



CANAL DE PANAMÁ

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

January 2024

Panama Canal Authority

Frequently Asked Questions (FAQ)

Question	Answer
General	
1. Where online is there detailed published information about the maritime services fees?	Maritime services tariffs are available at the following link: https://pancanal.com/en/maritime-services/maritime-tariff/
2. What are the meanings in the new alphanumeric nomenclatures of the tariffs?	<p>The first four digits identify the tariff series, then the letter R or I indicate a recurring/mandatory or incidental application, the next two letters describe the service provided and the last number is the tariff sequence.</p> <p>For example: 1081.RSE1 is a recurrent/mandatory security charge for vessels paying minimum toll.</p>
3. What are the meanings of “recurrent” and “incidental” usage tariffs?	Recurrent tariffs are used on a regular basis or are mandatory on all transits (depending on vessel’s characteristics). On the other hand, incidental tariffs are applied either at the customer's request or due to traffic operating conditions.
4. Where can I find more information about the definition or explanatory notes of the tariffs?	<p>A document has been incorporated with the definitions and explanatory notes of each of the tariffs that can be found at the following link: https://pancanal.com/en/maritime-services/maritime-tariff/</p> <p>In addition, in the case of disruption charges, vessel deficiency matrices have been created with case examples.</p>
5. Can we expect other changes in the maritime service fee structure in the future?	Indeed, the Canal will constantly review its rate structure to simplify processes and meet customer needs.
6. Who can I contact if I have questions about the tariffs?	To answer all questions related to tariffs, they must be channeled through the following: customerservice@pancanal.com .
1020 - Tugs	
7. What changes were made to the tugs’ tariffs?	<p>Among the main changes made to the reservation tariffs are the following:</p> <ul style="list-style-type: none"> • Consolidation of tug tariffs for complete transit by size category (regulars with beam >24.38 meters or 80 feet and super. • Consolidation of tariffs for partial transit for 1 set of locks for panamax vessels. • Consolidation of tariffs for partial transit for 2 sets of locks for panamax vessels.

