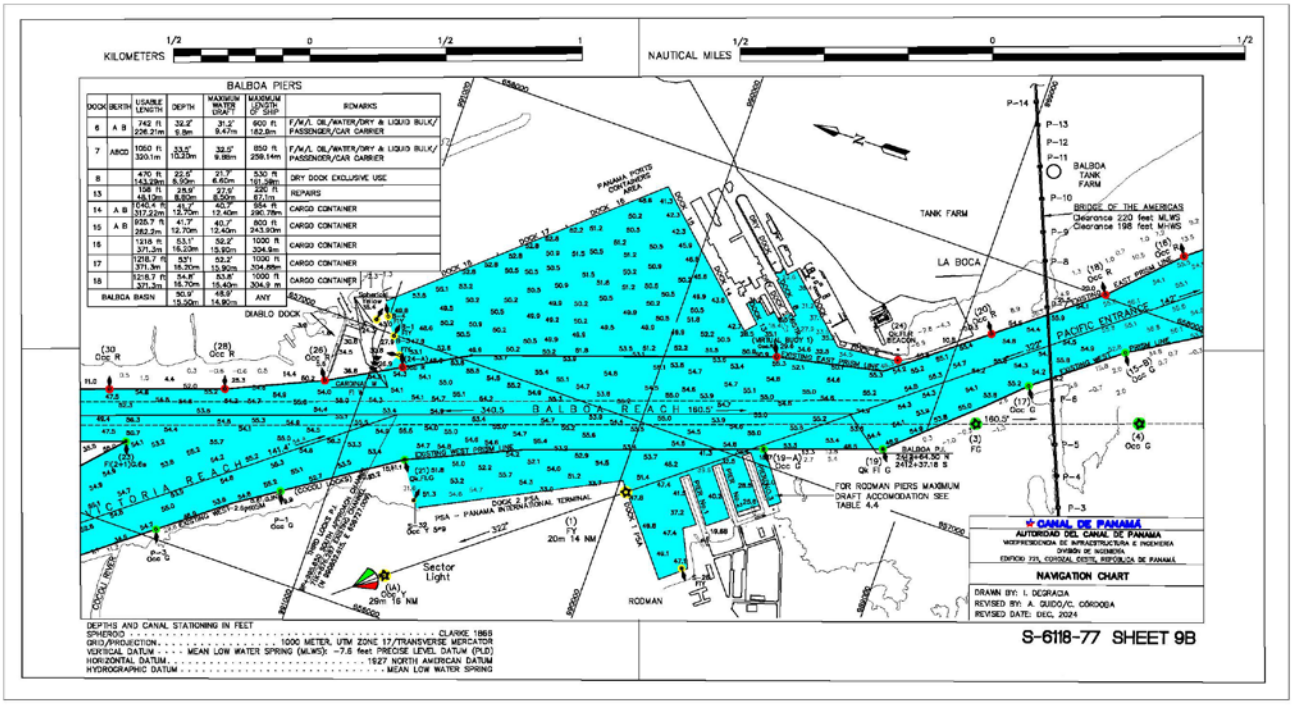
WITNESSED:

