



March 4, 2009

**OP'S ADVISORY TO SHIPPING No. A-04-2009**

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

**SUBJECT: Monthly Canal Operations Summary – FEBRUARY 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	38.57	49	24
Oceangoing Transits	37.82	44	32
Canal Waters Time (hours)	31.89	49.50	16.98
In-Transit Time (hours)	10.52	13.04	7.96

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	491	17.53	46.36
Vessels 91' Beam and Over	568	20.29	53.64
<b>Total of Oceangoing Transits:</b>	<b>1059</b>	<b>37.82</b>	
Vessels 100' Beam and Over	461	16.46	43.53
Vessels 900' Length and Over	127	4.54	11.99

**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)	476*	376* <sup>1</sup>	78.99
Regular Vessels (beam < 91')	224*	197* <sup>1</sup>	87.95

\*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 March 31, 2009.

**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>
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.

**THREE WORLD-CLASS CONSORTIA SUBMIT BIDS TO BUILD NEW, MODERN, STATE-OF-THE-ART LOCKS ON PACIFIC AND ATLANTIC SIDES OF THE PANAMA CANAL**

**LARGEST PANAMA CANAL EXPANSION CONTRACT**

**BIDS WILL BE EVALUATED IN A FAIR, RIGOROUS AND TRANSPARENT PROCESS**

On track and on time, the Panama Canal Authority (ACP) continues to press ahead with the start of the bid process for the most important project under its Expansion Program – the construction of the new set of locks. The ACP received proposals from three consortia competing to design and build the new, modern and state-of-the-art locks on the Pacific and Atlantic sides of the Panama Canal. The three consortia that submitted bids included: Consorcio C.A.N.A.L; Consortium Bechtel, Taisei, Mitsubishi Corporation; and Consorcio Grupo Unidos por el Canal. The ACP will evaluate the proposals in a fair, rigorous and transparent process, and will award the contract for "best value," which equates to 55 percent for the technical aspect and 45 percent for the bid price.

"As we welcome bids for the design and construction of the new locks, we mark yet another historic milestone in Canal expansion," said ACP Administrator/CEO Alberto Alemán Zubieta. "This is an exciting time for the Canal and for Panama as we move forward with the single most important expansion project. We stand committed to hiring a consortium that meets all technical requirements and provides the best value for the project. We are honored and pleased to receive submissions from leading firms in the industry and we will start reviewing the proposals immediately."

Chairman of the ACP Board, Dani Kuzniecky said, "The ACP has created an airtight process, involving knowledgeable experts and external consultants to assess each proposal. The Canal management is firmly committed to an open, fair, rigorous and transparent bid process. This is Latin America's most significant infrastructure project, and with financing in place, expansion continues to progress on time and on budget – a testament to the exceptional leadership of the ACP, the viability and soundness of the Expansion Program, and the economic success of Panama."

Each consortium submitted their price and technical proposal. The envelopes containing the price proposals, including the ACP's owner's price, were signed by the Notary Public, the ACP Contracting Officer and the Canal's Inspector General and were then placed in a box and transported to Panama's National Bank to be locked in a vault in an independent and secure location. These price proposals, together with the owner's price, will not be opened and reviewed until the technical proposals have been evaluated. Points for both aspects will be computed in a subsequent public forum.

The technical proposals will be studied and evaluated by the Evaluation Committee, which is comprised of 15 highly qualified ACP employees, with diverse technical experience. All Evaluation Committee members have signed confidentiality and conflict of interest agreements. During the evaluation process, more than 40 local and international experts will be available to the Evaluation Committee who will work in coordination with the official ACP contracting officer. Deloitte will serve as auditor and will review the process and certify that the Committee properly evaluates the bids. Upon completion of the evaluation, the contracting officer will call for another public forum in order to examine the price proposal from each consortium. Technical points awarded to each consortium will be added to the price proposals and the consortium with the highest number of points will be the potential winner. The forum will be held in the forthcoming months after the evaluation has been finalized.