

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

ADVISORY TO SHIPPING No. A-15-2014

July 2, 2014

TO: All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JUNE 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	<u>29.13</u>	<u>43</u>	<u>18</u>
Oceangoing Transits	<u>29.60</u>	<u>34</u>	<u>21</u>
Canal Waters Time (hours)	<u>23.77</u>	<u>30.28</u>	<u>17.52</u>
In-Transit Time (hours)	<u>11.47</u>	<u>13.48</u>	<u>9.60</u>

Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	<u>272</u>	<u>9.07</u>	<u>30.63</u>
Vessels 91' beam and over	<u>616</u>	<u>20.53</u>	<u>69.37</u>
Total:	<u>888</u>	<u>29.60</u>	<u>100</u>
Vessels 100' beam and over	<u>532</u>	<u>17.73</u>	<u>59.91</u>
Vessels 900' length and over	<u>109</u>	<u>3.63</u>	<u>12.27</u>

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	<u>510*</u>	<u>316*¹</u>	<u>61.96</u>
Regular Vessels (beam less than 91')	<u>240*</u>	<u>93*¹</u>	<u>38.75</u>
Regular Vessels (up to 300' in length)	<u>0</u>	<u>0</u>	<u>0.00</u>
Auctioned booking slots	<u>2</u>	<u>0</u>	<u>0.00</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 July 31, 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, July 2, 2014
Subject: Monthly Canal Operations Summary – JUNE 2014

<i>SCHEDULE OF LOCKS MAINTENANCE OUTAGES</i>						
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity ¹	Status
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.

Second Shipment of new gates arrived at the Panama Canal

In another step forward for the Panama Canal Expansion Program, the second shipment of four rolling gates for the Third Set of Locks arrived June 10th from port of Trieste, Italy, to the waterway's Atlantic side on board the semi-submersible vessel STX Sun Rise. "This is another milestone as it completes half of the 16 gates that will be used in the new locks", said the administrator of the Panama Canal Authority, Jorge Luis Quijano.

Following a nearly one-month long journey, the ship completed its second trip that began in mid-May in the Port of Trieste, crossing the Atlantic Ocean.

Differing from the first shipment, these gates have two different dimensions, according to their final position in the lock chambers.

The taller gates or "Type C" were fabricated for lock head number 3 in the middle chamber of the Pacific locks. They are 57.6 meters long by 10 meters thick and 31.9 meters tall and weigh approximately 3,900 tons, with all internal appurtenances installed. The shorter gates or "Type A" will be located in lock head 1 in the Atlantic site's upper chamber, adjacent to Gatun Lake. They are 57.6 meters long by 8 meters thick and 22.3 meters tall, and weigh approximately 2,300 tons.

The four rolling gates were disembarked on the Atlantic side at a dock specifically designed and built for this purpose.

While the two gates destined for the Atlantic complex will remain in the staging area until they are installed, the other two will be transferred to the Pacific site once the installation of the concrete supports is completed in the dock built for their unloading.

Gate fabrication, which began in October 2011, is being conducted by Italian subcontractor Cimolai SpA.

The new locks will operate with a redundant rolling gate system, using a total of 16 gates. The first shipment of rolling gates arrived in Panama on August 20, 2013. The third shipment, with two Type C and two Type F rolling gates is scheduled to arrive in Canal waters October of this year.

Grupo Unidos por el Canal is the contractor responsible for the design and construction of the Third Set of Locks. Following an agreement signed between the contractor and the Panama Canal Authority, all rolling gates must be in Panama by February 2015.

As of May 31, 2014 a total of 76.3 % percent progress has been achieved under the Canal Expansion Program.