

January 6, 2011

**OP'S ADVISORY TO SHIPPING No. A-01-2011**

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

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

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	284
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	34.39	55	22
Oceangoing Transits	35.00	41	15
Canal Waters Time (hours)	26.52	48.57	17.13
In-Transit Time (hours)	10.69	32.84	8.92

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	393	12.68	36.22
Vessels 91' Beam and Over	692	22.32	63.78
<b>Total of Oceangoing Transits:</b>	<b>1085</b>	<b>35.00</b>	
Vessels 100' Beam and Over	590	19.03	54.38
Vessels 900' Length and Over	128	4.13	11.80

<b>Booking Slots:</b>	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	520*	376* <sup>1</sup>	72.31%
Regular Vessels (beam < 91')	246*	153* <sup>1</sup>	62.20%

\*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 January 31, 2011.

**ORIGINAL SIGNED**

Manuel E. Benitez  
Executive Vice President of Operations

SCHEDULE OF LOCKS MAINTENANCE WORK						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity <sup>1</sup>	Status
March 15, 2011	0.5	East Lane			33-35	Tentative
March 17, 2011	0.5	East Lane			33-35	Tentative
June 14-24, 2011	10			Centerwall Culvert	29-33	Tentative
June 16-19, 2011	4	East Lane			26-28	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.

## LATEST IN NEW FLEET OF TUGBOATS HEADS TO THE PANAMA CANAL

On December 4<sup>th</sup>, the third in a fleet of 13 new tugboats purchased by the Panama Canal Authority (ACP) began making its way from Hong Kong to Panama. The *Sixaola* is expected to arrive at the Panama Canal by mid-February.

The new fleet of tugboats, which will all be named after rivers in Panama, is being built by Cheoy Lee Shipyards, Ltd. in China.

These new units that will assist ships transiting the waterway, have an award-winning design, superior components, stronger engines, better clutches and advanced propulsion systems. They are equipped with General Electric 12V 228 main engines, TWIN DISC MCD 3000-8 HD clutches and SCHOTTEL SRP 1515 FP propulsion units. These tugboats have an output capacity of 5,844 horsepower and a bollard pull of more than 65 metric tons.

Once in Panama, the *Sixaola* will join the *Calovebora* and the *Changuinola*, the two newest arrivals. The additional tugs are expected to be delivered one every 45 days following the *Sixaola*.

As part of the completed Expansion Program, the ACP plans to have a total fleet of 46 tugs by 2014. These new tugboats will both augment the existing fleet and replace those with more than 35 years of service.

The Expansion Project will build a new lane of traffic along the Panama Canal through the construction of a new set of locks, doubling the capacity and allowing for the transit of longer, wider ships.