



Advisory To Shipping No. A-18-2025

June 10, 2025

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

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	288
b. Pilots in Training	10
c. Tugs	43
d. Locomotives	100

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	31.9	42	18
Oceangoing Transits	31.4	40	20
Canal Waters Time (hours)	19.1	22.2	15.1
In-Transit Time (hours)	10.3	13.3	7.9

Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	160	5.2	16.4
Vessels 91' beam to under 107' beam	541	17.5	55.5
Neopanamax Vessels (107' beam and over)	273	8.8	28.0
Total:	973	31.4	100.00

Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax (vessels of 107' beam and over)	114*	128* ¹	112.28
Supers (vessels of 91' beam to under 107' beam)	503*	455* ¹	90.46
Regular Vessels (less than 91' beam)	126*	114* ¹	90.48
Auctioned booking slots	370	242	65.41

* Does not include additional auctioned booking slots

¹ 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 June 30, 2025.

ORIGINAL SIGNED

Boris Moreno Vásquez
Vice President for Operations

OP, June 10, 2025

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SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity [^]	Expected Booking Condition	Status
May 12, 2025	3 hours			East*	26	1	Completed
May 14, 2025	4 hours	East*			26	1	Completed
May 14, 2025	4 hours		West*		26	1	Completed
May 15, 2025	8 hours		West*		26	1	Completed
May 16, 2025	8 hours			West*	26	1	Completed
May 19 and 21, 2025	5 hours/day		West*		26	1	Completed
May 27 to 31, 2025	5 days		West**		16	2	Completed
June 9 to 18, 2025	5 hours/day	West*					Tentative
June 10 and 11, 2025	5 hours/day		West*		26	1	Tentative
June 12, 2025	8 hours		West*		26	1	Tentative
June 19 to 27, 2025	5 hours/day	East*					Tentative
June 20, 2025	4 hours		West*		26	1	Tentative
June 20, 2025	3 hours	East*			26	1	Tentative
June 23, 2025	4 hours			East*	26	1	Tentative
July 1 to 3, 2025	3 days			East**	16	2	Tentative
July 7 and 8, 2025	5 hours/day			East*	26	1	Tentative
July 10, 2025	5 hours		West*		26	1	Tentative
July 11, 2025	5 hours	East*			26	1	Tentative
July 14, 2025	8 hours			East*	26	1	Tentative
July 15, 2025	4 hours		West*		26	1	Tentative
July 16, 2025	4 hours	East*			26	1	Tentative
July 17, 2025	6 hours			East*	26	1	Tentative
July 21, 2025	12 hours			East*			Tentative
July 22 to August 2, 2025	11 days			East***			Tentative
August 2, 2025	12 hours			East*			Tentative
August 5 to 13, 2025	9 days			East**	16	2	Tentative
August 13, 2025	4 hours		West*				Tentative
August 14, 2025	4 hours	East*					Tentative
August 18, 2025	7 hours			East*			Tentative
August 19, 2025	4 hours		West*				Tentative
August 20, 2025	4 hours	East*					Tentative

SCHEDULE OF NEOPANAMAX LOCKS MAINTENANCE OUTAGES						
Dates	Duration	Agua Clara	Cocolí	Estimated Capacity	Expected Booking Condition	Status
June 2, 2025	4 hours		*	10	N/A	Completed
June 3, 2025	6 hours		*	10	N/A	Completed

[^]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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Panama Canal Undertook Maintenance Work at Pedro Miguel Locks



The Panama Canal undertook scheduled maintenance work in one of the chambers of the Pedro Miguel Locks, as part of its ongoing asset and infrastructure maintenance program.

The work, referred to as a “dry chamber” because it required draining the lock’s chamber, began on Tuesday, May 27, and was completed on Saturday, May 31. According to the schedule, while the west lane was under reconditioning, the east lane remained operational, ensuring uninterrupted vessel traffic.

The maintenance was both preventive and corrective in nature. It included the replacement of apex seals and the lower omega-type seal, repairs to hinges due to wear on the wall and gate plates (concave and convex), inspection of the ball joint, and adjustments to the gate system’s upper anchorage, known as the “yoke.”

This extensive maintenance effort mobilized 300 team members working in two shifts: 150 during the day and 150 at night. Planning for the project took six months, underscoring the precision required to successfully complete the work within just five days.

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“This is a Canal with more than 110 years of history, and as part of our commitment to safe and efficient operations, we carried out essential preventive maintenance on the Panamax locks,” said Boris Moreno, Vice President for Panama Canal Operations. “This work took on even greater significance as we commemorated the Canal’s 25th anniversary under Panamanian administration, reflecting our continued responsibility to the country and global trade.”

Miguel Lorenzo, Vice President for Infrastructure and Engineering, emphasized that “maintenance is part of our culture and a pillar of our competitiveness. For this reason, the Canal invests more than B/. 500 million annually in the maintenance of its infrastructure assets, equipment, fleets, and facilities.”

The Canal’s comprehensive maintenance program also includes regular interventions in the Neopanamax locks, the dams and spillways of Gatun, Madden, and Miraflores, transmission and power generation systems, civil infrastructure such as the Atlantic Bridge, and floating, land-based, and navigation channel equipment.

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Through these actions and a robust investment in maintenance, the Panama Canal guarantees operational continuity, service excellence, and the long-term sustainability of its operations.

