



3654 (OPXI)  
v. 3-2-2011

## AUTORIDAD DEL CANAL DE PANAMÁ OPERATIONS DEPARTMENT

### OP'S ADVISORY TO SHIPPING No. A-24-2011

December 9, 2011

**TO :** All Shipping Agents, Owners, and Operators

**SUBJECT:** Monthly Canal Operations Summary – November 2011

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	298
b. Pilots in Training .....	8
c. Tugs .....	32
d. Locomotives .....	100

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	34.60	43	27
Oceangoing Transits	35.20	43	29
Canal Waters Time (hours)	30.58	43.28	20.16
In-Transit Time (hours)	11.81	15.16	10.25
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	329	10.97	31.16
Vessels 91' beam and over	727	24.23	68.84
Total:	1056	35.20	
Vessels 100' beam and over	631	21.03	59.75
Vessels 900' length and over	144	4.80	13.64
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	510*	387* <sup>1</sup>	75.88
Regular Vessels (beam less than 91')	240*	141* <sup>1</sup>	58.75

\*Does not include additional auctioned booking slots

<sup>1</sup> 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 December 31, 2011.

**ORIGINAL SIGNED**

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Manuel E. Benítez  
Executive Vice President of Operations

# AUTORIDAD DEL CANAL DE PANAMÁ

## OPERATIONS DEPARTMENT

3654 (OPXI)  
v. 28-01-2011

OP, December 9, 2011

Subject: Monthly Canal Operations Summary – November 2011

<i>SCHEDULE OF LOCKS MAINTENANCE WORK</i>						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity <sup>1</sup>	Status
March 5, 2012	0.5			East Lane	32-34	Tentative
March 7, 2012	0.5			East Lane	32-34	Tentative
March 20, 2012	1			West Lane	26-28	Tentative
March 27, 2012	1			West Lane	26-28	Tentative
June 5-12, 2012	8		Centerwall Culvert		28-30	Tentative
July 16-31, 2012	15	Centerwall Culvert			30-32	Tentative
Ago 16-31, 2012	15	Centerwall Culvert			30-32	Tentative
September 13, 2012	0.5			West Lane	32-34	Tentative
September 20, 2012	0.5			West Lane	32-34	Tentative

<sup>1</sup>The normal transit capacity of the Panama Canal is 38-40 vessels per day, depending on vessel mix and other factors. This capacity is reduced during locks maintenance work, as indicated in the above table. Consequently, vessels may experience delays in transiting. Normally, during these periods, the Panama Canal Transit Reservation System slots are fully utilized. Whenever a set of locks requires a major outage of one of its two lanes for dry chamber inspection, miter gate repairs, tow track work or other major maintenance/improvement projects, advantage may be taken of this requirement to perform simultaneous single lane outages for additional maintenance at other locks.

### **Address at Terminal Operations Conference (TOC) Americas – underscoring the positive benefits of an expanded Canal to the global supply chain**

On November 15, in Panama City, Alberto Alemán Zubieta, CEO of the Panama Canal Authority (ACP), presented the keynote address to more than 300 participants at the Terminal Operations Conference & Exhibition Container Supply Chain: Americas 2011 (TOC Americas). This is the third time in its 12-year history that TOC Americas has been hosted in Panama. As one of the main sponsors, ACP continues to forge ahead with its historic Canal expansion. Alemán spoke about the project updates and the importance of Panama as a key element on the global supply chain.

"We at the Panama Canal are honored to be a part of TOC Americas," said Alemán. "The Panama Canal has always been an integral part of the global supply chain and the expansion of the Canal will change the face of shipping as we know it - and will bring positive benefits for all - from the suppliers, logistics industry, shippers, retailers and consumers."

With its unique location at the narrowest point between the Atlantic and Pacific oceans, the Canal has had a far-reaching effect on world economic and commercial developments throughout most of this century. Since its opening to international commerce, the Panama Canal has changed trade patterns and made the world more accessible.

The Canal is expanding the waterway to create a new lane of traffic along the Canal through the construction of a new set of locks. In addition, the entrances at the Atlantic and Pacific access channels are being deepened and widened. The completion of the \$5.25 billion expansion project is an innovative model that will bring both opportunity and change to the industry. By allowing larger vessels to transit and increasing capacity, it will open the Canal to new routes and untapped market segments.