

July 7, 2006

MR'S ADVISORY TO SHIPPING No. A-19-2006

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JUNE 2006

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	272
b. Pilots in Training	6
c. Tugs	24
d. Locomotives	100

2. Traffic Statistics:

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	35.47	52	25
Oceangoing Transits	35.53	41	24
Canal Waters Time (hours)	30.40	44.41	20.50
In-Transit Time (hours)	11.85	16.34	9.68

Distribution of Oceangoing Transits:	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 80' Beam	296	9.86	27.77
Vessels 80' Beam and Over	<u>770</u>	<u>25.67</u>	72.23
Total of Oceangoing Transits:	1066	35.53	
Vessels 100' Beam and Over	517	17.23	48.50
Vessels 900' Length and Over	136	4.53	12.76

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)	435*	431*	99.08
Regular vessels (beam < 91')	234*	215*	91.88

*Does not include additional auctioned booking slots

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 July 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
Jul 11-20/06			Lane w-restrictions (10d)	36 (10d)	Confirmed
Jul 17-22/06	Culvert Outage (6d)			33 (6 d)	Tentative
Aug 12-14/06			Lane w-restrictions (3d)	36 (3d)	Tentative
Aug 15-19/06			Lane Outage (5d)	26-28 (5d)	Tentative
Aug 20-24/06			Lane w-restrictions (5d)	36 (5d)	Tentative
Sep 12-21/06			Lane w-restrictions (10d)	36 (10d)	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.

NOTE: Previously published tentative dates for a 3-day lane outage for Gatun Locks were advanced from their initial dates in order to perform this maintenance work as published in MR's Advisory to Shipping No. 14-2006. In addition, Miraflores 10-day lane with restrictions has been confirmed for June 8-17, 2006. This work needed to be accomplished as soon as possible; therefore, the dates were advanced taking advantage of the lower arrivals this week.

PANAMA PRESIDENT MARTÍN TORRIJOS APPROVES THE PANAMA CANAL EXPANSION PROPOSAL AND SUBMITS IT TO THE NATIONAL ASSEMBLY

After thorough review, President Martín Torrijos and the Cabinet Council of Panama have approved the proposal to expand the Panama Canal. Yesterday, Dr. Ricaurte Vásquez, Chairman of the Panama Canal Authority's (ACP) Board of Directors and concurrent Minister for Canal Affairs, submitted the proposal for the Panama Canal Expansion to the National Assembly. The National Assembly will review the proposal and hold discussions that are open to all Panamanian citizens. If approved, the Assembly will then create a law mandating a referendum to be held after 90 days whereby the citizens of Panama will vote on the expansion.

“This marks an important milestone for Panama and its Canal, as we take another step toward shaping the future of our country and waterway,” said ACP Administrator/CEO Alberto Alemán Zubieta.

The Panama Canal expansion would be the largest project for the Canal since it was constructed. By creating a new lane along the Canal through the construction of a new set of locks, this project will virtually double the waterway's capacity and allow the ACP to capture 80% more tonnage over the next 20 years. The larger locks will also accommodate the transit of most Post Panamax vessels in operation today and under construction.

An expanded Canal will benefit the citizens of Panama and world trade, and will help maximize Panama's geographic location. This Expansion will improve the flow of international commerce and facilitate the movement of cargo through several important markets. It will increase capacity at one of the world's critical trade arteries and allow the vital “All-Water Route” to continue to grow.