

December 6, 2010

**OP'S ADVISORY TO SHIPPING No. A-20-2010**

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

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

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	284
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	35.70	48	21
Oceangoing Transits	36.80	43	30
Canal Waters Time (hours)	30.03	48.64	19.51
In-Transit Time (hours)	11.55	15.21	10.19

<b>Distribution of Locomotive Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	373	12.43	33.48
Vessels 91' Beam and Over	741	24.70	66.52
<b>Total of Locomotive Transits:</b>	<b>1114</b>	<b>37.13</b>	
Vessels 100' Beam and Over	643	21.43	57.72
Vessels 900' Length and Over	124	4.13	11.13

<b>Booking Slots:</b>	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	494*	469* <sup>1</sup>	94.94%
Regular Vessels (beam < 91')	232*	182* <sup>1</sup>	78.45%

\*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 December 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 Capacity <sup>1</sup>	Status
Sept. 20-30, 2010	10			West Sidewall Culvert	29-33	Completed
Nov. 15, 2010	0.5	West Lane			30-32	Completed
Nov. 18, 2010	0.5	West Lane			30-32	Completed
Nov. 22, 2010	0.5	East Lane			30-32	Completed
Nov. 25, 2010	0.5	East Lane			30-32	Completed
Dec. 16, 2010	0.5	East Lane			33-35	Tentative
Dec. 20, 2010	0.5	East Lane			33-35	Tentative
June 14-24, 2011	10			Centerwall Culvert	29-33	Tentative
June 16-19, 2011	4	East Lane			26-28	Tentative

<sup>1</sup>The normal transit capacity of the Panama Canal is 38-40 vessels per 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.

### **Another Expansion Milestone Reached: Canal officials inspect physical model of new locks**

Steadily moving forward with expansion, the Panama Canal Authority (ACP) reached another milestone. Monday, the Canal's Advisory Board and Board of Directors inspected the physical model of the new set of locks in Lyon, France. Built by Compagnie National du Rhône's (CNR) Hydraulic Laboratory, the functional model used a ship that is 12.2 meters long to perform the lock filling and emptying tests. The new locks will include side basins that reuse 60 percent of the water in every lockage of a vessel.

"We have reached a significant phase in the Canal's Expansion Program. We are pleased to see that Grupo Unidos por el Canal and their subcontractor, CNR, are now closer to finalizing the configuration and dimensions of the locks' hydraulic system so that the construction stage can begin soon," said ACP Administrator/CEO Alberto Alemán Zubieta.

Grupo Unidos por el Canal (GUPCSA) is the international consortium responsible for the design and construction of the new locks. They selected CNR to build the 1:30 scale physical model to perform water flow tests through its complex arrangement of culverts and valves in order to ensure that the locks will meet the minimum performance requirements set forth in the contract. The inspection by Canal officials enabled them to visualize how the locks' hydraulics work in terms of filling and emptying the locks' chambers with water when raising or lowering a vessel.

To date, overall expansion work is 15 percent complete - with work underway on the dredging, dry excavation and digging for the locks.

Lyon is one location where contractors are performing design work for the new Canal locks. Other cities include Chicago, Illinois, and Bellevue, Washington, United States; Papendrecht, Holland; Buenos Aires, Argentina; Milan, Italy, and Panama City, Panama.