



3654 (OPXI)
V. 4-2-2015

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

ADVISORY TO SHIPPING No. A-08-2016

March 4, 2016

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – FEBRUARY 2016

1. Panama Canal Statistical Summary:

| | |
|------------------------------|------------|
| a. Transit Pilot Force | <u>274</u> |
| b. Pilots in Training | <u>6</u> |
| c. Tugs | <u>47</u> |
| d. Locomotives | <u>100</u> |

2. Traffic Statistics:

| | <u>Daily Average</u> | <u>High</u> | <u>Low</u> |
|--|----------------------|----------------------|-------------------|
| Arrivals | 33.00 | 45 | 22 |
| Oceangoing Transits | 33.69 | 38 | 30 |
| Canal Waters Time (hours) | 31.76 | 42.10 | 23.19 |
| In-Transit Time (hours) | 11.91 | 13.81 | 10.16 |
| Oceangoing Transits: | <u>Total</u> | <u>Daily Average</u> | <u>Percentage</u> |
| Vessels of less than 91' beam | 303 | 10.45 | 31.01 |
| Vessels 91' beam and over | 674 | 23.24 | 68.99 |
| Total: | 977 | 33.69 | 100.00 |
| Vessels 100' beam and over | 575 | 19.83 | 58.85 |
| Vessels 900' length and over | 125 | 4.31 | 12.79 |
| Booking Slots: | <u>Available</u> | <u>Used</u> | <u>Percentage</u> |
| Large Vessels (beam 91' and over) | 493* | 405 ^{*1} | 82.15 |
| Regular Vessels (beam less than 91') | 232* | 199 ^{*1} | 85.78 |
| Regular Vessels (up to 300' in length) | 2 | 2 | 100.00 |
| Auctioned booking slots | 18 | 6 | 33.33 |

*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 March 31, 2016.

ORIGINAL SIGNED

Esteban G. Sáenz
Executive Vice President for Operations

OP, March 4, 2016

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| SCHEDULE OF LOCKS MAINTENANCE OUTAGES | | | | | | | |
|--|-----------------|-------------------|---------------------|--------------|---------------------------|-----------------------------------|---------------|
| Dates | Days/Hrs | Miraflores | Pedro Miguel | Gatun | Estimated Capacity | Expected Booking Condition | Status |
| 1 February, 2016 | 5 hours | | West Lane | | 32-34 | 1 | Completed |
| 4 February, 2016 | 5 hours | | West Lane | | 32-34 | 1 | Completed |
| 25 February 2016 | 10 hours | | | West Lane ** | 29-31 | 1.a | Postponed |
| 4-6 May 2016 | 2.5 days | West Lane * | | | 22-24 | 2 | Tentative |
| 24-27 May 2016 | 4 days | West Lane * | | | 22-24 | 2 | Tentative |
| 15-17 June 2016 | 2.5 days | East Lane * | | | 22-24 | 2 | Tentative |
| 5-8 July 2016 | 4 Days | East Lane * | | | 22-24 | 2 | Tentative |
| 26-29 July 2016 | 4 Days | | East Lane * | | 22-24 | 2 | Tentative |
| 17-19 August 2016 | 2.5 Days | | | West Lane * | 22-24 | 2 | Tentative |
| 7-9 September 2016 | 2.5 Days | | | East Lane * | 22-24 | 2 | Tentative |

The normal transit capacity of the Panama Canal is 35-37 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 caisson test and structural inspection in MG-40.

*In order to perform scheduled dry chamber works.

Testing of New Panama Canal Locks Carried Out Successfully

The Panama Canal has announced that Grupo Unidos por el Canal (GUPC), the consortium responsible for the design and construction of the Third Set of Locks Project, has successfully completed testing of the reinforcements in sill #3 at the new Cocolí Locks in the Pacific.

GUPC technical personnel, the designers, and Panama Canal Authority (ACP) specialists monitored the testing process, which consisted of gradually raising the water behind the lock gate to the level in which the seepage was first detected in sill #3 last August.

Later, the testing was inspected by a team of independent experts, professors and structural engineers from the Technological University of Panama (UTP), all of whom expressed satisfaction with the final results.

Following the completion of this work, GUPC will proceed to test the electromechanical components necessary for the new locks to operate.

Less than four percent remains to complete the overall project, which will be inaugurated later this year.