

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

ADVISORY TO SHIPPING No. A-37-2017

October 4, 2017

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – SEPTEMBER 2017

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>274</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	31.37	44	20
Oceangoing Transits	32.13	37	27
Canal Waters Time (hours)	26.27	46.76	14.98
In-Transit Time (hours)	10.90	14.46	8.02

Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	230	7.67	23.86
Vessels 91' beam to under 107' beam	577	19.23	59.85
Neopanamax Vessels (beam 107' and over)	157	5.23	16.29
Total:	964	32.13	100

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (beam 107' and over)	180	138	76.67
Large Vessels (91' to 107' beam)	448*	297* ¹	66.29
Regular Vessels (beam less than 91')	238*	144* ¹	60.50
Regular Vessels (up to 300' in length)	1	1	100.00
Auctioned booking slots	2	0	0.00

*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 October 31, 2017.

ORIGINAL SIGNED

Esteban G. Saenz
Executive Vice President
for Operations

OP, October 4, 2017

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SCHEDULE OF LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity[^]	Expected Booking Condition[^]	Status
12, 13 September 2017	5 hours per day	East Lane *			32-34	1	Completed
15 September 2017	10 hours	East Lane *			28-30	1.a	Completed
1-2, 8-9 March 2018	8 hours / 10 hours		West Lane *		28-30	1.a	Tentative

The normal transit capacity of the Panamax locks is 34-36 vessels per day, depending on vessel mix, neopanamax transits, 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 maintenance works

[^] Panamax locks

Panama Launches Logistics Platform to Streamline Maritime Processes

The Panama Canal Authority (ACP) and the Panama Maritime Authority (AMP), launched an integrated platform that will streamline national maritime processes for vessels arriving to Panama beginning September 24, 2017. This system will reduce costs, optimize itineraries, and improve transparency and productivity, while providing substantial time savings to maritime customers taking advantage of Panama's logistics offers.

Panama's Maritime Single Window (VUMPA) is an online platform that will simplify and reduce the paperwork procedures required for international vessels arriving and departing Panama, as well as activities performed while at Panamanian terminals. Previously, vessels were required to complete a number of documents, such as registration forms and customs documents, for various entities, including ACP, AMP, Panama's Customs Authority and Panama Immigration Services, among others. However, through VUMPA, shippers will now be able to input all required information through one simple digital system, eliminating duplicate forms and automating information sharing between Panamanian institutions involved in the logistics industry.

"Each year, the new system will reduce the need for more than 300,000 paper documents and forms, saving up to 4,000 hours on an annual basis," said ACP Administrator, Jorge L. Quijano. "This enhancement will enable us to provide greater value to the maritime customers that take advantage of the benefits that Panama offers as a logistic hub."

The new system is the product of months of collaboration between the ACP and AMP, with support from national maritime entities. To bring the new initiative to fruition, these organizations and logistics experts have held numerous meetings, workshops and conferences, since 2015.

To date, the use of VUMPA has been approved for ships transiting the Panama Canal and calling on PSA Panama International Terminal, PATSA Petroamerica Terminal, and the Hutchison Ports at Cristóbal and Balboa, which account for 80 percent of international traffic at Panamanian ports. The platform will be integrated into the remaining Panamanian ports in the coming months.

The platform is available at <http://www.vumpa.gob.pa>.