



January 4, 2008

**OP'S ADVISORY TO SHIPPING No. A-01-2008**

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

**SUBJECT: Monthly Canal Operations Summary – DECEMBER 2007**

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	275
b. Pilots in Training .....	10
c. Tugs .....	27
d. Locomotives .....	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	35.87	46	27
Oceangoing Transits	36.26	42	29
Canal Waters Time (hours)	22.52	28.95	17.54
In-Transit Time (hours)	10.99	16.99	8.55

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	492	15.87	43.77
Vessels 91' Beam and Over	632	20.39	56.23
<b>Total of Oceangoing Transits:</b>	<b>1124</b>	<b>36.26</b>	
Vessels 100' Beam and Over	507	16.35	45.11
Vessels 900' Length and Over	151	4.87	13.43

**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)	465*	451*	96.99
Regular Vessels (beam < 91')	248*	212*	85.48

\*Does not include additional auctioned booking slots

- The following page provides the scheduled locks maintenance work and other items of interest to the shipping community.
- This advisory will be canceled for record purposes on January 31, 2008.

**ORIGINAL SIGNED**

Manuel E. Benítez  
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>
July 7-14-2008	8	Culvert Outage			28-32	Tentative
Sept. 1-8-2008	8	Culvert Outage			28-32	Tentative

\* **Note:** Actual transit capacity will depend on the type of restriction imposed during work.

**Transit Capacity:** The normal capacity of the Panama Canal is 38 transits per day. This capacity is reduced during locks outages, 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.

**READY, SET, BID: PANAMA CANAL REQUESTS PROPOSALS FOR NEW LOCKS CONSTRUCTION**

**FOUR GLOBAL CONSORTIA TO BID ON HISTORIC EXPANSION PROJECT PROPOSALS DUE AUGUST 2008**

The Panama Canal Authority (ACP) released its Request for Proposal (RFP) on December 21, 2007, for the “design-build” contract for the new locks under the Canal’s Expansion Program. Four global consortia will now move forward with their bids on what will be the largest and most important project under the \$5.25 billion expansion. The Expansion Program will build a new lane for traffic along the Panama Canal through the construction of a new set of locks, doubling capacity and allowing not only for more traffic, but also longer and wider ships.

The ACP will meet with consortia representatives in February 2008 regarding the content of the RFP for the construction of the new set of locks. Proposals are due August 2008. The ACP will evaluate bids based on the best value concept, with emphasis on technical components (60 percent) and price (40 percent). Following a thorough review, the ACP expects to award the contract in December 2008.

“Releasing the RFP for the new locks is a major step forward in the creation of the new lane, as it is the most significant contract in the Expansion Program. We have some of the world’s most reputable and skilled contractors competing for the opportunity to take part in this prominent project. We’re highly confident in their ability and we’re looking forward to receiving their proposals in the third quarter of next year,” said ACP Executive Vice President of Engineering and Program Management Jorge L. Quijano.

The winner of this contract will design and build two locks complexes, which include water-saving basins. The consortia in the running for the contract include: Consorcio C.A.N.A.L.; Consorcio Atlántico-Pacífico de Panamá; Consortia Bechtel, Taisei, Mitsubishi Corporation; and Consorcio Grupo Unidos por el Canal.

The qualifying process for interested consortia began in August 2007, when the ACP released a Request for Qualifications (RFQ) for the construction of the new set of locks. By November 2007, four consortia, composed of 30 companies from 13 countries, had submitted Statements of Qualifications. Based on a pass-fail evaluation of criteria and capabilities, the ACP certified that each of those consortia qualified to receive and respond to the RFP.