Salish Sea Workshop

Canadian Vessel Traffic Patterns

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Vice President

CHAMBER of SHIPPING

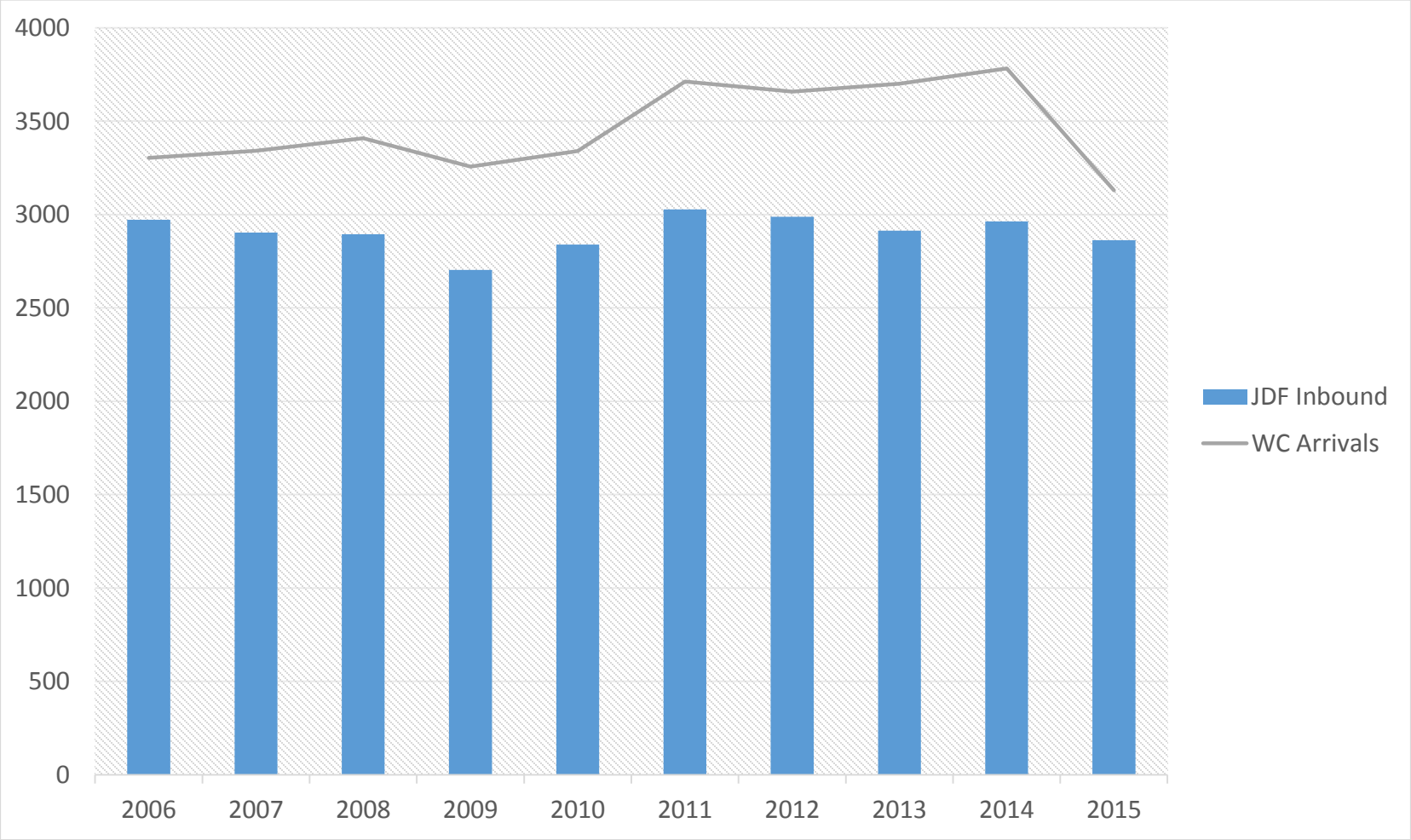
About the Chamber of Shipping

Industry association representing the interests of ship owners, operators and agents of foreign going vessels. Other members include ports, lawyers, insurers, classification societies, tug operators, etc.

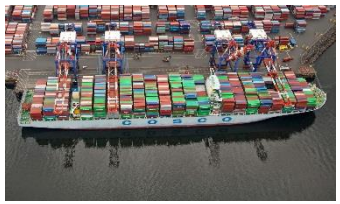
No marine exchange exists in British Columbia, but the need for increased domain awareness for the entire coast has been well supported.

