

# Notes on Maritime Services Tariffs

## General definitions

- **Regular vessels:** whose beam is less than 27.74 meters (91 feet).
- **Super vessels:** whose 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:** whose beam is greater or equal to 32.61 meters (107 feet) and/or 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 requiring transit through the Neopanamax locks, they 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:** All Panamax sized vessels authorized to transit in the Neopanamax locks with a freshwater draft greater than 12.04 meters (39.50 feet) up to 15.24 meters (50.0 feet).

**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, which include tug assignments due to vessel's physical or operational 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.RTP1 – 1020.RTP3). For the Neopanamax locks, these fees are based on the vessel size and transit direction as indicated in items 1020.RTN1 - 1020.RTN2.
3. For tug services 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 item 1020.ITP3 for Panamax locks and for Neopanamax locks.
4. Charges for hourly 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.
5. Tug services for docking/undocking or shifting berth shall be charged per assist, 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.

## Notes on Maritime Services Tariffs

7. 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.
8. Tug services for non-self-propelled vessels shall be charged at the hourly rate prescribed in tariff item 1020.ITP3, depending on the circumstances.
9. 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.
10. Regular vessels < 24.38 meters (80 feet) in beam and with summer loaded displacement ≥ 20,321 MT (≥ 20,000 LT), tug service charge does not apply.

### Specific notes for 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 request to be assessed the fixed fee that includes the appropriate number of tug 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 tug assists.

### Specific notes for tariffs 1020.ITP1 - 1020.ITP2

1. The extraordinary tug services for transit are in addition to any charges of tariff items 1020.ITP1 and 1020.ITP2 and encompass tug assists required due to physical or operating deficiencies of the vessel that may arise when transiting or 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.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 tug assignments for each vessel.
2. Extraordinary assistance service at the entrance or exit of the Panamax and/or Neopanamax locks.
3. Extraordinary assistance service in the Gaillard Cut for vessels transiting the Panamax and/or Neopanamax locks.

### Specific notes for tariff 1020.ITP4

The minimum charge for sea tug service 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 on Maritime Services Tariffs

## Specific notes for tariff 1020.RTN1 - 1020.RTN2

1. The tariffs apply for complete or partial transits with return (Cocoli Lock and Gaillard Cut) 1020.RTN1 and partial transit with return to Agua Clara Locks 1020.RTN2 according to the criteria established in the Operations Manual.
2. 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.

## Specific notes for tariff 1020.ITN1 - 1020.ITN2

Extraordinary escort assistance at Canal and Gatun Lake entrances falls under tariff 1020.ITN1; Extraordinary escort assistance at Gatun Lake falls under tariff 1020.ITN2. This service applies 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 at the locks.
2. Vessels which do not use locomotives to transit the locks do not require linehandlers, in which case no charge will be assessed for this service.
3. At times, small vessels request line-handling service, in which case, corresponding linehandling charges will be assessed.
4. Launch costs are included in these tariffs.

### Specific notes for tariffs 1030.RHP1 and 1030.RHN1

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

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

Examples:

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

### Specific notes for tariffs 1030.IHH1, 1030.IHP1, 1030.RHP1, 1030.RHN1, 1030.IHN1

1. The Panama Canal Authority will provide additional linehandlers at the request of the master or pilot of the vessel to aid the crew in handling lines for tugs assisting or towing vessels in Canal waters, docking or any other job which may be required. The charge for such services shall be in accordance with tariff item 1030.IHH1 and in addition to charges based on tariff items 1030.IHP1, 1030.RHP1, 1030.RHN1 and 1030.IHN1.
2. Whenever linehandlers are placed on board a vessel and the vessel does not proceed as scheduled for reasons other than the fault of the Panama Canal Authority, the vessel shall be charged for the delay period in accordance with tariff item 1030.IHH1, which shall be in

