

## 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/>

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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.

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- 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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