



July 2, 2009

**OP'S ADVISORY TO SHIPPING No. A-11-2009**

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

**SUBJECT: Monthly Canal Operations Summary – JUNE 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	34.40	47	25
Oceangoing Transits	35.00	43	28
Canal Waters Time (hours)	18.30	22.77	13.11
In-Transit Time (hours)	9.14	10.66	7.67

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	417	13.90	39.71%
Vessels 91' Beam and Over	633	21.10	60.29%
<b>Total of Oceangoing Transits:</b>	<b>1050</b>	<b>35.00</b>	
Vessels 100' Beam and Over	533	17.77	50.76%
Vessels 900' Length and Over	122	4.07	11.62%

**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)	510*	260* <sup>1</sup>	50.98
Regular Vessels (beam < 91')	240*	77* <sup>1</sup>	32.08

\*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 July 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<sup>1</sup></b>	<b>Status</b>
July 20-23, 2009	4		Lane Outage		26-28	Confirmed

The normal transit capacity of the Panama Canal is 38-40 vessels each day, depending on vessel mix and other factors. 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.

**PHILADELPHIA REGIONAL PORT AUTHORITY AND PANAMA CANAL SEAL TIES TO PROMOTE TRADE AND ECONOMIC GROWTH**

On June 12, 2009, the Philadelphia Regional Port Authority (PRPA) and the Panama Canal Authority (ACP) signed a Memorandum of Understanding (MOU) to encourage economic growth and commercial activity between the two entities. Signed by PRPA Board Chairman John H. Estey and ACP Administrator/CEO Alberto Alemán Zubieta, the MOU will help generate new business by establishing an agreement to promote the “All-Water Route,” a shipping route from Asia to the U.S. East Coast via the Panama Canal.

“The strategic alliance with the Panama Canal Authority will increase job opportunities at our regional ports and attract new business,” says PRPA Board Chairman John H. Estey. “This collaboration aligns with our mission to become one of the most competitive U.S. East Coast seaports and has an increasingly marked contribution to the economic health of the state.”

Under the agreement, which is renewable after two years, PRPA and ACP will conduct joint activities and share best practices. Specific areas of focus will include marketing, research and data interchange, technical advancements and personnel training programs. The agreement demonstrates each organization’s dedication to meeting the anticipated increased levels of international trade.

“The Memorandum of Understanding with the Philadelphia Regional Port Authority comes at a critical time in the world economy,” said ACP Administrator/CEO Alberto Alemán Zubieta. “This agreement highlights our shared goals of improving customer service, increasing service offerings and business opportunities. We look forward to working together for continued trade between Latin America, Asia and the United States.”

Both PRPA and the ACP are working on expansion projects to foster increased trade. PRPA is sponsoring a five- to seven-year project to deepen the Delaware River Main Channel from 40 feet to 45 feet, which will better position the Port to accommodate the next generation of vessels that require deeper drafts. The Panama Canal Expansion Program will build a new lane of traffic along the Canal through the construction of a new set of locks, which will double capacity, allowing increased traffic and wider ships. The waterway’s expansion has an expected completion of 2014 and to date, continues to progress on-time and on-budget.

The Philadelphia Regional Port Authority (PRPA) is an independent agency of the Commonwealth of Pennsylvania charged with the management, maintenance, marketing, and promotion of publicly owned port facilities along the Delaware River in Philadelphia, as well as strategic planning throughout the port district. PRPA works with its terminal operators to modernize, expand, and improve its facilities, and to promote those facilities to prospective port users. Port cargoes and the activities they generate are responsible for thousands of direct and indirect jobs in the Philadelphia area and throughout Pennsylvania.