

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

ADVISORY TO SHIPPING No. A-11-2015

May 5, 2015

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – APRIL 2015

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>280</u>
b. Pilots in Training	<u>0</u>
c. Tugs	<u>47</u>
d. Locomotives	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	34.20	46	23
Oceangoing Transits	34.97	39	31
Canal Waters Time (hours)	30.09	38.53	24.12
In-Transit Time (hours)	12.06	13.51	10.54
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	303	10.10	28.88
Vessels 91' beam and over	746	24.87	71.12
Total:	1,049	34.97	100
Vessels 100' beam and over	639	21.30	60.92
Vessels 900' length and over	119	3.97	11.34
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	510*	491* ¹	96.27
Regular Vessels (beam less than 91')	240*	210* ¹	87.50
Regular Vessels (up to 300' in length)	13	12	92.31
Auctioned booking slots	29	24	82.76

*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, 2015.

ORIGINAL SIGNED

Esteban G. Sáenz
Executive Vice President for Operations

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SCHEDULE OF LOCKS MAINTENANCE OUTAGES						
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	*Estimated Capacity	Status
25-30 August, 2015	6 days		West Lane		24-26	Tentative
27 August, 2015	1 day			East Lane**	24-26	Tentative
28-29 August, 2015	12 hours			East Lane**	24-26	Tentative
22-27 Sept.,2015	6 days		West Lane	East Lane**	24-26	Tentative
24 Sept., 2015	1 day			East Lane**	24-26	Tentative

*The normal transit capacity of the Panama Canal is 38-40 vessels per day, depending on vessel mix and other factors. This capacity is reduced during locks maintenance work, as indicated in the above table. Consequently, vessels may experience delays in transiting. Normally, during these periods, the Panama Canal Transit Reservation System slots are fully utilized. 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 required maintenance on the northeast entrance.

Panama Canal Administrator Discusses LNG Vessels during Presentation at Sea Asia 2015

Speaking at the Sea Asia conference in Singapore on April 23, 2015, Panama Canal Administrator Jorge L. Quijano delivered remarks to maritime executives and professionals on the recent progress of the Canal's Expansion Program, and the new possibilities it will bring to liquefied natural gas (LNG) trade, once these vessels can transit the waterway.

The global market for LNG continues to grow rapidly, and with it, so has the worldwide fleet of carriers designed to transport LNG. As part of his presentation at the Sea Asia Global Forum, Quijano underscored the need to accommodate the increasing traffic of this segment and the opportunity the Canal's expanded lane will soon offer LNG vessel operators.

"With the development of LNG export infrastructure in the United States, coupled with the Panama Canal Expansion opening its locks for LNG transit, the Asian supply matrix will change," Quijano stated.

Administrator Quijano continued the presentation by highlighting the broader global shipping trends impacting Asia, and emphasized the increasingly strategic value the Canal holds for trade between Asia and the Americas.

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"The route from the Gulf of Mexico to Asian countries through the expanded Canal will be around 22 days, saving around 22.8 days in roundtrip," said Quijano, "Making U.S. gas deliveries to major Asian importers very competitive."

While at the conference, the ACP participated, along with the Panama Maritime Authority and the Ministry of Commerce and Finance, as part of the Panama pavilion exhibit, providing conference participants information about what Panama offers to the maritime trade.

The Panama pavilion was awarded Best Country Pavilion Award at Sea Asia 2015 and received attention from many prominent maritime executives, including: David Chin, President of the Singapore Maritime Foundation; Jiro Asakura, President of the Japanese Shipowners' Association; Makoto Hashizume, CEO of K Line Container; Asia Division; Tan Chong Meng, Group CEO of PSA International Pte Ltd.; and Lui Tuck Yew, Singapore's Minister of Transport. "We are honored to receive the Best Country Pavilion Award at an event so meaningful to the global shipping industry," said Quijano.

Sea Asia, organized by Seatrade and Singapore Maritime Foundation, is the world's premier maritime conference and exhibition, gathering the most influential and respected leaders in the maritime industry. The Sea Asia 2015 conference and exhibition was held at Marina Bay Sands Convention Center in Singapore on April 21-23, 2015.