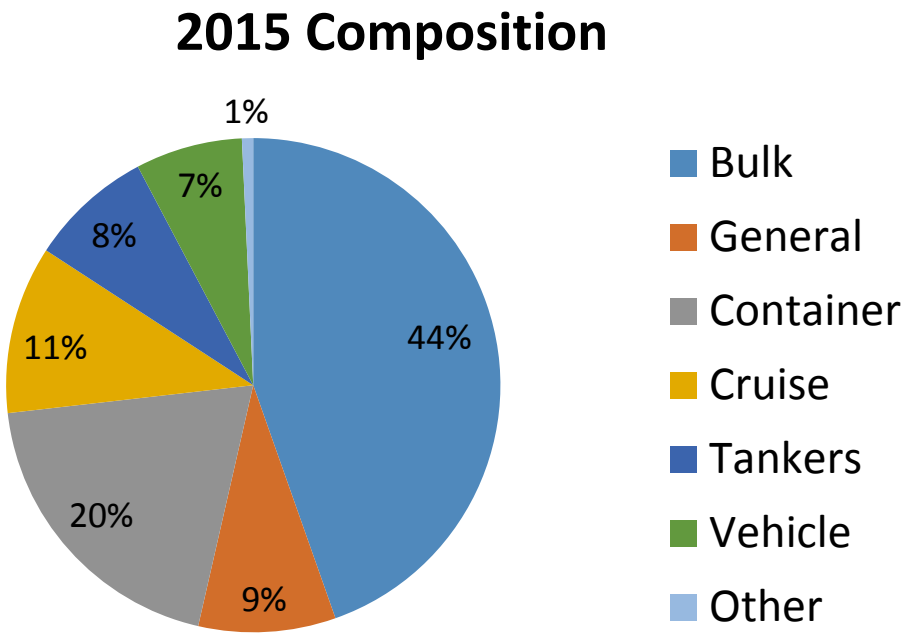
Our data sources – port statistics and Pacific Pilotage Authority job data.

