



October 17, 2003

MR'S ADVISORY TO SHIPPING No. A-42-2003

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – SEPTEMBER 2003

1. Statistical Summary:

- a. Transit Pilot Force 280
- b. Pilots in Training 0
- c. Tugs 24
- d. Locomotives 100
- e. Traffic Statistics (Preliminary):

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	31.10	47.00	20.00
Oceangoing Transits	28.70	38.00	23.00
Canal Waters Time (hours)	29.19	56.63	15.41
In-Transit Time (hours)	11.28	18.27	7.78
	<u>Total</u>	<u>Supers</u>	<u>Regulars</u>
Booked Transits	449	278	171

2. Scheduled Locks Outages:

TENTATIVE SCHEDULE OF LOCKS OUTAGES FOR REMAINDER OF YEAR 2003						
Dates	No. of Days	Miraflores	Pedro Miguel	Gatun	Daily Transit Capacity	Status
Oct 20-30, 2003	11	Lane Outage			30 – 32	Confirmed
Nov. 25-26, 2003 *	2			Lane Outage	26 – 28	Tentative
May 31-June 10, 2004	11			Lane Outage	26 – 28	Tentative
July 5-15, 2004	11		Lane Outage	Lane Outage	26 – 28	Tentative
August 9-19, 2004	11			Lane Outage	26 – 28	Tentative
Sept 13-23, 2004	11			Lane Outage	26 – 28	Tentative
Oct 18-28, 2004	11			Lane Outage	26 – 28	Tentative

Note: 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.

Transit Capacity: The normal capacity of the Panama Canal is 38 vessel 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 Vessel Transit Reservation System slots are fully utilized. Two-day lane outages have no significant impact on Canal vessel backlog, therefore not normally included in this chart.

- 3. * The outage for Nov. 25-26, as published above, was initially scheduled as a 3-day outage. Even though it has been reduced to a 2-day outage, we are including it in this chart this time for your convenience.
- 4. See reverse for items of interest to the shipping community.
- 5. This advisory will be canceled for record purposes on October 31, 2003.

ORIGINAL SIGNED

Jorge L. Quijano
Maritime Operations Director



ITEMS OF INTEREST FOR THE SHIPPING COMMUNITY

CANAL PERFORMANCE

In September 2003, oceangoing transits totaled 860, or a daily average of 28.7. Transits by wide-beam vessels (30.48 meters/100 feet in beam and over) totaled 367, or 42.2 percent of all oceangoing transits. The average Canal Waters Time (CWT) was 29.19 hours.

PANAMA CANAL MODERNIZES LOCOMOTIVE FLEET

34 NEW MITSUBISHI LOCOMOTIVES ORDERED; ASSEMBLY OF 16 IN PANAMA WILL YIELD COST SAVINGS AND SKILLS TRANSFER

On September 18, 2003 the Panama Canal Authority (ACP) announced that it purchased 34 additional locomotives from the Mitsubishi Corporation as part of the Canal's permanent modernization program. For the past several years, the ACP has been upgrading its locomotive fleet in a multi-year contract with Mitsubishi. The contract entitles the ACP to exercise unique options. Particularly notable to this purchase is that the assembly of 16 of the 34 locomotives will be performed by ACP employees supervised by Mitsubishi Corporation. Rarely done by Mitsubishi, the assembly in Panama will provide ACP employees with a transfer of skills and new opportunities for training and technology education. The ISO 9001-certified Department of Maritime Operations will carry out the assembly of the locomotives, which will begin in June 2004.

Since the handover, the ACP has been committed to modernizing its locomotive fleet, an essential component for a safe, reliable and efficient transit. The locomotives run on tow tracks along the lock walls and are utilized to maintain the ships centered in the lock chambers, using cables attached to the vessels as they pass through the Canal's locks. The locomotives to be assembled in Panama have 50 percent more towing power and have a much faster return speed than the previous models. This will enable us to reduce the time vessels spend transiting through the locks. Each locomotive weighs 55 tons, operates with two 290 HP traction units and has a towing capacity of 311.8 kilonewtons. The ACP will replace the entire locomotive fleet over the next three years.

“Our partnership with Mitsubishi is a win-win arrangement. These locomotives will help make Canal transits safer and more efficient - and assembling them in Panama will not only prove to be cost effective, but it will also allow ACP employees to develop special skills that will prove useful in promoting effective maintenance practices of the locomotive fleet,” said Jorge L. Quijano, Canal Director of Maritime Operations.