



January 4, 2010

**OP'S ADVISORY TO SHIPPING No. A-01-2010**

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

**SUBJECT: Monthly Canal Operations Summary – DECEMBER 2009**

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	289
b. Pilots in Training .....	0
c. Tugs .....	31
d. Locomotives .....	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	35.13	46	22
Oceangoing Transits	35.29	47	27
Canal Waters Time (hours)	18.20	22.71	14.84
In-Transit Time (hours)	9.32	11.46	7.41

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	465	15.00	42.50%
Vessels 91' Beam and Over	629	20.29	57.50%
<b>Total of Oceangoing Transits:</b>	<b>1094</b>	<b>35.29</b>	
Vessels 100' Beam and Over	524	16.90	47.90%
Vessels 900' Length and Over	111	3.58	10.15%

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

<b>Booking Slots:</b>	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	527*	217* <sup>1</sup>	41.18%
Regular Vessels (beam < 91')	248*	125* <sup>1</sup>	50.40%

\*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 January 31, 2010.

**ORIGINAL SIGNED**

Manuel E. Benitez  
Executive Vice President of Operations

<b>ONE YEAR SCHEDULE OF LOCKS MAINTENANCE WORK</b>						
<b>Dates</b>	<b>Days</b>	<b>Miraflores</b>	<b>Pedro Miguel</b>	<b>Gatun</b>	<b>Estimated Transit Capacity<sup>1</sup></b>	<b>Status</b>
Sept. 8-17, 2010	10			Centerwall Culvert	<b>29-33</b>	Tentative

<sup>1</sup>The 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.

**PANAMA CELEBRATES DECADE OF CANAL MANAGEMENT**

**1999-2009 REPRESENTS PERIOD OF CHANGE, ACHIEVEMENT AND GROWTH**

**ACP HIGHLIGHTS KEY MILESTONES; WILL CELEBRATE PAST AND FUTURE ACHIEVEMENTS THROUGHOUT 2010**

December 31, 2009, marked a decade of management of the Panama Canal by Panama. This vital trade artery has long stood as one of the world’s most recognized and respected engineering marvels and a crucial link in the global supply chain. Building on this, the decade of Panamanian stewardship and leadership has been evidenced by change, achievement and growth. By nearly every measure in the past 10 years, the Canal’s role in world trade and value to global commerce has increased significantly.

“Through trade booms and economic recession, the ACP has steadfastly provided excellent service to our customers and world trade,” said Panama Canal Authority (ACP) Board Chairman and Minister for Canal Affairs Romulo Roux. “After the handover in 1999 and shifting our business model from a profit-neutral utility to a market-oriented business model, we never lost sight of our vision and responsibility to global trade. I believe that has been a key tenet of the Canal’s success.”

After a decade of Panamanian management, ACP Administrator/CEO Alberto Alemán Zubieta spoke of his vision for Panama’s hopeful future.

“Reflecting over the past decade, I am proud of what we have achieved,” he said. “Proud of the employees of the ACP, proud of our accomplishments and proud of Panama. We have achieved goals that some thought were daunting and overcome obstacles that, at times, seemed insurmountable.”

Mr. Alemán Zubieta added: “I am honored to have been granted the opportunity to serve along 9,000 hard-working Panamanians, at a time of such importance to Panama and the Canal. Indeed, the accomplishments of the past 10 years give me the confidence to look forward with optimism. We continue to break new ground with the expansion, the largest project since the Canal’s original construction, and we are on track for a 2014 completion. An expanded Canal will open new doors for world trade and growth. And our fundamental mission is clear: the business of the Canal is to provide customers with safe, reliable and efficient service. We take this role seriously and look forward to years of service to come.”

During a ceremony on December 31st in Panama to commemorate the anniversary, Panama President Ricardo Martinelli gave the final speech highlighting that the Canal has been managed in a safe, reliable and efficient manner during the past 10 years. He added that “the Canal is a matter of pride not only for Panamanians, but also for the international community.”

President Martinelli raised the Panamanian flag at the Panama Canal Administration Building during the ceremony attended by ACP Board members, Mr. Alemán Zubieta and other officials and noted guests.

Today, the ACP reflects on 10 years of success and will continue to celebrate past and future achievements throughout the year. A sampling of key milestones of the past decade is below. All underscore the ACP’s commitment to serve the maritime industry and world trade.

**Panama Canal Milestones 1999-2009**

- December 31, 1999 – Panama Officially assumes management of the Panama Canal
- 2002 – Continuing with its modernization program, the ACP purchases new tugboats and changes the locks machinery to a hydraulic system
- 2003 – ACP shifts from cost based utility to a market – oriented business model, implementing new market segmentation and toll structure
- 2005 – ACP employees assemble new locomotives on the ground
- October 22, 2006 – Panama holds a national referendum on the Canal Expansion
- September 3, 2007 – Panama Canal expansion Program breaks ground
- October 2007 – ACP plants 550,000<sup>th</sup> trees as part of the reforestation program in the Canal’s watershed
- December 9, 2008 – ACP secures \$2.3 billion financing from multilateral agencies for the Expansion Program
- July 2009 – ACP awards the new set of locks expansion contract
- September 2009 – Canal Waters Time has decreased from approximately 33 to 23 hours during the last 10 years, providing a better service to customers