

## Advisory to Shipping No. A-37-2020

October 9, 2020

**TO :** All Shipping Agents, Owners, and Operators

**SUBJECT:** Monthly Canal Operations Summary – SEPTEMBER 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	32.10	41	19
Oceangoing Transits	31.63	38	27
Canal Waters Time (hours)	38.58	57.06	22.66
In-Transit Time (hours)	9.89	12.21	8.57
<b>Oceangoing Transits:</b>	<b><u>Total</u></b>	<b><u>Daily Average</u></b>	<b><u>Percentage</u></b>
Vessels of less than 91' beam	171	5.70	18.02
Vessels 91' beam to under 107' beam	545	18.17	57.43
Neopanamax Vessels (107' beam and over)	233	7.77	24.55
Total:	949	31.63	100.00
<b>Booking Slots:</b>	<b><u>Available</u></b>	<b><u>Used</u></b>	<b><u>Percentage</u></b>
Neopanamax Vessels (107' beam and Over)	240*	196* <sup>1</sup>	81.66
Large Vessels (91' beam to under 107' beam)	390*	368* <sup>1</sup>	94.35
Regular Vessels (less than 91' beam)	180*	135* <sup>1</sup>	75.00
Regular Vessels (up to 300' in length)	N/A	N/A	N/A
Auctioned booking slots	33	22	66.67

\* Does not include additional auctioned booking slots

<sup>1</sup> Includes booked transits only

3. The following page provides the scheduled locks maintenance work and other items of interest to the shipping community.

4. This advisory will be canceled for record purposes on October 31, 2020.

**ORIGINAL SIGNED**

Ilya R. Espino de Marotta  
Deputy Administrator and Vice President for Operations

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SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity <sup>^</sup>	Expected Booking Condition <sup>^</sup>	Status
June 15 and 16, 2021	4 hours per day			East*	30-32	1.a	Tentative
June 25, 2021	10 hours			West*	27-29	1.a	Tentative
July 1, 2021	12 hours			East*	26-28	1.a	Tentative
July 5 to 14, 2021	10 days			East**	22-24	2	Tentative
July 29 and 30, 2021	4 hours per day			West*	30-32	1.a	Tentative
August 5 and 6, 2021	5 hours per day			West*	30-32	1.a	Tentative
August 12 and 13, 2021	5 hours per day			East*	30-32	1.a	Tentative
August 17 and 18, 2021	4 hours per day	East*			30-32	1.a	Tentative
August 20, 2021	8 hours			East*	28-30	1.a	Tentative
September 13 to 20, 2021	8 days	East**			22-24	2	Tentative
September 27 and 28, 2021	5 hours per day	East*			30-32	1.a	Tentative
September 30, 2021	8 hours	East*			28-30	1.a	Tentative

SCHEDULE OF NEOPANAMAX LOCKS MAINTENANCE OUTAGES						
Dates	Duration	Agua Clara	Cocolí	Estimated Capacity <sup>^^</sup>		Status
January 29, 2021	10 hours		*	5-7	N/A	Tentative
May 21, 2021	10 hours	*		7-8	N/A	Tentative

The normal transit capacity of the Panamax locks is 34-36 vessels per day, depending on vessel mix, neopanamax transits, 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
- <sup>^</sup> Panamax locks

## Panama Canal Named Finalist for Platts Global Energy Awards

*On World Maritime Day, industry recognizes the waterway's commitment to advancing sustainable shipping and its continued safe, reliable service to global energy markets amid uncertainty.*

The Panama Canal has been selected as a finalist by the Platts Global Energy Awards for its Award of Excellence for Midstream Companies. This prestigious award recognizes organizations involved in energy storage, transportation and trade that have adapted exceptionally to an ever-changing landscape while connecting markets and continued to offer the highest standard of customer service.

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“We are honored to be recognized for our role in facilitating global energy markets safely and reliably in recent months,” said Panama Canal Administrator, Ricaurte Vásquez. “Despite the challenges faced across the industry this year, our team stepped up to ensure the Panama Canal continued to offer innovation and partnership.”

The Panama Canal has connected global energy markets for decades, though its impact was accelerated in June 2016 with the opening of the Expanded Canal. The new, wider Neopanamax locks allowed liquefied natural gas (LNG) vessels to transit for the first time, offering a new route for sending rising U.S. LNG to Asia at competitive prices.

Both LNG and liquefied petroleum gas (LPG) vessel traffic grew exponentially following the Expanded Canal's opening, quickly becoming the fastest growing segments at the Panama Canal. The waterway has since continued to draw shippers and connect new energy markets. Just last month, the Panama Canal reached a new milestone by welcoming the SK Resolute, an LNG tanker that became the 10,000<sup>th</sup> Neopanamax vessel to transit through the Expanded Canal. The LNG segment now represents 12 percent of transits at the Expanded Canal, surpassed only by container ships with 46 percent and LPG with 25 percent.

An enabler for a sustainable energy transition, the Canal's accomplishments go beyond offering an improved transportation option to energy producers.

“The Panama Canal represents not only a competitive route for a growing market, but also an opportunity for shippers to elevate their sustainability efforts, from reducing their greenhouse gas emissions to preventing collisions with migrating whales in partnership with our team,” said Alexis Rodríguez, Panama Canal Environmental Specialist. “For this reason, we are particularly proud to receive this acknowledgement as the industry embraces this year's theme for World Maritime Day sustainable shipping for a sustainable planet.”

In recent years, the Canal has built upon its role as a green route to maximize its environmental and operational efficiency across segments. Specifically, the Panama Canal continues to advocate for route optimization as a critical tool, that if used across the industry, could offer tangible, significant reduction of greenhouse gas (GHG) emissions from ships. For example, LNG carriers traveling from Sabine Pass to Tokyo via the Panama Canal will take approximately 38 days, as opposed to the over 60 days via the Suez Canal.

In addition, the waterway has leveraged innovation and creativity to reduce GHG emissions and optimize its all-water route further. By amplifying the critical impact of port call optimization and digitalization and upgrading its Maritime Single Window (VUMPA), the Canal has streamlined transit paperwork and saved over 300,000 paper forms and 3,200 hours each year. Driven by technology, the Emissions Calculator and the Green Connection Environmental Recognition Program are instrumental in helping the Expanded Canal achieve its projected CO<sub>2</sub> reduction goal of up to 160 million tons by 2026. In its 106 years of operation, the Panama Canal has allowed vessels to save time and fuel by reducing voyage distances, representing a reduction of more than 830 million tons of CO<sub>2</sub>.

S&P Global Platts, a global provider of energy and commodities information and spot market benchmarks, will announce the winner of the award at their 22<sup>nd</sup> ceremony, taking place virtually on December 10th.