



July 8, 2008

**OP'S ADVISORY TO SHIPPING No. A-18-2008**

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

**SUBJECT: Monthly Canal Operations Summary – JUNE 2008**

1. Panama Canal Statistical Summary:

|                              |     |
|------------------------------|-----|
| a. Transit Pilot Force ..... | 281 |
| b. Pilots in Training .....  | 11  |
| c. Tugs .....                | 27  |
| d. Locomotives .....         | 100 |

2. Traffic Statistics:

|                           | <u>Average Daily</u> | <u>High Daily</u> | <u>Low Daily</u> |
|---------------------------|----------------------|-------------------|------------------|
| Arrivals                  | 35.50                | 49                | 28               |
| Oceangoing Transits       | 34.93                | 40                | 29               |
| Canal Waters Time (hours) | 26.47                | 35.21             | 20.24            |
| In-Transit Time (hours)   | 12.89                | 18.50             | 10.84            |

| <b>Distribution of Oceangoing Transits:</b> | <u>Total</u> | <u>Average Daily</u> | <u>Percentage</u> |
|---|--------------|----------------------|-------------------|
| Vessels of less than 91' Beam               | 451          | 15.03                | 43.03             |
| Vessels 91' Beam and Over                   | 597          | 19.90                | 56.97             |
| <b>Total of Oceangoing Transits:</b>        | <b>1048</b>  | <b>34.93</b>         |                   |
| Vessels 100' Beam and Over                  | 497          | 16.57                | 47.42             |
| Vessels 900' Length and Over                | 127          | 4.23                 | 12.12             |

**Note:** For the purpose of this report, the term "oceangoing transits" is equivalent to the number of locomotive transits.

| <b>Booking Slots:</b>             | <u>Available</u> | <u>Used</u> | <u>Percentage</u> |
|-----------------------------------|------------------|-------------|-------------------|
| Large Vessels (beam 91' and over) | 494*             | 468*        | 94.74             |
| Regular Vessels (beam < 91')      | 240*             | 212*        | 88.33             |

\*Does not include additional auctioned booking slots

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, 2008.

**ORIGINAL SIGNED**

Noris E. López S.  
Acting Executive Vice President of Operations

| <b>TENTATIVE SCHEDULE OF LOCKS MAINTENANCE WORK – ONE YEAR</b> |             |                   |                     |              |                                   |               |
|--|-------------|-------------------|---------------------|--------------|-----------------------------------|---------------|
| <b>Dates</b>   | <b>Days</b> | <b>Miraflores</b> | <b>Pedro Miguel</b> | <b>Gatun</b> | <b>Estimated Transit Capacity</b> | <b>Status</b> |
| August 19-26, 2008   | 8           | Culvert Outage    |                     |              | 28-32                             | Tentative     |
| Sept. 16-23, 2008  | 8           | Culvert Outage    |                     |              | 28-32                             | Tentative     |
| Nov. 18-27, 2008   | 10          | Culvert Outage    |                     |              | 28-32                             | Tentative     |

\* **Note:** Actual transit capacity will depend on vessel mix.

**Transit Capacity:** The normal capacity of the Panama Canal is 38 transits per day. 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.

## **PANAMA CANAL FORGES AGREEMENT WITH THE PORT OF NEW ORLEANS**

### **STRATEGIC ALLIANCE SEEKS TO SPUR INVESTMENT, INCREASE TRADE AND PROMOTE THE “ALL-WATER-ROUTE”**

During an official ceremony in Panama, ACP Administrator/CEO Alberto Alemán Zubieta reaffirmed the ACP’s commitment to mutual growth and cooperation with Port of New Orleans President and CEO Gary LaGrange and members of the Port’s Board of Commissioners, by renewing a Memorandum of Understanding. Renewable on a three-year basis, the agreement further enforces the strategic alliance between the two entities, which was first initiated in 2003.

The renewed alliance between the Panama Canal Authority (ACP) and the Port of New Orleans, which recently adopted a 2020 growth Master Plan of \$1.04 billion, partially driven by the Canal’s expansion, will help spur investment, increase trade and promote the “All-Water-Route” (the route from Asia to the U.S. East and Gulf Coasts via the Panama Canal).

“Today’s renewal of the Memorandum of Understanding with the Port of New Orleans underscores our strong economic and commercial bonds. Our common vision informs our strategy and creates new value based on information sharing and collaboration. As we embark on the next phases of the Panama Canal expansion project, we remain committed to providing solutions to the long-term needs of the shipping and maritime community,” said Mr. Alemán Zubieta.

The Port of New Orleans, the only deepwater port in the United States served by six “Class One” railroads (the largest category of freight railroads), has been steadily moving past the Katrina recovery stage and is now looking toward future growth opportunities.

Both the ACP and the Port of New Orleans are dedicated to further increasing capacity and fostering growth. In 2007 alone, roughly 2.5 million short tons of general cargo came to the New Orleans Port through the Canal, more than one third of the Port’s general cargo total.

Port of New Orleans Board of Commissioners Chairman Jim Campbell added, "Our continuing partnership with the Panama Canal Authority will allow us to provide shippers with an efficient and cost-effective transportation route."

"The Panama Canal is a vital link that connects New Orleans to key trading partners in Asia and along the West Coast of South America. The Panama Canal Authority and the Port of New Orleans are each making substantial investments to improve the flow of commerce along these trade routes," said Mr. LaGrange.