



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

3654 (OPXI)  
V. 4-2-2015

**ADVISORY TO SHIPPING No. A-01-2018**

January 8, 2018

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

**SUBJECT:** Monthly Canal Operations Summary – DECEMBER 2017

**1. Panama Canal Statistical Summary:**

a. Transit Pilot Force .....	272
b. Pilots in Training .....	0
c. Tugs .....	46
d. Locomotives .....	100

**2. Traffic Statistics:**

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	33.68	47	24
Oceangoing Transits	33.77	37	28
Canal Waters Time (hours)	24.53	38.53	18.67
In-Transit Time (hours)	10.39	13.59	8.75
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	257	8.29	24.55
Vessels 91' beam to under 107' beam	594	19.16	56.73
Neopanamax Vessels (beam 107' and over)	196	6.32	18.72
Total:	1047	33.77	100
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (beam 107 and Over)	217	171	78.80
Large Vessels (beam 91' and over)	465*	367* <sup>1</sup>	78.92
Regular Vessels (beam less than 91')	248*	179* <sup>1</sup>	72.18
Regular Vessels (up to 300' in length)	4	4	100.00
Auctioned booking slots	9	0	0.00

\* 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 January 31, 2018.

**ORIGINAL SIGNED**

Esteban G. Sáenz  
Executive Vice President  
for Operations

OP, January 8, 2018

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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, 8 March 2018	4 hours per day		West Lane*		32-34	1	Tentative
2, 9 March 2018	5 hours per day		West Lane*		31-33	1	Tentative
21, 22 March 2018	4 hours per day		East Lane*		32-34	1	Tentative
6 April 2018	24 hours			East Lane*	22-24	2	Tentative
20 April 2018	24 hours			East Lane*	22-24	2	Tentative
4 May 2018	24 hours			East Lane*	22-24	2	Tentative
16, 17 May 2018	5 hours per day		East Lane*		31-33	1	Tentative
9, 10 June 2018	8 hours per day		East/West Lane*		28-30	1.a	Tentative
11-18 June 2018	8 days		Center Wall ***		28-30	1.a	Tentative
18, 19 June 2018	8 hours per day		East/West Lane*		28-30	1.a	Tentative
20 July 2018	8 hours			West Lane*	28-30	1.a	Tentative
26 July, 2 August 2018	4 hours per day	West Lane*			32-34	1	Tentative
27 July, 3 August 2018	5 hours per day	West Lane*			32-34	1	Tentative
14-23 August 2018	10 days			West Lane**	22-24	2	Tentative
13-14 September 2018	2 days			East 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

\*\* In order to perform scheduled dry chamber works

\*\*\* Culvert outage

<sup>^</sup> Panamax locks

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## THE PANAMA CANAL ADMINISTRATOR'S YEAR END REMARKS

A year ago, I spoke optimistically about the future of our waterway despite the pressures facing the maritime industry at the time. I shared my excitement for the recently inaugurated Expanded Canal, and my confidence in the impact it would have – not only for global trade, but for the people of Panama. Now, as I look back, I can say that this year we have surpassed even our most ambitious expectations.

The Canal's success in 2017 was punctuated by milestones we achieved together. We began the year setting daily and monthly cargo records and capped it off by marking the highest annual cargo tonnage our 103-year history. In between, we welcomed massive new vessels, implemented innovative software to improve vessel management and efficiency, and strengthened our commitment to the environment.

By providing opportunity to customers both existing and new, the Canal has revitalized its legacy of connectivity. The Expanded Canal's added capacity now allows us to accommodate 29 major liner services – more than half of which are Neopanamax lines. Rising top users, such as Mexico and China, continue to prioritize our waterway when mapping trade routes, transforming trade around the world. But perhaps our impact has been most visible along the U.S. East Coast, as ports set records from added traffic and undergo their own expansion projects to meet demand from the Expanded Canal.

Alongside this rapid growth, the Panama Canal has maintained its commitment to sustainability. Building off the environmental benefits of the Expanded Canal, we introduced the Environmental Premium Ranking and Emissions Calculator to further encourage our customers to adopt sustainable itineraries. As a leader in the maritime industry, we strive to reduce the industry's carbon footprint, including our own as we work towards becoming a "Carbon Neutral" entity.

As we reflect on this new era for the Panama Canal, we are deeply thankful to our dedicated workforce, fellow Panamanians and loyal customers who made this year so successful. In the year ahead, we plan to continue our commitment to Panama and the maritime community alike. The Expanded Canal is helping contribute more to our nation's economy than ever before. We will offer additional reservation slots to our vessel segments commensurate with demand. And we will rise to the challenge of building upon this year's achievements by strengthening the Canal's capabilities by adding additional resources and building new infrastructure projects, such as a new roll-on roll-off terminal and logistics park.

As the industry continues to embrace the Expanded Canal's reliable and safe service, we look forward to further solidifying Panama's position as the logistics hub of the Americas.

Wishing all a rewarding 2018,

**Jorge L. Quijano**  
Panama Canal Administrator

