



CANAL DE PANAMÁ

**Frequently Asked Questions (FAQ)
Modifications to Maritime Complementary
Services Tariffs**

Advisory to shipping A-34-2022

April 2023

Frequently Asked Questions (FAQ)

Question	Answer
1050.0270 – 0274 - Change in transit reservation date	
1. If a vessel is booked with more than 60 days but vessel will not arrive on time and requires a change in transit reservation day, is there a cancellation fee?	The tariff to be applied would be the Change reservation date fee, which replaces the previous “cancellation fee”, applied to vessels when requested changes in reservation date.
2. Is this charge different from the change in transit date? Will it be applied whenever the customer booked a vessel and then participates either in a special competition or auction to change the transit date?	This charge represents the same service offered today. We are only creating a separate charge for internal records, instead of applying the current cancellation charge.
3. If the intention to book an original date was not approved, would the void still be applicable?	That has not changed with this new tariff.
1050.0232 – 0236 - Substitution of vessels with booking slots with another non-booked vessel	
1. Will this surcharge apply on top of the cancellation charge if a vessel requests a substitution with less than 7 days prior to the booking date?	No, it will not. This will be the only charge for substitution depending on the days in advance. This new tariff is replacing the cancellation fee that currently applies to vessels that are involved in substitutions. It is not a surcharge.
1050.0420 – Cancellation charge for awarded Auction slot	
1. If a vessel cancels an auction slot, is it charged ‘Cancellation charge for awarded auction slot’ as well as ‘Cancellation charge and LNG surcharge’?	The vessel will be charged only with the Cancellation charge for the awarded auction slot, which is 100% of the awarded slot. The only change in this tariff is the increase from 90% of the auctioned amount to 100%.
1050.0440 – 0460 - Daily surcharge per day of high demand (reservation and auction)	
1. Under which conditions would the Panama Canal identify a day as high demand?	The day of high demand will depend on the number of booking requests received for a specific day based on our data analyses. The Canal will review traffic behavior every 6 months to determine the day of high demand. If any change is required, the industry will be notified.

<p>2. Please explain the concept of daily surcharge per day of high demand and give an example.</p>	<p>This surcharge will be applied to Neopanamax vessels that obtain a reservation and transit on the day previously determined as “high demand” by the ACP.</p> <p>For example, assuming the Canal announce “Saturdays” as the day of high demand starting on November 2023, all booked vessels transiting on Saturday will be charged an extra 10% applied to the reservation charge based on vessel dimensions. The surcharge does not include auction since the auction base price for days of high demand already has a 10% increase.</p>
<p>3. How will the “high demand surcharge” be notified to the agents?</p>	<p>High demand days will be announced in a timely manner through an Advisory to Shipping.</p>
<p>4. If a vessel is booked with sufficient time before this “demand” is deemed, will the surcharge still apply?</p> <p>5. Or the surcharge is only applicable for vessels applying once the “demand condition” was already established?</p>	<p>The surcharge for day of high demand will be applicable for reservations requests beginning January 1st, 2023.</p>
<p>1050.0620 – 0623 - Just in time (JIT)</p>	
<p>1. Will the 50% of the booking fee apply as soon as JIT is requested or only if the JIT is awarded.</p>	<p>Exactly as today, the fee is 50% of booking and applies if a vessel is awarded the JIT and it arrives late.</p>
<p>2. Will the JIT charge apply now for regular and Neopanamax?</p>	<p>The JIT service applies to all vessel categories. For Neopanamax vessels, the procedure is still under evaluation.</p>
<p>3. Is the JIT surcharge on top of the late arrival surcharge that is currently assessed?</p>	<p>No, it is not an additional charge. The \$2,000/\$4,000/\$10,000 charges are for the JIT service.</p>
<p>4. What is the regulation for a Neopanamax to request a JIT?</p>	<p>Although the tariff has been created, the details regarding the procedures will be communicated later through an Advisory to Shipping.</p>
<p>1050.0480 – 0485 - Transit Date Advancement for Booked Vessels</p>	
<p>1. If we have a pre-booked slot for a specific day, can then the transit date be advanced if we pay \$10,000?</p>	<p>That is correct. If the booking has been made for a Neopanamax vessel, you may request an advancement and, if awarded, you would be charged \$10,000. For a Panamax vessel, the tariff is \$5,000.</p>
<p>2. Would this tariff be applicable only for full containers as it currently is? Could any market segment request an advancement in the transit date?</p>	<p>This service is currently only available to full container vessels. The ACP is analyzing the possibility of extending this service to other market segments.</p>

