



**PANAMA MARITIME AUTHORITY**  
**GENERAL DIRECTORATE OF PORTS AND MARITIME**  
**ANCILLARY INDUSTRIES**

**CIRCULAR**  
**DGPIMA/018/CCP/2020**

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

**FROM:**   
Flor Pitty  
General Director



**MATTER:** Speed restrictions for cetaceans

**DATE:** July 24, 2020

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The purpose of this Circular is to emphasize on the contents of **Circular SN.1/Circ.326 de 23 de mayo de 2014 (Attached hereto)**, whereby the Maritime Safety Committee, International Maritime Organization (IMO), adopted, pursuant as set forth in Resolution A.858(20), measures for traffic organization, same which are different than those set forth for traffic separation.

As set forth in **Page 6** of the above referenced document, it is recommended that vessels, when it is safe and practical, sail at a speed of not more than 10 knots, from August 1st until November 30th, in order to reduce the risk of mortal collisions with cetaceans.

This recommendation applies in both ways of circulation of the traffic separation scheme in the Gulf of Panama, from Latitude 08°00',00 in a northern direction.

Additionally, the following related Circulars are declared null and void:

- Circular DGPIMA/DCYCP/014-2015, dated September 7, 2015, and
- Circular DGPIMA/CCP/013/2019, dated July 15, 2019.

  
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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.

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**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.*