

## Advisory to Shipping No. A-33-2021

August 6, 2021

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

**SUBJECT:** Monthly Canal Operations Summary – JULY 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	34.26	46	26
Oceangoing Transits	33.68	42	26
Canal Waters Time (hours)	51.04	95.43	24.36
In-Transit Time (hours)	12.36	15.01	9.97
<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	174	5.61	16.67
Vessels 91' beam to under 107' beam	563	18.16	53.93
Neopanamax Vessels (107' beam and over)	307	9.90	29.41
Total:	1,044	33.68	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)	248*	225* <sup>1</sup>	90.73
Large Vessels (91' beam to under 107' beam)	364*	343* <sup>1</sup>	94.23
Regular Vessels (less than 91' beam)	186*	145* <sup>1</sup>	77.96
Regular Vessels (up to 300' in length)	0	0	0
Auctioned booking slots	98	69	70.41

\* 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 August 31, 2021.

**ORIGINAL SIGNED**

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

OP, August 6, 2021

Subject: Monthly Canal Operations Summary – JULY 2021

<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</b>	<b>Expected Booking Condition</b>	<b>Status</b>
August 4 and 5, 2021	5 hours per day			West*	30-32	1.a	completed
August 12, 2021	8 hours			East*	26-28	1.a	Tentative
August 29, 2021	8 hours	West*			28-30	1.a	Tentative
August 30, 2021	10 hours	East*			28-30	1.a	Tentative
August 30 to September 9, 2021	10 days	Center Wall***			24-26	1.a	Tentative
September 9, 2021	10 hours	East*			28-30	1.a	Tentative
September 10, 2021	8 hours	West*			28-30	1.a	Tentative
September 23 to 24	2 days			West**	18-20	2	Tentative
December 9 and 10, 2021	5 hours per day			East*	30-32	1.a	Tentative
December 13, 2021	8 hours			East*	28-30	1.a	Tentative
December 14 and 15, 2021	4 hours per day		West*		30-32	1.a	Tentative

<b>SCHEDULE OF NEOPANAMAX LOCKS MAINTENANCE OUTAGES</b>						
<b>Dates</b>	<b>Duration</b>	<b>Agua Clara</b>	<b>Cocolí</b>	<b>Estimated Capacity</b>	<b>Expected Booking Condition</b>	<b>Status</b>
February 15, 2022	5 hours	*		8-9		Tentative
March 15, 2022	6 hours		*	6-8	^^	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 reduction in the number of available booking slots should be expected

## The Panama Canal Resumes Seasonal Measures to Protect Migrating Marine Life

From August 1 to November 30, 2021, the Panama Canal will once again promote the implementation of the International Maritime Organization's (IMO) speed and navigational recommendations to protect whales, dolphins, and other large aquatic animals, as they start their nearby seasonal migration.

In accordance with the IMO's recommendations, ships traveling to and from the Canal via the Pacific and Atlantic Ocean during this period must stay within designated navigation areas known as Traffic Separation Schemes (TSS), which decrease the overlap between vessels entering or exiting the Canal and migrating marine life. Vessels traveling through these areas on the Pacific side of the Canal should also proceed at a speed of no more than 10 knots, a practice known as Vessel Speed Reduction (VSR).

These measures, first implemented and promoted by the Canal in 2014, have significantly reduced the likelihood of interactions and serious incidents involving whales and other cetaceans, while assuring maritime safety and control of vessels transiting the waters surrounding the Canal. Compliance with the TSS measures by the Panama Canal has proven critical, as the Gulf of Panama is an important wintering ground for migrating humpback whales.

“When we talk about sustainability at the Canal, we take into account the protection and wellbeing of our entire ecosystem and biodiversity,” said Panama Canal Administrator Ricaurte Vásquez Morales. “These measures show that a small change can mean a huge difference when our industry works together to prioritize sustainability. We are grateful for our customers who continue to recognize the value of these measures and the Panama Canal’s offerings as a green route for global maritime trade.”

A study commissioned by the Panama Canal also found that the TSS program garnered significant emissions reductions. Analysis of the speed, position and heading data from vessels’ automatic identification systems (AIS) confirmed that compliance with the annual recommendations lowered a vessel’s greenhouse gas (GHG) and pollutant gas emissions by an average of 75 percent. The savings varied by the vessel type, size, and fuel, but resulted in over 20,000 tons of carbon dioxide (CO<sub>2</sub>) saved in total between 2017 and 2020.

