



April 8, 2010

OP'S ADVISORY TO SHIPPING No. A-05-2010

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – MARCH 2010

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	286
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	36.55	47	26
Oceangoing Transits	36.81	41	28
Canal Waters Time (hours)	19.84	25.70	16.17
In-Transit Time (hours)	8.97	10.49	7.36

Distribution of Oceangoing Transits:	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 91' Beam	525	16.94	46.01%
Vessels 91' Beam and Over	616	19.87	53.99%
Total of Oceangoing Transits:	1141	36.81	
Vessels 100' Beam and Over	510	16.45	44.70%
Vessels 900' Length and Over	119	3.84	10.43%

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)	527*	206* ¹	39.09%
Regular Vessels (beam < 91')	248*	169* ¹	68.15%

*Does not include additional auctioned booking slots
¹ 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 April 30, 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 Capacity¹	Status
Sept. 8-17, 2010	10			Centerwall Culvert	29-33	Tentative

¹The 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.

Study Underway for Atlantic side Vehicular Crossing

On February 24, 2010, the Panama Canal Authority (ACP) awarded US-Dutch consortium URS/COWI a contract to analyze the best alternative for building a vehicular crossing at the Atlantic end of the Canal. The consortium was awarded the contract after submitting the lowest price proposal totaling \$895,000.00 and receiving the highest score following the review of its technical proposal.

As required under the contract, the consortium has 240 days to analyze the feasibility of building either a bridge or a tunnel, north of the existing Gatun Locks and the new Post-Panamax locks complex on the Atlantic side, and establish the best alternative. As part of the project requirements, URS/COWI shall assess at least two alignments: one for the construction of a bridge and one for a tunnel. Both alternatives, which shall be evaluated independently, may have several duly substantiated alignment options.

The joint venture brings the accumulated experience of URS with more than 100 years providing engineering, construction, environmental and technical and advisory services worldwide. COWI, a leading European bridge designer, has worked in over 50,000 engineering projects in 175 countries since its establishment in 1930.

Other consortia presenting proposals include:

Tenderer	Price Proposal
Moffat & Nichol/ Arup USA, Inc.	\$ 954,059.00
TYPSA / CFC SL	\$ 1,495,000.00
T-Y-Lin/ Fugro Panama / Mott MacDonald /Onmiconsult	\$ 943,000.00
The Louis Berger Group/Amman & Whitney/ D2 Consult	\$ 1,248,713.92

Although not part of the Canal Expansion Program budget, the contract is part of the ACP's commitment to provide a vehicular crossing at the Atlantic end of the Panama Canal in compliance with the Constitutional mandate contained in Article 3 of Law 28 of July 27, 2006, which approved the Expansion Program.