



# JAPAN P&I NEWS

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To the Members

## **Panama Canal—A New Charge called “Disruption Charge”**

We have obtained information by our Panama correspondent, C. FERNIE & CO. S.A., as regards the subject matter. As of 1 January 2023, a new charge was added to the Panama Canal Authority (PCA) tariff item.

This charge is applicable to vessels that present deficiencies that arise during transit. The charge will be classified as "low impact" or "high impact", depending on the type of deficiency and the time it is reported or detected. The tariff shows that the charge amount ranges from US\$15,000 to US\$250,000. The disruption charge will be in addition to other applicable maritime service charges such as tugs, line handlers, moorage, and pilotage.

A list with the most common deficiencies and other important information may be found in the Panama Canal webpage at [the link](#).

For Further Details, please see the circulars issued by PCA.

Yours faithfully,

**The Japan Ship Owners' Mutual Protection & Indemnity Association**

Attachment: Panama Canal Authority, ADVISORY TO SHIPPING No. A-38-2022  
Tariff changes summary

## Advisory to Shipping No. A-38-2022

December 16, 2022

**TO :** All Shipping Agents, Owners, and Operators

**SUBJECT:** Additional Information Regarding the Complementary Tariffs Effective January 1, 2023

In reference to the Complementary Tariff changes announced in Advisory to Shipping A-34-2022, the following additional information is provided:

- 1. Disruption Charge:** The purpose of this charge is to minimize the possibility of delays and/or disruptions to the operation by reducing vessel incidents during transit and encouraging vessels to fix the deficiencies or report them in a timely manner if they cannot be corrected.

This charge is applicable to vessels that present deficiencies that arise during transit. The charge will be classified as low or high, depending on the type of deficiency and the time it is reported or detected. The disruption charge will be in addition to other applicable maritime service charges such as tugs, line handlers, moorage, and pilotage. Some deficiencies that may cause the application of the disruption charge are:

- a. Anchor missing or anchor windlass inoperative
- b. Inoperative Bow thruster
- c. Non-compliant Chocks and bitts
- d. Compressor or air problems
- e. Inoperative Rudder angle indicators and other navigation equipment
- f. Inadequate boarding facilities
- g. Inoperative whistle
- h. Engine or propeller problems
- i. Excessive draft or drag
- j. Bridge wings do not extend to side of vessel
- k. Protruding cargo or visibility obstructed by cargo or cargo gear
- l. Inadequate sanitary facilities
- m. Inoperative or improper Air Conditioning system
- n. Slow winches
- o. Wires on drums
- p. Fuel not in compliance with the Panama Canal's maneuvering fuel requirements

It is important to report in the "visit remarks" of the vessel's visit itinerary in VUMPA prior to the vessel's arrival, any known deficiencies or conditions that may be present during transit. A list with the most common deficiencies and other important information may be found in our webpage at the following link: <https://pancanal.com/en/oms/>

OP, December 16, 2022

Subject: Additional Information Regarding the Complementary Tariffs Effective January 1, 2023

Vessels that present or develop deficiencies while in transit, will have 30 minutes from the time the deficiency is reported or detected, to correct the deficiency or condition to avoid the application of the disruption charge.

The disruption charge applicable to dead tows and dead ships will be based on the dimensions of the tow or vessel. A “dead tow” is defined as a vessel that does not have installed means of propulsion. A “dead ship” is a vessel that has installed means of propulsion which do not function during transit.

2. **Change-in-booking-date charge:** this charge replaces the cancellation fee that currently applies to vessels involved in changes in booking date.
3. **Substitution charge:** this charge replaces the cancellation fee that currently applies to vessels involved in substitutions, depending on the advance notice provided.
4. **Swapping charge:** the charge will be based on a percentage of the booking fee instead of a fixed amount.
5. **High Demand surcharge (for neopanamax locks only):** date established in advance by the ACP where a surcharge to the reservation fee will be applied. Beginning January 1, 2023, and for the next 6 months, the day of high demand will be Friday. Traffic behavior and booking demand will be reviewed every 6 months to determine the day of high demand.

Rules applicable to the high demand surcharge:

- a. Full container vessels that reserve for a date not identified as high demand, but request transit advancement to a day of high demand: the “high demand” surcharge will be applied in addition to the “transit date advancement” charge.
- b. Full container vessels that reserve for the day of high demand but subsequently request transit advancement to a day not identified as high demand will not be assessed the high demand surcharge, since the transit advancement charge will be assessed.
- c. Vessels that reserve for the day of high demand but do not transit due to deficiency or condition: the “high demand” surcharge will be applied in addition to the forfeiture fee. This surcharge will not be applied if the vessel does not transit on the day of high demand due to reasons not attributable to the vessel.
- d. Vessels that cancel their booking for the day of high demand, with less than 96 hours from the required arrival time will be assessed the high demand surcharge in addition to the regular cancellation fee.
- e. Swaps between vessels where one of the vessels reserved for the day of high demand: the “high demand” surcharge will be applied to the vessel that is assigned the booking for the day of high demand.
- f. Vessels that obtain a booking for a day not identified as of high demand but later elect to change their booking to a day identified as “high demand” will pay the high demand surcharge, in addition to any other charges that may apply.

