



AUTORIDAD DEL CANAL DE PANAMÁ
VICE PRESIDENCY FOR TRANSIT BUSINESS

3654 (NTXI)
 V. 1-8-2019

ADVISORY TO SHIPPING No. A-12-2019

April 5, 2019

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – MARCH 2019

1. Panama Canal Statistical Summary:

| | |
|------------------------------|-----|
| a. Transit Pilot Force | 267 |
| b. Pilots in Training | 32 |
| c. Tugs | 46 |
| d. Locomotives | 100 |

2. Traffic Statistics:

| | <u>Daily Average</u> | <u>High</u> | <u>Low</u> |
|---|----------------------|----------------------|-------------------|
| Arrivals | 34.26 | 49 | 22 |
| Oceangoing Transits | 34.42 | 40 | 28 |
| Canal Waters Time (hours) | 22.27 | 29.22 | 17.42 |
| In-Transit Time (hours) | 9.89 | 12.37 | 8.43 |
| | | | |
| Oceangoing Transits: | <u>Total</u> | <u>Daily Average</u> | <u>Percentage</u> |
| Vessels of less than 91' beam | 259 | 8.35 | 24.27 |
| Vessels 91' beam to under 107' beam | 582 | 18.77 | 54.55 |
| Neopanamax Vessels (107' beam and over) | 226 | 7.29 | 21.18 |
| Total: | 1,067 | 34.42 | 100 |
| | | | |
| Booking Slots: | <u>Available</u> | <u>Used</u> | <u>Percentage</u> |
| Neopanamax Vessels (107' beam and Over) | 248 | 181 | 72.98 |
| Large Vessels (91' beam to under 107' beam) | 465* | 307* ¹ | 66.02 |
| Regular Vessels (less than 91' beam) | 248* | 189* ¹ | 76.21 |
| Regular Vessels (up to 300' in length) | 4 | 4 | 100.00 |
| Auctioned booking slots | 8 | 0 | 00.00 |

* Does not include additional auctioned booking slots

¹ Includes booked transits only

3. The following pages provide the scheduled locks maintenance work, and other items of interest to the shipping community.

4. This advisory will be canceled for record purposes on April 30, 2019.

ORIGINAL SIGNED

Ilya R. Espino de Marotta
 Vice President for Transit Business

| SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES | | | | | | | |
|--|-----------------|-------------------|---------------------|--------------|---------------------------------------|---|---------------|
| Dates | Duration | Miraflores | Pedro Miguel | Gatun | Estimated Capacity[^] | Expected Booking Condition[^] | Status |
| April 9,10, 2019 | 8 hours per day | | | West Lane* | 30-32 | 1 | Confirmed |
| May 27,28, 2019 | 8 hours per day | | | West Lane* | 30-32 | 1 | Tentative |
| June 7, 2019 | 5 hours | | | West Lane* | 32-34 | 1 | Tentative |
| June 14, 2019 | 5 hours | | | West Lane* | 32-34 | 1 | Tentative |
| June 21, 2019 | 12 hours | | | West Lane* | 28-30 | 1.a | Tentative |
| June 24 to July 2, 2019 | 8 days | | East Lane** | | 22-24 | 2 | Tentative |
| June 26, 29, 2019 | 3.5 days | | | West Lane* | 22-24 | 2 | Tentative |
| July 4 , 5 , 2019 | 5 hours per day | | East Lane* | | 32-34 | 1 | Tentative |
| July 17, 18, 2019 | 4 hours per day | West Lane* | | | 32-34 | 1 | Tentative |
| August 6,13, 2019 | 8 days | West Lane** | | | 22-24 | 2 | Tentative |
| August 22, 23, 2019 | 5 hours per day | West Lane* | | | 32-34 | 1 | Tentative |
| September 1, 2019 | 12 hours | | | East | 28-30 | 1.a | Tentative |
| September 2, 2019 | 12 hours | | | West | 28-30 | 1.a | Tentative |
| September 2,14, 2019 | 12 days | | | Center *** | 28-30 | 1.a | Tentative |
| September 14, 2019 | 12 hours | | | East | 28-30 | 1.a | Tentative |
| September 15, 2019 | 12 hours | | | West | 28-30 | 1.a | Tentative |

| SCHEDULE OF NEOPANAMAX LOCKS MAINTENANCE OUTAGES | | | | | | |
|---|---------|-------------------|---------------|--|----|-----------|
| | | Agua Clara | Cocolí | Estimated Capacity^{^^} | | |
| April 8, 2019 | 8 hours | | * | 6-7 | 1+ | Confirmed |
| May 26, 2019 | 8 hours | * | | 7-8 | 1 | Tentative |

