

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

ADVISORY TO SHIPPING No. A-31-2017

September 8, 2017

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – AUGUST 2017

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>274</u>
b. Pilots in Training	<u>6</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	32.06	45	20
Oceangoing Transits	31.42	36	25
Canal Waters Time (hours)	31.53	49.64	22.32
In-Transit Time (hours)	12.03	14.76	8.57

Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	205	6.61	21.05
Vessels 91' beam to under 107' beam	616	19.87	63.24
Neopanamax Vessels (beam 107' and over)	153	4.94	15.71
Total:	974	31.42	100

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (beam 107' and over)	186	133	71.51
Large Vessels (91' to 107' beam)	410*	348* ¹	84.88
Regular Vessels (beam less than 91')	226*	132* ¹	58.41
Regular Vessels (up to 300' in length)	1	0	0.00
Auctioned booking slots	17	10	58.82

*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, 2017.

ORIGINAL SIGNED

Esteban G. Saenz
Executive Vice President
for Operations

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SCHEDULE OF LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity[^]	Expected Booking Condition[^]	Status
1-11 August 2017	11 days	East Lane **			22-24	2	Completed
3-10 August 2017	7 days			East Lane Sidewall ***	22-24	2	Completed
1 September 2017	20 hours	East Lane *			25-27	2	Completed
12, 13 September 2017	5 hours per day	East Lane *			32-34	1	Tentative
15 September 2017	10 hours	East 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

** In order to perform scheduled dry chamber works.

***Culvert outage

[^] Panamax locks

Panama Canal Welcomes Largest Capacity Container Vessel To-Date through Expanded Locks

On August 22nd the Panama Canal welcomed the largest capacity vessel to ever transit the Expanded Locks, the *CMA CGM Theodore Roosevelt*. The Neopanamax containership, which began its voyage from Asia, will be making stops along the U.S. East Coast.

The *CMA CGM Theodore Roosevelt* has a Total TEU Allowance (TTA) of 14,855 and measures 365.9 meters in length and 48.2 meters in beam. To put the scale of this enormous ship into perspective, its length is roughly the equivalent of laying end to end two Great Pyramids of Giza, four Big Bens, or eight Statues of Liberty.

"Today's transit not only represents the growing success and adoption of the Expanded Canal, but also its impact on reshaping world trade," said Panama Canal Administrator Jorge L. Quijano.

The *CMA CGM Theodore Roosevelt* is deployed on the new OCEAN Alliance's weekly South Atlantic Express (SAX) service, which connects Asia and U.S. East Coast ports via the Panama Canal. The SAX service is composed of 11 vessels ranging in size from 11,000 to 14,000 TEUs, including vessels, which also transited the Expanded Canal earlier in May becoming the largest capacity ships to do so at this time.

The *CMA CGM Theodore Roosevelt* began its voyage in Shanghai and will soon call on ports along the U.S. East Coast, which will include Norfolk, Savannah, and Charleston, all of which have seen strong growth and record-breaking tonnage, following investments made to accommodate the larger vessels now able to transit the Expanded Canal. For this voyage, the *CMA CGM Theodore Roosevelt* will also call on the Port of New York and New Jersey, which recently completed a four year, \$1.6 billion project to raise the Bayonne Bridge to 215 ft. This will allow the nation's third-largest port, for the first time, to accept ships larger than 9,500 TEU to reach three of its four main terminals.

In addition to the vessel's record-breaking capacity, what's notable about the *CMA CGM Theodore Roosevelt*'s transit is that it also highlights the Panama Canal's ability to reduce CO2 emissions, compared to alternative routes. By traveling through Panama, the vessel saved 29,561 tons of CO2 in bypassing the Cape of Good Hope.

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Emission reductions have been a key focus of the Expanded Canal, which celebrated its one-year anniversary in June. In its first year of operation, the Expanded Canal contributed to the reduction of 17 million tons of CO₂ thanks to the shorter traveling distance and larger cargo carrying capacity that it now offers to customers.

Looking forward to Fiscal Year 2018, which begins on October 1, the Panama Canal Authority is projecting to accommodate approximately 13,000 vessels, including 2,335 Neopanamax vessels for a record tonnage of 429.4 million Panama Canal tons (PC/UMS).