



**AUTORIDAD DEL CANAL DE PANAMÁ**  
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

3654 (OPXI)  
V. 4-2-2015

**ADVISORY TO SHIPPING No. A-39-2017**

November 8, 2017

**TO :** All Shipping Agents, Owners, and Operators

**SUBJECT:** Monthly Canal Operations Summary – OCTOBER 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	33.68	48	19
Oceangoing Transits	34.03	39	30
Canal Waters Time (hours)	32.86	44.14	21.86
In-Transit Time (hours)	11.69	14.90	9.46

Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	215	6.94	20.38
Vessels 91' beam to under 107' beam	656	21.16	62.18
Neopanamax Vessels (beam 107' and over)	184	5.94	17.44
Total:	1055	34.03	100

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (beam 107' and over)	186	160	86.02
Large Vessels (91' to 107' beam)	465*	403* <sup>1</sup>	86.67
Regular Vessels (beam less than 91')	248*	140* <sup>1</sup>	56.45
Regular Vessels (up to 300' in length)	0	0	0.00
Auctioned booking slots	10	3	30.00

\*Does not include additional auctioned booking slots

<sup>1</sup> 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, 2017.

**ORIGINAL SIGNED**

Esteban G. Saenz  
Executive Vice President  
for Operations

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<b>SCHEDULE OF LOCKS MAINTENANCE OUTAGES</b>							
<b>Dates</b>	<b>Duration</b>	<b>Miraflores</b>	<b>Pedro Miguel</b>	<b>Gatun</b>	<b>Estimated Capacity<sup>^</sup></b>	<b>Expected Booking Condition<sup>^</sup></b>	<b>Status</b>
1-2, 8-9 March 2018	8 hours / 10 hours		West Lane*		28-30	1.a	Tentative
June 2018	16 hours		East/West Lane*		26-28	2	Tentative
June 2018	8 days		Center Culvert*		28-30	1.a	Tentative
June 2018	16 hours		East/West Lane*		26-28	2	Tentative
July 2018	8 hours			West Lane *	28-30	1.a	Tentative
August 2018	10 days			West Lane *	22-24	2	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

<sup>^</sup> Panamax locks

### **Panama Canal Sets Record Annual Cargo Tonnage in Fiscal Year 2017**

*Added capacity and the first full year of the Expanded Canal all contributed to a record 403.8 million tons of goods welcomed through the Canal*

Following the close of Fiscal Year 2017 (FY17), the Panama Canal announced that the waterway welcomed a record 403.8 million Panama Canal tons (PC/UMS) of cargo, the largest amount of annual tonnage ever transited in the 103-year history.

According to figures, the Panama Canal transited a total of 13,548 vessels during Fiscal Year 2017, representing a 3.3 percent increase compared to the previous year. Due to the larger Neopanamax vessels now able to transit the Expanded Canal, the growth in traffic translated into a 22.2 percent increase in total annual tonnage from Fiscal Year 2016, allowing the Panama Canal to surpass the already ambitious cargo projection of 399 million PC/UMS.

"This year's success is a testament to the Expanded Canal's success," said Panama Canal Administrator Jorge L. Quijano. "These record figures reflect not only the industry's confidence in the Expanded Canal, but also illustrate the Panama Canal's continued ability to transform the global economy and revitalize the maritime industry."

The record-breaking FY17 results include many important milestones for the Panama Canal. Less than six months after the inauguration of the Expanded Canal, the waterway welcomed the YM Unity containership, its 500th Neopanamax vessel transit, while in March 2017, Mediterranean Shipping Company's MSC Anzu became the 1,000th Neopanamax vessel to transit the Canal. The September 2017 transit of the COSCO Yantian containership marked 2,000 Neopanamax transits, including the Disney Cruise Line's Disney Wonder, the first Neopanamax cruise vessel to transit.

After setting similar records in December 2016, and May 2017, in August 2017, the Neopanamax containership CMA CGM Theodore Roosevelt became the largest ship to transit the Canal, measuring 365.96 meters in length and 48.252 meters in beam with a total TEU allowance (TTA) of 14,863. The vessel later traveled to the Port of New York and New Jersey for the inauguration of the raised Bayonne Bridge.

In September 2017, the Canal launched Panama's Maritime Single Window (VUMPA), with other Panamanian Government offices, to streamline logistics paperwork for international customers. To uphold sustainability efforts, in October 2016, the Canal created the Environmental Premium Ranking to reward qualified customers who meet high environmental efficiency standards with the opportunity to improve their position within the Customer Ranking System, which is taken into account when booking transits through the Canal. The Panama Canal also instituted modifications to the toll structure in response to a series of discussions with customers and a review of changing cargo patterns.

The Panama Canal currently serves 29 major liner services, including 15 Neopanamax liner services, primarily on the

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U.S. East Coast to Asia trade route.