The normal transit capacity of the Panamax locks is 32-34 vessels per day and 8-9 vessels in the Neopanamax Locks, depending on vessel mix, transit restrictions 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
- ^^ Neopanamax Locks
- + The total number of reserved transit slots to be offered may have to be adjusted in order to guarantee operational efficiency

OP, April 5, 2019

Subject: Monthly Canal Operations Summary – MARCH 2019

The Panama Canal Joins Global Industry Alliance to Support Low Carbon Shipping

The Panama Canal becomes the first Latin American organization to join the Alliance, consolidating its position as an environmental steward for the shipping industry

On March 15, 2019, the Panama Canal formally joined the Global Industry Alliance (GIA), a public-private partnership initiative of the International Maritime Organization (IMO) under the framework of the Global Maritime Energy Efficiency Partnership (GloMEEP) Project, which is a Global Environment Facility (GEF)-United Nations Development Program (UNPD)-IMO project comprised of maritime industry leaders working to improve energy efficiency and reduce greenhouse gas (GHG) emissions in international shipping.

Panama Canal Administrator Jorge L. Quijano made the announcement today during a signing ceremony inducting the waterway into the GIA at the Panama Maritime World Conference and Exhibition, where IMO Secretary-General Kitack Lim was in attendance. The announcement took place after the Panama Canal signed a letter of agreement on Friday, March 15, officially joining this group of global industry leaders.

“Today’s announcement marks a proud milestone for the Panama Canal and its long legacy as the Green Route of world maritime trade,” said Panama Canal Administrator Quijano. “Given our roots in sustainability and innovation, this partnership reaffirms the Canal’s commitment to leading our industry to a cleaner and more efficient future.”

Launched in June 2017, the GIA is a partnership of 18 leading maritime organizations working together to share their expertise and provide technical input towards the implementation of concrete activities that can support the shipping industry’s transition to a low carbon future. The GIA members aim to do so by identifying and developing innovative solutions that address common barriers to the uptake and implementation of energy efficient technologies and operational measures. The Panama Canal will become the first Latin American organization to join the GIA.

The Panama Canal’s inclusion in the GIA falls in line with the waterway’s almost 105-year history of environmental stewardship. Since opening in 1914, the Panama Canal’s strategic geographic location has enabled vessels to shorten the distance and duration of their voyages compared to alternate routes, thus reducing costs and GHG emissions. In combination with the opening of the Expanded Panama Canal in June of 2016, which offers greater cargo carrying capacity and requires less cargo movements, the Panama Canal is estimated to have saved more than 750 million tons of carbon dioxide emissions over the course of its history.

The Panama Canal has also been recognized for its pioneering sustainability initiatives, such as its Green Connection Environmental Recognition Program, which consists of the [Green Connection Award](#), the [Environmental Premium Ranking](#) and the [Emissions Calculator](#). Together, the three tools promote emissions reductions by recognizing and incentivizing vessels that comply with the highest environmental performance standards while helping others mitigate their own environmental footprints. The Emissions Calculator also helps the Panama Canal measure and reduce its own carbon footprint, operate more efficiently, develop a low carbon strategy and pursue a path towards becoming a “Carbon Neutral” entity.

The GIA members include ABB Engineering (Shanghai) Ltd.; Bureau Veritas; DNV GL SE; Grimaldi Group; Lloyd’s Register EMEA; Maersk; MarineTraffic; MSC Mediterranean Shipping Company S.A.; Port of Rotterdam; Ricardo UK Ltd.; Royal Caribbean Cruises Ltd.; Shell International Trading and Shipping Company Limited; Silverstream Technologies; Stena AB; Total Marine Fuels Pte Ltd.; Wärtsilä Corporation; and Winterthur Gas & Diesel Ltd.