<p>3. Would this tariff be applicable on Canal's convenience?</p>	<p>This tariff will apply only when the customer requests the transit advancement.</p>
<p>4. Will this tariff be charged when the request is done or only if awarded?</p>	<p>The tariff would be applied if the transit advancement request is awarded. If, due to the vessel's fault, the vessel cannot transit on the advancement date, the tariff will be applied.</p>
<p>1080 - Port Captain inspections</p>	
<p>1. What are the Port Captain Inspection tariffs for? Do they apply to all kinds of vessels?</p>	<p>This charge applies to vessels that do not comply with the requirements of the transit vessel inspection program or requires the CPC to respond to incidents related to vessel's mechanical failure.</p>
<p>2. What are the criteria to differentiate levels 1,2, and 3 at the CPC Inspection tariff?</p>	<p>The levels of inspection are described as follows: Level 1: CPC inspection of vessel's draft, visibility, High Mast Lighting (HML), suitability of nighttime transit through the Cut, handline or softline lockages and CPC inspections due to navigation equipment malfunction, safety and/or operational issues. Level 2: CPC inspection of a dead tow of any size, CPC conducting a sea trial due to vessel engine or steering deficiencies and other CPC inspections related to the safe operation in the Canal. Level 3: When the CPC boards and maneuvers a vessel due to vessel mechanical malfunction during transit, or to manage incidents, accidents, and casualties in the Canal.</p>
<p>3. Who decides the level of the CPC inspection?</p>	<p>The Canal Port Captain would decide the level of inspection based on reports from other inspections (i.e., Boarding officer, Transit Vessel Inspector), or from reports received from the Canal Pilot.</p>
<p>4. When would the agent be informed?</p>	<p>The agent would be informed as it is informed today, by phone and e-mail whenever the CPC finds it necessary to perform an inspection.</p>
<p>1085 - Emergency equipment availability and surveillance services</p>	
<p>1. Could you, please, confirm whether the emergency equipment availability and surveillance services will be charged to every transit?</p>	<p>It will apply only for transits of dangerous cargo classified under the Precautionary Designators PD1 or PD3. You may find more information regarding Precautionary Designators in Notice to Shipping N-01-2022, Section #17.</p>
<p>2. The Canal already has a security fee of \$1,250.00 that should cover all security for the ship during transit. Please explain in detail if the security fee is going to be increased to \$2,000.00 or if it is an additional fee for our transit.</p>	<p>The charge of availability of emergency equipment and surveillance service at critical points in the locks is a new fee. It entails a service that is provided for every transit of a vessel classified under the Precautionary Designators PD 1 and PD 3.</p>

<p>3. Could you please explain us the difference in coverage implied under the following two tariffs: Security Charge for Transiting Vessels (1081.001 and 1081.002), and Emergency Equipment Availability and Surveillance Services (1085.0001)</p>	<p>The Security Charges (1081.001 and 1081.002) have existed because of all the security measures the Panama Canal adopted with the implementation of the ISPS Code. It is not based on the risks of the vessel's cargo. The new tariff is based on a service which was already provided to vessels designated as PD 1 and PD 3, because of the risks involved with the cargo for these vessels.</p>
<p>4. Regarding the tariff for the use of ambulance and fire truck during an emergency event, what is it for? Is it applied to all kinds of vessels?</p>	<p>It will apply only during an emergency event, regardless of the type and size of the vessel involved.</p>
<p>1086 - Disruption charge</p>	
<p>1. What is the Disruption charge for? Is it applied to all kinds of vessels?</p>	<p>The disruption charge will be applied to vessels whose transits are aborted or interrupted, due to conditions or deficiencies presented prior to or during transit or harbor movements. It will apply only to vessels with length overall (LOA) over 125 feet.</p>
<p>2. What determines a disruption? Is it a vessel deficiency?</p>	<p>The following are some examples of conditions or deficiencies that may trigger the application of the Disruption charge (it must be understood that this is not a clear-cut list, as there may be other deficiencies that may cause the application of the disruption charge):</p> <ol style="list-style-type: none"> 1. Boarding Facilities that do not comply with regulations or obstructions in access for pilots and Canal's personnel. 2. Non-compliance with fuel change regulations for transit. 3. Issues with draft and trim of the vessel (overdraft; excessive list, down by the head, drag; less than minimum draft, etc.). 4. Engine and/or steering problems (before or during transit). 5. Maximum speed less than 8 knots. 6. Non-compliance with the minimum visibility requirements. 7. Unsanitary conditions (inadequate sanitary facilities; galley; pilot cabin; mooring areas). 8. Language barrier of Master/Officers interference with ACP pilots or Canal crew. 9. Winch(es) and/or windlass problem(s) or lines deficiencies (wires; insufficient amount or length, etc.). 10. Protrusions that affect transit conditions.

