



October 25, 2002

**MR'S ADVISORY TO SHIPPING No. A-38-2002**

**TO: ALL STEAMSHIP AGENTS, OWNERS, AND OPERATORS**

**SUBJECT: MAJOR LOCKS OUTAGES – TENTATIVE SCHEDULE FOR FY 2003**

1. The maintenance of the locks of the Panama Canal is essential for the long-term viability of the waterway. Jobs requiring locks outages affect the Canal daily average transit capacity, a situation of concern for customers and Canal officials. In order to minimize their impact and to assist Canal customers in their planning efforts, a tentative schedule of outages for Fiscal Year 2003 is hereby provided. Except when defined as "Confirmed", dates are tentative and will be updated on a quarterly basis or when deemed necessary.

<i>Tentative Schedule of Locks Outages for Fiscal Year 2003</i>						
Dates	No. of Days	Miraflores	Pedro Miguel	Gatun	Transit Capacity	Status
Nov 18 - 28, 2002	11	Lane Outage	Lane Outage		28 - 30	Confirmed
Jun 2 - 12, 2003	11		Lane Outage		30 - 32	Tentative
Jul 7 - 17, 2003	11	Lane Outage	Culvert Outage (8d)		28 - 30	Tentative
Aug 11 - 22, 2003	12		Lane Outage	Lane Outage	26 - 28	Tentative
Sept 15 - 26, 2003	12	Lane Outage		Lane Outage	26 - 28	Tentative

2. Depending on the mix of ships, the approximate capacity for each locks lane or culvert outage is shown in the table above. This means that the physical Canal daily transit capacity would normally be defined by the most constraining condition that could exist during a particular locks outage combination. The capacity effect of locks outages of only one or two-day duration is usually negligible and not distinguishable from the daily variations attributable to arrival surges, ship mix, weather conditions, vessel discrepancies or Canal schedule deterioration and consequently are not published.

3. Locks outages are scheduled from June to October, which are periods that have historically been of low traffic levels. The specific dates for these outages are subject to adjustments depending on prevailing transit demands, urgency of repairs and other circumstances. Tentative outages will be confirmed, as dates become firm. Resource augmentation will be provided when necessary. Similarly, rules governing the Transit Booking System will be applied as required. Updated schedules will be submitted periodically to the industry.

**ORIGINAL SIGNED**

Jorge L. Quijano  
Maritime Operations Director