

**AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS**

ADVISORY TO SHIPPING No. A-30-2012

December 4, 2012

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – November 2012

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>297</u>
b. Pilots in Training	<u>8</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	34.03	51	18
Oceangoing Transits	34.37	39	29
Canal Waters Time (hours)	24.62	34.89	19.94
In-Transit Time (hours)	11.33	12.90	9.50
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	320	10.67	31.04
Vessels 91' beam and over	711	23.70	68.96
Total:	1031	34.37	100
Vessels 100' beam and over	615	20.50	59.65
Vessels 900' length and over	136	4.53	13.19
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	510*	313* ¹	61.37
Regular Vessels (beam less than 91')	240*	99* ¹	41.25
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 December 31, 2012.

ORIGINAL SIGNED

Esteban G. Sáenz
Executive Vice President for Operations

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

3654 (OPXI)
v. 28-01-2011

OP, December 4, 2012

Subject: Monthly Canal Operations Summary – NOVEMBER 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.

New access channel for the expanded Canal is finalized in the Pacific

South of the Centennial Bridge, a few meters from Pedro Miguel Locks, one can see the new access channel that will join the Third Set of Locks with the Culebra Cut.

After two years the excavation and dredging work was completed October 2012. Four million cubic meters of material were removed from the area that will become the entrance for new-panamax vessels on the Pacific side, once the expanded Canal begins operating.

The contract was awarded to the Belgian company Jan de Nul on August 16, 2010, and work began three months later. The last cubic meter of sub-aquatic material was removed by the Marco Polo Dredge on October 16, 2012.

According to Mario Granados, project engineer for the Panama Canal Authority, the strategy used by the contractor to optimize the execution was to prioritize the dry excavation works. “If the contractor chose to dredge more than excavate, the area would have been too congested due to the presence of the dredgers and auxiliary equipment,” says Granados.

This tactic had a fair justification because the contract was developed in one of the most restricted areas of the Canal, not only because of its proximity to the 40+ ships that traverse the ocean to ocean route daily, but also due to the location of structures, such as the Centennial Bridge and the Cartagena Tie-Up Station; the latter being used to transport material to the Atlantic site for the Third Set of Locks construction. By minimizing the dredging activities to a three month period (July-October 2012), the impact on the Canal’s navigation and operations was significantly reduced.

A new milestone has been achieved in the Panama Canal Expansion Program with the completion of the Canal entrance excavation and dredging phases where the new-panamax ships will transit.