Notes on Tolls Tariffs & Maritime Services

General definitions

Tolls for vessels using the Panama Canal:
Merchant vessels, yachts, hospital vessels, supply vessels, and military transports, per PC/UMS net ton, TEU, deadweight ton, timber deadweight ton, displacement ton, cubic meter, length or any other unit of measurement determined in accordance with Panama Canal vessel admeasurement rules.

The toll structure is based on, at least, two components:
1. Fixed rate: determined according to the vessel size category and the set of locks used. A Panamax vessel, whether regular or super, that arrives with a draft greater than 39.5 feet, or that, due to some condition or deficiency, requires transit through the Neopanamax locks, will be considered as a Neopanamax vessel for the purpose of toll collection.
2**. Rate per vessel capacity:** determined in accordance with the established charging unit.
Additionally, rates are applied per TEU transported on deck for vessels other than container vessels.

For container vessels, rates are applied for both loaded TEUs and empty TEUs carried in each transit.

The Intra Maritime Cluster maintains a special structure for its categories.

Vessel size categories included in the structure:

- **Regular vessels:** those for which the beam is less than 27.74 meters (91 feet).
- **Super vessels:** those for which the beam is greater than or equal to 27.74 meters (91 feet) and less than 32.61 meters (107 feet) and length less than 294.44 meters (966 feet) and draft up to 12.04 meters (39.5 feet).
- **Neopanamax vessels**: those for which the beam is greater than or equal to 32.61 meters (107 feet) and the length greater than 294.44 meters (966 feet). For the purposes of toll collection, those vessels that transit with a tropical freshwater draft of 12.12 meters (39 feet 09 inch) or greater, as well as vessels that due to some condition or deficiency require transit through the Neopanamax locks, will be considered Neopanamax vessels. Due to its size, the ship must transit through the Neopanamax locks. If the vessel exceeds these dimensions and still transits through the Panamax locks, then, by definition, it cannot be considered Neopanamax.
- **Panamax Plus vessels**: a Panamax for which the authorized draft (in tropical fresh water) is greater than 12.04 meters (39.50 feet) and up to 15.24 meters (50.00 feet) and approved for the transit of Neopanamax locks.

Tolls for vessels making a partial transit and return:
Vessels transiting the locks at either end of the Panama Canal and returning to the original point of entry without passing through the locks at the other end of the Canal, completing a maximum of 6 chambers, will pay the tolls prescribed for a full transit through the Canal. In those cases where the itinerary exceeds 6 chambers, an additional toll charge will be applied.

Glossary for symbols in the Official Tariff:
AR = Additional Tariff
MR+ = Modified Tariff Amount (increase)
MW = Modified Tariff Wording

1010.0000	Toll Tariffs

Specific notes for tariffs 1010.QR01, 1010.QS01 y 1010.QN01 – Chemical Carriers vessels.

1. Those chemical vessels identified as Chemical Tankers by their Certificate of Class will be classified as chemical tankers and shall pay the tolls established for chemical carriers.
2. Those chemical vessels identified as "Chemical/Oil Tanker" or "Chemical/Parcel Tanker" by their Certificate of Class shall be asked to submit the "Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk" to determine the vessel's IMO classification, in compliance with the IBC Code, Chapter 2, paragraph 2.1.2, establishing the following: (1) Vessels with the IMO Type 1 classification or any other combination that contains IMO Type 1 in their "Certificate of Fitness for the Carriage of Dangerous chemical in Bulk", will be deemed chemical tankers and shall pay the tolls established for chemical carriers. (2) Vessels classified as Type 2, Type 3 or both in their "Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk", shall pay the tolls established for tankers.

Specific notes for tariff 1010.BA01 - Vessels in ballast: 85% of laden tolls (except full-container vessels)

1. The tolls for ships transiting in ballast is established as 85% of the laden tolls, except for container ships, to which this consideration do not apply.
2. The toll calculation for all vessels in ballast, applying 85% of the respective loaded toll, only applies to the fixed rate and capacity components. The calculation will not apply to rates for refrigerated, dry and empty TEU on deck for vessels that are not container vessels in ballast condition.
3. The ballast charge applies to LPG carriers carrying up to a maximum of 2 percent (2%) of the total cubic meters (m3) of LPG cargo capacity of the spaces designed and certified for this purpose.
4. The ballast charge applies to LNG carriers carrying up to a maximum of 10 percent (10%) of the total cubic meters (m3) of LNG cargo capacity of the spaces designed and certified for this purpose.
5. For the purpose of collecting tolls for vessels in ballast, compliance with the conditions established in Article 25 of the Rules on Admeasurement of vessels for the Assessment of Tolls for the Use of the Panama Canal shall be verified.

Specific notes for tariff 1010.0900 - Other floating craft which pay by displacement, including dredges, floating dry-docks and warships, per ton of maximum displacement.

