



# PANAMA CANAL AUTHORITY

## Basic Canal Costs

### Tolls

**A. Tolls adjustments for container vessels:**

- a. A fixed tariff per transit is introduced, which depends on the locks utilized and the vessel size category (regular, super or neopanamax). Neopanamax vessels are further differentiated in vessels of less than 10,000 TEU of TTA capacity, and vessels equal or greater than 10,000 TEU of TTA capacity to reflect the value provided by the Canal to these clients.
- b. The TEU is maintained as the unit of measurement for the calculation of tolls.
- c. The current pricing bands are replaced with capacity tariffs by vessel size category (regular, super or neopanamax) based on the total TEU allowed (TTA), which is intrinsically related to the value that the Canal provides to each market segment and size category.
- d. Tariffs of loaded TEU (TTL) are maintained; a new tariff that recognizes the repositioning value of empty containers is introduced (TTE); and the return voyage tariff for loaded containers (TTLR) is eliminated.
- e. The loyalty program is simplified by reducing its six loyalty categories to one, replacing the use of tariffs by category with a percentage applied to the tolls, applicable to clients that accumulate more than 1.5 million TEU capacity (TTA) per year. This is a level equivalent to the category “1” of the current loyalty program.
- f. Starting January 1, 2023, the loyalty category will be determined based on the accumulated volume of maximum TEU capacity registered for Canal transits during 12 consecutive months, like the current calculation.
- g. Starting January 1, 2023, clients deploying more than 1.5 million TEU capacity (TTA) per year, will pay 95% of their regular tolls; starting January 1, 2024, such clients will pay 97.5% of their regular tolls.
- h. Starting January 1, 2025, the loyalty program will be eliminated.
- i. The calculation of allowed containers on deck will be adjusted to a visibility condition of 2 ship lengths, which will also result in the adjustment of the calculation of total TEU allowed (TTA), which will result in the eventual elimination of the visibility charge in Other Marine Services (OMS).

The following table shows the new tolls for the container vessels segment:

Container	Effective January 1, 2023				Effective January 1, 2024				Effective January 1, 2025			
	Fixed Tariff (per transit)	Capacity TTA (per TEU)	Loaded TTL (per TEU)	Empty TTE (per TEU)	Fixed Tariff (per transit)	Capacity TTA (per TEU)	Loaded TTL (per TEU)	Empty TTE (per TEU)	Fixed Tariff (per transit)	Capacity TTA (per TEU)	Loaded TTL (per TEU)	Empty TTE (per TEU)
Regular	\$60,000	\$40.00	\$30.00	\$2.00	\$60,000	\$40.00	\$32.50	\$4.00	\$60,000	\$40.00	\$35.00	\$6.00
Super	\$100,000	\$40.00	\$30.00	\$2.00	\$100,000	\$40.00	\$32.50	\$4.00	\$100,000	\$40.00	\$35.00	\$6.00
Neo TEU < 10,000	\$200,000	\$30.00	\$30.00	\$2.00	\$200,000	\$30.00	\$32.50	\$4.00	\$200,000	\$30.00	\$35.00	\$6.00
Neo TEU ≥ 10,000	\$300,000	\$30.00	\$40.00	\$2.00	\$300,000	\$30.00	\$42.50	\$4.00	\$300,000	\$30.00	\$45.00	\$6.00

**B. On board TEU applicable to vessels which are not container vessels that transport containers on deck:**

On deck TEU tariffs are adjusted for vessels other than container vessels.

On deck TEU on vessels other than container vessels	Effective January 1, 2023 Tariff per TEU	Effective January 1, 2024 Tariff per TEU	Effective January 1, 2025 Tariff per TEU
TEU reefer	\$110.00	\$115.00	\$120.00
TEU dry	\$100.00	\$105.00	\$110.00
TEU empty	\$60.00	\$65.00	\$70.00

The calculation of tolls for vessels in ballast, applying 85% to their laden tolls, will only apply to the components of fixed and capacity tariffs. This calculation will not apply to the tariffs of TEU reefer, TEU dry nor TEU empty on deck which vessels in ballast might transport.

**C. Tolls adjustments for passenger vessels:**

The adjustments to the tolls of passenger vessels are as follow:

- A fixed tariff per transit is introduced which depends on the locks utilized and the vessels size category (regular, super or neopanamax).
- The PC/UMS ton is maintained as the capacity measurement unit for the calculation of tolls.
- Separate tariffs are established for regular vessels of less than 10,000 PC/UMS tons and for those equal to or greater than 10,000 PC/UMS tons of capacity.
- A capacity tariff is established according to the vessel size category (regular, super or neopanamax) based on its PC/UMS ton capacity.
- The tolls for vessels in ballast will be 85% of the laden toll.
- The adjustments for the passenger vessels will be effective January 1, 2024, and January 1, 2025.

