

Notes on Maritime Services Tariffs

1020.0000

Tug Services

1. Tug services are provided in accordance with standard operating procedures and/or at the request of the control pilot, which include tug assignments due to vessel's physical or operating deficiencies at the time of transit. Depending on availability of Canal resources, tug services shall also be provided upon the request of a vessel or its agent. Charges for tug services shall be assessed to the vessel, except that no charge will be made when the services are provided at Canal convenience, including vessels that transit through the Neopanamax locks due to Canal convenience.
2. An all-inclusive fixed fee per transit shall be assessed to transiting vessels to cover standard tug service into and out of each set of locks and through Gaillard Cut. For the Panamax locks, these fixed fees, which do not apply to dead tows, are based on vessel size and displacement as described in tug service at locks and in Gaillard Cut (tariff items 1020.0030 through 1020.0112). For the Neopanamax locks, these fees are based on the vessel size and transit direction as indicated in items 1020.5080 to 1020.5087.
3. In the case of extraordinary tug services required due to a vessel's physical or operating deficiency or in response to a request for tug service by a vessel or its agent, the vessel shall be assessed a per job charge as described in extraordinary tug service at locks and in Gaillard Cut, as stated in tariff items 1020.0130 and 1020.0140 (for Panamax locks) and tariff items 1020.5066 to 1020.5069 (for Neopanamax locks). These extraordinary charges will be in addition to any fixed fees that the vessel may have incurred and are only assessed if the service provided exceeds the standard tug assignments for each vessel.
4. For towage through the Canal and other tug services not covered by a fixed fee, the charges shall be based on an hourly rate as described in tariff items 1020.0225 and 1020.0230 (for Panamax locks) and tariff items 1020.5070 and 1020.5071 (for Neopanamax locks).
5. The minimum charge for hourly tug service shall be for one hour, except when a tug is used for sea service as described in sea tug service (tariff item 1020.5020), in which case the minimum charge shall be for five hours. Each quarter-hour or fraction over the minimum shall be at one-fourth of the hourly rates.
6. The charge for hourly tug service shall be computed from the time the tug departs its base station or other location from which it was diverted until its return to its base station, or until engaged in another service, whichever occurs first. If an early dispatch or late return is necessary for operational reasons, an appropriate adjustment for the elapsed time can be made to establish the appropriate billing.
7. Tug services for docking/undocking or shifting berth shall be charged per assist, as described in tariff item 1020.5010. Occasionally, launches are dispatched in lieu of tugs to assist small vessels in port or during transit; in such cases, launch tariffs as described in tariff item 1800.0100 shall be applied.
8. In the case of commercial tug services (not transit related) as defined here, charges shall be based on each job or service rendered in accordance with tariff Items 1020.5030 and 1020.5031.
9. The rates quoted are for the use of a tug with normal crew and equipment. Costs incurred for necessary additional personnel, gear, etc. shall be charged separately.
10. The rates for a tug called for salvage work are covered in Salvage Service, tariff item 1130.0000.
11. Tug services for non-self-propelled vessels shall be charged at the hourly rate prescribed in tariff item 1020.0230 or 1020.5071, depending on the circumstances.

12. Commercial (non-transit related) Tug Services are defined as: the docking and undocking of vessels at docks in the port facilities of Balboa, Cristobal, or at any other docking facilities outside of the Canal; assisting vessels in Canal waters due to vessels' break down, engine failures, accidents due to vessels' fault, tugs used during aborted or interrupted transits, tug assists when loading or unloading fuel; tug assists at any location due to non-transit operations, tug assists when requested by a vessel or its agent, and other tug services not considered in Transit Related Tug Service at Locks or in Gaillard Cut.