1. Vessels with a displacement tonnage of more than 1,000 tons will be assessed tolls based on the rate per displacement ton.
2. The maximum displacement tonnage limit established by the tolls based on its total length (small vessel tolls) is 1,000 displacement tons.

Specific notes for tariffs 1010.0910 - 1010.0940. Minimum Tolls for Small Vessels.

1. These tariffs apply to all small vessels (length overall up to 125 feet).
2. Ocean-going vessels (length overall above 125 feet), of any market segment, with PC/UMS tonnage up to a maximum of 999, will be charged the highest range of small vessel tolls (length overall above 100 feet) in addition to all pertinent maritime services charges.
3. The maximum displacement tonnage limit established by the tolls based on its length overall (small vessel tolls) is 1,000 displacement tons.

Specific note for tariff 1010.0950. Local tourism - small vessel transits.
To be eligible for inclusion in this segment, the vessel must be 125 feet in length overall or less, should fall into the category “minimum tolls based upon its length overall", must conduct commercial tourism activity and must perform repetitive full or partial transits.

Specific note for tariffs 1010.0955 – 1010.0958. Intra maritime cluster – Marine bunkering; vessels up to 125 feet of length overall.
To be eligible for this segment a vessel must be 125 feet of length overall or less, pay minimum vessel tolls according to its LOA and conduct marine bunkering activities in national waters with the possibility of full or partial transits.

Specific note for tariffs 1010.0960 – 1010.0969. Intra maritime cluster – Marine bunkering. For vessels greater than 125 feet length overall or PC/UMS greater than 999.
To be eligible for this segment a vessel must conduct marine bunkering activities in national waters with the possibility of full or partial transit.

Specific note for tariffs 1010.0970 – 1010.0978. Intra maritime cluster – Container transshipment.
Vessels eligible for inclusion in this segment are those dedicated to container transshipment within the intra maritime cluster, among local ports. A local port is one that operates adjacent to Canal waters; includes, but is not limited to, nearby areas such as the Balboa Bay, Cristobal Bay, Manzanillo Bay or other areas comprising the local maritime cluster.

1020.0000	**Tug Services**

General Notes:

1. Tug services are provided in accordance with standard operating procedures and/or at the request of the control pilot. They also include tug assignments due to vessel’s physical or operational deficiencies at the time of transit. Depending on the availability of Canal resources, tug services may also be provided at the request of a vessel or its agent. The charges for tug services shall be assessed to the vessel, except 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 charged 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 are based on vessel size and displacement as described in tug service at locks and in Gaillard Cut (tariff items 1020.RTP1 – 1020.RTP3). These tariffs do not apply to dead-tows. For the Neopanamax locks, these fixed fees are based on transit direction as indicated in items 1020.RTN1 - 1020.RTN2.
3. For tug services through the Canal not covered by a fixed fee, the charges shall be based on an hourly rate or fraction as described in tariff item 1020.ITP3 for Panamax and Neopanamax locks.
4. Charges for hourly or fraction tug services 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. Each quarter hour or fraction thereof beyond the minimum rate will be charged at one quarter of the hourly rate.

5. Tug services for docking/undocking or shifting berth shall be charged per assistance, as described in tariff item 1020.ITP4. 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.ILA1 shall be applied.
6. 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 Item 1020.ITP4.
7. The rates quoted are for the use of a tug with normal operational crew and equipment. Costs incurred for necessary additional personnel, gear, etc. shall be charged separately.
8. Tug services for non-self-propelled vessels shall be charged at the hourly rate or fraction prescribed in tariff item 1020.ITP3, depending on the circumstances.
9. Commercial (non-transit related) tug services are defined as: 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.
10. Regular vessels < 24.38 meters (80 feet) in beam and < 173.74 meters (570 feet) in length and with summer loaded displacement < 20,000 metric tons, do not require the assignment of tugs for regular transit, and therefore, regular tug service charge does not apply.

Specific notes for tug services for transit in panamax locks and in the gaillard cut tariffs 1020.RTP1 - 1020.RTP3

1. Vessels which due to their design do not comply with the Panama Canal minimum draft requirements when transiting in ballast can be charged the fixed fee that includes the appropriate number of tugs assists when requested by them.
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 tug assists.
3. Neopanamax vessels that due to their condition or configuration are allowed to transit through the Panamax locks will be charged the corresponding rate to these locks depending on the type of transit (full or partial), and any additional tug required for their condition will be charged as an additional to the standard rate.

Specific notes for extraordinary tug service for vessels in panamax and neopanamax locks tariffs 1020.ITP1 - 1020.ITP2

The extraordinary tug services for transit encompass tug assists required due to physical or operating deficiencies of the vessel that may arise when transiting 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 stated in tariff items 1020.ITP1 and 1020.ITP2 for Panamax locks, Neopanamax locks and Gaillard Cut. 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 operating procedures of the Canal that regulate tug assignments for each vessel.

