



October 6, 2009

**OP'S ADVISORY TO SHIPPING No. A-18-2009**

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

**SUBJECT: Monthly Canal Operations Summary – SEPTEMBER 2009**

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	291
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	32.57	39	24
Oceangoing Transits	33.00	42	27
Canal Waters Time (hours)	16.28	19.67	12.75
In-Transit Time (hours)	8.56	10.26	6.78

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	415	13.83	41.92%
Vessels 91' Beam and Over	575	19.17	58.08%
<b>Total of Oceangoing Transits:</b>	<b>990</b>	<b>33.00</b>	
Vessels 100' Beam and Over	482	16.07	48.69%
Vessels 900' Length and Over	120	4.00	12.12%

**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*	163* <sup>1</sup>	31.96%
Regular Vessels (beam < 91')	240*	60* <sup>1</sup>	25.00%

\*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 October 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>
Oct. 14-16, 2009	2			East Lane	<b>26-28</b>	Confirmed
Sept. 8-17, 2010	10			Centerwall Culvert	<b>29-33</b>	Tentative

<sup>1</sup>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.

### **PANAMA CANAL AUTHORITY AWARDS ATLANTIC ENTRANCE DREDGING CONTRACT TO JAN DE NUL N.V.**

The Panama Canal Authority (ACP) announced that Jan De Nul n.v. has been awarded the contract to dredge the Canal’s Atlantic entrance. The dredging project is another integral element of the Canal’s Expansion Program.

“We are pleased with the competition for this contract for which several premier dredging firms from around the world (Europe, United States and Asia) submitted proposals,” said ACP Executive Vice President of Engineering and Program Management Jorge L. Quijano. “Not only has the ACP benefited from a competitive price that is within the estimated budget, but it is also assured of an effective, high quality execution. The winning company has previously dredged in this area of the Canal; this is why it has the proven capacity to execute this contract without any difficulty.”

After a thorough review of the lowest priced proposal, the ACP awarded the contract to Jan De Nul n.v. for \$89,617,317. The tender also included an option to dredge an additional 2.3 million cubic meters. The ACP has 45 days to decide whether or not to exercise the option. Jan De Nul n.v. offered to perform the option for \$16,411,600.

The chart below provides the names of the companies that submitted bids September 9 with their corresponding bid prices in U.S. dollars.

<b>COMPANY</b>	<b>BID PRICE</b>
<b>Joint Venture Boskalis-Dredging International</b>	<b>\$ 177,611,840</b>
<b>Van Oord Dredging</b>	<b>\$ 162,182,828</b>
<b>China Harbour Engineering Co</b>	<b>\$ 116,732,224</b>
<b>Great Lakes Dredge &amp; Dock Co</b>	<b>\$ 195,943,129</b>
<b>Jan De Nul n.v.</b>	<b>\$ 89,617,317</b>

The Atlantic entrance dredging project ensures that larger, wider ships can reach the new locks. It lowers the Canal bottom to 15.5 meters below the \*Mean Low Water (MLW) and includes dredging approximately 14.8 million cubic meters and excavating 800 thousand cubic meters. The area to be dredged on the Atlantic entrance extends approximately 13.8 kilometers. The scope of work also includes widening the existing Atlantic entrance channel from 198 meters to a minimum of 225 meters and the north approach channel to a minimum of 218 meters.

The ACP released its request for proposals for the Atlantic entrance dredging February 27 and held site visits and a pre-tender meeting from April through July. Submissions were received September 9.

The Atlantic entrance dredging is one of several key expansion projects. 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 more traffic and longer, wider ships. The ACP expects expansion to be completed by 2014.

*\*Mean Low Water (MLW) is the average of the low tides, which are the reference levels for hydrographical information, survey works and data.*