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	<ul style="list-style-type: none"> Consolidation of tariffs for extraordinary tugs for the entrance or exit of panamax and neopanamax vessels. Consolidation of tariffs for extraordinary tugs in Gaillard cut form vessels transiting panamax locks and/or neopanamax panamax plus vessels. Consolidation of tariffs for tugs per hour (service in the Canal and other services not covered by standard fixed fees). <p>Consolidation of tug tariffs for complete transit by neopanamax locks.</p>																																														
1030 - Linehandlers																																															
<p>8. What changes were made to the linehandler tariffs?</p>	<p>The main changes made to the linehandlers tariffs are the following:</p> <ul style="list-style-type: none"> Consolidation of tariffs for linehandlers by locks (relates to the standard number of personnel assigned to the vessel). <p>Panamax</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Locomotives</th> <th>Linehandlers (standard)</th> <th>Tariff</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>4-4</td> <td style="text-align: center;">11</td> <td style="text-align: right;">\$ 270.00</td> <td style="text-align: right;">\$ 2,970.00</td> </tr> <tr> <td>4-8</td> <td style="text-align: center;">12</td> <td style="text-align: right;">\$ 270.00</td> <td style="text-align: right;">\$ 3,240.00</td> </tr> <tr> <td>4-8</td> <td style="text-align: center;">14</td> <td style="text-align: right;">\$ 270.00</td> <td style="text-align: right;">\$ 3,780.00</td> </tr> <tr> <td>6-12</td> <td style="text-align: center;">19</td> <td style="text-align: right;">\$ 270.00</td> <td style="text-align: right;">\$ 5,130.00</td> </tr> <tr> <td>8-16</td> <td style="text-align: center;">24</td> <td style="text-align: right;">\$ 270.00</td> <td style="text-align: right;">\$ 6,480.00</td> </tr> </tbody> </table> <p>Neopanamax</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Linehandlers (standard)</th> <th>Tariff</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">14</td> <td style="text-align: right;">\$ 325.00</td> <td style="text-align: right;">\$ 4,550.00</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Consolidation of tariffs for additional linehandlers per each locks (Panamax) <p>Additional (linehandlers)-Panamax</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Locks</th> <th>Quantity</th> <th>Tariff</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>Miraflores</td> <td style="text-align: center;">3</td> <td style="text-align: right;">\$132.50</td> <td style="text-align: right;">\$397.50</td> </tr> <tr> <td>Pedro Miguel</td> <td style="text-align: center;">3</td> <td style="text-align: right;">\$132.50</td> <td style="text-align: right;">\$397.50</td> </tr> <tr> <td>Gatun</td> <td style="text-align: center;">3</td> <td style="text-align: right;">\$132.50</td> <td style="text-align: right;">\$397.50</td> </tr> </tbody> </table>	Locomotives	Linehandlers (standard)	Tariff	Amount	4-4	11	\$ 270.00	\$ 2,970.00	4-8	12	\$ 270.00	\$ 3,240.00	4-8	14	\$ 270.00	\$ 3,780.00	6-12	19	\$ 270.00	\$ 5,130.00	8-16	24	\$ 270.00	\$ 6,480.00	Linehandlers (standard)	Tariff	Amount	14	\$ 325.00	\$ 4,550.00	Locks	Quantity	Tariff	Amount	Miraflores	3	\$132.50	\$397.50	Pedro Miguel	3	\$132.50	\$397.50	Gatun	3	\$132.50	\$397.50
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<p>9. How many line handlers are placed per lock for each transit?</p>	<p>The standard amount of linehandlers to be use depends on vessel dimensions and tonnage in accordance with the following table:</p> <ul style="list-style-type: none"> - For vessels over 38.1 m. (125') up to 152.4 m. (500') from LOA and under 12,000 tons, the standard number of line handlers is 11. - For vessels over 38.1 m. (125') up to 173.7 m. (570') from LOA and over 12,000 tons up to 22 tons, the standard number of line handlers is 12. - For vessels over 152.4 m. (500') up to 182.8 m. (600') from LOA and over 22,000 tons up to 30 tons, the standard number of line handlers is 14. - For vessels over 182.9 m. (600') from LOA and over 30,000 tons, the standard number of linehandlers is 19. - For vessels over 274.3 m. (899.9') from LOA, oil tankers and bulk carriers greater than 259 m. (850') and draft of 10.97 m. (36'), the standard number of linehandlers is 24. - For Neopanamax, the standard number of linehandlers is 12. <p>Please note that the real quantity will depend on the state of the vessel upon arrival. For special cases, additional linehandlers will be added.</p>
<p>10. Would you please confirm how to calculate the linehandling service for the forthcoming Tariff effective on January 1, 2024.</p>	<p>The linehandling service on January 1, 2024, will be \$270 per linehandler. For example, if your vessel requires 18 linehandlers, with the new tariff will be \$4,860.00.</p>
<p>1050 – Transit Reservation</p>	
<p>11. We see the prices on bookings change. ¿Will they be unified in 2024 from USD 41,000 and USD 80,000, respectively? ¿The vessel that previously paid USD 50,000 will be paying now USD 41,000?</p>	<p>Yes, we are consolidating the booking tariffs for vessels in the category Supers. From having two tariffs, \$40,000 and \$50,000, they will now have only one, \$41,000.</p> <p>For the case of vessels in the Neopanamax category, we are consolidating the booking tariffs, from \$70,000 and \$85,000, to only one tariff of \$80,000.</p>
<p>12. What is the base price of the auctions?</p>	<p>The base price of the auctions will be announced in a timely manner through an advisory to shipping to all agencies and shipping lines. In the case of the auctions of the Neopanamax locks, the same base price will be used for the extraordinary, special, and daily auctions.</p>
<p>13. What is applicable when an auction is cancelled at 4 days or less from transit date?</p>	<p>To auction cancellations at 4 days or less, 100% of the awarded slot is applied.</p>

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<p>14. What is applicable when an auction is cancelled at more than 4 days from transit date?</p>	<p>To auction cancellations at more than 4 days, the following cancellation tariffs are applicable: 1050.IBC4 1050.IBC3 1050.IBC2 1050.IBC1</p>
<p>15. What applies if a booked vessel with an approved advanced transit date makes a swap with another vessel with approved advanced transit date?</p>	<p>Transit advance charges will be applied to each vessel for the new dates. The transit advance charges are not charged twice to each vessel.</p>
<p>16. What applies if a booked vessel and with approved transit date advance gets a reservation for a date earlier than (or equal to) the approved advance transit date?</p>	<p>There is no charge for transit date advance, since the vessel didn't cancel its booking or its transit, only made a change date.</p>
<p>17. What applies if a vessel is booked for a date not identified as high demand and then this date is later considered as high demand?</p>	<p>High demand charge for this new date should not be applied (grandfathered).</p>
<p>18. What applies if a vessel books for a date identified as high demand, but the high demand date subsequently changes?</p>	<p>High demand surcharge doesn't apply due to the booking date isn't high demand day now.</p>
<p>19. What applies if a booked vessel for a date not identified as high demand that requests transit date advance, begins its partial transit on a high demand day and complete the transit on the next day?</p>	<p>The vessel will be charged the high demand surcharge in addition to the transit date advance charge.</p>
<p>20. What applies if a booked vessel for a date not identified as high demand day requests a transit advance, and begins its partial transit the day prior to the high demand day, and completes its transit on a high demand day?</p>	<p>High demand day charge doesn't apply.</p>
<p>1060 - Pilotage</p>	
<p>21. What are the changes being made to the tariffs involved in the port call service?</p>	<p>For the port call service, up to December 31, 2023, the charge for pilotage and channel fee is based on the draft reported at the entrance and exit of the port. With this new structure:</p> <ul style="list-style-type: none"> • Pilotage will be a single tariff, based on the size category of the vessel that includes the launch service. • Use of the navigation channel will be a single fee, based on the size category of the vessel and a fee per PC/UMS.