Specific notes for other tug services tariff 1020.ITP4

The minimum charge for sea tug service shall be for 5 hours, on a straight-time or overtime basis, beyond the breakwater at Cristobal or more than one hour beyond the sea buoy at Balboa. The service will be provided only when doing so does not expose the personnel or equipment of the Panama Canal Authority to any peril, hazard, or arduous duty beyond what is normally experienced.

Specific notes for tug services-neopanamax locks complete transit or partial transit with turnaround tariffs 1020. RTN1 - 1020.RTN2

1. The tariffs apply for complete or partial transits with return (Cocoli Locks and Gaillard Cut) 1020.RTN1, and partial transit with return to Agua Clara Locks, 1020.RTN2, according to standard operating procedures.
2. Panamax vessels or smaller that due to their condition, configuration or any deficiency require 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.

Specific notes for extraordinary tug service for panamax plus and neopanamax vessel transits at Canal entrances and in Gatun Lake - tariffs 1020.ITN1 - 1020.ITN2

The extraordinary escort assistance at Canal entrances and Gatun Lake falls under tariff 1020.ITN1. The extraordinary escort assistance at Gatun Lake falls under tariff 1020.ITN2. These services apply to the transit of Panamax plus and Neopanamax vessels.

1030.0000	Handling Lines

General Notes

1. The Panama Canal Authority will provide linehandling assistance to every vessel using locomotives and/or tugs at the locks.
2. Vessels which do not use locomotives to transit the Panamax 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 for transit; in those cases, the charges will be assessed as per linehandlers employed, for set of locks.
4. Launch costs are included in these tariffs.
5. No charge shall be made for linehandlers when these are provided due to operational convenience or efficiency reasons.

Specific notes for additional linehandling services for complete transits in panamax and Neopanamax locks - tariffs 1030.RHP1 and 1030.RHN1

The number of linehandlers is in accordance with standard operating procedures.

Examples:

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

Vessels requiring linehandlers in addition to those required by the standard, due to their configuration, will be charged based on the number of additional linehandlers placed on board the vessel per lock.

Specific notes for deckhands for vessels shifting berth or mooring - tariff 1030.IHH1

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 will be 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 transit as scheduled for reasons other than the fault of the Panama Canal Authority, the vessel shall be charged linehandlers 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. Similarly, if the linehandlers are in route to a vessel that does not commence its transit for reasons not attributable to the ACP, the vessel will be charged for the linehandlers for a minimum period of one hour or for the total time of dispatch and return to the reporting station based on tariff 1030.IHH1. In both cases, the cost of the boat transporting the personnel will be charged.

1035.0000	**Locomotives**

1. Locomotive services (tariff 1035.RLO1) 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 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.

1040.0000	**Admeasurement Service**

Notes for tariff 1040.RAD1.

Admeasurement service charge when the vessel transits for the first time or when the vessel undergoes structural changes or modifications that affect their toll basis. Small vessels that pay tolls based on length overall (minimum fee) and those that pay tolls based on maximum displacement are exempted. Launch services are included in the tariff.

1050.0000	**Transit Reservation System**

General notes

1. There is a possibility to offer additional reservation slots through an auction procedure for vessels classified according to their dimensions as regular, super and neopanamax. The availability will depend on the conditions of the reservation system established at the time.
2. The cancellation fee of an awarded slot will range from 50% to 100% of the amount offered depending on when the cancellation is done.

3. Vessels awarded the auctioned slot have the same options as other booking slots, such as requesting late arrival transit, swaps, substitutions, and change in transit date. For vessels that acquire a slot through auction, in case of late arrival, the percentage corresponding to the regular reservation fee will be applied (based on the dimensions of the vessel and actual arrival time).
4. For fully integrated tug and barges, the auction slot will be assigned to the largest unit; the smallest unit will pay the applicable booking fee based on its dimensions.

Specific note for fees booking slots for vessel based on vessel size tariffs 1050.IBP1 - 1050.IBP2 and 1050.IBN1

The transit reservation fees applicable to the vessel will be based on the rates in effect at the time of the reservation slot request. The agency representing the vessel may cancel the reservation slot for the transit of a vessel giving the advanced notification time established by the Canal authorities. In such a case, unless otherwise provided, a cancellation charge will be issued. The charge amount will depend on how far in advance the cancellation of the reservation is made and will be applied based on the reservation fee purchased at the time of the reservation slot request.

Specific notes for cancellation charges tariffs 1050.IBC1-1050.IBC5

The following tariffs are applied for reservation slot cancellations: 1050.IBC1, 1050.IBC2, 1050.IBC3, 1050.IBC4 and 1050.IBC5 based on how far in advance the booking cancellation is made and based on the booking fee. In the case of auctioned slot cancellations, the same tariffs will be applied based on the auctioned amount.