Canadian West Coast vs. JDF Arrivals

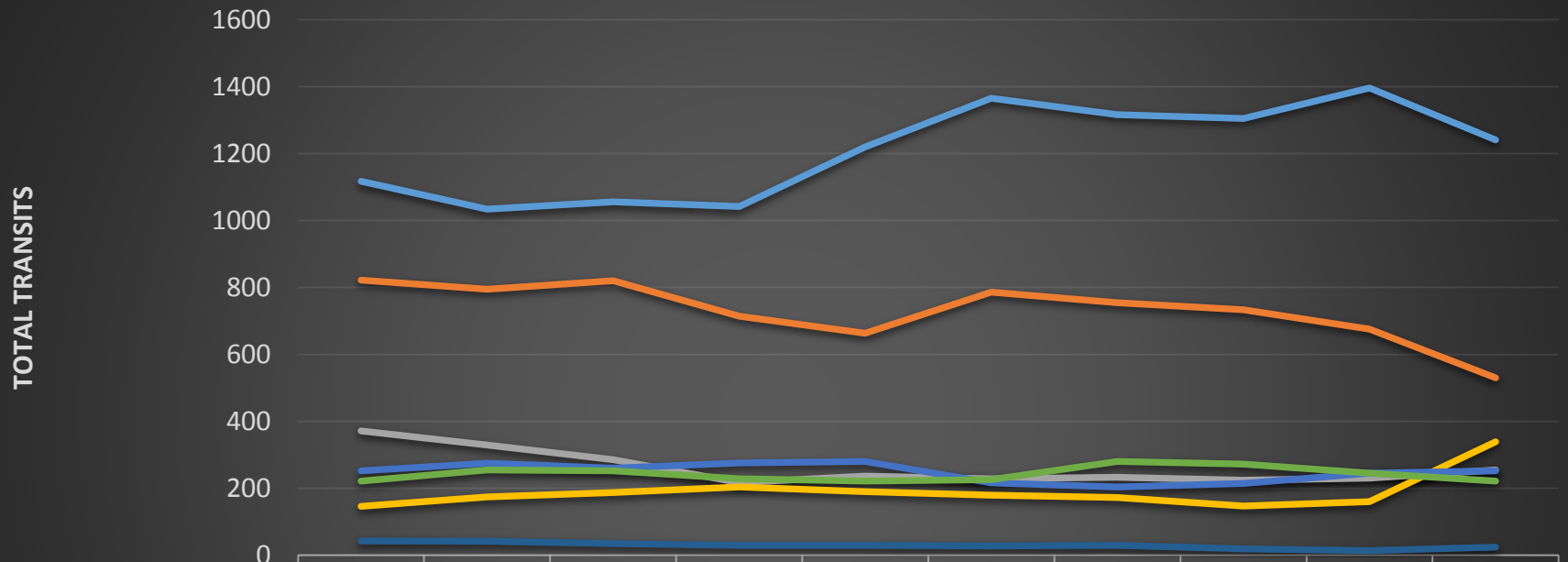


Canadian West Coast Vessel Arrivals





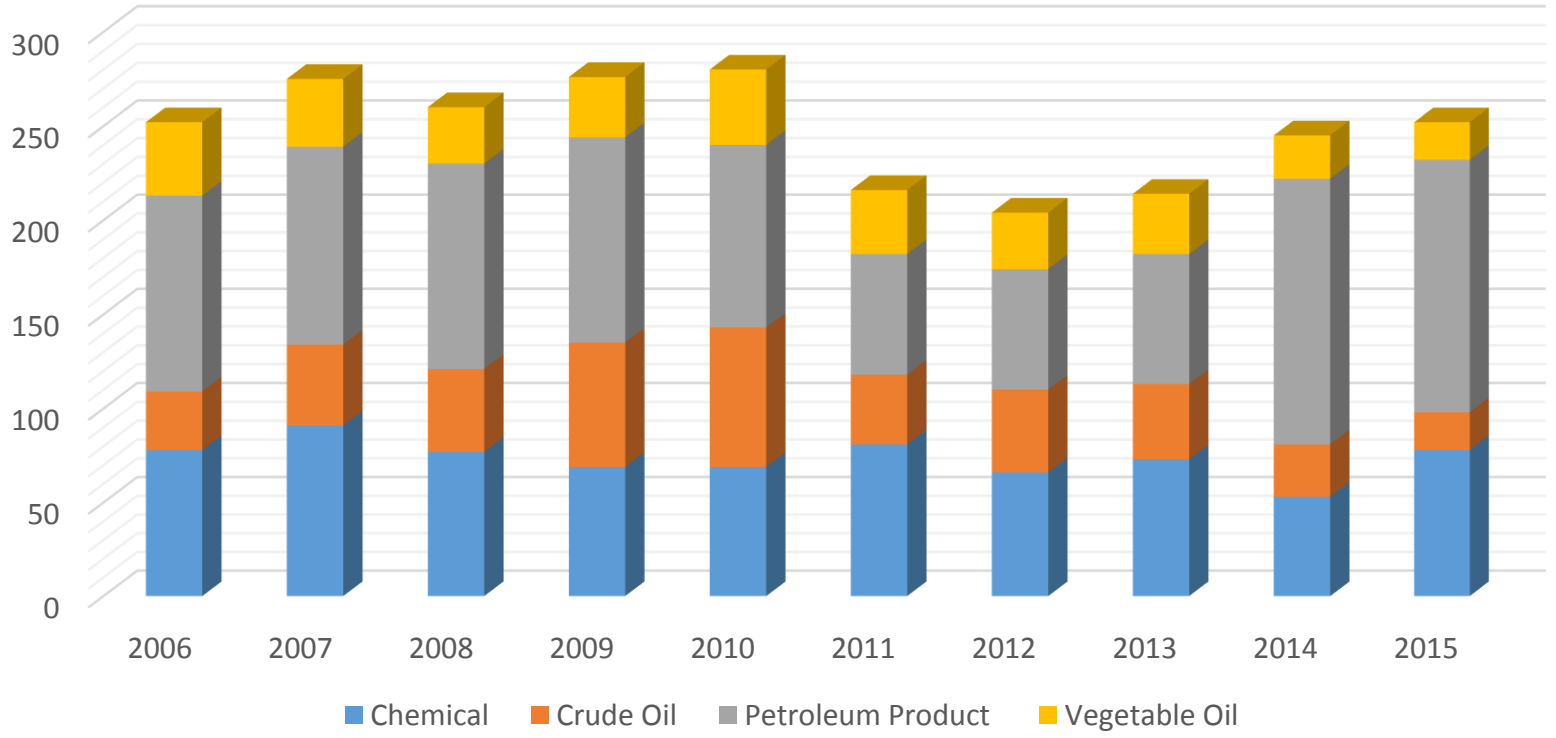
Canadian Salish Sea Arrivals 2006 - 2015