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<p>22. What happens when a vessel is finishing its transit in southbound direction and makes a port call?</p>	<p>As soon as the Transit ends, the type of movement changes and, therefore, the pilotage tariff is charged (1060.IPP1-IPP4) but not the channel fee (tariff series 1070). The launch is not charged.</p> <p>To exit the port, the pilotage is charged (1060.IPP1-IPP4). Starting on January 1, 2024, the launch should not be charged as its cost is included into the pilotage tariff.</p>
<p>23. What may happen if a vessel is going in a southbound Transit and has the intention of making a port call, but there is not an available window in the port?</p>	<p>Two situations may happen:</p> <ol style="list-style-type: none"> a. Vessel keeps going towards the anchorage without requesting a Panama Canal pilot. In this case, the movement is part of the Transit Service and, therefore, no pilotage or channel fee tariffs are charged. b. Vessel requests a Panama Canal pilot to take the vessel to the anchorage. This movement is not a part of the transit service; therefore, the pilotage tariff is charged (1060.IPI3). Starting on January 1, 2024, the launch should not be charged.
<p>24. What would happen if the vessel were going northbound coming out of the port to start transit?</p>	<p>The pilot takes the vessel from the port and heads towards the locks for transit. This movement is part of the transit service; therefore, no pilotage or channel fee tariffs are charged.</p>
<p>25. What happens with a Vessel that has a visit created for Transit, and that makes a call for port prior to its transit and goes back to the anchorage to wait for its transit?</p>	<p>A. The pilot takes the vessel from the anchorage to the port. The movement is not part of the transit service and, therefore, the pilotage tariff is charged (1060.IPP1-IPP4) as well as the channel fee tariff (1070.ICH1-ICH4).</p> <p>B. The pilot takes the Vessel from the port back to the anchorage. The movement is not part of the transit service and, therefore, the pilotage tariff is charged (1060.IPP1-IPP4) as well as the channel fee tariff (1070.ICH1-ICH4).</p> <p>Starting on January 1, 2024, the launch should not be charged.</p>
<p>26. What is applied when the Vessel enters the inner anchorage (Cristobal) to perform bunkering or other operations and goes back to sea?</p>	<p>A. The pilot takes the Vessel from the sea to the inner anchorage. The pilotage tariff (1060.IPP1-IPP4) and the channel fee tariff (1070.ICH1-ICH4) are charged.</p> <p>Starting on January 1, 2024, the launch should not be charged.</p>

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1080 – Canal Port Captain Inspection	
27. What are the Port Captain Inspection tariffs for? Do they apply to all kinds of vessels?	This charge applies to vessels that do not comply with the requirements of the transit vessel inspection program or requires the CPC to respond to incidents related to vessel’s mechanical failure.
28. What are the criteria to differentiate levels 1,2, and 3 at the CPC Inspection tariff?	The levels of inspection are described as follows: Level 1: CPC inspection of vessel’s draft, visibility, High Mast Lighting (HML), suitability of nighttime transit through the Cut, handline or softline lockages and CPC inspections due to navigation equipment malfunction, safety and/or operational issues. Level 2: CPC inspection of a dead tow of any size, CPC conducting a sea trial due to vessel engine or steering deficiencies and other CPC inspections related to the safe operation in the Canal. Level 3: When the CPC boards and maneuvers a vessel due to vessel mechanical malfunction during transit, or to manage incidents, accidents, and casualties in the Canal.
29. Who decides the level of the CPC inspection?	The Canal Port Captain would decide the level of inspection based on reports from other inspections (i.e., Boarding officer, Transit Vessel Inspector), or from reports received from the Canal Pilot.
30. When would the agent be informed?	The agent would be informed as it is informed today, by phone and e-mail whenever the CPC finds it necessary to perform an inspection.
1082 – Rental Charge for Portable Unit (CAT/AIS - RTK)	
31. What is the purpose of the tariff for rental of portable location unit (CAT/AIS - RTK)?	Starting on October 1, 2023, the Canal requirement that vessels with a beam equal to or more than 109 feet are required to have installed a fixed piloting unit with Real Time Kinematics (RTK) for transit came into effect (Advisory to Shipping A-32-2022). Starting on January 1, 2024, the temporary unit to be provided by the boarding officer for the transit will have the costs detailed in the tariff’s list.
32. If a non-self-propelled Neopanamax barge or dead ship with one or more tugs transiting through the Neopanamax lock, and doesn’t have a fixed antenna installed, will ACP provide the RTK antenna rental service?	During the CPC’s pre-transit inspection, it will be determined if the installation of an RTK antenna is required. If the service is provided, the RTK antenna rental fee will be applied to the tugboat or one of the tugboats (in the event that there is more than one tugboat supporting the non-self propelled barge or dead ship).

