



**CANAL DE PANAMÁ**

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

**May 2025**

## Panama Canal Authority Frequently Asked Questions (FAQ)

Question	Answer
<b>General</b>	
<b>1. Where online is there detailed published information about the maritime services fees?</b>	Maritime services tariffs are available at the following link: <a href="https://pancanal.com/en/maritime-services/maritime-tariff/">https://pancanal.com/en/maritime-services/maritime-tariff/</a>
<b>2. What are the meanings in the new alphanumeric nomenclatures of the tariffs?</b>	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. For example: 1081.RSE1 is a recurrent/mandatory security charge for vessels paying minimum toll.
<b>3. What are the meanings of “recurrent” and “incidental” usage tariffs?</b>	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.
<b>4. Where can I find more information about the definition or explanatory notes of the tariffs?</b>	A document has been incorporated with the definitions and explanatory notes of each of the tariffs that can be found at the following link: <a href="https://pancanal.com/en/maritime-services/maritime-tariff/">https://pancanal.com/en/maritime-services/maritime-tariff/</a> In addition, in the case of disruption charges, vessel deficiency matrices have been created with case examples.
<b>5. Can we expect other changes in the maritime service fee structure in the future?</b>	Indeed, the Canal will constantly review its rate structure to simplify processes and meet customer needs.
<b>6. Who can I contact if I have questions about the tariffs?</b>	To answer all questions related to tariffs, they must be channeled through the following email address: <a href="mailto:operationservices@pancanal.com">operationservices@pancanal.com</a> .
<b>7. Are there any tariffs not applicable to warships and auxiliary vessels that belong to governments?</b>	Yes, there are two tariff series which are not applicable to warships or government auxiliary vessels of any flag. These are: series 1086 - Disruption charge, and series 1200 - Service Related to Availability of Resources for the Program of Response and Cleanup of Oil Spills (PCSOPEP). For warships and auxiliary vessels <u>under the Neutrality Treaty</u> , the tariffs for transit reservation, series 1050, do not apply. Only for warships, admeasurement service charge, series 1040, does not apply.

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### 1020 - Tugs

8. What changes have been made to the tugs' tariffs?

Among the main changes made to the reservation tariffs are the following:

- Consolidation of tug tariffs for complete transit by set of locks and by size (taking into consideration breadth, length and summer loaded displacement).
- 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.
- 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).
- Consolidation of tug tariffs for complete transit by neopanamax locks.

### 1030 - Linehandlers

9. What changes were made to the linehandler tariffs?

The main changes made to the linehandlers tariffs are the following:

- Consolidation of tariffs for linehandlers by locks (relates to the standard number of personnel assigned to the vessel).

#### Panamax

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

#### Neopanamax

Linehandlers (standard)	Tariff	Amount
14	\$ 325.00	\$ 4,550.00

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	<ul style="list-style-type: none"><li>Consolidation of tariffs for additional linehandlers per each locks (Panamax)</li></ul> <div><b>Additional (linehandlers)-Panamax</b><table><tr><th>Locks</th><th>Quantity</th><th>Tariff</th><th>Amount</th></tr><tr><td>Miraflores</td><td>3</td><td>\$132.50</td><td>\$397.50</td></tr><tr><td>Pedro Miguel</td><td>3</td><td>\$132.50</td><td>\$397.50</td></tr><tr><td>Gatun</td><td>3</td><td>\$132.50</td><td>\$397.50</td></tr></table></div>	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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Gatun	3	\$132.50	\$397.50														
10. How many line handlers are placed per lock for each transit?	<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"><li>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.</li><li>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.</li><li>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.</li><li>For vessels over 182.9 m. (600') from LOA and over 30,000 tons, the standard number of linehandlers is 19.</li><li>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.</li><li>For Neopanamax, the standard number of linehandlers is 14.</li></ul> <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>																
11. How can one calculate the linehandling service for the tariff since January 1, 2024.	The linehandling service is \$270 per linehandler. For example, if your vessel requires 18 linehandlers, with the new tariff will be \$4,860.00.																
1050 – Transit Reservation																	
12. ¿What changes were applied to the reservation tariffs on January 1, 2025?	<p>The Booking tariffs were raised on January 1, 2025, from \$10,500 to \$12,000 for regular vessels; from \$41,000 to \$50,000 for super vessels; and from \$80,000 to \$100,000 for Neopanamax vessels.</p> <p>These changes apply to vessels that made the reservation on January 1, 2025, or after. Those vessels that have made the reservation prior to that</p>																