Notes specific to tariffs 1020.0020 - 1020.0110

1. Vessels which due to their design do not comply with the Panama Canal minimum draft requirements when transiting in ballast, can request to be assessed the fixed fee that includes the appropriate number of assists.
2. Vessels which due to dimensions or displacement do not qualify for tug assists in each set of locks, but due to design or deficiencies require such assists on a permanent basis, could be assessed the fixed fee that includes the appropriate number of assists.

Notes specific to tariffs 1020.0130 - 1020.0140

1. The extraordinary tug services for transit are in addition to any charges in the previous tariff items and encompass tug assists required due to physical or operating deficiencies of the vessel that may arise when transiting.
2. Southbound transits which require extraordinary tug assistances in the Cut and the approach to Pedro Miguel locks will be charged separately for both these assistances.

Note specific to tariff 1020.5020

The minimum charge for Sea Tug Service (not to include Salvage Service contained in Tariff Section 1130.0000) shall be for 5 hours. For tug service involving sea trials, on a straight-time or overtime basis, beyond the breakwater at Cristobal or more than one hour beyond the sea buoy at Balboa, when doing so does not expose the personnel or equipment of the Panama Canal Authority to any peril, hazard, or arduous duty beyond which is normally experienced.

Notes specific to Panamax vessels

1. Tug escort service in both entrances of the Canal, and in Gatun Lake – the applicable tariff in solely for single hull tankers that comply with the criteria applicable by the amendments 20 and 21 of Annex I of MARPOL 73/78 Convention.
2. Tug assists for these vessels shall be in the following manner: Vessels of 30,000 deadweight tons (DWT) or more: will require two tugs into each set of locks, one tug at the Canal entrance, one tug at the Canal exit, and one tug in Gatun Lake. Vessels in this category which due to their dimensions require the assist of two tugs in each set of locks and one tug in the Cut, will be assigned in addition the escort assistance at the Canal entrance and exit and in Gatun Lake; these vessels shall be assessed the \$9,348.75 tariff in addition to the corresponding fixed fee. Vessels in this category which, due to their dimensions and/or draft, do not use a second tug at the locks and/or do not require a tug assistance in Gaillard Cut, will be assigned such assists, and assessed tariff items 1020.0130 and/or 1020.0140 accordingly, in addition to the escort assist at the Canal entrances and through the lake.
3. Vessels less than 30,000 DWT: will require the assist of two tugs in each set of locks and one assist in the Cut. Vessels in this category which, due to their dimensions do not use a second tug assist in the locks and/or do not require tug assist in Gaillard Cut, will be assigned such

assists, and assessed tariff items 1020.0310 and/or 1020.0140 accordingly, in addition to the corresponding fixed fee. The escort assistance at the Canal entrances and through Gatun Lake is not required. Vessels in this category which usually do not require tug assistances in the locks nor in Gaillard Cut, will be assigned a tug in each set of locks and one in the Cut, and will be assessed the corresponding charge. The escort assistance at the Canal entrances and through Gatun Lake is not required. Tankers with restrictions, that are less than 30,000 DWT, shall be assigned two tugs in each set of locks and one tug in Gaillard Cut. Tankers which due to their dimensions do not require the second tug in the locks and/or do not require a tug in Gaillard Cut, will be assigned such assistance. Tankers in this category will not be assigned the escort at the Canal entrances nor in Gatun Lake. The applicable tariff item for services in the locks and Gaillard Cut shall be 1020.0030 or 1020.0050, depending on vessel dimensions.

Note specific to tariffs 1020.5086 - 1020.5087

Panamax vessels or smaller that due to their condition, configuration or deficiency require to transit through Neopanamax locks will be charged the corresponding rate depending on the type of transit (full or partial), and any additional tug required for their condition or deficiency will be charged as an additional to the standard rate.

1030.0000

Handling Lines

Vessels entering locks with locomotives: The Panama Canal Authority will assist every vessel using locomotives at the locks. Vessels which do not use locomotives to transit the locks do not require line-handlers, in which case no charge will be assessed for this service. At times, small vessels request line-handling service, in which case, corresponding line-handling charges will be assessed. Launch costs are included in these tariffs.

