



AUTORIDAD DEL CANAL DE PANAMÁ
VICE PRESIDENCY FOR TRANSIT BUSINESS

3654 (NTXI)
 V. 1-8-2019

ADVISORY TO SHIPPING No. A-18-2019

June 7, 2019

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – MAY 2019

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	267
b. Pilots in Training	32
c. Tugs	46
d. Locomotives	100

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	33.13	46	24
Oceangoing Transits	33.29	40	28
Canal Waters Time (hours)	25.07	37.17	15.62
In-Transit Time (hours)	10.37	12.63	8.75
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	191	6.16	18.51
Vessels 91' beam to under 107' beam	593	19.13	57.46
Neopanamax Vessels (107' beam and over)	248	8.00	24.03
Total:	1,032	33.29	100
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (107' beam and Over)	248	182	73.39
Large Vessels (91' beam to under 107' beam)	465*	305* ¹	65.59
Regular Vessels (less than 91' beam)	248*	123* ¹	49.60
Regular Vessels (up to 300' in length)	0	0	0.00
Auctioned booking slots	1	0	0.00

* Does not include additional auctioned booking slots

¹ Includes booked transits only

3. The following pages provide the scheduled locks maintenance work, and other items of interest to the shipping community.

4. This advisory will be canceled for record purposes on June 30, 2019.

ORIGINAL SIGNED

Ilya R. Espino de Marotta
 Vice President for Transit Business

OP, June 7, 2019
 Subject: Monthly Canal Operations Summary – MAY 2019

SCHEDULE OF PANAMAX LOCKS MAINTENANCE OUTAGES							
Dates	Duration	Miraflores	Pedro Miguel	Gatun	Estimated Capacity[^]	Expected Booking Condition[^]	Status
June 5, 2019	5 hours			West Lane*	32-34	1	Completed
June 12, 2019	5 hours			West Lane*	32-34	1	Confirmed
June 21, 2019	12 hours			West Lane*	28-30	1.a	Tentative
June 25, 2019	4 Hours	West Lane*			32-34	1	Tentative
June 26, 2019	4 Hours	West Lane*			32-34	1	Tentative
July 30 to August 6, 2019	8 days	West Lane**			22-24	2	Tentative
August 14, 15 2019	5 hours per day	West Lane*			32-34	1	Tentative
August 16, 2019	10 hours	West Lane*			28-30	1.a	Tentative
August 20, 2019	10 hours			East*	28-30	1.a	Tentative
August 24, 2019	12 hours			East*	27-29	1.a	Tentative
August 25, 2019	12 hours			West*	27-29	1.a	Tentative
August 26, to September 6, 2019	10 days			Center ***	21-23	2	Tentative
September 5, 2019	12 hours			East*	27-29	1.a	Tentative
September 6, 2019	12 hours			West*	27-29	1.a	Tentative
September 12, 2019	10 hours			East*	28-30	1.a	Tentative
September 24 to October 1, 2019	8 days		East*		22-24	2	Tentative

The normal transit capacity of the Panamax locks is 32-34 vessels per day and 8-9 vessels in the Neopanamax Locks, 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
- ^ Panamax locks
- ^^ Neopanamax Locks
- + The total number of reserved transit slots to be offered may have to be adjusted in order to guarantee operational efficiency

Panama Canal Welcomes First Q-Flex LNG Tanker

Less than three years since its inauguration, the Expanded Panama Canal commemorates a milestone transit by the Qatargas' Q-Flex vessel M/T Al Safliya, the world's second largest LNG tanker class.

The first Q-Flex and the largest liquefied natural gas (LNG) tanker to ever transit the waterway measures 315 meters in length and 50 meters in beam with an overall cargo capacity of 210,000 meters³ of LNG, transited northbound from the Pacific to the Atlantic Ocean on May 13, 2019.

“This transit reaffirms the Expanded Canal’s ability to reshape world trade and offer customers the benefits of economies of scale,” said Panama Canal Administrator Jorge L. Quijano. “The Panama Canal team is grateful for the industry’s continued confidence in our services and looking forward to welcoming many more Q-Flex vessels in the future.”

Q-Flex LNG tankers can now go through the Panama Canal following an increase in the maximum allowable beam for vessels transiting the Neopanamax locks. Implemented in June 2018, the maximum beam allowed is 51.25 meters, up from 49 meters, as measured at the outer surface of a vessel's shell plate and all protruding structures below the height of the lock walls. This increase was made possible as a result of the efficiencies gained by the Panama Canal's continued investment into its operations and resources, and due to the ongoing excellence and experience of its employees.

The milestone transit also underscored the Expanded Canal’s environmental benefits as a result of its ability to help vessels shorten the distance and duration of their trips, compared to alternate routes. In combination with Al Safliya’s Q-Flex class design, which allows for a 40% reduction of emissions in comparison to other gas carriers, the Panama Canal and Qatargas saved nearly 10,000 tons of CO₂ emissions compared to alternative routes, directly reducing global emissions.

This achievement comes less than a month after the Expanded Canal celebrated its 6,000th Neopanamax transit, a milestone marked by another LNG tanker, Energy Liberty, on April 23.

The Panama Canal is expecting to see further growth in LNG transits following the new beam increase. In 2018, the Canal saw 340 LNG transits, up from 181 transits in 2017. So far in 2019, the Canal has seen over 100 LNG transits.