

ADVISORY TO SHIPPING No. A-33-2020

September 4, 2020

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – AUGUST 2020

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	257
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	31.68	45	18
Oceangoing Transits	32.26	39	28
Canal Waters Time (hours)	31.35	61.23	15.27
In-Transit Time (hours)	9.88	12.85	7.83
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	163	5.26	16.30
Vessels 91' beam to under 107' beam	568	18.32	56.80
Neopanamax Vessels (107' beam and over)	269	8.68	26.90
Total:	1,000	32.26	100.00
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (107' beam and Over)	248*	201* ¹	81.05
Large Vessels (91' beam to under 107' beam)	397*	372* ¹	93.70
Regular Vessels (less than 91' beam)	186*	113* ¹	60.75
Regular Vessels (up to 300' in length)	n/a	n/a	n/a
Auctioned booking slots	21	14	66.67

* 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 September 30, 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
August 13, 2020	12 hours			East*	24-26	1.a	Completed
August 25 to 26, 2020	34 hours	West*	West*		21-23	2	Completed
September 10, 2020	8 hours			East*	26-28	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.

LNG Vessel Completes 10,000th Neopanamax Transit at the Panama Canal

The Panama Canal welcomed the transit of the SK RESOLUTE, which became the 10,000th Neopanamax transit through the Expanded Canal, just days before the waterway celebrated its 106th anniversary on August 15th, marking a new milestone for the nearly 106-year waterway.

The LNG vessel SK Resolute, part of the growing liquefied natural gas (LNG) segment, was travelling southbound from the Atlantic to the Pacific Ocean. The vessel was constructed in 2018 with a cargo capacity of 180,000 m3 and measures 292 meters in length and 47.8 meters in beam. This transit marked the vessel's 13th transit through the waterway. It often travels between the east coast of the United States and South Korea and Japan, as well as from Chile to the east coast of North America.

“The two historic milestones this week – our 10,000th Neopanamax transit and 106th anniversary – are symbolic. Together, they reiterate that the Panama Canal is not only a trusted and reliable service, but also one committed to continued competitiveness and growth,” said Panama Canal Administrator Ricaurte Vasquez. “We are proud of our team’s achievements and the exceptional service they maintain today.”

LNG vessels began transiting the waterway for the first time following the inauguration of the Expanded Canal in June of 2016. With significant reductions in voyage time, the Panama Canal has since offered a highly competitive route for U.S. gas deliveries to major Asian importers.

As a result, the LNG segment now represents 12 percent of the transits at the Expanded Canal, surpassed only by container ships with 46 percent and liquefied petroleum gas (LPG) with 25 percent. This had led the Neopanamax Locks to see 27 percent of transits and half of the total tonnage at the Canal today.