



April 9, 2009

**OP'S ADVISORY TO SHIPPING No. A-05-2009**

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

**SUBJECT: Monthly Canal Operations Summary – MARCH 2009**

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	290
b. Pilots in Training .....	0
c. Tugs .....	32
d. Locomotives .....	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	38.32	51	26
Oceangoing Transits	38.94	43	29
Canal Waters Time (hours)	24.41	38.29	16.99
In-Transit Time (hours)	10.65	11.89	8.52

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	576	18.58	47.96
Vessels 91' Beam and Over	625	20.16	52.04
<b>Total of Oceangoing Transits:</b>	<b>1201</b>	<b>38.74</b>	
Vessels 100' Beam and Over	511	16.48	42.34
Vessels 900' Length and Over	138	4.45	11.43

**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)	527*	387* <sup>1</sup>	73.43
Regular Vessels (beam < 91')	248*	234* <sup>1</sup>	94.35

\*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 April 30, 2009.

**ORIGINAL SIGNED**

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

<b>ONE YEAR SCHEDULE OF LOCKS MAINTENANCE WORK</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>
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 AUTHORITY RELEASES FISCAL YEAR 2009 SECOND QUARTER METRICS**

### ***CANAL WATERS TIME DOWN***

#### ***GENERAL CARGO, DRY BULK AND TANKER TRANSITS UP***

The Panama Canal Authority (ACP) released their second quarter (Q2) operational metrics today for fiscal year 2009. In Q2, Canal Waters Time (CWT), the average time it takes a vessel to transit the Canal, including waiting time for passage, decreased significantly, while total transits and net tonnage remained nearly flat. These metrics are based on operations from January through March 2009, the second quarter of the ACP's 2009 fiscal year, and are compared with Q2 of fiscal year 2008.

Average CWT decreased 27.9 percent – to 26.22 hours from 36.39 hours. CWT for booked vessels, those ships holding reservations, decreased 19.5 percent – to 15.83 hours from 19.66 hours. The drop in CWT can be attributed to the ACP's efficient operations and a minimal decline in transits.

Total Canal transits slightly decreased 1.4 percent – to 3,914 transits from 3,971. Transits of supers, larger ships that require greater time and navigation skills to transit the Canal, declined 2.9 percent – to 1,815 transits from 1,869.

With regard to key segments, general cargo, dry bulk and tanker transits increased, while refrigerated (reefers), container, vehicle carrier and passenger transits decreased.

“Our results for this quarter paint a favorable picture of how the Canal continues to weather the global economic crisis. Q2 numbers remained steady and we do not expect to see major fluctuations,” said ACP Executive Vice President of Operations Manuel Benítez. “The ACP will continue to follow these developments closely and remains fully committed to meeting the needs of its customers and the industry.”

Panama Canal/Universal Measurement System (PC/UMS) tonnage remained nearly constant with a slight decline of 3.3 percent – to 75.7 million PC/UMS tons from 78.4 million PC/UMS tons.

The official accident rate declined 32.4 percent to 1.02 accidents per 1,000 transits from 1.51 per 1,000 transits. An official accident is one in which a formal investigation is requested and conducted.

Utilization of the booking system decreased 15.6 percent – to 79.56 percent utilization from 94.31 percent.