

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

ADVISORY TO SHIPPING No. A-47-2016

September 9, 2016

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – AUGUST 2016

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>280</u>
b. Pilots in Training	<u>0</u>
c. Tugs	<u>46</u>
d. Locomotives	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	29.23	37	18
Oceangoing Transits	29.29	36	21
Canal Waters Time (hours)	28.26	54.43	15.01
In-Transit Time (hours)	10.97	14.24	8.13
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	225	7.26	24.78
Vessels 91' beam and over	607	19.58	66.85
**Neopanamax Vessels (beam107' and over)	76	2.45	8.37
Total:	908	29.29	100.00
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
**Neopanamax Vessels (beam 107' and over)	124	73	53.87
Large Vessels (beam 91' and over)	478*	339* ¹	70.92
Regular Vessels (beam less than 91')	234*	142* ¹	60.68
Regular Vessels (up to 300' in length)	0	0	0.00
Auctioned booking slots	12	4	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 September 30, 2016.

ORIGINAL SIGNED

Esteban G. Sáenz
Executive Vice President for Operations

OP, September 9, 2016

Subject: Monthly Canal Operations Summary – AUGUST 2016

SCHEDULE OF LOCKS MAINTENANCE OUTAGES							
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	Estimated Capacity	Expected Booking Condition[^]	Status
3-5 August 2016	3 days	West Lane*	West Lane [#]		22-24***	2	Completed
10, 11, 17, 18 August 2016	4 hours per day	West Lane				1	Completed
23-26 August 2016	4 days	West Lane*		East Lane **	22-24***	2	Completed
16 September 2016	12 hours			East Lane &	22-24***	1.a	Tentative
21-23 Sept. 2016	3 days		West Lane [#]	West Lane *	22-24***	2	Tentative
24 September 2016	12 hours			East Lane &	22-24***	1.a	Tentative

The normal transit capacity of the Panamax locks 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 scheduled dry chamber works.

** In this simultaneous work there are only 3 days required for Gatun.

***The estimated capacity referred here is for the panamax locks

12 hours of simultaneous work for maintenance activities.

& In order to perform scheduled maintenance works.

[^] Panamax locks

Panama Canal Administrator: The 21st Century Canal

This August marked the Expanded Canal's second full month of operations.

This has been an extraordinary year for the Panama Canal. We reported record annual tonnage at the close of fiscal year 2015, we completed the Panama Canal's first ever Expansion Program to create a new lane of traffic at the waterway, we inaugurated the new Canal with more than 40,000 people, both local and from around the world in attendance, we surpassed the Expanded Canal's 100th transit in less than two months, and on August 15, we celebrated the Canal's 102nd anniversary.

Over the past century, the Panama Canal has left a legacy of innovation, connectivity and sustainability, benefiting the world. We brought this century-plus years of experience, expertise and management to help us design, complete and now operate the Expanded Panama Canal.

There are many state-of-the-art features that set the Expanded Canal apart from the original waterway and others around the world. From the educational programs, and captain and pilot training offered at its Center of Simulation, Research and Maritime Development to the massive water-savings basins that recycle 60 percent of the water used per transit and utilize 7 percent less water than the original locks, helping the Canal conserve water and maintain the viability of the route.

And already the results are showing.

In total, more than 360 reservations have been received for the Expanded Canal. We have transited over 140 Neopanamax vessels, and the transits increase daily. Major liners such as the CKYHE Alliance, the G6 Alliance, and the 2M Alliance have rerouted liner services to the Panama Canal, taking advantage of our significant time savings and excellent service.

As I reflect on where we are today, two months out from the inauguration, I see the great impact the Expanded Canal is having on global trade. As the Canal grows, Panama grows, too, becoming the logistics and transportation hub of the Americas. We will continue to invest – in the Canal, our people, our operations, and new products and services.

One hundred and two years ago, the Panama Canal connected two oceans. Now, we connect the present and the future. With the same long-term vision of those who built the Canal 102 years ago, I am proud of the results and legacy of the newly Expanded Panama Canal.

Jorge L. Quijano
Panama Canal Authority Administrator and CEO