



May 5, 2009

**OP'S ADVISORY TO SHIPPING No. A-08-2009**

**TO : All Steamship Agents, Owners, and Operators**

**SUBJECT: Monthly Canal Operations Summary – APRIL 2009**

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	291
b. Pilots in Training .....	0
c. Tugs .....	32
d. Locomotives .....	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	36.03	44	27
Oceangoing Transits	37.17	41	29
Canal Waters Time (hours)	22.67	30.84	17.05
In-Transit Time (hours)	10.26	12.38	8.01

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	521	17.37	46.73
Vessels 91' Beam and Over	594	19.8	53.27
<b>Total of Oceangoing Transits:</b>	<b>1115</b>	<b>37.17</b>	
Vessels 100' Beam and Over	500	16.67	44.84
Vessels 900' Length and Over	145	4.83	13.00

**Note:** For the purpose of this report, the term "oceangoing transits" is equivalent to the number of locomotive transits.

<b>Booking Slots:</b>	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	510*	315* <sup>1</sup>	61.76
Regular Vessels (beam < 91')	240*	167* <sup>1</sup>	69.58

\*Does not include additional auctioned booking slots  
<sup>1</sup> Includes booked transits only

3. The following page provides the scheduled locks maintenance work and other items of interest to the shipping community.
4. This advisory will be canceled for record purposes on May 31, 2009.

**ORIGINAL SIGNED**

Manuel E. Benítez  
Executive Vice President of Operations

<b>ONE YEAR SCHEDULE OF LOCKS MAINTENANCE WORK</b>						
<b>Dates</b>	<b>Days</b>	<b>Miraflores</b>	<b>Pedro Miguel</b>	<b>Gatun</b>	<b>Estimated Transit Capacity<sup>1</sup></b>	<b>Status</b>
July 21-26, 2009	6		Lane Outage		26-28	Tentative

<sup>1</sup>The normal transit capacity of the Panama Canal is 38-40 vessels each day, depending on vessel mix and other factors. This capacity is reduced during locks maintenance work, as indicated in the above table. Consequently, vessels may experience delays in transiting. Normally, during these periods, the Panama Canal Transit Reservation System slots are fully utilized. Whenever a set of locks requires a major outage of one of its two lanes for dry chamber inspection, miter gate repairs, tow track work or other major maintenance/improvement projects, advantage may be taken of this requirement to perform simultaneous single lane outages for additional maintenance at other locks.

**PANAMA CANAL IMPLEMENTS TEMPORARY MEASURES TO ASSIST CUSTOMERS WITH CURRENT ECONOMIC CRISIS**

**SIGNALS SENSITIVITY TO CUSTOMER NEEDS;  
 MITIGATES ECONOMIC IMPACT OF CURRENT CRISIS ON CLIENTS**

Demonstrating sensitivity to customer needs during these uncertain economic times, the Panama Canal Authority (ACP) announced a temporary plan that will provide short-term cost reduction and greater flexibility to the Transit Reservation System. These temporary measures, designed to help mitigate the impact of the crisis on Canal’s clients, were approved by the ACP Board of Directors Monday, April 27, to take effect June 1, 2009 and continue through September 30, 2009.

The two primary components of the plan are:

- A redefinition of ballast (ships without cargo) for full container vessels transiting the Canal.
- Modifications to the Transit Reservation System to increase flexibility and reduce fees.

**I. Temporary Redefinition of Ballast for Full Container vessels**

The ACP will modify the definition of ballast for full container vessels by allowing a ship that carries 30 percent or less of its capacity of cargo to be charged the ballast rate of \$57.60 per TEU; \$14.40 less than the \$72 laden (ships with cargo) rate.

**II. Temporary Modifications to the Transit Reservation System**

- Reservation Fee Reduction: The base reservation price is reduced depending on the vessel size for all segments that use the ACP’s Transit Reservation System. For example, the base reservation price for a super vessel with a beam greater than or equal to 100 feet and a length greater than or equal to 900 feet, will be reduced by \$5,000 per transit.
- Late Arrival Fee Reductions: Currently, when vessels fail to arrive on-schedule, they lose their slot, but have the option of paying an additional charge to maintain the reservation and transit that same day. The new temporary measure reduces the charges and provides shipping lines with greater flexibility. The percentage reduction will vary, depending on the vessel’s arrival time.
- More Flexibility for Slot Substitutions: Canal customers will now have 30 days prior to the date of a vessel’s transit to request slot substitutions without additional costs. Previously, customers could make such requests without an additional charge if that request was made at least 60 days prior to the date of transit. This temporary measure will grant shipping lines more flexibility for slot substitutions, allowing them to replace one vessel for another with similar dimensions.