Note specific to tariffs 1030.0300 - 1030.0365

Vessels requiring additional line-handlers due to their configuration, will be charged based on the number of additional line-handlers placed aboard the vessel.

Notes specific to tariffs 1030.0210 - 1030.0440

1. The Panama Canal Authority will furnish additional deckhands 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 1030.0440 and in addition to charges based on tariff items 1030.0210 through 1030.0377.
2. Whenever deckhands 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 ship shall be charged for the delay period in accordance with tariff item 1030.0440, which shall be in addition to charges based on tariff items 1030.0210 through 1030.0377.
3. No charge shall be made for deckhands when these are provided due to operational convenience or efficiency reasons.

1035.0000

Locomotives

1. Locomotive services are provided in accordance with standard operating procedures. 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 Operations 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.

1040.0000**Admeasurement Service**

Launch services are included in the tariff.

Note specific to tariffs 1040.0012 - 1040.0014

Small vessels that pay tolls based on length overall and those that pay tolls based on maximum displacement are exempted.

Notes specific to tariffs 1040.0020

1. Minimum charge shall be four (4) hours.
2. Time fractions exceeding four (4) hours shall be charged at the hourly rate.

1050.0000**Transit Reservation System****Note specific to charges 1050.0501 – 1050.0510**

A vessel agent may cancel the transit reservation of a vessel by giving the advance notice prescribed by Canal authorities. In such event, and except as otherwise provided, a cancellation fee will be charged. The amount of the fee will depend on how far in advance the reservation slot is cancelled and shall be applied based on Fixed Fees for Booking Slots, applied according to the schedule described in tariffs 1050.0501 to 1050.0510.

Notes specific to tariffs 1050.0246 and 1050.0220 – 1050.0229

1. Two reserved vessels may swap booking slots provided that both vessels are transiting in the same direction, have the same classification (neo, super, Panamax plus or regular), have similar transit restrictions; are transiting under the same customer; are booked for transit within 21 days of each other; and the swap is requested at least 24 hours prior to the earliest required arrival time of the vessels involved.
2. The ACP will not allow multiple swaps in cases of misuse of the system.

Note specific to tariffs 1050.0231 – 1050.0236

A vessel already booked may be allowed to be substituted by another non-booked vessel if: both vessels are registered under the same customer, are transiting in the same direction, have the same vessel classification (regular, super, Panamax plus, or Neopanamax), and the substituting vessel is subject to the same or lesser transit restrictions as the original one. The written request for substitution shall be made at least 24 hours prior to the required arrival time of the booked vessel. For Neopanamax ships, both must also belong to the same vessel type.

Notes specific to tariffs 1050.0410 – 1050.0460

1. A reservation slot, different from the others, is offered through an auction procedure for classified by their dimensions as regulars, supers and Neopanamax. This slot will be available

during any of the conditions of the reservation system, subject to compliance with the same requirements than the rest of the slots offered regularly.

2. The cancellation charge for an awarded auctioned slot shall be 100% of the winning bid.
3. Vessels awarded the auctioned slot may request the right to transit the day originally reserved if they forfeit their reservation due to late arrival, changes in reserved slots for transit ("substitution" and "swapping"). To these vessels, in case of late arrival, the percentage corresponding to the regular reservation rate will be applied (based on the vessel's dimensions).
4. An auction slot awarded to a fully integrated tug and barge combination will be assigned to the largest vessel; the smaller vessel will be required to pay the applicable transit booking fee.

Note specific to tariff 1050.0410

The amount expressed is only the base or initial amount for each auction.

Note specific to tariff 1050.0430

The amount expressed is only the base or initial amount for special auction.

Notes specific to tariffs 1050.0440 - 1050.0460

1. This surcharge will be applied to Neopanamax vessels that transit with reservation on the days determined as high demand by the ACP.
2. The day determined as high demand by the ACP will be notified in advance through an advisory to shipping.

