



AUTORIDAD DEL CANAL DE PANAMÁ
VICE PRESIDENCY FOR TRANSIT BUSINESS

3654 (NTXI)
 V. 8-1-2019

ADVISORY TO SHIPPING No. A-41-2019

December 6, 2019

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – NOVEMBER 2019

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	261
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	37.90	56	27
Oceangoing Transits	37.87	43	32
Canal Waters Time (hours)	33.01	50.78	24.16
In-Transit Time (hours)	12.21	15.36	10.27
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	214	7.13	18.84
Vessels 91' beam to under 107' beam	648	21.60	57.04
Neopanamax Vessels (107' beam and over)	274	9.13	24.12
Total:	1,136	37.87	100.00
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (107' beam and Over)	240	225	93.75
Large Vessels (91' beam to under 107' beam)	450*	434* ¹	96.44
Regular Vessels (less than 91' beam)	240*	156* ¹	65.00
Regular Vessels (up to 300' in length)	0	0	0
Auctioned booking slots	25	15	25.00

* 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 December 31, 2019.

ORIGINAL SIGNED

Ilya R. Espino de Marotta
 Vice President for Transit Business

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SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity[^]	Expected Booking Condition[^]	Status
November 20, 2019	12 hours	East*			26-28	1.a	Postponed
November 27, 2019	12 hours	East*			26-28	1.a	Postponed
January 15, 2020	4 hours	West*			31-33	1	Tentative
January 16, 2020	5 hours	West*			30-32	1	Tentative
January 22, 2020	4 hours	West*			31-33	1	Tentative
January 23, 2020	5 hours	West*			30-32	1	Tentative
January 28, 2020	12 hours	East*			26-28	1.a	Tentative
January 30, 2020	12 hours	East*			26-28	1.a	Tentative
May 6, 2020	5 hours			East*	30-32	1	Tentative
May 7, 2020	5 hours			East*	30-32	1	Tentative
May 29, 2020	10 hours			West*	27-29	1.a	Tentative
June 15 to 25, 2020	10 days			East**	22-24	2	Tentative
July 9, 2020	5 hours			West*	30-32	1	Tentative
July 10, 2020	5 hours			West*	30-32	1	Tentative
September 16, 2020	5 hours			East*	30-32	1	Tentative
September 18, 2020	5 hours			East*	30-32	1	Tentative
September 24, 2020	10 hours			East*	27-29	1.a	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

Upholding a Legacy of Sustainability in a Shifting Landscape

Late last month, the United Nations Conference on Trade and Development (UNCTAD) published its [Review of Maritime Transport 2019](#). The report addressed the industry's quickly shifting landscape and range of challenges, making one rising concern very clear – climate change.

The maritime sector is increasingly facing more intense and frequent natural disasters and climate-related disruptions, affecting shipping operations around the world. UNCTAD cited such consequences as the closing of ports in Asia due to the increasing number of hurricanes and typhoons, as well as the impact of low rainfall on the passage of vessels across Europe and through the Panama Canal.

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As a result, climate change adaptation and mitigation have become urgent priorities across the maritime industry, spurring changes such as the [IMO 2020](#) regulation or rise of climate-conscious shipping finance portfolios around the world. The Panama Canal fiercely welcomes these improvements and encourages further action.

The Panama Canal – a shortcut for maritime trade

The Panama Canal has a track record of actively supporting environmental sustainability—not only because it's the right thing to do, but also because the waterway's legacy is rooted in, and depends on, sustainability.

Firstly, the Canal offers shippers shorter, all-water voyages compared to alternate routes. Since opening 105 years ago, it has reduced an estimated 800 million tons of carbon emissions, which has been further accelerated by the Expanded Canal, as it allows shippers to transport even greater amounts of cargo in less trips, saving time, fuel and emissions.

The waterway has also actively pushed for progressive sustainability solutions, as demonstrated by its recent [enrollment to the Global Industry Alliance \(GIA\)](#).

Sustainability Starts at Home

Starting at home, the Canal has implemented a series of local conservation programs that are specifically designed to drive sustainable development. As an example, its Environmental Economic Incentives Program has not only reforested over 22,000 acres of land in the Panama Canal Watershed, but also awarded roughly 15,000 land titles to individuals living in the area, who are then taught sustainable farming methods.

The waterway has come to be defined over the past decade by an environmental strategy that aims to reduce greenhouse gas (GHG) emissions across the maritime industry.

The Canal has instituted several sustainability initiatives for customers, such as the Green Connection Award and Environmental Premium Ranking (EPR), which recognizes customers who demonstrate excellent environmental stewardship with priority slots. The EPR is informed by georeferenced data collected by an [Emissions Calculator](#) that the Canal uses to track customer GHG emissions. To date, 975 vessels have applied to the Green Connection Environmental Recognition Program, complying with the highest standards of environmental performance with more than 10,200 green transits since its inception in 2017.

According to the [OECD](#) last year, the EPR was only taking place at the Canal, though it was “an innovative idea” that “could be much more widely applied in ports, as waiting time is arguably a large disincentive for shipping companies. More generally, better-timed ship arrivals could save time and emissions, but would require intense cooperation between many stakeholders.”

Decarbonizing Shipping Together

The Canal shares its commitment to a more sustainable future with a growing group of partners. As the UNCTAD report also noted, the Panama Canal is the first Latin American organization and entity from a developing country to join the Global Industry Alliance, a public-private partnership initiative that brings together 18 maritime industry leaders seeking to improve energy efficiency and reduce GHG emissions in international shipping. The waterway also recently entered into a partnership with UN Environment to further promote sustainable development and climate change mitigation.

It's evident that the industry is undoubtedly concerned about climate change, however the Panama Canal will continue to push forward the only way we know – by embracing challenges with optimism and partnership.