



AUTORIDAD DEL CANAL DE PANAMÁ
VICE PRESIDENCY FOR TRANSIT BUSINESS

3654 (NTXI)
 V. 8-1-2019

ADVISORY TO SHIPPING No. A-30-2019

August 8, 2019

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JULY 2019

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	267
b. Pilots in Training	32
c. Tugs	46
d. Locomotives	100

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	33.00	44	26
Oceangoing Transits	32.29	36	29
Canal Waters Time (hours)	24.85	34.92	18.89
In-Transit Time (hours)	10.40	12.90	8.80
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	185	5.97	18.48
Vessels 91' beam to under 107' beam	553	17.84	55.24
Neopanamax Vessels (107' beam and over)	263	8.48	26.27
Total:	1,001	32.29	100
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (107' beam and Over)	248	208	83.87
Large Vessels (91' beam to under 107' beam)	455*	259* ¹	56.92
Regular Vessels (less than 91' beam)	244*	112* ¹	45.90
Regular Vessels (up to 300' in length)	0	0	0
Auctioned booking slots	2	2	100.00

* Does not include additional auctioned booking slots

¹ Includes booked transits only

3. The following pages provide the scheduled locks maintenance work, and other items of interest to the shipping community.

4. This advisory will be canceled for record purposes on August 31, 2019.

ORIGINAL SIGNED

Rogelio A. Gordon,
 Acting Vice President for Transit Business

SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity [^]	Expected Booking Condition [^]	Status
August 20, 2019	10 hours			East*	28-30	1.a	Tentative
August 24, 2019	12 hours	West Lane*		East*	27-29	1.a	Tentative
August 25, 2019	12 hours			West*	27-29	1.a	Tentative
August 26, to September 6, 2019	10 days			Centerwall***	27-29	1.a	Tentative
September 5, 2019	12 hours			East*	27-29	1.a	Tentative
September 6, 2019	12 hours			West*	27-29	1.a	Tentative
September 12, 2019	10 hours			East*	28-30	1.a	Tentative
September 24 to October 1, 2019	8 days		East*		22-24	2	Tentative

The normal transit capacity of the Panamax locks is 32-34 vessels per day and 8-9 vessels in the Neopanamax Locks, depending on vessel mix, transit restrictions and other factors. This capacity is reduced during locks maintenance work, as indicated in the above table. Consequently, vessels may experience delays in transiting. When the Panama Canal's capacity is expected to be reduced, a corresponding reduction in the number of available reserved transit slots may be ordered by the Canal Authority. 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 to perform simultaneous single lane outages at other locks.

- * In order to perform scheduled maintenance works
- ** In order to perform scheduled dry chamber works
- *** Culvert outage
- ^ Panamax locks
- ^^ Neopanamax Locks
- + The total number of reserved transit slots to be offered may have to be adjusted in order to guarantee operational efficiency

Panama Canal Collects Industry Input on Tolls Structure Proposal at Public Hearing

The Panama Canal held a public hearing July 24th on its tolls structure modifications proposal, marking the culmination of the formal consultation period for industry feedback.

“The public hearing is an invaluable part of the process,” said Panama Canal Administrator Jorge L. Quijano. “We appreciate the input we received today from the maritime community and will ensure all is carefully considered for the new tolls structure.”

After a careful evaluation and analysis of the comments received, and once all pertinent considerations are incorporated into the structure, the Panama Canal Board of Directors will approve the final proposal that will be presented to the Cabinet Council of the Republic of Panama, who will officially approve the modifications. The proposed date for implementation of the modifications to the tolls structure is January 1, 2020.

As announced on June 14, 2019, the proposed modifications are designed to increase transparency and flexibility, to ensure the waterway remains competitive and optimal for the industry today and moving forward.

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Specifically, the proposed tolls modifications include the following:

- **Dry bulk segment:** Matches tolls charged to Neopanamax vessels carrying iron ore with the tolls assessed for grains and “other dry bulk” cargoes. Includes a tariff adjustment for Neopanamax dry bulkers transiting in ballast.
- **Passenger segment:** The modifications add transparency to the tolls structure of the passenger segment by charging based on the maximum passenger capacity that can be carried by each specific passenger vessel. The unit of measurement is changing from a “per berth” to a “per passenger” basis, making it easier for cruise lines to transfer transit costs to their customers.
- **Containership segment:** Offers more attractive incentives for customers who benefit from the Panama Canal Loyalty Program by adding new levels with rates in the capacity charge for shipping lines deploying between 2,000,001 to 3,000,000 TEU, and additional reductions for lines deploying an incremental over 3,000,000 TEU.
- **Vehicle carrier and RoRo segment:** Creates a new tariff category precisely designed for Neopanamax vessels. Additional modifications for this segment include slight changes in tolls tariffs for Panamax-sized vessels, as well as minor adjustments based on vessel size ranges.
- **Tankers, chemical tankers, LPG and LNG vessels:** Toll structures remain unchanged, but tolls adjustments are proposed to more closely align with the value of the route.
- **Small vessels and local tourism:** Revised to consider the resources used in the transit and the complexity of accommodating these vessels within the locks’ chambers.
- **Containers on deck:** Reviews the rates charged to non-container vessels carrying containers on deck, to apply a TEU differentiated charge for TEUs that are empty, loaded dry and loaded refrigerated.