



PANAMA CANAL AUTHORITY

Basic Canal Costs

**NEOPANAMAX LOCKS:
for vessels with loa up to 366m (1,200 ft),
beam up to 49m (160 ft), and draft up to 15.24m (50 ft)**

Tolls

1. Full Container Vessels

TEU Range	Tariff for TTA maximum capacity per TEU	Tariff for Loaded containers on board (TEU)
5,999 or less	\$60	\$40
6,000 to 6,999	\$50	\$40
7,000 to 7,999	\$50	\$40
8,000 to 8,999	\$50	\$40
9,000 to 9,999	\$50	\$35
10,000 to 10,999	\$50	\$35
11,000 to 11,999	\$50	\$35
12,000 or more	\$50	\$35

2. Other Vessels with the Capacity to Transport Containers

above the Upper Deck.....per TEU.....US\$ 90.00

3. Reefer Vessels with the Capacity to Transport Containers above the Upper Deck. Per PC/UMS Net Ton (under deck):

When carrying cargo (laden):

First 10,000 tons.....	US\$ 4.42
Next 10,000 tons.....	US\$ 4.33
Remaining tons.....	US\$ 4.24

When in ballast, without cargo:

First 10,000 tons.....	US\$ 3.53
Next 10,000 tons.....	US\$ 3.46
Remaining tons.....	US\$ 3.40

Per TEU (actually on deck):per TEU..... US\$ 90.00

NOTE: Empty containers are considered cargo (laden tolls).



4. General Cargo Vessels
Per PC/UMS Net Ton:

When carrying cargo (laden):
 First 10,000 tons.....US\$5.25
 Next 10,000 tons.....US\$5.14
 Remaining tons.....US\$5.06

When in ballast, without cargo:
 First 10,000 tons.....US\$ 4.19
 Next 10,000 tons.....US\$ 4.12
 Remaining tons.....US\$ 4.05

5. Dry Bulk Vessels
Per DWT Bands:

Laden Transits by commodity										
DWT Bands	Grains		Coal		Iron Ore		ODB		Ballast Tariff (\$/DWT MT)	
	Fixed Tariff (\$/DWT MT)	Variable Tariff (\$/DWT MT)	Fixed Tariff (\$/DWT MT)	Variable Tariff (\$/DWT MT)	Fixed Tariff (\$/DWT MT)	Variable Tariff (\$/DWT MT)	Fixed Tariff (\$/DWT MT)	Variable Tariff (\$/DWT MT)		
1st 5,000	\$ 5.74	\$ 0.35	\$ 5.15	\$ 0.30	\$ 4.85	\$ 0.28	\$ 5.74	\$ 0.35	\$ 2.75	
Next 5,000	\$ 4.97	\$ 0.34	\$ 4.12	\$ 0.29	\$ 3.88	\$ 0.27	\$ 4.97	\$ 0.34	\$ 2.40	
Next 10,000	\$ 4.21	\$ 0.33	\$ 3.61	\$ 0.28	\$ 2.91	\$ 0.26	\$ 4.21	\$ 0.33	\$ 2.00	
Next 20,000	\$ 2.68	\$ 0.30	\$ 3.09	\$ 0.27	\$ 2.62	\$ 0.24	\$ 2.68	\$ 0.30	\$ 1.80	
Next 20,000	\$ 1.91	\$ 0.25	\$ 2.06	\$ 0.26	\$ 1.84	\$ 0.20	\$ 1.91	\$ 0.25	\$ 1.75	
Next 25,000	\$ 0.77	\$ 0.20	\$ 0.82	\$ 0.25	\$ 0.78	\$ 0.16	\$ 0.77	\$ 0.20	\$ 1.25	
Next 35,000	\$ 0.38	\$ 0.15	\$ 0.26	\$ 0.20	\$ 0.24	\$ 0.10	\$ 0.38	\$ 0.15	\$ 0.45	
Rest	\$ 0.38	\$ 0.10	\$ 0.10	\$ 0.15	\$ 0.10	\$ 0.05	\$ 0.38	\$ 0.10	\$ 0.25	

