



May 6, 2010

**OP'S ADVISORY TO SHIPPING No. A-07-2010**

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

**SUBJECT: Monthly Canal Operations Summary – APRIL 2010**

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	286
b. Pilots in Training .....	0
c. Tugs .....	30
d. Locomotives .....	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	35.07	54	17
Oceangoing Transits	34.87	40	27
Canal Waters Time (hours)	19.94	24.92	14.18
In-Transit Time (hours)	8.75	10.29	6.67

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	484	16.13	46.27%
Vessels 91' Beam and Over	562	18.73	53.73%
<b>Total of Oceangoing Transits:</b>	<b>1046</b>	<b>34.87</b>	
Vessels 100' Beam and Over	458	15.27	43.49%
Vessels 900' Length and Over	110	3.67	10.45%

<b>Booking Slots:</b>	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	510*	175* <sup>1</sup>	34.31%
Regular Vessels (beam < 91')	240*	142* <sup>1</sup>	59.17%

\*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, 2010.

**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>
Nov 17-26, 2010	10			Centerwall Culvert	<b>29-33</b>	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.

### **Message from the Panama Canal Administrator/CEO**

On April 26, 2010, the Panama Canal Authority (ACP) Board of Directors approved a proposal to modify the Panama Canal pricing structure.

The ACP thoroughly analyzed various alternatives and held conversations with the maritime industry for several months, to ensure that the suggested price structure safeguards the competitiveness of the waterway and allows the Canal to provide a valuable service to world commerce.

Since June 2009, the ACP implemented temporary measures to help users mitigate the effects of the ongoing economic crisis. Once these measures reached their term in September 2009, at the industry's request, they were extended through April 30, 2010.

In view of the current world economic situation and its impact on the shipping industry, the ACP has opted not to proceed with a tolls adjustment in 2010 and has set January 2011 as the new date for implementing the tolls presented in this proposal.

This proposal modifies the pricing structure for all Canal segments: container, dry bulk, liquid bulk, vehicle carriers, reefers, passenger, general cargo and others.

For the container segment, the ACP proposes a change in the way tolls are calculated, with a slight price adjustment to the capacity charge, and an additional new charge that would apply only to the number of loaded containers aboard the vessel at the time of transit. This measure adds transparency to the structure and aligns it more with the way the segment operates.

It is important to note that during the last ten years, the ACP has executed a multi-million dollar modernization program to upgrade the Canal's infrastructure and equipment in order to provide the quality service demanded by its users.

The program has reduced Canal Waters Time from 31.6 hours in 2008 to 23.1 hours in 2009, and currently the average time is 20 hours. These improvements have resulted in faster service and, in some cases have reduced the need for transit reservations, which provides a substantial savings to Canal users.

The Panama Canal expansion project, approved through a national referendum, continues to move forward on time and within budget with the construction of a third set of locks at a cost of \$5.25 billion.

With the beginning of operations in 2014 of the new infrastructure, the Canal will double its capacity. This project spurs the continuous growth of international trade through the waterway allowing for transits of larger, wider and deeper draft vessels. In this way, as a result, the industry will benefit from economies of scale that will result in lower transportation costs for world commerce.

All interested parties are invited to participate in the consultation and public hearing process to be held in Panama City, Panama on June 1, 2010. The ACP will consider all the correspondence received by 4:15 p.m. (local time), May 27, as well as the comments and opinions presented during the public hearing.

The ACP trusts that this proposal will be received in the spirit of serving the national interests of Panama and that of the global maritime industry.

Alberto Alemán Zubieta  
Administrator/CEO