

**AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS
ADVISORY TO SHIPPING No. A-01-2014**

January 3, 2014

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – December 2013

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>282</u>
b. Pilots in Training	<u>8</u>
c. Tugs	<u>42</u>
d. Locomotives	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	<u>33.97</u>	<u>41</u>	<u>25</u>
Oceangoing Transits	<u>35.71</u>	<u>42</u>	<u>31</u>
Canal Waters Time (hours)	<u>30.99</u>	<u>49.58</u>	<u>20.41</u>
In-Transit Time (hours)	<u>12.10</u>	<u>14.06</u>	<u>10.03</u>

Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	<u>341</u>	<u>11</u>	<u>30.80</u>
Vessels 91' beam and over	<u>766</u>	<u>24.71</u>	<u>69.20</u>
Total:	<u>1107</u>	<u>35.71</u>	<u>100</u>
Vessels 100' beam and over	<u>674</u>	<u>21.74</u>	<u>60.89</u>
Vessels 900' length and over	<u>120</u>	<u>3.87</u>	<u>10.84</u>

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	<u>507*</u>	<u>448*¹</u>	<u>88.36</u>
Regular Vessels (beam less than 91')	<u>248*</u>	<u>192*¹</u>	<u>77.42</u>
Regular Vessels (up to 300' in length)	<u>6</u>	<u>6</u>	<u>100.00</u>
Auctioned booking slots	<u>23</u>	<u>16</u>	<u>69.57</u>

*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, 2014.

ORIGINAL SIGNED

Gustavo G. Gomez
Acting Executive Vice President for Operations

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

3654 (OPXI)
v. 28-01-2011

OP, January 3, 2014

Subject: Monthly Canal Operations Summary – December 2013

<i>SCHEDULE OF LOCKS MAINTENANCE OUTAGES</i>						
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity¹	Status
January 16, 2014	8 hrs.		East Lane	East Lane	32-34	Tentative
January 23, 2014	8 hrs.		West lane	West lane	32-34	Tentative
January 30, 2014	8 hrs.		East lane	West lane	32-34	Tentative
February 6, 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 Commemorates 100 Years of Dredging Culebra Cut

Dredging at the Panama Canal dates back 130 years, when the French began the effort to unite the Pacific and Atlantic Oceans. In 1907, during the United States construction period, the Excavation and Dredging Department was created due to the importance of this challenging task for the success of the project.

Although October 10, 1913 marked the blast of the Gamboa Dike, which removed the last land barrier and joined Culebra Cut and Gatun Lake, the Panama Canal was not fully navigable due to landslides in Culebra Cut. It was necessary to continue dredging for nearly two months to complete the opening of this stretch.

Ever since, dredging has become a daily activity at the Panama Canal, which guarantees safe passage for vessels navigating the Atlantic and Pacific entrances, the lakes and Culebra Cut, as well as anchorages, docks and mooring stations located along the Canal.

At present, the Panama Canal commemorates 100 years of dredging Culebra Cut, removing the last barrier during its construction for the free movement of vessels along the 80-kilometer waterway.

Following the calendar of activities in the countdown to the centennial, the Panama Canal highlighted the significant role dredging played to ensure the safe navigation through the waterway, even before its opening 100 years ago.

"Dredging is key to ensure the safe and efficient navigation through the Panama Canal on its nearly 100 years of operation," said Panama Canal Administrator Jorge L. Quijano, during an event in Gamboa, headquarters of the Panama Canal Dredging Division. This division has a total of 850 workers.

Dredging is an important component of the Panama Canal Expansion Program to ensure upon its completion, the required depth and enable the safe navigation by larger vessels with deeper drafts.

The Panama Canal Dredging Division has a variety of equipment including cutter-suction dredges, mechanical dredges, drilling and blasting barges, some among the most powerful in the world.

The Panama Canal Dredging Division is strategically located in Gamboa since 1936 so that the equipment required for permanent dredging is near Culebra Cut and Gatun Lake areas.