Specific note on long term slot cancellation tariff 1050.IBC8

The cancellation fee for long-term slots is 100% of the auctioned amount when is made less than 15 days from the required arrival time.

Specific note for the late cancellation tariff with less than 2 days of required arrival time 1050.IBC9

In addition to the cancellation fee, 250% of the reservation fee will be applied to those vessels that cancel with less than two days from the required arrival time or vessels that do not meet the required arrival time, and which do not arrive within seven days after their required arrival time.

Specific note for the late cancellation of slot acquired through long term slot allocation method with 15 days or more from the required arrival time tariff 1050.IBC10

If the cancellation is made 15 days or more prior to the required arrival time, 80% of the bid amount will apply as a fee.

Specific notes for change in transit reservation date tariffs 1050.IBD1 – 1050.IBD4

1. Change of reservation date will be allowed without a charge, as long as it is requested at least 60 days in advance of the reserved arrival date.
2. The ACP will apply the charge for date changes requested with less than 60 days.
3. The rules of this service are defined in Notice to Shipping N-07.
4. Tariffs will fluctuate between 60% - 100% of the reservation tariffs, depending on the amount of notice prior to the required arrival date.

Specific notes for change (swap) of booking slots between two booked vessels tariffs. IBS4 – 1050.IBS5

1. Exchange of slots between two vessels reserved for transit shall be permitted provided that the provisions in Notice to Shipping N-07 are complied with.

2. The reservation fee applied to the vessels involved in the swap shall be the rate they inherit from the slot they acquire. The swap charge will be based on the vessel's original reservation fee multiplied by current swap rates.
3. In the case of a swap of a vessel with a regular reserved slot with a vessel with an auctioned slot, the calculation of the swap charge shall be based on the reservation fee applicable to the category of the vessel multiplied by the corresponding percentage applicable to the current swap rates.

Specific notes for the substitution of booked vessel with a non-booked vessel tariffs 1050.IBU1 - 1050.IBU6

1. The substitution of a vessel with a reserved slot by another vessel without reservation shall be permitted, provided that the provisions set out in the Notice to Shipping N-07 are complied with.
2. The non-booked vessel replacing the booked vessel will inherit the reservation fee of the slot when it was originally acquired. The substitution charge shall be calculated on the basis of the vessel's reservation fee multiplied by the corresponding percentage based on the current substitution fees.
3. In the case of a substitution of a vessel with a booked slot and a vessel with an auctioned slot, the calculation of the substitution charge shall be based on the reservation fee applicable to the vessel category multiplied by the corresponding percentage based on the current substitution fees.

Specific notes for just-in-time service tariffs 1050.IBJ1 – 1050.IBJ2

1. These charges apply to those vessels that request the just-in-time service, which allows them to arrive at a pre-established time approved by the Canal.
2. The rules of this service are defined in Notice to Shipping N-07.
3. In the case of change of date, cancellation or non-compliance with the arrival time agreed with the channel, the 1050.IBL4 tariff will be charged.

Specific note for auctioned for transit slot tariff 1050.IBA1

The charge for the reserved auctioned slot will be the highest offer over the indicated base amount, which will be announced through advisories to shipping with due anticipation.

Specific note for booking of slot acquired through the long-term slot allocation method tariff 1050.IBA3

The charge for the reserved slot for long-term slot allocation through sealed bid auction will be the highest offer over the indicated base amount. The base amount will be announced through advisories to shipping with due anticipation.

Specific notes for surcharge of high demand for reservation and auction slots 1050.IBH1 – 1050.IBH2

1. This high-demand surcharge will be applied to Neopanamax vessels that transit with a booking slot on days determined as a day of high demand by the ACP.
2. The day of high demand determined by the ACP will be communicated in advance through advisories to shipping.
3. The following rules apply for this charge:
    a. Vessels that book for a date not identified as high demand but are offered or request an advanced transit for a high demand day will be charged the high demand surcharge, in addition to any other charges that apply.

b. Vessels that book for a high demand day but are offered or requested an advance transit for a non-high demand day will not be charged the high demand surcharge.
c. Vessels that book for a day of high demand but do not transit due to deficiencies or causes attributable to the vessel will be charged the high demand surcharge in addition to any other charges that apply.
d. Vessels booked for a day of high demand that cancel with less than 96 hours of their reservation will be assessed the high demand surcharge in addition to any other charges that apply.
e. Swaps of slots between vessels, where one of them has a booking slot for a high demand day, the high demand surcharge will be applied to the vessel which inherits the slot for the day of high demand in addition to any other charges that apply.
f. Vessels that book for a date not identified as high demand but make a change date for a day of high demand will be charged the high demand surcharge in addition to any other charges that apply.
g. Vessels that book for a day and after the slot was awarded the ACP defines it as a high demand day will not be charged the high demand surcharge. Similarly, for vessels that book for a high demand day, and later the ACP defines it as not a high demand day, will not be charged the high demand surcharge.