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1085 – Emergency equipment availability and surveillance services	
33. Could you, please, confirm whether the emergency equipment availability and surveillance services will be charged to every transit?	It will apply only for transits of dangerous cargo classified under the Precautionary Designators PD1 or PD3. You may find more information regarding Precautionary Designators in Notice to Shipping N-01-2024, Section #17.
34. The Canal already has a security fee of \$1,250.00 that should cover all security for the ship during transit. Please explain in detail if the security fee is going to be increased to \$2,000.00 or if it is an additional fee for our transit.	The charge of availability of emergency equipment and surveillance service at critical points in the locks is a new fee. It entails a service that is provided for every transit of a vessel classified under the Precautionary Designators PD 1 and PD 3.
35. Could you please explain us the difference in coverage implied under the following two tariffs: Security Charge for Transiting Vessels (1081RSE1 and 1081RSE2), and Emergency Equipment Availability and Surveillance Services (1085REM1 and 1085IEM1)?	The Security Charges (1081RSE1 and 1081RSE2) have existed because of all the security measures the Panama Canal adopted with the implementation of the ISPS Code. It is not based on the risks of the vessel's cargo. The new tariff is based on a service which was already provided to vessels designated as PD 1 and PD 3, because of the risks involved with the cargo for these vessels.
1086 – Disruption charge	
36. What is the Disruption charge for? Is it applied to all kinds of vessels?	The disruption charge will be applied to vessels whose transits are aborted or interrupted, due to conditions or deficiencies presented prior to or during transit or harbor movements. It will apply only to vessels with length overall (LOA) over 125 feet.
37. What determines a disruption? Is it a vessel deficiency?	<p>The following are some examples of conditions or deficiencies that may trigger the application of the Disruption charge (it must be understood that this is not a clear-cut list, as there may be other deficiencies that may cause the application of the disruption charge):</p> <ol style="list-style-type: none"> 1. Boarding Facilities that do not comply with regulations or obstructions in access for pilots and Canal's personnel. 2. Non-compliance with fuel change regulations for transit. 3. Issues with draft and trim of the vessel (overdraft; excessive list, down by the head, drag; less than minimum draft, etc.). 4. Engine and/or steering problems (before or during transit). 5. Maximum speed less than 8 knots.

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	<ul style="list-style-type: none"> 6. Non-compliance with the minimum visibility requirements. 7. Unsanitary conditions (inadequate sanitary facilities; galley; pilot cabin; mooring areas). 8. Language barrier of Master/Officers interference with ACP pilots or Canal crew. 9. Winch(es) and/or windlass problem(s) or lines deficiencies (wires; insufficient amount or length, etc.). 10. Protrusions that affect transit conditions. 11. Vessel's equipment malfunction (anchors, air conditioning system, Rudder angle (RAI) or revolutions per minute (RPM) indicators, gyro, wipers, VHF radio, Automatic Identification System (AIS), radars, navigational lights control, telegraph, and whistle). 12. Inaccurate information reported by vessel related to draft, cargo, or other. 13. Other deficiencies that affect transit schedules or transit operations.
<p>38. What determines if the disruption is low or high impact?</p>	<ul style="list-style-type: none"> 1. The low impact tariff applies when a vessel scheduled for transit with pilot (s) on board from the anchorages, adjacent ports to the Canal entrance or mooring stations, and prior to getting underway the transit is aborted due to a deficiency of vessel, or at the request of the vessel. 2. The high Impact tariff applies when a vessel is scheduled for transit with pilot (s) on board and underway or during transit or harbor movements, and at the request of the vessel or due to fault(s) attributable to the vessel, it is unable to continue its original schedule. It also applies to vessels that, due to their special conditions or characteristics, require the approval from the Office of the Canal Port Captain to begin or continue their transit with restrictions that adversely affect transit operation. <p>NOTE: In some cases, the level of the impact will depend on the type of deficiency.</p>
<p>39. Please describe what exactly would be considered to apply the Disruption charge for a vessel without self-propulsion (dead tows)?</p>	<p>The Non-Self-Propelled Vessel (dead tow / dead ship) disruption charge will be applied to vessels that transit under this type of navigational arrangement. This tariff will not be applicable for the Intra Maritime Cluster segment, neither integrated barge nor articulated barge (treat as one vessel). Herewith we describe the concepts mentioned in the description of the tariff:</p>