_____ _____
(Authorized ACP Official) (Owner/Master/Agent)

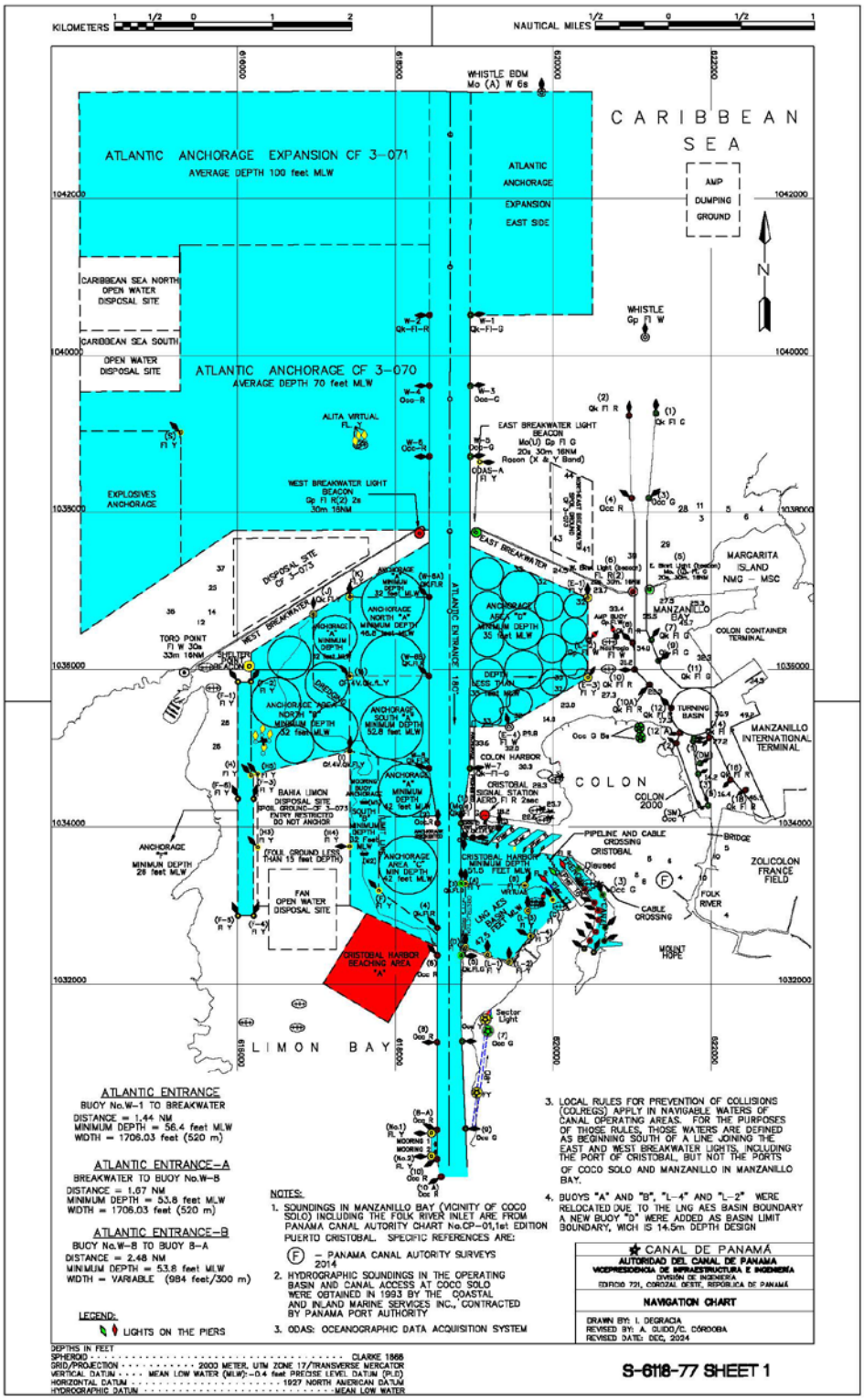
_____ _____
(Title) (Vessel)

