

**AUTORIDAD DEL CANAL DE PANAMÁ
OPERATIONS DEPARTMENT**

OP'S ADVISORY TO SHIPPING No. A-09-2011

May 6, 2011

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – April 2011

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>283</u>
b. Pilots in Training	<u>12</u>
c. Tugs	<u>32</u>
d. Locomotives	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	37.37	53	27
Oceangoing Transits	38.03	44	30
Canal Waters Time (hours)	24.56	33.04	15.92
In-Transit Time (hours)	10.51	12.60	8.23
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	449	14.97	39.35
Vessels 91' beam and over	692	23.07	60.65
Total:	1141	38.03	
Vessels 100' beam and over	581	19.37	50.92
Vessels 900' length and over	134	4.47	11.74
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	510	331	64.90
Regular Vessels (beam less than 91')	240	196	81.67

*Does not include additional auctioned booking slots
 † 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 May 31, 2011.

ORIGINAL SIGNED

 Manuel E. Benítez
 Executive Vice President of Operations

AUTORIDAD DEL CANAL DE PANAMÁ

OPERATIONS DEPARTMENT

3654 (OPXI)
v. 28-01-2011

OP, May 6, 2011

Subject: Monthly Canal Operations Summary – April 2011

<i>SCHEDULE OF LOCKS MAINTENANCE WORK</i>						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity ¹	Status
May 3, 2011	0.5	East Lane			34-36	Completed
May 5, 2011	0.5	East Lane		West Lane	34-36	Confirmed
June 14-24, 2011	10			Centerwall Culvert	29-33	Confirmed
June 16-20, 2011	5	East Lane			26-28	Confirmed
July 25, 2011	0.5			East Lane	32-34	Tentative
July 28, 2011	0.5			East Lane	32-34	Tentative
Sept. 7-9, 2011	2			West Lane	26-28	Tentative
Sept. 26, 2011	0.5			East Lane	32-34	Tentative
Sept. 29, 2011	0.5			East Lane	32-34	Tentative
Oct. 10, 2011	0.5			West Lane	32-34	Tentative
Oct. 13, 2011	0.5			West Lane	32-34	Tentative
Dic. 12 y 15, 2011	0.5			West Lane	32-34	Tentative

¹The 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.

\$43 MILLION CONTRACT AWARDED FOR DESIGN AND CONSTRUCTION OF NEW BACKHOE DREDGE

The Panama Canal Authority (ACP) has awarded a \$43 million dollar contract to Dutch company IHC Engineering Business Ltd., a part of IHC Merwede Group, for the design and construction of a new backhoe dredge.

The addition of this new dredge to the ACP's existing fleet, in December 2012, will increase the ACP's ability to effectively dredge as part of the Expansion Program and future maintenance projects.

IHC Engineering Business Ltd. will be responsible for the design, construction, tests and delivery of the hydraulic backhoe dredge. The dredge, powered by diesel engines, will have the capacity to dredge to a depth of 18 meters underwater with a bucket of at least 11 cubic meters.

Five other companies participated in the public international bid, which was open from September 2, 2010 to March 28, 2011: Shanghai Zhenhua Heavy Industries Co., Ltd.; De Donge Shipbuilding; Heli Steelstrong LLC; Qinhuangdao China Harbour Shipbuilding Industry Co., Ltd. and Holland Shipyards BV.

The dredge will be built with state-of-the-art equipment, enhancing its performance and increasing efficiency.

Expansion will build a new lane of traffic along the Panama Canal through the construction of a new set of locks, doubling the capacity and allowing for the transit of longer, wider ships.

Earlier this month, the ACP welcomed the QUIBIAN I, a cutter-suction dredge also built by IHC Beaver Dredgers, as part of a contract awarded in 2008. In addition to the QUIBIAN I, the ACP Dredging Division has two other dredges, the MINDI and RIALTO M. CHRISTENSEN, and two drill barges, BARU and THOR.