1060.0000

Pilotage

1. There will be no charge when the pilotage involves movements or services rendered for operational needs of the Panama Canal Authority.
2. Normally, pilotage is not charged to non-commercial vessels registered in the Republic of Panama that are under 65 feet in length and drawing six feet or less of water, 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 1060.0041 - 1060.0048.

Notes specific to transit pilotage

1. There is no charge for regular transit pilotage. Regular transit pilotage is considered to be a pilotage assignment which takes place when the transit begins in Canal waters, to include from an anchorage, mooring or dock, and the pilot's subsequent landing within Canal waters, except in the case of an aborted transit as described in paragraph 3. For purposes of this tariff, Canal waters are defined as being between the Breakwater on the Atlantic side and the Sea Buoy on the Pacific side.
2. For vessels which the pilot is requested or required to board or disembark the vessel beyond the terminal points mentioned above, a charge will be assessed using Offshore Pilotage (Tariff Item 1060.5060), plus Launch Service (Tariff Item 1800.0100).
3. If a vessel begins a transit, and through no fault of the Panama Canal Authority the transit is aborted, the vessel shall be charged for port pilotage (Tariff Item 1060.5010), plus Launch Service (Tariff Item 1800.0090) and Channel Fee (Tariff Item 1070.0010), if applicable. For

purposes of this section, an aborted transit has occurred when a transit is canceled anywhere between the point the vessel got underway and up until the vessel stops, as long as the vessel has not initiated its transit of one set of locks. When a vessel initiates a transit through one set of locks, the vessel shall pay the prescribed tolls, in addition to any other charges incurred.

4. If, after transiting the Canal, the pilot is requested or required to dock, moor, or anchor the vessel, the vessel shall pay the fee for Port Pilotage (Tariff Item 1060.5010), plus Launch Service (Tariff Item 1800.0100), if applicable.
5. Delay: When a pilot is assigned to a vessel and the vessel is not ready to move at or about the scheduled pilot time due to no fault of the Panama Canal Authority, the vessel shall be charged for delay in addition to Launch Service (Tariff Item 1800.0090) if applicable.

Notes specific to tariffs 1060.0022 – 1060.0023

1. The delay shall not be charged in the case of vessels using the Gatun Recreational Facilities.
2. Grace Period: The grace period before applying delay charges for vessels in transit involves the following: (A) Four hours before the scheduled lockage upon receipt of the notification of the time change at which the vessel is ready to move ("ready time"). (B) If the pilot is already on board, thirty (30) minutes counting from the moment the pilot notifies that the vessel is not ready to begin or continue its transit, and due to this delay, the vessel cannot make the scheduled lockage.

Notes specific to tariffs 1060.5020 - 1060.5055

1. A vessel which uses port facilities (docks, moorings, and either anchorage) shall pay pilotage for entering or exiting the delimiting points of Canal waters, with the following exceptions: (a) No charge will be made when the out-pilotage involves an immediate transit of the Canal, (b) no charge will be made when a local vessel plying between ports of the Republic of Panama has received written permission from the Manager, Transit Operations Division, to operate the vessel without a Panama Canal Authority pilot on board, and (c) a vessel that is shifting from one berth, mooring or anchorage location to another in the same port, including shifting alongside, shall be charged for a single movement.
2. Charges for Port Pilotage are in addition to applicable special and additional pilotage service and shall be assessed whether the same or another pilot performs the service. Port Pilotage charges cover the use of a single pilot. If the movement requires the use of more than one pilot, the additional resources will be covered under a separate charge. Port pilotage delays are in addition to the applicable port pilotage rate.
3. Launch transportation for Port Pilotage service shall be charged under Tariff Item 1800.0100.
4. Channel Fee for local call vessels shall be charged under Tariff Item 1070.0000.

