

**AUTORIDAD DEL CANAL DE PANAMÁ
OPERATIONS DEPARTMENT**

ADVISORY TO SHIPPING No. A-26-2012

October 3, 2012

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – September 2012

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>298</u>
b. Pilots in Training	<u>1</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	33.43	44	20
Oceangoing Transits	34.27	41	24
Canal Waters Time (hours)	22.03	31.03	16.84
In-Transit Time (hours)	10.63	11.78	8.68
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	322	10.73	31.32
Vessels 91' beam and over	706	23.53	68.68
Total:	1028	34.27	100
Vessels 100' beam and over	620	20.67	60.31
Vessels 900' length and over	136	4.53	13.23
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	510*	290* ¹	56.86
Regular Vessels (beam less than 91')	240*	80* ¹	33.33
Regular Vessels (up to 300' in length)	0	0	0
Auctioned booking slots	0	0	0

*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 October 31, 2012.

ORIGINAL SIGNED

Abdiel Pérez B.
Acting Executive Vice-President of Operations

AUTORIDAD DEL CANAL DE PANAMÁ

OPERATIONS DEPARTMENT

3654 (OPXI)

v. 28-01-2011

OP, October 3, 2012

Subject: Monthly Canal Operations Summary – SEPTEMBER 2012

<i>SCHEDULE OF LOCKS MAINTENANCE OUTAGES FOR FY-2013</i>						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity ¹	Status
March 12, 2013	0.5			East Lane	32-34	Tentative
March 14, 2013	0.5			East Lane	32-34	Tentative
April 2, 2013	1			West Lane	23-25	Tentative
April 4, 2013	1			West Lane	23-25	Tentative
July 8-19, 2013	12	Centerwall Culvert			30-32	Tentative
August 19-28, 2013	10	Centerwall Culvert			30-32	Tentative
August 20, 2013	0.5			West Lane	32-34	Tentative
August 22, 2013	0.5			West Lane	32-34	Tentative
September 17, 2013	0.5			West Lane	32-34	Tentative
September 20, 2013	0.5			West Lane	32-34	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.

CANAL EXPANSION FIVE-YEAR UPDATE

Five years ago, the Panama Canal Expansion broke ground at Paraiso Hill, and as of August 31, 2012, the program's advancement was estimated at 44.5 percent.

"The Panama Canal Expansion Program is moving forward at a good pace. The program has made positive contributions to Panama's economy such as direct employment, investments, knowledge and technological transfer," said Panama Canal Administrator/CEO Jorge L. Quijano.

To date, three of the four dry excavation projects have been completed and the 4th project has reached 67 percent through August 31st. The dredging of the Pacific and Atlantic Entrances and of Gatun Lake are advancing as scheduled with progress reaching 92 percent, 98 percent, and 76 percent respectively.

The locks design and construction has reached 31 percent. The locks gates are being fabricated in Italy and the first four gates are scheduled for shipment to Panama during the first quarter of 2013. The last four gates should arrive during by the first quarter of 2014. Concurrently, valves are being fabricated in Korea and delivery of valve components have been ongoing and are being incorporated into the lock structure. The contractor is expected to complete the main lock structure and begin dry pre-commissioning tests during the first quarter of 2014, with flooding of the locks and final commissioning planned to begin in September 2014.

The Panama Canal Authority (ACP) is closely monitoring the progress of the Expansion Program to guarantee that contractors comply with the quality required by each contract.

Design and Construction of the Third Set of Locks	31%
Pacific Access Channel Phase 1	100%
Pacific Access Channel Phase 2	100%
Pacific Access Channel Phase 3	100%
Pacific Access Channel Phase fase 4	67%
Dredging of the Pacific Entrance Navigational Channel	92%
Dredging for the Deepening and Widening of Gatun Lake and Deepening of Culebra Cut	76%
Dredging of the Canal Atlantic Entrance	98%
Rising Gatun Lake's maximum operation level	8%
Program's total advance	44.5