



The Panama Canal

*Entering a new century of
service to the world.*

The land divided, the world united.



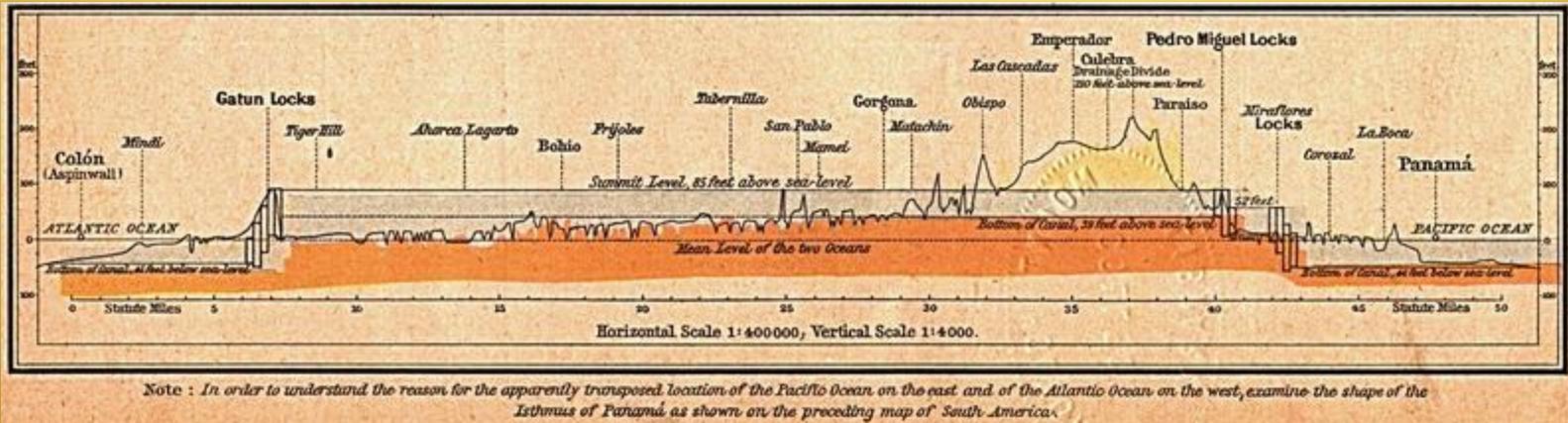
- Canal opened on August 15, 1914
- Cost \$336,650,000
- 36 to 38 ships pass through each day at a pace of 8-10 hours
- A ship traveling through the canal from the Atlantic to the Pacific Ocean leaves the canal 27 miles east of its entrance
- A vessel sailing from New York City to San Francisco saves about 7,800 miles by using the canal rather than traveling around South America

The Canal Zone



The Canal Zone had two administrative subdivisions, the Balboa (Pacific) and Cristobal (Atlantic) districts. Balboa Heights was the administrative headquarters for both the Canal Zone government and the Panama Canal Company.

Panama Canal Components



The Panama Canal is designated as one of the "Seven Wonders of the Modern World and a Monument of the Millennium" by the American Society of Civil Engineers. The earth and rubble removed between Colon and Balboa was enough to bury Manhattan to a depth of 12 feet.

Panama Canal Opens



On August 15, 1914, SS Ancon made the first official transit of the canal as part the canal's opening ceremonies. (Her sister ship Cristobal had made the first unofficial transit on August 3rd, delivering a load of cement, while an old French crane boat Alexandre La Valley had crossed the canal from the Atlantic in stages during construction, finally reaching the Pacific on 7 January.)

The Panama Canal:

A Century of Service

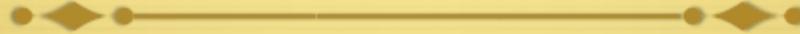


After nearly 100 years of continuous service, it continues to be as useful as the day it became operational.



Expansion of the Canal's capacity:

The third set of locks

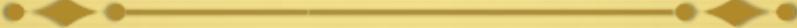


The objectives of the Canal expansion are to:

1. achieve long-term sustainability and growth for the Canal's contributions to Panamanian society through the payments it makes to the National Treasury;
2. maintain the Canal's competitiveness as well as the value added by Panama's maritime route to the national economy;
3. increase the Canal's capacity to capture the growing tonnage demand with the appropriate levels of service for each market segment; and,
4. make the Canal more productive, safe and efficient.

Expansion of the Canal's capacity:

Program Components



Post-Panamax Locks

- ✦ Construction of the new Pacific and Atlantic lock complexes for Post-Panamax vessels transits. Each complex will feature three chambers, three water-saving basins per chamber, a lateral filling and emptying system and eight rolling gates.

