

June 8, 2010

**OP'S ADVISORY TO SHIPPING No. A-08-2010**

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

**SUBJECT: Monthly Canal Operations Summary – MAY 2010**

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	287
b. Pilots in Training .....	0
c. Tugs .....	30
d. Locomotives .....	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	34.03	44	24
Oceangoing Transits	34.48	41	25
Canal Waters Time (hours)	22.48	30.49	15.91
In-Transit Time (hours)	9.19	12.85	7.46

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	468	15.10	43.78%
Vessels 91' Beam and Over	601	19.39	56.22%
<b>Total of Oceangoing Transits:</b>	1069	34.48	
Vessels 100' Beam and Over	485	15.65	44.74%
Vessels 900' Length and Over	110	3.55	10.15%

<b>Booking Slots:</b>	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	527*	225* <sup>1</sup>	42.69%
Regular Vessels (beam < 91')	248*	150* <sup>1</sup>	60.48%

\*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 June 30, 2010.

**ORIGINAL SIGNED**

Noris E. López S.  
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>
Oct. 18-28, 2010	10			West Sidewall Culvert	29-33	Tentative
June 14-24, 2011	10			Centerwall Culvert	29-33	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 CEO BRIEFS MARITIME EXPERTS ON PROGRESS OF PANAMA CANAL EXPANSION**

***CANAL EXPANSION PROGRAM IS ON TIME AND ON BUDGET***

***LIVERPOOL FORUM SPEARHEADED BY THE INTERNATIONAL NAVIGATION ORGANIZATION (PIANC)***

Panama Canal Authority (ACP) Administrator/CEO Alberto Alemán Zubieta addressed hundreds of participants at this year’s International Navigation Organization’s (PIANC) 32<sup>nd</sup> Congress May 11 in Liverpool, United Kingdom. During his keynote address, Mr. Alemán Zubieta spoke about the Panama Canal Expansion Program and briefed the audience on the project. To date, 100 percent of the excavation work has been completed for the first two phases of the Pacific access channel and close to 30 percent of work completed on the deepening and widening of Gatun Lake and the Gaillard Cut (the narrowest stretch in the Panama Canal).

“Forums such as PIANC’s Congress are a great opportunity to connect with industry insiders and the maritime public at large. We have a long-standing partnership with this organization and look forward to our continued collaboration,” said Mr. Alemán Zubieta. “In the early stages of the Panama Canal expansion studies, PIANC’s reports were instrumental in helping the ACP in its search for proven locks technologies used around the world, such as rolling gates and water-saving basins. I am honored to be this year’s keynote speaker and report that our historic Expansion Program is moving ahead on time and on budget.”

PIANC is a global organization providing guidance for sustainable waterborne transport infrastructure for ports and waterways. Every four years, a congress, open to the public, is held in one of PIANC’s member countries for the presentation and discussion of papers on subjects of current significance to waterways and maritime interests. The Congress is a four-day event, which covers all aspects of maritime and inland waterway navigation, including recreation, environment and international development. The program includes invited lectures, technical papers, technical visits and networking events.

The International Navigation Organization (PIANC) is the forum where professionals around the world join forces to provide expert advice on cost-effective, reliable and sustainable infrastructure to facilitate the growth of waterborne transport. Established in 1885, PIANC continues to be the leading partner for government and private sector in the design, development and maintenance of ports, waterways and coastal areas. For more information, please refer to PIANC’s Web site: [www.pianc.org](http://www.pianc.org).