## Notes on Maritime Services Tariffs

	<p>addition to charges based on tariff items 1030.IHP1, 1030.RHP1, 1030.RHN1 and 1030.IHN1.</p> <p>3. No charge shall be made for linehandlers when these are provided due to operational convenience or efficiency reasons.</p>
<b>1035.0000</b>	<b>Locomotives</b>
	<ol style="list-style-type: none"> <li>1. Locomotive services (tariff 1035.RLO1) are provided in accordance with standard operating procedures included in the Operations Manual. The number of locomotives and wires usually assigned to a vessel depends on its length overall and displacement tonnage but can be modified by the Canal Port Captain in the case of physical or operating deficiencies of the vessel at the time of transit or to meet specific requirements of the vessel.</li> <li>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.</li> </ol>
<b>1040.0000</b>	<b>Admeasurement Service</b>
	<p>Launch services are included in the tariff.</p> <p><b>Specific notes for tariffs 1040.RAD1.</b> 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.</p>
<b>1050.0000</b>	<b>Transit Reservation System</b>
	<p><b>General notes</b></p> <ol style="list-style-type: none"> <li>1. A reservation slot is offered, different from the others, through an auction procedure for vessels classified according to their dimensions as super, regular and Neopanamax. Availability will depend on the conditions of the reservation system established at the time.</li> <li>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.</li> <li>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).</li> <li>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.</li> </ol> <p><b>Specific notes for tariffs 1050.IBP1 – 1050.IBP2 y 1050.IBN1</b> 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 Rates as detailed in rates 1050.IBP1 – 1050.IBP2 and 1050.IBN1.</p>

## Notes on Maritime Services Tariffs

### Specific notes for tariffs 1050.IBS1 – 1050.IBS3

1. The swap of booking slots between two vessels reserved for transit will be allowed, as long as they have similar restrictions, are transiting in the same direction, are within the same classification (regular, super, Panamax plus, or Neopanamax); the transit dates of both vessels are a maximum of 21 days apart; both vessels are registered under the same customer, and that such swap is requested at least 24 hours prior to the earliest required arrival time of the vessels.
2. The Authority will not allow multiple exchanges in cases of anomalies in the use of this option.
3. The booking fee applied to both vessels will be the higher of the two booking fees applicable to the vessels involved in the swapping, in accordance with the current booking rates.

### Specific notes for tariffs 1050.IBU1 – 1050.IBU6

The substitution of a vessel with a reserved slot with another vessel that does not have a reservation will be allowed, as long as both vessels are registered under the same customer, are transiting in the same direction, are under the same vessel classification (regular, super, Panamax plus, Neopanamax), that the new vessel has the same or less transit restrictions than the already reserved vessel, and that such change is requested at least 24 hours prior to the required arrival time of the reserved vessel. In the case of Neopanamax vessels, both vessels must belong to the same market segment.

### Specific notes for tariffs 1050.IBA1

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

### Specific notes for tariffs 1050.IBA2

Cancellation charge for awarded auction slot from 4 days or less, 100% of awarded slot amount will be applied.

Cancellation charge for awarded auction slot, with more than 4 days, the following booking cancellation fees would apply:

- 1050.IBC4
- 1050.IBC3
- 1050.IBC2
- 1050.IBC1

### Specific notes for tariffs 1050.IBH1 – 1050.IBH2

1. This high-demand surcharge will be applied to Neopanamax vessels that transit with reservation on days determined as high demand by the ACP.
2. The day determined by the ACP will be communicated in advance through Advisories to Shipping.

### Specific notes for tariffs 1050.IBD1 – 1050.IBD4

1. Change of reservation date will be allowed without 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 07 (N-07).

## Notes on Maritime Services Tariffs

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 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 07 (N-07).
3. In case of non-compliance with the arrival time agreed with the Channel, the 1050.IBL4 tariffs will be charged.

**Specific notes for 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 07 (N-07).
3. In the event that the vessel cancels the reservation advance service previously approved by the Canal, the transit date advance fee will be applied according to the lock.

