

July 5, 2007

MR'S ADVISORY TO SHIPPING No. A-14-2007

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JUNE 2007

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	275
b. Pilots in Training	0
c. Tugs	27
d. Locomotives	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	34.73	52	20
Oceangoing Transits	34.43	42	24
Canal Waters Time (hours)	21.04	30.70	15.53
In-Transit Time (hours)	10.33	12.53	8.30

Distribution of Oceangoing Transits:	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 80' Beam	327	10.90	31.66
Vessels 80' Beam and Over	<u>706</u>	<u>23.53</u>	68.34
Total of Oceangoing Transits:	1033	34.43	

Vessels 100' Beam and Over	469	15.63	45.40
Vessels 900' Length and Over	138	4.60	13.36

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)	418*	399*	95.45
Regular vessels (beam < 91')	240*	208*	86.67

*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, 2007.

ORIGINAL SIGNED

Manuel E. Benítez
Executive Vice President for Operations

TENTATIVE SCHEDULE OF LOCKS MAINTENANCE WORK FOR FY 2007						
Dates	Outage Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity	Status
July 11-20	3	Lane with restrictions (10d)	Lane Outage July 11-13 (3d)		32-36 during restrictions* 26-28 during outage	Confirmed
Aug. 8-10	2			Lane Outage (2d)	26-28	Tentative
Aug. 14-23	4	Lane with restrictions (10d)	Lane Outage Aug. 14-17 (4d)		32-36 during restrictions* 26-28 during outage	Tentative
Sept. 5-15	6		Lane Outage Sept. 5- 11 (6d)	Lane with restrictions Sept. 5-15 (10d)	32-36 during restrictions* 26-28 during outage	Tentative
Sept. 26-28	2			Lane Outage(2d)	26-28	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.

PANAMA CANAL BOARD OF DIRECTORS, ADVISORY BOARD MEET IN SHANGHAI

MEETING DISCUSSED EXPANSION PROGRESS AND CURRENT TRENDS IN THE MARITIME, SHIPPING INDUSTRY

The Panama Canal Authority (ACP) Board of Directors and Advisory Board met in Shanghai, China from June 11-12 to analyze the progress of the expansion project and other major projects underway at the Panama Canal. The Advisory Board plays an important role as the Panama Canal strives to best serve global trade and commerce. China is the second largest user of the Panama Canal after the United States.

ACP Administrator/CEO Alberto Alemán Zubieta briefed the Advisory Board, composed of business, maritime and trade experts, on key Canal issues, while the group discussed strategy and current trends in the maritime and shipping industries. The meeting was jointly presided over by Panamanian Minister for Canal Affairs and ACP Board of Directors Chairman Dani Ariel Kuzniecky and Advisory Board Chairman and former Secretary-General of the International Maritime Organization William A. O'Neil.

During the meeting, Mr. Alemán also briefed participants on the advances made for the expansion project. Since the October 22, 2006 referendum that approved the waterway's expansion, the ACP has assembled an experienced internal team to manage the historic undertaking, hired legal and financial advisors, hosted various conferences to communicate to potential contractors the essential details of the project, and released preliminary tenders, such as the tender for the program manager and the tender for the north Pacific channel dry excavation. The expansion will build a new lane of traffic along the Panama Canal through the construction of a new set of locks, which will double capacity and allow traffic of larger ships.

"This is one of the most exciting times for Panama and the Panama Canal. As we strive to run the Canal as a business - responsible to its customers and shareholders - these meetings provide invaluable insight, dialogue and idea creation. Over the past several years, this group of industry experts has helped us make major decisions. Now, as we run the existing Canal and move forward with expansion, their advice and counsel are of even greater importance," said Mr. Alemán.