



AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

3654 (OPXI)
V. 4-2-2015

ADVISORY TO SHIPPING No. A-13-2018

May 8, 2018

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – APRIL 2018

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	274
b. Pilots in Training	0
c. Tugs	37
d. Locomotives	100

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	33.50	43	24
Oceangoing Transits	33.80	39	28
Canal Waters Time (hours)	28.61	44.38	19.03
In-Transit Time (hours)	11.64	15.60	9.33
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	228	7.60	22.49
Vessels 91' beam to under 107' beam	600	20.00	59.17
Neopanamax Vessels (107' beam and over)	186	6.20	18.34
Total:	1014	33.80	100
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (107' beam and Over)	210	132	62.86
Large Vessels (91' beam to under 107' beam)	448*	380* ¹	80.65
Regular Vessels (less than 91' beam)	238*	155* ¹	79.44
Regular Vessels (up to 300' in length)	1	1	100.00
Auctioned booking slots	15	6	40.00

* Does not include additional auctioned booking slots

¹ Includes booked transits only

3. The following pages provide the scheduled locks maintenance work, projected draft allowances for neopanamax vessels, and other items of interest to the shipping community.

4. This advisory will be canceled for record purposes on May 31, 2018.

ORIGINAL SIGNED

Esteban G. Sáenz
Executive Vice President
for Operations

SCHEDULE OF LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity[^]	Expected Booking Condition[^]	Status
21 May 2018	12 hours		West Lane*		26-28	1.a	Tentative
29 May to 1 June	4 days		West Lane**		22-24	2	Tentative
30 May	24 hours	East Lane*			22-24	2	Tentative
9, 10 June 2018	8 hours per day		East/West Lane*		30-32	1.a	Tentative
11-18 June 2018	8 days		Center Wall ***		28-30	1.a	Tentative
19, 20 June 2018	8 hours per day		East/West Lane*		30-32	1.a	Tentative
17 July 2018	12 hours	East Lane*			26-28	1.a	Tentative
20 July 2018	12 hours	West Lane*		West Lane*	26-28	1.a	Tentative
26, 27 July	5 hours per day		West Lane*		32-34	1	Tentative
14-23 August 2018	10 days			West Lane**	22-24	2	Tentative
13-14 September 2018	2 days			East Lane**	22-24	2	Tentative

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

Projected Maximum Draft Allowance for Vessels transiting the Neopanamax Locks*		
Projected Gatun Lake level	Maximum draft allowance (TFW)	Projected effective date
Under 25.30m (83 feet)	14.33m (47 feet)	June 15, 2018
Under 24.99m (82 feet)	14.02m (46 feet)	TBD**

- * Draft allowances shown will be implemented as noted unless an update is issued.
- ** To Be Determined

Panama Canal Consolidates its Strategic Position in the Transportation of Liquefied Natural Gas

The Panama Canal welcomed the inaugural transit of the *LNG Sakura* on April 28th as it carried the first-ever liquefied natural gas (LNG) shipment from the Dominion Cove Point terminal in the United States to Japan.

The transit, which occurred this past weekend, marks the beginning of a new LNG commercial route between the United States and Asia from the recently inaugurated Dominion Cove Point terminal in Maryland, the second U.S. LNG export terminal to come online after Sabine Pass began operations in 2016.

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The Bahamas-flagged *LNG Sakura* is a Neopanamax vessel, measuring 300 meters in length and 49 meters in beam. Its transit on April 28th began in the Agua Clara Locks on Panama's Atlantic side and headed towards the Cocolí Locks on the Pacific side.

The Panama Canal has emerged as an important link in the global LNG supply chain since the inauguration of its Expanded Canal in 2016, when the waterway first began transiting LNG vessels.

Today, the capacity the Canal offers to LNG shippers exceeds the existing demand. The Panama Canal currently provides seven booking slots to LNG shippers per week, who average 5.5 transits during the same period, and has proven its ability to handle more transits when needed during uncharacteristically high periods. On April 17, for example, the Canal transited three LNG vessels in one day, representing a first for the waterway.

In FY 2018, the Canal's LNG traffic is expected to grow by 50 percent as compared to FY 2017, increasing from 163 to approximately 244 transits, for which the Panama Canal stands ready to receive. The Canal has worked closely with industry partners to communicate its willingness to offer shippers additional capacity, commensurate with demand, as warranted.

As the global demand for LNG continues to grow, the Panama Canal remains committed to offering an efficient and safe transit that will benefit its customers, reducing travel time and unlocking new opportunities for world trade.