Specific notes for transit date advance for booked vessels tariffs 1050.IBV1 – 1050.IBV2

1. These charges apply to those vessels that request the transit date advancement service to transit on a date prior to the reservation date and approved by the Canal.
2. The rules of this service are defined in Notice to Shipping N-07.
3. In the event that the vessel cancels the transit date advance service previously approved by the Canal, or that it fails to comply with the required arrival date and time, the transit date advance fee will be applied according to the set of locks that the vessel should use.
4. In those cases, for which the advanced transit date cannot be met for reasons attributable to the Panama Canal, the tariff for transit advance date for booked vessels will not be applied.

Specific notes for last minute transit reservation based on vessel dimensions - tariffs 1050.IBE1 – 1050.IBE3

1. These charges apply to vessels that have arrived in Canal waters and have not obtained a reservation or auction slot by vessel category according to the rules defined in the document of rules and procedure of Programming and Reservation of last minute transit https://pancanal.com/wp-content/uploads/2024/12/Scheduling-and-Last-minute-services-Guide.pdf.

2. The vessel scheduling charge excludes vessels of the Intra-maritime cluster, and warships and auxiliary vessels that are under flags of the United States and Panama, taking as a reference the Panama Canal Neutrality Treaty.

3. In the event that the vessel does not start transit on the agreed date for reasons attributable to the vessel, the last-minute transit reservation charge according to the category of the vessel shall be applied.

Specific notes for vessel scheduling fee tariffs 1050.IPB1 – 1050.IPB5

These charges apply as defined in the Transit Scheduling and Last-Minute Transit Reservation rules and procedure document: https://pancanal.com/wp-content/uploads/2024/12/Scheduling-and-Last-minute-services-Guide.pdf. The vessel scheduling fee excludes vessels of the Intra-maritime cluster, and warships and auxiliary vessels from the United States and the Republic of Panama, taking as a reference the Panama Canal Neutrality Treaty.

1060.0000	Pilotage

General notes

1. Pilotage services are provided under four general classes: transit pilotage, port pilotage, offshore and miscellaneous pilotage, and special and additional pilotage. Pilotage is charged by fees and is subject to the conditions presented in this section. Within each class, any of the following charges may apply: regular, additional, special, delays, and interrupted 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. 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.
4. There is no charge for regular transit pilotage. Regular transit pilotage takes place when the transit begins in Canal waters, including an anchorage, mooring or dock, and the pilot's subsequent landing within Canal waters, except in the case of an interrupted 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.
5. 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.IPP1 – 1060.IPP4).
6. 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 Items 1060.IPP1 – 1060.IPP4), and Channel Fee (Tariffs 1070.ICH1 – 1070.ICH4), if applicable. For purposes of this section, an aborted or interrupted transit occurs 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 completed its lockage through the first set of locks. When a vessel completes a lockage through the first set of locks, the vessel shall pay the prescribed tolls, in addition to any other charges incurred.
7. If, after transiting the Canal, the pilot is requested or required to dock, moor, or anchor the vessel, or pilotage beyond the terminal points mentioned above, the vessel shall pay the fee for Port Pilotage (Tariffs 1060.IPP1 – 1060.IPP4), if applicable.
8. Delay: When a pilot is assigned to a vessel and the vessel is not ready to move at or about the scheduled pilot time or a vessel that had interrupted its transit with no fault on behalf of the Panama Canal Authority, the vessel shall be charged for delay under the tariffs 1060.IPD1-1060.IPD2.
9. All pilotage tariffs include launch services charge, except for tariffs 1060.IPD1 – 1060.IPD2.

Specific notes for delayed pilotage charges related to transiting vessel movements, tariffs 1060.IPD1 – 1060.IPD2

1. The delay shall not be charged in the case of passenger vessels using the Gatun Lake 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 that, due to this delay, the vessel cannot make the scheduled lockage at the moment of the pilot notification.

Specific notes for port pilotage tariffs 1060.IPP1 – 1060.IPP4

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 among 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 offshore and miscellaneous pilotage, and special and additional pilotage, 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, additional charges will apply. Port pilotage delays (1060.IPP5) are in addition to the applicable port pilotage rate.
3. These fixed tariffs are differentiated depending on vessel size category.
4. Channel fees for local call vessels shall be charged under tariffs 1070.ICH1 – 1070.ICH2.
5. Offshore pilotage: Offshore pilotage shall be charged to vessels which require or request the pilot to board or debark outside the Atlantic breakwater or outside the Pacific Sea buoy, at the rates 1060.IPP1 – 1060.IPP4.
6. Dock and sea trials (machine): Pilotage shall be charged for the services of each pilot assigned to a vessel during dock and sea trials, according to tariffs 1060.IPP1 – 1060.IPP4.
7. Mooring: A pilotage charge will be assessed when a vessel performs movements using Panama Canal Authority's moorings, except when the movement is due to operational requirements associated with the transit, according to tariff item 1060.IPP1 – 1060.IPP4.