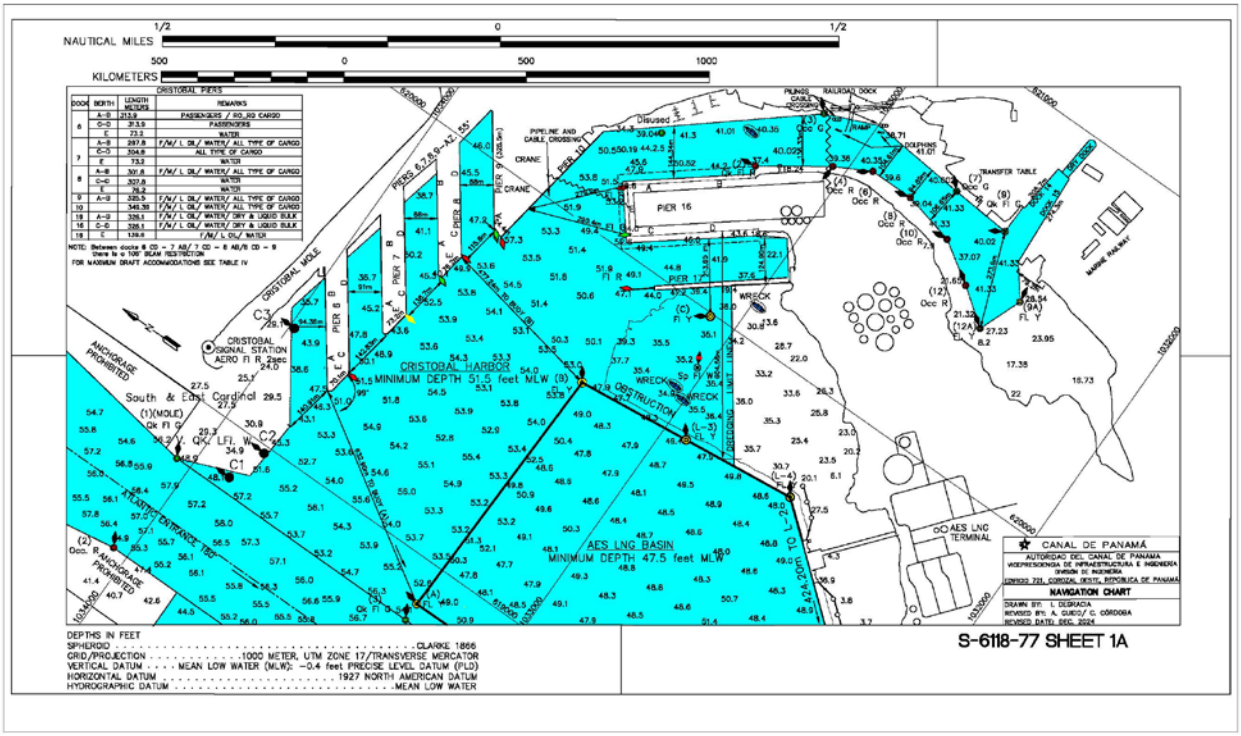
_____
(Date)


CF 8-120
ANCHORAGE FOR
MERCHANT VESSELS
MINIMUM DEPTH = 55.0 feet
PACIFIC ANCHORAGE 121 EXPANSION EAST SIDE
MINIMUM DEPTH = 65.0 feet
PACIFIC ANCHORAGE 121 EXPANSION WEST SIDE
MINIMUM DEPTH = 55.0 feet
HAZARDOUS CARGO ANCHORAGE
RESTRICTED AREA
ANCHORAGE
PACIFIC ENTRANCE
PACIFIC ENTRANCE 142
PALO SECO EXPANSION OPEN WATER SPOIL GROUND
TORTOLITA OPEN WATER SPOIL GROUND
TORTOLITA EXPANSION SPOIL GROUND
DUMPING GROUNDS
BEACHING AREA "D"
BRIDGE OF THE AMERICAS
Clearance 220 feet MLWS
Clearance 196 feet MHWS
PACIFIC ENTRANCE
BUOY NO. 19 TO NO. 1
DISTANCE = 4.53NM
MINIMUM DEPTH = 53.5 feet MLWS
CHANNEL WIDTHS
BUOY 15A TO BUOY 3 = 1000 feet (304.8m)
BUOY 3 TO BUOY 1 = variable from 1000 feet (304.8m) to 1238.3 feet (377.4m)
CANAL DE PANAMÁ
AUTORIDAD DEL CANAL DE PANAMA
DEPARTAMENTO DE INFRAESTRUCTURA E INGENIERIA
DIVISIÓN DE INGENIERÍA
EDIFICIO 721, CORozal OESTE, REPÚBLICA DE PANAMÁ
NAVIGATION CHART
DRAWN BY: L. DEGRACIA
REVISED BY: A. GUIDO/C. CORDOBA
REVISED DATE: DECEMBER, 2024
S-6118-77 SHEET 10



