

Advisory to Shipping No. A-03-2022

February 8, 2022

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JANUARY 2022

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	256
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	34.52	47	23
Oceangoing Transits	35.71	39	33
Canal Waters Time (hours)	41.89	94.29	22.79
In-Transit Time (hours)	10.58	12.58	9.49

Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	208	6.71	18.79
Vessels 91' beam to under 107' beam	616	19.87	55.65
Neopanamax Vessels (107' beam and over)	283	9.13	25.56
Total:	1,107	35.71	100.00

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (107' beam and Over)	248*	220* ¹	88.71
Large Vessels (91' beam to under 107' beam)	403*	386* ¹	95.78
Regular Vessels (less than 91' beam)	186*	172* ¹	92.47
Regular Vessels (up to 300' in length)	0	0	0
Auctioned booking slots	115	85	73.91

* 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 February 28, 2022.

ORIGINAL SIGNED

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

OP, February 8, 2022

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SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity ^a	Expected Booking Condition	Status
January 3 and 4, 2022	5 hours per day			East*	30-32	1.a	Completed
January 6, 2022	8 hours			East*	28-30	1.a	Completed
January 25 and 26, 2022	4 hours per day		West*		30-32	1.a	Completed
February 8 and 9, 2022	5 hours per day		East*		30-32	1.a	Tentative
February 15, 2022	5 hours		East*		30-32	1.a	Tentative
February 24, 2022	12 hours	East*			25-27	1.a	Tentative
March 2, 2022	8 hours	West*			28-30	1.a	Tentative
March 7, 2022	4 hours			West*	30-32	1.a	Tentative
March 22, 2022	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
February 1, 2022	5 hours	*		9-10	^^	Completed
February 22, 2022	4 hours		*	9-10	^^	Tentative
March 14, 2022	5 hours	*		9-10	^^	Tentative
March 24, 2022	4 hours		*	9-10	^^	Tentative

^aThe 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. The maximum sustainable capacity of the Panama Canal (panamax and neopanamax locks) is approximately 38-40 vessels per day. 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
- ^^ No reduction in the number of available booking slots is expected

Panama Canal Contributed to the Maritime Industry's Reduction of 16 Million Tons of CO2 in 2021

Data from the Panama Canal's CO2 Emissions Dashboard shows vessels saved 3 million tons more than in 2020 by sailing via the Panama Canal's Green Route



The Panama Canal contributed to the reduction of 16 million tons of carbon dioxide (CO₂) equivalent emissions in 2021, in comparison to the most likely alternative routes. These savings, three million more than achieved in 2020, are equivalent to the amount produced by 3.2 million passenger vehicles driven in one year, or the carbon sequestered by 248 million tree seedlings grown for 10 years.

“Last year, we launched the CO₂ Emissions Dashboard to help our customers better track their emissions and understand the benefits provided by taking the shortest route, creating a more sustainable supply chain,” said the Panama Canal Administrator Ricaurte Vásquez Morales. “Throughout the year, the Dashboard has provided visibility to customers and stakeholders of the CO₂ emission savings generated by choosing the Panama Canal route, as we move forward with initiatives to become carbon neutral.”



Containerships led the way in emissions savings of 5.2 million tons of CO₂, followed by dry bulk carriers (2.5 million), chemical tankers (1.77 million), and liquefied petroleum gas (LPG) carriers (1.2 million).



The customers that registered the highest CO₂ emission savings by choosing the Canal route throughout 2021 were Maersk (933,308 tons of CO₂), Mediterranean Shipping Company (909,264 tons of CO₂), CMA CGM (503,960 tons of CO₂), Hapag-Lloyd (478,764 tons of CO₂), and Trafifigura Beheer B.V. (448,940 tons of CO₂).



The annual data was calculated by the Panama Canal's [CO₂ Emissions Savings Dashboard](#), which tracks the total CO₂ emissions that vessels save by sailing via the Panama Canal rather than the most likely alternative route. The Dashboard uses geo-referenced data and technology already on-board ships to measure emissions, with new data reported each month by segment, customer, route and more.

The Dashboard builds on the Panama Canal's long-standing efforts to maximize its environmental benefits while minimizing the environmental impact of its customers. The waterway has introduced a series of environmental incentives and tools unique to the industry since 2016 through its central sustainability program, the [Green Connection Environmental Recognition Program](#).

In addition, the Panama Canal promotes the implementation of speed and navigational recommendations to protect cetaceans as they start their nearby seasonal migration and works closely with the communities of the Watershed to sustainably manage their surrounding environment.

The Panama Canal as a Green Corridor for Maritime Trade

Last year, the waterway [unveiled its plans](#) to become carbon neutral by 2030. To achieve this objective and maximize its value as a green corridor for global shipping, the waterway expects to make significant investments and changes to its operations over the coming years. Beginning with purchasing electric vehicles and hybrid tugboats, modernizing its equipment and infrastructure alone is anticipated to require \$2.4 billion. The waterway will also continue working with international stakeholders to ensure the Canal's contributions are aligned with global decarbonization efforts.

In November 2021, the Panama Canal participated in UN Climate Change Conference (COP26), emphasizing the importance of involving the entire supply chain in maritime shipping's goals of carbon neutrality. The Canal also joined forces with over 150 other organizations across the maritime industry to sign the [Call to Action for Shipping Decarbonization](#), a pledge and commitment to taking concrete action against a warming climate.

In the future, the Canal aims to take into consideration in its pricing structure the vessels' emissions during their transits through the waterway, based on the ships' technology and maneuverability, to further aid the decarbonization of the shipping industry.

