

Advisory To Shipping No. A-23-2023

June 1, 2023

TO : All Shipping Agents, Owners, and Operators
SUBJECT : Additional Information Regarding the Disruption Charge for Harbor Movements

Since the ports located at both terminals of the Canal share the same waterway used by transiting vessels, the ACP finds it necessary to also apply, the disruption charge to vessels in harbor movements that present deficiencies or conditions while navigating in the channel of the Canal, effective July 1, 2023. The charge will be classified as low or high, depending on the type of deficiency, and the location of the vessel at the time the deficiency is reported or detected.

Some deficiencies that may cause the application of the disruption charge for harbor movements are:

- a. Missing anchor or anchor windlass inoperative.
- b. On steam propulsion vessels – One boiler inoperative in a two-boiler vessel.
- c. Non-compliant chocks and bitts.
- d. Main air compressor or starting air problems.
- e. No backup generator.
- f. Inoperative rudder angle indicators or other navigation equipment.
- g. Missing rudder angle indicator when required.
- h. Running light not burning properly.
- i. Steering gear system not operating properly or not in compliance with Panama Canal requirements.
- j. No steering light.
- k. Main engine telegraph inoperative.
- l. Inoperative whistle.
- m. Inoperative radars.
- n. Inoperative or not visible magnetic or gyro Compass.
- o. Engine or propeller problems.
- p. Vessel loaded deeper than TFW marks.
- q. Improper trim.
- r. List 2° to 10°
- s. Visibility obstructed by cargo or cargo gear.
- t. Inadequate sanitary facilities.
- u. Gas leaks, fumes or oil spills while maneuvering in and out of the port.
- v. Fuel not in compliance with Panama Canal and international requirements.

This list of deficiencies shall be used as reference only. Vessels may present other deficiencies not listed here that may also cause the application of the disruption charge.

OP, June 1, 2023

Subject: Additional Information Regarding the Disruption Charge for Harbor Movements

It is important to report, prior to the vessel's arrival, any known deficiencies or conditions that may be present during port maneuvers. The report shall be made in the "visit remarks" of the vessel's visit itinerary in the Panama Maritime Single Window (VUMPA for its Spanish acronym).

Vessels that present or develop deficiencies while in the channel 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 will be in addition to any other applicable maritime service charges such as tugs and pilotage.

For dead tows and dead ships involved in harbor movements prior to transit, only the disruption charge for transit will be applied, based on the dimensions of the dead tow or dead ship. 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 that do not function during transit or port maneuvers.

The tariffs, vessel deficiency matrix and frequently asked questions are available at the following link:
<https://pancanal.com/en/maritime-services/maritime-tariff/>.

For inquiries or additional information, please write to customerservice@pancanal.com

ORIGINAL SIGNED

Boris Moreno Vásquez
Vice President for Operations