



September 7, 2006

MR'S ADVISORY TO SHIPPING No. A-27-2006

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – AUGUST 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	34.48	46	25
Oceangoing Transits	34.42	43	23
Canal Waters Time (hours)	34.42	61.67	20.04
In-Transit Time (hours)	11.46	13.43	9.85

Distribution of Oceangoing Transits:	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 80' Beam	299	9.65	28.02
Vessels 80' Beam and Over	<u>768</u>	<u>24.77</u>	71.98
Total of Oceangoing Transits:	1067	34.42	

Vessels 100' Beam and Over	526	16.97	49.30
Vessels 900' Length and Over	139	4.48	13.03

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)	423*	415*	98.11
Regular vessels (beam < 91')	224*	205*	91.52

*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 September 30, 2006.

ORIGINAL SIGNED

Arcelio H. Hartley
Acting Maritime Operations Director

Scheduled Locks Maintenance Work:

SCHEDULED LOCKS MAINTENANCE WORK – FISCAL YEAR 2006					
Dates	Miraflores	Pedro Miguel	Gatun	Transit Capacity	Status
Sep 19-28/06			Lane with restrictions (10d)	36 (10d)	Confirmed
Nov 8-16/06			Culvert outage (8d)	26-28 (8d)	Tentative
Dec 13-15/06			Lane outage (2.5d)	26-28 (2.5d)	Tentative
Dec 20-22/06			Lane outage (2.5d)	26-28 (2.5d)	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.

MARINE ACCIDENT INVESTIGATORS INTERNATIONAL FORUM GATHERS IN PANAMA HOSTED BY THE PANAMA CANAL AUTHORITY & THE PANAMA MARITIME AUTHORITY

MAIIF LAUDS PANAMA CANAL'S COMMITMENT TO SAFETY

Representatives from more than 40 countries gathered in Panama during the week of August 14 – 18, 2006 for the 15th annual meeting of the Marine Accident Investigators International Forum (MAIIF 15). The Panama Canal Authority (ACP) together with the Panama Maritime Authority (AMP) organized this year's event. This conference enables participants to share practices related to the investigation of maritime accidents and promote increased communication among accident investigators worldwide.

During the conference, MAIIF acknowledged the Panama Canal's commitment to reducing maritime accidents. ACP Captain Miguel Rodríguez, who organized the meeting, said, "This conference is an excellent venue to discuss and analyze maritime accident investigation best practices. Thanks to some dynamic and innovative work done by ACP employees, the ACP has considerably reduced accidents at the Canal."

The meeting was inaugurated by Second Vice President of the Republic of Panama and concurrent AMP Administrator Ruben Arosemena, together with ACP Administrator and CEO Alberto Alemán Zubieta and the Chairman of MAIIF Doug Rabe.

"Safety is of utmost importance to the Canal. The MAIIF meeting provides an opportunity for maritime accident investigators from around the world to share their knowledge. It is essential to collaborate with the international maritime industry to improve transit safety and to prevent future accidents," said ACP Administrator and CEO Alberto Alemán Zubieta.

MAIIF is an international, non-profit organization that met for the first time in Ottawa, Canada, in June 1992. It is dedicated to the improvement of maritime safety through the exchange of information, experiences and ideas obtained in the investigation of maritime accidents. For the next two years Panama and Hong Kong will serve as co-assistant chairs of MAIIF, while the United States will serve as Chairman and Finland as Deputy Chairman.