



October 7, 2008

OP'S ADVISORY TO SHIPPING No. A-27-2008

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – SEPTEMBER 2008

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	284
b. Pilots in Training	8
c. Tugs	27
d. Locomotives	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	33.83	55	24
Oceangoing Transits	33.47	40	22
Canal Waters Time (hours)	21.75	28.18	12.46
In-Transit Time (hours)	10.81	14.81	7.76

Distribution of Oceangoing Transits:	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	426	14.20	42.43
Vessels 91' Beam and Over	578	19.27	57.57
Total of Oceangoing Transits:	1004	33.47	
Vessels 100' Beam and Over	476	15.87	47.41
Vessels 900' Length and Over	138	4.60	13.75

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

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	482*	441*	91.49
Regular Vessels (beam < 91')	226*	187*	82.74

*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 October 31, 2008.

ORIGINAL SIGNED

Manuel E. Benítez
Executive Vice President of Operations

ONE YEAR SCHEDULE OF LOCKS MAINTENANCE WORK						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity	Status
Oct 9-10, 2008	2			Lane Outage	26-28	Confirmed
Nov 18-27, 2008	10	Culvert Outage			31-35	Confirmed
Dec 15-20, 2008	6			Culvert Outage	31-35	Tentative
July 14-19, 2009	6		Lane Outage		26-28	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 WELCOMES BIDS FOR THIRD DRY EXCAVATION PROJECT UNDER EXPANSION

CANAL EXPANSION REMAINS ON TRACK

Moving forward with the next phase of the Expansion Program, the Panama Canal Authority (ACP) released a request for proposals (RFP) on September 30, 2008 soliciting bids for the third of four dry excavation projects.

This dry excavation project will help to create the expansion’s critical access channel that will link the new Pacific Locks with the Canal’s existing Gaillard Cut (the narrowest stretch of the Panama Canal). Details of the RFP are available on the ACP’s Online Bidding System at:

<http://www.panacanal.com/eng/procsales/buy.html>.

The scope of work will include the excavation, removal and disposal of eight million cubic meters of material. Moreover, the RFP calls for demolishing the Cocoli Bridge and clearing 190 hectares of unexploded ordinances (UXOs), remnants from former United States training facilities.

“The release of the third dry excavation RFP is yet another example that the Expansion Program is on track and proceeding with great progress,” said Executive Vice President of Engineering and Program Management Jorge L. Quijano. “We look forward to selecting the best firm for the job, as we complete this crucial component of expansion.”

Just as the first and second dry excavation projects, this contract will be awarded to the firm or consortia with the lowest priced proposal that meets all of the RFP’s requirements. Proposals are due November 18, 2008.