



<b>Port Captain inspections</b>	
N/A	<p><b>CPC inspection - level 1.</b> - \$1,500.00  <b>CPC inspection - level 2.</b> - \$3,000.00  <b>CPC inspection - level 3.</b> - \$5,000.00</p> <p>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.</p> <p>The following criteria are used to charge the tariff:</p> <ol style="list-style-type: none"> <li><b>Level 1:</b> Draft or trim or list issues, visibility noncompliance, navigation instrument or repeaters malfunction.</li> <li><b>Level 2:</b> CPC inspection of dead tow any size, inspection of a dead ship any size and sea trial due to vessel engine or steering deficiencies.</li> <li><b>Level 3:</b> when CPC must board and maneuver vessel due to vessel mechanical malfunction during transit. It includes, but is not restricted to: <ul style="list-style-type: none"> <li>oEngine or steering loss</li> <li>oGroundings due to vessel malfunction</li> <li>oCollisions due to vessel malfunction</li> <li>oEmbarking due to vessel malfunction</li> </ul> </li> </ol>
<b>Emergency equipment availability and surveillance services</b>	
N/A	<p>Emergency equipment availability and surveillance services in critical points within the locks, per transit. \$2,000.00 Tariff</p> <p>for the use of ambulance and fire truck during an emergency event, per hour. \$290.00</p> <p>***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 <a href="https://pancanal.com/wp-content/uploads/2022/03/N01-2022.pdf">https://pancanal.com/wp-content/uploads/2022/03/N01-2022.pdf</a></p>
<b>Disruption charge</b>	
N/A	<p>It will apply only to vessels with length overall &gt;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</p> <ul style="list-style-type: none"> <li>• <b>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.</b></li> <li>• <b>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.</b></li> </ul>
<b>Disruption charge for vessels without self propulsion ( dead tows)</b>	
N/A	New surcharge for Dead tows and Dead ships
<b>Approval of Vessels Plans Service Charge</b>	
N/A	New surcharge
<b>Fresh water surcharge</b>	
<p>The variable amount to be charged is the percentage obtained in the function times the total tolls of the vessel.</p> $f(x) = \begin{cases} \frac{0.10}{1 + e^{0.6(x-82)}}, & x \leq 85.5 \\ 0.01, & x > 85.5 \end{cases}$	<p>Modification of the formula used to calculate the variable component, 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.</p> $f(x) = \frac{0.10}{1 + e^{0.6(x-82)}}$