



3654 (OPXI)
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AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

ADVISORY TO SHIPPING No. A-23-2015

August 7, 2015

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JULY 2015

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>286</u>
b. Pilots in Training	<u>0</u>
c. Tugs	<u>47</u>
d. Locomotives	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	32.90	41	20
Oceangoing Transits	33.10	38	30
Canal Waters Time (hours)	23.94	34.69	18.03
In-Transit Time (hours)	11.80	13.65	9.25
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	279	9.00	27.19
Vessels 91' beam and over	747	24.10	72.81
Total:	1026	33.10	100
Vessels 100' beam and over	653	21.06	63.65
Vessels 900' length and over	131	4.23	12.77
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	527*	472* ¹	89.56
Regular Vessels (beam less than 91')	248*	158* ¹	63.71
Regular Vessels (up to 300' in length)	0	0	0.00
Auctioned booking slots	15	5	33.33

*Does not include additional auctioned booking slots

¹ Includes booked transits only

3. The following page provides the scheduled locks maintenance work and other items of interest to the shipping community.

4. This advisory will be canceled for record purposes on August 31, 2015.

ORIGINAL SIGNED

Esteban G. Sáenz
Executive Vice President for Operations

OP, August 7, 2015
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SCHEDULE OF LOCKS MAINTENANCE OUTAGES						
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	*Estimated Capacity	Status
7-August, 2015	12 hours			West Lane	29-31	Confirmed
22-30 September, 2015	9 days		West Lane		22-24	Confirmed
24 September, 2015	1 day			East Lane**	22-24	Tentative
26 September, 2015	1 day			East Lane**	22-24	Tentative
28 Sept., 2015	1 day			East Lane**	22-24	Tentative

*The normal transit capacity of the Panama Canal is 34-36 vessels per day, depending on vessel mix and other factors. This capacity is reduced during locks maintenance work, 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 to perform simultaneous single lane outages at other locks.

**In order to perform required maintenance on the northeast entrance.

Preliminary tests of Cocoli lock gates successfully completed

The Panama Canal Expansion continues to make steady progress, currently at 93% complete. After an initial testing phase where the lower chamber of the new locks were filled and preliminary tests of Gates 7 and 8 of the Cocoli Locks on the southern end were successfully executed.

These gates, the largest in this lock complex and located at the lowest level, are required to open and close within a span of 4 to 5 minutes to meet the established standards. To ensure these standards are met, the Canal employs a specialized control system with sensors to monitor and regulate the speed of each gate.

“The testing phase is one of the most important steps toward the Expansion’s completion,” said Panama Canal Administrator/CEO Jorge L. Quijano. “It enables us to ensure we are offering the same level of operational excellence with this new lane that our customers have come to expect from the Canal.”

The successful testing of these gates allows the Panama Canal to now conduct leak tests. Upon completion of this process, the project will proceed with testing the valves that control the water flow between the chambers of the new locks.