Being an all-water route, Panama Canal recognizes first-hand the impact of rising global temperatures and the importance of protecting our oceans. The waterway is focused on elevating its sustainable operations and value for the global supply chain, and these efforts are just another example of its commitment towards mitigating the effects of climate change, ensuring ocean conservancy and protecting biodiversity.

### **Celebrating the Legacy and Future of the Panama Canal’s Green Connection Environmental Program**

Today, the Panama Canal presented the MSC Virgo, a containership with a Total TEU Allowance (TTA) of 15,746, with a Green Connection Award during its maiden voyage through the waterway, in recognition of its high environmental standards. In addition, the vessel was applauded for choosing the most emissions-efficient route when traveling from Europe to the West Coast of South America. The decision to navigate via the Panama Canal allowed the MSC Virgo to save more than 4,500 tons of CO<sub>2</sub>.

Sustainability is ingrained in the Panama Canal’s legacy. The waterway opened almost 107 years ago as the shortcut for maritime trade and the Canal works to add value as the Green Route – implementing measures and initiatives that maximize the waterway’s environmental and operational efficiency. This legacy of sustainability only continues to grow.

The recognition to MSC Virgo comes on the fifth anniversary of the implementation of the Green Connection Environmental Recognition Program and the sixth month of data published in the CO<sub>2</sub> Emissions Dashboard. Though much has been achieved in the past five years, the road towards decarbonization will require the efforts of an entire industry. As the Canal looks ahead to the future, here are a few highlights from programs over the past five years:

#### **The Green Connection Environmental Program**

Launched in 2016, the Green Connection Program introduced the Environmental Premium Ranking and the Green Connection Award. The Ranking is an incentive that rewards qualified customers who meet high environmental efficiency standards with the opportunity to improve their position within the Customer

Ranking System, which is considered when booking transits through the Panama Canal. In 2018, this system was applauded by the International Transport Forum and the Organization for Economic Co-operation and Development (OECD) as an innovative idea that could be widely applied in other ports. As of today, 73 customers are ranked in the system.

The Green Connection Award was launched in the same year to honor customers who comply with the highest environmental performance standards. When awarding ships, the Canal considers the operational efficiency, the Environmental Ship Index (ESI) and the efficient design of ships, as well as fuel efficiency measures and emissions reduced in transiting the Panama Canal over other routes. The first recipient of the award was the Maran Gas Apollonia on July 25, 2016, the first ever LNG vessel to transit the Panama Canal thanks to the inauguration of the Neopanamax Locks.

Since the Maran Gas Apollonia transit, more than 1,500 vessels have received the Green Connection Award. A few notable recipients include container vessels such as CMA CGM Theodore Roosevelt, Hapag Lloyd's Valparaiso Express, and ONE Hawk, as well as NYK's vehicle carrier Garnet Leader, the LPG tanker G.Dolce, the Q-Flex LNG tanker Al Safliya, and the IMOIIIMAX tanker Stena Imperial. The Green Connection Award was also presented to the hydrogen-powered, zero-emission catamaran Energy Observer, which serves as a floating laboratory for ecological transition, while in its expedition delivering a message towards a decarbonized future.

Over the past five years, more than 10,000 transits have been considered Green Connection transits because of their CO2 emission savings by using the Panama Canal route. With the Canal's expanded emissions tracking system and environmental incentives, the goal is for this number to steadily grow as the world turns towards a cleaner future.

### Tracking Emissions

One year after launching the Green Connection Program, the Panama Canal enhanced its emissions tracking abilities through the Emissions Calculator – a tool that allows to assess the shipping lines' greenhouse gas (GHG) emissions reductions per route, including the amount saved by transiting the Panama Canal over the most likely alternative route. The tool aims to incentivize customers to demonstrate strong environmental stewardship and adopt more sustainable itineraries. For example, a container vessel traveling from Asia to the U.S. East Coast saves about 12 percent in emissions when returning via the waterway rather than transiting the Suez Canal and would save 18 percent in emissions compared to sailing around Africa's Cape of Good Hope. Since the program was introduced in 2016, the Emissions Calculator has shown that customers have saved 40 million tons of CO2 by choosing the Panama Canal route.

After updating the tool to use georeferenced data in 2019, the Canal debuted a CO2 Emissions Dashboard building off information provided by the Emissions Calculator in January 2021. Over the past six months, the Dashboard has published monthly data on the CO2 emissions saved by vessels that chose to transit the Panama Canal compared to the most likely alternative route. Customers benefit from this information as it provides them visibility into how the route helps shipping lines reduce emissions with each transit.

Transparency and quality of service remains at the heart of the Canal's objectives, fostering a sustainable future for global trade tacking actions to achieve the IMO and Paris Agreement global commitments.