Tariff changes summary				
Current tariff			Starting January 2023	
		Change in Trans	it reservation date	
resently, A change in boo is requested 60 days or r eplaces the previous "can hanges in reservation dat mmediatly replaced for a ate fee" instead of a "can	more prior to the reserver acellation fee" applied to value (applicable only in case another booking). It will be cellation fee.	vessels when requested that a booking will be to a "change reservation	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	
	Change ((swap) of booking slo	ts between two booked vessels	
NUMBER OF SWAPS	SWAPPING FEE PER VESSELS		Panamax Super vessels 2nd swap 40% of the recordation	
	Neopanamax and Supers (vessels 91' beam and over)	Regulars (vessels under 91' beam)	Super vessels 2nd swap. Super vessels ≥ 3rd swap. Regular vessels 2nd swap. - 40% of the reservation - 60% of the reservation - 40% of the reservation	
1st swap		(c)	Regular vessels ≥ 3rd swap 60% of the reservation Neopanamax	
2nd swap	\$14,000 \$21,000	\$4,200	Neopanamax vessel 2nd swap 40% of the reservation	
3rd swap	\$21,000 \$28.000	\$6,300 \$8,400	Neopanamax vessel ≥ 3rd swap 60% of the reservation	
4th swap 5th swap	\$28,000	\$10,500	, , , , , , , , , , , , , , , , , , , ,	
ou swap	\$50,000		14.141	
		Subst	itutions More than 21 days (administrative charge) - \$500.00	
the substitution is requesessel's required arrival tire. he cancellation charge foom of the winning bid.	me, a cancellation fee wil	Audislot shall be	than 4 days and up to 7 days - 60% of the reservation 4 days or less - 80% of the reservation Ction Cancellation charge for awarded auction slot - 100% of awarded slot	
	Daily surch	narge per day of high	demand (reservation and auction)	
N/A			Booking surcharge at the Neopanamax locks on days of high demand and auction slot on days of high demand depending on the operating condition of the Canal. This surcharge will be applied to Neopanamax vessels that transit with reservation on the days determined as high demand by the AC Surcharge (10%) applied to the Neopanamax reservation on the day of the week identified as high demand does not include auction since the auction initial amount already has a 10% increase: For Neopanamax auction slot for the day of the week identified as high demand, the base or initial amount is \$103,000.00 For the special Neopanamax auction slot for the day of the week identified as high demand. Base or initial amount \$110,000.00 High demand days will be announced in a timely manner. Tay of high demand will depend on the number of booking requests received for a specific day through our data analyses.	
		JUST IN	TIME (JIT)	
FREE - APPLIES FOR SUPER AND REGULAR VESSELS			Fee for ships that are awarded the just-in-time transit service -regular vessels. \$2,000.00 Fe 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	
Just-In-Time booked vessels that fail to arrive by their required arrival time may elect to transit on the day of their booking, when re-scheduling is possible without adversely affecting other vessels, subject to payment of an additional fee. The applicable fee for late arrivals of JIT vessels will be 50% of their corresponding booking fee.			Remains the same: Late arrival fee for vessels that have acquired a Just Time (JIT) transit service: The fee is 50% of booking (the table had an error) and applies if vessel is awarded the JIT and the vessel arrives late	
	Transit Date	Advancement for Bo	poked Vessels (EARLY TRANSITS)	
FREE			Transit advancement for a panamax booked vessel , at the request of the vessel. \$5,000.00 Transit advancement for a neopanamax booked vessel , at the request of the vessel. \$10,000.00	

Port Captair	ninspections			
	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 CPC to respond to incidents related to vessel's mechanical			
	failure.			
	The following criteria are used to charge the tariff:			
NI/A	1. Level 1: Draft or trim or list issues, visibility noncompliance, navigation			
N/A	instrument or repeaters malfunction.			
	2. 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.			
	3. Level 3: when CPC must board and maneuver vessel due to vessel			
	mechanical malfunction during transit. It includes, but is not restricted to:			
	oEngine or steering loss			
	oGroundings due to vessel malfunction			
	oCollisions due to vessel malfunction			
	oEmbarking due to vessel malfunction			
Emergency equipment availability and surveillance services				
	Emergency equipment availability and surveillance services in critical points			
	within the locks, per transit. \$2,000.00 Tariff			
	for the use of ambulance and fire truck during an emergency event, per			
N/A	hour. \$290.00 ***It will apply only for transits of dangerous cargo classified as PD1 to PD3.			
	More information in Notice to Shipping N-01-2022, Section #17			
	https://pancanal.com/wp-content/uploads/2022/03/N01-2022.pdf			
Disruption	on charge			
	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			
	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			
N/A	to the transit operations.			
	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.			
Disruption charge for vessels without self propulsion (dead tows)				
N/A	New surcharge for Dead tows and Dead ships			
Approval of Vessels Plans Service Charge				
N/A	New surcharge			
Fresh water	r surcharge			
The variable amount to be charged is the percentage	Modification of the formula used to calculate the variable component,			
obtained in the function times the total tolls of the vessel.	ranging from a minimum of 0 percent to a maximum of 10 percent of the			
	vessel's tolls, depending on the Gatun Lake level, instead of the current			
	formula that ranges from 1 percent to 10 percent.			
(0.10				
$\frac{1}{1+e^{0.6(x-82)}}, x \le 85.5$				
$f(x) = \begin{cases} 1 & \text{if } x \\ 1 & \text{if } x \end{cases}$	$f(x) = \frac{0.10}{1 + e^{0.6(x - 82)}}$			
$f(x) = \begin{cases} \frac{0.10}{1 + e^{0.6(x - 82)}}, & x \le 85.5\\ 0.01, & x > 85.5 \end{cases}$	$1+e^{0.6(x-82)}$			
(U.U.1, x > 03.3				
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