Note specific to tariff 1060.5055

The grace period before applying delay charges for port movements involves the following: (A) For movements towards the ports, notification of the change in ready time with less than two hours before the scheduled pilot boarding time. (B) For movements from the ports, notification of the time changes in which the vessel deems it is ready to move ("ready time"), with less than one hour before the programmed pilot boarding time. (C) When the pilot is on board, thirty minutes starting from the time the vessel is not ready to move.

Notes specific for offshore and miscellaneous Pilotage

1. Offshore Pilotage: In addition to any applicable pilotage charges, offshore pilotage shall be charged to vessels which require or request the pilot to board or debark outside the Atlantic Breakwater or outside Pacific Sea Buoy, at rates under Port Pilotage (tariff item 1060.5010), plus Launch Service (tariff item 1800.0100).
2. Dock and Sea Trial: Pilotage shall be charged for the services of each pilot assigned to a vessel during dock and sea trial, according to tariff item 1060.5010, plus Launch Service (tariff item 1800.0100).
3. Mooring: A pilotage charge will be assessed when a vessel makes use of Panama Canal Authority's moorings, except when due to operational requirements associated with the transit, according to tariff item 1060.5010, plus Launch Service (tariff item 1800.0100), if applicable.

Note specific to tariff 1060.5090

The minimum charge for this service will be in addition to any applicable launch (tariff item 1800.0100), port pilotage (tariff item 1060.5010) or delay charges (tariff item 1060.0020).

1070.0000**Channel Fee**

1. In general, the channel fee is assessed for each use of the navigational channel. Transiting vessels are entitled to one (1) use of the navigational channel without charge but any subsequent movements involving the use of the channel will be charged. Turnaround transits are entitled to use in/out channel segments without additional charge. Non-transiting vessels will be charged for each move involving use of the navigational channel.
2. In the case of dredging work or other movements in which more than one daily entrance and exit take place, the charge shall be for one way in and one way out at 130% per day of channel fee rates applied based on the vessel's maximum draft. In cases of dead tows, the channel fee will be applied based on the vessel with the greater draft. This fee does not apply to vessels exempt from compulsory pilotage, based on the criteria established in the Maritime Operations Manual.
3. The incidental use of the Panama Canal channel, for instance merely crossing it transversally or using it to move from one berth to another within the same terminal, will not be considered a use of the channel and will therefore not result in any charges. The final determination of the type of use of the channel lies with the Panama Canal Authority.

1080.00000**Inspection of Transiting Vessel Requirements**

The Transiting Vessel Inspection program was established to ensure that vessels maneuvering in Canal waters be inspected before transit. The purpose of the inspection is to survey equipment, machinery, safety appliances, boarding facilities, and other aspects related to security and quarantine onboard vessels to guarantee that Panama Canal navigational requirements are met.

Notes specific to tariffs 1080.0021 - 1080.0022

Effective January 1, 2023, vessels measured in terms of fully loaded displacement shall be charged as follows:

- tariff item 1080.0021 for vessels that pay tolls based on length overall
- tariff item 1080.0022 for vessels that pay tolls based on tonnage

Note specific to tariff 1080.0030

1. Launch Services (Tariff Item 1800.0100) will be charged in addition to Re-Inspection charge (Tariff Item 1080.0030).
2. This charge does not apply to vessels that pays tolls according to their length overall.

Notes specific to tariffs 1080.0040 - 1080.0060

1. Canal Port Captain (CPC) Inspections charge: A tariff based on inspection(s) 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, safety and/or operational issues.
 - b. 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.
 - 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.

Inspection codes	Description	Level
30.01	High mast lighting inspection	1
30.03	Draft inspection	1
30.04	Sea trial	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 on 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

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. The launch service (item 1800.0090 or 18000.0100) will be applied to each launch used in addition to the inspection charge.

