

# HANDY TRANSIT BOOKING GUIDE

The Transit Reservation System has been a feature of the waterway since 1982. The System has undergone various changes since its inception. The last major amendments to the rules were the tie breaker criteria implemented October 1, 2001 and the increase of the booking fee January 1, 2004.

Operators are encouraged to consider use of the System in order to secure a transit on a guaranteed date, during times of a locks' overhaul or high traffic. At optimum approximately 50% of traffic can participate. Booking applications can be made during three periods:

First Period: 365 to 22 days before transit date

Second Period: 21 to 4 days before transit date

Third Period: 3 to 2 days before transit date

## Transit Slot Allocations:

Vessels	1st Period	2nd Period	3rd Period
	Booking	Booking	Booking
Neo-Panamax vessel - greater than 106 ft (32.31m) in beam and 965 ft (294.13m) in Length	4	2 <sup>***</sup>	Nil
Panamax-Large vessels - 91 ft. (27.74m) in beam and over.	7	3	7
Panamax -Small vessels - under 91 ft. (27.74m) in beam.	3	1	4
Total of 29	10	8	11

**\*\*\*** 1 slot per direction (1 southbound and 1 Northbound). These two slots will be available only to Neo-panamax full container vessels in the 2<sup>nd</sup> period competition. After the closing of the 2<sup>nd</sup> period tiebreaker competition (0900 to 0930 hrs), all remaining slots will become available to interested vessels from any market segment.

Special period for the allocation of slots to commercial passenger vessels begins from 547 days to 366 days prior to the booking date. Three of the slots for supers (over 91 ft beam) from the 1<sup>st</sup> booking period and three of the slots for regular vessels (under 91 ft beam) from the 1<sup>st</sup> booking period are available and are allocated on a first come, first served basis.

It must be cautioned that the third period is designed for short haul operators, i.e. vessels arriving from Caribbean or Colombian ports. Those operators who choose to leave their decision to

attempt to book until the third period, because the demand for booking (during Canal congestion) generally far exceeds the slots available, can expect a less than a 10% probability of obtaining a booking.

Requests for bookings will be received at 0900 hours daily. Between 0900 and 0930 hours requests will be treated as having received at the same time. Thereafter, requests for booking will be processed in order that they are received.

If between 0900 to 0930 hours booking requests exceed the number of slots available, allocations of booking will be made according to the following criteria:

A) To customers with the highest ranking of Panama Canal business. This ranking will be determined as the result of the weighted average of the ranking of total transits (40%) and the ranking of tolls paid (60%) during the preceding 12-month period ending the last day of the month preceding the month of the transit request. This customer ranking will be calculated and published each month by the ACP Marketing Department. The vessel's SIQD form will be used to apply proper credit to customers for the transit of each of their booked vessels.

B) To vessels in the order of frequency they transited booked during the preceding 12-month period ending the last day of the month preceding the month of the transit request.

NOTE: The crediting of points for transiting the Canal while booked; whenever there is a vessel with several customers involved, such as different owners, charterers, operators, cargo owners, etc., the customer paying the transiting tolls will be credited for such transit.

Fees are fixed for all periods based on vessel dimensions and are in addition to normal Canal expenses:

**BOOKING FEE TABLE**

Categories (in feet)	Any Booking Period
LOA ≤ 300'	\$2,500
Beam <80', LOA >300'	\$5,500
80' ≤ Beam < 91', LOA >300'	\$10,500
91' ≤ Beam < 100', LOA >300'	\$18,500
Beam ≥ 100', LOA < 900'	\$25,000
Beam ≥ 100', LOA ≥ 900'	\$35,000

Neo- Panamax	
Beam >106', Loa > 965'	\$35,000.00

**Cancellation Fee:**

BOOKING CANCELLATION TABLE	
Notice Period (In advance of required arrival time)	Cancellation Fee (the greater of)
Over 365 days	10% of booking fee or \$500
365 to over 180 days	20% of booking fee or \$600
180 to over 90 days	40% of booking fee or \$900
90 to over 30 days	50% of booking fee or \$1,100
30 to over 3 days	60% of booking fee or \$1,300
72 hours to 36 hours	80% of booking fee or \$1,600
Less than 36 hours	100% of booking fee

Vessels which are booked must arrive by a deadline of

2200hrs of the day prior the booking day for Neo-Panamax (Beam over 106 ft or Length over 965 ft)

Neo-Panamax LNG (Beam over 106 ft or Length over 965 ft) should arrive 0330hrs on their booking date

0200 hours (Panamax 91 ft beam and over)

1400 hours (Panamax under 91 ft beam).

Failure to do so will result in forfeiture of booking fee and non preference scheduling.