Passengers	Effective January 1, 2024		Effective January 1, 2025	
	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)
Regular < 10,000 CP/SUAB	\$25,000	\$3.20	\$25,000	\$4.25
Regular ≥ 10,000 CP/SUAB	\$60,000	\$3.80	\$60,000	\$5.00
Super	\$100,000	\$5.15	\$100,000	\$5.50
Neopanamax	\$300,000	\$4.65	\$300,000	\$5.50

**D. Tolls adjustments for Vehicle Carriers/RoRo:**

The tolls adjustments for vehicle carriers/RoRo are as follow:

- A fixed tariff per transit is introduced which depends on the locks utilized and the vessels size category (regular, super or neopanamax).
- The PC/UMS ton is maintained as the capacity measurement unit for the calculation of tolls.
- A capacity tariff is established according to the vessel size category (regular, super or neopanamax) based on its PC/UMS tons of capacity.
- The tolls for vessels in ballast will be 85% of the laden toll.
- The use of the concept of utilization percentage of the structure (metric tons divided by dead weight) is eliminated.

Vehicle Carriers/RoRo	Effective January 1, 2023		Effective January 1, 2024		Effective January 1, 2025	
	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)
Regular	\$60,000	\$2.00	\$60,000	\$4.00	\$60,000	\$6.00
Super	\$100,000	\$3.40	\$100,000	\$4.10	\$100,000	\$4.75
Neopanamax	\$300,000	\$2.00	\$300,000	\$2.50	\$300,000	\$2.75

**E. Tolls adjustments for tanker vessels:**

The adjustments to the tolls of tanker vessels are as follow:

- A fixed tariff per transit is introduced which depends on the locks utilized and the vessels size category (regular, super or neopanamax).
- The PC/UMS ton is maintained as the capacity measurement unit for the calculation of tolls.
- A capacity tariff is established according to the vessel size category (regular, super or neopanamax) based on its PC/UMS tons of capacity.
- The metric tons of cargo tariff for laden neopanamax vessels is eliminated.
- The tolls for vessels in ballast will be 85% of the laden toll.

Tankers	Effective January 1, 2023		Effective January 1, 2024		Effective January 1, 2025	
	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)
Regular	\$60,000	\$2.50	\$60,000	\$4.25	\$60,000	\$6.00
Super	\$100,000	\$3.15	\$100,000	\$4.10	\$100,000	\$5.25
Neopanamax	\$300,000	\$1.30	\$300,000	\$2.25	\$300,000	\$3.25

**F. Tolls adjustments for chemical carriers:**

The adjustments to the tolls of chemical carriers are as follow:

- A fixed tariff per transit is introduced which depends on the locks utilized and the vessels size category (regular, super or neopanamax).
- The PC/UMS ton is maintained as the capacity measurement unit for the calculation of tolls.
- A capacity tariff is established according to the vessel size category (regular, super or neopanamax) based on its PC/UMS tons of capacity.
- The tolls for vessels in ballast will be 85% of the laden toll.



Chemical Carriers	Effective January 1, 2023		Effective January 1, 2024		Effective January 1, 2025	
	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)
Regular	\$60,000	\$4.45	\$60,000	\$5.00	\$60,000	\$5.50
Super	\$100,000	\$3.00	\$100,000	\$4.00	\$100,000	\$5.25
Neopanamax	\$300,000	\$1.30	\$300,000	\$2.25	\$300,000	\$3.25

#### G. Tolls adjustments for liquefied petroleum gas (LPG) vessels:

The adjustments to LPG vessels tolls are as follow:

- A fixed tariff per transit is introduced which depends on the locks utilized and the vessels size category (regular, super or neopanamax).
- The cubic meter (m<sup>3</sup>) is maintained as the capacity measurement unit for the calculation of tolls.
- A capacity tariff is established according to the vessel size category (regular, super or neopanamax), based on the cubic meters (m<sup>3</sup>) of capacity.
- The tolls for vessels in ballast will be 85% of the laden toll and will apply to vessels which transit with a maximum cargo of 2% of the total cubic meter (m<sup>3</sup>) of cargo capacity.

LPG	Effective January 1, 2023		Effective January 1, 2024		Effective January 1, 2025	
	Fixed Fee (per transit)	Capacity tariff (m <sup>3</sup> )	Fixed Fee (per transit)	Capacity tariff (m <sup>3</sup> )	Fixed Fee (per transit)	Capacity tariff (m <sup>3</sup> )
Regular	\$60,000	\$1.60	\$60,000	\$2.55	\$60,000	\$3.50
Super	\$100,000	\$2.75	\$100,000	\$3.25	\$100,000	\$3.85
Neopanamax	\$300,000	\$0.90	\$300,000	\$1.85	\$300,000	\$2.75

#### H. Tolls adjustments for liquefied natural gas (LNG) vessels:

The adjustments to the LNG tolls are as follow:

- A fixed tariff per transit is introduced which depends on the locks utilized and the vessels size category (regular, super or neopanamax).
- The cubic meter (m<sup>3</sup>) is maintained as the capacity measurement unit for the calculation of tolls.
- A capacity tariff is established according to the vessel size category (regular, super or neopanamax), based on the cubic meters (m<sup>3</sup>) of capacity.
- The tolls for vessels in ballast are determined to be 85% of the laden toll and will apply to vessels which transit with a maximum cargo of 10% of the total cubic meter (m<sup>3</sup>) of cargo capacity.
- The special ballast tariff applied in the roundtrip (return trip) is eliminated.

