



**AUTORIDAD DEL CANAL DE PANAMÁ**  
**VICE PRESIDENCY FOR TRANSIT BUSINESS**

3654 (NTXI)  
 V. 8-1-2019

**ADVISORY TO SHIPPING No. A-25-2019**

July 5, 2019

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

**SUBJECT:** Monthly Canal Operations Summary – JUNE 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	32.10	42	25
Oceangoing Transits	32.50	36	28
Canal Waters Time (hours)	22.14	33.59	17.42
In-Transit Time (hours)	9.88	12.21	8.15
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	180	6.00	18.46
Vessels 91' beam to under 107' beam	555	18.50	59.92
Neopanamax Vessels (107' beam and over)	240	8.00	24.62
Total:	975	32.50	100
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (107' beam and Over)	240	187	77.92
Large Vessels (91' beam to under 107' beam)	450*	256* <sup>1</sup>	56.89
Regular Vessels (less than 91' beam)	240*	99* <sup>1</sup>	41.25
Regular Vessels (up to 300' in length)	0	0	0
Auctioned booking slots	1	0	0

\* Does not include additional auctioned booking slots

<sup>1</sup> 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 July 31, 2019.

**ORIGINAL SIGNED**

Guillermo Manfredo Jr.  
 Acting Vice President for Transit Business

<b>SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES</b>							
<b>Dates</b>	<b>Duration</b>	<b>Miraflores</b>	<b>Pedro Miguel</b>	<b>Gatun</b>	<b>Estimated Capacity<sup>^</sup></b>	<b>Expected Booking Condition<sup>^</sup></b>	<b>Status</b>
July 4, 2019	10 hours			West Lane*	28-30	1	Completed
July 8, 2019	6 hours	West Lane*			32-34	1	Confirmed
July 25, 2019	4 Hours	West Lane*			32-34	1	Tentative
July 30 to August 6, 2019	8 days	West Lane**			22-24	2	Tentative
August 14, 15 2019	5 hours per day	West Lane*			32-34	1	Tentative
August 16, 2019	10 hours	West Lane*			28-30	1.a	Tentative
August 20, 2019	10 hours			East*	28-30	1.a	Tentative
August 24, 2019	12 hours			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			Center ***	21-23	2	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

NT, July 5, 2019

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### **Panama Canal Issues Proposal to Modify Tolls Structure**

On June 14, 2019 the Panama Canal published a proposal to modify its current tolls structure for the dry bulk, passenger, containership, vehicle carrier, and RoRo segments, as well as tankers, chemical tankers, LPG and LNG vessels, the intra-maritime cluster (local tourism segment) and minimum tolls (small vessels). Today's announcement marks the beginning of a 30-day formal consultation period for industry feedback, which will close on July 15, 2019.

"With this proposal, we aim to better serve the global maritime industry," said Panama Canal Administrator Jorge L. Quijano. "Our proposed modifications will increase transparency and flexibility, among other improvements, to ensure the Panama Canal remains competitive and optimal for the industry today and moving forward."

For the dry bulk segment, the proposal offers matching the tolls charged to Neopanamax vessels carrying iron ore with the tolls assessed for grains and "other dry bulk" cargoes, as well as a tariff increase for Neopanamax dry bulkers transiting in ballast.

The proposal also aims to add transparency to the tolls structure for the passenger segment by charging based on the maximum passenger capacity that can be carried by each specific passenger vessel. To that end, the Canal is proposing to change the unit of measurement from a "per berth" to a "per passenger" basis, making it easier for cruise lines to transfer transit costs to their customers.

For the containership segment, the main user of the Neopanamax Locks, the proposed toll modifications will help retain and incentivize increased cargo volumes through the Panama Canal. Specifically, the proposal offers more attractive rates for customers who benefit from the Panama Canal Loyalty Program by adding new levels with reduced rates in the capacity charge for shipping lines deploying between 2 to 3 million TEUs, and additional reductions for lines deploying an incremental over 3 million TEUs. The incentive implemented in the last toll modification in fiscal year 2018 for total TEU loaded in the return voyage (TTLR) will remain in effect.

To add further transparency to the toll structure for the vehicle carrier and RoRo segment, the proposed modifications include, for the first time, a new tariff category or range precisely designed for Neopanamax vessels to account for vessels sizes and capacity. Additional modifications for this segment include slight increments in toll tariffs for Panamax-sized vessels, as well as minor adjustments based on vessel size ranges.

Toll structures for tankers, chemical tankers, LPG and LNG vessels remain unchanged, but toll adjustments are proposed to more closely align them with the value of the route.

Tolls for small vessels, minimum tolls and for the local tourism market are being revised upwards to take into account the resources used during the transit and the complexity of accommodating these vessels within the locks' chambers. The last tariff adjustment for small vessels was implemented in 2012.

Lastly, and based on comments submitted by clients during the 2017 public consultation and hearing process, the Canal proposes to review the rates charged to vessels carrying containers on deck, which do not belong to the container shipping segment, to allow for differentiated charges for containers that are empty, dry or refrigerated.

The complete proposal is available at [www.pancanal.com/peajes](http://www.pancanal.com/peajes). All interested parties are invited to participate in the consultation process, as well as the public hearing to be held in Panama City, Panama, on July 24, 2019 at 9:00 a.m. (local time). In accordance with established rules, the Panama Canal will consider all correspondence received by 4:15 p.m. (local time) on July 15, 2019, as well as comments and opinions presented during the public hearing.

After a careful evaluation and analysis of the comments received, and once any pertinent changes are incorporated in the proposal, the Cabinet Council of the Republic of Panama will officially approve the modifications. The date for implementation of the modifications to the tolls structure is planned for January 1, 2020.