

## Advisory To Shipping No. A-24-2025

August 8, 2025

**TO :** All Shipping Agents, Owners, and Operators  
**SUBJECT :** Monthly Canal Operations Summary – JULY 2025

### 1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	288
b. Pilots in Training .....	10
c. Tugs .....	45
d. Locomotives .....	100

### 2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	33.1	48	19
Oceangoing Transits	32.6	38	25
Canal Waters Time (hours)	20.8	26.9	15.7
In-Transit Time (hours)	10.3	12.3	9.2

<b>Oceangoing Transits:</b>	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	144	4.6	14.23
Vessels 91' beam to under 107' beam	569	18.4	56.22
Neopanamax Vessels (107' beam and over)	299	9.6	29.55
Total:	1012	32.6	100.0

<b>Booking Slots:</b>	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax (vessels of 107' beam and over)	110*	133* <sup>1</sup>	120.91
Supers (vessels of 91' beam to under 107' beam)	497*	491* <sup>1</sup>	98.79
Regular Vessels (less than 91' beam)	115*	101* <sup>1</sup>	87.83
Auctioned booking slots	357	357	100.0

\* 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 information of interest to the shipping community.

4. This advisory will be canceled for record purposes on August 31, 2025.

### ORIGINAL SIGNED

Boris Moreno Vásquez  
Vice President for Operations

OP, August 8, 2025  
Subject: Monthly Canal Operations Summary – July 2025

SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity <sup>^</sup>	Expected Booking Condition	Status
July 17, 2025	6 hours	West*			26	1	Completed
July 25, 2025	5 hours	West*			26	1	Completed
August 12, 2025	5 hours		West*		26	1	Tentative
August 13, 2025	5 hours	East*			26	1	Tentative
August 14, 2025	10 hours			East*	26	1	Tentative
August 18, 2025	4 hours		East*		26	1	Tentative
August 19, 2025	4 hours	East*			26	1	Tentative
August 21, 2025	8 hours			East*	26	1	Tentative
August 25, 2025	12 hours			East*	26	1	Tentative
August 26 to September 6, 2025	11 days			East***	26	1	Tentative
September 6, 2025	12 hours			East*	26	1	Tentative
September 11, 2025	7 hours			East*	26	1	Tentative
September 15, 2025	4 hours		West*		26	1	Tentative
September 16, 2025	4 hours	East*			26	1	Tentative
September 17, 2025	6 hours			East*	26	1	Tentative
September 18, 2025	4 hours		East*		26	1	Tentative
September 19, 2025	4 hours	East*			26	1	Tentative
September 24, 2025	12 hours			East*	26	1	Tentative
September 29, 2025	12 hours			West*	26	1	Tentative
October 6 and 7, 2025	5 hours/day		East*		26	1	Tentative
October 13 and 15, 2025	5 hours/day		West*		26	1	Tentative
October 14 and 16, 2025	5 hours/day		East*		26	1	Tentative

SCHEDULE OF NEOPANAMAX LOCKS MAINTENANCE OUTAGES						
Dates	Duration	Agua Clara	Cocolí	Estimated Capacity	Expected Booking Condition	Status
August 20, 2025	5 hours		*		N/A	Tentative
September 25, 2025	5 hours	*			N/A	Tentative

<sup>^</sup>The normal transit capacity of the Panamax locks is 34-36 vessels per day, and in the Neopanamax locks is 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 36-38 vessels per day.

\* In order to perform scheduled maintenance works  
\*\* In order to perform scheduled dry chamber works  
\*\*\* Culvert outage

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### The Panama Canal Strengthens Operational Efficiency with the Addition of Two New Tugboats



As part of its strategy to strengthen operational efficiency and maintain a safe, reliable, and competitive service, the Panama Canal today, incorporated two new tugboats into its fleet. During a ceremony held at the Amador Cruise Terminal, the tugboats “Isla Carenero” and “Isla Parida” were christened as the newest boats in the Panama Canal’s fleet, each measuring 27 meters in length and 12 meters in beam. Jana Allen, Manager of Labor Relations and Regulations Administration, and Jania Guardia, Manager of Civil Works Contracts sponsored the two vessels.

These vessels play a key role in the daily operations at the canal assisting ships during lock entry and exit maneuvers, as well as during their passage through the Culebra Cut, one of the most demanding sections of the waterway. They are also essential for ensuring safe and efficient transits through the Neopanamax locks where maximum maneuverability and precision are required.

The newly incorporated tugboats are **Z-Tech 6000** models, which are internationally recognized for their energy efficiency, high operational performance, and responsiveness. This design, adopted by major ports worldwide, has proven ideal for intensive support operations like those performed at the Panama Canal.

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The Panama Canal first introduced Z-Tech tugboats in 2007 as part of its fleet modernization plan. With this latest addition, the Panama Canal reaffirms its commitment to staying at the forefront of technology to optimize resources and transit times. The tugboats are also part of a charter agreement with the **CPT-PSAM** consortium, which enables the Panama Canal to expand its operational capacity without compromising financial efficiency or fleet management flexibility.

With these new units, the Panama Canal continues to strengthen its ability to meet the demands of global trade, consolidating an operation that prioritizes efficiency, sustainability, and excellence in service.