



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, the increase of the booking fee January 1, 2004 and inclusion of the Neo-Panamax booking in June 27th, 2016

As of February 15th, 2020 the Canal Authority require to pay any booking obtained within 48hrs of the confirmation, if the payment is not effected then the booking will be voided

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 :

Panamax locks:

Period 1: 365 to 22 days before transit date

Period 2: 21 to 4 days before transit date

Period 3: 3 to 2 days before transit date

Neo-Panamax locks:

Period 1: 365 to 81 days before transit date

Period 1.a: 80 to 15 days before the transit date

Period 2: 14 to 4 days before transit date

Special competition: Occur the following day after a slot has been cancelled. The tie-breaker criterial will be the one of the period where the slot was cancelled.

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:

In the **Panamax locks** transit reservation system the priority will be given 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 preceeding 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.

In the **Neo-Panamax locks** transit reservation system, the priority according to the below criterial:

Period 1: only Passenger vessels and full container allowed to book in this period

- The customer with the highest ranking of the Panama Canal business

Period 1A: only passenger vessels, full containers and LNG carriers are allowed to book in this period

- 1st slot Full container vessel with the highest ranking
- 2nd slot LNG with the highest ranking

Period 2:

- Full Container with the highest raking
- LNG Carrier with the highest ranking
- Any other type of vessel with the highest ranking

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.



Transit Slot allocation for Panamax locks				
Vessel		Period 1	Period 2	Period 3
		365 to 22 days	21 to 4 days	3 to 2 days
Panamax - Large Vessels	91 ft	7	3	5
(27.74m) in beam and over				
Panamax - Small vessels		3	1	4
under 91 ft (27.74m) in Beam				
Total 23 slots		10	4	9

Transit slot allocation for Neo-Panamax locks						
Neo-Panamax vessels Greater than 106 ft (32.31m) in beam and 965 ft (294.13m) in length Total 8 slots	Period 1		Period 1.a		Period 2	
	365 to 81 days		80 to 15 days		14 to 4 days	
	3		2*		3	
	NB	SB	NB	SB	NB	SB
	2	1	1	1	1** (1***)	1** (1***)
Period 1: Only Full container and passenger vessels are allowed to be booked in this period						
Period 1.a: *1st slot priority to full containers, followed by LNG Carriers - 2nd slot priority to LNG carriers followed by full containers. Only Passenger vessels, Full container and LNG carriers are allowed to be booked in this period.						
Period 2: ** Preference to full container ships, Followed by LNG Carriers Period 2: *** One additional <u>conditioned</u> slot that could be either northbound or southbound. The direction of the ship will be determined during the booking competition allocation. Customer Ranking is the tie breaker criterial for this conditioned slot						

The 8th slot is conditioned to the following criterial:

- Full container vessels with a length overall (LOA) of less than 335.28 meters (1,100 feet), beam less than 43.28 meters (142 feet), and deep draft less than 13.72 meters (45 feet) Tropical Fresh Water (TFW), or
- Vessels with precaution designator of PD-1 or PD-2 (VLGC) (excluding full container vessels) with a beam of 36.58 meters (120 feet) or less, or with a length overall (LOA) of 259.08 meters (850 feet) or less, or
- Other vessel types with a length overall (LOA) of less than 304.8 meters (1,000 feet), beam of less than 41.15 meters (135 feet), and deep draft of less than 13.72 meters (45 feet) Tropical Fresh Water (TFW).

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

PANAMAX LOCKS	NEW TARIFF
Vessels with less than 27.74 m (91 feet) in beam (<i>regulars</i>)	\$ 10,500.00
Vessels with a LOA less than 274.32 m (900 feet) and a maximum beam of 32.61 m (107 feet)	\$ 40,000.00
Vessels with a LOA between 274.32 m (900 feet) and 294.44 m (966 feet), and a maximum beam of 32.61 m (107 feet).	\$ 50,000.00
NEOPANAMAX LOCKS	
Vessels with beam less than 42.67 m (140 feet) (<i>including Panamax Plus vessels</i>)	\$ 70,000.00
Vessels with beam equal to or greater than 42.67 m (140 feet)	\$ 85,000.00

**Cancellation Fee:**

Notice Period (in advance of required arrival time)	Cancellation Fee (the greater of)
Over 365 days	10% of booking fee or \$500
365 days to over 180 days	20% of booking fee or \$600
Over 90 days to 180 days	50% of booking fee or \$900
Over 21 days to 90 days	60% of booking fee or \$1,100
Over 7 days to 21 days	70% of booking fee or \$1,300
4 to 7 days	80% of booking fee
Less than 4 days	100% of booking fee

Additional surcharge for cancellation of LNG booking slots.

- Booking cancellation 365 to 81 days prior to the booking date. Will be assessed the normal cancellation fee
- Booking cancellation 80 to 31 days prior to the booking date, a surcharge of **\$15,000.00** will be assessed on top of the normal cancellation fee
- Booking cancellation 30 to 15 days prior to the booking date, a surcharge of **\$25,000.00** will be assessed on top of the normal cancellation fee
- Booking cancellation less than 15 days prior to the booking date, for LNG vessels that fail to arrive by 0600hrs of the booked date a surcharge of **\$35,000.00** will be assessed on top of the normal cancellation 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)

0200hrs of the booking date - Neo-Panamax **LNG** (Beam over 106 ft or Length over 965 ft)

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

Vessel with 2200 required arrival	Additional Fee
2201 - 2300	25% booking fee
2301 - 2400	50% booking fee
0001 - 0100	75% booking fee
After 0100 hours	100% booking fee
Vessel with 0200 required arrival	Additional Fee
0201 - 0300	25% booking fee
0301 - 0400	50% booking fee
0401 - 0500	75% booking fee
After 0500 hours	100% booking fee
Vessel with 1400 required arrival	Additional Fee
1401 - 1500	25% booking fee
1501 - 1600	50% booking fee
1601 - 1700	75% booking fee
After 1700 hours	100% booking fee

Booking through the Auction Process There is one additional booking slot available every day through the Auction process. The initial bid has been established at US\$35,000 for “supers” (over 91 ft beam) and US\$15,000 for “regulars” (under 91 ft beam).