LNG	Effective January 1, 2023		Effective January 1, 2024		Effective January 1, 2025	
	Fixed Fee (per transit)	Capacity tariff (m <sup>3</sup> )	Fixed Fee (per transit)	Capacity tariff (m <sup>3</sup> )	Fixed Fee (per transit)	Capacity tariff (m <sup>3</sup> )
Regular	\$60,000	\$1.60	\$60,000	\$2.55	\$60,000	\$3.50
Super	\$100,000	\$2.75	\$100,000	\$3.25	\$100,000	\$3.85
Neopanamax	\$300,000	\$1.35	\$300,000	\$1.70	\$300,000	\$2.05

**I. Tolls adjustments for dry bulk vessels:**

The adjustments to the tolls of dry bulk vessels are as follow:

- A fixed tariff per transit is introduced which depends on the locks utilized and the vessels size category (regular, super or neopanamax).
- The deadweight ton (DWT) is maintained as the unit of capacity measurement for the calculation of tolls.
- A capacity tariff is established according to the vessel size category (regular, super or neopanamax), based on its DWT capacity.
- The metric tons of cargo tariffs for laden neopanamax vessels are eliminated.
- The tariff groups of four commodities (grains, coal, iron ore and other dry bulk) are consolidated into a single tariff group.
- The tolls for vessels in ballast will be 85% of the laden toll.

Dry Bulk	Effective January 1, 2023		Effective January 1, 2024		Effective January 1, 2025	
	Fixed Fee (per transit)	Capacity tariff (DWT)	Fixed Fee (per transit)	Capacity tariff (DWT)	Fixed Fee (per transit)	Capacity tariff (DWT)
Regular	\$60,000	\$1.00	\$60,000	\$1.25	\$60,000	\$1.65
Super	\$100,000	\$1.10	\$100,000	\$1.15	\$100,000	\$1.50
Neopanamax	\$300,000	\$0.25	\$300,000	\$0.50	\$300,000	\$0.80

**J. Tolls adjustments for reefers, general cargo and other vessels:**

The adjustments to the tolls of reefer, general cargo and other vessels are as follow:

- A fixed tariff per transit is introduced which depends on the locks utilized and the vessels size category (regular, super or neopanamax).
- The PC/UMS ton is maintained as the capacity measurement unit for the calculation of tolls.
- A capacity tariff is established according to the vessel size category (regular, super or neopanamax) based on its PC/UMS ton capacity.
- In the case of reefers and general cargo regular vessels, separate tariffs are established, for vessels of less than 10,000 and for vessels equal to or greater than 10,000 PC/UMS tons of capacity.
- In the case of regular vessels in the “others” segment, separate tariffs are established, for vessels of less than 7,500 and for vessels equal to or greater than 7,500 PC/UMS tons of capacity.
- The tolls for vessels in ballast will be 85% of the laden toll.

Reefers	Effective January 1, 2023		Effective January 1, 2024		Effective January 1, 2025	
	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)
Regular < 10,000 CP/SUAB	\$25,000	\$2.25	\$25,000	\$2.75	\$25,000	\$3.50
Regular ≥ 10,000 CP/SUAB	\$60,000	\$1.40	\$60,000	\$2.35	\$60,000	\$3.25
Super	\$100,000	\$1.75	\$100,000	\$2.40	\$100,000	\$3.00
Neopanamax	\$300,000	\$0.75	\$300,000	\$1.15	\$300,000	\$1.50



General Cargo	Effective January 1, 2023		Effective January 1, 2024		Effective January 1, 2025	
	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)
Regular < 10,000 CP/SUAB	\$25,000	\$2.75	\$25,000	\$3.15	\$25,000	\$3.50
Regular ≥ 10,000 CP/SUAB	\$60,000	\$1.65	\$60,000	\$2.45	\$60,000	\$3.25
Super	\$100,000	\$2.00	\$100,000	\$2.50	\$100,000	\$3.00
Neopanamax	\$300,000	\$0.75	\$300,000	\$1.15	\$300,000	\$3.00

Others	Effective January 1, 2023		Effective January 1, 2024		Effective January 1, 2025	
	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)	Fixed Fee (per transit)	Capacity Tariff (PC/UMS)
Regular < 7,500 CP/SUAB	\$15,000	\$2.00	\$15,000	\$2.50	\$15,000	\$3.00
Regular ≥ 7,500 CP/SUAB	\$60,000	\$1.65	\$60,000	\$2.40	\$60,000	\$3.25
Super	\$100,000	\$1.50	\$100,000	\$2.25	\$100,000	\$3.00
Neopanamax	\$300,000	\$0.75	\$300,000	\$1.15	\$300,000	\$1.50

**K. Tolls adjustments for vessel that are charged by displacement**

- a. Vessels with a displacement tonnage above 1,000 tons will be assessed tolls based on the tariff for displacement ton.
- b. The modifications to small vessel tolls involve adjustments to the maximum limits of displacement tonnage established by tolls based on length overall (1,000 displacement tons).