6. Tanker Vessels
Per PC/UMS Net Ton:

When carrying cargo (laden):
 First 10,000 tons.....US\$ 5.17
 Next 10,000 tons..... US\$ 5.00
 Next 15,000 tons..... US\$ 5.10
 Next 10,000 tons.....US\$ 4.00
 Remaining tons.....US\$ 3.25

Per Cargo Bands Metric Ton:

When cargo transported:
 First 20,000 tons.....US\$ 0.30
 Next 20,000 tons..... US\$ 0.20
 Next 20,000 tons..... US\$ 0.35
 Next 20,000 tons.....US\$ 0.18
 Remaining tons.....US\$ 0.10



When in ballast, without cargo:	First 10,000 tons.....US\$ 4.14
	Next 10,000 tons.....US\$ 3.99
	Next 15,000 tons..... US\$ 3.80
	Next 10,000 tons..... US\$ 3.60
	Remaining tons..... US\$ 3.45

7. Chemical Tanker Vessels

Per PC/UMS Net Ton:

When carrying cargo (laden):	First 10,000 tons.....US\$5.31
	Next 10,000 tons..... US\$ 5.23
	Remaining tons.....US\$ 5.13

When in ballast, without cargo:	First 10,000 tons.....US\$ 4.52
	Next 10,000 tons.....US\$ 4.44
	Remaining tons.....US\$ 4.36

8. LPG Vessels

Per Cubic Meter (m3):

When carrying cargo (laden):	First 5,000 tons.....US\$ 5.50
	Next 20,000 tons..... US\$ 2.35
	Next 30,000 tons.....US\$ 2.30
	Remaining tons.....US\$ 1.80

When in ballast, without cargo:	First 5,000 tons.....US\$ 4.40
	Next 20,000 tons US\$ 1.88
	Next 30,000 tons.....US\$ 1.84
	Remaining tons..... US\$ 1.44

The ballast rate will apply to LPG gas tankers carrying up to a maximum of two (2) percent of the total cubic meters (m3) of cargo capacity.



9. LNG Vessels

Per Cubic Meter (m3):

When carrying cargo (laden):	First 60,000 tons..... US\$ 2.50 Next 30,000 tons..... US\$ 2.15 Next 30,000 tons.....US\$ 2.70 Remaining tons.....US\$ 1.96
When in ballast, without cargo:	First 60,000 tons.....US\$ 2.23 Next 30,000 tons.....US\$ 1.88 Next 30,000 tons.....US\$ 1.80 Remaining tons..... US\$ 1.71
When in ballast, without cargo (Roundtrip):	First 60,000 tons.....US\$ 2.00 Next 30,000 tons.....US\$ 1.75 Next 30,000 tons.....US\$ 1.60 Remaining tons..... US\$ 1.50

The ballast rate will be applied to the LNG gas carriers transporting up to a maximum of ten (10%) percent of the total cubic meters (m3) of cargo carrying capacity. In addition, shippers that use the same vessel for a voyage to and return from an specific place through the Panama Canal, will pay the laden tariff for the laden portion of the trip and would be eligible for a roundtrip ballast fee, if the return transit in ballast is made within sixty days after the laden transit was completed.

10. Vehicle Carriers and Ro/Ro

Per PC/UMS Net Ton and Cargo Weight:

Load Factor (Cargo Weight MT/DWT)		Capacity Tariff (\$ per PC/UMS)			
Start	Finish	PC/UMS Ranges			
		Start→	0	25,001	62,501
		Finish→	25,000	62,500	Over
0.00%	9.99%		\$3.67	\$3.46	\$3.43
10.00%	19.99%		\$4.97	\$4.26	\$4.21
20.00%	29.99%		\$5.01	\$4.31	\$4.28
30.00%	39.99%		\$5.06	\$4.34	\$4.34
40.00%	49.99%		\$5.15	\$4.38	\$4.35
50.00%	over		\$5.21	\$4.45	\$4.43

Ballast transits are considered to have a utilization of 0%.



