

Panama Canal Authority
Vice Presidency for Operations
Advisory To Shipping No. A-34-2026

September 10, 2026

TO : All Shipping Agents, Owners, and Operators Monthly

SUBJECT : Canal Operations Summary – August 2026

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	294
b. Pilots in Training	10
c. Tugs	49
d. Locomotives	100

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	33.1	42	21
Oceangoing Transits	33.19	37	26
Canal Waters Time (hours)	34.90	69.41	20.25
In-Transit Time (hours)	11.27	13.03	10.33

Oceangoing Transits:

	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	180	5.81	17.49
Vessels 91' beam to under 107' beam	551	17.77	53.55
Neopanamax Vessels (107' beam and over)	298	9.61	28.96
Total:	1029	33.19	100

Booking Slots:

	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax (vessels of 107' beam and over)	178*	175* ¹	98.31
Supers (vessels of 91' beam to under 107' beam)	561*	472* ¹	84.14
Regular Vessels (less than 91' beam)	150*	124* ¹	82.67
Auctioned booking slots	227	204	89.87

*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 September 30, 2026.

ORIGINAL SIGNED

Boris Moreno Vásquez
Vice President for Operations

OP, September 10, 2026
Subject: Monthly Canal Operations Summary August 2026

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FOR ETAS OR DIRECT COMMUNICATION WITH OUR OFFICES,
REFER TO NOTICE N-3-2023

SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity [^]	Expected Booking Condition	Status
August 25, 2026	5 hours		West*		25	1	Completed
August 26, 2026	5 hours	West*			25	1	Completed
August 27, 2026	8 hours	West*			25	1	Completed
September 14, 2026	3 hours			East*	25	1	Tentative
September 15, 2026	3 hours		West*		23	1	Tentative
September 16, 2026	4 hours	West*			23	1	Tentative
September 17, 2026	8 hours	West*			23	1	Tentative
September 17, 2026	5 hours		East*		23	1	Tentative
September 22, 2026	8 hours	West*			23	1	Tentative
Septem 22 to October 3, 2026	11 days	West***			23	1	Tentative
October 3, 2026	8 hours	West*			23	1	Tentative
October 15, 2026	5 hours	West*			23	1	Tentative
October 15, 2026	5 hours		West*		23	1	Tentative
October 21, 2026	4 hours	West*			23	1	Tentative
October 21, 2026	3 hours		West*		23	1	Tentative
October 22, 2026	4 hours			East*	23	1	Tentative
November 13, 2026	5 hours	East*			23	1	Tentative
November 14 to 15, 2026	2 days	East*			23	1	Tentative
November 16, 2026	5 hours	East*			23	1	Tentative

SCHEDULE OF NEOPANAMAX LOCKS MAINTENANCE OUTAGES						
Dates	Duration	Agua Clara	Cocolí	Estimated Capacity	Expected Booking Condition	Status
September 21, 2026	5 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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Ilya Espino de Marotta Takes Office as Administrator of the Panama Canal



Engineer Ilya Espino de Marotta took office as Administrator of the Panama Canal on Monday, September 7, 2026, for the 2026–2033 term. The ceremony formalized an orderly leadership transition and marked the beginning of a new administration leading the institution. With more than four decades of service, Espino de Marotta becomes the first woman to hold the Panama Canal’s highest executive position.

“Forty-one years ago, I came here to learn. Today, it is my turn to lead, but my conviction remains exactly the same; to serve Panama with honesty, discipline, and profound respect for this institution,” Espino de Marotta said. “My commitment is to remain focused on efficiency, transparency, and ethics, because every dollar we manage at the Canal belongs to Panama, and that is how we will treat it,” she added. “I accept this appointment with a profound sense of duty and with absolute confidence in the people who make it possible to run the Canal every day.”

Espino de Marotta assumes the role of Administrator following a career spanning the Canal’s technical, operational, and executive areas. She began her career in 1985 as a marine engineer and the only female engineer at the shipyard of what was originally the Industrial Division. She later worked in the Engineering Section of the Dredging Division, the Mechanical Engineering Section of the Engineering Division, and the Accounting Division, where she served as a valuation engineer. She also served as coordinator of the Maritime Operations Department’s Investment Program and was a member of the Canal Master Plan Coordination Team. She also worked in the Program Development Office and served as executive manager of Resource Administration and Project Controls.

Later, she served as Executive Vice President for Engineering and Program Management where she played a key role in the execution and completion of the Panama Canal Expansion Program, which is one of the most significant engineering and management undertakings in Panama’s history. Following the project’s completion, she served as Vice President for Operations and, in 2019, was appointed Deputy Administrator of the Panama Canal, assuming the position on January 1, 2020. In January 2024, she was appointed the Panama Canal’s first Chief Sustainability Officer.

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The ceremony was held at the Administration Building and was attended by the President of the Republic of Panama José Raúl Mulino; Minister for Canal Affairs and Chairman of the Board of Directors José Ramón Icaza; members of the Board of Directors; outgoing Administrator Ricaurte Vásquez Morales; government officials, and other Canal employees.

“With this inauguration, Panama demonstrates once again its ability to transfer the leadership of its most important asset through strong governance, clear rules and processes, and institutions that work,” Minister Icaza said. “All Panamanians should be proud of our Canal. Let us support the leadership of the new Administrator,” he added.

Administrator Espino de Marotta will be responsible for implementing the Panama Canal’s 2025–2035 Strategic Vision. This roadmap seeks to ensure water security, strengthen the reliability and resilience of Canal operations, diversify its services, and consolidate Panama’s position as a global logistics, maritime, and energy hub.

Priority initiatives include the development of the Río Indio reservoir, new port terminals on the Atlantic and Pacific coasts, an energy corridor, and a logistics corridor. These projects are intended to expand the Panama Canal’s capabilities and revenue sources, strengthen the competitiveness of the route, and increase its contribution to the country.

The administrator holds a bachelor’s degree in Marine Engineering from Texas A&M University and a master’s degree in Economic Engineering from Universidad Santa María La Antigua. Her professional education also includes executive programs at INCAE Business School and Northwestern University’s Kellogg School of Management, as well as a project management certification from the Project Management Institute.

The inauguration marks a new chapter in the history of the Panama Canal and reinforces the continuity of an institution built on merit, experience, and the orderly succession of its leadership. With this transition, the Canal enters a new stage focused on preserving its strategic role in global trade while expanding the benefits it generates for Panama.