Displacement	Effective January 1, 2023	Effective January 1, 2024	Effective January 1, 2025
Per displacement ton	\$5.00	\$5.25	\$5.50

Length overall range		Small Vessels Tolls		
Meters	Feet	Effective January 1, 2023	Effective January 1, 2024	Effective January 1, 2025
< 19.812	< 65	\$1,760	\$1,935	\$2,130
≥ 19.812 < 24.384	≥ 65 < 80	\$2,640	\$2,905	\$3,200
> 24.384 < 30.480	> 80 < 100	\$3,850	\$4,235	\$4,660
> 30.480	>100	\$5,000	\$5,500	\$6,000

**M. Adjustments to the structure of the intra-maritime cluster:**

The distribution of length overall ranges for small vessel in the marine bunkering sector is adjusted, for consistency purposes in structure and length overall ranges relative to small vessels. The current tariffs are not being adjusted.

The structure of and tariffs of the marine bunkering market will be as follow:

Length overall range		Tolls
Meters	Feet	
< 19.812	<65	\$800
> 19.812 < 24.384	> 65 < 80	\$1,300
> 24.384 < 30.480	> 80 < 100	\$2,000
> 30.480	>100	\$3,200

**L. Adjustments to small vessels tolls:**

The modifications to small vessel tolls involve adjustments to the maximum limits of displacement tonnage established by tolls based on length overall as follow:

- These tolls apply to all small vessels (length overall up to 125 feet).
- Vessels of length overall greater than 125 feet, of any market segment, with PC/UMS tonnage up to 999 as the maximum limit, will be applied the small vessels tolls in the length overall range greater than 100 feet, in addition to all related charges for other maritime services.
- The proposed modifications to small vessel tolls involve adjustments to the maximum limits of displacement tonnage established by tolls based on length overall (1,000 displacement tons). Vessels with a displacement tonnage greater than 1,000 will be assessed tolls based on the proposed displacement tolls.

**Transit Reservation System (Booking)**

Booking fee for slot reservation:

Fees are fixed for all periods based on vessel dimensions.

BOOKING FEE TABLE	
<b>PANAMAX LOCKS</b>	
<i>Regulars:</i> vessels with less than 27.74 m (91 feet) in beam	\$12,000
<i>Supers:</i> Vessels with a LOA of 294.44 m (966 feet) or less, and a maximum beam of 32.61 m (107 feet)	\$50,000
<b>NEOPANAMAX LOCKS</b>	
Vessels with beam greater than 32.61 m (107 feet), or vessels with LOA greater than 294.44 m (966 feet)	\$100,000

**Note:** vessels that exceed 32.61m (107 feet) in beam or 294.44m (966 feet) in LOA that are approved for transit through the panamax locks will be assessed the corresponding booking fee for *supers*. Vessels with panamax locks dimensions that due to configuration or special conditions are required to transit through the Neopanamax locks will be assessed the booking fee for Neopanamax locks.



## Tug Service Panamax locks

Description	Tariff
TUG SERVICES	
Tug services for transit in the Panamax locks and in the Gaillard Cut	
Tug - complete transit in Panamax locks for super vessels	\$11,600.00
Tug - complete transit in Panamax locks for regular vessels	\$7,000.00
Tug - complete transit in Panamax locks for regular vessels < 24.38 meters (80 feet) in beam and with summer loaded displacement $\geq 20,321$ MT ( $\geq 20,000$ LT)	\$5,000.00
Regular tug services for partial transits with turnaround through 1 set of locks (Panamax locks)	
Tug - partial transit in Panamax locks for super vessels	\$9,360.00
Tug - partial transit in Panamax locks for regular vessels with summer loaded displacement $\geq 20,321$ MT ( $\geq 20,000$ LT)	\$3,700.00
Regular tug services for partial transits with turnaround (2 sets of locks and the Gaillard Cut)	
Tug - partial transit with turnaround in Panamax locks for super vessels	\$18,200.00
Tug - partial transit with turnaround in Panamax locks for regular vessels with summer loaded displacement $\geq 20,321$ MT ( $\geq 20,000$ LT)	\$10,400.00



<b>BOOKING CANCELLATION TABLE</b>	
<b>Notice Period</b> (In advance of required arrival time)	<b>Cancellation Fee</b> (based on the regular booking fee)
Over 90 days	50% of booking fee
over 21 to 90 days	60% of booking fee
over 7 to 21 days	70% of booking fee
4 to 7 days	80% of booking fee
Less than 4 days (96 hours)	100% of booking fee

Booking Cancellation Surcharges (for Neopanamax LNG vessels only):

**For booking cancellations between 15 and 30 days prior to the vessel's booking date**, an additional fee of **\$25,000.00 USD** will be assessed in addition to the regular cancellation fee, as per the official Marine Tariff.

