



*****PANAMA CANAL UPDATE*****

October 26th, 2011

RE: Monthly Canal Operations Summary – September 2011

1. Panama Canal Statistical Summary:

- a. Transit Pilot Force282
- b. Pilots in Training12
- c. Tugs32
- d. Locomotives100

1. Traffic Statistics:

	Average Daily	High Daily	Low Daily
Arrivals	31.43	50	24
Oceangoing Transits	32.9	39	23
Canal Waters Time (hours)	26.22	46.22	15.59
In-Transit Time (hours)	10.56	12.9	8.69
Distribution of Oceangoing Transits:	Total	Average Daily	Percentage
Vessels of less than 91' Beam	342	11.4	34.65%
Vessels 91' Beam and Over	645	21.5	65.35%
Total Oceangoing Transits:	987	32.9	
Vessels 100' Beam and Over	563	18.77	57.04%
Vessels 900' Length and Over	130	4.33	13.17%

The segmentation system by vessel type and size enhanced the possibility for the Panama Canal Authority to offer new products to the various market segments, and places it in a position to competitively improve its services to users. Likewise, it allowed the Canal to continue its modernization program in order to remain as a route of the first order for world trade, and a strategic resource for the social and economic development of Panama.

Tolls in 2012 will be as follows: Will remain the same as 2011 (until further ACP Notice)

				2011				
Market Segment		Present Tolls	Approved Tolls					
			Effective 1st of					
TEU Toll								
Full Containers	Laden	72.00	January	Capacity Container with cargo	74.00			
				Container w/o cargo 2/	8.00			
	Ballast	57.60		Ballast	-			
On-Deck Container Toll in other vessels	Laden	72.00	January	82.00				
Tolls per Berth								
Passenger Vessels 1/	Laden	120.00	January	134.00				
	Ballast	96.00		108.00				
Tolls per PC/UMS Ton								
		1st 10K	2nd 10K	Rest	Effective 1st of	1st 10K	2nd 10K	Rest
General Cargo	Laden	3.90	3.82	3.76	January	4.41	4.32	4.25
	Ballast	3.10	3.03	2.98		3.53	3.46	3.40
Refrigerated Cargo	Laden	3.80	3.72	3.65	April	4.29	4.20	4.12
	Ballast	3.01	2.95	2.90		3.43	3.36	3.30
Dry Bulk	Laden	3.73	3.65	3.59	January	4.38	4.23	4.16
	Ballast	2.96	2.90	2.85		3.50	3.38	3.33
Tankers	Laden	3.98	3.92	3.85	January	4.46	4.39	4.31
	Ballast	3.18	3.11	3.05		3.57	3.51	3.45
Vehicle Carriers	Laden	3.87	3.79	3.72	January	4.33	4.24	4.17
	Ballast	3.07	3.01	2.95		3.46	3.39	3.34
Passenger Vessels 1/	Laden	3.95	3.87	3.80	January	4.42	4.33	4.26
	Ballast	3.14	3.07	3.02		3.54	3.46	3.41
Others	Laden	4.12	4.04	3.97	January	4.61	4.52	4.45
	Ballast	3.27	3.20	3.15		3.69	3.62	3.56
Tolls per Displacement Ton								
Displacement		2.28		January	3.02			

RE: Mandatory use of the EDCS-BAPLIE method for Cargo Declaration

Requirement for Full Container Vessels to submit their BAPLIE file as part of their required Pre-Arrival Information

Since July 1, 2010, all full container vessels arriving at Panama Canal waters for transit will be required to submit their BAPLIE file (Bayplan/stowage plan occupied and empty locations message) prior to arrival, in addition to the cargo declaration. Additionally, full container vessels docking at any port located at the terminal ends of the Panama Canal prior to transiting the Canal, are required to provide an updated BAPLIE file no later than four hours after departing the dock. This includes the port of Balboa, Cristobal and Manzanillo.

The ACP's Electronic Data Collection System (EDCS) has been modified to accept the upload of BAPLIE EDI type files, from the principal operator and/or the local ship agency responsible for the vessel's visit. Additional information is available under "BAPLIE Web Upload Process" at the following web address: <http://www.pancanal.com/eng/maritime/edcs/index.html>. Difficulties with the EDCS should be reported to support@pancanal.com.