Specific notes for delay related to port movement per assigned pilot tariff 1060.IPP5

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.

Specific notes for special pilotage service by assignment tariffs 1060.IPI2 and 1060.IPI3

1. The charges for special pilotage service for commercial dredging or works that require a pilot on board (1060.IPI2) and the special pilotage service, when no transit or lockage is required, or for vessels in transit with deficiencies (1060.IPI3) will be applied per each pilot assigned to the service. Both tariffs include the launch service.
2. Once the pilot is assigned, the fee is charged to the customer, even if the movement is cancelled. A notification will be sent to the customer (shipping agent) informing them that the tariff is going to be applied.

1070.0000	**Chanel fee**

1. Channel use fee applies to vessels using the Panama Canal channel to go in or out of the port terminals in Balboa, Rodman, Cristobal, and the Balboa dry dock.
2. 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 as long the pilotage service has been provided. For the effects of this tariff, Canal waters are defined as those between the breakwater at the Atlantic side and the sea-buoy at the Pacific side. In the cases of vessels being towed, the tariff will be applied on the base of the vessel with the larger size.
3. 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 per day at 130% of channel fee rates applied based on the vessel's size. In cases of dead tows, the channel fee will be applied based on the vessel with the larger size. This fee does not apply to vessels exempt from compulsory pilotage, based on standard operating procedures.
4. 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.
5. The tariffs have a fixed component plus a tariff based on PC/UMS tons by vessel size category. There is a maximum amount to be paid depending on the vessel size category.
6. For vessels charged upon displacement, the calculations for PC/UMS will be done using the following formula: 0.56 x fully loaded displacement – in long tons. For the case of vessels that are not charged upon displacement, their PC/UMS will be considered according to what is determined by the Admeasurement Unit of the Panama Canal.

1080.0000	Transit Vessel Inspection Service

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

Specific notes for inspection of transiting vessels service, tariffs 1080.RIN1, 1080.RIN2 and 1080.IIN1

The inspection fee will be as follows:

1. Tariff 1080.RIN1 applies for vessels that pay based on overall length.
2. Tariffs 1080.RIN2 and 1080.IIN1 apply for vessels that do not pay based on length overall; inspection of service matrix, quarantine, navigational equipment, chemical or sanitary. The launch service charge is included for each launch used in the inspection.
3. Charges shall be applied for the inspection of an Industrial Hygienist/Marine Chemist for the detection of leaks of polluting gases or vapors, other investigations, and chemical laboratory analysis.
4. The charges of the chemical services fee (1080.RIN2) include the taking of samples, the laboratory analysis and the preparation of the reports derived from these inspections.
5. The charge for sanitation inspection is applied when there is evidence of health deficiencies attributable to the personnel of the vessel or the shipping agent (1080.IIN1).

Specific notes for vessels inspection overseas, subject to request, tariffs 1080.III1 – 1080.III4

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.

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.

Specific notes for tariffs for canal port captain´s (CPC) inspection charge (launch service is included in the tariff). Transit or local call movement 1080.IIC1 – 1080.IIC3

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.
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.

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

1082.0000	Rental Charge for Portable AIS Unit

1. Vessels over 300 gross tons or over 20 meters LOA that transit through Canal waters must be equipped with an Automatic Identification System (AIS) transponder that meets the standards set by the International Maritime Organization (IMO).
2. The ACP will provide a portable unit (CAT/AIS) to transiting vessels not carrying the system or with the system in a non-operational status or whenever this unit is required in Canal waters (1082.IAI1).
3. The costs for the launch and personnel installing the equipment are included in the tariff.
4. All vessels with a beam greater than or equal 33.22 meters (109 feet) transiting through the Canal must be equipped with a fixed (non-portable) piloting unit for Real Time Kinematics. The Canal will install a portable piloting unit with Real Time Kinematics (PPU-RTK) temporarily to vessels in non-compliance and a rental charge will be applied.
    a. For the first transit without the PPU-RTK installed, the rental charge will be applied (1082.IRT1).
    b. For the second transit without the PPU-RTK installed, the rental charge will be applied plus a surcharge of 100% (1082.IRT2).
    c. For the third transit and upwards without the PPU-RTK installed, the rental charge will be applied plus the disruption charge – low impact (1082.IRT3).
    d. Vessels with a fixed piloting unit installed but not functional, the rental charge will be applied (1082.IRT1).
    e. Vessels with an installed antenna, that passes inspection, but during transit the antenna stops working, antenna installation will be coordinated, and the rental charge will be applied (1082.IRT1).
    f. Vessels in partial transit with antenna installed, passes inspection but when the vessel resumes transit the antenna stops working, antenna installation will be coordinated, and rental charge will be applied (1082.IRT1).

