

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

ADVISORY TO SHIPPING No. A-14-2014

June 3, 2014

TO: All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – May 2014

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>280</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	30.84	40	22
Oceangoing Transits	31.55	38	24
Canal Waters Time (hours)	26.50	44.09	18.46
In-Transit Time (hours)	11.92	14.87	10.01

Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	298	9.61	30.47
Vessels 91' beam and over	680	21.94	69.53
Total:	978	31.55	100
Vessels 100' beam and over	575	18.55	58.79
Vessels 900' length and over	125	4.03	12.78

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	499*	402* ¹	80.56
Regular Vessels (beam less than 91')	240*	149* ¹	62.08
Regular Vessels (up to 300' in length)	3	3	100.00
Auctioned booking slots	12	3	25.00

*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 June 30, 2014.

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, June 3, 2014
Subject: Monthly Canal Operations Summary – MAY 2014

<i>SCHEDULE OF LOCKS MAINTENANCE OUTAGES</i>						
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity ¹	Status
May 14-16, 2014	3 days		West Lane		25-27	Completed
Aug 26 - Sep 2, 2014	8 days	West Lane			26-28	Confirmed

Note: Changes in red.

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 to charter neopanamax ship¹ for training in new locks

The Panama Canal Authority (ACP) Executive Vice President of Operations, Esteban G. Sáenz, reported that the Panama Canal will charter a Neopanamax vessel¹ to train pilots and tugboat captains that will assist in transits through the new lane for the expanded canal.

Sáenz said the vessel will be used several months before the opening of the expanded Canal to test the new locks.

"This is one of the best ways to train our pilots and tug captains in the joint effort required to transit through the two new lock complexes of the expanded Canal," said Sáenz. He added that since 2011 the Panama Canal has promoted workforce training for the operation of the expanded waterway.

Since 2012, a total of 186 of the approximately 280 Canal pilots, have been trained for the expanded canal at the Panama Canal's Center for Simulation, Research and Maritime Development (SIDMAR) using Neopanamax model ships¹.

"SIDMAR's mathematical modelling and simulations have been updated and parts of the expanded Panama Canal such as the locks, navigational channels and Culebra Cut have been added to train our pilots and captains in such maneuvers," added Sáenz.

The Executive Vice President of Operations said that seventy-seven percent of the Panama Canal pilots have participated in maneuvers with Neopanamax ships¹ and more than 2,000 operations have been registered with these types of vessels at the ports located on both entrances of the waterway.

¹ Ships that will be able to transit through the Panama Canal, once the expanded Canal starts operations.