Vessels booked for transit that fail to arrive on schedule, will be given the option of transiting on the same day as arrival, if and when re-scheduling is possible without adversely affecting other vessels. Should these vessels choose to exercise this option, they will be subject to a penalty which will be determined by the actual arrival time. Surcharge as follows:

**LATE ARRIVAL PENALTY FEE TABLE**

Vessels with 0200 required arrival	Additional Fee
0201-0300	50% of booking fee
0301-0400	100% of booking fee
0401-0500	150% of boooing fee
After 0500 hours	200% of booking fee
Vessel with 1400 required arrival	Additional Fee
1401-1500	50% of booking fee
1501-1600	100% of booking fee
1601-1700	150% of booking fee
After 1700 hours	200% of booking fee

ARRIVAL	ADDITIONAL FEE
2201 hours to 2300 hours	25%
2301 hours to 2400 hours	50%
0001 hours to 0100 hours	75%
After 0100 hours	100%

been established at US\$35,000 for “supers” (over 91 ft beam) and US\$15,000 for “regulars” (under 91 ft beam).

#### Sealed Bid Option

In addition to the daily slot available via the auction process, one booking slot per day for supers will be offered for each date between 368 and 410 days prior to transit (a moving 42-day window). These slots shall be submitted via an electronic sealed bid in the amount of \$40,000 or higher for each slot requested.

#### Booking through the Auction Process

There is one additional booking slot available every day through the auction process. The initial bid has

## Transit Condition Changes

When, due to operational factors, sustained Canal capacity is expected to be reduced, a corresponding reduction in the number of available reserved transit slots may be ordered by the Canal Authority, as set forth in the following table:

CONDITION	CAPACITY	SUPERS	REGULARS	TOTAL
1. Normal operations	35 or over	17	8	25
1.a. Reduction in capacity without lane outages (for example: culvert outages or lockages with restrictions)	29 to 34	13	6	19
2. Significant reduction in capacity (for example, lane outages)	Less than 29	10	6	16
3. Backlog of 90 or more vessels awaiting transit at both Canal terminals for at least 2 days	N/A	10	4	14
4. Severe reduction in Canal capacity (slides, vessel accidents or other unforeseen circumstances)	N/A	0	0	0

### Same Direction Transits/Supers.

**During normal conditions**, no more than ten supers may be booked for transit in the southbound direction and, of these, no more than seven with “full daylight-hour” restrictions.

Similarly, no more than nine supers may be booked for transit in the northbound direction and, of these, no more than six with “full daylight-hour” restrictions. The combined number of “full daylight-hour” restricted vessels shall not exceed ten vessels.

During periods of reduced capacity without lane outages the limits by direction or restriction shall be determined by the Authority, commensurate with the safe and efficient operation of the Canal.

**During Condition 1.a.**, no more than eight supers may be booked for transit in the southbound direction, and of these, no more than six with “full daylight-hour” restrictions. Similarly, no more than seven supers may be booked for transit in the northbound direction and of these, no more than five with “full daylight-

hour” restrictions. The combined number of full daylight-hour restricted vessels shall not exceed eight vessels.

**During Conditions 2 and 3**, no more than six *supers* may be booked for transit in the same direction and, of these, no more than five with “full daylight-hour” restrictions. The number of “full daylight-hour” restricted vessels shall not exceed eight.

During condition 2 the third period booking system will not be available.

## Neo-Panamax vessels

### Slots Allocation.

A maximum of four (4) booking slots will be offered per day during the first period. Of this, no more than two (2) slots will be available per direction, and a maximum of one (1) with “daylight-restriction” per direction.

A Maximum of two (2) Booking slots will be offered per day during the second period. Of this, no more than one (1) slot will be available per direction. These two slots will be available only to Neo-panamax **Full container** vessels in the 2<sup>nd</sup> period competition. After the closing of the 2<sup>nd</sup> period tiebreaker competition (21 days prior the booking date from 0900 to 0930 hrs), all remaining slots will become available to interested vessels from any market segment.

The Total number of booking slots offered for Neo-Panamax will be six (6). 3 slots will be available per direction and a maximum of one (1) with “daylight-restriction” per direction.

These slots will be allocated using the current ranking and other tie-breaker criteria during the competition period, and on a first-come, first-served basis after the competition has closed. Of the six slots offered only 1 (one) slot may be allocated to LNG vessels, and only one (1) slot for vessels performing turnaround transit.

## Just In Time Service (JIT)

A maximum of four (4) just-in-time booking slots may be offered per day to *supers*, and of these, no more than two (2) slots may be allocated to vessels transiting in the same direction. Similarly, a maximum of two (2) just-in-time booking slots may be offered per day to *regulars* transiting without restrictions, one per direction. At the opening of a booking period, requests for JIT slots will be assigned to vessels that are awarded the booking slots during the tie-breaker competition for that period. After the tie-breaker competition, all of the remaining JIT slots will be awarded based on the order in which the requests are received. Request for any given day will be accepted until 1100 hours of the closing day of the third period. JIT slots that become available due to cancellations will be offered first to those vessels whose request for JIT transit were rejected during tie-breaker competition, in order of rejection. If there are no rejections, or if none of the vessels that had previously requested the JIT service are interested, the JIT slots will become available to any interested booked vessel. If a booking cancellation of a vessel with a confirmed JIT transit service occurs prior to 1100 hours of the closing day of the third period, the JIT slot that becomes available may be awarded, in the order in which the requests for the JIT service are received. JIT slots that become available due to cancellations after 1100 hours will not be reassigned.