



PANAMA CANAL New Tariff for Marine Services applicable starting January 2023.

IMPORTANT: Transactions, deficiencies and disruptions will now have a cost impact.

- ✓ **Point 1 to 7 will find changes related to Transit reservation**
- ✓ **Point 8 to 12 will find important information regarding modification and new tariff related to operational services.**

PART 1

1. Change in Transit Reservation Date – MODIFIED

ACP modified this service. Presently, is only valid for transactions done with more than 60 days. This request will apply in case if a booking slot awarded will be immediately replaced for another booking.

- ✓ More than 60 days will remain the same
- ✓ More than 21 days to less than 60 days - 60% of the reservation
- ✓ More than 7 days and up to 21 days - 70% of the reservation
- ✓ More than 4 days and up to 7 days - 80% of the reservation
- ✓ Vessels cancelling booking and do not have a replace date or there is not availability of slots and needs to cancel immediately, current cancellation table will apply:

BOOKING CANCELLATION TABLE	
Notice Period (In advance of required arrival time)	Cancellation Fee (the greater of)
Over 365 days	10% of booking fee or \$500
over 180 to 365 days	20% of booking fee or \$600
over 90 to 180 days	50% of booking fee or \$900
over 21 to 90 days	60% of booking fee or \$1,100
over 7 to 21 days	70% of booking fee or \$1,300
4 to 7 days	80% of booking fee or \$1,600
Less than 4 days (96 hours)	100% of booking fee

2. Change (swap) of booking slots between two booked vessels - MODIFIED

- ✓ **The charge will be based on a percentage of the booking fee instead of a fixed amount.**
- ✓ 1st swapping will remain the same (free of charge).
- ✓ Modified 2nd and 3rd swapping charge if applicable only.

3. Substitution of vessels with booking slots with another non-booked vessel – MODIFIED

- ✓ **More than 21 days** (administrative charge) - \$500.00
- ✓ **More than 14 days and up to 21 days** - 20% of the reservation
- ✓ **More than 7 days and up to 14 days** - 40% of the reservation
- ✓ **More than 4 days and up to 7 days** - 60% of the reservation
- ✓ **4 days or less** - 80% of the reservation

4. Auction – MODIFIED

- ✓ Cancellation charge for awarded auction slot will be charge 100% instead of 90% of awarded slot.

5. Daily surcharge per day of high demand (reservation and auction) – NEW

- ✓ **Beginning January 1, 2023, and for the next 6 months, the day of high demand will be Friday.**
- ✓ Applicable for **Neopanamax and Panamax plus vessels ONLY.**
- ✓ Date established in advance by the ACP where a surcharge to the reservation fee will be applied (**10% of the booking fee**), presently for **Neopanamax** reservation only.
- ✓ Traffic behavior and booking demand will be reviewed every 6 months to determine the day of high demand.

Rules applicable to the high demand surcharge:

- a. Full container vessels that reserve for a date not identified as high demand, but request transit advancement to a day of high demand: the “high demand” surcharge will be applied in addition to the “transit date advancement” charge.
- b. Full container vessels that reserve for the day of high demand but subsequently request transit advancement to a day not identified as high demand will not be assessed the high demand surcharge, since the transit advancement charge will be assessed.
- c. Vessels that reserve for the day of high demand but do not transit due to deficiency or condition: the “high demand” surcharge will be applied in addition to the forfeiture fee. This surcharge will not be applied if the vessel does not transit on the day of high demand due to reasons not attributable to the vessel.
- d. Vessels that cancel their booking for the day of high demand, with less than 96 hours from the required arrival time will be assessed the high demand surcharge in addition to the regular cancellation fee.
- e. Swaps between vessels where one of the vessels reserved for the day of high demand: the “high demand” surcharge will be applied to the vessel that is assigned the booking for the day of high demand.
- f. Vessels that obtain a booking for a day not identified as of high demand but later elect to change their booking to a day identified as “high demand” will pay the high demand surcharge, in addition to any other charges that may apply.
- g. Vessels that reserve for a day identified as “high demand” after the booking was awarded will not be assessed the high demand surcharge.

6. JUST IN TIME applications – MODIFIED

- ✓ Fee for ships that are awarded the just-in-time transit service – **regular vessels \$2,000.00**
- ✓ Fee for ships that are awarded the just-in-time transit service -**super vessels \$4,000.00**
- ✓ **NEW** - Fee for ships that are awarded the just-in-time transit service -**neopanamax vessels \$10,000.00**

Following rules will apply:

- a. **Supers and regulars vessels:** the request shall be received between 10 days and 96 hours prior to booking date for vessels that have obtained a slot during booking periods 1 and 2, and no later than 1400 hours 3 days prior to the booking date for vessels that obtain a slot during booking period 3.
- b. **Neopanamax:** a maximum of one JIT slot for northbound and one slot for southbound vessels will be offered per day. The request shall be received between 10 days and 96 hours prior to booking date in order to be considered.
- c. Vessels that cancel their booking after the JIT request has been awarded will be assessed the JIT charge in addition to the booking cancellation fee.
- d. Change date for a booked vessel with JIT, the vessel will be assessed the JIT charge in addition to the fee for the change in booking date.
- e. All JIT requests are subject to ACP evaluation prior to approval.