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	date, and for which the transit is on or after January 1, 2025, maintain the tariffs from the year they reserved.
<b>13. What is the base price of the auctions?</b>	The base price for the auctions is \$15,000 for regular vessels, \$55,000 for super vessels and \$100,000 for Neopanamax vessels. There is a day of high demand on which the base price is raised 10% for Neopanamax vessels. The day of the week of high demand is announced on Advisories to shipping. The same base price is used for daily, special and extraordinary auctions.
<b>14. What is applicable when an auction is cancelled 4 days or less from transit date?</b>	To auction cancellations at 4 days or less, 100% of the awarded slot is applied.
<b>15. What is applicable when an auction is cancelled at more than 4 days from transit date?</b>	To auction cancellations at more than 4 days, the following cancellation tariffs are applicable: 1050.IBC4, from more than 4 to 7 days 1050.IBC3, from more than 7 to 21 days 1050.IBC2, from more than 21 to 90 days 1050.IBC1, for more than 90 days
<b>16. What applies if a booked vessel with an approved advanced transit date makes a swap with another vessel with approved advanced transit date?</b>	Transit advance charges will be applied to each vessel for the new dates. The transit advance charges are not charged twice to each vessel.
<b>17. 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?</b>	There is no charge for transit date advance, since the vessel didn't cancel its booking or its transit, only made a change date.
<b>18. 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?</b>	High demand charge for this new date should not be applied (grandfathered).
<b>19. What applies if a vessel books for a date identified as high demand, but the high demand date subsequently changes?</b>	High demand surcharge doesn't apply due to the booking date isn't high demand day now.
<b>20. 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?</b>	The vessel will be charged the high demand surcharge in addition to the transit date advance charge.

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<p><b>21. 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?</b></p>	<p>High demand day charge doesn't apply.</p>
<p><b>22. Will the 1% of surcharge for Vessel swaps with reserved slots 14 days or less in advance be applied based on the regular booking tariff? What will be applied for daily auctions? What will be applied for LOTSA?</b></p>	<p>The 1% surcharge will be applied only if the swap is done 14 days or less in advance (tariff 1050.IBS5). For slots obtained through auctions, the surcharge is also applied based on the regular booking tariff according to vessel size.</p> <p>Up until April 26, 2025, in the case of LOTSA, the charge was generated only if the swap was requested 7 days or less before the required arrival date, based on the booking tariff, not on the price of the slot obtained through the LOTSA program. Starting on April 27, 2025, the charge for swapping will not be applied to vessels that acquired their slots through the LOTSA program.</p> <p>Examples: SWAP, less than 14 days in advance: NEOPANAMAX Vessel A: amount of auctioned booking = \$200,000 Vessel B: regular booking tariff = \$100,000</p> <p>After the swap, the charges will be as follows: Vessel A: regular Booking tariff = \$100,000 Vessel B: amount for auctioned booking = \$200,000</p> <p>With the surcharge, each vessel will pay, additionally, as follows: Vessel A: 1% * \$100,000 = \$1,000 Vessel B: 1% * \$100,000 = \$1,000</p>
<p><b>23. Are there any changes planned for the current year regarding customer ranking?</b></p>	<p>The ACP is currently reviewing not only the customer ranking, but also a more comprehensive tie break-up evaluation. Once the review process is completed and a decision is made, these changes will be notified to the maritime industry through an Advisory to Shipping.</p>
<p><b>24. Could there be two different customer rankings - one for Neopanamax vessels and one for Panamax vessels?</b></p>	<p>This option is under evaluation for the future tie-breaker competition in the Booking System.</p>

