

ADVISORY TO SHIPPING No. A-28-2015

September 7, 2015

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – AUGUST 2015

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>285</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	33.42	48	23
Oceangoing Transits	33.61	39	27
Canal Waters Time (hours)	29.87	40.72	24.77
In-Transit Time (hours)	12.57	14.65	11.31
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	268	8.65	25.72
Vessels 91' beam and over	774	24.97	74.28
Total:	1042	33.61	100
Vessels 100' beam and over	667	21.52	64.01
Vessels 900' length and over	127	4.10	12.19
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	523*	473* ¹	90.44
Regular Vessels (beam less than 91')	246*	158* ¹	64.23
Regular Vessels (up to 300' in length)	1	1	100.00
Auctioned booking slots	19	8	42.11

*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 September 30, 2015.

ORIGINAL SIGNED

Esteban G. Sáenz
Executive Vice President for Operations

OP, September 7, 2015
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SCHEDULE OF LOCKS MAINTENANCE OUTAGES						
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	*Estimated Capacity	Status
22-30 September, 2015	9 days		West Lane		22-24	Confirmed
22-30 September, 2015	9 days	East Lane***			22-24	Tentative
22 September, 2015	12 hours			East Lane**	22-24	Tentative
24 September, 2015	1 day			East Lane**	22-24	Tentative
26 September, 2015	18 hours			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.

***In order to perform repairs to the conductor slot in the lower level centerwall and other maintenance work.