DOCK	BERTH	USABLE LENGTH	DEPTH	MAXIMUM WATER DRAFT	MAXIMUM LENGTH OF SHIP	REMARKS
6	A B	742 ft 226.21m	32.2' 9.8m	31.2' 9.47m	600 ft 182.9m	F/M/L OIL/WATER/DRY & LIQUID BULK/ PASSENGER/CAR CARRIER
7	ABCD	1060 ft 330.1m	33.6' 10.23m	32.5' 9.88m	850 ft 258.14m	F/M/L OIL/WATER/DRY & LIQUID BULK/ PASSENGER/CAR CARRIER
8		470 ft 143.26m	22.0' 6.55m	21.3' 6.40m	530 ft 161.54m	DRY DOCK EXCLUSIVE USE
13		198 ft 59.13m	28.9' 8.80m	27.9' 8.50m	220 ft 67.0m	REPAIRS
14	A B	640.4 ft 317.22m	41.7' 12.70m	40.7' 12.40m	884 ft 290.78m	CARGO CONTAINER
15	A B	835.7 ft 262.3m	41.7' 12.70m	40.7' 12.40m	800 ft 243.90m	CARGO CONTAINER
16		1316 ft 371.3m	53.1' 16.22m	52.2' 15.90m	1000 ft 304.99m	CARGO CONTAINER
17		1218.7 ft 371.3m	53.1 16.30m	52.2' 15.90m	1000 ft 304.99m	CARGO CONTAINER
18		1218.7 ft 371.3m	54.8' 16.70m	53.8' 15.40m	1000 ft 304.9 m	CARGO CONTAINER
BALBOA BASIN			50.9' 15.50m	48.9' 14.90m	ANY	