**For booking cancellations with less than 15 days prior to the vessel's booking date**, a surcharge of **\$35,000.00 USD** will be assessed in addition to the regular cancellation fee as per official Marine Tariff

LNG vessels that cancel their booking with less than 15 days and do not arrive at Canal waters for transit within 7 days of the booked date, or LNG vessels that do not cancel their booking, but fail to arrive within 7 days of their booked date, will be assessed the cancellation surcharge as per Official Maritime Tariff, in addition to the regular cancellation fee. Otherwise, the cancellation surcharge will not be assessed.

The 0.5 transit reduction in the transit portion of the customer ranking will be applied if the LNG vessel fails to arrive within the next 7 days of the booked date.

The surcharges and ranking penalty mentioned in the previous paragraphs shall not apply when the reason for the vessel's late arrival or cancellation of the reservation is due to a medical or humanitarian emergency, fortuitous event or force majeure, as stated in Article 31 of the Maritime Regulations for the Operation of the Panama Canal.

Cancellations due to substitutions and changes in booking dates will not incur in the above-mentioned surcharges.

<b>Notice Period</b> (In advance of required arrival time)	<b>SWAPPING FEE</b>
Over 14 days	Included in the reservation tariff
14 days or less	1% of the reservation tariff



<b>SUBSTITUTION TABLE</b>	
<b>Notice Period</b> (In advance of required arrival time)	<b>Substitution Fee</b> (Based on the vessel's regular booking fee)
Over 30 days	\$500.00 (administrative charge)
Over 14 to 30 days	20% of booking fee
Over 7 to 14 days	40% of booking fee
Over 4 to 7 days	60% of booking fee
4 days or less	80% of booking fee

**Tug Service Neopanamax locks**

<b>Description</b>	<b>Tariff</b>
Tug - complete transit in Neopanamax locks or partial transit with turnaround service in Cocoli locks and the Gaillard Cut	\$30,000.00
Tug - partial transit with turnaround service in Agua Clara locks	\$30,000.00

For Extraordinary Transit due to a vessel's physical or operating deficiency

<b>Description</b>	<b>Tariff</b>
Tug - extraordinary escort assistance for Panamax Plus and Neopanamax vessels at Canal entrances and in Gatun lake	\$8,000.00
Tug - extraordinary escort assistance for Panamax Plus and Neopanamax vessels in Gatun lake	\$4,800.00
Tug - extraordinary assistance at the entrance or exit of Panamax and/or Neopanamax locks	\$2,000.00
Tug - extraordinary assistance in the Gaillard Cut including the north approach channel to the Cocoli locks, for transiting vessels in Panamax locks and/or Neopanamax locks	\$3,200.00



Description	Tariff
Tug - assistance for vessels not covered by fixed tariffs - hourly service	\$2,000.00
Tug - other non-transit related services, hourly	\$2,000.00

## Line Handlers at Locks

Description	Tariff
Linehandling - complete transit in Neopanamax locks (tariff per linehandler)	\$325.00
Linehandling - complete transit in Panamax locks (tariff per linehandler)	\$270.00

### General Notes

1. The Panama Canal Authority will provide linehandling assistance to every vessel using locomotives at the locks.
2. Vessels which do not use locomotives to transit the locks do not require linehandlers, in which case no charge will be assessed for this service.
3. At times, small vessels request line-handling service, in which case, corresponding linehandling charges will be assessed.
4. Launch costs are included in these tariffs.

### Specific notes for tariffs

Vessels requiring additional linehandlers due to their configuration will be charged based on the number of additional linehandlers placed aboard the vessel per lock.

The number of standard linehandlers is in accordance with the criteria of the Operations Manual.

Examples:

- If the vessel requires 6 locomotives and 12 cables, the standard total is 19 linehandlers. 19 linehandlers x \$270= \$5,130
- If the vessel requires 8 locomotives and 16 cables, the standard total is 24 linehandlers. 24 linehandlers x \$270= \$6,480
- If the vessel transits through the Neopanamax locks, the standard total is 14 linehandlers. 14 linehandlers x \$325= \$4,550



**Specific notes for tariffs**

1. The Panama Canal Authority will provide additional linehandlers at the request of the master or pilot of the vessel to aid the crew in handling lines for tugs assisting or towing vessels in Canal waters, docking or any other job which may be required. The charge for such services shall be in accordance with tariff item 1030.IHH1 and in addition to charges based on tariff items 1030.IHP1, 1030.RHP1, 1030.RHN1 and 1030.IHN1.
2. Whenever linehandlers are placed on board a vessel and the vessel does not proceed as scheduled for reasons other than the fault of the Panama Canal Authority, the vessel shall be charged for the delay period in accordance with tariff item 1030.IHH1, which shall be in addition to charges based on tariff items 1030.IHP1, 1030.RHP1, 1030.RHN1 and 1030.IHN1.
3. No charge shall be made for linehandlers when these are provided due to operational convenience or efficiency reasons.

