

July 9, 2004

MR'S ADVISORY TO SHIPPING No. A-37-2004

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JUNE 2004 (Revision 1)

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	279
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	34.20	52	24
Oceangoing Transits	35.60	43	25
Canal Waters Time (hours)	40.15	65.24	14.72
In-Transit Time (hours)	10.76	13.06	8.39

<u>Distribution of Oceangoing Transits:</u>	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 80' Beam	398	13.27	37.27
Vessels 80' Beam and Over	670	22.33	62.73
Total of Oceangoing Transits:	1068	35.60	

Vessels 100' Beam and Over	452	15.07	42.32
Vessels 900' Length and Over	99	3.30	9.27

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	295	278	94.24
Regular vessels	201	184	91.54

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, 2004.

ORIGINAL SIGNED

Jorge L. Quijano
Maritime Operations Director



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Scheduled Locks Maintenance Work:

Updated Schedule of Locks Maintenance and Outages for FISCAL Year 2004						
Dates	No. of Days	Miraflores	Pedro Miguel	Gatun	Daily Transit Capacity	Status
July 7 - 16, 2004	10			Lane in service with restrictions ⁽¹⁾	34 – 35	Confirmed
August 4 -12, 2004	9		Lane Outage	Lane Outage	26 – 28	Confirmed
Sept. 1 - 11, 2004 ⁽²⁾	11			Lane Outage	26 - 28	Tentative
Sept. 29 – Oct. 9 ⁽²⁾	11			Lane Outage	26 - 28	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. Two-day lane outages have no significant impact on Canal vessel backlog, therefore are not normally included in this chart. 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.

(1) In an effort to reduce the impact on customers due to locks outages, several maintenance periods originally scheduled as outages, are now planned to be performed while keeping the lane open with reduced capacity. Condition 1 of the Panama Canal Transit Reservation System will remain in effect during these locks maintenance periods, where the lane remains in service, but with restrictions, since a capacity of at least 34 transits per day will be maintained.

(2) Number of days could be significantly reduced based on results of new maintenance methods on a trial basis (1), which are being tested in an effort to reduce the impact on customers due to locks lane outages. If the results are positive and the new maintenance methods are implemented, Condition 1 of the Panama Canal Transit Reservations System would remain in effect during these maintenance periods.

Item of Interest for the Shipping Community:

PANAMA CANAL ENHANCES SECURITY BY EARNING ISPS CERTIFICATION

Canal Obtained Certification that is Mandatory for Port Facilities

Security at the Panama Canal was recently enhanced as requirements of the International Ship and Port Facility Security Code (ISPS) were implemented, and has received certification from the American Bureau of Shipping (ABS) Consulting, an affiliate of the American Bureau of Shipping. The Panama Canal Authority (ACP) voluntarily sought certification and chose to comply with the ISPS Code, which is mandatory for ship and port facilities effective July 1, 2004. The ACP is among the first of the largest maritime organizations in the continent to receive ISPS certification. The enhanced security will improve the way the Canal works with ships and port facilities to detect and deter security threats within a standardized and consistent framework, exchanging pertinent security information, establishing methods for assessing security and ensuring the enforcement of security measures.

To receive certification under the ISPS Code, ACP employees worked with ABS Consulting personnel to fulfill the requirements listed under the ISPS Code, and to identify items that will help reduce risks and threats. ABS Consulting performed a security assessment and helped develop a security plan to evaluate risk factors at the Canal. The first phase of the assessment was to identify important assets and infrastructures, followed by listing potential threats, in order to establish security measures and to develop a security plan. By achieving certification, the ACP will be required to compile and review information, maintain communication procedures, and provide the means to comply with the appropriate security level, measures and procedures. These requirements will be monitored by the Canal’s designated Panama Canal Security Officer (PCSO), Juan Hector Diaz, ACP Security Department Director, who stated, “Security at the Canal has always been a priority. By complying with the ISPS Code and working with ships and ports, our collective efforts will help to make global commerce safer.” He added, “We voluntarily sought certification because we are constantly looking for more efficient ways to make the Canal safer and more reliable.”