

# AUTORIDAD DEL CANAL DE PANAMÁ

EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

## ADVISORY TO SHIPPING No. A-15-2015

### June 4, 2015

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

SUBJECT: Monthly Canal Operations Summary – MAY 2015

## 1. Panama Canal Statistical Summary:

a. Transit Pilot Force	e <u>286</u>
	<u>0</u>
c. Tugs	

#### 2. Traffic Statistics:

	Daily Average	<u>High</u>	Low
Arrivals	33.35	48	19
Oceangoing Transits	33.71	39	30
Canal Waters Time (hours)	29.02	47.50	20.94
In-Transit Time (hours)	11.85	13.29	10.56
Oceangoing Transits:	<u>Total</u>	Daily Average	Percentage
Vessels of less than 91' beam	295	9.52	28.23
Vessels 91' beam and over	750	24.19	71.77
Total:	1,045	33.71	100
Vessels 100' beam and over	652	21.03	62.39
Vessels 900' length and over	124	4.00	11.87
Booking Slots:	Available	Used	Percentage
Large Vessels (beam 91' and over)	527*	492* <sup>1</sup>	93.36
Regular Vessels (beam less than 91')	248*	191* <sup>1</sup>	77.02
Regular Vessels (up to 300' in length)	2	2	100.00
Auctioned booking slots	27	13	48.15

\*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 June 30, 2015.

# **ORIGINAL SIGNED**

Esteban G. Sáenz Executive Vice President for Operations

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SCHEDULE OF LOCKS MAINTENANCE OUTAGES								
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	*Estimated Capacity	Status		
08 June, 2015	12 hours		East Lane		24-26	Confirmed		
<mark>26 June, 2015</mark>	<mark>1 day</mark>			East Lane	<mark>24-26</mark>	Confirmed		
25-30 August, 2015	6 days		West Lane		24-26	Tentative		
27 August, 2015	1 day			East Lane**	24-26	Tentative		
28-29 August, 2015	12 hours			East Lane**	24-26	Tentative		
24 Sept., 2015	1 day			East Lane**	24-26	Tentative		

\*The normal transit capacity of the Panama Canal is 38-40 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. Normally, during these periods, the Panama Canal Transit Reservation System slots are fully utilized. 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 required maintenance on the northeast entrance.