



November 6, 2009

**OP'S ADVISORY TO SHIPPING No. A-23-2009**

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

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

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	296
b. Pilots in Training .....	0
c. Tugs .....	31
d. Locomotives .....	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	35.84	51	17
Oceangoing Transits	35.74	43	26
Canal Waters Time (hours)	20.45	27.90	13.72
In-Transit Time (hours)	9.90	13.36	7.21

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	395	12.74	35.65%
Vessels 91' Beam and Over	713	23.00	64.35%
<b>Total of Oceangoing Transits:</b>	<b>1108</b>	<b>35.74</b>	
Vessels 100' Beam and Over	601	19.39	54.24%
Vessels 900' Length and Over	129	4.16	11.64%

**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)	520*	253* <sup>1</sup>	48.65%
Regular Vessels (beam < 91')	246*	82* <sup>1</sup>	33.33%

\*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 November 30, 2009.

**ORIGINAL SIGNED**

Miguel F. Rodríguez  
Acting 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>
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 ANNOUNCES FISCAL YEAR 2009 METRICS**

### **CANAL WATERS TIME DOWN SUBSTANTIALLY**

#### **GENERAL CARGO, DRY BULK AND TANKER TRANSITS UP**

The Panama Canal Authority (ACP) announced its operational metrics for the 2009 fiscal year (FY 2009). Most importantly, Canal Waters Time (CWT), the average time it takes a vessel to navigate the Canal, including waiting time, significantly decreased. Statistics for Fiscal year 2009 (October 2008 – September 2009) show a slight decline in total transits and tonnage compared to FY 2008. In addition, the Canal experienced growth in some principal segments, most notably, general cargo, dry bulk, and tanker transits.

In FY 2009, CWT decreased 26.9 percent – from 31.55 to 23.06 hours. For booked vessels (those ships holding reservations), CWT declined 16.1 percent – from 18.52 in FY 2008 to 15.54 hours this year. This decline in CWT can be attributed to an increase in reliability and efficiency of the ACP’s Canal operations.

Total Canal transits experienced a marginal decline of 2.4 percent – from 14,702 to 14,342 transits. Panama Canal/Universal Measurement System (PC/UMS) tonnage decreased 3.4 percent – from 309.6 million PC/UMS tons to 299.1 million PC/UMS tons.

General cargo traffic jumped this year by 12.3 percent – from 779 to 875 transits, while dry bulk transits increased 11 percent – from 2,420 to 2,687. The Canal saw an increase in tanker transits – up 12.3 percent from 2,066 to 2,320. Container transits experienced a slight drop of 5.1 percent from 3,544 to 3,364 in FY 2009.

“While world trade continues to rebound from the downturn, the ACP remains committed to increasing the value of the Canal route for its customers. We closed the fiscal year with lower CWT numbers and solid overall metrics that reflect the ACP’s steadfast resolve to provide the most safe, reliable, and efficient service,” said ACP Executive Vice President of Operations Manuel Benítez. “In FY 2010, we will continue to implement innovative solutions to meet our customers’ needs.”

Booked transits (excluding auctioned slots) decreased 28.1 percent – from 8,167 to 5,869 transits. In FY 2009, booked vessels accounted for more than 45 percent of oceangoing transits.

The official accident rate rose slightly from 1.09 accidents per 1,000 transits in FY 2008 to 1.53 accidents per 1,000 transits this fiscal year. An official accident is one in which a formal investigation is requested and conducted.