11. Passenger Vessels above 30,000 gross tons (GRT) and whose PC/UMS tonnage divided by maximum passenger capacity (PAX-ITC) ratio is less than or equal to 33, shall pay tolls on a per berth basis. If such ratio is greater than 33, tolls shall be paid on PC/UMS tonnage basis. Vessels below or equal to 30,000 GRT shall also pay on PC/UMS tonnage basis.

Per PC/UMS Net Ton:

When carrying passengers:	First 10,000 tons.....US\$ 5.08
	Next 10,000 tons.....US\$ 4.98
	Remaining tons.....US\$ 4.90
When in ballast, without passengers:	First 10,000 tons.....US\$ 4.07
	Next 10,000 tons.....US\$ 3.98
	Remaining tons.....US\$ 3.92
Per BERTH (with passengers).....	US\$ 148.00
(without passengers).....	US\$ 119.00

NOTE: Passenger vessels under 91 ft beam are normally scheduled for p.m. transit, however if a daylight transit is requested, a charge of \$30,000 is assessed. This is in addition to the tolls fee.

12. Other Vessels

Per PC/UMS Net Ton:

When carrying cargo (laden):	First 10,000 tons.....US\$5.71
	Next 10,000 tons..... US\$ 5.60
	Remaining tons.....US\$ 5.51
When in ballast, without cargo:	First 10,000 tons.....US\$ 4.58
	Next 10,000 tons.....US\$ 4.48
	Remaining tons.....US\$ 4.42

13. Displacement

Per Displacement Ton.....US\$ 3.75

14. Minimum Tolls

Vessels less than 50 ft./approx. 194 tons.....	US\$ 800.00
Vessels over 50 ft and less than 80 ft/approx. 291 tons	US\$ 1,300.00
Vessels over 80 ft and less than 100 ft/approx. 389 tons.....	US\$ 2,000.00
Vessels over 100 ft/approx. 583 tons.....	US\$ 3,200.00



Transit Reservation System (Booking)

Booking fee for slot reservation:

Fees are fixed for all periods based on vessel dimensions.

Vessels under 300 ft in loa.....	US\$ 2,500.00
Vessels under 80ft beam and over 300 ft loa.....	US\$ 5,500.00
Vessels over 80 to 91 ft beam and over 300 ft loa.....	US\$10,500.00
Vessels over 91 to 100 ft beam and over 300 ft loa.....	US\$18,500.00
Vessels over 100 ft beam and under 900 ft loa.....	US\$25,000.00
Vessels over 100 ft beam and over 900 ft loa.....	US\$35,000.00

Booking is not compulsory, but optional. Applications which are not accepted – no charge. For further information, please see our Handy Transit Booking Guide in our webpage www.norton-lilly.com

Tug Service

For Complete Transit

Vessels 91 feet in beam and over and less than 900 feet in length.....	US\$ 11,445.00
Vessels 900 feet in length and over (all beams).....	US\$ 13,005.00
Vessels from 700 to 899.99 feet in length (all beams).....	US\$ 11,445.00
Vessels under 700 feet in length and 80 to 90.99 feet in beam.....	US\$ 5,725.00
Vessels from 570 to 699.99 feet in length and under 80 feet in beam.....	US\$ 4,685.00

Vessels under 570 feet in length and under 80 feet in beam:

With summer load displacement equal to or greater than 20,000 long tons.....	US\$ 4,685.00
With a summer load displacement below 20,000 long tons.....	No Charge

For Turnaround Transit through one (1) Lock

Vessels 91 feet in beam and over and less than 900 feet in length.....	US\$ 6,240.00
Vessels 900 feet in length and over (all beams).....	US\$ 9,360.00
Vessels from 700 to 899.99 feet in length (all beams).....	US\$ 6,240.00
Vessels under 700 feet in length and 80 to 90.99 feet in beam.....	US\$ 3,120.00

For Turnaround Transit through two (2) Locks

Vessels 91 feet in beam and over and less than 900 feet in length.....	US\$ 16,645.00
Vessels 900 feet in length and over (all beams).....	US\$ 18,200.00
Vessels from 700 to 899.99 feet in length (all beams).....	US\$ 16,645.00
Vessels under 700 feet in length and 80 to 91 feet in beam.....	US\$ 10,400.00



