

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

ADVISORY TO SHIPPING No. A-25-2017

August 4, 2017

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JULY 2017

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>275</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	32.00	42	24
Oceangoing Transits	32.81	36	28
Canal Waters Time (hours)	29.83	39.55	23.01
In-Transit Time (hours)	11.34	14.09	9.74

Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	213	6.87	20.94
Vessels 91' beam to under 107' beam	641	20.68	63.03
Neopanamax Vessels (beam 107' and over)	163	5.26	16.03
Total:	1017	32.81	100

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (beam 107' and over)	186	145	77.96
Large Vessels (91' to 107' beam)	465*	393* ¹	84.52
Regular Vessels (beam less than 91')	248*	150* ¹	60.48
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

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 August 31, 2017.

ORIGINAL SIGNED

Esteban G. Saenz
Executive Vice President
for Operations

OP, August 4, 2017

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SCHEDULE OF LOCKS MAINTENANCE OUTAGES							
Dates	Days/Hrs.	Miraflores	Pedro Miguel	Gatun	Estimated Capacity[^]	Expected Booking Condition[^]	Status
13, 14 July 2017	5 hours per day			West Lane *	32-34	1	Completed
1-10 August 2017	10 days	East Lane **			22-24	2	In Progress
3-10 August 2017	7 days			East Lane Sidewall ***	22-24	2	In Progress
12, 13 September 2017	5 hours per day	East Lane *			32-34	1	Tentative
15 September 2017	10 hours	East Lane *			28-30	1.a	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

[^] Panamax locks

Panama Canal Holds Public Hearing to Gather Industry Feedback on Tolls Structure Modifications

On July 5, 2017, at the conclusion of a 32-day formal consultation period for industry feedback, the Panama Canal Authority (ACP) held a public hearing on its tolls structure modifications proposal.

"The modified tolls will safeguard the Canal's competitiveness, charge a fair price for the value of the route and provide a competitive service to the global shipping industry," said Panama Canal Administrator Jorge L. Quijano. "The public hearing is a key part of the tolls modification process, which ensures all interested parties can provide feedback for consideration."

All comments received at the public hearing and in writing will be carefully evaluated and analyzed by the Board of Directors, which will submit its recommendation to the Cabinet Council of the Republic of Panama, for official approval. The final decision will then be announced to the shipping community.

Initially announced on June 1st, the modifications were proposed after a thorough analysis of the current utilization and productivity of the Neopanamax locks, and after meetings with Panama Canal executives, customers and industry representatives in Europe, Asia and North America. These meetings provided a deeper understanding of the industry today, the challenges faced by individual market segments and the projected demand for the Neopanamax locks.

The proposed modifications provide additional incentives to the container segment for their return voyages, a reclassification of the container/breakbulk vessels, and revised tolls for the liquefied natural gas (LNG) and liquid petroleum gas (LPG) segments, reflecting the changing demand for the route.

For more details, please refer to the following website: <http://www.pan Canal.com/peajes/>