

Advisory To Shipping No. A-27-2022

August 8, 2022

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JULY 2022

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	269
b. Pilots in Training	16
c. Tugs	46
d. Locomotives	100

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	33.42	50	24
Oceangoing Transits	33.84	41	27
Canal Waters Time (hours)	34.34	53.32	20.28
In-Transit Time (hours)	10.81	13.39	9.05
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	191	6.16	18.21
Vessels 91' beam to under 107' beam	567	18.29	54.05
Neopanamax Vessels (107' beam and over)	291	9.39	27.74
Total:	1,049	33.84	100.00
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax (vessels of 107' beam and Over)	244*	238* ¹	97.54
Supers (vessels of 91' beam to under 107' beam)	384*	362* ¹	94.27
Regular Vessels (less than 91' beam)	186*	145* ¹	77.96
Auctioned booking slots	105	80	76.19

* 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 August 31, 2022.

ORIGINAL SIGNED

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

OP, August 8, 2022
Subject: Monthly Canal Operations Summary – JULY 2022

SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity [^]	Expected Booking Condition	Status
July 7, 2022	8 hours			West*	28-30	1.a	Completed
July 12 to 20, 2022	9 days	East**			21-23	2	Completed
July 15, 2022	12 hours		West*		21-23	2	Completed
July 16, 2022	12 hours			East*	21-23	2	Completed
July 18, 2022	1 day			West*	21-23	2	Completed
July 27, 2022	4 hours			East*	31-33	1.a	Completed
August 2 and 3, 2022	5 hours per day	East*			30-32	1.a	Completed
August 4, 2022	8 hours	East*			28-30	1.a	Completed
August 11, 2022	5 hours		West*		30-32	1.a	Tentative
August 17 and 18, 2022	4 hours per day			West*	31-33	1.a	Tentative
August 23, 2022	4 hours			West*	31-33	1.a	Tentative
August 26, 2022	5 hours			West*	30-32	1.a	Tentative
August 30 to September 7, 2022	9 days			West**	21-23	2	Tentative
September 2, 2022	8 hours		East*		21-23	2	Tentative
September 5, 2022	1 day	West*			21-23	2	Tentative

SCHEDULE OF NEOPANAMAX LOCKS MAINTENANCE OUTAGES						
Dates	Duration	Agua Clara	Cocolí	Estimated Capacity	Expected Booking Condition	Status
August 5, 2022	5 hours		*	9-11	^^	Completed

The normal transit capacity of the Panamax locks is 34-36 vessels per day, depending on vessel mix, neopanamax transits, 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
- ^ Panamax locks

Panama Canal Welcomes Largest Vessel by Cargo Capacity, Marking Expansion's Continued Impact Six Years Later

The waterway celebrates roundtrip voyage of containership Zephyr, the largest vessel by cargo capacity to ever transit, days after the Expansion's sixth anniversary.

This month, the Panama Canal celebrated the transit of CMA CGM's Zephyr, the containership with the largest cargo capacity to ever transit the waterway. On July 1, the vessel completed its return trip through the Expanded Canal's Neopanamax Locks, which opened [six years ago](#) to accommodate the world's growing fleet of large containerships.

The Neopanamax containership Zephyr has a total capacity of 16,285 TEUs. After calling at the U.S. ports of New York and Savannah, the Zephyr sailed back southbound through the Canal, from the Atlantic to the Pacific Ocean, in route to Qingdao, China.

While the Neopanamax Locks were initially expected to serve vessels with a maximum of 12,600 TEUs, the Panama Canal team quickly surpassed this threshold, thanks in part to the experience gained operating the locks and its close collaboration with customers. Since its inauguration on June 26, 2016, the Expanded Canal has exponentially increased connectivity and reshaped trade, with 180 maritime routes now converging through the waterway, linking 1,920 ports across 170 countries. Today, containerships are the leading users of the third set of locks, contributing 45 percent of all transits.

"There's no better way to mark the anniversary of the Expanded Canal than with this month's Zephyr transit, which exemplifies the continued growth potential that it offers for our clients," said Panama Canal Administrator Ricaurte Vásquez Morales.

The implementation of various water conservations efforts -coupled with increased rainfall in the Canal watershed- has allowed the Panama Canal to offer a 15.24 meters draft (50 feet) since May, the highest permitted for vessels transiting the Neopanamax Locks. The lowest draft level reached this past dry season was 15.09 meters (49.5 feet) in March 2022.

"At the Canal, we are always seeking innovative ways to collaborate with shipping lines to better serve their needs," said the Panama Canal Deputy Administrator Ilya Espino de Marotta. "This milestone demonstrates the potential that our customers can unlock, thanks in part to our team's flexibility and willingness to meet new challenges."

The Zephyr is deployed on CMA CGM's China AW1 service loop, which connects Central and North China with the U.S. East Coast. Trade between these two countries has greatly benefited from the Expanded Canal, with most cargo passing through the Panama Canal today sailing between Asia and the U.S. In 2021 alone, roughly 72% of cargo that passed through Panama had an origin or destination in the United States.

While the Zephyr is now the largest by cargo capacity to transit the waterway, the record for the largest vessel by dimension is for the containership Evergreen's Triton, which measures 51.2 meters in beam and 369 meters in length.

The Panama Canal Expansion remains the [largest enhancement project](#) in the waterway's history, opening a third traffic lane, doubling cargo capacity, and enabling the Canal to accommodate more than 96 percent of the world's containerships.