CANAL DE PANAMÁ
3654 (OP-I) V.
29/03/2023

Panama Canal Authority

Vice Presidency for Operations

Advisory to Shipping No. A-41-2026

November 9, 2026

TO: All Shipping Agents, Owners and Operators Monthly

SUBJECT: Canal Operations Summary – October 2026

1. Panama Canal Statistical Summary:
   a. Transit Pilot Force 296
   b. Pilots in Training 7
   c. Tugs 49
   d. Locomotives 100

2. Traffic Statistics:

	Daily Average	High	Low
Arrivals	33.6	43	21
Oceangoing Transits	33.19	38	28
Canal Waters Time (hours)	20.24	28.07	15.85
In-Transit Time (hours)	10.53	12.39	8.85

Oceangoing Transits:	Total	Daily Average	Percentage
Vessels of less than 91’ beam	166	5.35	16.13
Vessels 91’ beam to under 107’ beam	556	17.94	54.03
Neopanamax Vessels (107’ beam and over)	307	9.90	29.83
Total:	1029	33.19	100

Booking Slots:	Available	Used	Percentage
Neopanamax (vessels of 107’ beam and over)	146*	136*[1]	93.15
Supers (vessels of 91’ beam to under 107’ beam)	396*	395*[1]	99.75
Regular Vessels (less than 91' beam)	88*	99*[1]	112.50
Auctioned booking slots	392	329	83.93

*Does not include additional auctioned booking slots

[1] Includes booked transits only

3. The following page provides the scheduled locks maintenance work and other information of interest to the shipping community.

4. This advisory will be canceled for record purposes on November 30, 2026.

ORIGINAL SIGNED
Boris Moreno Vásquez
Vice President for Operations

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SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES							
Dates	**Duration**	**Miraflores**	**Pedro Miguel**	**Gatun**	**Estimated Capacity^**	**Expected Booking Condition**	**Status**
October 12, 2026	6 hours	West*			23	1	Completed
October 12, 2026	12 hours			West*	23	1	Completed
October 15, 2026	5 hours	West*			23	1	Completed
October 15, 2026	5 hours		West*		23	1	Completed
October 21, 2026	4 hours	West*			23	1	Completed
October 21, 2026	3 hours		West*		23	1	Completed
October 22, 2026	4 hours			East*	23	1	Completed
January 12, 2026	1 day	***			24	1	Tentative
January 15, 2027	1 day	***			24	1	Tentative
January 18, 2027	12 hours			West*	24	1	Tentative
January 19 to 29, 2027	11 days			West***	24	1	Tentative
January 30, 2027	12 hours			West*	24	1	Tentative

SCHEDULE OF NEOPANAMAX LOCKS MAINTENANCE OUTAGES						
Dates	**Duration**	**Agua Clara**	**Cocolí**	**Estimated Capacity**	**Expected Booking Condition**	**Status**
November 12, 2026	4 hours		*	10	1	Tentative
November 13, 2026	6 hours		*	10	1	Tentative

^The normal transit capacity of the Panamax locks is 34-36 vessels per day, and in the Neopanamax locks is 9-11 vessels per day, depending on vessel mix, transit restrictions, and other factors. The maximum sustainable capacity of the Panama Canal (Panamax and Neopanamax locks) is approximately 36-38 vessels per day.

* In order to perform scheduled maintenance works
** In order to perform scheduled dry chamber works
*** Culvert outage

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Panama Canal Strengthens Long-Term Vision Following 41st Advisory Board Meeting



The Panama Canal Boards of Directors and Advisors concluded their 41st meeting today, following three days of discussions focused on evaluating opportunities for the waterway's growth in a rapidly evolving global maritime trade landscape.

"The Panama Canal Advisory Board's expertise is invaluable in informing our decisions about the Canal's future. Their insights help us anticipate shifts in global trade and ensure that the Canal remains reliable, sustainable, and competitive for generations to come," said Minister for Canal Affairs and Chairman of the Board of Directors José Ramón Icaza.

The meeting's agenda included an assessment of maritime industry trends and geopolitical developments that could affect the Canal in both the short and long term.

Participants also received updates on Canal's operational, commercial, and financial performance, its revenue diversification program, projects aimed at securing long-term water availability, and workforce development initiatives.

Advisory board members also toured the Cocolí Locks and the Integrated Operations Control Center (CICO) and attended a meeting at the Presidential Palace.

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Additionally, during a joint session, representatives from the McKinsey Global Institute examined how shifting global supply chains and geopolitical tensions are reshaping international trade routes. Established in 1990, the McKinsey Global Institute conducts research on critical global issues, including productivity, technology, and sustainability to inform decision-making among business leaders and policymakers worldwide.

This was the first meeting chaired by Tommy Thomsen who succeeded U.S. Navy Admiral William J. Flanagan as Chairman of the Advisory Board. “It is an honor to assume the chairmanship of the Panama Canal Advisory Board. Throughout my career in the maritime industry, I have witnessed firsthand Panama’s vital role in global trade, and I am confident that the Canal has a bright future ahead,” said Thomsen.

Reflecting on his tenure, U.S. Navy Admiral Flanagan stated, “I am proud to have served on an advisory board dedicated to bringing global perspectives to support the Canal’s development. Over the years, I have learned a lesson that will always stay with me: Panama is not a place. It is a passion. That passion is reflected in the people who make the Canal’s operations possible every day.”

The Panama Canal Authority established the advisory board in December 1999, in accordance with Article 19 of its Organic Law (Law 19 of June 11, 1997). The board serves as an advisory body to the authority, with the primary responsibility of providing guidance and recommendations to the board of directors and Panama Canal Administration.