Maritime Information System
Quarterly newsletter

NO. 9, JUNE 2018

This Maritime Information System (MIS) newsletter features a summary of vessel movements on the St. Lawrence and Saguenay rivers for the early months of 2018 (January to April).

We would like to remind you that the MIS has a web interface (www.statsmaritimes.com) on which you can find past newsletters and a great deal of marine sector-related statistical data. Users can configure their dashboard according to their interests and conduct customized databank queries. The website is updated regularly and enriched to make it THE reference for data on the marine sector. We welcome your suggestions for improving the site's format and content.

Happy reading!

Nicole Trépanier
President-CEO
SODES

Sylvain Lafrance
Executive Director
Innovation maritime

MONITORING MARINE ACTIVITY

The year 2017 ended on a positive note where vessel movements are concerned, with a 2% increase compared to the average for the preceding five years (2012-2016); 2018 is also showing encouraging signs, with a 10% upturn in traffic for the first four months (1872 movements) from the average for the same period for the past five years (2013-2017).

### Figure 1– Monthly vessel traffic on the St. Lawrence and Saguenay
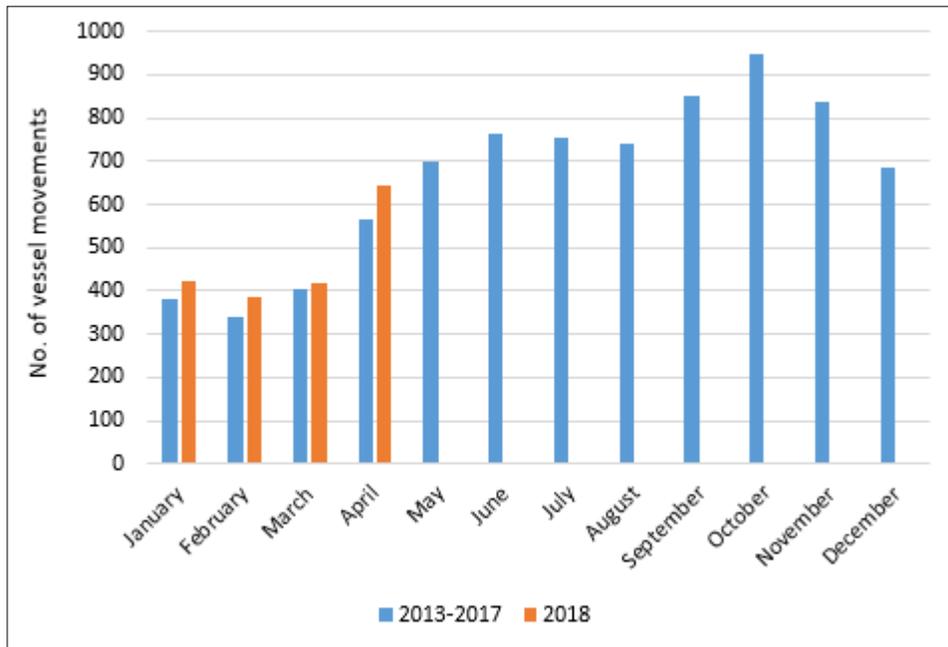
Sources : INNAV, IMAR

Like vessel traffic, vessels' transport capacity increased in 2017 (up 5% from the previous five years). Data for the first four months of 2018 (86 million tonnes of deadweight) also show a marked increase in deadweight, up an average of 10 % from the average for the preceding five years (2013-2017). This encouraging beginning is comparable to the first four months of 2017 (deadweight of 86.5 million tonnes for 2017).

Figure 2– Vessels' total monthly transport capacity (in thousands of tonnes of deadweight)
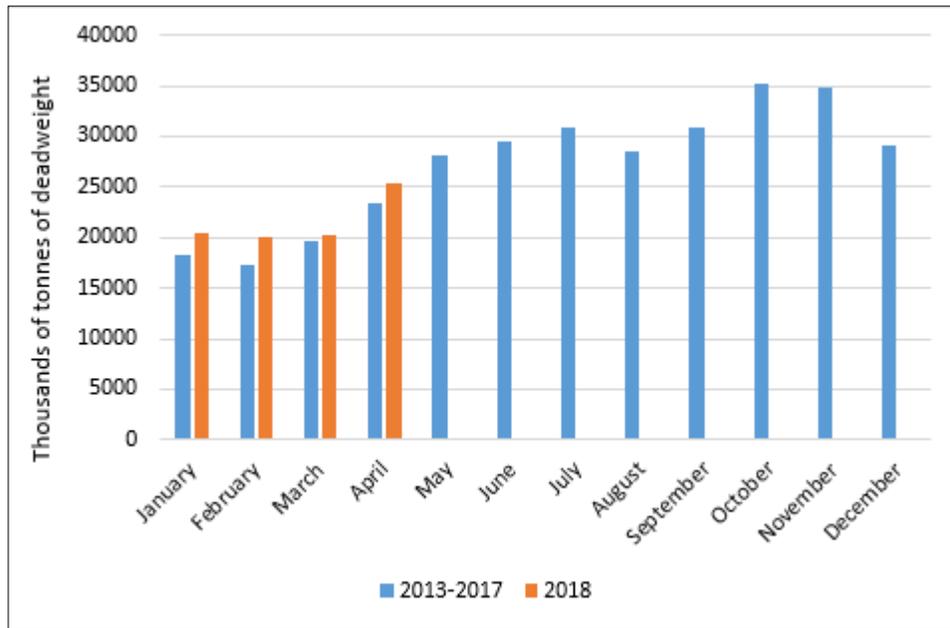
Sources : INNAV, IMAR

Without posting the highest number of vessel movements for the first four months of 2018 (620 compared to 780 for ships carrying solid bulk), the liquid bulker fleet's total loading capacity posted a 26% increase from the first four months' average for the past five years (2013-2017), with 20 151 529 tonnes. Total deadweight for January-April rose from 22 million tonnes in 2017 to 25.5 million tonnes in 2018 (up 15%).

Ships carrying solid bulk posted the most vessel movements in early 2018, up 5% from the first four months' average for the preceding five years (780 movements in 2018, 801 in 2017 and an average of 744 in 2013-2017). Vessel loading capacity followed the same trend with 45 731 410 tonnes of deadweight in 2018 compared to an average of 45 185 151 tonnes in 2013-2017 (up 1%). For 2017 alone–for the same four-month period–this fleet's deadweight was 48 339 718 tonnes.

For container ships, over four months, a 5% increase in vessel movements was observed compared to the average for past years (289 in 2018 compared to 276 for the same period in 2013-2017). With a cumulative capacity of 12.4 million tonnes of deadweight, 2018 outshines the five-year average for the period January-April (10.5 million tonnes, up 18%).

METHODOLOGY NOTES

As defined in MIS Quarterly Newsletter No. 1's Methodology Notes, the vessel movements considered in monitoring marine activity are taken from the INNAV database. Movements by vessel type correspond to INNAV vessel classification, which does not always reflect the type of cargo actually carried or the type of service to which the vessel had been assigned when the said movement was recorded.

This approach primarily influences the calculation of container ship movements. In INNAV, this vessel class includes ships assigned to a regular service, to or from a dedicated terminal, and ships which, due to their structure, offer a certain versatility that shippers use in transport contracts.

In such cases, INNAV identifies the vessel as a "container merchant ship" but the movement generated may not involve container transport or a stopover in a dedicated terminal. For example, the 907 container ship movements for 2017 are distributed over 62 vessels of this type that posted at least 1 movement in 2017; 55 of these used Montréal's specialized terminals while the remaining 7 called in other ports.