

July 8, 2005

MR'S ADVISORY TO SHIPPING No. A-20-2005

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JUNE 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	34.17	44	23
Oceangoing Transits	34.33	38	28
Canal Waters Time (hours)	20.27	27.46	15.43
In-Transit Time (hours)	9.91	13.11	8.37

Distribution of Oceangoing Transits:	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 80' Beam	339	11.30	32.91
Vessels 80' Beam and Over	<u>691</u>	<u>23.03</u>	67.09
Total of Oceangoing Transits:	1030	34.33	

Vessels 100' Beam and Over	459	15.30	44.56
Vessels 900' Length and Over	103	3.43	10.00

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)	390	366	93.85
Regular vessels (beam < 91')	270	211	78.15

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, 2005.

ORIGINAL SIGNED

Jorge L. Quijano
Maritime Operations Director



Scheduled Locks Maintenance Work:

SCHEDULED LOCKS MAINTENANCE WORK – CALENDAR YEAR 2005					
Dates	Miraflores	Pedro Miguel	Gatun	Transit Capacity	Status
Jul 14-19 & 22-23 Jul 19-23	Lane Outage (Jul 19-23 / 5 days)		Lane w/restrictions (Jul 14-19 & Jul 22-23 / total 7 days) Lane Outage (Jul 20-21 / 2 days)	36 (7d) 26 – 28 (2d)	Confirmed
Aug 17-20	Lane Outage (4 days)		Lane w/restrictions (8 days) Lane Outage (4 days)	36 (8d) 26 – 28 (4d)	Tentative
Sept 13-20			Lane Outage (8 days)	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.

TUGBOAT UPGRADE BOLSTERS CANAL CAPACITY

**EIGHT NEW TUGBOATS TO JOIN ACP FLEET:
 THREE IN DECEMBER 2006 AND FIVE IN JANUARY 2008**

Eight new "Z-Tech" tugboats are being built for the Panama Canal Authority (ACP) to bolster Canal capacity and provide enhanced towing power. As the number of Panamax size vessel transits increases, the new, more powerful tugboats will provide 82 percent more towing power to assist in maneuvering these larger vessels. The new tugboats will replace eight tugs of the Canal's current fleet of 24 units. Three of the new tugboats are scheduled to be delivered in December 2006 and five in January 2008.

Built by PSA Marine, the new tugboats were designed by Robert Allan Ltd. Representing a breakthrough in tug technology, the "Z-Tech," as the new design has been named, combines both the handling of a tractor-style tug and an Azimuth Stern Drive (ASD) tug. Each "Z-Tech" tug measures 27.4 meters in length overall and 11.50 meters in beam, and will have a minimum bollard pull of 60 tons - 82 percent more towing power. Moreover, the engines of the new tugboats have the capacity to accelerate from standstill to full ahead within 12 seconds, with emission controls and without generating heavy smoke.

"We are extremely excited to acquire these advanced tugboats. The higher horsepower and maneuverability of these tugs will reduce the time taken by vessels on their approach to the locks, thus increasing Canal capacity. The tugs will be invaluable in transiting the ever increasing number of Panamax size vessels that use the Canal. They will be an outstanding asset to Canal operations," said Panama Canal Authority Maritime Operations Director Jorge L. Quijano.

As a part of the ACP's permanent modernization program, the new tugboats will enhance the waterway's safety, reliability and efficiency.