

October 7, 2010

OP'S ADVISORY TO SHIPPING No. A-17-2010

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – SEPTEMBER 2010

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	285
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	33.87	48	17
Oceangoing Transits	33.47	40	27
Canal Waters Time (hours)	28.31	45.96	17.29
In-Transit Time (hours)	10.26	12.17	7.09

Distribution of Locomotive Transits:	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	386	12.87	38.45%
Vessels 91' Beam and Over	618	20.60	61.55%
Total of Locomotive Transits:	1004	33.47	
Vessels 100' Beam and Over	519	17.30	51.69%
Vessels 900' Length and Over	117	3.90	11.65%

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	464*	305* ¹	66.73%
Regular Vessels (beam < 91')	220*	138* ¹	62.73%

*Does not include additional auctioned booking slots

¹ 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, 2010.

ORIGINAL SIGNED

Manuel E. Benitez
Executive Vice President of Operations

ONE YEAR SCHEDULE OF LOCKS MAINTENANCE WORK						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity¹	Status
Sept. 20-30, 2010	10			West Sidewall Culvert	29-33	Completed
June 14-24, 2011	10			Centerwall Culvert	29-33	Tentative

Starting September 6, 2010, and for approximately six weeks, a portion of the Gaillard Cut will be closed for shipping between 2200 hours and 0600 hours Sunday to Friday, due to dredging operations in Cucaracha and Paraiso reaches. As a result, the estimated transit capacity will be 32-34 vessels, depending on vessel mix and transit restrictions.

¹The 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.

CUSTOMER SATISFACTION SURVEY: The Panama Canal Authority is continuously looking for ways to improve its services to world shipping and with this in mind the ACP Operations Department will be conducting a customer satisfaction survey from October 15 to 20. During this time, local shipping agencies will be requested to complete the survey via electronic mail. Comments or suggestions will be greatly appreciated as they will help the ACP identify opportunities for improvement and, at the same time, strengthen the bonds with our customers.

PANAMA CANAL AUTHORITY CEO ALBERTO ALEMÁN ZUBIETA AND HIS WIFE LAUNCHES NEW CANAL DREDGE IN THE NETHERLANDS

On Monday, September 6, in SLIEDRECHT, Netherlands, Panama Canal Authority (ACP) Administrator/CEO Alberto Alemán Zubieta, and his wife Ana Matilde Alemán, launched the QUIBIÁN I, a new cutter suction dredge custom-built by IHC Beaver Dredgers for the Panama Canal's expansion.

The QUIBIÁN I, named after a 15th century indigenous Panamanian leader whose name signifies resolution and unity, is expected to arrive in Panama City by the second quarter of 2011.

The ceremony took place at the Sliedrecht shipyard in the Netherlands, where the QUIBIÁN I was built. The dredge will be used in the Panama Canal's expansion project until its completion in 2014. Subsequent usage will include maintenance and other modernization projects for the waterway.