Pacific Access Channel

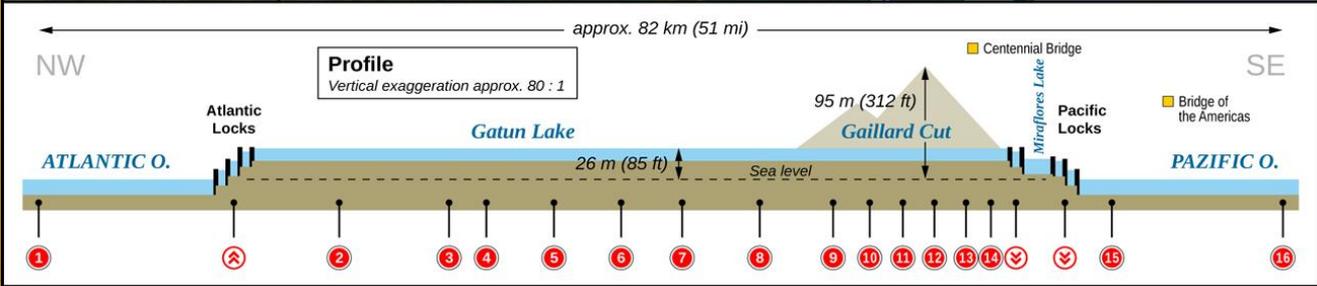
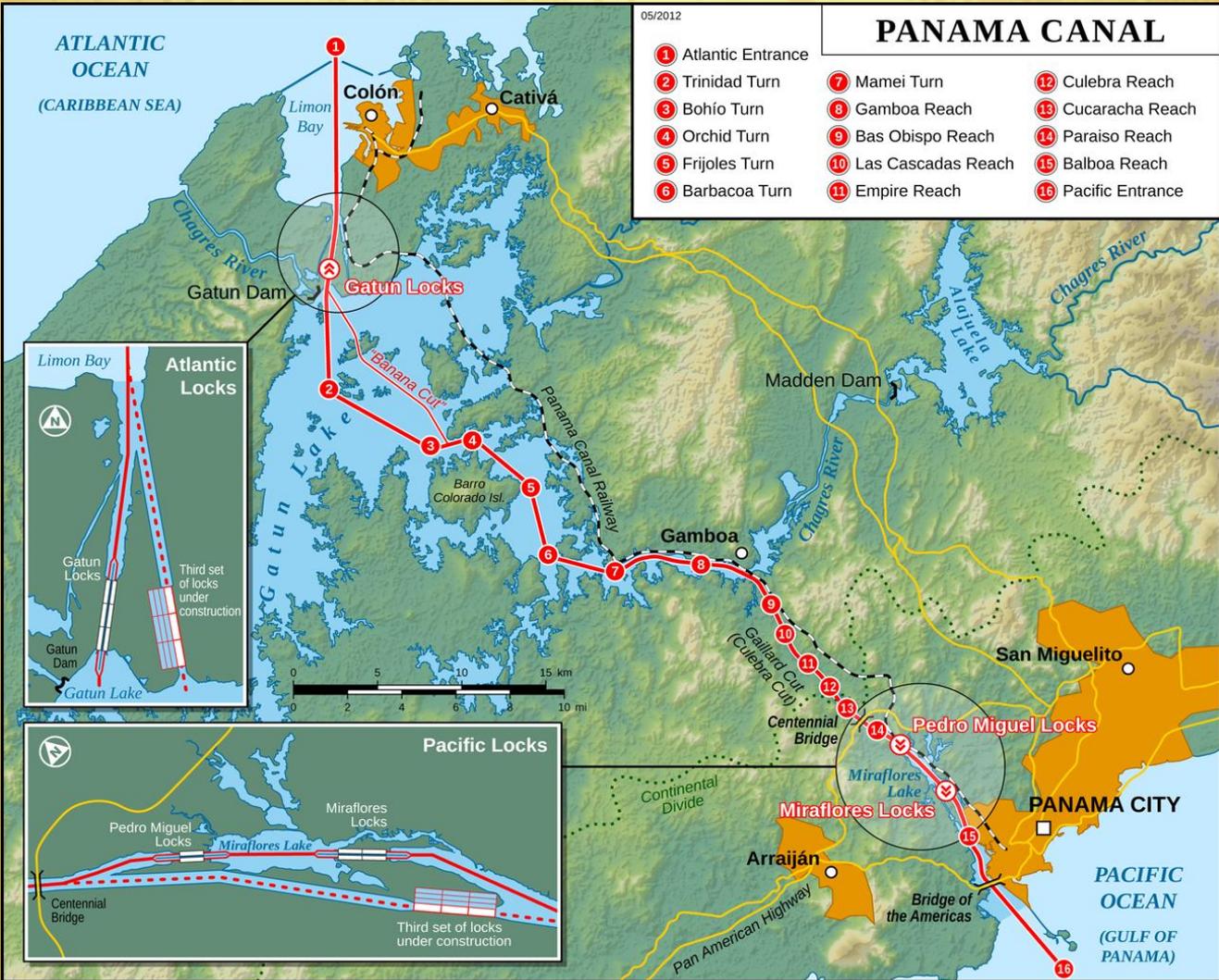
- ✦ Excavation of a new channel to connect the new Pacific locks with Culebra Cut. The project requires the excavation of nearly 50 million cubic meters of material. It was divided into four phases, of which the first three have already been completed.