The BAPLIE documentation is a vital element in determining the number of loaded and empty containers carried on-board a vessel at the time of transit. Failure to submit the BAPLIE file within the required time frame or submission of inaccurate information may result in additional charges, possible fines and/or transit delays.

RE: Lock Maintenance

Please find below Tentative Locks Maintenance Schedule 2012

<i>SCHEDULE OF LOCKS MAINTENANCE WORK</i>						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity ¹	Status
Aug. 10, 2011	1			East Lane	32-34	Completed
Aug. 11-14, 2011	3		West Lane		24-26	Completed
Aug. 18, 2011	1			East Lane	32-34	Completed
Aug. 27-Sept. 3, 2011	6			West Lane	26-28	Completed
Ago 29-Sept. 1, 2011	4		West Lane		24-26	Completed
March 5, 2012	0.5			East Lane	32-34	Tentative
March 7, 2012	0.5			East Lane	32-34	Tentative

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.

RE: Panama Canal News

The Panama Canal Authority reminds all customers that vessels arriving at Canal waters, whether for docking or transiting the Canal, must comply with the visibility requirements from the navigation bridge:

For laden vessels, the view of the water surface from any conning position in the navigation bridge shall not be obscured by more than one (1) ship length forward of the bow, under all conditions of draft and trim.

For vessels in ballast (not laden), the view of the water surface from any conning position in the navigation bridge shall not be obscured by more than one and one half (1.5) ship lengths forward of the bow, under all conditions of draft and trim.

If the visibility from any of the normal conning positions is obscured by cargo gear or other permanent obstructions forward of the navigation bridge, the total arc of obstructed visibility from Conning Position 1 shall not exceed 15 degrees.

The side hull plating at the vessel's waterline, fore and aft, must be visible from the conning positions on the bridge wings.

Vessels that fail to comply with ACP's visibility requirements due to cargo, cargo gear, structures, or any other reason, must inform the ACP of their visibility condition at least 48 hours prior to arrival in order to be properly scheduled and minimize delays.

Vessels over 150 feet LOA are required to report their blind distance (in ship lengths), calculated for Tropical Salt Water, from conning positions 1, 2, and 3, because all transits through or visits to the Canal begin and end in salt water. Please note that the visibility requirements are applicable and have always been applied in salt water since first implemented in 1979.

Vessels 150 feet LOA or less must have a forward visibility that allows navigation ranges and aids to navigation to be visible from all navigation bridge conning positions.

Vessels intending to dock prior to transit must provide the visibility condition for docking and for transit. Vessels intending to dock only (local calls), must also provide the undocking visibility condition.

Vessels are required to provide the ACP with the aforementioned information only when they do not comply with ACP's visibility requirements. Vessels arriving at Canal waters without previously submitting this information will be deemed in compliance and will be scheduled accordingly. However, if any deficiencies are detected upon arrival, the vessel may be subject to delays for transit or docking, and assessed additional charges.

The ACP will determine the conditions under which non-compliant vessels may be allowed to transit or dock. Vessels that require additional resources due to their visibility condition or other deficiencies, will be assessed the corresponding charges, depending on the advance notification of the condition. Full container vessels that fail to meet ACP's minimum visibility requirements will continue to be assessed ACP official tariffs , depending on when the advanced notification of their condition was made.

All vessels with length overall of 700 feet (213.36 m) or more and extreme beam of 100 feet (30.48m) or more found to have restricted visibility may require additional pilots and as such will need to provide pilot platforms, as already required for container vessels

RE: Panama Canal Transit Reservation (Booking) System

**** Cancellation Fees change**

Over 365 Days	10% of booking fee
365 - 180 Days	20%
180 - 90 Days	40%
90 - 30 Days	50%
30 - 3 Days	60%
72 - 36 Hours	80%
Less than 36 Hours	100%

** Booking Fee's for Booking Slots

LOA<=300' USD\$ 2,500.00
BEAM<80' , LOA>300' USD\$ 5,500.00
80'<=BEAM<91' , LOA >300 USD\$10,500.00
91'<=BEAM<100' , LOA>300USD\$18,500.00
BEAM>=100' , LOA<900' USD\$25,00.00
BEAM>=100' , LOA>=900' USD\$35,000.00

ANY INFORMATION NEED IT DON'T HESITATE TO CONTACT US.

Thanks

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