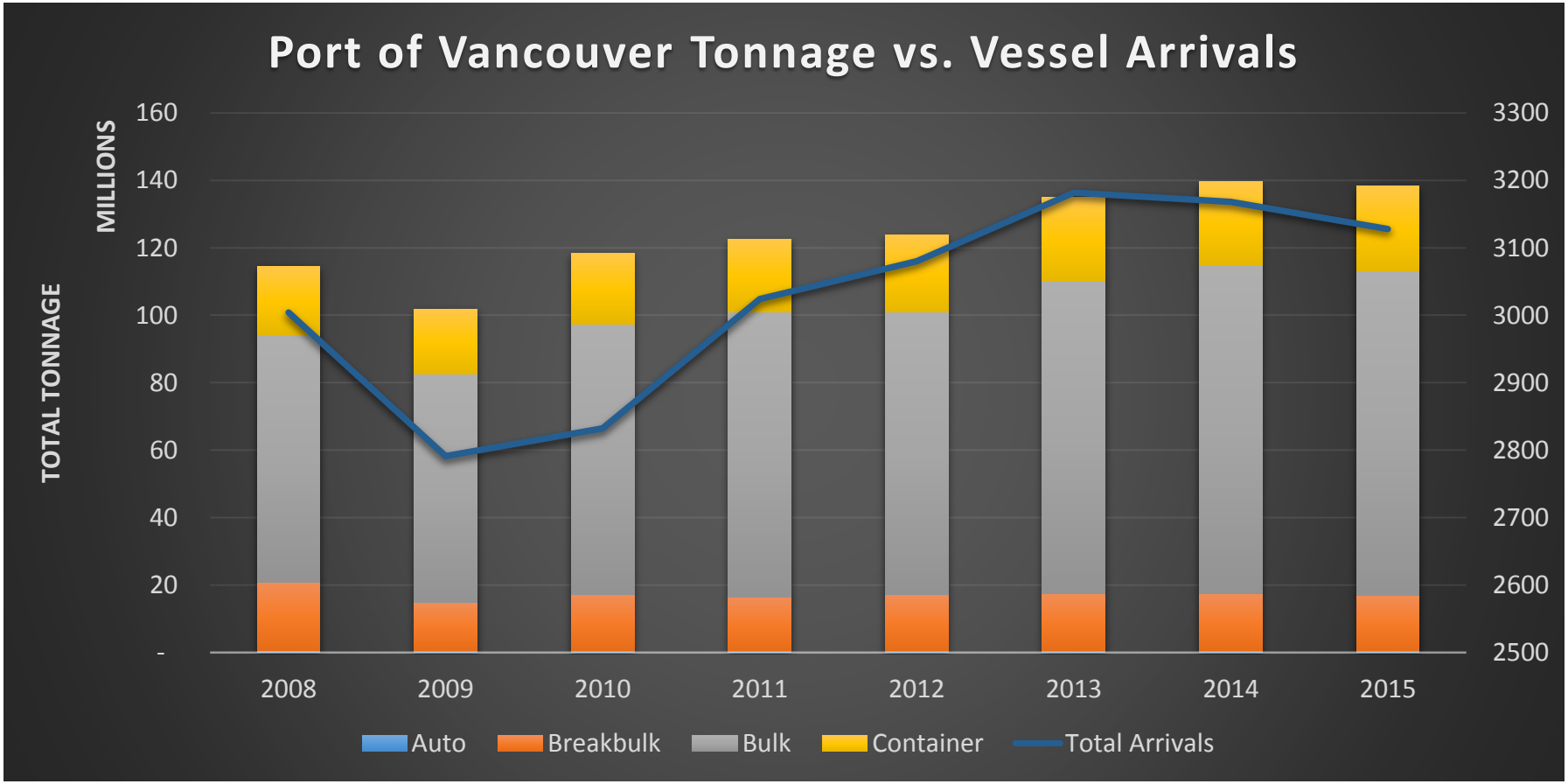


	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Bulk Carriers	1117	1034	1056	1042	1220	1365	1316	1305	1396	1241
Container Carriers	822	795	820	714	663	786	754	733	675	530
General Cargo	371	329	285	217	236	228	233	224	230	255
Passenger	146	174	187	204	190	179	172	147	160	339
Tanker	252	275	260	276	280	216	204	214	245	252
Vehicle Carriers	221	255	252	228	221	226	280	272	245	221
Miscellaneous	43	42	35	29	29	28	29	19	14	24

