



September 4, 2007

MR'S ADVISORY TO SHIPPING No. A-21-2007

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – AUGUST 2007

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	274
b. Pilots in Training	0
c. Tugs	27
d. Locomotives	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	34.64	46	22
Oceangoing Transits	35.00	43	24
Canal Waters Time (hours)	24.84	35.13	17.93
In-Transit Time (hours)	10.77	15.53	8.25

Distribution of Oceangoing Transits:	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 80' Beam	346	11.16	31.89
Vessels 80' Beam and Over	<u>739</u>	<u>23.84</u>	68.11
Total of Oceangoing Transits:	1085	35.00	
Vessels 100' Beam and Over	488	15.74	44.98
Vessels 900' Length and Over	147	4.74	13.55

Note: For the purpose of this report, the term "oceangoing transits" is equivalent to the number of locomotive transits.

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	426*	419*	98.36
Regular vessels (beam < 91')	243*	219*	90.12

*Does not include additional auctioned booking slots

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 September 30, 2007.

ORIGINAL SIGNED

Manuel E. Benítez
Executive Vice President for Operations

TENTATIVE SCHEDULE OF LOCKS MAINTENANCE WORK – ONE YEAR						
Dates	Days	Miraflores	Pedro Miguel	Gatun	Estimated Transit Capacity	Status
Sept. 5-15-2007	6		Lane Outage Sept. 5- 11 (6d)	Lane with restrictions Sept. 5-15 (10d)	32-36 during restrictions* 26-28 during outage	Confirmed
Sept. 26-28-2007	2			Lane Outage(2d)	26-28	Confirmed
July 7-14-2008	8	Culvert Outage			28-32	Tentative
Sept. 1-8-2008	8	Culvert Outage			28-32	Tentative

* **Note:** Actual transit capacity will depend on the type of restriction imposed during work.

Transit Capacity: The normal capacity of the Panama Canal is 38 transits per day. This capacity is reduced during locks outages, 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 AWARDS EXPANSION PROGRAM MANAGER CONTRACT TO CH2M HILL

LEADING FULL-SERVICE GLOBAL FIRM WILL ASSIST ACP IN MANAGING EXPANSION PROGRAM

After a thorough evaluation of the proposals submitted for the Program Manager Contract, the Panama Canal Authority (ACP) has awarded the contract to CH2M Hill. The prominent full-service global program management firm in the United States will assist the ACP in the management of numerous contracts under its Expansion Program, including those for design and construction of the two post-Panamax lock structures. CH2M Hill, a U.S. based company, has more than 19,000 employees in offices worldwide and offers full-service engineering, consulting, construction, and operations expertise.

The procurement process began in June 2007, when the ACP requested proposals from top-tier firms with a strong reputation in program management and experience with major international construction projects. Over the course of a month, the ACP reviewed bids from CH2M Hill, Parsons Brinkerhoff and URS Holdings, Inc., among others, to ensure that the winning firm would best meet the project’s requirements. Each firm was required to make an oral presentation, and the final selection was based on best value, not lowest bid.

“We look forward to having CH2M Hill as a partner during this historic journey. We are certain that its proven experience in the international program management arena will substantially strengthen and add tremendous value to our Expansion Program to deliver the projects on time, quality and budget,” said ACP Engineering and Programs Management Executive Vice-President Jorge L. Quijano.

The ACP Board of Directors approved the use of an integrated program management model, wherein the Authority will designate tasks between its own staff and CH2M Hill. The bulk of the Program Manager duties will focus on the new locks contracts interfacing with both design and construction teams.