7. Transit Date Advancement for Booked Vessels (EARLY TRANSITS) – MODIFIED

- ✓ **Panamax booked vessel**, at the request of the vessel - \$5,000.00
- ✓ **Neopanamax booked vessel**, at the request of the vessel - \$10,000.00
- ✓ **Will only be available to full container vessels** but subject to evaluation by the ACP for approval.
 - Vessels that cancel the transit date advancement requests will be assessed the transit date advancement fee.
 - Vessels that cancel their booking after the transit date advancement request has been approved will be assessed the transit advancement charge.

PART 2

IMPORTANT: ANY operative deficiencies of the vessel will be assessed by the Panama Canal Authority

- ❖ **Customer paying the Canal Transit Cost** will be responsible to cover these extra fees
- ❖ ACP will charge these costs the same day of the events.
- ❖ We recommend informing Agent soonest possible of any deficiency or any other circumstance that could affect transit, for us approach ACP and try to minimize costs.

8. Port Captain inspections (CPC) – MODIFIED

- CPC inspection - level 1. - \$1,500.00
- CPC inspection - level 2. - \$3,000.00
- CPC inspection - level 3. - \$5,000.00
- ✓ The Canal Port Captain (CPC) Inspections charge is a tariff based on inspection(s) of vessels that do not comply with transit vessel requirements or require response to any incidents related to vessel's mechanical failure.

Criteria used to charge the tariff and will be determinate by ACP case by case:

- I. **Level 1:** Draft or trim or list issues, visibility noncompliance, navigation instrument or repeaters malfunction.
- II. **Level 2:** CPC inspection of dead tow any size, inspection of a dead ship any size and sea trial due to vessel engine or steering deficiencies.
- III. **Level 3:** when CPC must board and maneuver vessel due to vessel mechanical malfunction during transit. It includes, but is not restricted to:
 - Engine or steering loss
 - Groundings due to vessel malfunction
 - Collisions due to vessel malfunction
 - Embarking due to vessel malfunction



9. DISRUPTION CHARGE – NEW – UPDATED

- ✓ It will apply only to vessels with length overall >125 feet, that due to conditions or deficiencies presented prior to or during transit or harbor movement, cause an adverse impact to the transit operations.
- ✓ The charge will be classified as low or high, depending on the type of deficiency and the time it is reported or detected.
- ✓ The disruption charge will be in addition to other applicable maritime service charges such as tugs, line handlers, moorage, and pilotage.

Deficiencies that may cause the application of the disruption charge are:

- Anchor missing or anchor windlass inoperative
- Inoperative Bow thruster
- Non-compliant Chocks and bits
- Compressor or air problems
- Inoperative Rudder angle indicators and other navigation equipment
- Inadequate boarding facilities
- Inoperative whistle
- Engine or propeller problems
- Excessive draft or drag
- Bridge wings do not extend to side of vessel
- Protruding cargo or visibility obstructed by cargo or cargo gear
- Inadequate sanitary facilities
- Inoperative or improper Air Conditioning system
- Slow winches
- Wires on drums
- Fuel not in compliance with the Panama Canal’s maneuvering fuel requirements

Remarks:

- ✓ Report any damage prior to the vessel’s arrival, any known deficiencies or conditions that may be present during transit.
- ✓ Vessels that present or develop deficiencies while in transit, will have 30 minutes from the time the deficiency is reported or detected, to correct the deficiency or condition to avoid the application of the disruption charge.
- ✓ The disruption charge applicable to dead tows and dead ships will be based on the dimensions of the tow or vessel.

LOW IMPACT applies if a vessel scheduled for transit is underway with pilot (s) on board from the inner anchorages, adjacent ports to the Canal entrance or mooring stations, and before entering the navigation channel, the transit is aborted due to vessel condition or deficiency, or at the request of the vessel, causing an adverse impact to the transit operations.

➤ Low impact (regular, length overall < 300 feet)	-	\$15,000.00
➤ Low impact (regular, length overall > 300 feet)	-	\$20,000.00
➤ Low impact (super vessels)	-	\$40,000.00
➤ Low impact (neopanamax / panamax plus)	-	\$65,000.00



HIGH IMPACT applies if a vessel is scheduled for transit with pilot(s) on board and underway or during transit in the navigational channel, and at the request of the vessel or due to fault (s) attributable to the vessel, it is unable to continue transit. 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 the transit operation.

➤ HIGH impact (regular, length overall < 300 feet)	-	\$49,000.00
➤ HIGH impact (regular, length overall > 300 feet).	-	\$65,000.00
➤ HIGH impact (super vessels)	-	\$125,000.00
➤ HIGH impact (neopanamax/panamax plus)	-	\$250,000.00

10. Disruption charge for vessels without self-propulsion (dead tows) – NEW

✓ Surcharge for dead ship (regular, length overall < 300 feet)	-	\$75,000.00
✓ Surcharge for dead ship (regular, length overall ≥ 300 pies)	-	\$100,000.00
✓ Surcharge for dead ship (super)	-	\$150,000.00
✓ Surcharge for dead ship (neopanamax)	-	\$250,000.00

Other fees:

11. Approval of Vessels Plans Service Charge – NEW

✓ New construction or existing vessels without approved plans	-	\$3,000.00
✓ Modifications of approved plans.	-	\$1,000.00
✓ Validation of approved plans.	-	\$500.00
✓ Special Service for Approval, at customers' request.	-	\$6,000.00

12. Fresh water surcharge – MODIFIED

- ✓ The variable portion is a percentage (%) that can vary between 0% and 10% and is applied to the total tolls of the vessel (including the fixed and variable tolls portions where applied). The percentage applicable to each vessel is directly related to the level of Gatun Lake.