Booking auction process for Neo-Panamax

Standard auction: Any slot that become available due to a cancellation, change in transit date early transit of pre-booked vessels 4 days before the booking date. Will be offered through the auction.

Special auction: an additional slot for the Neopanamax locks will be offered through a special auction process. The dates and conditions under which this slot may be offered will depend on several variables, including vessel mix and other factors. The In-transit.time of this slot could be 36hrs of less.

**Swapping booking slots :**

1. The Two vessel must be booked.
2. Both vessels must be booked for transit within 21 days of each other;
3. Both vessels must be transiting in the same direction;
4. Both vessels must be within the same vessel classification (same size)
5. Vessel operators (Customer Codes) must be the same for both vessels;
6. The booking fee applied to both vessels will be the higher of the two booking
7. The first swap has not cost.
8. Vessels are permitted to swap their reserved transit slot up to five times per booking.

Below swapping fee table

NUMBER OF SWAPS	SWAPPING FEE PER VESSELS	
	<i>Neopanamax and Supers (vessels 91' beam and over)</i>	<i>Regulars (vessels under 91' beam)</i>
1st swap	Included in the transit reservation fee	
2nd swap	\$14,000	\$4,200
3rd swap	\$21,000	\$6,300
4th swap	\$28,000	\$8,400
5th swap	\$35,000	\$10,500

Substitution of a booking slot:

A vessel already booked may only be substituted by another non-booked vessel, subject to the following conditions:

1. Both vessels are registered with the same operator (same Customer Code);
2. Both vessels are transiting in the same direction; 3. The new vessel must be within the same vessel classification (same size)
4. If the substitution is requested at least 7 days in advance of the booked vessel's required arrival date, there will be no cancellation charge. If the substitution is requested less than 7 days in advance of the booked Vessel's required arrival date, a cancellation fee will be assessed.

The booking fee applied to the substituting vessel will be the higher of the two booking fees applicable to the vessels involved in the substitution, in accordance with the current booking rates

Change in booking date

change in booking date will be allowed without a cancellation fee, if it is requested 60 days or more prior to the reserved arrival date. The booking fee applied will be in accordance with the booking rates applicable at the time the change is requested. This change only will be approved if the new require date it is available. Change in booking date cannot be requested during period competitions (Period 1; Period 1A, Period 2 or Period 3 or special competitions).



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	33 or over	15	8	23
1.a. Reduction in capacity without lane outages (for example: culver outages or lockages with restrictions)	28 to 32	13	6	19
2. Significant reduction in capacity (for example, lane outages)	Less than 28	10	6	16
3. Backlog of 90 or more vessels awaiting transit at both Cana terminals for at least 2 days or due to other operational factors	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.

The maximum number of **Super Vessels** (Beam \geq 91 feet) allowed are eight (8) going SouthBound, of which four (4) may be Full Daylight and eight (8) going NorthBound of which four (4) may be Full Daylight. The combined number of "full daylight-hour" restricted vessels shall not exceed eight (8) vessels.

The maximum number of **Regular Vessels** (Beam $<$ 91 feet) allowed in the same direction is four (4) and of the total slots available, only two (2) vessels can transit with restriction.

Neo-Panamax vessels

Slots Allocation.

A maximum of three (3) booking slots will be offered per day during the first period. Of this, no more than two (2) slots will be available for Northbound and one (1) slots will be available for Southbound direction, No LNG is able to apply during this period.

A Maximum of two (2) Booking slots will be offered per day during the period 1a.

- The first of the two (2) slots will be allocated to any participating container vessel with the highest customer ranking. If no container vessels are interested, the slot will be allocated to a participating LNG vessel. If no LNG vessel is interested, the slot will be awarded to any other vessel based on customer ranking.
- The second booking slot in Period 1.a will be allocated to the LNG vessel with the highest customer ranking, taking into consideration the limits per direction and/or restriction and provided that the 1st slot was not already awarded to an LNG vessel. If no LNG vessels are interested, the slot will go to a container vessel. If no LNG carrier and no container vessels are interested in the 2nd slot, the slot will be awarded to any other vessel based on customer ranking.

A Maximum of three (3) booking slots will be offered during the period 2

Of this, one will be northbound and one southbound with preference to container vessels.



The conditioned additional slot could be either for northbound or southbound. The direction of the ship will be determined during the booking competition allocation. Customer Ranking is the tie-breaker criterial for this additional slot. Below the condition to apply for this slot:

- Full container vessels with a length overall (LOA) of less than 335.28 meters (1,100 feet), beam less than 43.28 meters (142 feet), and deep draft less than 13.72 meters (45 feet) Tropical Fresh Water (TFW), or
- Vessels with precaution designator of PD-1 or PD-2 (VLGC) (excluding full container vessels) with a beam of 36.58 meters (120 feet) or less, or with a length overall (LOA) of 259.08 meters (850 feet) or less, or
- Other vessel types with a length overall (LOA) of less than 304.8 meters (1,000 feet), beam of less than 41.15 meters (135 feet), and deep draft of less than 13.72 meters (45 feet) Tropical Fresh Water (TFW).

The Total number of booking slots offered for Neo-Panamax will be eight (8).

Just In Time Service (JIT) (Applicable for Panamax locks only)

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.