



May 8, 2006

MR'S ADVISORY TO SHIPPING No. A-11-2006

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – APRIL 2006

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	273
b. Pilots in Training	6
c. Tugs	24
d. Locomotives	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	37.53	50	27
Oceangoing Transits	38.13	42	33
Canal Waters Time (hours)	51.03	80.05	31.24
In-Transit Time (hours)	13.30	19.28	11.02

Distribution of Oceangoing Transits:	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 80' Beam	431	14.36	37.67
Vessels 80' Beam and Over	<u>713</u>	<u>23.77</u>	62.33
Total of Oceangoing Transits:	1144	38.13	
Vessels 100' Beam and Over	489	16.3	42.74
Vessels 900' Length and Over	134	4.46	11.71

Note: For the purpose of this report, the term "oceangoing transits" is equivalent to the number of locomotive transits.

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	450*	442*	98.22
Regular vessels (beam < 91')	270	251	92.96

*Does not include slots offered/sold through auctions

3. See next page for scheduled locks maintenance work and items of interest to the shipping community.

4. This advisory will be canceled for record purposes on May 31, 2006.

ORIGINAL SIGNED

Jorge L. Quijano
Maritime Operations Director

Scheduled Locks Maintenance Work:

SCHEDULED LOCKS MAINTENANCE WORK – FISCAL YEAR 2006					
Dates	Miraflores	Pedro Miguel	Gatun	Transit Capacity	Status
June 14-16/06			Lane Outage (3d)	26-28 (3d)	Tentative
Jun. 6-15/06	Lane w-restrictions (10d)			36 (10d)	Tentative
July 11-20/06			Lane w-restrictions (10d)	36 (10d)	Tentative
July 17-22/06	Culvert Outage (6d)			33 (6 d)	Tentative
Aug. 12-14/06			Lane w-restrictions (3d)	36 (3d)	Tentative
Aug. 15-19/06			Lane Outage (5d)	26-28 (5d)	Tentative
Aug. 20-24/06			Lane w-restrictions (5d)	36 (5d)	Tentative
Sept. 12-19/06			Lane Outage (8d)	26-28 (8d)	Tentative

Transit Capacity: The normal capacity of the Panama Canal is 38 transits per day. This capacity is reduced during locks outages, 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. Two-day lane outages have no significant impact on Canal vessel backlog, therefore are not normally included in this chart.

Panama Canal auctions additional booking slot to transit the waterway

As demand for the Panama Canal continues to increase, booking slots to transit the waterway are becoming more difficult to acquire. As a result and in response to a need expressed by Canal customers, an additional booking slot is now available to Canal customers through a standard auction process. Bids for the additional slot became available for auction on April 1 for transits beginning on April 4. This new system will be available for a 60-day trial period, at the end of which a decision will be made based on the value of the service and customer feedback.

The additional booking slot is auctioned on days when basic slots for either supers (91' or more in beam) or regulars (under 91' in beam) have been sold out. The ACP publishes the initial or base price to be used during the auction, which is based on the maximum booking for each category for the month prior to the previous month. The winner of the auction is required to pay applicable tolls, in addition to the auction bid, and is also subject to the same restrictions and afforded the same privileges as normal booking slots.

“The booking slot provides another option to those with low customer rankings (customer ranking is based on the previous 12 months of transit and tolls history) looking to transit their cargo more expeditiously through our waterway,” said Jorge L. Quijano, ACP Maritime Operations Director.

The auctioned slot system was thoroughly tested and analyzed by the ACP before being introduced in April. It will help meet concerns expressed by customers with difficulty acquiring booking slots and who, under normal circumstances, would have to wait their turn to transit on a first-come, first-served basis, with the resulting delay.

For more information on the auction system, please visit:
<http://www.pancanal.com/eng/op/index.html>.