



CANAL DE PANAMÁ

**Quick Reference Guide on
Maneuvering Fuel for
Panama Canal Waters**

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To comply with maneuvering fuel regulations, vessels must use distillate marine fuel or any of the allowed fuels or scrubber types in accordance with the following chart:

	Then fuel in Main Engine (*)	Then fuel in Auxiliary Engines, Boiler, etc. while at anchorage or port terminal (***)	Then fuel in Auxiliary Engines, Boiler, etc. while transiting the Panama Canal
If vessel will transit on arrival...	A: Preferred B: Allowed C: Not Allowed D: Allowed E: Prohibited		A: Preferred B: Allowed C: Not Allowed D: Allowed E: Prohibited
If vessel will anchor or will visit a port terminal prior to transit...	A: Preferred B: Allowed C: Not Allowed D: Allowed E: Prohibited	A: Preferred B: Allowed C: Allowed (**) D: Allowed E: Prohibited	A: Preferred B: Allowed C: Not Allowed D: Allowed E: Prohibited
If vessel will only visit a port terminal or anchorage, and will not transit before or after said visit...	A: Preferred B: Allowed C: Allowed D: Allowed E: Prohibited	A: Preferred B: Allowed C: Allowed D: Allowed E: Prohibited	

A	Distillate Marine fuel
B	LNG, Biofuel, or Residual Marine Fuel with maximum sulfur of 0.5% and maximum viscosity of 70 cSt @50 °C.
C	Residual Marine Fuel with maximum sulfur of 0.5% and viscosity higher than 70 cSt @50° C.
D	Scrubber in Closed Loop and Zero Discharge Mode in conjunction with a residual marine fuel having max sulfur of 3.5%, regardless of viscosity
E	Scrubber in Open Loop Mode

(*)Changeover must be completed: a)Southbound vessels, eight nautical miles from the Breakwater on the Atlantic Side or b)Northbound vessels, three nautical miles from the Sea Buoy at the Pacific Entrance

(**) Only if vessel is capable of maintaining its main propulsion engine(s) simultaneously on other type of fuel. If not, then **C** is not allowed.

(***) Qualifying vessels that opt to burn **C** in their auxiliary engines, boilers, and other auxiliary equipment during their stay at the anchorage shall switch over to **A** or **B**, at least two (2) hours prior to the scheduled pilot time for their Canal transit.

The following examples facilitate differentiating distillate fuel from residual fuels. Distillate marine fuels include, but are not limited to Diesel, Gasoil, MGO, MDO, LSMGO, DMA, DMB, DMX, and DMZ. Meanwhile, Residual marine fuels include, but are not limited to IFO, HFO, VLSFO, ULSFO, HSFO, RMA, RMB, RMD, RME, RMG, and RMK.

Panama Canal waters are not a Sulfur Emission Control Area (SECA). Therefore, the maximum sulfur limit for fuel on board vessels without scrubbers is 0.5% m/m (mass by mass). The use of Open Loop Scrubbers or Hybrid Scrubbers in open loop mode is prohibited in Panama Canal waters (i.e. seaside anchorages and freshwater lakes).

Finally, vessels proceeding to port terminals or anchorages within Canal waters immediately after completing their transit will be permitted to switch back to **C**, once the vessel is moored alongside the dock or is anchored. All other vessels shall change over after departing Panama Canal waters.