Dredging of Navigational Channels

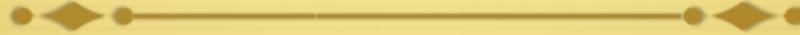
- ✦ Deepening and widening of the existing navigational channels at the sea entrances to the Canal, Culebra Cut and Gatun Lake.

Improvements to Water Supply

- ✦ Raising Gatun Lake's maximum operating level to improve Canal water supply and draft dependability.



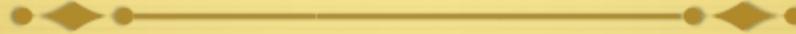
Gatun East Expansion



Miraflores West Expansion



The Panama Canal: Old and New Compared



CURRENT LOCKS

Size: 1000' x 110' x 42'

Locations:

Gatun Locks - 3 steps and 6 chambers

Pedro Miguel - 1 step and 2 chambers

Miraflores - 2 steps, 4 chambers

Water Flow: By gravity, down and across chambers

Panamax Ship: 965' x 106' x 39 ½'

Maximum Cargo: 4400 TEUs – container ship

Gates: 4 or more miter gates swing per chamber

Water: 52 million gallons lost to sea per transit

NEW LOCKS

Size: 1400' x 180' x 60'

Locations:

Gatun East: 3 steps, 3 chambers, 9 basins

Miraflores West: 3 steps, 3 chambers, 9 basins

Water Flow: By gravity, down and across holding basins

Post Panamax Ship: 1200' x 160' x 50'

