



AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

3654 (OPXI)
V. 4-2-2015

ADVISORY TO SHIPPING No. A-27-2018

August 8, 2018

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – JULY 2018

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	266
b. Pilots in Training	16
c. Tugs	46
d. Locomotives	100

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	31.94	44	22
Oceangoing Transits	32.19	37	26
Canal Waters Time (hours)	23.59	33.98	16.80
In-Transit Time (hours)	10.54	12.44	8.93
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	192	6.19	19.24
Vessels 91' beam to under 107' beam	573	18.48	57.41
Neopanamax Vessels (107' beam and over)	233	7.52	23.35
Total:	998	32.19	100.00
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Neopanamax Vessels (107' beam and Over)	248	177	71.37
Large Vessels (91' beam to under 107' beam)	465*	294* ¹	63.23
Regular Vessels (less than 91' beam)	248*	96* ¹	38.71
Regular Vessels (up to 300' in length)	1	1	100.00
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 August 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
20 July 2018	8 hours			West Lane*	30-32	1.a	Completed
23, 24 July	4 hours per day	East Lane*			32-34	1	Completed
26, 27 July	5 hours per day		West Lane*		32-34	1	Completed
14-23 August 2018	10 days			West Lane**	22-24	2	Confirmed
9-10 September 2018	2 days			East Lane**	22-24	2	Tentative
18 October 2018	12 hours	East Lane*			30-32	1.a	Tentative
15, 22 November 2018	4 hours per day	West Lane*			32-34	1	Tentative
16, 23 November 2018	5 hours per day	West Lane*			32-34	1	Tentative
27 December 2018	12 hours	West Lane*			30-32	1.a	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

LNG Tanker Registers 4,000th Neopanamax Transit through Panama Canal

The Panama Canal registered the transit of the 4,000th Neopanamax vessel through the Expanded Canal, underscoring the steady growth of the LNG segment, which began transiting the waterway for the first time following the inauguration of the Expanded Canal on June 26, 2016.

On July 29th, the liquefied natural gas (LNG) tanker Maria Energy completed the milestone transit traveling southbound from the Atlantic to the Pacific Ocean.

"The steady increase in Neopanamax transits reflects our customers' confidence in the Expanded Canal, particularly with our fastest-growing segment," said Panama Canal Administrator, Jorge L. Quijano. "This reaffirms the value and impact our route has had across global maritime trade, including the fast-growing LNG segment."

The Maria Energy was followed by another LNG tanker, the Maran Gas Alexandria, which also transited the Neopanamax Locks in the southbound direction on Sunday. Both vessels were loaded in LNG export facilities in the USA. The Maria Energy was loaded in Cheniere Energy's Sabine Pass LNG export facility in Louisiana, while the Maran Gas Alexandria was loaded in the Dominion Cove Point terminal in Maryland.

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The waterway regularly transits two LNG vessels in the same direction on the same day, and has demonstrated the ability to transit up to three LNG vessels the same day in the same direction during periods of uncharacteristically high demand.

The Panama Canal announced in June that beginning October 1, 2018, it will be lifting certain transit restrictions for LNG vessels. By also lifting meeting restrictions between LNG vessels in Gatun Lake, these vessels will be able to transit the Canal in opposite directions on the same day, offering more scheduling flexibility to this market segment.

Of the 4,000 neopanamax vessels that have transited to date, roughly 52 percent have been from the container segment. Liquefied petroleum gas (LPG) vessels constitute another 27 percent, and LNG carriers, a relatively new segment to the Panama Canal, have been responsible for 10 percent of traffic. Dry and liquid bulk carriers, car carriers and cruise ships make up the remaining 11 percent of transits.

Other notable transits thus far include the MSC Anzu, which became the 1000th transit on March 19, 2017, the COSCO Yantian, which registered the 2,000th transit on September 26, 2017, and the MSC Caterina, which registered the 3,000th transit on March 2, 2018.

Across all segments, the Panama Canal continues to ensure the waterway remains one step ahead of demand and able to offer the same service, flexibility and opportunity that it always has to keep global trade moving safely and expeditiously.