



**AUTORIDAD DEL CANAL DE PANAMÁ**  
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

3654 (OPXI)  
V. 4-2-2015

**ADVISORY TO SHIPPING No. A-06-2015**

March 4, 2015

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

**SUBJECT:** Monthly Canal Operations Summary – FEBRUARY 2015

1. Panama Canal Statistical Summary:

a. Transit Pilot Force.....	<u>285</u>
b. Pilots in Training .....	<u>0</u>
c. Tugs .....	<u>47</u>
d. Locomotives .....	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	34.75	47	23
Oceangoing Transits	34.93	37	33
Canal Waters Time (hours)	30.80	40.77	21.16
In-Transit Time (hours)	12.31	14.61	10.49
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	304	10.86	31.08
Vessels 91' beam and over	674	24.07	68.92
Total:	978	34.93	100
Vessels 100' beam and over	586	20.93	59.92
Vessels 900' length and over	102	3.64	10.43
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	476*	414* <sup>1</sup>	86.97
Regular Vessels (beam less than 91')	224*	193* <sup>1</sup>	86.16
Regular Vessels (up to 300' in length)	11	9	81.82
Auctioned booking slots	20	8	40.00

\*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 March 31, 2015.

**ORIGINAL SIGNED**

Noris E. Lopez  
Acting Executive Vice President for Operations

OP, March 4, 2015

Subject: Monthly Canal Operations Summary – FEBRUARY 2015

<b>SCHEDULE OF LOCKS MAINTENANCE OUTAGES</b>						
<b>Dates</b>	<b>Days/Hrs</b>	<b>Miraflores</b>	<b>Pedro Miguel</b>	<b>Gatun</b>	<b>Estimated Capacity</b>	<b>Status</b>
Ago 24- 4 Sept, 2015	12 days		West Lane		24-26	Tentative

<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.

## **Panama Canal Listens to Industry Feedback on New Toll Structure in Public Hearing**

### **New Toll Structure Reflects Value of the Route and Better Serves Customers**

Building on more than a year of informal consultations with representatives from various industry segments and after a formal announcement issued on January 5, 2015, the Panama Canal Authority (ACP) held on February 27<sup>th</sup> a public hearing on its proposal for a new toll structure.

The new structure will apply to the existing Canal, as well as to the new lane of traffic when the expansion begins operation in 2016. The new locks will allow shipping lines to transit the Canal with larger vessels, providing greater economies of scale. The expansion will open new global shipping routes and allow the transit of non-traditional commodities through the waterway, such as Liquefied Natural Gas (LNG).

"The public hearing is a very important step in this process. We want to ensure that the new toll structure is appropriately informed to all interested parties and that once approved, it is reflective of the Canal's value and our efforts to continually improve its service responsiveness while charging a fair market price," said ACP Administrator/CEO Jorge L. Quijano.

Comments made during the hearing, as well as those provided in writing to the ACP, will be analyzed and given due to consideration prior to submitting a final proposal for approval by the Canal Board of Directors and the Cabinet Council. The adjustments for all market segments, except for the new Intra Maritime Cluster Segment, are scheduled to take effect in April of 2016.

The last tolls modification went into effect in 2012-2013 for dry bulk vessels, tankers, chemical carriers, gas carriers, vehicle carrier/roll-on/roll-off, general cargo and other vessel types. Container, reefer and passenger vessels tolls have remained unchanged since 2011.

The proposed restructuring calls for each segment to be priced based upon different units of measurement, while aligning with customers' needs and requests, and modifying pricing for all Canal segments. For instance, containers will be measured and priced on TEUs; dry bulkers will be based on deadweight tonnage capacity and metric tons of cargo; passenger vessels will be based on berths; LNG vessels will be based on cubic meters; and tankers will be measured and priced based on Panama Canal tons and metric tons.

Please refer to the ACP's website for details: <http://www.pancanal.com/peajes/>