1082.0000

Rental Charge for Portable AIS Unit

1. Vessels over 300 gross tons or over 20 meters LOA must be equipped with an AIS transponder that meets the standards set by the International Maritime Organization (IMO).
2. The ACP will provide a rental AIS ready vessel tracking portable unit to transiting vessels not carrying AIS or whenever this unit is required in Canal waters.

1083.0000	Inspection and/or Escort Service for Non-Compliance with Article 30 of the Maritime Regulations and Protection Plan of the Panama Canal Authority
<ol style="list-style-type: none"> 1. These are tariffs for inspection and/or escort services when non-compliance is substantiated with ACP navigation rules regarding the accuracy of information collected to ensure a continuous, safe, efficient, and profitable transit through the Panama Canal. 2. These inspection and escort charges are assessed based on the risk posed to the security and operation of the Canal by vessels programmed for transit whose information is inaccurate, deficient, or manipulated. These tariffs are 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. 3. This tariff shall be applicable once the 96-hour non-compliance is verified according to ACP maritime regulations and/or substantiation of inconsistencies in cargo information provided upon a vessel's arrival. 	
1084.0000	Inspection Service to Verify Information Regarding Containers
<ol style="list-style-type: none"> 1. Launch costs are included in this tariff. 2. These tariffs are 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. 	
Notes specific to tariffs 1084.0006 – 1084.0008	
<ol style="list-style-type: none"> 1. These are tariffs for the detailed inspection service to verify the number of on-deck containers and their dimensions in the event of discrepancies between the information provided by the vessel and what is observed by the admeasurer. These charges are applicable to all vessels not classified as full container vessels, but which have the capacity to transport containers above the upper deck. 2. The charges for detailed inspections shall be assessed only if discrepancies are substantiated. 	
Note specific to tariffs 1084.0030 – 1084.0056	
<p>Late verification tariffs are included if the tardiness is attributable to the client. These charges apply when late verification is requested before the invoice is issued, and when late verification is requested after the invoice is issued but within the date of issuance.</p>	
1085.0000	Availability of Emergency Equipment and Surveillance Services
Notes specific to tariff 1085.0002	
<ol style="list-style-type: none"> 1. The minimum charge will be two (2) hours. The charge will be applied according to the amount of equipment dispatched. 2. Launch Service (Tariff Item 1800.0090) and tug service (1020.0225 or 1020.0230 for Panamax locks or 1020.5070 or 1020.5071 for Neopanamax locks) will be applied in addition to the tariff. 3. To be used for charges on resources used by the firemen during an emergency of any type of transiting vessels not classified as PD1 or PD3. 	

1086.0000	Disruption charge
<ol style="list-style-type: none"> 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 transit 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. 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. 3. The document “Vessel deficiencies matrix” describes 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. 4. These rates are applicable for each event. 5. These rates should not be construed in any way as an approval for vessels to transit with deficiencies. 6. 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. The launch service (item 1800.0090 or 1800.0100) and other related charges such as pilotage, channel fee and anchorage fees will be applied in addition to the disruption charge. 	
Notes specific to tariffs 1086.0009 - 1086.0016	
<ol style="list-style-type: none"> 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. <i>Definitions:</i> <ol style="list-style-type: none"> 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. 	
1088.0000	Approval of Vessels Plans Service
<ol style="list-style-type: none"> 1. 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. These charges are applicable as per hull or project number. 2. Documents required for approval: <ol style="list-style-type: none"> a. General Arrangement (indicating deployed boarding facilities, blue steering light and pilot shelters/platforms). b. Mooring Arrangement (indicating chock/bitt sizes and safe working load capacities). 	

