

**AUTORIDAD DEL CANAL DE PANAMÁ  
OPERATIONS DEPARTMENT**

**OP'S ADVISORY TO SHIPPING No. A-04-2012**

March 6, 2012

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

**SUBJECT: Monthly Canal Operations Summary – February 2012**

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	<u>294</u>
b. Pilots in Training .....	<u>6</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	35.62	47	20
Oceangoing Transits	36.97	41	32
Canal Waters Time (hours)	26.30	38.68	16.94
In-Transit Time (hours)	10.57	13.08	8.69
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	371	12.79	34.61
Vessels 91' beam and over	701	24.17	65.39
Total:	1072	36.97	
Vessels 100' beam and over	591	20.38	55.13
Vessels 900' length and over	120	4.14	11.19
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	493*	345* <sup>1</sup>	69.98
Regular Vessels (beam less than 91')	232*	188* <sup>1</sup>	81.03

\*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 March 31, 2012.

**ORIGINAL SIGNED**

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Manuel E. Benítez  
Executive Vice President of Operations

# AUTORIDAD DEL CANAL DE PANAMÁ

## OPERATIONS DEPARTMENT

3654 (OPXI)  
v. 28-01-2011

OP, March 6, 2012

Subject: Monthly Canal Operations Summary – February 2012

<i>SCHEDULE OF LOCKS MAINTENANCE WORK FOR FY-2012</i>						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity <sup>1</sup>	Status
May 14-23, 2012	10			West 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.

**CUSTOMER SATISFACTION SURVEY:** The Panama Canal Authority is continuously looking for ways to improve its services to world shipping. With this in mind, the ACP Operations Department will be conducting a customer satisfaction survey among local shipping agencies in March 2012. 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 improvement opportunities and, at the same time, strengthen bonds with our customers.

### **Panama Canal Receives Statement of Qualifications from Consortia Vying to Build New Bridge on the Atlantic side**

Two consortia and one company presented documentation to pre-qualify for the bid to build the bridge on the Atlantic side of the Panama Canal.

Representatives from each of the following internationally renowned companies/consortia handed in their proposals:

1. Odebrecht – Hyundai Joint Venture (Brazil – Korea)
2. Acciona Infraestructuras – Tradeco (Spain – Mexico)
3. Vinci Construction Grands Projets (France)

The pre-qualification process is the first of two stages to determine which company or consortium will be tasked with building the bridge on the Atlantic side.

The evaluation process is based on best-value criteria. This entails qualifying participants based on technical criteria, experience and financial capability. The firms that meet the basic requirements will move to the second and final phase of the process, for which the ACP will release a request for proposals (RFP). Thus, once the evaluation period is completed in approximately 45 days, the names of the pre-qualified consortia will be announced so that they may participate in the second stage of the process for the final selection of the contractor who will build the bridge.

The company/consortia that make it to this phase will be required to submit proposals and conduct visits to the site where the new bridge will be built. The deadline to receive proposals is scheduled for July of 2012.

The bridge design is inspired on similar infrastructure work in countries such as Spain, Korea, France, China and Japan. The double-plane, twin pylon, cable-stayed bridge will feature two lanes of traffic in each direction. Its length will be 4.6 kilometers and it will stand 75 meters above sea level.

The bridge will be located 3 kilometers North of Gatun Locks and the new Post-Panamax locks on the Atlantic side province of Colon. Once completed, it will benefit neighboring communities as it will expedite crossing over the Canal.