

PANAMA CANAL AUTHORITY
TOLL TARIFFS APPROVED BY CABINET COUNCIL AND PUBLISHED ON THE
OFFICIAL GAZETTE
IMPLEMENTATION: OCTOBER 1, 2017 (FY 2018)

Reformulation for full container vessels

Container Vessel Tolls effective October 1, 2017				
Locks	TEU Range	Tariff for TTA maximum capacity	Tariff for loaded containers on board (TEU)	Tariff for loaded containers on board in return voyage (TEU) 1/
Panamax	< 1,000	\$60	\$30	N/A
	>= 1,000 < 2,000	\$60	\$30	
	>= 2,000 < 3,500	\$60	\$30	
	>= 3,500	\$60	\$30	
Neopanamax	< 6,000	\$60	\$40	N/A
	>= 6,000 < 7,000	\$50	\$40	\$30
	>= 7,000 < 8,000	\$50	\$40	\$30
	>= 8,000 < 9,000	\$50	\$40	\$25
	>= 9,000 < 10,000	\$50	\$35	\$25
	>= 10,000 < 11,000	\$50	\$35	\$20
	>= 11,000 < 12,000	\$50	\$35	\$20
	>= 12,000	\$50	\$35	\$20

1/ • The vessel size must be neopanamax. The vessel must perform a northbound transit and return in the southbound direction through the Panama Canal.

• On the northbound transit, the vessels must carry 70 percent or more of total TEU loaded (TTL – loaded containers onboard) of the Total TEU Allowed (TTA - maximum capacity) at the Panama Canal. Empty containers (empty TEU) on board during the northbound transit will not be taken into consideration when determining the percentage utilization of the vessel.

• The time from vessel's departure from Canal waters (sea buoy) after completion of the northbound transit and its arrival to Canal waters (sea buoy) prior to the southbound transit should not be greater than 28 days. The time spent by a vessel at the anchorage or in port activities in the Atlantic side of the Canal will be discounted from this time.

• The proposed tariff will be effective October 1, 2017 for all vessels transiting southbound which comply with the aforementioned conditions.

Proposal for a new tariff for loaded containers on board in the return voyage (TTLR):

The full container vessel segment proposal includes a new tariff for loaded containers on board in the return voyage, applicable only to neopanamax vessels that transit northbound and later southbound, and comply with the following conditions:

- Vessel's percentage utilization during its northbound transit should be greater than or equal to 70 percent (70%) of Total TEU Allowed.
- The time from vessel's departure from Canal waters (sea buoy) after completion of the northbound transit and its arrival to Canal waters (sea buoy) prior to the southbound transit should not be greater than 28 days. The time spent by a vessel at the anchorage or in port activities in the Atlantic side of the Canal will be discounted from this time.
- The proposed tariff will be applied to vessels transiting southbound effective October 1, 2017.

Reassignment of the "container/breakbulk" vessel to the General Cargo segment

Tolls per PC/UMS Ton effective October 1, 2017				
Market Segment		Proposed Tariff		
Reassignment from "Other" to "General Cargo"		1st	2nd	Rest
		10 K	10K	
Container / Breakbulk vessels	Laden	\$5.25	\$5.14	\$5.06
	Ballast	\$4.19	\$4.12	\$4.05
TEU tolls for non-container vessels that carry containers on deck.				\$90

Reformulation of the tolls applicable to LPG gas carrier vessels

Tolls - LPG Vessels effective October 1, 2017		
Panamax Locks		
Bands in m³	Laden	Ballast
First 5,000	\$6.49	\$5.19
Next 20,000	\$2.70	\$2.16
Next 30,000	\$2.60	\$2.08
Rest	\$2.25	\$1.80

Tolls - LPG Vessels effective October 1, 2017		
Neopanamax Locks		
Bands in m³	Laden	Ballast
First 5,000	\$8.25	\$6.60
Next 20,000	\$3.06	\$2.44
Next 30,000	\$2.88	\$2.30
Rest	\$2.21	\$1.77

The ballast tariff will be applied to the LPG vessels transporting up to a maximum of 2 percent (2%) of the total cubic meters (m³) of LPG cargo capacity of the spaces designed and certified for such use.

Reformulation of the tolls applicable to LNG gas carrier vessels

Tolls - LNG Vessels effective October 1, 2017			
Bands in m³	Laden	Ballast	Ballast (Roundtrip)
First 60,000	\$2.88	\$2.56	\$2.30
Next 30,000	\$2.47	\$2.16	\$2.01
Next 30,000	\$2.38	\$2.07	\$1.84
Rest	\$2.25	\$1.97	\$1.73

The ballast tariff will be applied to the LNG vessels transporting up to a maximum of 10 percent (10%) of the total cubic meter (m³) of LNG cargo capacity of the spaces designed and certified for such use. The operators that use the same LNG vessel for a voyage to and return from a specific destination through the Panama Canal, will pay the laden tariff for the laden portion of the trip, and would be eligible for the roundtrip ballast fee if the return transit in ballast is made within 60 days after the laden transit.

Implementation of the approved modifications

The approved price and structure modifications in tolls and the rules of admeasurement will be effective October 1, 2017.