- c. Wheelhouse Arrangement (showing required aids to navigation, such as indicators, wipers, whistle controls, radar, and others).
 - d. Visibility Calculations (indicating compliance with ACP visibility).
 - e. Section Views showing the vessel inside the lock chamber pressed against both center and side walls, indicating clearances of protrusions from lock structures and equipment.
 - f. Detailed drawing of the pilot ladder at the embarkation point and accommodation ladder arrangement, showing the required handhold stanchions and boat spar.
 - g. Documentation showing that the vessel can achieve the minimum saltwater drafts.
3. *Definitions:*
- a. Modification of approved plans:
 - i. Vessels with plans previously approved that submit modified plans to comply with current Panama Canal regulations (Notices to Shipping).
 - ii. Owners/Ship Builders/Ship Designers that submit plans with proposed modifications to comply with current Panama Canal regulations (Notice to Shipping).
 - b. Validation of approved plans: Request of technical evaluation of plans previously approved to confirm compliance with current regulations (Notices to Shipping).
 - c. Special service for approval: request for an urgent approval requested by the client due to an imminent vessel transit or due to a dry-dock visit or vessel delivery. This service will be provided within 96 hours of application confirmation.
4. The Approval of Vessel Plans Service Charge applies per vessel (hull or project number).

1090.0000	Chemist Inspection Services
<p>1. Flat fees shall apply for the services an Industrial-Hygiene/Marine-Chemist when they perform inspection of vessels with leaking noxious gases or fumes, other investigations, and chemical laboratory analysis.</p> <p>2. The cost of supplies or materials used for an inspection or laboratory analysis shall be charged at cost, in addition to the above rates. Launch Services (Tariff Item 1800.0090) will be charged in addition to Vessel Inspection charge.</p>	
<p>Note specific to tariff 1090.0010 This tariff includes taking samples, laboratory analysis, and report preparation derived from these inspections.</p>	
1100.0000	Sanitary Inspection Service for Vessels
<p>Launch Service (Tariff Item 1800.0090) will be charged in addition to Sanitary Inspection charge, when there is evidence of sanitary deficiencies attributable to vessel’s personnel or shipping company.</p>	
1110.0000	Moorage and Anchorage Service
<p>1. The Canal’s moorage and anchorage services intend to provide a temporary auxiliary tie-up service for transiting vessels but may be used by any vessel, on a space available basis.</p> <p>2. Moorage or anchorage service charges shall be charged to vessels berthing at Gamboa mooring buoys, Miraflores Mooring Station, anchoring at Gatun Lake, or any other moorage and anchorage locations in Canal waters (thereafter referred to as “moorage and anchorage”) with the following exceptions:</p>	

- a. When it relates to operational requirements associated with a transit.
- b. When it is done for the convenience of the Panama Canal Authority to ensure its operational efficiency.
- 3. When a vessel requests to utilize the Canal's moorage and anchorage facilities, or when a vessel is unable to complete a transit due to mechanical failure and is required to remain at moorage or anchorage facility, the vessel shall be charged for moorage and anchorage per day or fraction of a day until such time that the vessel provides a firm ready time.
- 4. Launch Service (Tariff Item 1800.0100) and Tugboat Service (Tariff Item 1020.5030) required for berthing should be charged separately.

1130.0000	Salvage Service
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Tugs will be charged at the Rate for Non transit commercial Tug Service (Tariff Item 1020.5030). Launch Service (Tariff Item 1800.0100) will be charged in addition to Salvage Service.

1150.0000	Shuttle Advisor Service for Small Craft
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- 1. Passenger vessels transiting the Canal may hire a shuttle advisor to operate one of their launches, lifeboats, or similar small craft (under 65' overall length) to transport passengers between an anchorage in Canal waters and a suitable shore facility.
- 2. The cost of Launch Service (Tariff Item 1800.0100) shall be charged separately.
- 3. The minimum charge will be for three (3) hours.
- 4. Fractions over 3 hours shall be charged at the full hourly rate.
- 5. This rate also applies to any small craft requiring the services of a Shuttle Advisor to perform non-transit related movements in Canal waters.

