



**AUTORIDAD DEL CANAL DE PANAMÁ**  
**VICE PRESIDENCY FOR TRANSIT BUSINESS**

3654 (NTXI)  
 V. 8-1-2019

**ADVISORY TO SHIPPING No. A-38-2019**

October 7, 2019

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

**SUBJECT:** Monthly Canal Operations Summary – SEPTEMBER 2019

**1. Panama Canal Statistical Summary:**

a. Transit Pilot Force .....	262
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	34.10	55	19
Oceangoing Transits	34.17	40	30
Canal Waters Time (hours)	25.64	34.06	18.11
In-Transit Time (hours)	10.36	12.53	8.80
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	222	7.40	21.66
Vessels 91' beam to under 107' beam	549	18.30	53.56
Neopanamax Vessels (107' beam and over)	254	8.47	24.78
Total:	1,025	34.17	100
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (107' beam and Over)	240	195	81.25
Large Vessels (91' beam to under 107' beam)	405*	317* <sup>1</sup>	78.27
Regular Vessels (less than 91' beam)	216*	135* <sup>1</sup>	62.50
Regular Vessels (up to 300' in length)	4	4	100.00
Auctioned booking slots	10	8	80.00

\* Does not include additional auctioned booking slots

<sup>1</sup> 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 October 31, 2019.

**ORIGINAL SIGNED**

Ilya R. Espino de Marotta  
 Vice President for Transit Business

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<b>SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES</b>							
<b>Dates</b>	<b>Duration</b>	<b>Miraflores</b>	<b>Pedro Miguel</b>	<b>Gatun</b>	<b>Estimated Capacity<sup>^</sup></b>	<b>Expected Booking Condition<sup>^</sup></b>	<b>Status</b>
October 10, 2019	8 hours	West*			29-31	1	Tentative
October 15, 2019	5 hours		East*		30-32	1	Tentative
October 17, 2019	5 hours		East*		30-32	1	Tentative
October 24, 2019	8 hours		East*		29-31	1	Tentative
November 20, 2019	12 hours	East*			26-28	1.a	Tentative
November 27, 2019	12 hours	East*			26-28	1.a	Tentative
January 15, 2020	4 hours	West*			31-33	1	Tentative
January 16, 2020	5 hours	West*			30-32	1	Tentative
May 8, 2020	10 hours			West*	27-29	1.a	Tentative
May 26, 2020	5 hours			East*	30-32	1	Tentative
May 28, 2020	5 hours			East*	30-32	1	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

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
- <sup>^</sup> Panamax locks
- <sup>^</sup> Neopanamax Locks
- + The total number of reserved transit slots to be offered may have to be adjusted in order to guarantee operational efficiency

## **Panama Canal Signs Agreement with Port of Rotterdam**

The Panama Canal and the Port of Rotterdam signed a Memorandum Understanding (MOU) on September 9<sup>th</sup>, to promote international trade between Europe and the West Coast of South America. Through this agreement, the two organizations will work closely to optimize operations while encouraging economic growth and the exchange of information on new business development opportunities, including logistics parks and port development projects.

“The Expanded Canal continues to reshape global trade routes today, reinforcing our position as the logistics hub of the Americas,” said Vice President for Complementary

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Businesses Rafael Pirro. “We are proud to be partnering with the Port of Rotterdam to ensure our customers experience the most efficient, consistent service and develop new business opportunities.”

The agreement comes at a period of continued growth for both the Panama Canal and the Port of Rotterdam. Last month, the Port celebrated a new transshipment record for the first six months of 2019 with 240.7 million tons handled, marking a 3.4% increase compared to 2018. During the same month, the Canal set a new daily tonnage record of 1.706 million Panama Canal tons (PC/UMS) on August 16, not long before welcoming the 7,000th Neopanamax transit since the inauguration of the Expanded Canal in 2016.

The MOU is renewable after two years and will allow both parties to share information on their technological capabilities, including the implementation of digital tools and applications aimed at improving transport efficiency and cost reduction. The MOU also includes the exchange of market studies, transit data and modernizations plans, as well as joint training programs, studies and marketing activities between the two parties.

In addition to their roles as regional logistics hubs, the Port of Rotterdam and the Panama Canal share a commitment to sustainable shipping. They have already collaborated closely through their work as members of the Global Industry Alliance (GIA), a public-private partnership initiative of the International Maritime Organization (IMO). The GIA, comprised of maritime industry leaders, works to improve energy efficiency and reduce greenhouse gas emissions in international shipping.

Located in the Netherlands, the Port of Rotterdam is not only an important transshipment hub, but also Europe’s largest port. In 2018, the Port handled 468 million tons of cargo in Rotterdam alone.