

**AUTORIDAD DEL CANAL DE PANAMÁ
OPERATIONS DEPARTMENT**

ADVISORY TO SHIPPING No. A-22-2012

September 3, 2012

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – August 2012

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>297</u>
b. Pilots in Training	<u>2</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	32.94	44	20
Oceangoing Transits	33.42	41	22
Canal Waters Time (hours)	26.49	42.97	16.94
In-Transit Time (hours)	11.00	13.89	8.58
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	311	10.03	30.02
Vessels 91' beam and over	725	23.39	69.98
Total:	1036	33.42	100
Vessels 100' beam and over	641	20.68	61.87
Vessels 900' length and over	136	4.39	13.13
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	499*	356* ¹	71.34
Regular Vessels (beam less than 91')	240*	102* ¹	42.50
Regular Vessels (up to 300' in length)	0	0	0
Auctioned booking slots	10	7	70.00

*Does not include additional auctioned booking slots

¹ 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 September 30, 2012.

ORIGINAL SIGNED

Manuel E. Benítez
Executive Vice President of Operations

AUTORIDAD DEL CANAL DE PANAMÁ

OPERATIONS DEPARTMENT

3654 (OPXI)
v. 28-01-2011

OP, September 3, 2012

Subject: Monthly Canal Operations Summary – August 2012

<i>SCHEDULE OF LOCKS MAINTENANCE WORK FOR FY-2012</i>						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity ¹	Status
August 20-24, 2012	3.5			East Lane out of service for rising stem valve & MG seals repairs	23-25	Completed

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.

PANAMA CANAL APPOINTS NEW DEPUTY ADMINISTRATOR

The Panama Canal Authority (ACP) Board of Directors announced the appointment of engineer Manuel Benítez as the new Deputy Administrator of this entity, beginning on September 4, 2012.

“The Board of Directors considers that Benítez’s experience and knowledge will contribute to the management of the Panama Canal, as the waterway faces new challenges while maintaining its competitiveness as an international commercial route,” said Canal Affairs Minister and Chairman of the Board of Directors, Roberto Roy.

The new Deputy Administrator began his career at the Panama Canal in 1978 as an Apprentice of Precision Instrument Mechanics. In 1986, after earning his Bachelor’s Degree in Electromechanical Engineering from the Technological University of Panama, he was selected for the position of Electrical Engineering Technician. Mr. Benítez completed the Executive Development Program at the Cornell University Johnson Graduate School of Management and has complemented his formal academic studies by attendance at professional seminars in different fields, including a wide range of maritime-related fields.

For his outstanding professional performance, in 1997 he was promoted to Manager of the Electrical Division. In 2001, Benítez was appointed Industrial Services Director, a position in which he served until August 30, 2004, when the Board of Directors selected him as acting Deputy Administrator on September 1, 2004.

In March 2007, Benítez was appointed Executive Vice President of Operations responsible for all maritime operations, dredging operations, the Canal’s security, emergency response, operation and maintenance of floating and land based equipment, and maintenance of the Canal’s infrastructures.