

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

ADVISORY TO SHIPPING No. A-20-2014

September 3, 2014

TO: All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – AUGUST 2014

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>286</u>
b. Pilots in Training	<u>6</u>
c. Tugs	<u>45</u>
d. Locomotives	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	30.23	44	16
Oceangoing Transits	30.10	36	22
Canal Waters Time (hours)	28.61	39.44	21.09
In-Transit Time (hours)	11.90	14.75	9.79

Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	255	8.23	27.33
Vessels 91' beam and over	678	21.87	72.67
Total:	933	30.10	100
Vessels 100' beam and over	594	19.16	63.67
Vessels 900' length and over	117	3.77	12.54

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	485*	335* ¹	69.07
Regular Vessels (beam less than 91')	236*	113* ¹	47.88
Regular Vessels (up to 300' in length)	0	0	0.00
Auctioned booking slots	6	5	83.33

*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 September 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, September 3, 2014
Subject: Monthly Canal Operations Summary – AUGUST 2014

<i>SCHEDULE OF LOCKS MAINTENANCE OUTAGES</i>						
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	Actual Transits	Status
Aug 26 - Sep 2, 2014	8 days	West Lane			23.5/day	Completed

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 Updates Maersk Line on Expansion Program

Within the framework of the centennial celebration, the Panama Canal Administrator Jorge L. Quijano received a Maersk Line delegation led by Søren Skou, CEO of Maersk Liner Business, to provide an update on the Expansion Program and discuss the future trends in the maritime industry.

Administrator Quijano updated Maersk executives on the progress of the Expansion Program. He said that the plan is underway to ensure that the new locks will be open for transits in the beginning of 2016.

During the visit, the delegations discussed topics of strong mutual interest such as the environment, efficiency of maritime services and economies of scale. The Panama Canal fully supports the sense of environmental responsibility that both organizations share. The Canal's fuel-saving shortcut has reduced the maritime carbon footprint for a century, beginning long before pollution and global warming became an issue.

Maersk, through the improvement of the efficiency in their vessels design, operating procedures and other efforts to obtain substantial reductions in fuel consumption has become a leader in promoting a cleaner environment. For Maersk, Panama's route is vital because it reduces time and fuel consumption. The expanded Canal will permit the transit of larger vessels through the waterway that will allow for a more efficient connectivity and savings through economies of scale.

These efforts have resulted in less health-damaging pollution, as well as for future generations by reducing CO² emissions. Both parties concurred that the "green" concept is here to stay and is an important part of each organization's future.

This visit strengthens the relationship between these two major players in the maritime industry, which dates back to the early 20th century, when the first A.P. Møller vessels transited the waterway in 1917 and later established in 1934 a regular route between Baltimore to Asia through the Canal.

"Maerk Line continues to be today one of the main customers of the Panama Canal," said Administrator Quijano.