



CANAL DE PANAMÁ

Frequently Asked Questions (FAQ)
Modifications to Other Maritime Services Tariffs
Advisory to shipping A-34-2023

July 2023

Frequently Asked Questions (FAQ)

Question	Answer
<p>1. What is the rationale behind the Canal’s restructuring of other maritime services fees?</p>	<p>The Canal Administration considers it appropriate to review and restructure the fees and tariffs currently charged by the Authority for the provision of other maritime services to improve operational efficiency and facilitate the administrative management to continue providing transit service in a safe, continuous, efficient, competitive, and profitable manner.</p>
<p>2. What is the description and reach of the restructured maritime services?</p>	<p>Revision of 27 tariff lines and 254 existing maritime tariffs + 14 commercial tariffs. Creation of 14 fees related to services offered to vessels: use of docks, transport and escort services, photography, inspection of ships abroad, and emergency response services. Creation of new tariffs because of the new requirement for the PPU-RTK antenna for Neopanamax vessels.</p>
<p>3. Where online is there detailed published information about the maritime services fees?</p>	<p>The restructured tariffs are available at the following link: https://pancanal.com/en/oms/</p>
<p>4. Are new changes in disruption charges being incorporated?</p>	<p>The only change that is being incorporated is a new alphanumeric code, with no change in the charges.</p>
<p>5. What are the meanings in the new alphanumeric nomenclatures of the tariffs?</p>	<p>The first four digits identify the tariff series, then the letter R or I indicates 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>
<p>6. What are the meanings of “recurrent” and “incidental” usage tariffs?</p>	<p>Recurrent tariffs are used on a regular basis or are mandatory on all transits. On the other hand, incidental tariffs are applied either at the customer's request or due to traffic operating conditions.</p>

<p>7. As a result of this restructuring, will I be paying more for transiting the Panama Canal?</p>	<p>The consolidation of rates, in some cases, involved the revision of the amounts according to the proportional participation of the current charges, trying to get the amounts closer to the present tariffs. In some cases, ships will pay more than what they pay today, and in other cases they will pay less than today.</p> <p>Example #1: A vessel in the Super category is paying \$6,700.00 today for line handlers in a complete transit, but with the new structure will pay \$6,480.00.</p> <p>Example #2: A vessel in the Neopanamax category is paying \$4,450.00 for line handlers in a complete transit, but with the new structure will pay \$4,550.00.</p>
<p>8. Where can I find more information about the definition or explanatory notes of the tariffs?</p>	<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/. In addition, in the case of disruption charges, vessel deficiency matrices have been created with case examples.</p>
<p>9. 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), navigation inspection and quarantine (does not apply for vessels that pay tolls based upon their length overall and chemical inspection).</p> <p>1080.IIN1 Vessel Sanitary Inspection Service.</p> <p>1080.IIC1 Inspection CPC-Level 1 (includes fixed fee for TVI re-inspection visit).</p> <p>1080.IIC2 Inspection CPC-Level 2.</p> <p>1080.IIC3 Inspection CPC-Level 3.</p> <p>1060.IPI1 For port movements, this tariff will be applied together with port pilotage tariff.</p>

	<p>1060.IPP1- IPP4 The assignment duration will be according to the job to be performed (launch services are included in the tariff).</p> <p>1060.IPI2 Port Pilotage Fee – Regular. For commercial dredging or works requiring a permanent pilot on board, up to 8 hours.</p> <p>1060.IPI3 Port Pilotage Fee - Super (including Panamax Extra). For special pilotage service with no transit or lockage required, or for in transit vessels with deficiencies.</p> <p>1060.IPP1 Minimum port pilotage fee - vessels <125 feet in length or deep draft <=999 PC/UMS or <=1,000 tons of displacement.</p> <p>1060.IPP2 Port Pilotage Fee – Regular vessels- Regular vessels with PC/UMS > 1,000 or displacement > 1,000.</p> <p>1060.IPP3 Port Pilotage Fee - Super (including Panamax Extra).</p> <p>1060.IPP4 Port Pilotage Fee – Neopanamax.</p>
<p>10. Will we have a faster billing process service?</p>	<p>As part of this restructuring, it is expected to reduce the invoice generation time and facilitate the understanding of the charges applied; however, there are variables beyond the control of the Panama Canal that influence a more expedited billing process.</p>
<p>11. Can we expect other changes in the maritime service fee structure in the future?</p>	<p>Indeed, the Canal will constantly review its rate structure to simplify processes and meet customer needs.</p>
<p>12. Who can I contact if I have questions about the tariffs?</p>	<p>To answer all questions related to tariffs, they must be channeled through the following: customerservice@pancanal.com.</p>
<p>13. What are the changes being made to the tariffs involved in the port call service?</p>	<p>For the port call service, the charge for pilotage and use of the navigation channel is currently involved, 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.

	<ul style="list-style-type: none"> • Use of the navigation channel will be a single fee, based on the size category of the vessel and a fee per PC/UMS
<p>14. What is the base price of the auctions?</p>	<p>The base price of the auctions will be announced in a timely manner through a circular to all agencies. 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>15. What changes were made to the reservation tariffs?</p>	<p>Among the main changes made to the reservation tariffs are the following:</p> <ul style="list-style-type: none"> • Consolidation of tariffs for vessel reservations by size category. • Elimination of cancellation fees with more than 365 days. • Consolidation of cancellation fees from 365 to 180 days and from 180 to 90 days, leaving a single fee because of the reduced number of cases. • Consolidation of swapping fees that are based on percentages of the reservation fee.