**Locomotives/Towing Wires**

Description	Tariff
LOCOMOTIVES	
Locomotives service, per wire utilized	\$500.00

**General Notes**

1. Locomotive services (tariff 1035.RLO1) are provided in accordance with standard operating procedures included in the Operations Manual. The number of locomotives and wires usually assigned to a vessel depends on its length overall and displacement tonnage but can be modified by the Canal Port Captain in the case of physical or operating deficiencies of the vessel at the time of transit or to meet specific requirements of the vessel.
2. The locomotive cable charge is for a full transit. Example: a ship with a transit requirement of 6 locomotives and 12 cables will be charged \$6,000 (\$500 x 12 cables) for full transit locomotive service. Transits of one lock and turnaround are considered full transits.



VESSEL SIZE		VESSEL TYPE	DRAFT	MAXIMUM DISPLACEMENT (Long Tons)		LOCOS	WIRES	DECKHAND LEADERS	DECK-HANDS
FROM	TO			FROM	TO				
900' (274.32 m) and over		All	All	Any Tonnage		8	16	2	22
850' (259.08 m)	Under 900' (274.32 m)	Tankers and Bulk Carriers	Over 38' (11.58 m)			8 <sup>(1)</sup>	16 <sup>(1)</sup>	2	22
		Tankers and Bulk Carriers	Over 38' (11.58 m)			6	12	2	17
		All Others	All			6	12	2	17
600' (182.88 m)	Under 850' (259.08 m)	All	All			6	12	2	17
Over 570' (173.74 m)	Under 600' (182.88 m)	All	All	30,000 and over	6	12	2	17	
				Under 30,000	4	8	2	12	
Over 500' (152.40 m)	570' (173.74 m)	All	All	30,000 and over	6	12	2	17	
				22,000 Under 30,000	4	8	2	12	
				Under 22,000	4	6	2	10	
Over 125' (38.10 m)	500' (152.40 m)	All	All	30,000 and over	6	12	2	17	
				22,000 Under 30,000	4	8	2	12	
				12,000 Under 22,000	4	6	2	10	
				Under 12,000	4	4	2	9	

**TABLE IX – Assignment of Locomotives, Wires & Deckhands**

<sup>(1)</sup> Requires approval of the Canal Port Captain on duty.

## Inspection Fee

Description	Tariff
Vessels inspection service - small vessels that pay tolls based upon their length overall	\$120.00
Vessels inspection service - matrix service (port state control), naval equipment / quarantine inspection and chemical inspection	\$670.00

### Specific notes for tariffs

1. The inspection requires a specialist from the Panama Canal Authority to carry out inspections of vessels located abroad, whether in shipyards during their construction or not. The inspection service consists of examining equipment, machinery, safety devices on vessels, among others, to issue a certificate for vessel’s compliance with the navigation requirements of the Panama Canal.
2. Tariffs include transportation or a full round trip depending on the location, plus two days of inspection. The rate is applied according to the geographical region where the inspection is carried out, they consider the days of transfers by region (1080.III1 - 1080.III3).



- 3. If due to some unusual event the inspection must be extended for additional days, the rate (1080.III4) will be applied for each additional day elapsed.
- 4. The tariff does not include the cost of air tickets, lodging, food, and transportation. They must be covered by the client

Description	Tariff
Vessel sanitary inspection service	\$670.00
Inspection CPC - Level 1 (includes fixed fee for TVI re-inspection visit)	\$1,700.00
Inspection CPC - Level 2	\$3,200.00
Inspection CPC - Level 3	\$5,200.00

**Specific notes for tariffs**

1. Canal Port Captain (CPC) Inspections charge: A tariff based on inspections of vessels that do not comply with transit vessel requirements or require CPC to respond to incidents related to vessel’s mechanical failure.

**a. 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, re-inspection from TVI and safety and/or operational issues

**b. Level 2:** CPC inspection of a deadtow and deadship 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.

**c. Level 3:** When the CPC board and maneuver a vessel due to vessel mechanical malfunction during transit, or to manage incidents, accidents, and casualties in the Canal.

2. This tariff is separate from the application of sanctions due to non-compliance of norms as established in Chapter XI, Offenses, Sanctions, and Sanctioning Proceedings, of the Regulation on Navigation in Panama Canal Waters.



