

**AUTORIDAD DEL CANAL DE PANAMÁ
OPERATIONS DEPARTMENT**

OP'S ADVISORY TO SHIPPING No. A-04-2011

March 4, 2011

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary - FEBRUARY 2011

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>283</u>
b. Pilots in Training	<u>12</u>
c. Tugs	<u>30</u>
d. Locomotives	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	39.00	50	25
Oceangoing Transits	39.40	44	37
Canal Waters Time (hours)	32.32	41.28	23.26
In-Transit Time (hours)	10.56	12.01	9.34
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	398	14.00	35.86
Vessels 91' beam and over	712	25.40	64.14
Total:	1,110	39.40	
Vessels 100' beam and over	614	21.93	55.32
Vessels 900' length and over	118	4.21	10.63
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	476	444	93.28
Regular Vessels (beam less than 91')	224	198	88.39

*Does not include additional auctioned booking slots

† 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, 2011.

ORIGINAL SIGNED

Manuel E. Benitez
Executive Vice President of Operations

AUTORIDAD DEL CANAL DE PANAMÁ
OPERATIONS DEPARTMENT

3654 (OPXI)
v. 28-01-2011

OP, March 4, 2011

Subject: Monthly Canal Operations Summary - FEBRUARY 2011

<i>SCHEDULE OF LOCKS MAINTENANCE WORK</i>						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity ¹	Status
May 3, 2011	0.5	East Lane			33-35	Tentative
May 5, 2011	0.5	East Lane			33-35	Tentative
June 14-24, 2011	10			Centerwall Culvert	29-33	Tentative
June 16-20, 2011	5	East Lane			26-28	Tentative

¹The 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.

POWERFUL DREDGER FOR THE EXPANSION PROJECT ARRIVES AT THE PANAMA CANAL

In yet another move to procure only the best equipment for the expansion project, the D'Artagnan, the most powerful self-propelled heavy duty cutter suction dredger in the world, arrived at the Panama Canal January 11th.

On its arrival, the latest addition to the Panama Canal Authority's (ACP) expansion dredging fleet made its way to the Pacific entrance, which will ultimately link the new Pacific locks with the Canal's existing Gaillard Cut (the narrowest stretch of the Panama Canal).

The D'Artagnan, is able to dredge hard rock locations that previously required drilling and blasting and will complete the dredging of the waterway's Pacific entrance. The dredger will expand the existing Pacific entrance from 192 meters to 255 meters and deepen it to 15.5 meters below the mean water springs.

The D'Artagnan, which measures 123.80 meters in length, is owned by the Belgian Company Dredging International (part of the DEME Group), and in August, ACP Administrator/CEO Alberto Alemán Zubieta unveiled a model of the dredger during a ceremony at the Miraflores Visitors Center.