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	<ul style="list-style-type: none"> • Non-Self-Propelled Vessel: A vessel which neither has installed means of propulsion nor has installed means of propulsion which does not function during transit. • Dead Tow: A vessel which does not have installed means of propulsion. • Dead Ship: A vessel has installed means of propulsion which does not function during transit.
40. Who decides when to apply a high or low-impact disruption charge?	The application of this tariff depends on the conditions found by ACP personnel, based on the deficiency matrix. The impact level will depend on variables described in question #3.
1088 – Approval of Vessels Plans Service Charge	
41. What is the ‘Approval of Vessels Plans Services charge for? Is it applied all kinds of vessels?	These service charges are applied to the revision for approval of vessel plans of either new constructions or existing vessels without approval, or plan modifications for approved vessels, to ensure compliance with the Regulation on Navigation in Panama Canal Waters. The Approval of Vessel Plans Service Charge applies per vessel (hull or project number). The Modification of approved plans refers to previously approved plans and modifications made to the vessel. The Validation of approved plans is a request for information about hull number approved plans.
42. What exactly would apply under special service of approval at customer’s request?	The service entails an urgent approval request made by a customer due to an imminent vessel transit or visit to drydock or vessel delivery. It would be provided up to 96 hours after the request.
43. How would this tariff work? Currently once the plans are sent to the ACP for review, there is no ETA or itinerary known. Would it now be required to create an ETA for a plan to be reviewed?	The process remains as it is nowadays. Shipping agents, ship owners or ship representatives would request the approval of vessel plans services by email to The Transit Operations Division attaching vessel plans and documents (PlanApproval@pancanal.com). Then, they would receive an email with all the information related to the payment process. Once we receive the payment confirmation via email, we would deliver the service requested. It will not be required to create a visit for the plan to be reviewed.
1500 – Fresh water surcharge	
44. What exactly is being modified on this surcharge?	We are consolidating two tariff lines from the fixed component in accordance with the number of cases registered historically. The calculation of the variable component remains without changes.

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<p>45. We would like to know how to calculate the variable component.</p>	<p>You may calculate the variable component using the formula described in the notes: https://pancanal.com/en/maritime-services/maritime-tariff/</p>
<p>46. How can we know the Gatun Lake level used to calculate the variable component of this tariff?</p>	<p>The official depth level of Gatun Lake is published daily in the Panama Canal website https://pancanal.com/en/, in the “Maritime Services” section. The level to be applied for the tariff calculations, using the day prior to the transit.</p>
<p>1800 – Lanchas</p>	
<p>47. What will happen to the launch service tariffs?</p>	<p>In this revision, launch services charges have been incorporated as part of the inspection and pilotage fees:</p> <p>1080.RIN2 Vessels inspection service. Matrix service (port state control), naval equipment / quarantine inspection and chemical inspection. 1080.IIN1 Vessel Sanitary Inspection Service. 1080.IIC1 Inspection CPC-Level 1 (includes fixed fee for TVI re-inspection visit). 1080.IIC2 Inspection CPC-Level 2. 1080.IIC3 Inspection CPC-Level 3. 1060.IPI1 For port movements, this fee will be applied in addition to the port pilotage fee 1060.IPP1-IPP4. The assignment duration will be according to the job to be performed. 1060.IPI2 For commercial dredging equipment or jobs requiring a pilot on board during a shift (up to 8 hours). 1060.IPI3 Special Pilotage service, when neither transit nor lockage is required; or for vessels in transit with deficiencies. 1060.IPP1 Port pilotage fee - small vessels as defined in tolls tariffs 1060.IPP2 Port pilotage fee - vessels with ≥ 1,000 PC/UMS or > 1,000 displacement tonnage – regular vessels 1060.IPP3 Port Pilotage Fee – Super vessels (including Panamax plus). 1060.IPP4 Port Pilotage Fee – Neopanamax vessels.</p>