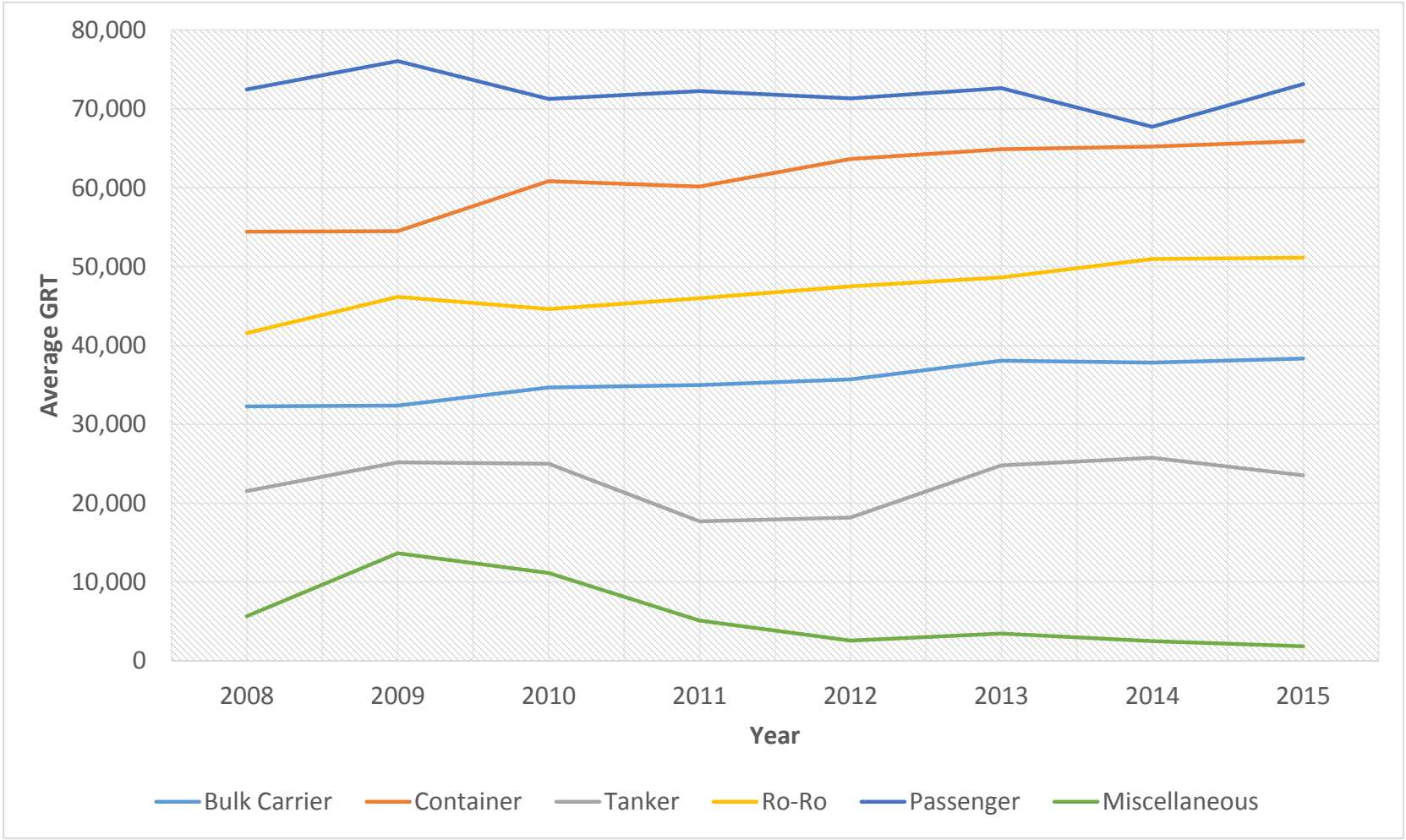
Canadian Arrivals via Salish Sea

Tanker Transits by Product Type 2006 - 2015

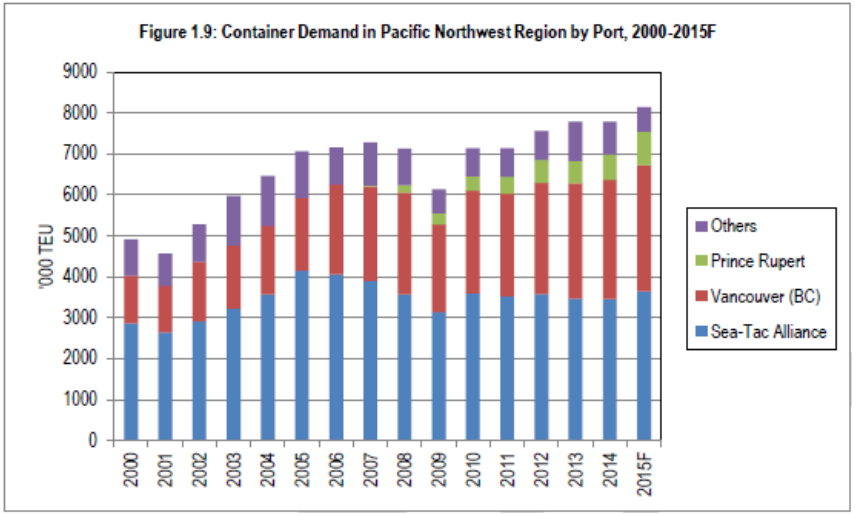


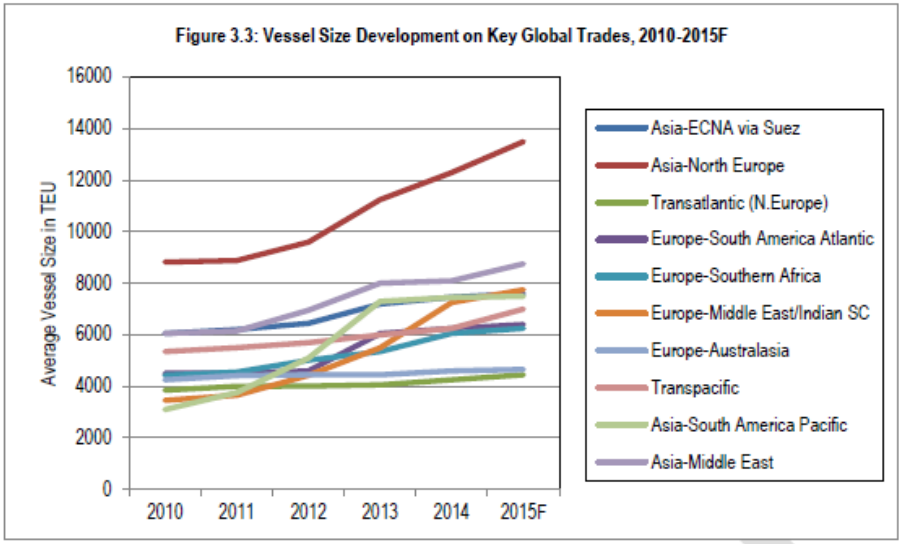

Port of Vancouver Tonnage vs. Vessel Arrivals
TOTAL TONNAGE
MILLIONS
160
140
120
100
80
60
40
20
-
3300
3200
3100
3000
2900
2800
2700
2600
2500
2008
2009
2010
2011
2012
2013
2014
2015
Auto
Breakbulk
Bulk
Container
Total Arrivals

