

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS
ADVISORY TO SHIPPING No. A-30-2013

November 6, 2013

TO : All Shipping Agents, Owners, and Operators
SUBJECT: Monthly Canal Operations Summary – October 2013

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>284</u>
b. Pilots in Training	<u>8</u>
c. Tugs	<u>40</u>
d. Locomotives	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	32.32	46	25
Oceangoing Transits	31.90	37	24
Canal Waters Time (hours)	33.70	57	19.29
In-Transit Time (hours)	12.42	15.57	9.84

Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	248	8.00	25.08
Vessels 91' beam and over	741	23.90	74.92
Total:	<u>989</u>	<u>31.90</u>	<u>100</u>
Vessels 100' beam and over	648	20.90	65.52
Vessels 900' length and over	143	4.61	14.46

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	515*	437* ¹	84.85
Regular Vessels (beam less than 91')	242*	104* ¹	42.98
Regular Vessels (up to 300' in length)	0	0	0
Auctioned booking slots	12	1	8.33

*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 November 30, 2013.

ORIGINAL SIGNED

Noris E. Lopez
Acting Executive Vice President for Operations

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

3654 (OPXI)
v. 28-01-2011

OP, November 6, 2013

Subject: Monthly Canal Operations Summary – October 2013

<i>SCHEDULE OF LOCKS MAINTENANCE OUTAGES</i>						
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity¹	Status
October 14, 2013	8 hrs.		West Lane	East Lane	32-34	Completed
October 17, 2013	10 hrs.		West Lane	East Lane	32-34	Completed
October 30, 2013	8 hrs.		West Lane	East Lane	32-34	Completed
November 14, 2013	8 hrs.		East lane	East Lane	32-34	Confirmed
November 25, 2013	8 hrs.		East Lane	West lane	32-34	Confirmed
November 28, 2013	8 hrs.		East lane	West Lane	32-34	Confirmed
January 9, 2014	8 hrs.		East Lane		32-34	Tentative
January 16, 2014	8 hrs.		West lane		32-34	Tentative
January 23, 2014	8 hrs.		East lane		32-34	Tentative
January 30, 2014	8 hrs.		West Lane		32-34	Tentative
June 16-24, 2014	8 days		Centerwall Culvert		30-32	Tentative

¹The actual transit capacity may vary from day to day and will depend on vessel mix, transit restrictions and type of maintenance work being performed. Normally, during periods of reduced transit capacity, a corresponding reduction in the number of available reserved transit slots is ordered by the Authority. During these periods, non-booked vessels may experience delays in transiting. Whenever a set of locks requires an outage of one of its two lanes, advantage may be taken by performing simultaneous work at other locks.

Panama Canal Meets with Tanker, Dry Cargo Industry Representatives

The Panama Canal Authority (ACP) Administrator Jorge L. Quijano met with the Union of Greek Shipowners, the International Association of Independent Tanker Owners (INTERTANKO) and the International Association of Dry Cargo Shipowners (INTERCARGO) during the week of October 9th in Greece. These meetings are part of the discussions held with customers and industry representatives regarding the waterway's toll structure once the expanded Canal opens to commercial transits.

"The dry and liquid bulk carrier segments are an important part of our core business," Quijano said. "It is important for us to get direct face-to-face feedback from the industry representatives to ensure that our tolls and services remain competitive and are properly structured to reflect the commercial value of our route."

A total of 14 percent of vessels that transit the Panama Canal are Greek-owned. Liquid and dry bulk carriers are two important segments for the Panama Canal, representing approximately 16 percent and 23 percent, respectively, of the total tonnage transiting through the waterway.

As for the liquid bulk segment, the main commodity is diesel and gasoline exports from the Gulf of Mexico to Asia and South America. Grains remain the top commodity transported in bulk carriers through the Panama Canal from the United States and South America to Asia.

During the meetings, ACP presented the results of the feedback received regarding toll structure during previous meetings with these associations. Canal officials had the opportunity to present a progress update of the Expansion Program and the requirements for the new Panamax vessels to transit the new lane once it is completed.

The Panama Canal also presented the new business initiatives that are currently under analysis to add value to the route for its customers. Such developments include a port on the Pacific side, logistic parks, top-off operations for dry bulk carriers and bunkering stations to take advantage of the new liquefied natural gas (LNG) segment that will be able to transit through the Canal.

INTERTANKO is an open forum for independent tanker owners and operators of oil and chemical tankers in the industry. INTERCARGO is an association for owners, operators and managers in the dry bulk cargo industry.