



July 12, 2002

MR'S ADVISORY TO SHIPPING No. A-20-2002

TO : All Steamship Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JUNE 2002

1. Statistical Summary:

- a. Transit Pilot Force 283
- b. Pilots in Training 0
- c. Tugs 22
- d. Locomotives 93
- e. Traffic Statistics (Preliminary):

	<u>Average Daily</u>	<u>High Daily</u>	<u>Low Daily</u>
Arrivals	31.9	41.0	23.0
Oceangoing Transits (Includes Handlines)	32.0	44.0	24.0
Canal Waters Time (Hrs.)	37.2	68.5	16.3
In-Transit Time (Hrs.)	11.3	16.1	8.1
	<u>Total</u>	<u>Supers</u>	<u>Regulars</u>
Bookings	485	275	210

2. Scheduled Locks Outages

SCHEDULED LOCKS OUTAGES							
Dates	No. of Lane Outage Days	No. of Culvert Outage Days	Miraflores	Pedro Miguel	Gatun	Transit Capacity	Status
Jul 8 – 18, 2002	11		Lane Outage (11d)	Lane Outage (10d)	Lane Outage (2d)	28 – 30	Confirmed
Aug 12 – 22, 2002	11				Lane Outage (11d)	26 – 28	Tentative
Sept 16 – 26, 2002	11		Lane Outage		Lane Outage	26 – 28	Tentative
Oct 28 – 30, 2002	3				Lane Outage	26 – 28	Tentative
Nov 18 – 28, 2002	11		Lane Outage			30 - 32	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.

- 3. See reverse for items of interest to the shipping community.
- 4. This advisory will be canceled for record purposes on July 31, 2002.

ORIGINAL SIGNED

Jorge L. Quijano
Maritime Operations Director

ITEMS OF INTEREST FOR THE SHIPPING COMMUNITY

Canal Performance

In June, oceangoing transits totaled 960 or a daily average of 32.0. Transits by wide-beam vessels, 30.48 meters (100 feet) and over, totaled 390, or 40.5 percent of all oceangoing transits. The average Canal Waters Time (CWT) was 37.2 hours.

Columbia River pilots visit Panama Canal to benchmark

Six top representatives of the Columbia River Pilots Association visited the Panama Canal to learn from its technological improvements, particularly its Communications Tracking and Navigation System (CTAN).

Captain Steven D. Brown, the Columbia River Pilots President, said, "It is evident to us that we could save much time and expenses if we are able to implement a system such as the one used by the Panama Canal pilots. The CTAN is a safety tool and a very useful instrument to schedule the meeting situations of transiting vessels."

The Columbia River pilots is an association of 46 pilots who guide deep draft vessels in their transit through the Columbia, Willamette and Snake Rivers located in Washington and Oregon, in the west coast of the United States. Ships travel up river between 75 to 100 miles to various ports and areas, including Portland.

The Columbia River navigation channel is 600 feet wide for 75 miles to Portland and then it narrows for the last ten miles. The navigation channel is maintained to a 40-foot depth; therefore, Panamax vessels are able to use this route. Very similar to the Panama Canal's mountainous terrain, the twists and turns of the Columbia River make radar an ineffective tool for planning meeting situations between two ships. Since the Columbia River pilots do not have a vessel monitoring system, they are currently studying various options and were recommended by the Volpe Transportation Center of the U.S. Department of Transportation to visit the Panama Canal and observed pilots using the CTAN system.

These visitors were briefed on other ongoing Panama Canal improvements and modernization efforts, to include the Enhanced Vessel Traffic Management System (EVTMS) and the Automatic Identification System (AIS) currently under development. These systems are customized for the Panama Canal and reflect the waterway's trend-setting adoption of the most appropriate technologies to increase efficiency and safety.

Their first stop in the Panamanian waterway included a visit to the Maritime Transit Division, where vessel movements through the Canal are coordinated and followed closely using state-of-the-art telecommunication technology. Canal specialists gave the visiting pilots a tour of the Differential Global Positioning System (DGPS) reference stations and other signal stations along the Panama Canal. The Columbia River pilots also experienced canal operations firsthand during a transit through the Panama Canal waterway.

Panama Canal Board of Inspectors Chairman Captain Miguel F. Rodríguez remarked that, "the valuable visit and information exchange is very significant because it provides an opportunity for exporting technological information, as well as sharing an efficient resource management tool. In addition, it highlights the professionalism of Panama Canal employees and makes us very proud that this is recognized by others elsewhere".