Port of Vancouver Trend on Vessel Size



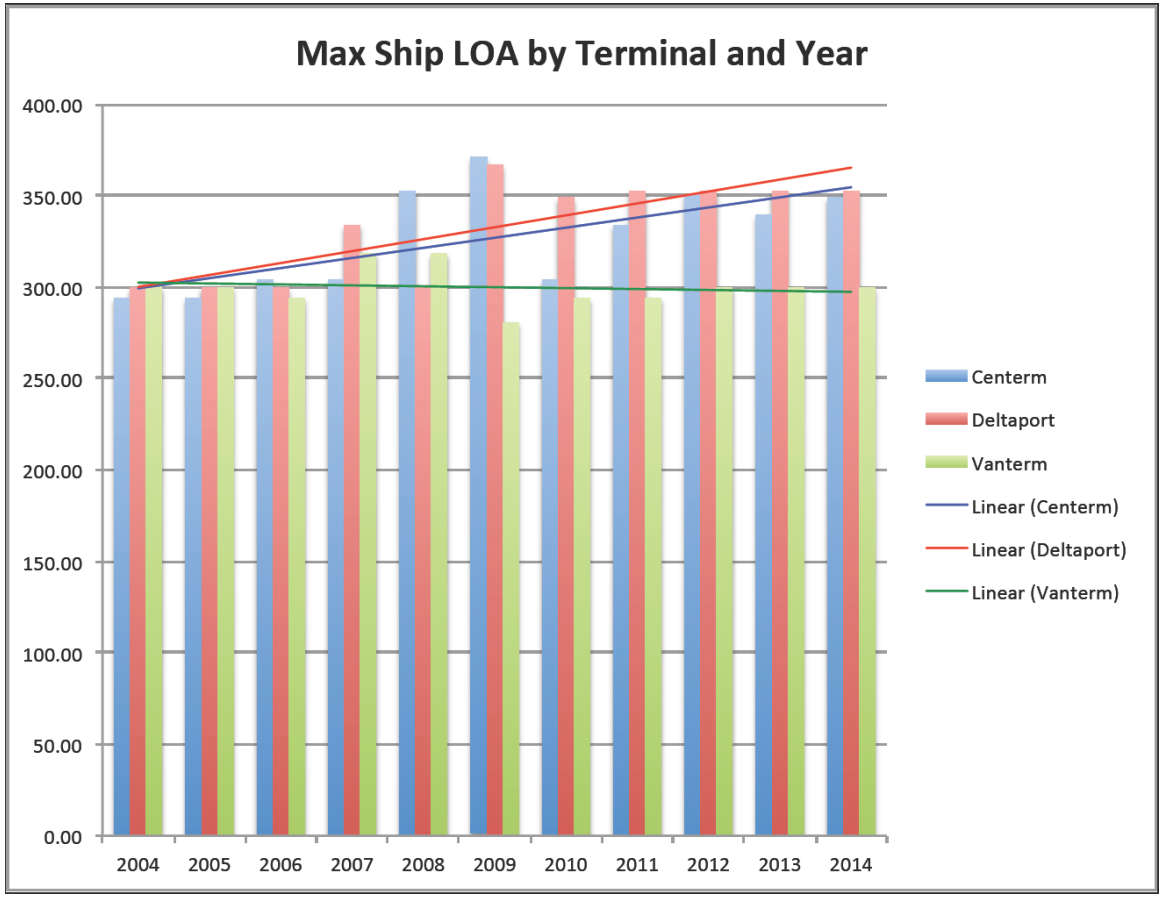
Pacific Northwest Container Growth





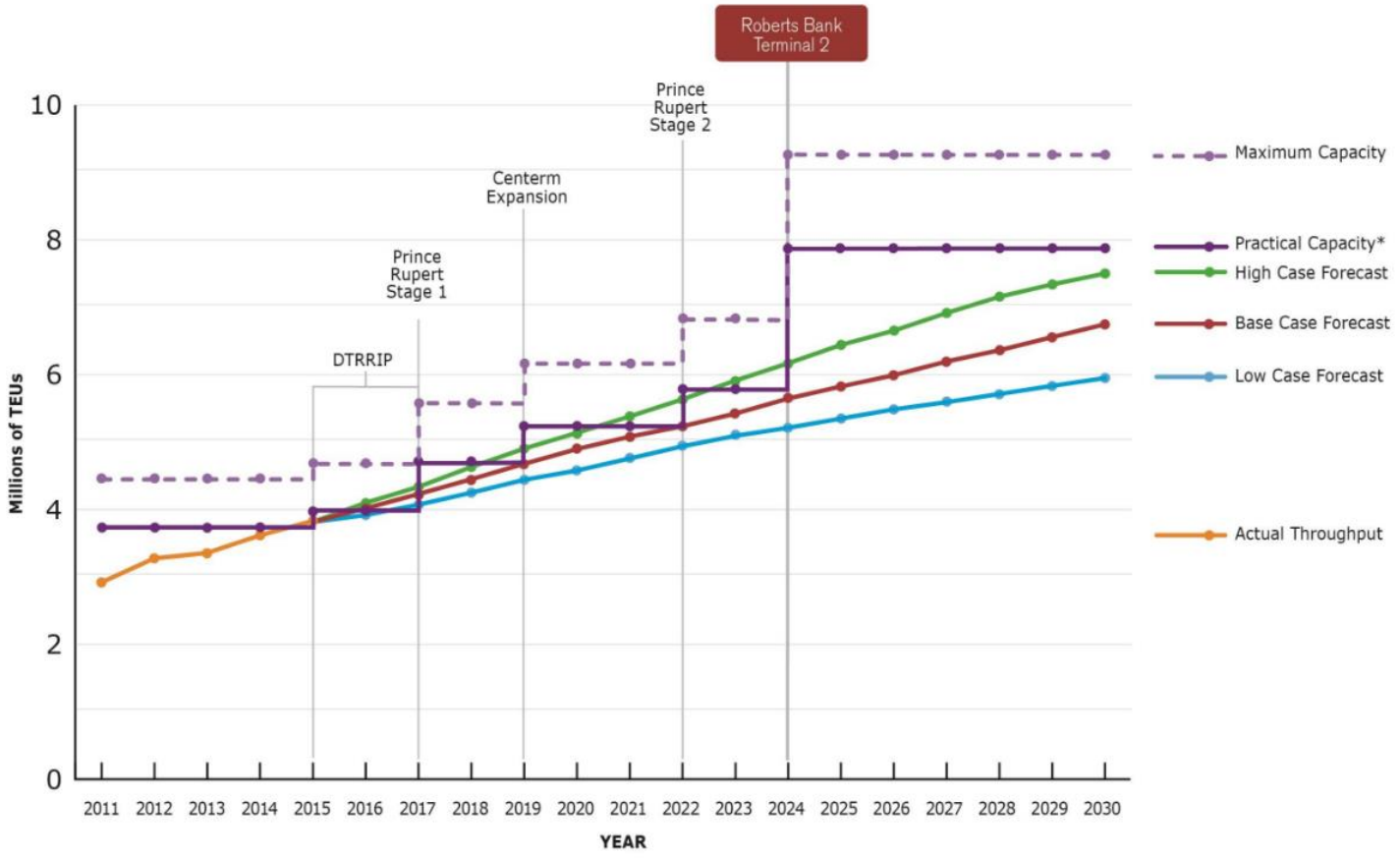
Source: Ocean Shipping Consultants'
Container Traffic Forecast Study – Port of Vancouver 2016

Container LOA analysis – Greenwood Report



Based on study prepared by Greenwood Maritime Solutions for the Pacific Pilotage Authority

Planned Container Capacity Increases



Source: Ocean Shipping Consultants, 2016
*Practical capacity is calculated as 85% of maximum capacity, above which terminals begin to lose efficiency.

