

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

ADVISORY TO SHIPPING No. A-59-2016

November 9, 2016

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – OCTOBER 2016

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>279</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	31.10	45	21
Oceangoing Transits	31.39	35	26
Canal Waters Time (hours)	27.14	38.72	16.97
In-Transit Time (hours)	10.68	13.26	9.21

Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	217	7.00	22.30%
Vessels 91' beam to under 107' beam	648	20.90	66.60%
Neopanamax Vessels (beam 107' and over)	108	3.48	11.10%
Total:	973	31.39	100%

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (beam 107' and over)	168	97	57.74
Large Vessels (beam 91' and over)	527*	317*1	60.15
Regular Vessels (beam less than 91')	248*	131*1	52.82
Regular Vessels (up to 300' in length)	0	0	0.00
Auctioned booking slots	1	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 November 29, 2016.

ORIGINAL SIGNED

Esteban G. Sáenz
Executive Vice President for Operations

OP, November 9, 2016

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SCHEDULE OF LOCKS MAINTENANCE OUTAGES							
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	Estimated Capacity[^]	Expected Booking Condition[^]	Status
18 November 2016	12 hours			East Lane *	28-30	1.a	Confirmed
25 November 2016	8 hours			East Lane *	30-32	1	Tentative
2 December 2016	8 hours			East Lane *	30-32	1	Tentative
21 January 2017	12 hours			West Lane **	28-30	1.a	Tentative
28 January 2017	12 hours			West Lane **	28-30	1.a	Tentative
21 April 2017	8 Hours			West Lane *	30-32	1	Tentative
9-18 May 2017	10 days			East Lane **	22-24	2	Tentative
15, 16 June 2017	5 hours per day			West Lane *	32-34	1	Tentative
20, 27 June 2017	4 hours per day		West Lane*		32-34	1	Tentative
21, 28 June 2017	5 hours per day		West Lane*		32-34	1	Tentative

The normal transit capacity of the Panamax locks is 34-36 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 maintenance works

** In order to perform scheduled dry chamber works.

[^] Panamax locks

Panama Canal Records Third-Highest Annual Cargo Tonnage in Fiscal Year 2016

Strong container traffic, newly introduced segments and the Expanded Canal all contribute to the 330.7 million tons of goods that passed through the Canal in FY16, the third highest cargo tonnage ever recorded.

At the close of the 2016 Fiscal Year (FY16), the Panama Canal Authority (ACP) recorded the third-highest annual tonnage in its history, with 330.7 million Panama Canal tons (PC/UMS).

A total of 13,114 vessels transited the Panama Canal during the fiscal period from October 1, 2015, to September 30, 2016. Of these, 238 were neopanamax vessels that took advantage of the newly opened Expanded Canal during the first three months of its operation, accounting for 18.2 million PC/UMS.

“Despite the international shipping downturn this past year, we recorded one of the highest annual tonnage figures since the opening of the original Canal 102 years ago,” said Panama Canal Administrator Jorge L. Quijano. “This latest success reinforces the continued strategic importance of the route and the growing value that recent investments in the Canal will bring to the maritime industry.”

Positioning the Canal for the Future

While the Panama Canal has made a major impact in Fiscal Year 2016, this is merely the beginning of an exciting new chapter for the ACP.

In Fiscal Year 2017, the Panama Canal will continue its focus on enhancing the logistics infrastructure in Panama by advancing projects such as the Corozal Container Terminal, which is currently in the bidding stage. This infrastructure project, along with others, will add to the waterway's already robust set of offerings for the maritime industry and further position Panama as the preferred route and regional destination for shippers.

“What we accomplished with the opening of the Expanded Panama Canal this past fiscal year was just the beginning of an ambitious plan to strengthen Panama's position as the logistics hub of the Americas,” said Administrator Quijano. “Our greatest strategic asset is our geographic location at the crossroads of the Americas. We are a link in a chain where reliability is a most valued attribute, and we are committed to continue to enhance it.”