

# The new toll structure will be determined by two components:

- A fixed tariff per transit, according to the locks used and the vessel size category.
- A capacity tariff by vessel type and size category, addressing the value of the service provided by the Canal.

Simplicity and price stability are offered until 2025 and the number of tariffs is reduced from 430 to less than 60.

## IMPACT ON COMMODITIES BY 2025\*

**9,000 TEU Containership**  
(90% full and 10% empty)  
through the Neopanamax locks



Increase of \$6.00 per TEU of capacity. This represents a single digit percentage increase.

**LPG Vessel**  
with 46,000 tons of propane through the Neopanamax locks



Increase of \$5.20 per metric ton, which would represent approximately 0.9% of each unit's final market price.

**LNG Vessel**  
with 3.3 mmbtu through the Neopanamax locks



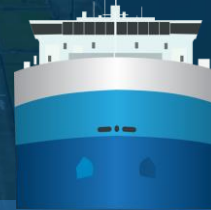
Increase of \$0.05 per mmbtu, which would represent 0.7% of each unit's final market price.

**Bulk Carrier**  
with 60,000 tons of soybeans through the Panamax locks



Increase of \$0.70 per metric ton, which would represent 0.15% of each unit's final market price.

**Vehicle Carrier**  
with the capacity to transport 6,500 vehicles through the Panamax locks



Increase of \$17.00 per vehicle, which would represent 0.1% of each unit's final market price, assuming each vehicle is worth \$20,000.

**Tanker Vessel**  
with 450,000 barrels of crude through the Panamax locks



Increase of \$0.20 per barrel, which would represent 0.4% of each unit's final market price.

**Chemical Tanker Vessel**  
with 30,000 tons of benzene through the Panamax locks



Increase of \$3.00 per ton, which would represent 0.5% of each unit's final market price.

*\*Calculated at current market prices*