

**AUTORIDAD DEL CANAL DE PANAMÁ  
OPERATIONS DEPARTMENT**

**ADVISORY TO SHIPPING No. A-16-2012**

July 5, 2012

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

**SUBJECT: Monthly Canal Operations Summary – June 2012**

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	<u>293</u>
b. Pilots in Training .....	<u>6</u>
c. Tugs .....	<u>32</u>
d. Locomotives .....	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	33.23	48	24
Oceangoing Transits	33.77	41	21
Canal Waters Time (hours)	33.22	62.32	19.53
In-Transit Time (hours)	10.98	14.36	8.16
<b>Oceangoing Transits:</b>	<b><u>Total</u></b>	<b><u>Daily Average</u></b>	<b><u>Percentage</u></b>
Vessels of less than 91' beam	347	11.57	34.25
Vessels 91' beam and over	666	22.20	65.75
Total:	1013	33.77	100
Vessels 100' beam and over	572	19.07	56.47
Vessels 900' length and over	127	4.23	12.54
<b>Booking Slots:</b>	<b><u>Available</u></b>	<b><u>Used</u></b>	<b><u>Percentage</u></b>
Large Vessels (beam 91' and over)	461*	366* <sup>1</sup>	79.39
Regular Vessels (beam less than 91')	226*	155* <sup>1</sup>	68.58
Regular Vessels (up to 300' in length)	0	0	0
Auctioned booking slots	17	15	88.24

\*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 July 31, 2012.

**ORIGINAL SIGNED**

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Manuel E. Benítez  
Executive Vice President of Operations

# AUTORIDAD DEL CANAL DE PANAMÁ

## OPERATIONS DEPARTMENT

3654 (OPXI)  
v. 28-01-2011

OP, July 5, 2012

Subject: Monthly Canal Operations Summary – June 2012

<i>SCHEDULE OF LOCKS MAINTENANCE WORK FOR FY-2012</i>						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity <sup>1</sup>	Status
*June 10-17, 2012	7	10 hour window on 11, 12, 13 & 14 for MG maintenance on daily window (from 0700 to 1700)		West Lane out of service for raising stem valve & MG seals repairs	26-28	Completed

<sup>1</sup>The normal transit capacity of the Panama Canal is 38-40 vessels per 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.

\*Please take note that the ACP Marketing Section, based on their statistics, recommended a change for closing one lane at Gatun Locks from the previous scheduled date in May to June, in order to cause the least effect to our customers.

### Panama Canal Authority Board Announces Revised Tolls Proposal

- *REVISED PROPOSAL DEFERS IMPLEMENTATION OF NEW TOLLS TO OCTOBER 2012 AND OCTOBER 2013 IN RESPONSE TO INDUSTRY REQUESTS*
- *ACP REITERATES THAT THE PROPOSED PRICING STRUCTURE DOES NOT INCLUDE ADJUSTMENTS TO FULL CONTAINER, REEFER AND PASSENGER VESSELS NOR TO THE CHARGE PER TEU ONBOARD VESSELS*
- *WELCOMES COMMENTS FROM INDUSTRY DURING OPEN, TRANSPARENT PROCESS*

The Board of Directors of the Panama Canal Authority (ACP) has published a revised tolls proposal that defers the implementation date of new Canal tolls to October 2012 and October 2013.

The ACP announced in April its intention to adjust tolls to bring them closer to the value of the route for certain market segments, to redefine some segments and to adjust minimum tolls. After a 30-day public consultation period, the ACP conducted a hearing on May 23rd. The April proposal has been slightly modified. At the request of the industry, implementation of the new charges has been postponed from July 2012 to October 2012, affording the industry additional lead time before implementation of the new tolls as well as providing an additional three months before the second step of increase in 2013. In addition, the revised proposal eliminates the proposed container/breakbulk segment. Container/breakbulk vessels will continue to be classified as part of the segment known as others.

After receiving comments and feedback from the maritime and shipping industry during its official consultation period, the ACP responded to industry requests by modifying the proposal and postponing implementation of the new pricing. "The Panama Canal is the only organization in the shipping industry that consults with customers and interested parties prior to implementing any modification to its pricing structure. This open and transparent process has given the ACP an opportunity to listen to the needs of its customers and to adjust its proposal accordingly," said ACP Administrator/CEO Alberto Alemán Zubieta.

The revised tolls adjustment will apply only to the following market segments: general cargo, dry bulk, tanker, chemical tanker, LPG, vehicle carrier and roll-on/roll-off, and the segment known as others. As a result of this modification, the ACP is reopening the issue for public comment and will consider additional input, suggestions and feedback from interested parties over a 15 day period ending July 12, 2012.

After the ACP's Board of Directors reviews the comments received during the 15-day period, it will make a final decision and submit its recommendation to the Cabinet Council of the Republic of Panama for its final approval.

Prior to this announcement, the ACP held a consultation period from April 18, 2012 through May 21, 2012) and made the proposal available to all interested parties. The ACP received a total of 18 written submissions, in both English and Spanish, from representatives of countries, shipping associations, customers and other interested parties. The consultation period culminated with a public hearing in Panama whereby seven representatives from shipping and government expressed their views during an open and transparent process.

The official proposal can be accessed at [www.pancanal.com](http://www.pancanal.com). Significant elements include the following:

#### New Segments

The revised proposal increases the number of segments from eight to ten by Panama Canal vessel type. It also breaks down the tanker segment into three distinct segments and incorporates the roll-on/roll-off vessels into the vehicle carrier segment. Once approved, the Panama Canal market segmentation scheme will include the following segments: full container, reefer, dry bulk, passenger, vehicle carrier and roll-on/roll-off, tanker, chemical tanker, LPG, general cargo and others.

#### Price Proposal

Effective October 1, 2012 and October 1, 2013, respectively, the ACP proposes to increase the tolls for the following segments: general cargo, dry bulk, tanker, chemical tanker, LPG, vehicle carrier and roll-on/roll-off, and the segment known as others. The remaining segments -container, reefer and passenger - will not be adjusted at this time, nor will the price per TEU for containers carried onboard a vessel. Additionally, there will be changes to tolls applicable to small vessels based on vessel length, to incorporate adjustments not previously considered.