



September 9, 2005

MR'S ADVISORY TO SHIPPING No. A-32-2005

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – AUGUST 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	34.16	43	21
Oceangoing Transits	34.23	42	24
Canal Waters Time (hours)	23.81	38.75	14.15
In-Transit Time (hours)	10.03	13.52	8.03

Distribution of Oceangoing Transits:	<u>Total</u>	<u>Average Daily</u>	<u>Percentage</u>
Vessels of less than 80' Beam	358	11.55	33.74
Vessels 80' Beam and Over	<u>703</u>	<u>22.68</u>	66.26
Total of Oceangoing Transits:	1061	34.23	
Vessels 100' Beam and Over	480	15.48	45.24
Vessels 900' Length and Over	116	3.74	10.93

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)	391	383	97.95
Regular vessels (beam < 91')	240	197	82.08

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, 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
Sept 12-18			Lane w-restrictions (7 days)	36 (7d)	Confirmed
Sept. 19-23			Lane Outage (5 days)	26 – 28 (5d)	Confirmed
Sept. 24-28			Lane w/restrictions (5 days)	36 (5d)	Confirmed

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 AUTHORITY ANNOUNCES FISCAL YEAR 2005 THIRD QUARTER METRICS; DROP IN CWT; INCREASE IN TONNAGE, OVERALL TRANSITS

The Panama Canal Authority (ACP) announced on August 22, 2005, third quarter (Q3) operational metrics for fiscal year 2005. Canal Waters Time (CWT), the average time it takes a vessel to transit the Canal, including waiting time for passage, dropped significantly, while CWT for booked transits remained steady. Panama Canal/Universal Measurement System (PC/UMS) tonnage increased, along with transits of Panamax vessels, the largest vessel that can pass through the Canal. Q3 also saw an increase in use of the booking system, as well as an increase in overall transits.

These metrics are based on the third quarter of the ACP's 2005 fiscal year, April-June 2005, as compared with last year.

The Panama Canal experienced a decline in CWT in Q3, plummeting 15.3 percent, to 23.65 hours from 27.93 hours. For booked transits, CWT did not materially change, increasing just 0.1 percent, to 16.45 hours from 16.43 hours. The drop in CWT can be attributed to ACP's efforts to lessen the impact of maintenance at the Locks. The implementation of new lockage and maintenance methodologies, while rehabilitation work of the locomotive tow track is performed, has reduced the need to incur into a full closure of a Lock's lane, allowing, where applicable, for rehabilitation work to carry on with little or no impact in levels of service.

"We at the Panama Canal are really proud of this quarter's numbers. The drop in CWT is evidence of the dedication our world-class employees place in developing and implementing temporary operational methodologies to maintain quality service, while performing the needed maintenance and improvements to the plant as part of our permanent modernization efforts. These projects bolster capacity and help make the Canal run well," said ACP Maritime Operations Director Jorge L. Quijano.

In Q3, PC/UMS tonnage increased 5.4 percent, to 71.9 million PC/UMS tons from 68.2 million PC/UMS tons. Panamax vessel transits increased 4.6 percent, to 43.0 percent from 41.2 percent, while overall transits increased by 0.2 percent, to 3,739 transits from 3,732 transits.

The official accident ratio increased to 0.80 accidents per 1,000 transits in Q3 FY2005 from 0.54 accidents per 1,000 transits in Q3 FY2004. An official accident is one in which a formal investigation is requested and conducted.

Use of the booking system increased 4.5 percent, to 93.9 percent from 89.8 percent. Booked transits are those where the vessels reserve and are guaranteed a transit on a specific date.

All statistics are made in comparison to the same period (Q3) of the ACP's 2004 fiscal year.