**1060.0000**

**Pilotage**

**General notes**

1. Pilotage services are provided under the following general classes: Transit Pilotage, Port Pilotage, Offshore and Miscellaneous Pilotage, and Special and Additional Pilotage. Pilotage is charged at fees and is subject to the conditions presented. Within each class any of the following subclasses may apply: regular, additional, special, delays and aborted pilotage assignments.
2. There will be no charge when the pilotage involves movements or services rendered for operational needs of the Panama Canal Authority.
3. Normally, pilotage is not charged to non-commercial vessels registered in the Republic of Panama that are under 65 feet in length and with six feet or less of draft, plying only between the Canal entrances and ports in Balboa or Cristobal. These vessels must be operated by personnel licensed to operate vessels in Canal Waters. A vessel that, due to special conditions, deficiencies, or customer request, requires additional pilots for Transit, must assume the corresponding charges according to tariff items 1060.IPI1 - 1060.IPI3.

**Specific notes for transit pilotage**

1. There is no charge for regular transit pilotage. Regular transit pilotage is a 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 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.IPP1 – 1060.IPP4).
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.IPP1 – 1060.IPP4), and Channel Fee (Tariffs 1070.ICH1 – 1070.ICH4), if applicable. For purposes of this section, an aborted 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 initiated its transit of one

## Notes on Maritime Services Tariffs

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, or pilotage beyond the terminal points mentioned above, the vessel shall pay the fee for Port Pilotage (Tariffs 1060.IPP1 – 1060.IPP4), 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 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.
6. All pilotage tariffs include launch services charge, except for tariffs 1060.IPD1 – 1060.IPD2.

### Specific notes for tariffs 1060.IPD1 – 1060.IPD2

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.

### Specific notes for 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 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 (1060.IPP5) are in addition to the applicable port pilotage rate.
3. Differentiated fixed tariffs depending on vessel size category.
4. Channel Fee for local call vessels shall be charged under tariffs 1070.ICH1 – 1070.ICH2.

### Specific notes for 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 tariffs 1060.IPI2 and 1060.IPI3



## Notes on Maritime Services Tariffs

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.

### Specific notes 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 (tariffs 1060.IPP1 – 1060.IPP4).
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 tariffs 1060.IPP1 – 1060.IPP4.
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.IPP1 – 1060.IPP4.

<b>1070.0000</b>	<b>Channel fee</b>
<ol style="list-style-type: none"> <li>1. Channel maintenance fee applies to vessels using the Panama Canal channel to go in or out of the port terminals in Balboa, Rodman, and Cristobal, and the Balboa Dry Dock.</li> <li>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. 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.</li> <li>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 at 130% per day 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 the criteria established in the Maritime Operations Manual.</li> <li>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.</li> <li>5. Fixed tariff plus a tariff based on PC/UMS tons by vessel size category. There is a maximum amount to be paid depending on vessel size category.</li> <li>6. For vessels charged as displacement, the calculations for PC/UMS will be done using the following formula: <math>0.56 \times \text{fully loaded displacement} - \text{in long tons}</math>. For the case of vessels that are not charged as displacement, their PC/UMS will be considered according to what is determined by the Admeasurement Unit of the Panama Canal.</li> </ol>	
<b>1080.0000</b>	<b>Inspection of Transiting Vessel Requirements</b>



## Notes on Maritime Services Tariffs

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, chemical inspection, and sanitation onboard vessels to guarantee that Panama Canal navigational requirements are met.

### Specific notes for tariffs 1080.RIN1 – 1080.RIN2 - 1080.IIN1

The inspection fee will be as follow:

- 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 to 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 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 (1080.IIN1).

### Specific notes for 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.
2. Tariffs include transportation or a full round trip depending on the location, plus two days of inspection. The rate is applied according to the geographical region where the inspection is carried out, they consider the days of transfers by region (1080.III1 - 1080.III3).
3. If due to some unusual event the inspection must be extended for additional days, the rate (1080.III4) will be applied for each additional day elapsed.
4. The tariff does not include the cost of air tickets, lodging, food, and transportation. They must be covered by the client.

### Specific notes for tariffs 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.

## Notes on Maritime Services Tariffs

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

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

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

<b>1082.0000</b>	<b>Rental Charge for Portable AIS Unit</b>
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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 (CAT/AIS) ready vessel tracking portable unit to transiting vessels not carrying AIS or whenever this unit is required in Canal waters (1082.IA11).
3. As a mandatory requirement, 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 that have the antenna installed but not working properly, the rental charge will be applied (1082.IRT1).