Max Cargo: 12600 TEUs – container ship

Gates: 2 ea 200' wide one piece rolling gates on tracks

Water: 60% recycled, less lost to sea than now

Toll charge for Disney Magic cruise ship in 2008 \$313,200

First Panama Railroad completed 1855

Length of Panama Railroad 47.11 miles

Tide on the Pacific side 20 feet

Tide on the Atlantic side 2.5 feet

Average rainfall on Atlantic side 130 inches

Average rainfall on Pacific side 70 inches

Estimated cost for expansion of the Panama Canal \$5.25 billion

Estimated year of completion of expansion 2015

Panamax Ships

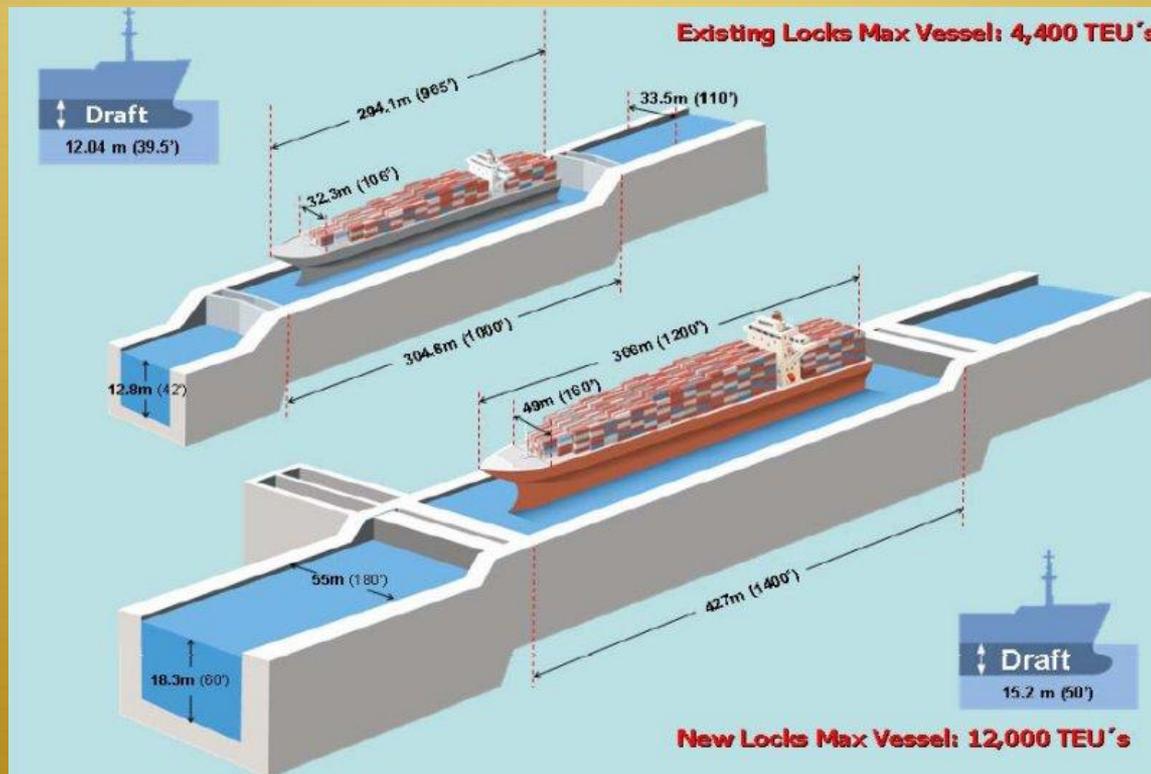


Post Panamax Ships

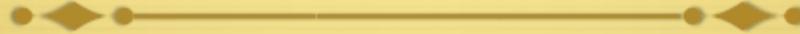


Is the East Coast ready?

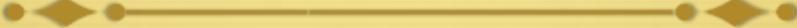
Currently, the Port of Baltimore and Port of Virginia (in Norfolk) are the only East Coast ports that can accommodate the large ships. However, the competition is heating up as other ports build up their infrastructure and dredge their channels to get ready.



Florida is preparing.



Key FLP Office Initiatives



- ✦ Development of a Freight Mobility and Trade Plan
- ✦ Development of a Statewide Seaport and Waterways System Plan
- ✦ Continued partnership with the Florida Chamber of Commerce on Phase 2 of their Trade and Logistics Study
- ✦ Future updates to the Rail System Plan
- ✦ Creation of a Statewide Motor Carrier Plan
- ✦ Future updates to the Florida Aviation System Plan
- ✦ Future updates to the Air Cargo Study

FBT Panama Canal Tour 2012



Will Florida be ready?



Miami, Florida – October 7, 2013) In preparation for the opening of the expanded Panama Canal in 2015, PortMiami has taken delivery of four new Super Post-Panamax cranes to handle the new generation of super-sized container cargo vessels that will begin passing through the Canal less than two years from now.

Will Panama be ready?



CANAL DE PANAMÁ

La maravilla eres tú.



/canaldepanama



@canaldepanama

Work stoppage continues



In this Jan. 2, 2014 file photo, Panama Canal's administrator Jorge Quijano gives a press conference in Panama City. Since the crisis erupted regarding the cost of finishing the Panama Canal's expansion, the nation has rallied almost unanimously behind the engineer, thrusting him into the media spotlight to defend the canal, which is almost synonymous with the nation's identity. They applaud him for standing up to public attacks by contractors that he likens to "extortion" and "terrorism." (AP Photo/Arnulfo Franco, File)

Ex-Administrator Blamed



Panamanian President Ricardo Martinelli has suggested that the current breakdown in labour and communication between the Panama Canal Authority (ACP) and the Grupo Unidos Por El Canal (GUPC) could have been predicted by former Canal Administrator, Alberto Aleman.

FBT President Matthew D. Ubben (right) and then Tampa Port Authority Director Richard Wainio (left) greeted then Panama Canal Authority Administrator Alberto Aleman Zubieta (center), following his presentation to the Florida Chamber's International Conference in February 2012 on the current status of the Panama Canal Expansion. Both Ubben and Wainio grew up in the Canal Zone, Republic of Panama.

Elections Looming



On 4 May elections will be held in Panama with the ruling conservatives of President Martinelli fighting to stay in office but challenged by a centre-right alliance and its candidate Juan Carlos Varela. The Socialist candidate Juan Carlos Navarro is a distant third according to opinion polls.

On 29 January, Marta Linares de Martinelli, wife of President Ricardo Martinelli, was named as the running mate of Democratic Change (CD) presidential candidate José Domingo Arias.

Panama: Gateway to the Americas



Panama is a fascinating country - relatively small geographically but of immense strategic importance because of the Panama Canal.

Florida: Gateway of the Americas



South Florida, like much of the industrialized world, has experienced more changes during the past 50 years than during the previous five centuries. Southeast Florida has become complex and diverse, with many ethnic groups and cultures calling it home. Geography and cultural diversity have made it the gateway between the United States and the Caribbean and Latin America.