Inspection code	Description	level
30.01	High mast lighting inspection.	1
30.03	Draft inspection.	1
30.04	Sea trial on a vessel with engine or steering deficiencies.	2
30.05	Dead tow or dead ship inspection.	2
30.06	Visibility inspection.	1
30.07	Inspection for Night transit in the cut.	1
30.08	Equipment inspection of vessel or ashore.	1
30.09	Casualty Management.	3
30.1	Handline/softline inspection.	1
30.11	Various.	1
30.112	Other.	2
30.113	Miscellaneous.	3
30.114	High mast lighting and Inspection for Night transit in the cut.	1

- 3. The re-inspection visit will be charged, together with the level 1 CPC inspection (1080.IIC1).
- 4. This charge does not apply to vessels that pay tolls based on length overall.

Description	Tariff
ADMEASUREMENT SERVICE	
Admeasurement service charge when the vessel transits for the first time or when the vessel undergoes structural changes that affect ACP tolls basis (small vessels that pay tolls based on length overall and those that pay tolls based on maximum displacement are exempted)	\$1,100.00

### Security Charge

Description	Tariff
SECURITY CHARGE FOR TRANSITING VESSELS	
Security charge – minimum tolls, vessels whose PC/UMS tons is less	\$165.00



Description	Tariff
than 3,000 tons (regardless of the billing unit); and vessels that pay tolls based on maximum displacement tons and have less than 5,392 displacement tons	
Security charge for vessels whose PC/UMS tons is 3,000 tons or more (regardless of the billing unit); and vessels that pay tolls based on maximum displacement tons and have 5,392 displacement tons or more	\$1,250.00

### Panama Canal Shipboard Oil Pollution Emergency Plan (PCSOPEP)

Description	Tariff
SERVICE RELATED TO AVAILABILITY OF RESOURCES FOR THE PROGRAM OF RESPONSE AND CLEANUP OF OIL SPILLS	
Vessels with oil-carrying capacity from 400 up to 7,000 metric tons (TIER 1)	\$660.00
Vessels with oil-carrying capacity from more than 7,000 up to 15,000 metric tons (TIER 2)	\$1,125.00
Vessels with oil-carrying capacity from more than 15,000 up to 90,000 metric tons (TIER 3)	\$1,410.00
Vessels with oil-carrying capacity greater than 90,000 metric tons (TIER 4)	\$2,000.00

### Charges related to the availability of emergency equipment and surveillance services

Description	Tariff
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Description	Tariff
AVAILABILITY OF EMERGENCY EQUIPMENT AND SURVEILLANCE SERVICES	
Emergency response capacity and surveillance at critical points of the Panama Canal locks	
Availability of emergency equipment and surveillance service at critical points in the locks, per transit	\$2,000.00

**Specific notes for tariff**

1. Charges related to the availability of emergency equipment and surveillance services (firetruck), for transiting vessels classified as PD1 or PD3 due to dangerous cargo.

**Portable Unite rental Fee**

Description	Tariff
Rental fee for CAT/AIS portable unit, per transit - Panamax locks	\$350.00
Rental fee for PPU-RTK portable unit, per transit; for the first transit in vessels with beam ≥ 33.22 meters (109 feet) in the Neopanamax locks, without antenna	\$5,000.00
Rental fee for PPU-RTK portable unit, per transit; for the second transit in vessels with beam ≥ 33.22 meters (109 feet) in the Neopanamax locks, without antenna	\$5,000.00 + 100% surcharge
Rental fee for PPU-RTK portable unit, per transit; for the third transit and upwards in vessels with beam ≥ 33.22 meters (109 feet) in the Neopanamax locks, without antenna	\$5,000.00 + Disruption charge low impact \$65,000.00

**Channel Fee for Local Call Vessels (Per PCUMS)**



Description	Tariff
Rates are for vessels using the Panama Canal Authority channel for port movements, as follows:	
Navigational channel fee - small vessels as defined in tolls tariffs	\$75.00 Single tariff
Navigational channel fee - regular vessels with $\geq 1,000$ PC/UMS or $> 1,000$ displacement tonnage - regular vessels	$\$75.00 + \$0.03 * PC/UMS$ up to a maximum charge of \$300.00
Navigational channel fee - super vessels (including Panamax-plus)	$\$75.00 + \$0.02 * PC/UMS$ up to a maximum charge of \$700.00
Navigational channel fee - Neopanamax vessels	$\$75.00 + \$0.01 * PC/UMS$ up to a maximum charge of \$1,100.00