<b>1084.0000</b>	<b>Inspection Service to Verify Information Regarding Containers</b>
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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 on Maritime Services Tariffs

	<p>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.</p>
<b>1085.0000</b>	<b>Availability of Emergency Equipment and Surveillance Services</b>
<p><b>Specific notes for tariff 1085.REM1</b></p> <p>1. Charges related to the availability of emergency equipment and surveillance services (firetruck), for transiting vessels classified as PD1 or PD3 due to dangerous cargo.</p> <p><b>Specific notes for tariff 1085.IEM1</b></p> <p>1. This charge is for disembarking patients from transiting vessels and providing pre-hospitalization care.</p> <p>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.</p> <p>3. Care is provided by ACP paramedics who are certified as emergency medical technicians (TUM). The service is provided by customer request.</p> <p>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.</p>	
<b>1086.0000</b>	<b>Disruption charge</b>
<p><b>General notes</b></p> <p>1. These charges are applicable to vessels with length overall greater than 125 feet, that due to conditions or deficiencies presented prior to or during transit or harbor movements, cause an adverse impact to the Canal operations. To avoid the application of this charge, it is important to report in the “visit remarks” of the vessel’s visit itinerary in VUMPA prior to the vessel’s arrival, any known deficiencies or conditions that may be present during transit.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>6. These tariffs are applicable for each event.</p> <p>7. These tariffs should not be construed in any way as an approval for vessels to transit with deficiencies.</p> <p>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.</p>	

## Notes on Maritime Services Tariffs

9. Depending on the case, additional charges may apply such as launch service (tariff series 1800), channel fee (tariff series 1070), pilotage (tariff series 1060) and moorage and anchorage (tariff series 1110).

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

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

<b>1088.0000</b>	<b>Approval of Vessels Plans Service</b>
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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. Include 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 of 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).

## Notes on Maritime Services Tariffs

	<ul style="list-style-type: none"> <li>ii. Owners/Ship Builders/Ship Designers that submit plans with proposed modifications to comply with current Panama Canal regulations (Notice to Shipping).</li> <li>c. Validation of approved plans (1088.IPL3): Request of technical evaluation of plans previously approved to confirm compliance with current regulations (Notices to Shipping).</li> <li>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.</li> </ul> <p>4. The Approval of Vessel Plans Service Charge applies per vessel (hull or project number).</p>
<b>1110.0000</b>	<b>Moorage and Anchorage Service</b>
	<ul style="list-style-type: none"> <li>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.</li> <li>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: <ul style="list-style-type: none"> <li>a. When it relates to operational requirements associated with transit.</li> <li>b. When it is done for the convenience of the Panama Canal Authority to ensure its operational efficiency.</li> </ul> </li> <li>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.</li> </ul>
<b>1150.0000</b>	<b>Shuttle Advisor Service for Small Craft</b>
	<ul style="list-style-type: none"> <li>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.</li> <li>2. The cost of the launch Service (Tariff Item 1800.ILA1) shall be charged separately.</li> <li>3. The minimum charge will be for four (4) hours.</li> <li>4. Fractions over 4 hours shall be charged at the full hourly rate.</li> <li>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.</li> </ul>
<b>1171.0000</b>	<b>Use of docks for embarkment and disembarkment of passengers</b>
	<ul style="list-style-type: none"> <li>1. Tariffs for the use of the Gatun Lake Recreational Center (CRLG) docks and other ACP docks, for the embarkment/disembarkment of passengers.</li> <li>2. In case of cancellation for reasons attributable to the customer, the cancellation charge will be applied (1171.IMU5).</li> <li>3. No charge will apply for change date.</li> </ul>
<b>1200.0000</b>	<b>Service Related to Availability of Resources for the Program of Response and Cleanup of Oil Spills</b>

# Notes on Maritime Services Tariffs

## 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.

## 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 (includes 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 tariffs 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:

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

## Notes on Maritime Services Tariffs

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/d 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 of its transit, the launch used to disembark the transit pilot in the dock will not be charged.