

**AUTORIDAD DEL CANAL DE PANAMÁ  
OPERATIONS DEPARTMENT**

**OP'S ADVISORY TO SHIPPING No. A-14-2011**

August 5, 2011

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

**SUBJECT: Monthly Canal Operations Summary – July 2011**

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	<u>282</u>
b. Pilots in Training .....	<u>12</u>
c. Tugs .....	<u>32</u>
d. Locomotives .....	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	32.23	44	19
Oceangoing Transits	33.10	38	25
Canal Waters Time (hours)	21.18	31.50	16.48
In-Transit Time (hours)	9.96	11.57	7.56
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	387	12.48	37.72
Vessels 91' beam and over	639	20.61	62.28
Total:	1026	33.10	
Vessels 100' beam and over	527	17.00	51.36
Vessels 900' length and over	124	4.00	12.09
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	527*	292* <sup>1</sup>	55.41
Regular Vessels (beam less than 91')	248*	124* <sup>1</sup>	50.00

\*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 August 31, 2011.

**ORIGINAL SIGNED**

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Manuel E. Benítez  
Executive Vice President of Operations

# AUTORIDAD DEL CANAL DE PANAMÁ

## OPERATIONS DEPARTMENT

3654 (OPXI)  
v. 28-01-2011

OP, August 5, 2011

Subject: Monthly Canal Operations Summary – July 2011

<i>SCHEDULE OF LOCKS MAINTENANCE WORK</i>						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity <sup>1</sup>	Status
Aug. 10, 2011	1			East Lane	32-34	Confirmed
Aug. 11-14, 2011	3		West Lane*		24-26	Confirmed
Aug. 17, 2011	1			East Lane	32-34	Confirmed
Aug. 28-Sept. 3, 2011	5			West Lane	26-28	Confirmed
Nov. 15, 2011	0.5			East Lane	32-34	Tentative
Nov. 17, 2011	0.5			East Lane	32-34	Tentative

\*The west lane at Pedro Miguel locks will be closed for approximately 72 hours due to maintenance dredging in the proximity of the southwest centerwall.

<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.

### MAJOR MILESTONE FOR PANAMA CANAL EXPANSION:

#### PERMANENT CONCRETE WORK BEGINS

In yet another major milestone for the Panama Canal Expansion Program, permanent concrete work for the Atlantic and Pacific new set of locks recently began, marking one of the most important phases of the construction.

Last March, the contractor in charge of this project, Grupo Unidos por el Canal S.A. (GUPCSA), started pouring lean concrete at both lock sites to level the surface in preparation for the permanent concrete work.

In July on the Atlantic side, GUPCSA poured structural marine concrete to shape the floor of the upper chamber in Gatun. The concrete that will ultimately shape the 100 cubic meter blocks that make up the lock floor was poured into a specialized industrial formwork that included a significant amount of rebar (steel bars or rods used to reinforce concrete).

The concrete mix, designed to guarantee a minimum service life of 100 years of operation to the waterway, was transported to the site using agitator trucks lined with insulating material to ensure a maximum temperature of 12 degrees centigrade at the moment of pouring. Fifteen truckloads are required to pour each one of the blocks.

On the Pacific side, concrete pouring activities also began with the construction of the pit for the first of three lock crossunders or tunnels. Through these crossunders, trays and pipes will carry communication and electrical wires, potable water pipelines and other components needed to operate the lock complex. Each set of locks will have three crossunders.

Each of the pits is built by stacking 16 blocks made of structural concrete and rebar. Twelve trucks, with capacity to carry 8 cubic meters of concrete, are required to pour each of the blocks. The pits, at a height comparable to that of a 10-story building, will include a series of steps and an elevator that will enable access to the crossunder. Once completed, the crossunders will allow maintenance personnel to conduct their tasks in a safe environment. The work at both construction sites took place under the oversight of Panama Canal Authority personnel. In its entirety, the new set of locks will require 4.8 million cubic meters of concrete.