

**CIRCULAR
DGPIMA-014-CCP-2023**

FOR: Panama Maritime Chamber, Shipping Agencies, and Users in General

FROM: Flor Pitty
General Director



MATTER: Speed restriction by season of cetaceans in national waters

FECHA: July 6th, 2023

Following up on Circular DGPIMA/016/CCP/2021, dated July 25th, 2022, we emphasize on the contents of **Circular SN.1/Circ.326 dated May 23rd, 2014 (Attached hereto)**, whereby the Maritime Safety Committee, International Maritime Organization (IMO), adopted, by virtue of what was established in Resolution A.858(20), on traffic organization measures, other than traffic separation schemes.

In this sense, as set forth in page 7 of said document, in order to help reduce the risk of lethal strikes with cetaceans, it is recommended that, as far as it is safe and practical to do so, ships should proceed at a speed of not more than 10 knots from 1 August to 30 November every year.

In view of the foregoing, it is important to note that this recommendation applies to both traffic lanes of the Traffic Separation Scheme in the Gulf of Panama, north of latitude 08°00'.00 N.

Finally, the following related circulars are hereby revoked:

- Circular DGPIMA/022/CCP/2021, dated July 20th, 2021; and
- Circular DGPIMA/016/CCP/2022, dated July 25th, 2022.

Attachment: As stated above.


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SN.1/Circ.326
23 May 2014

ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its ninety-third session (14 to 23 May 2014), adopted, in accordance with resolution A.858(20), the following new routing measures other than traffic separation schemes:

- .1 two-way route in the Great Barrier Reef and Torres Strait;
- .2 recommendations on navigation for the new traffic separation scheme "On the Pacific coast of Panama" (Part 1 "Gulf of Panama");
- .3 precautionary area for the new traffic separation scheme "At the approaches to Puerto Cristobal";

and revoked the existing routing measures other than traffic separation schemes:

- .4 existing area to be avoided and a mandatory no anchoring area at El Paso deep-water port in the Gulf of Mexico.

2 Accordingly, the aforementioned will be implemented at 0000 hours UTC on 1 December 2014.

**RECOMMENDATIONS ON NAVIGATION IN THE TRAFFIC SEPARATION SCHEME
"ON THE PACIFIC COAST OF PANAMA" (PART 1 "GULF OF PANAMA")**

In order to help reduce the risk of lethal strikes with cetaceans, it is recommended that, as far as it is safe and practical to do so, ships should proceed at a speed of not more than 10 knots from 1 August to 30 November every year.

This recommendation applies to both traffic lanes of the Traffic Separation Scheme in the Gulf of Panama, north of latitude 08°00'.00 N.

PRECAUTIONARY AREA "AT THE APPROACHES TO PUERTO CRISTOBAL"

Reference chart: British Admiralty 1400, 2000 edition

Note: This chart is based on World Geodetic System 1984 (WGS 84) datum

Description of precautionary area

A precautionary area is established by a line connecting ten geographical positions:

- | | |
|--|--|
| (22) 09°21'.40 N, 079°59'.10 W (onshore) | (12) 09°33'.90 N, 079°53'.50 W |
| (2) 09°28'.90 N, 079°59'.20 W | (13) 09°33'.85 N, 079°51'.20 W |
| (5) 09°31'.00 N, 079°57'.52 W | (16) 09°33'.15 N, 079°49'.80 W |
| (8) 09°32'.20 N, 079°56'.50 W | (3) 09°31'.95 N, 079°48'.10 W |
| (9) 09°33'.40 N, 079°54'.92 W | (23) 09°29'.00 N, 079°43'.50 W (onshore) |

then following the coast line from the geographical position (23) to geographical position (22).

Note:

In the precautionary area ships are required to proceed with caution owing to the arrival and departure of ships to and from the Panama Canal and the ports located in the bays of Limón, Manzanillo and Las Minas.