	<p>11. Vessel’s equipment malfunction (anchors, air conditioning system, Rudder angle (RAI) or revolutions per minute (RPM) indicators, gyro, wipers, VHF radio, Automatic Identification System (AIS), radars, navigational lights control, telegraph, and whistle).</p> <p>12. Inaccurate information reported by vessel related to draft, cargo, or other.</p> <p>13. Other deficiencies that affect transit schedules or transit operations.</p>
<p>3. What determines if the disruption is low or high impact?</p>	<p>1. The low impact tariff applies when a vessel scheduled for transit with pilot (s) on board from the anchorages, adjacent ports to the Canal entrance or mooring stations, and prior to getting underway the transit is aborted due to a deficiency of vessel, or at the request of the vessel.</p> <p>2. The high Impact tariff applies when a vessel is scheduled for transit with pilot (s) on board and underway or during transit or harbor movements, and at the request of the vessel or due to fault (s) attributable to the vessel, it is unable to continue its original schedule. It also applies to vessels that, due to their special conditions or characteristics, require the approval from the Office of the Canal Port Captain to begin or continue their transit with restrictions that adversely affect transit operation.</p> <p><i>NOTE: In some cases the level of the impact will depend on the type of deficiency.</i></p>
<p>4. Please describe what exactly would be considered to apply the Disruption charge for a vessel without self-propulsion (dead tows)?</p>	<p>The Non-Self-Propelled Vessel (dead tow / dead ship) disruption charge will be applied to vessels that transit under this type of navigational arrangement. This tariff will not be applicable for the Intra Maritime Cluster segment, neither integrated barge nor articulated barge (treat as one vessel). Herewith we describe the concepts mentioned in the description of the tariff:</p> <ul style="list-style-type: none"> • Non-Self-Propelled Vessel: A vessel which neither has installed means of propulsion nor has installed means of propulsion which does not function during transit. • Dead Tow: A vessel which does not have installed means of propulsion. • Dead Ship: A vessel has installed means of propulsion which do not function during transit.

<p>5. Who decides when to apply a high or low-impact disruption charge?</p>	<p>The application of this tariff depends on the conditions found by ACP personnel, based on the deficiency matrix. The impact level will depend on variables described in question #3.</p>
<p>1088 - Approval of Vessels Plans Service Charge</p>	
<p>1. What is the 'Approval of Vessels Plans Services charge for? Is it applied all kinds of vessels?</p>	<p>These service charges are applied to the revision for approval of vessel plans of either new constructions or existing vessels without approval, or plan modifications for approved vessels, to ensure compliance with the Regulation on Navigation in Panama Canal Waters. The Approval of Vessel Plans Service Charge applies per vessel (hull or project number). The Modification of approved plans refers to previously approved plans and modifications made to the vessel. The Validation of approved plans is a request for information about hull number approved plans.</p>
<p>2. What exactly would apply under special service of approval at customer's request?</p>	<p>The service would entail an urgent approval request made by a customer due to an imminent vessel transit or visit to drydock or vessel delivery. It would be provided up to 96 hours after the request.</p>
<p>3. How would this tariff work? Currently once the plans are sent to the ACP for review, there is no ETA or itinerary known. Would it now be required to create an ETA for a plan to be reviewed?</p>	<p>The process remains as it is nowadays. Shipping agents, shipowners or ship representatives would request the approval of vessel plans services by email to The Transit Operations Division attaching vessel plans and documents (PlanApproval@pancanal.com). Then, they would receive an email with all the information related to the payment process. Once we receive the payment confirmation via email, we would deliver the service requested. It will not be required to create a visit for the plan to be reviewed.</p>
<p>1500 - Fresh water surcharge</p>	
<p>1. What exactly is being modified on this surcharge?</p>	<p>The Canal is modifying only the variable fee, so the fixed fee will stay as it is nowadays. The Canal is not changing the calculation of the fee but the formula that generates the percentage to be paid.</p>

2. We would like to know how to calculate the variable component.	You may calculate the variable component using the formula in the “tariff” column of the “Tariff Changes summary table” in the link provided at the end of advisory A-34-2022.
3. How can we know the Gatun Lake level used to calculate the variable component of this tariff?	The official depth level of Gatun Lake is published daily in the Panama Canal website (“Gatun Water Level Indicators” in the “Customer Information section in www.pancanal.com). The level to be applied for the tariff calculations, using the day prior to the transit.