



January 10, 2006

MR'S ADVISORY TO SHIPPING No. A-02-2006

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – DECEMBER 2005

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	275
b. Pilots in Training	0
c. Tugs	24
d. Locomotives	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	34.00	48	23
Oceangoing Transits	34.39	40	29
Canal Waters Time (hours)	19.05	25.57	15.06
In-Transit Time (hours)	9.35	10.84	8.11

Distribution of Oceangoing Transits:	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 80' Beam	361	11.65	33.86
Vessels 80' Beam and Over	<u>705</u>	<u>22.74</u>	66.14
Total of Oceangoing Transits:	1066	34.39	
Vessels 100' Beam and Over	505	16.29	47.37
Vessels 900' Length and Over	128	4.13	12.01

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)	403	394	97.77
Regular vessels (beam < 91')	248	204	82.26

3. See next page for scheduled locks maintenance work and items of interest to the shipping community.

4. This advisory will be canceled for record purposes on January 31, 2006.

ORIGINAL SIGNED

Jorge L. Quijano
Maritime Operations Director

Scheduled Locks Maintenance Work:

SCHEDULED LOCKS MAINTENANCE WORK – FISCAL YEAR 2006					
Dates	Miraflores	Pedro Miguel	Gatun	Transit Capacity	Status
Jun. 6-15/06	Lane w-restrictions (10d)			36 (10d)	Tentative
July 11-20/06			Lane w-restrictions (10d)	36 (10d)	Tentative
Aug. 12-14/06			Lane w-restrictions (3d)	36 (3d)	Tentative
Aug. 15-19/06	Culvert outage (6d)		Lane Outage (5d)	26-28 (5d)	Tentative
Aug. 20-24/06			Lane w-restrictions (5d)	36 (5d)	Tentative
Sept. 12-19/06			Lane Outage (8d)	26-28 (8d)	Tentative

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. Two-day lane outages have no significant impact on Canal vessel backlog, therefore are not normally included in this chart.

PANAMA CANAL OPENS NEW TIE-UP STATION IN CULEBRA CUT

The New Year began with a new facility for transiting vessels, as the Panama Canal Authority opened the Cucaracha Tie-up Station on the east side of Culebra Cut and began construction of a second tie-up station on the west side.

The new Cucaracha Tie-up Station is located just north of the Centennial Bridge and replaces the former Paraiso Tie-up Station, which was closed in order to widen the Cut. This new facility, part of the ACP permanent modernization program of the waterway, will increase Canal capacity, provide more flexibility for transit scheduling, and enhance the safety of transiting vessels.

The first vessel docked at the new tie-up station December 30. “The tests were totally successful and everything resulted as planned. This tie-up station will provide us with the flexibility and capacity to accommodate the growing demand of transiting vessels for the next 18 to 24 months”, explained ACP Maritime Operations Director Jorge Quijano.

This major Canal improvement is expected to accommodate approximately 10 million PC/UMS net tons annually, which amounts to an additional transit per day. The station will also facilitate the handling of vessel traffic increases during scheduled maintenance at the locks and during high-traffic periods. Tie-up stations permit vessels to advance from the Pacific Ocean to the south end of Culebra Cut, where they are moored while vessels restricted to one-way traffic transit in the opposite direction.

The initial land movement contract for the construction of a second tie-up station in Paraiso Reach was awarded December 2005. The new facility, which will be located north of Pedro Miguel Locks on the southwest end of Culebra Cut, is scheduled to be completed towards the end of 2007.