1084.0000	Inspection Service to Verify Information Regarding Containers

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.
3. Fees for late verification of container information are applied if the tardiness is due to customer´s fault or omission (1084.IVE1, 1084.IVE2 and 1084.IEV3). Charges apply when late verification is requested before the invoice is issued, and when it is requested after the invoice is issued.

1085.0000	Availability of Emergency Equipment and Surveillance Services

Specific note for tariff 1085.REM1

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

Specific notes for tariff 1085.IEM1

1. This charge is for disembarking patients from transiting vessels and providing pre-hospitalization care.
2. The service covered by this fee is available 24 hours a day, 7 days a week, 365 days a year. Ambulances are equipped with the necessary equipment and personnel to provide pre-hospitalization care.
3. Care is provided by ACP paramedics who are certified as emergency medical technicians (TUM). The service is provided by customer request.
4. This service does not include transferring patients to any medical or hospital facilities. If the transfer of patients is required, this service will have an additional cost.

1086.0000	Disruption charge

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. Disruption charge excludes warships and auxiliary vessels of any flag.
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 disruption charges for non-self-propelled vessels 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.
        i. Dead Tow: A flat-bottomed vessel of full body and heavy construction without installed means of propulsion.
        ii. Dead Ship: A vessel that has or had installed means of propulsion which do not function during transit.

1088.0000	Approval of Vessels Plans Service

1. These service charges are applied to the revision for approval of vessel plans (1088.IPL1-1088.IPL4) of either new buildings 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. Included in the tariff amount, the bank commission.
2. Documents required for approval:
    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. New buildings or existing vessels without approved plans (1088.IPL1)
        i. Plans for ships that have not transited the Canal and that request approval for compliance with current regulations (Notice to Shipping).
    b. Modification of approved plans (1088.IPL2):
        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).
    c. Validation of approved plans (1088.IPL3): Request of technical evaluation of plans previously approved to confirm compliance with current regulations (Notices to Shipping).
    d. Special service for approval (1088.IPL4): 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).

1110.0000	Moorage and Anchorage Service

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.
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:
    a. When it relates to operational requirements associated with 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 until such time that the vessel provides a firm ready time. The minimum charge to be applied shall be for 1 day.

1150.0000	Shuttle Advisor Service for Small Craft

1. Passenger vessels transiting the Canal may hire a shuttle advisor to operate one of their launches, lifeboats, or similar small craft (under 65feet overall length) to transport passengers between an anchorage in Canal waters and a suitable shore facility.
2. The cost of the launch Service (Tariff Item 1800.ILA1) shall be charged separately.
3. The minimum charge will be for four (4) hours.
4. Fractions over 4 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.

1171.0000	Use of docks for embarkment and disembarkment of passengers

1. Tariffs for the use of the Gatun Lake Recreational Center (CRLG) docks and other ACP docks, for the embarkment/disembarkment of passengers.
2. In case of cancellation for reasons attributable to the customer, the cancellation charge will be applied (1171.IMU5).
3. No charge will apply for change date.

1200.0000	Service Related to Availability of Resources for the Program of Response and Cleanup of Oil Spills

Specific notes for tariffs 1200.RPC1 – 1200.RPC4

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. The tariffs cover the costs of maintaining the availability of personnel and equipment and are based on the risk that each vessel constitutes to the Canal, considering the amount of oil it may

carry. The established tariff shall be conducted together with the collection of costs incurred by the Panama Canal Authority for oil spill response and cleanup actions.

3. As indicated in Notice to Shipping N-12, the PCSOPEP program does not apply to warships or auxiliary vessels of any flag, because of this, the tariffs under this series do not apply to these vessels either.

1220.0000	Audiovisual and transportation service with escort at the locks

Specific notes for tariffs 1220.IDR1 -1220.IDR3

1. Audiovisual production service with drones (including two ACP operators).
2. The customer will pay for a minimum service of 4 hours for each of the required services. The duration of these services will start counting from the scheduled start time.
3. If the service is performed on a weekend or holiday, the tariff will have a surcharge of 40% (1220.IDR3).
4. In the case of time extension of the service outside of regular working hours, as stipulated in the contract, the tariff will have a surcharge of 25% for each overtime hour (1220.IDR2).
5. This service is not provided for transits at night.
6. Launch service charges may apply in the cases they are required (1800.ILA1).