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<b>25. It is understood that multiple swapping or substitutions are allowed, but will they keep considering HML restrictions currently in force?</b>	The HML restriction is always considered before swapping or substituting vessels. This limitation will remain since the Canal has a limited capacity to handle daylight restricted vessels (HML-D). If there's any change, the ACP will notify accordingly.
<b>26. Can we apply for a swap or substitution between a LOTSA slot and a regular booking slot?</b>	Yes, it is accepted, provided that all requirements specified in Notice to Shipping N-7 and related Advisories to Shipping are met.
<b>27. What caused the booking competition results to become private and without access?</b>	The Panama Canal Authority is committed to maintaining the confidentiality of all the information of our customers, therefore, booking competitions and auctions are only visible to the participants, which complies with the transparency of our processes.
<b>28. Could you please let us have an example or more details about the vessel scheduling fee and last-minute reservation fee? What would be the main difference between these 2 services?</b>	These two tariffs will be assessed to non-booked vessels included in the transit planning by the Panama Canal. They will be executed depending on the vessel mix and aims to optimize the Canal capacity. Therefore, these two tariffs are not linked to a service that can be requested. More details about these tariffs may be found at the following link: <a href="https://pancanal.com/wp-content/uploads/2024/12/Scheduling-and-Last-minute-services-Guide.pdf">https://pancanal.com/wp-content/uploads/2024/12/Scheduling-and-Last-minute-services-Guide.pdf</a>
<b>29. If a vessel of size super cancels with less than 2 days of anticipation, what is charged would be the percentage of cancellation according to the tariffs and 250% over the booking tariff of \$50,000?</b>	The 250% tariff applies if the vessel cancels with less than 2 days of anticipation, and it does not arrive within 7 days following the reservation date.
<b>30. If the same vessel of size super cancels with less than 2 days of anticipation, and it obtained the slot on an auction at \$100,000; the cancellation charges would be applied over the \$100,000 or over the booking slot price of \$50,000?</b>	The cancellation charges would be applied over the price of the booking slot, which is \$50,000.00
<b>31. Is the 250% charge of tariff 1050.IBC9 applicable to all vessel sizes or just Neopanamax vessels?</b>	The rule for the surcharge (250%) of tariff 1050.IBC9 is applicable to all vessels: regulars, supers or neopanamax

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<b>32. Please confirm if ACP will not charge cancellation fee for bookings awarded in auction (3rd Period) since the tariff “1050.IBA2 - Cancellation charge for awarded auction slot 4 days or less” was cancelled on January 1, 2025.</b>	<p>Indeed, tariff 1050.IBA2 was cancelled on January 1, 2025; however, the ACP will apply the corresponding cancellation fee for either regular or auction booking slots. Please see tariffs 1050.IBC1 to IBC5.</p>
<b>1060 - Pilotage</b>	
<b>33. What are the changes made to the tariffs involved in the port call service?</b>	<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 the structure implemented on January 1, 2024:</p> <ul style="list-style-type: none"> <li>• Pilotage is a single tariff, based on the size category of the vessel, and it includes the launch service.</li> <li>• Use of the navigation channel is a single fee, based on the size category of the vessel and a fee per PC/UMS.</li> </ul>
<b>34. What happens when a vessel is finishing its transit in southbound direction and makes a port call?</b>	<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 service is not charged as it is included in the pilotage tariff.</p>
<b>35. 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?</b>	<p>Two situations may happen:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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). The launch service is not charged, it is included in the pilotage service.</li> </ol>
<b>36. What would happen if the vessel were going northbound coming out of the port to start transit?</b>	<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>



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<p><b>37. 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?</b></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><b>38. What is applied when the Vessel enters the inner anchorage (Cristobal) to perform bunkering or other operations and goes back to sea?</b></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>
<p><b>1080 – Canal Port Captain Inspection</b></p>	
<p><b>39. What are the Port Captain Inspection tariffs for? Do they apply to all kinds of vessels?</b></p>	<p>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.</p>
<p><b>40. What are the criteria to differentiate levels 1,2, and 3 at the CPC Inspection tariff?</b></p>	<p>The levels of inspection are described as follows:</p> <p><b>Level 1:</b> 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.</p> <p><b>Level 2:</b> 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.</p> <p><b>Level 3:</b> 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.</p>
<p><b>41. Who decides the level of the CPC inspection?</b></p>	<p>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.</p>
<p><b>42. When would the agent be informed?</b></p>	<p>The agent would be informed as it is informed today, by phone and e-mail whenever the CPC finds it necessary to conduct an inspection.</p>

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<b>1082 – Rental Charge for Portable Unit (CAT/AIS - RTK)</b>	
<b>43. What is the purpose of the tariff for rental of portable location unit (CAT/AIS - RTK)?</b>	Starting on October 1, 2023, the Canal requires 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). Since January 1, 2024, the temporary unit provided by the boarding officer for the transit has the costs detailed in the tariff's list (main line 1082).
<b>44. If there is a non-self-propelled vessel with one or more tugs transiting through the Neopanamax lock, and it doesn't have a fixed antenna installed, will ACP provide the RTK antenna rental service?</b>	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 (if there is more than one tugboat supporting the non-self-propelled vessel).
<b>1085 – Emergency equipment availability and surveillance services</b>	
<b>45. Could you, please, confirm whether the emergency equipment availability and surveillance services will be charged to every transit?</b>	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.
<b>46. 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.</b>	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.
<b>47. Could you please explain to 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)?</b>	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.
<b>1086 – Disruption charge</b>	
<b>48. What is the Disruption charge for? Is it applied to all kinds of vessels?</b>	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.

