



AUTORIDAD DEL CANAL DE PANAMÁ
VICE PRESIDENCY FOR TRANSIT BUSINESS

3654 (NTXI)
V. 8-1-2019

ADVISORY TO SHIPPING No. A-05-2020

February 7, 2020

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JANUARY 2020

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	36.64	44	26
Oceangoing Transits	36.58	41	30
Canal Waters Time (hours)	31.73	42.89	25.92
In-Transit Time (hours)	11.80	13.24	10.43
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	238	7.68	20.99
Vessels 91' beam to under 107' beam	608	19.61	53.62
Neopanamax Vessels (107' beam and over)	288	9.29	25.40
Total:	1,134	36.58	100.00
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (107' beam and Over)	248	218	87.90
Large Vessels (91' beam to under 107' beam)	465*	424* ¹	91.18
Regular Vessels (less than 91' beam)	248*	195* ¹	78.63
Regular Vessels (up to 300' in length)	4	3	75.00
Auctioned booking slots	21	7	33.33

* 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 February 29, 2020.

ORIGINAL SIGNED

Ilya R. Espino de Marotta
Acting Vice President for Transit Business

SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity[^]	Expected Booking Condition[^]	Status
May 6, 2020	5 hours			East*	30-32	1.a	Tentative
May 7, 2020	5 hours			East*	30-32	1.a	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.a	Tentative
July 10, 2020	5 hours			West*	30-32	1.a	Tentative
September 16, 2020	5 hours			East*	30-32	1.a	Tentative
September 18, 2020	5 hours			East*	30-32	1.a	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 9-10 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
- [^] Effective Feb. 15, 2020 and until further notice, the total number of reserved slots offered and daily transits is being adjusted as part of the water conservation strategy. The booking condition may be modified depending on the level of Gatun Lake.

Protecting the Canal's Water for a Sustainable Future

Earlier this month, the Panama Canal announced new measures aimed at sustaining an operational level of water and providing reliability to customers as it implements a long-term solution to water. Before the new measures go into effect on February 15, we thought we would revisit the innovative measures already in place by sharing a few frequently asked questions on the topic. Check out our responses below to learn how coffee, cross-filling lockages and other innovative solutions are already helping save water at the Panama Canal.

Why are water conservation measures needed at the Panama Canal?

In 2019, rainfall at the Panama Canal watershed was 20 percent below the historic average, marking the fifth driest year in 70 years. It follows several years of lower than average rainfall, coupled with a 10 percent increase in water evaporation levels due to a 0.5-1.5-degree Celsius rise in temperature. Together, this has led to persistently low water levels at Gatun Lake.

What is the Canal currently doing to save water for its operations?

One of the main conservation measures is the use of cross-filling lockages at the Panamax Locks. This technique sends water during transits between the two lanes at the Panamax Locks to optimize the transfer of water between chambers, therefore

reducing discharge to the sea. Each day, cross-filling is already saving the Canal the same amount of water that would be used in six lockages.

In addition to cross-filling lockages, the Panama Canal has suspended power generation at the Gatun Hydroelectric Plant and hydraulic assistance at the Panamax Locks, the latter of which expedites transits, but requires more use of water. The Canal team also uses water-saving basins at the Neopanamax Locks, and, when vessel sizes allow, coordinates tandem lockages, transiting two ships in the same lock at the same time to save water.

Is the Canal doing anything else to save water?

The Panama Canal has long recognized water as its principal resource, implementing and expanding a myriad of programs that stretch beyond its operations in the name of conservation. One of the Canal's core programs is the Environmental Economic Incentives Program, or PIEA in Spanish, which offers land titles and sustainable farming classes to local farmers, who in turn, reforest, protect, and cultivate more than 21,000 acres of the local watershed, with coffee as a key crop. The program's efforts have led to greater yields for farmers, while preventing runoff, ensuring more arable land for future use and preserving water resources and the environment.

So far, results for PIEA are impressive:

- 126 villages and 1,653 farms benefiting from the program in the watershed
- 15,000+ land titles delivered
- 9,000 hectares (22,239 acres) of land reforested
- 1,600 acres (647.5 hectares) of forest land protected
- 5,300,000 seeds planted
- 175% increase in coffee production in the region
- 4,000+ hectares (9,884 acres) expected to be reforested within the next five years

What is the Panama Canal considering as a potential long-term solution for water management?

The Canal is analyzing and identifying long-term solutions to water availability. The team is currently discussing a series of options to draw water from a lake outside the Watershed, as well as a dam in Gatun Lake that would increase water storage and regulate water flow.