

August 3, 2007

**MR'S ADVISORY TO SHIPPING No. A-17-2007**

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

**SUBJECT: Monthly Canal Operations Summary – JULY 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	34.90	50	17
Oceangoing Transits	34.87	43	24
Canal Waters Time (hours)	28.92	46.52	17.80
In-Transit Time (hours)	10.62	13.13	8.76

<b>Distribution of Oceangoing Transits:</b>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 80' Beam	314	10.13	29.05
Vessels 80' Beam and Over	<u>767</u>	<u>24.74</u>	70.95
<b>Total of Oceangoing Transits:</b>	1081	34.87	

Vessels 100' Beam and Over	531	17.13	49.12
Vessels 900' Length and Over	153	4.93	14.15

**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)	436*	430*	98.62
Regular vessels (beam < 91')	249*	216*	86.75

\*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 August 31, 2007.

**ORIGINAL SIGNED**

Enrique B. Marquez  
Acting Executive Vice President for Operations

<b>TENTATIVE SCHEDULE OF LOCKS MAINTENANCE WORK FOR FY 2007</b>						
<b>Dates</b>	<b>Outage Days</b>	<b>Miraflores</b>	<b>Pedro Miguel</b>	<b>Gatun</b>	<b>Estimated Transit Capacity</b>	<b>Status</b>
Aug. 8-10	2			Lane Outage (2d)	26-28	Confirmed
Aug. 14-23	3	Lane with restrictions (10d)	Lane Outage Aug. 14-16 (3d)		32-36 during restrictions* 26-28 during outage	Confirmed
Sept. 5-15	6		Lane Outage Sept. 5- 11 (6d)	Lane with restrictions Sept. 5-15 (10d)	32-36 during restrictions* 26-28 during outage	Tentative
Sept. 26-28	2			Lane Outage(2d)	26-28	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 FIRST CONSTRUCTION CONTRACT UNDER THE EXPANSION PROGRAM**

### **CONTRACT AWARDED TO CONSTRUCTORA URBANA S.A.**

The Panama Canal Authority (ACP) took one step closer to breaking ground on the expansion of the Panama Canal on Tuesday, July 17, 2007, when it officially awarded the first expansion construction project contract to Constructora Urbana S.A. (CUSA).

The selection process began on May 7, when the ACP released its request for proposals to begin the first of five dry excavation projects to create the new Pacific Locks access channel. This new channel will link a new set of locks at the Pacific end of the Canal with the existing Gaillard Cut, which is the narrowest stretch in the waterway. This phase of the project represents approximately 16 percent of the total excavation for the new Pacific Locks access channel.

At a special ceremony on July 6, the ACP reviewed the bid submissions and selected the lowest priced proposal that met all of the project’s requirements. It was also of particular noteworthiness, and a sense of great pride, the fact that CUSA is entirely owned by Panamanian investors.

“This is an exciting day for the ACP, as we award the first expansion construction contract. It’s a significant step forward in the creation of the new lane,” said Executive Vice President of Engineering and Program Administration Jorge L. Quijano. “We look forward to breaking ground very soon.”

The scope of work for the first dry excavation will include the removal and disposal of excavated material and the construction of new gravel roads and ditches. Site work could begin as early as two weeks after the ACP gives the order to proceed.