Specific notes for transportation service for photographers of vessels during their transit through the canal and their escort at the locks tariff 1220.IFO1

1. Consists of transporting vessel´s photographers during their transit through the Canal and accompanying them at the locks.
2. The maximum number of people per service is 3.
3. A visit of up to 2 locks is allowed per service.
4. Transportation is provided as a complete trip, which includes the starting point, stops at up to 2 of the locks through which the vessel transits, and the return point.
5. The starting and return points can be places in the cities of Panama and Colon.
6. Stops are not allowed on sites that are not related to the Canal.
7. The duration of the service must not exceed the transit time of the vessel through the Canal.
8. Cancellations must be submitted 72 hrs. before the reserved date. Otherwise, tariff 1220.IFO1 will be applied.

1500.0000	Fresh water surcharge

Notes specific to tariffs 1500.RWA3

1. Variable portion of the freshwater surcharge: applicable to vessels with a LOA greater than 38.1 meters (125 feet). The variable portion is derived from a sigmoidal function, as a percentage (%) and an independent variable (x) which pertains to the official depth level of Gatun Lake (in feet) using the day prior to the transit, which is published in the Panama Canal website. The resulting percentage can vary between 0% and 10% and is applied to the total tolls of the vessel (including the fixed and variable tolls portions in those cases where the toll's structure includes those components).

2. The formula for the variable portion of this surcharge is as follows:

$$f(x) = \frac{0.10}{1 + e^{0.6(x-79)}}$$

3. 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. This rate applies for the following services: assistance to a small vessel on harbor, delivering meals to pilots and others, assistance to vessels during moorage and anchorage, transport of passengers to and from Gatun Lake Recreation Center, salvage services, offshore pilotage, assistance in case of maritime accidents, and other services, as authorized by the ACP. The charge will be for personnel embarking/disembarking from vessels.
2. 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.
3. The launch tariff will apply when the transfer service is provided to or from a specific destination, regardless of whether it is provided exclusively or whether it is provided for more than one service to the same destination, even if the transfer is included in any of the services provided. If launch transportation is not included in any of the services provided, the launch tariff will apply, but the service will only be charged for one trip (round-trip).
4. 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.
5. 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, if this service is provided within the Atlantic side breakwater and the Pacific sea-buoy, including the ports at the entrances of the Canal.
6. If a vessel goes to any of the docks of the port facilities of Balboa or Cristobal after clearing the last set of locks, the launch used to disembark the pilot will not be charged.

Table of Changes		
Revision	**Date**	**Revision Description**
5	6/May/2025	It is clarified an exemption on applying the transit advance date for booked vessels, 1050.IBV1 – 1050.IBV2, when the Panama Canal does not comply with that date. Correction in note 1 of tariff series 1086 due to a repetition of a sentence in note 3. The exception of warships and auxiliary vessels of any flag is specified for tariff series 1200. The definitions for non-self-propelled vessels are clarified – tariffs 1086.RDD1 – 1086.RDD8.
4	14/Apr/2025	In tariff series 1086, the exception for warships and auxiliary vessels of any flag is specified.
3	3/Apr/2025	Clarification on notes for change (swap) of booking slots; 1050.IBS4 – 1050.IBS5
2	12/Feb/2025	- Additional notes were added in series 1050. - Names (titles) were assigned to each of the tariffs for which specific notes are written. - The descriptions were coordinated to reflect more likeness among the versions in English and Spanish. - The wording used throughout the document was improved for better understanding of our clients and other stakeholdrers.
1	1/Jan/2025	In “general definitions” the notes relative to tolls were added. The tariffs for tolls were published in the tariffs table, together with the maritime services tariffs, in September 2024. The “Glossary for symbols in the Official Tariff” was added. The specific notes on tolls were added (tariff series 1010), for the tolls tariffs which were published together with the maritime services tariffs, in September 2024. In numeral 10 of the notes for tug services (series 1020) the conditions under which the regular tug tariffs are not applied are better clarified by including also the vessel’s length and a correction on summer loaded displacement. For the section on handling lines (series 1030) we indicate how the line handling tariff is applied when the line handlers are in route to a vessel but will not board it because of a vessel’s delay due to conditions not attributable to the ACP. On the notes on Transit reservation system (series 1050) some notes were added, related to: - LoTSA (long term slot allocation) charge. The slots were reserved in September and October 2024, but will not be applied until January 2025 - Cancellation charges for reserved slots through auction more than 4 days ahead - Cancellation fee for long-term slots (LoTSA). - Cancellation fee for less than 2 days of required arrival

		- Other new tariffs: 1040.IBS4, 1050.IBS5, 1050.IBE1 - 1050.IBE3, 1050.IPB1 – 1050.IPB5 Also, on the transit reservation system (1050), the following notes were eliminated because the tariffs were eliminated: 1050.IBS1, 1050.IBS2, 1050.IBS3 and 1050.IBA2. Minor grammatical and spelling corrections were made.
Original	1/Oct/2024	Original version (published in Panama Canal's official web page by October 1, 2024)