1170.0000	Subsistence Furnished to Employees Aboard Vessels
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- 1. Vessels in transit shall furnish meals to Panama Canal Authority pilots without charge during the ship's regular meal hours and shall furnish food to the pilot between 2200 hours and 0400 hours if the vessel is transiting the Canal during such hours. In addition, vessels shall provide meals without charge during the ship's regular meal hours to any other Panama Canal Authority personnel, other than line-handlers, whose assignment will require them to be on board the vessel for four or more hours. If a vessel is unable to furnish meals, the meals will be furnished by the Panama Canal Authority at the expense of the vessel.
- 2. Launch Service (Tariff Item 1800.0090) will be charged in addition to the meal charge, when the launch service is provided exclusively to deliver the meal.

1180.0000	Vessel Information Services
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- 1. Additional screens or reports will be charged on a case-by-case basis.
- 2. These rates do not include computer equipment or Internet access cost.
- 3. The security controls for this system will be determined by the Panama Canal Authority.

Notes specific to tariff 1180.1000

This rate covers access to the following standard EVTMS inquiry screens and reports:

- a. Standard Restrictions and Resource Requirements
- b. Vessel Information
- c. Vessel Inquiry
- d. Maintenance of Additional Itineraries
- e. Historical Transit Information

- f. Vessel Schedule Inquiry
- g. Slots Available per Day
- h. Customized Restrictions and Resource Requirements
- i. Ship Location Inquiry
- j. Ships to Sea
- k. Vessel Arrivals
- l. Harbor Movements
- m. Visits Due
- n. Visit Information
- o. Slots Available per Month
- p. Transit Information
- q. Vessel TEU Report

1200.0000

Service Related to Availability of Resources for the Program of Response and Cleanup of Oil Spills

1. The program of response and cleanup of oil spills results from the implementation of the Panama Canal Shipboard Oil Pollution Emergency Plan (PCSOPEP).
2. Applicable tariffs are intended to ensure the availability of personnel and equipment and are based on the vessel's tier classification and hull construction. Tariffs do not cover actual response and cleanup costs of oil spills.

1500.0000

Fresh water surcharge

1. In the formula for variable component, x is the level of Gatun Lake in feet, rounded to one decimal place, as registered at 1200 hours on the day prior to the vessel's transit. This percentage will be applied to all vessels transiting on the following day.

1800.0000

Launch Service

1. Generally, launch services are not available for commercial purposes. The Launch rates under this tariff shall apply when transporting officers or personnel of the Panama Canal Authority (ACP), the Maritime Authority of Panama (MAP), or others Canal users as per agreement with the MAP.
2. The launch tariff will apply when transportation is provided exclusively as one (1) service from or to a specific destination in the case that such transportation is not included in the service provided. If launch transportation is provided for more than one service to the same location, no charge will apply if such transportation is included in any one of the services provided. If launch transportation is not included in any of the services provided, the launch tariff will apply, but only one trip will be charged.
3. When weather or other conditions make launch operations unsafe for personnel or equipment, a tug shall be furnished, if available, to perform the services. The tug service shall be charged at the Tariff rate prescribed for the type of tug service furnished. MAP or shipping agents will be notified when tugs are to be furnished in place of launches, so they may cancel the request for service if desired.
4. Launch services will not be charged to vessels when such services are provided for reasons of efficiency or operational requirements of the Panama Canal, or when the pilot is

disembarked at the end of a transit, as long as this service is provided within the Atlantic side breakwater and the Pacific sea-buoy, including the ports at the entrances of the Canal.

5. If a vessel goes to any of the docks of the port facilities of Balboa, or Cristobal after clearing the last set of locks of its transit, the launch used to disembark the transit pilot in the dock will not be charged. However, launches used to embark or disembark pilots in subsequent movements to other docks, will be charged.
6. The minimum charge for launch services shall be for one-hour (1 hr.), in half-hour (1/2 hr) or fraction of an hour increments over the minimum.