For Extraordinary Transit due to a vessel's physical or operating deficiency:

At each lock (per tug).....	US\$ 2,075.00
In Gaillard Cut (per tug).....	US\$ 3,110.00

Line Handlers at Locks

Over 125 feet up to 500 feet (loa) Less than 12,000 displacement tons	US\$ 2,815.00
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Over 125 feet up to 500 feet (loa) Over 12,000 less than 22,000 displacement tons	US\$ 3,030.00
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Over 500 feet up to 570 feet (loa) Less than 22,000 displacement tons	US\$ 3,030.00
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Over 125 feet up to 600 feet (loa) Displacement 22,000 up to 30,000 tons.....	US\$ 3,455.00
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Over 125 feet up to 850 feet (loa) Over 30,000 displacement tons	US\$ 4,745.00
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Over 850 feet (loa) All displacements.....	US\$ 5,825.00
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Locomotives/Towing Wires

125.00 to 500.00 feet in length, with less than 12,000 displacement tons (4 wires)	US\$ 1,200.00
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125.00 to 570.00 feet in length, with displacement from 12,000 up to less than 22,000 tons (6 wires).....	US\$ 1,800.00
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500.00 to 600.00 feet in length, with displacement from 22,000 up to less than 30,000 tons (8 wires).....	US\$ 2,400.00
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600.00 feet in length, or 30,000 displacement tons or more (12 wires).....	US\$ 3,600.00
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900.00 feet in length, or drybulk carriers and tankers with more than 850.00 feet in length, and more than 36.00 feet in draft (16 wires).....	US\$ 4,800.00
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(Basis of the rate is US\$ 300.00 per wire).



Inspection Fee

Flat fee per vessel (more than 583 PC/UMS net tons when carrying passengers or cargo, or more than 735 PC/UMS net tons when in ballast).....US\$ 118.00

Flat fee for small vessels (up to 583 PC/UMS net tons when carrying passengers or cargo, or more than 735 PC/UMS net tons when in ballast).....US\$ 54.00

Flat fee for vessels which attempt to transit with a previously identified deficiency without it being corrected.....US\$ 1,070.00

Security Charge

Less than 3,000 PC/UMS tons and less than 5,392 displacement tons..... US\$ 300.00
Over 3,000 PC/UMS Tons and over 5,392 displacement tons US\$ 1,000.00

Panama Canal Shipboard Oil Pollution Emergency Plan (PCSOPEP)

Effective January 1, 2005

Vessels with fuel capacity:

400 MT to 1000 MT..... US\$ 300.00
1000 MT to 7000 MT..... US\$ 525.00
7000 MT to 15000 MT..... US\$ 900.00
More than 15000 MT..... US\$1,125.00

Vessels carrying oil as cargo with double bottom and single hull.....surcharge of 25%
Vessels carrying oil as cargo with single hull/bottomsurcharge of 50%



**Service Charge Container Vessels
Loaded to IMO Sight Line Specs.**

Full container vessels with clear visibility forward, not equipped with centerline cranes or cargo gear and 700 feet (213.36 M) or more in length, may exceed Panama Canal Visibility requirements.

Vessel must advise prior 48 hours in ETA message:

“Exceeds ACP Visibility”.....	Flat fee.....	US\$ 4,000.00
Less than 48 hours advice.....	Flat fee.....	US\$ 8,000.00

Channel Fee for Local Call Vessels (Per Foot of Maximum Draft)

Under 20 feet (per foot).....	US\$ 7.50
20 feet and under 30 feet (per foot).....	US\$ 12.35
30 feet and under 40 feet (per foot).....	US\$ 16.00
40 feet and over (per foot).....	US\$ 19.80

Automatic Identification System (AIS)

Rental fee for AIS portable unit.....	US\$ 161.00
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NOTE:

Agents are obliged to place a bank guarantee for all Panama Canal Authority transit expenses, also for launches, port tugs and terminal expenses (docking) when applicable. Banks which have this facility charge one quarter of one percent (0.25%) of the value of the invoice(s). The bank charge is subject to a 7% VAT tax (ITBMS).