



**AUTORIDAD DEL CANAL DE PANAMÁ**  
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

3654 (OPXI)  
V. 4-2-2015

**ADVISORY TO SHIPPING No. A-07-2018**

March 9, 2018

**TO :** All Shipping Agents, Owners, and Operators

**SUBJECT:** Monthly Canal Operations Summary – FEBRUARY 2018

1. Panama Canal Statistical Summary:

a. Transit Pilot Force .....	272
b. Pilots in Training .....	0
c. Tugs .....	46
d. Locomotives .....	100

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	33.64	43	24
Oceangoing Transits	33.61	39	30
Canal Waters Time (hours)	26.76	51.03	19.19
In-Transit Time (hours)	11.15	14.41	9.70
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	238	8.5	25.29
Vessels 91' beam to under 107' beam	516	18.43	54.84
Neopanamax Vessels (107' beam and over)	187	6.68	19.87
Total:	941	33.61	100
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (107' beam and Over)	196	157	80.10
Large Vessels (91' beam to under 107' beam)	420*	317* <sup>1</sup>	75.48
Regular Vessels (less than 91' beam)	224*	164* <sup>1</sup>	73.21
Regular Vessels (up to 300' in length)	4	4	100.00
Auctioned booking slots	9	0	0.0

\* Does not include additional auctioned booking slots

<sup>1</sup> 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 March 31, 2018.

**ORIGINAL SIGNED**

Esteban G. Sáenz  
Executive Vice President  
for Operations

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<b>SCHEDULE OF LOCKS MAINTENANCE OUTAGES</b>							
<b>Dates</b>	<b>Duration</b>	<b>Miraflores</b>	<b>Pedro Miguel</b>	<b>Gatun</b>	<b>Estimated Capacity<sup>^</sup></b>	<b>Expected Booking Condition<sup>^</sup></b>	<b>Status</b>
1, 2 March 2018	4 hours per day		West Lane*		32-34	1	Completed
8 March 2018	4 hours		West Lane*		32-34	1	Completed
9 March 2018	5 hours		West Lane		31 - 33	1	Confirmed
15 March 2018	4 hours		West Lane*		32-34	1	Tentative
16 March 2018	5 hours		West Lane*		31 -33	1	Tentative
19 April 2018	4 hours	West Lane*			32-34	1	Tentative
20 April 2018	5 hours	West Lane*			32 - 34	1	Tentative
26, April 2018	4 hours	West Lane*			32-34	1	Tentative
27 April 2018	5 hours	West Lane*			32 - 34	1	Tentative
18 May 2018	24 hours			East Lane*	22-24	2	Tentative
29 May to 1 June	96 hours		West Lane**		22-24	2	Tentative
30 May	24 hours	East Lane*			22-24	2	Tentative
1 June 2018	24 hours			East line*	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
15 June 2018	24 hours			East Line*	22-24	2	Tentative
18, 19 June 2018	8 hours per day		East/West Lane*		30-32	1.a	Tentative
20 July 2018	8 hours			West Lane*	28-30	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 25.60m (84 feet)	14.63m (48 feet)	April 11, 2018
Under 25.30m (83 feet)	14.33m (47 feet)	April 28, 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 Hosts Cheniere Energy to Discuss LNG’s Future at the Waterway

Representatives from the Panama Canal, led by Administrator Jorge L. Quijano, hosted executives from U.S. LNG exporter Cheniere Energy, Inc. to discuss the waterway’s growing LNG vessel segment and opportunities for future growth.

With LNG emerging as its newest and fastest-growing segment, the Panama Canal has worked closely with shippers as part of an ongoing commitment toward strengthening overall communication and improving service and reliability for customers.

“Our visit allowed a greater understanding of the complexities around the Panama Canal operations. We are very appreciative of the collaboration with the Panama Canal to facilitate our 62 transits in 2017, positioning Cheniere as the largest LNG user of the Canal,” said Eric Bensaude, Managing Director, Commercial Operations and Asset Optimization for Cheniere. “The Panama Canal and the LNG industry are, together, going through a learning curve. Cheniere is confident in the Panama Canal’s capabilities to adapt in addressing the needs of the growing LNG sector. The success of the Panama Canal is essential to the satisfaction of Cheniere’s customers and to the LNG industry as a whole.”

When the Expanded Canal was inaugurated in June 2016, it opened the waterway up to 90 percent of the global LNG fleet and allowed LNG producers in the United States to ship natural gas to Asia at competitive prices for the first time. Since then, the Canal’s Neopanamax locks have transited more than 280 LNG vessels, and industry experts expect traffic to continue to steadily rise.

“As exports from the United States increase, LNG transits could increase by 50 percent by as early as September. The meetings with Cheniere allowed us to hear about customers’ experience transiting the Neopanamax locks first-hand, and to collaborate on ways we can continue meeting this growing demand from the LNG industry,” said Administrator Quijano. “We look forward to working with all of our customers as the industry expands even more.”

Commensurate with current levels of traffic, the Panama Canal offers one reservation slot per day for LNG vessels. The Canal has transited up to two fully loaded LNG vessels a day, when it has been necessary, as part of its efforts to accommodate customers’ needs. In fact, two-LNG-transit days have become more and more frequent as the result of the optimization achieved by traffic scheduling and close coordination with Canal customers. The Panama Canal is also offering more flexibility for LNG bookings so exporters can opt for the Canal route even if that was not the original plan. As expectations for growing LNG shipments materialize, the Panama Canal is working towards significantly increasing the number of LNG vessels that can transit the Neopanamax locks daily.

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“At the Panama Canal, we strive to provide the highest standards of safe, efficient and reliable service to the global maritime community. To do so, its crucial to continually work with, and listen to, our customers so that we can best anticipate their needs and exceed their expectations. In the same way that we have reliably attended to our traditional market segments, we look forward to continuing to work with Cheniere and all of our industry partners so that together we can realize LNG’s bright future at the Canal and deliver value for all of our customers around the world,” said Quijano.