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<p><b>49. What determines a disruption? Is it a vessel deficiency?</b></p>	<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"> <li>1. Boarding Facilities that do not comply with regulations or obstructions in access for pilots and Canal's personnel.</li> <li>2. Non-compliance with fuel change regulations for transit.</li> <li>3. Issues with draft and trim of the vessel (overdraft; excessive list, down by the head, drag; less than minimum draft, etc.).</li> <li>4. Engine and/or steering problems (before or during transit).</li> <li>5. Maximum speed less than 8 knots.</li> <li>6. Non-compliance with the minimum visibility requirements.</li> <li>7. Unsanitary conditions (inadequate sanitary facilities; galley; pilot cabin; mooring areas).</li> <li>8. Language barrier of Master/Officers interference with ACP pilots or Canal crew.</li> <li>9. Winch(es) and/or windlass problem(s) or lines deficiencies (wires; insufficient amount or length, etc.).</li> <li>10. Protrusions that affect transit conditions.</li> <li>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).</li> <li>12. Inaccurate information reported by vessel related to draft, cargo, or other.</li> <li>13. Other deficiencies that affect transit schedules or transit operations.</li> </ol>
<p><b>50. What determines if the disruption is low or high impact?</b></p>	<ol style="list-style-type: none"> <li>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.</li> <li>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)</li> </ol>

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	<p>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> <p><b>NOTE: In some cases, the level of the impact will depend on the type of deficiency.</b></p>
<p><b>51. Please describe what exactly would be considered to apply the Disruption charge for a non-self-propelled vessel?</b></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> <ul style="list-style-type: none"> <li>• 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. <ul style="list-style-type: none"> <li>○ Dead Tow: A vessel which does not have installed means of propulsion.</li> <li>○ Dead Ship: A vessel that has or had installed means of propulsion which does not function during transit.</li> </ul> </li> </ul>
<p><b>52. Who decides when to apply a high or low-impact disruption charge?</b></p>	<p>The application of this tariff depends on the conditions found by ACP personnel, based on the deficiency matrix. The impact level will depend on the variables described in question #3.</p>
<p><b>1088 – Approval of Vessels Plans Service Charge</b></p>	
<p><b>53. What is the 'Approval of Vessels Plans Services charge for? Is it applied all kinds of vessels?</b></p>	<p>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.</p>

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<b>54. What exactly would apply under special service of approval at customer's request?</b>	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.
<b>55. 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?</b>	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 will deliver the service requested. It will not be required to create a visit for the plan to be reviewed.
<b>1500 – Fresh water surcharge</b>	
<b>56. What exactly is being modified on this surcharge?</b>	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.
<b>57. We would like to know how to calculate the variable component.</b>	You may calculate the variable component using the formula described in the notes: <a href="https://pancanal.com/en/maritime-services/maritime-tariff/">https://pancanal.com/en/maritime-services/maritime-tariff/</a>
<b>58. How can we know the Gatun Lake level used to calculate the variable component of this tariff?</b>	The official depth level of Gatun Lake is published daily in the Panama Canal website <a href="https://pancanal.com/en/">https://pancanal.com/en/</a> , in the "Maritime Services" section. The level to be applied for the tariff calculations, using the day prior to the transit.
<b>59. Given current water level forecasts, does ACP expect to keep the current DRAFT (15,24m) for the whole year of 2025?</b>	The 50' draft limitation is seasonal. It is possible that, during the dry season, the level of Gatun Lake fall below 85 feet, so draft adjustments may be inevitable
<b>1800 – Lanchas</b>	
<b>60. What changes were done to the launch service tariffs?</b>	In the last revision, launch services charges have been incorporated as part of the inspection and pilotage fees: 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).

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	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 $\geq 1,000$ 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.