KILOMETERS
NAUTICAL MILES
CARIBBEAN SEA
ATLANTIC ANCHORAGE EXPANSION CF 3-071
AVERAGE DEPTH 100 feet MLW
ATLANTIC ANCHORAGE EXPANSION EAST SIDE
AMP DUMPING GROUND
CARIBBEAN SEA NORTH OPEN WATER DISPOSAL SITE
CARIBBEAN SEA SOUTH OPEN WATER DISPOSAL SITE
ATLANTIC ANCHORAGE CF 3-070
AVERAGE DEPTH 70 feet MLW
EXPLOSIVES ANCHORAGE
DISPOSAL SITE CF 3-073
WHISTLE BDM Mo (A) W 6s
WHISTLE Gp Fl W
ALITA VIRTUAL
EAST BREAKWATER LIGHT BEACON Mo(U) Gp Fl G 20s 30m 16NM Racon (X & Y Band)
WEST BREAKWATER LIGHT BEACON Gp Fl R(2) 2s 30m 15NM
TORO POINT Fl W 30s 33m 16NM
EAST BREAKWATER
WEST BREAKWATER
ATLANTIC ENTRANCE CHANNEL
ANCHORAGE NORTH "A" MINIMUM DEPTH 46.0 feet MLW
ANCHORAGE AREA "D" MINIMUM DEPTH 35 feet MLW
ANCHORAGE AREA "B" NORTH "B" MINIMUM DEPTH 52 feet MLW
ANCHORAGE SOUTH "B" MINIMUM DEPTH 52.8 feet MLW
COLON HARBOR
CRISTOBAL PILOT STATION AERO Fl R 2sec
BAHIA LIMON DISPOSAL SITE (SPOIL GROUND-CF 3-073) ENTRY RESTRICTED DO NOT ANCHOR
ANCHORAGE "A" MINIMUM DEPTH 42 feet MLW
ANCHORAGE MINIMUM DEPTH 28 feet MLW
FAN OPEN WATER DISPOSAL SITE
ANCHORAGE AREA "C" MIN DEPTH 42 feet MLW
CRISTOBAL HARBOR BEACHING AREA "A"
CRISTOBAL HARBOR MINIMUM DEPTH 40/50 FEET MLW
LNG AES BASIN 47.5 FEET MLW
PIPELINE AND CABLE CROSSING CRISTOBAL
CABLE CROSSING
BRIDGE
ZOLICOLON FRANCE FIELD
FOLK RIVER
MOUNT HOPE
MARGARITA ISLAND NMG - MSC
MANZANILLO BAY
COLON CONTAINER TERMINAL
TURNING BASIN
MANZANILLO INTERNATIONAL TERMINAL
COLON
COLON 2000
LIMON BAY
Sector Light
ATLANTIC ENTRANCE
BUOY No.W-1 TO BREAKWATER
DISTANCE = 1.44 NM
MINIMUM DEPTH = 56.4 feet MLW
WIDTH = 1706.03 feet (520 m)
ATLANTIC ENTRANCE-A
BREAKWATER TO BUOY No.W-8
DISTANCE = 1.07 NM
MINIMUM DEPTH = 53.8 feet MLW
WIDTH = 1706.03 feet (520 m)
ATLANTIC ENTRANCE-B
BUOY No.W-8 TO BUOY 8-A
DISTANCE = 2.48 NM
MINIMUM DEPTH = 53.8 feet MLW
WIDTH = VARIABLE (984 feet/300 m)
LEGEND:
LIGHTS ON THE PIERS
NOTES:
1. SOUNDINGS IN MANZANILLO BAY (VICINITY OF COCO SOLO) INCLUDING THE FOLK RIVER INLET ARE FROM PANAMA CANAL AUTORITY CHART No.CP-01,1st EDITION PUERTO CRISTOBAL. SPECIFIC REFERENCES ARE:
(F) - PANAMA CANAL AUTORITY SURVEYS 2014
2. HYDROGRAPHIC SOUNDINGS IN THE OPERATING BASIN AND CANAL ACCESS AT COCO SOLO WERE OBTAINED IN 1993 BY THE COASTAL AND INLAND MARINE SERVICES INC., CONTRACTED BY PANAMA PORT AUTHORITY
3. ODAS: OCEANOGRAPHIC DATA ACQUISITION SYSTEM
3. LOCAL RULES FOR PREVENTION OF COLLISIONS (COLREGS) APPLY IN NAVIGABLE WATERS OF CANAL OPERATING AREAS. FOR THE PURPOSES OF THOSE RULES, THOSE WATERS ARE DEFINED AS BEGINNING SOUTH OF A LINE JOINING THE EAST AND WEST BREAKWATER LIGHTS, INCLUDING THE PORT OF CRISTOBAL, BUT NOT THE PORTS OF COCO SOLO AND MANZANILLO IN MANZANILLO BAY.
4. BUOYS "A" AND "B", "L-4" AND "L-2" WERE RELOCATED DUE TO THE LNG AES BASIN BOUNDARY A NEW BUOY "D" WERE ADDED AS BASIN LIMIT BOUNDARY, WICH IS 14.5m DEPTH DESIGN
CANAL DE PANAMÁ
AUTORIDAD DEL CANAL DE PANAMA
VICEPRESIDENCIA DE INFRAESTRUCTURA E INGENIERIA
DIVISIÓN DE INGENIERIA
EDIFICIO 721, CORozal OESTE, REPÚBLICA DE PANAMÁ
NAVIGATION CHART
DRAWN BY: I. DEGRACIA
REVISED BY: A. DUDO/C. CÓRDOBA
REVISED DATE: DEC, 2024
DEPTHS IN FEET
SPHEROID ..... CLARKE 1866
GRID/PROJECTION ..... 2000 METER, UTM ZONE 17/TRANSVERSE MERCATOR
VERTICAL DATUM .... MEAN LOW WATER (MLW):-0.4 feet PRECISE LEVEL DATUM (PLD)
HORIZONTAL DATUM ..... 1927 NORTH AMERICAN DATUM
HYDROGRAPHIC DATUM ..... MEAN LOW WATER
S-6118-77 SHEET 1


