CANAL DE PANAMÁ

3654 (OP-I)
V. 1/10/2020

Panama Canal Authority
Vice Presidency for Operations

Advisory to Shipping No. A-24-2021

May 7, 2021

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – APRIL 2021

1. Panama Canal Statistical Summary:

   a. Transit Pilot Force 258
   b. Pilots in Training 32
   c. Tugs 46
   d. Locomotives 100

2. Traffic Statistics:

	Daily Average	High	Low
Arrivals	33.50	47	21
Oceangoing Transits	34.43	38	29
Canal Waters Time (hours)	35.14	53.73	22.19
In-Transit Time (hours)	10.58	12.75	9.27

Oceangoing Transits:	Total	Daily Average	Percentage
Vessels of less than 91' beam	193	6.43	18.68
Vessels 91' beam to under 107' beam	565	18.83	54.70
Neopanamax Vessels (107' beam and over)	275	9.17	26.62
Total:	1,033	34.43	100.00

Booking Slots:	Available	Used	Percentage
Neopanamax Vessels (107' beam and Over)	240*	217*[1]	90.42
Large Vessels (91' beam to under 107' beam)	390*	363*[1]	93.08
Regular Vessels (less than 91' beam)	180*	150*[1]	83.33
Regular Vessels (up to 300' in length)	0	0	0
Auctioned booking slots	75	45	59.21

* 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 May 31, 2021.

ORIGINAL SIGNED

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

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SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES							
Dates	**Duration**	**Miraflores**	**Pedro Miguel**	**Gatun**	**Estimated Capacity**	**Expected Booking Condition**	**Status**
May 13, 2021	12 hours			West*	26-28	1.a	Confirmed
May 14, 2021	12 hours	West*			26-28	1.a	Confirmed
May 27, 2021	12 hours	East*			26-28	1.a	Confirmed
June 15 and 16, 2021	4 hours per day			East*	30-32	1.a	Tentative
June 25, 2021	10 hours			West*	27-29	1.a	Tentative
July 1, 2021	12 hours			East*	26-28	1.a	Tentative
July 5 to 14, 2021	10 days			East**	21-23	2	Tentative
July 29 and 30, 2021	4 hours per day			West*	30-32	1.a	Tentative
August 5 and 6, 2021	5 hours per day			West*	30-32	1.a	Tentative
August 12 and 13, 2021	5 hours per day			East*	30-32	1.a	Tentative
August 17 and 18, 2021	4 hours per day	East*			30-32	1.a	Tentative
August 20, 2021	8 hours			East*	28-30	1.a	Tentative
September 3 to 10, 2021	8 days	East**			21-23	2	Tentative
September 22 and 23, 2021	5 hours per day	East*			30-32	1.a	Tentative
September 24, 2021	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**
April 27, 2021	6 hours	*		8-9	^^	Completed

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. 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
^^ A corresponding reduction in the number of available booking slots should be expected

Panama Canal Begins Transition to Become Carbon Neutral by 2030

On April 26, 2021, the Panama Canal launched its process of decarbonizing its operations, with aims of becoming carbon neutral by 2030.

"We at the Panama Canal are committed to sustainability, and therefore are laying the foundation, creating the tools, and identifying the changes needed to achieve efficiencies that will allow us as an organization to reach carbon neutrality. This is a fundamental strategy for the waterway's long-term operation and sustainability," said Panama Canal Administrator Ricaurte Vásquez Morales. "This process will build on our long-standing efforts to minimize our environmental impact, including encouraging customers to use clean fuels and reduce their carbon footprint."

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Operational Actions

While the Panama Canal contributed to a reduction of more than 13 million tons of CO2 equivalent emissions in 2020 by offering a shorter route for ships in comparison to the most likely alternative routes, the waterway recognizes the importance of making its own operation carbon neutral by the end of the decade.

To kick off the transition to a greener Canal, the waterway purchased four electric vehicles as part of a pilot program that will collect data to inform the migration of the Canal's entire fleet away from fossil fuel dependence. Part of its strategic decarbonization plan also includes tugboats and launches that use alternative fuels, the substitution of electricity production processes in favor of photovoltaic plants, the use of hydraulic energy, and ensuring that all facilities and infrastructure projects are environmentally responsible and sustainable.

The Panama Canal first began tracking its carbon footprint in 2013 to align its operations with the global objectives of reducing emissions to mitigate and adapt to climate change. Its plans to become carbon neutral were bolstered in 2017 with the launch of its Emissions Calculator, a tool that not only allows shipping lines to measure their greenhouse gas (GHG) emissions per route, but also strengthens the Canal's analysis of the emissions produced by its own day-to-day operations.

To reduce its own impact, the Panama Canal has also taken steps to find ways to maximize its operational, and thus environmental efficiencies, whether by implementing water conservation measures or optimizing transits. Panama's Maritime Single Window (VUMPA) has improved the efficiency and carbon footprint of transshipment procedures by streamlining logistics paperwork for international customers passing through Panama, saving yearly up to 3,260 hours and over 300,000 paper forms.

In addition, on April 22, Earth Day, the Panama Canal also joined the Declaration of the "50 First Carbon-Neutral Organizations", an initiative led by Panama's Ministry of Environment to integrate national efforts to accelerate measurable climate actions.

As part of the new national initiative, the Canal will develop an annual greenhouse gas inventory, as well as an action plan with measurable targets to reduce emissions. The Canal's efforts will be factored into Panama's National Determined Contribution (NDC), established by the United Nations Framework Convention on Climate Change (UNFCCC), following the Paris Agreement.

The Value of the Green Route

The Panama Canal's efforts have since stretched beyond tracking to include initiatives aimed at helping and incentivizing shipping lines to minimize their environmental footprint. Through its Green Connection Environmental Recognition Program, the Canal recognizes customers who demonstrate excellent environmental stewardship, including the use of low-carbon fuels and environmentally conscious routes. As an enhancement to this program, the Panama Canal is currently analyzing, taking into account in its dynamic pricing strategy, the vessels' technology and its carbon footprint, which makes it more efficient during transit.

The Panama Canal also promotes the International Maritime Organization's (IMO) efforts to minimize the environmental impact of the shipping industry, from the implementation of its IMO 2020 regulation to its nearby transit separation schemes and vessel speed reduction programs. By supporting the latter, for example, the Canal helps shipping lines reduce their risk of colliding with whales migrating near the waterway, while also lowering their GHG and pollutant gas emissions by an average of 75%, depending on the type, size, and fuel of each vessel.

Sustainability of the Watershed

Through environmental programs in its watershed, the Panama Canal has contributed to Panama's ranking as one of only three carbon negative countries in the world, meaning Panama's forests absorb more carbon from the atmosphere than the country emits.

For over a decade, the waterway has partnered with communities in the watershed to ensure their sustainable use of the area's natural resources, while bolstering their quality of life.

One of the Canal's core programs is the Environmental Economic Incentives Program, or PIEA in Spanish, which provides local farmers with resources, from land titles to agroforestry training, that enable them to sustainably develop, reforest, and protect land in the local watershed. As a result, the Panama Canal and watershed communities have together reforested more than 12,000 hectares.