OP, December 16, 2022

Subject: Additional Information Regarding the Complementary Tariffs Effective January 1, 2023

- g. Vessels that reserve for a day identified as “high demand” after the booking was awarded will not be assessed the high demand surcharge.

6. **Just In Time (JIT) transit service:** the service will be provided for an additional fee. The following rules will apply:

- a. Supers and regulars: the request shall be received between 10 days and 96 hours prior to booking date for vessels that have obtained a slot during booking periods 1 and 2, and no later than 1400 hours 3 days prior to the booking date for vessels that obtain a slot during booking period 3.
- b. Neopanamax: a maximum of one JIT slot for northbound and one slot for southbound vessels will be offered per day. The request shall be received between 10 days and 96 hours prior to booking date in order to be considered.
- c. Vessels that cancel their booking after the JIT request has been awarded will be assessed the JIT charge in addition to the booking cancellation fee.
- d. Change date for a booked vessel with JIT: the vessel will be assessed the JIT charge in addition to the fee for the change in booking date.
- e. All JIT requests are subject to ACP evaluation prior to approval.

7. **Transit date advancement:** will only be available to full container vessels that request their transit be advanced to an earlier date, subject to evaluation by the ACP prior to being approved.

- a. Vessels that cancel the transit date advancement requests will be assessed the transit date advancement fee.
- b. Vessels that cancel their booking after the transit date advancement request has been approved will be assessed the transit advancement charge.

The new and revised tariffs are available at: [Tariff-changes-summary-19-oct22.pdf \(pancanal.com\)](https://pancanal.com/Tariff-changes-summary-19-oct22.pdf).

For inquiries or additional information, please write to [customerservice@pancanal.com](mailto:customerservice@pancanal.com)

**ORIGINAL SIGNED**

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Vice President for Operations (e)

Tariff changes summary			
1050.0000	Reservations		
1050.0270	Change in Transit reservation date	Tariff	Status
1050.0271	More than 21 days to less than 60 days.	60% of the reservation	new
1050.0272	More than 7 days and up to 21 days.	70% of the reservation	new
1050.0273	More than 4 days and up to 7 days.	80% of the reservation	new
1050.0274	4 days or less.	100% of the reservation	new

1050.0246	Change (swap) of booking slots between two booked vessels	Tariff	Status
	<b>Panamax</b>		
1050.0220	Super vessels (beam $\geq$ 27.74 m or 91 ft), 2nd swap.	40% of the reservation	modified
1050.0221	Super vessels (beam $\geq$ 27.74 m or 91 ft), $\geq$ 3rd swap.	60% of the reservation	modified
1050.0224	Regular vessel (beam < 27.74m or 91 ft), 2nd swap.	40% of the reservation	modified
1050.0225	Regular vessels (beam < 27.74m or 91 ft), $\geq$ 3rd swap.	60% of the reservation	modified

	<b>Neopanamax</b>		
1050.0228	Neopanamax vessel (beam >32.61 m or 107 ft), 2nd swap.	40% of the reservation	new
1050.0229	Neopanamax vessel (beam >32.61 m or 107 ft), $\geq$ 3rd swap.	60% of the reservation	new

1050.0231	Substitution of vessels with booking slots with another non-booked vessel	Tariff	Status
1050.0232	More than 21 days (administrative charge).	\$ 500.00	new
1050.0233	More than 14 days and up to 21 days.	20% of the reservation	new
1050.0234	More than 7 days and up to 14 days.	40% of the reservation	new
1050.0235	More than 4 days and up to 7 days.	60% of the reservation	new
1050.0236	4 days or less.	80% of the reservation	new

1050.0400	Auction	Tariff	Status
1050.0420	Cancellation charge for awarded auction slot.	100% of awarded slot	modified

	Daily surcharge per day of high demand (reservation and auction)	Tariff	Status
1050.0440	Surcharge applied to the neopanamax reservation on the day of the week identified as high demand. Does not include auction.	10% applied to the reservation charge based on vessel dimensions.	new
1050.0450	Neopanamax auction slot for the weekday identified as high demand.	Best offer	
	Base or initial amount	\$ 103,000.00	new
1050.0460	Special neopanamax auction slot for the weekday identified as high demand.	Best offer	
	Base or initial amount	\$ 110,000.00	new