## Pilotage service



## Maritime Complementary Services Tariff

Description	Tariff
Port pilotage fee - small vessels as defined in tolls tariffs	\$725.00
Port pilotage fee - vessels with $\geq 1,000$ PC/UMS or $> 1,000$ displacement tonnage - regular vessels	\$1,275.00
Port Pilotage Fee - super vessels (including Panamax-plus)	\$2,150.00
Port Pilotage Fee - Neopanamax vessels	\$3,700.00
For port movements, this fee will be applied in addition to the port pilotage fee 1060.IPP1-IPP4. The assignment duration will be according to the job to be performed (launch services are included in the tariff).	\$1,000.00
Special pilotage service, when neither transit nor lockage is required; or for vessels in transit with deficiencies (launch services are included in the tariff)	\$3,000.00
For commercial dredging equipment or jobs requiring a pilot on board during a shift (up to 8 hours, launch services are included in the tariff)	\$3,200.00
Delay related to port movements, per assigned pilot	\$500.00
Delay related to transit movements for vessels with length overall (LOA) $> 38.1$ meters (125 feet), per pilot required	\$800.00
Delay related to transit movements for vessels with length overall (LOA) $\leq 38.1$ meters (125 feet).	\$550.00

### General notes

1. Pilotage services are provided under the following general classes: Transit Pilotage, Port Pilotage, Offshore and Miscellaneous Pilotage, and Special and Additional Pilotage. Pilotage is charged at fees and is subject to the conditions presented. Within each class any of the following subclasses may apply: regular, additional, special, delays and aborted pilotage assignments.



- 2. There will be no charge when the pilotage involves movements or services rendered for operational needs of the Panama Canal Authority.
- 3. Normally, pilotage is not charged to non-commercial vessels registered in the Republic of Panama that are under 65 feet in length and with six feet or less of draft, plying only between the Canal entrances and ports in Balboa or Cristobal. These vessels must be operated by personnel licensed to operate vessels in Canal Waters. A vessel that, due to special conditions, deficiencies, or customer request, requires additional pilots for Transit, must assume the corresponding charges according to tariff items 1060.IPI1 - 1060.IPI3.

### Disruption Charge

Description	Tariff
Low impact -disruption charge (regular vessel with LOA < 91.44 meters (300 feet))	\$15,000.00
Low impact - disruption charge (regular vessel with LOA ≥ 91.44 meters (300 feet))	\$20,000.00
Low impact - disruption charge (super vessel)	\$40,000.00
Low impact - disruption charge (Neopanamax/Panamax-plus vessel)	\$65,000.00
High impact -disruption charge (regular vessel with LOA < 91.44 metros (300 feet))	\$49,000.00
High impact - disruption charge (regular vessel with LOA ≥ 91.44 metros (300 feet))	\$65,000.00
High impact - disruption charge (super vessel)	\$125,000.00
High impact- disruption charge (Neopanamax/Panamax-plus vessel)	\$250,000.00

### General notes

- 1. These charges are applicable to vessels with length overall greater than 125 feet, that due to conditions or deficiencies presented prior to or during transit or harbor movements, cause an adverse impact to the Canal operations. To avoid the application of this charge, 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.
2. The purpose of this charge is to minimize the possibility of delays 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.
  3. To avoid the application of these rates, it is important to report any deficiencies or known conditions that may arise in transit in the "visit remarks" field of the vessel’s visit itinerary in VUMPA.
  4. Vessels that present or develop deficiencies while in transit will have 30 minutes from the time the deficiency is reported or detected, to correct such deficiency or condition and to, therefore, avoid the application of the disruption charge.
  5. The documents “Vessel deficiencies matrix” and “Vessel deficiencies matrix harbor” describe when a vessel would be subject to a low-impact or high-impact disruption tariff. The document should not be considered as a definitive list.
  6. These tariffs are applicable for each event.
  7. These tariffs should not be construed in any way as an approval for vessels to transit with deficiencies.
  8. This tariff is independent from the application of sanctions due to non-compliance with regulations as established in Chapter XI, Offenses, Sanctions, and Sanctioning Proceedings of the Regulation on Navigation in Panama Canal Waters.
  9. Depending on the case, additional charges may apply such as launch service (tariff series 1800), channel fee (tariff series 1070), pilotage (tariff series 1060) and moorage and anchorage (tariff series 1110).

### **Specific notes for tariffs 1086.RDD1 – 1086.RDD8**

1. The disruption charge applicable to dead tows and dead ships will be based on the dimensions of the tow or vessel. Vessels in this condition require the approval of the Transit Operations Division prior to transit. These charges are applicable to vessels with length overall greater than 125 feet.
2. It does not apply for Local Maritime Cluster segment, neither integrated barge or articulated barge (treat as one vessel).
3. Definitions:
  - a. Non-Self-Propelled Vessel: A vessel which either does not have an installed means of propulsion or has an installed means of propulsion which is not functioning during transit or navigation in Canal waters.
  - b. Dead Tow: A flat-bottomed vessel of full body and heavy construction without installed means of propulsion.
  - c. Dead Ship: A vessel that has installed means of propulsion which do not function during transit.

### **NOTE:**

Agents are obliged to place a bank guarantee for all Panama Canal Authority transit expenses, also for launches, port tugs and terminal expenses (docking) when applicable. Banks which have this facility charge one quarter of one percent (0.25%) of the value of the invoice(s). The bank charge is subject to a 7% VAT tax (ITBMS).