



AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

3654 (OPXI)
V. 4-2-2015

ADVISORY TO SHIPPING No. A-34-2015

November 6, 2015

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – OCTOBER 2015

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>275</u>
b. Pilots in Training	<u>6</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	32.58	47	15
Oceangoing Transits	33.77	37	27
Canal Waters Time (hours)	62.67	79.41	41.05
In-Transit Time (hours)	14.00	18.08	11.73
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	266	8.58	25.41
Vessels 91' beam and over	781	25.19	74.59
Total:	1047	33.77	100
Vessels 100' beam and over	679	21.90	64.85
Vessels 900' length and over	135	4.35	12.89
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	433*	416* ¹	96.07
Regular Vessels (beam less than 91')	208*	187* ¹	89.90
Regular Vessels (up to 300' in length)	10	8	80.00
Auctioned booking slots	31	31	100.00

*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 November 30, 2015.

ORIGINAL SIGNED

Noris E. Lopez S.
Acting Executive Vice President
for Operations

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SCHEDULE OF LOCKS MAINTENANCE OUTAGES							
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	*Estimated Capacity	Expected Booking Condition	Status
16 November, 2015	4 hours			West Lane **	32-34	1	Tentative
19 November, 2015	4 hours			West Lane **	32-34	1	Tentative
22 November, 2015	4 hours			East Lane **	32-34	1	Tentative
15-19 December 2015	5 days		West Lane***		22-24	2	Tentative

*The normal transit capacity of the Panama Canal is 35-37 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. When the Panama Canal's capacity is expected to be reduced, a corresponding reduction in the number of available reserved transit slots may be ordered by the Canal Authority.

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 gates removal.

***In order to perform dry chamber works.

New Panama Canal Training Facility Nears Completion

The Panama Canal Authority (ACP) is dedicated to training its pilots and tugboat masters, providing them with the necessary skills to safely operate in the expanded waterway. For years, the ACP has invested in state-of-the-art training facilities and training programs to support this priority.

Demonstrating this commitment, the ACP is building a Scale Model Maneuvering Training Facility to provide additional hands-on experience to pilots and tugboat captains to ensure that they are prepared for the 2016 opening of the expanded Canal, currently 94 percent complete.

“The Scale Model Maneuvering Training Facility will allow us to continue providing first class service to the global maritime industry while ensuring the safety of our pilots, captains and customers,” said Panama Canal Administrator/CEO, Jorge L. Quijano.

Scheduled for completion by the end of the year, the facility is located at Summit and spans 35.3 acres, which includes two lakes connected by a 518-meter channel modeled after the Culebra Cut. It features docking bays, model tug boats and replicas of both the new and current locks, gates and chambers, all at 1:25 scale, to provide an authentic training experience.

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Despite the smaller size of the scaled vessels, the settlement, shallow water and currents will still have the same effect, allowing pilots and tugboats captains the opportunity to learn how to immediately, appropriately and safely respond to situations that may develop in a controlled area.

Once complete, the artificial training facility will be the world's largest of its kind, complementing the instruction already provided at the Simulation Center, Research and Maritime Development (SIDMAR). SIDMAR's mathematical modeling and simulations have also been updated to include the new locks, navigational channels and Culebra Cut in order to further train the Canal's pilots and captains in such maneuvers.

By December 2015, the training facility will have a fleet of two model ships: a container ship and a bulk carrier, as well as four Cerro-class tugboats, the newest tugboats of the Panama Canal fleet. By 2017, a model tanker and LNG vessel will be added to enhance the capabilities of the training center.