



February 19, 2002

**MR'S ADVISORY TO SHIPPING No. A-04-2002**

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

**SUBJECT: Monthly Canal Operations Summary – JANUARY 2002**

1. Statistical Summary:

- a. Transit Pilot Force ..... 284
- b. Pilots in Training ..... 0
- c. Tugs ..... 22
- d. Locomotives ..... 98
- e. Traffic Statistics (Preliminary):

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	34.1	44.0	25.0
Oceangoing Transits (Includes Handlines)	33.8	38.0	26.0
Canal Waters Time (Hrs.)	23.4	32.1	20.3
In-Transit Time (Hrs.)	9.6	16.2	8.2

	<u>Total</u>	<u>Supers</u>	<u>Regulars</u>
Bookings	434	241	193

2. **Scheduled Locks Outages**

Dates	SCHEDULED LOCKS OUTAGES						Status
	No. of Lane Outage Days	No. of Culvert Outage Days	Miraflores	Pedro Miguel	Gatun	Transit Capacity	
Feb 18 - 28, 2002		10	Culvert Outage (10)			32 – 34	Confirmed*
Jun 3 – 13, 2002	11		Lane Outage (9d)	Lane Outage (9d)	Lane Outage (11d)	26 – 28	Tentative
Jul 7 – 16, 2002	10		Lane Outage (9d)	Lane Outage (10d)		28 – 30	Tentative
Aug 12 – 22, 2002	11				Lane Outage (11d)	26 – 28	Tentative
Sept 16 – 26, 2002	11		Lane Outage		Lane Outage	26 – 28	Tentative

**Note:** 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.

\* Perform unscheduled repairs in Miraflores Locks centerwall culvert.

- 3. See reverse for items of interest to the shipping community.
- 4. This advisory will be canceled for record purposes on February 28, 2002.

**ORIGINAL SIGNED**

Jorge L. Quijano  
Maritime Operations Director

## **ITEMS OF INTEREST FOR THE SHIPPING COMMUNITY**

### **CANAL PERFORMANCE**

In January, oceangoing transits totaled 1049 or a daily average of 33.8. Transits by wide-beam vessels, 30.48 meters (100 feet) and over, totaled 395, or 37.0 percent of all oceangoing transits. The average Canal Waters Time (CWT) was 23.4 hours.

### **NEW TUGS JOIN THE CANAL FLEET**

Two new tugboats were added to the Canal fleet, the *Colón* and *Coclé*, named after two provinces in Panama. The new tugs arrived from Prince Edward Island, Canada, and were christened by Panamanian President Mireya Moscoso on December 4. The procurement of these tugboats reflect an investment of \$10.6 million. With this new acquisition, the Canal tugboat fleet was augmented to 22 vessels, but the goal of the Panama Canal Authority (ACP) modernization program is to reach 24 tugboats by the end of fiscal year 2002. The expanded fleet will provide more flexibility in maintenance scheduling and improved emergency response capacity.

The new tugboats are made of steel with a novel Schottel azimuth stern drive and have a 4,400 horsepower Deutz engine, which will enable the ACP to provide better quality transit services to its customers. Tugboats assist vessels during their Canal transits, especially when entering and leaving the locks, and during their journey through Gaillard Cut, where great maneuverability and power are required.

### **CUT WIDENING PROJECT COMPLETED**

The Gaillard Cut widening project was completed on November 6, 2001, one year ahead of schedule. This major improvement will increase the operating capacity of the Panama Canal by 20 percent and will allow for a more flexible traffic scheduling of vessels in the waterway.

Former Canal administrators Gilberto Guardia and Fernando Manfredo attended the ceremony. ACP Administrator Alberto Aleman Zubieta conceded Mr. Guardia the honor of operating the Dredge Christensen for the final shovel at the site where the biggest landslides have occurred throughout the waterway's history, presenting the greatest challenge for both Canal construction workers and operations personnel.

The narrow passage was widened from 152 to 192 meters along straight stretches and up to 222 meters on curves. To meet increasing traffic demands, the Gaillard Cut Widening Project, originally scheduled to conclude in 2012, was sped up by more than 10 years to be concluded in December 2002.

Pending is the signaling work, scheduled to be ready by this year. This major project is part of the Canal's \$1 billion modernization and improvement program, costing approximately \$300 million.