	Just in time	Tariff	Status
1050.0620	Late arrival fee for vessels that have acquired a Just In Time (JIT) transit service.	50% applied to the reservation charge based on vessel dimensions.	modified description
1050.0621	Fee for ships that are awarded the just-in-time transit service -regular vessels.	\$ 2,000.00	new

1050.0622	Fee for ships that are awarded the just-in-time transit service -super vessels.	\$ 4,000.00	new
1051.0623	Fee for ships that are awarded the just-in-time transit service -neopanamax vessels.	\$ 10,000.00	new

	Transit Date Advancement for Booked Vessels	Tariff	Status
1050.0480	Transit advancement for a panamax booked vessel, at the request of the vessel.	\$ 5,000.00	new
1050.0485	Transit advancement for a neopanamax booked vessel, at the request of the vessel.	\$ 10,000.00	new

1080.0000	Port Captain inspections	Tariff	Status
1080.0040	CPC inspection - level 1.	\$ 1,500.00	new
1080.0050	CPC inspection - level 2.	\$ 3,000.00	new
1080.0060	CPC inspection - level 3.	\$ 5,000.00	new

1085.0000	Emergency equipment availability and surveillance services	Tariff	Status
1085.0001	Emergency equipment availability and surveillance services in critical points within the locks, per transit.	\$ 2,000.00	new
1085.0002	Tariff for the use of ambulance and fire truck during an emergency event, per hour.	\$ 290.00	new

1086.0000	Disruption charge	Tariff	Status
1086.0001	Low impact (regular, length overall < 300 feet).	\$ 15,000.00	new
1086.0002	Low impact (regular, length overall ≥ 300 feet).	\$ 20,000.00	new
1086.0003	Low impact (super).	\$ 40,000.00	new
1086.0004	Low impact (neopanamax/panamax plus).	\$ 65,000.00	new
1086.0005	High impact (regular, length overall < 300 feet).	\$ 49,000.00	new
1086.0006	High impact (regular, length overall ≥ 300 feet).	\$ 65,000.00	new
1086.0007	High impact (super).	\$ 125,000.00	new
1086.0008	High impact (neopanamax/panamax plus).	\$ 250,000.00	new

	Disruption charge for vessels without self propulsion ( dead tows)	Tariff	Status
1086.0009	Surcharge for dead tow (regular, length overall < 300 feet).	\$ 38,000.00	new
1086.0010	Surcharge for dead tow (regular, length overall ≥ 300 pies).	\$ 50,000.00	new
1086.0011	Surcharge for dead tow (super).	\$ 100,000.00	new
1086.0012	Surcharge for dead tow (neopanamax).	\$ 175,000.00	new
1086.0013	Surcharge for dead ship (regular, length overall < 300 feet).	\$ 75,000.00	new
1086.0014	Surcharge for dead ship (regular, length overall ≥ 300 pies).	\$ 100,000.00	new
1086.0015	Surcharge for dead ship (super).	\$ 150,000.00	new
1086.0016	Surcharge for dead ship (neopanamax).	\$ 250,000.00	new

1088.0000	Approval of Vessels Plans Service Charge	Tariff	Status
1088.0001	New construction or existing vessels without approved plans.	\$ 3,000.00	new
1088.0002	Modifications of approved plans.	\$ 1,000.00	new
1088.0003	Validation of approved plans.	\$ 500.00	new
1088.0004	Special Service for Approval, at customers' request.	\$ 6,000.00	new

1500.0000	Fresh water surcharge	Tariff	Status
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1500.0100	The variable portion is a percentage (%) that can vary between 0% and 10% and is applied to the total tolls of the vessel (including the fixed and variable tolls portions where applied). The percentage applicable to each vessel is directly related to the level of Gatun Lake.	$f(x) = \frac{0.10}{1+e^{0.6(x-82)}}$	modified
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Tariffs to be eliminated	
1050.0245	Change in transit date.
1050.0222	Fourth Swap, Large Vessels (breadth $\geq$ 91').
1050.0223	Fifth Swap, Large Vessels (breadth $\geq$ 91').
1050.0226	Fourth Swap, Small Vessels (breadth $<$ 91').
1050.0227	Fifth Swap, Small Vessels (breadth $<$ 91').
1065.0001	Visibility charge for full container vessels from 213.36 meters (700 feet) to 294.44 meters (966 feet) in length, and/or 30.48 meters (100 feet) to 32.61 meters (107 feet) in breadth.
1065.0002	Visibility charge for full container vessels with overall lengths greater than 294.44 meters (966 feet), or with breadths greater than 32.61 meters (107 feet).
1065.0003	Visibility charge for full container vessels with overall lengths less than 213.36 meters (700 feet) and with breadths less than 30.480 meters (100 feet).