

**AUTORIDAD DEL CANAL DE PANAMÁ
OPERATIONS DEPARTMENT**

ADVISORY TO SHIPPING No. A-24-2012

September 25, 2012

TO : All Shipping Agents, Owners, and Operators

SUBJECT: **Additional Information Regarding the BAPLIE Requirements**

The Panama Canal Authority, in a continuous effort to review its operational processes with the purpose of providing a better service, has modified the BAPLIE requirements following recommendations received from our customers. Therefore, effective May 11th, 2012, the previously published Advisory A-06-2011 is being amended to read as follows:

1. All Full Container Vessels arriving in ballast condition for transit only (no port calls located at the terminal ends of the Panama Canal) are not required to submit a BAPLIE file.
2. Full Container vessels that arrive in loaded condition and discharge all cargo at any of the ports located at the terminal ends of the Panama Canal (Balboa, Cristobal, or Manzanillo Bay), shall submit their BAPLIE file after departing such port but before arriving at the last set of locks, even if the vessel is transiting in ballast condition.
3. Full Container vessels that arrive in loaded condition for docking only (Local Call) at any of the ports located at the terminal ends of the Panama Canal (Balboa, Cristobal, or Manzanillo Bay), and subsequently receive a change in orders to transit, will be considered as non-compliant with the BAPLIE file arrival rule if the BAPLIE was not submitted prior to arrival. In these cases, the shipping agent shall contact the ACP ETA clerk and request the creation of the itinerary for transit, and shall send a copy of the request to the ACP Admeasurement Unit (OPTC-A@pancanal.com) and Systems Support (support@pancanal.com) indicating the reason for the change in transit status. The ACP will evaluate the arguments presented, and will determine if the BAPLIE file is accepted or not. If the BAPLIE file is not accepted, the variable portion of the Tolls invoice will be based on full capacity.
4. If a vessel announces via EDCS that it is arriving for transit in ballast condition, but during the inspection the boarding officer finds a container not securely welded to the deck, with cargo that is not commercial cargo, the vessel will be considered laden for toll purposes. However, it will not be required to submit a BAPLIE file and the variable portion of the tolls will be zero (0). The same applies for any other type of cargo other than containerized cargo found on board the vessel which may invalidate the ballast status. If the container found on board has commercial cargo, the vessel will be considered as non-compliant with the BAPLIE file arrival rule and the variable portion of the tolls invoice will be based on full capacity.

We appreciate your input and trust it will help us render an improved service during your transit through the Panama Canal. We look forward to continue doing business with you in the years to come.

ORIGINAL SIGNED

Abdiel Pérez B.
Acting Executive Vice-President of Operations