Terminal 2 - Roberts Bank

G3 Terminal –Vancouver Harbour

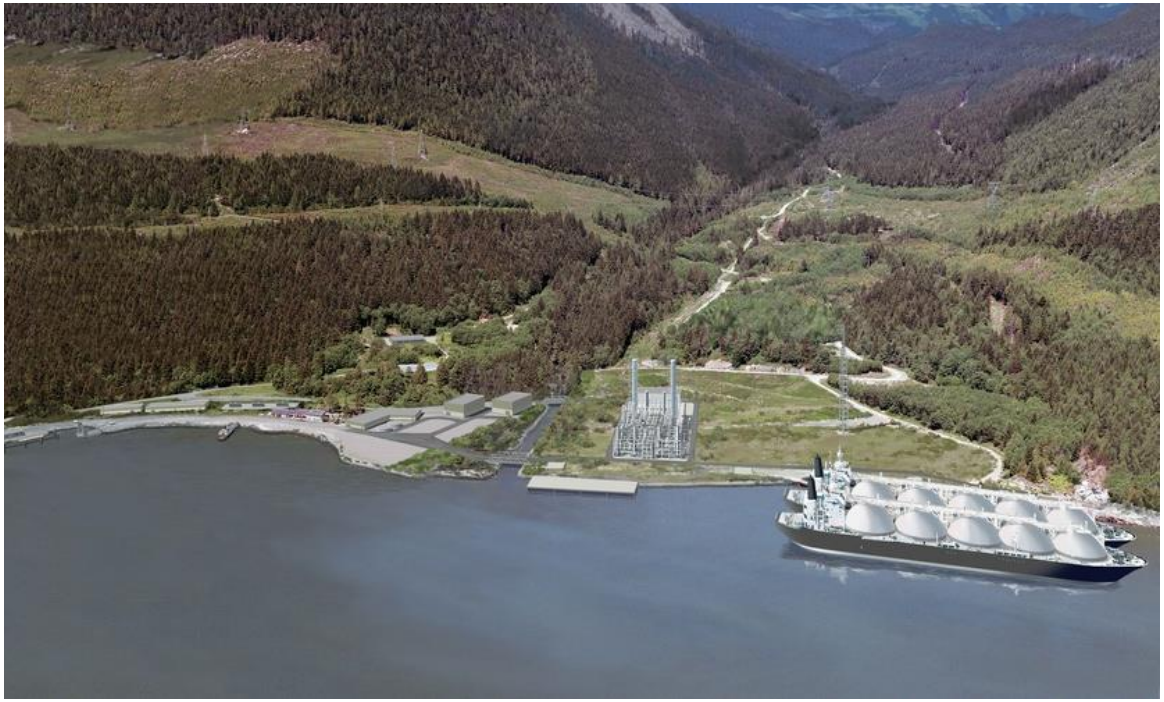
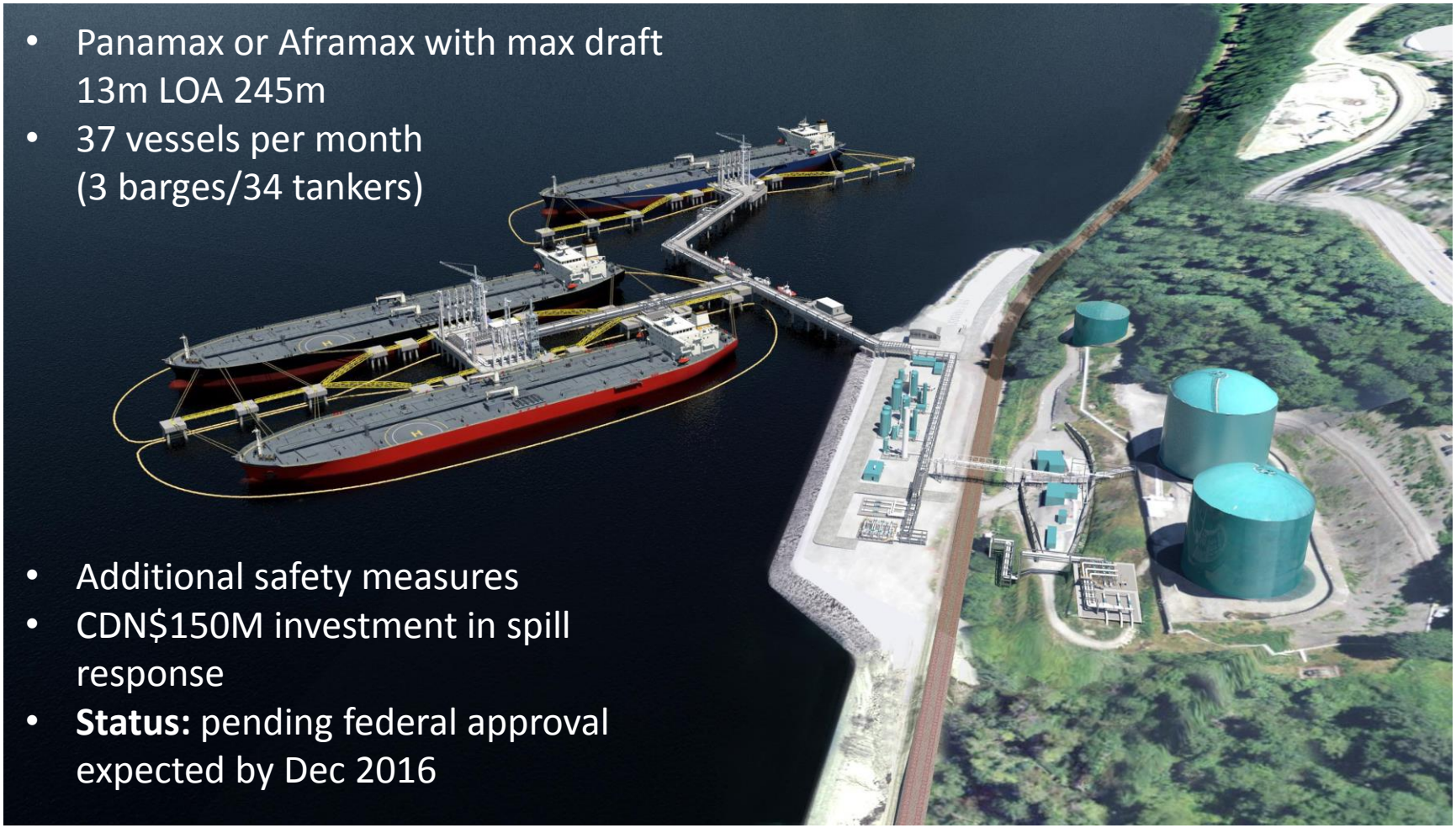
- Existing Lynnterm West Gate site
- Grain storage facility of up to 48 primary concrete storage silos
- Total grain production expected to grow by 15 million tonnes to 65 million
- **Status:** Conditional approval by VFPA pending FID in 2016

Vancouver Airport Fuel Facility – Fraser River

- A barge could be expected to deliver fuel once every two weeks with an unloading time around 12 hours, while a Panamax class vessel could be expected once a month with an unloading time of between 24 to 36 hours.
- **Status:** project amendment under review – expected completion in 2018

Woodfibre LNG – Squamish

- Approx. 40 LNG carriers per year
  - LOA 285-295m
  - Draft 11.5m
- **Status:** Project received federal approval in March 2016. Now pending FID expected in 2016.



Trans Mountain Expansion Project