

## Advisory to Shipping No. A-14-2022

April 7, 2022

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

**SUBJECT:** Monthly Canal Operations Summary – MARCH 2022

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	269
b. Pilots in Training .....	18
c. Tugs .....	46
d. Locomotives .....	100

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	34.42	46	24
Oceangoing Transits	35.42	39	32
Canal Waters Time (hours)	35.67	66.40	21.43
In-Transit Time (hours)	9.93	10.89	9.04
<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	211	6.81	19.22
Vessels 91' beam to under 107' beam	621	20.03	56.56
Neopanamax Vessels (107' beam and over)	266	8.58	24.23
Total:	1,098	35.42	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*	206* <sup>1</sup>	83.06
Large Vessels (91' beam to under 107' beam)	403*	384* <sup>1</sup>	95.29
Regular Vessels (less than 91' beam)	186*	159* <sup>1</sup>	85.48
Regular Vessels (up to 300' in length)	0	0	0
Auctioned booking slots	93	62	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 April 30, 2022.

**ORIGINAL SIGNED**

**Marcia L. de Ortega**  
**Acting Vice President**  
**for Operations**

OP, April 7, 2022

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<i>SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES</i>							
<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</b>	<b>Status</b>
March 7, 2022	4 hours			West*	31-33	1.a	Completed
April 4, 2022	4 hours			West*	31-33	1.a	Completed
April 26, 2022	6 hours			East*	29-31	1.a	Tentative
April 28, 2022	12 hours			West*	25-27	1.a	Tentative
May 7, 2022	6 hours			East*	25-27	1.a	Tentative
May 8, 2022	12 hours			West*	25-27	1.a	Tentative
May 9, 2022	12 hours			East*	25-27	1.a	Tentative
May 10, 2022	10 days			***	26-28	1.a	Tentative
May 19, 2022	12 hours			West*	25-27	1.a	Tentative
May 20, 2022	12 hours			East*	25-27	1.a	Tentative
May 23, 2022	6 hours			East*	29-31	1.a	Tentative
May 25, 2022	6 hours			East*	29-31	1.a	Tentative
May 30, 2022	4 hours			West*	31-33	1.a	Tentative
June 1 and 2, 2022	5 hours per day		West*		30-32	1.a	Tentative

**Note:** No schedule maintenance outages for the Neopanamax Locks.

<sup>^</sup>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. 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 Celebrates World Water Day with Steady Draft Through 2022.**

After sustaining operational draft through the dry season, the waterway now looks ahead to long-term water saving projects.

The waterway implemented tactics to conserve water used in its operations throughout the dry season. For example, the Panama Canal has been implementing cross-filling lockages, a technique that sends water between the two lanes at the Panamax Locks during transits and saves an amount of water equivalent to that used in six lockages each day.

Despite experiencing more precipitation this dry season, the Canal continues to use water-saving practices. As a result, the team was able to delay two draft adjustments in March 2022 alone, allowing customers to continue benefiting from the maximum draft of 50 feet.

To adapt for future industry and consumer trends, the Panama Canal is moving promptly on its ambitious plans to build a water management system, which will encompass a series of projects designed to ensure an ample long-term water supply, while protecting the environment and accounting for climate change variabilities.

Nonetheless, the Panama Canal expects shipping lines will continue to consolidate more cargo on fewer vessels due to dramatic shift in global supply chains, which have become even more volatile since the COVID-19 pandemic. This trend will bring heavier, larger ships to the Panama route, underscoring the importance of safeguarding this operational draft moving forward.

To maintain a continuous communication regarding this subject, the Panama Canal implemented the “Canal Connection” web site, available in the following link:

[Canal Connection - Autoridad del Canal de Panamá \(pancanal.com\)](http://pancanal.com)