NAUTICAL MILES
KILOMETERS
CRISTOBAL PIERS
CRISTOBAL HARBOR
MINIMUM DEPTH 51.5 feet MLW
AES LNG BASIN
MINIMUM DEPTH 47.5 feet MLW
CRISTOBAL SIGNAL STATION
South & East Cardinal
ANCHORAGE PROHIBITED
PIER 16
PIER 17
CRANE
WRECK
AES LNG TERMINAL
CANAL DE PANAMÁ
NAVIGATION CHART
DEPTHS IN FEET
SPHEROID . . . . . CLARKE 1866
GRID/PROJECTION . . . . . 1000 METER, UTM ZONE 17/TRANSVERSE MERCATOR
VERTICAL DATUM . . . . MEAN LOW WATER (MLW): -0.4 feet PRECISE LEVEL DATUM (PLD)
HORIZONTAL DATUM . . . . . 1927 NORTH AMERICAN DATUM
HYDROGRAPHIC DATUM . . . . . MEAN LOW WATER
S-6118-77 SHEET 1A

AUTORIDAD DEL CANAL DE PANAMÁ

3821 (OPTS)

Ship Identification No.

TO: CANAL OPERATIONS CAPTAIN

(Mooring of a bunker vessel under compulsory pilotage by the ACP alongside a docked vessel)

I, _____, Master of the _____ (hereinafter referred to as "the vessel"), for and in consideration of the vessel (please check applicable condition):

☐ having a bunker vessel under compulsory pilotage by the ACP thereto attached while docked

☐ being moored to a docked vessel while under compulsory pilotage by the ACP

do hereby undertake for the vessel, her owners, operators, charterers, crew, or any other persons having any interest in her, and for myself to release the Panama Canal Authority and the Republic of Panama from, and to indemnify it against, any loss or damage, or any liability incurred by the Panama Canal Authority or the Republic of Panama under, or in respect to:

a. Damages resulting from navigation, as set forth in Articles 63-74, Chapter IV, Section Two of the Panama Canal Authority Organic Law.

b. Property of the Panama Canal Authority, or the Republic of Panama; and

c. Panama Canal Authority employees to the extent and in the proportion that the requested maneuver may proximately cause or contribute to a casualty and resulting damages.

By accepting the vessel for the maneuver described above, the Panama Canal Authority does not and shall not be deemed to waive any rights against the vessel, her owner, operators, charterers, or any other persons having interest in her.

It is understood that the obligations assumed by the undersigned, on behalf of himself, the vessel, her owners, operators, charterers, crew, or any other person having an interest in the vessel, include the commitment by the vessel to follow good industry practices for bunkering operations and taking all measures to avoid pollution of Canal waters and surrounding environment. A safety checklist based on an agreed bunkering plan between both vessels shall be employed. As a minimum, the plan and ensuing checklist shall account for grades and total quantities to be transferred, transfer rates and times, pre-transfer checks, communication procedures, responsible parties aboard each vessel, equipment checks during transfer, tank soundings, normal finalization procedures, and emergency operations (including notification of incidents/accidents).

It is further understood that this document does not, of itself, grant future permission for similar activities. For each intended mooring by a Canal pilot of a bunker vessel to the offshore side of a vessel for bunkering, permission must be obtained from the Canal Operations Captain or his designee.

MASTER OF THE VESSEL		AUTHORIZED ACP OFFICIAL	
NAME:	_____	NAME:	_____
SIGNATURE:	_____	TITLE:	_____
DATE:	_____		