



August 6, 2008

**OP'S ADVISORY TO SHIPPING No. A-20-2008**

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

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

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	284
b. Pilots in Training .....	9
c. Tugs .....	27
d. Locomotives .....	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	34.09	44	24
Oceangoing Transits	35.68	40	31
Canal Waters Time (hours)	31.72	49.82	16.83
In-Transit Time (hours)	12.49	17.15	9.25

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	484	15.61	43.76
Vessels 91' Beam and Over	622	20.06	56.24
<b>Total of Oceangoing Transits:</b>	<b>1106</b>	<b>35.68</b>	
Vessels 100' Beam and Over	517	16.67	46.75
Vessels 900' Length and Over	138	4.45	12.48

**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*	498*	94.50
Regular Vessels (beam < 91')	248*	225*	90.73

\*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 August 31, 2008.

**ORIGINAL SIGNED**

Manuel E. Benítez  
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>
August 19-26, 2008	8	Culvert Outage			32-36	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 AUTHORITY RELEASES FISCAL YEAR 2008 THIRD QUARTER METRICS**

#### **TOTAL TRANSITS AND TONNAGE UP**

The Panama Canal Authority (ACP) released third quarter (Q3) operational metrics for fiscal year (FY) 2008. In Q3, total Canal transits and tonnage increased. There was growth in key segments, most significantly tanker and passenger vessels transits. These metrics are based on operations from April through June 2008 which is, the third quarter of the ACP's 2008 fiscal year, and are compared below with Q3 of FY 2007.

Total Canal transits increased 2.5 percent during Q3-2008 – from 3,726 to 3,821 transits. Booked transits (excluding auctioned slots) rose 4.5 percent – from 1,954 to 2,041 transits. Panama Canal/Universal Measurement System (PC/UMS) tonnage also increased slightly, rising 0.9 percent from 2007 – from 76.5 million PC/UMS tons to 77.2 million PC/UMS tons. Tanker transits increased most significantly, up 9.1 percent – from 536 to 585 transits, while vehicle carriers increased from 192 to 194 transits. Container transits decreased from 902 to 876 transits, and passenger ships increased slightly, from 37 to 40 transits. Tanker tonnage also rose 10 percent – from 11.1 million PC/UMS tons to 12.2 million PC/UMS tons.

“While we continue to see flat economic trends and a slowdown in growth on a global scale, the Panama Canal experienced an increase in transits and tonnage during the third quarter,” said ACP Executive Vice President of Operations Manuel Benítez. “The ACP continues to look for innovative ways to meet existing and projected world trade demand through better service, workforce training and Canal improvements. We expect current positive trends to continue in the coming months.”

Average Canal Waters Time (CWT), the average time it takes a vessel to transit the Canal, including waiting time for passage, rose 56.3 percent in Q3, increasing to 38.31 hours from 24.50 hours. CWT for booked vessels, those ships holding reservations, increased 19.5 percent – from 16.55 hours in 2007 to 19.77 hours. The quarter's increase in CWT can be attributed to a surge in arrivals within the waterway's peak season, February - May, coinciding with maintenance work at the Pedro Miguel and Miraflores Locks. Weather conditions and the mix in size of arriving vessels also contributed to the increase in CWT.

The accident rate during Q3 of FY 2008 was 0.26 accidents per 1000 transits, down from 0.54 accidents per 1,000 transits during Q3 of FY 2007. An official accident is one in which ACP personnel is involved and a formal investigation is conducted.