

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

ADVISORY TO SHIPPING No. A-01-2013

January 3, 2013

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – December 2012

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>287</u>
b. Pilots in Training	<u>8</u>
c. Tugs	<u>37</u>
d. Locomotives	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	33.90	45	20
Oceangoing Transits	34.29	41	26
Canal Waters Time (hours)	21.11	27.56	16.53
In-Transit Time (hours)	10.55	11.71	8.36
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	368	11.87	34.62
Vessels 91' beam and over	695	22.42	65.38
Total:	1063	34.29	100
Vessels 100' beam and over	600	19.35	56.44
Vessels 900' length and over	146	4.71	13.73
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	527*	294* ¹	55.79
Regular Vessels (beam less than 91')	248*	139* ¹	56.05
Regular Vessels (up to 300' in length)	1	1	100
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 January 31, 2013.

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, January 3, 2013
Subject: Monthly Canal Operations Summary – DECEMBER 2012

<i>SCHEDULE OF LOCKS MAINTENANCE OUTAGES FOR FY-2013</i>						
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity ¹	Status
January 28, 2013	18hrs			East Lane	29-31	Confirm
January 31, 2013	18hrs			East Lane	29-31	Confirm
February 4, 2013	18hrs			West Lane	29-31	Confirm
February 7, 2013	18hrs			West Lane	29-31	Confirm
July 8-19, 2013	12days	Centerwall Culvert			30-32	Tentative
August 19-28, 2013	10days	Centerwall Culvert			30-32	Tentative
August 20, 2013	12hrs			West Lane	32-34	Tentative
August 22, 2013	12hrs			West Lane	32-34	Tentative
September 17, 2013	12hrs			West Lane	32-34	Tentative
September 20, 2013	12hrs			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.

Panama Canal Administrator Meets with the International Chamber of Shipping and the International Maritime Organization

As part of the ongoing conversations with the shipping industry, a Panama Canal Authority (ACP) delegation headed by Administrator Jorge L. Quijano met with the International Chamber of Shipping (ICS), a global organization that looks after the interests of ship owners and operators, and the International Maritime Organization (IMO).

“These face-to-face meetings are part of the permanent dialogue that the Panama Canal holds with its customers to get feedback on their needs, as well as keep them up to date on what is happening at the waterway,” said Quijano.

During these meetings, Canal officials presented a progress report on the waterway's Expansion Program and the requirements for new Panamax vessels to transit the new lane once it is completed, including a conceptual framework to change the waterway's toll structure after 2014.

The Expansion Program will allow the Canal to remain competitive and viable for Panama and the international maritime community in the long term.