

Advisory to Shipping No. A-15-2021

March 9, 2021

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – FEBRUARY 2021

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	258
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	34.71	45	26
Oceangoing Transits	35.36	38	29
Canal Waters Time (hours)	38.68	71.53	21.22
In-Transit Time (hours)	10.41	12.83	8.30
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	187	6.68	18.89
Vessels 91' beam to under 107' beam	556	19.86	56.16
Neopanamax Vessels (107' beam and over)	247	8.82	24.95
Total:	990	35.36	100.00
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (107' beam and Over)	224*	191* ¹	85.27
Large Vessels (91' beam to under 107' beam)	364*	339* ¹	93.13
Regular Vessels (less than 91' beam)	168*	142* ¹	84.52
Regular Vessels (up to 300' in length)	0	0	0
Auctioned booking slots	71	50	70.42

* Does not include additional auctioned booking slots

¹ 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 March 31, 2021.

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	Expected Booking Condition	Status
February 23 and 24, 2021	5 hours per day	West*			30-32	1.a	Completed
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**	21-23	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 3 to 10, 2021	8 days	East**			21-23	2	Tentative
September 22 and 23, 2021	5 hours per day	East*			30-32	1.a	Tentative
September 24, 2021	8 hours	East*			28-30	1.a	Tentative

SCHEDULE OF NEOPANAMAX LOCKS MAINTENANCE OUTAGES						
Dates	Duration	Agua Clara	Cocolí	Estimated Capacity	Expected Booking Condition	Status
March 30, 2021	10 hours		*	5-7	^^	Tentative
April 27, 2021	10 hours	*		5-7	^^	Tentative

The normal transit capacity of the Panamax locks is 34-36 vessels per day, and in the neopanamax locks 9-11 vessels per day, 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
- ^^ A corresponding reduction in the number of available booking slots should be expected

Panama Canal Modifies Transit Reservation and OMS Fees to Reflect Growing Demand

Fee modifications to be implemented on April 15, 2021, will allow the waterway to simplify its reservation structure and better manage capacity.

The Panama Canal announced February 17th that it will modify its transit reservation fees and other maritime services (OMS) in order to better respond to evolving market changes and manage its capacity in the face of growing demand.

Going into effect on April 15, changes to the transit reservation system fees are as follows:

- **Booking Reservation Slots:**
 - Panamax Locks
 - Regulars: (less than 27.74 m (91 feet) in beam): \$10,500
 - Supers: (Length overall (LOA) less than 274.32 m (900 feet) and a maximum beam of 32.61 m (107 feet)): \$40,000
 - Supers: (Vessels with a LOA between 274.32 m (900 feet) and 294.44 m (966 feet), and a maximum beam of 32.61 m (107 feet)): \$50,000
 - Neopanamax Locks:
 - Vessels with beam less than 42.67 m (140 feet), including Panamax Plus vessels \$70,000
 - Vessels with beam equal to or greater than 42.67 m (140 feet): \$85,000
- **Standard Auction Slots:** The base or initial amounts for slots awarded through the regular auction process will be as follows:
 - For regular vessels, the base or initial amount will remain at \$15,000.
 - For supers, the base or initial amount will be \$55,000.
 - For Neopanamax vessels, including Panamax Plus, the base or initial amount will be \$93,500.
- **Special Auction Slots:** An additional slot for the Neopanamax locks will be offered through a special auction process. The dates and conditions under which this slot may be offered will depend on several variables, including vessel mix and other factors. The base or initial amount for the slots awarded through the special auction process will be \$100,000.

As part of this continuous improvement process, these changes will help simplify the current structure and seek to reflect the value of the services provided by the waterway, including the reservation system, which ensures the certainty of transit on a given date.

The transit reservation system is an optional service offered by the Panama Canal that provides customers with the possibility to transit on a specific date through the payment of an additional fee, thus guaranteeing the transit. The rising demand for these slots has prompted the Canal to reflect the value of this service in tariffs to meet current demand and supply.

Also effective April 15, the Panama Canal will modify other maritime services (OMS) provided by the waterway. This will include transit related services fees for tugboats, line handlers and locomotives, as well as complementary services, such as vessel inspection, safety and security charge and Panama Canal Shipboard Oil Pollution Emergency Plan (PCSOPEP) charges, among others.

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For further details on the changes, please refer to Advisory to Shipping ADV09-2021.

The Panama Canal has continuously implemented measures to improve the quality of its service and adapt to an ever-changing market, including through initiatives that offer better or more effective ways to schedule transits. By making these changes, the Canal will ensure that it continues to create, capture and render value to customers and world trade.