

# Maritime Information System

Quarterly newsletter

**NO. 14, JANUARY 2020**

This Maritime Information System (MIS) newsletter presents a summary of marine activity on the St. Lawrence and Saguenay rivers for 2019.

You will recall that the MIS has a web interface ([www.statsmaritimes.com](http://www.statsmaritimes.com)) on which you can find past newsletters and a great deal of marine sector-related statistical data. Those interested can subscribe online to one of the two MIS subscription plans available. Subscribers enjoy access to all databases and can conduct customized queries.

Happy reading!

**Mathieu St-Pierre**  
**President-CEO**  
**SODES**

**Sylvain Lafrance**  
**Executive Director**  
**Innovation maritime**

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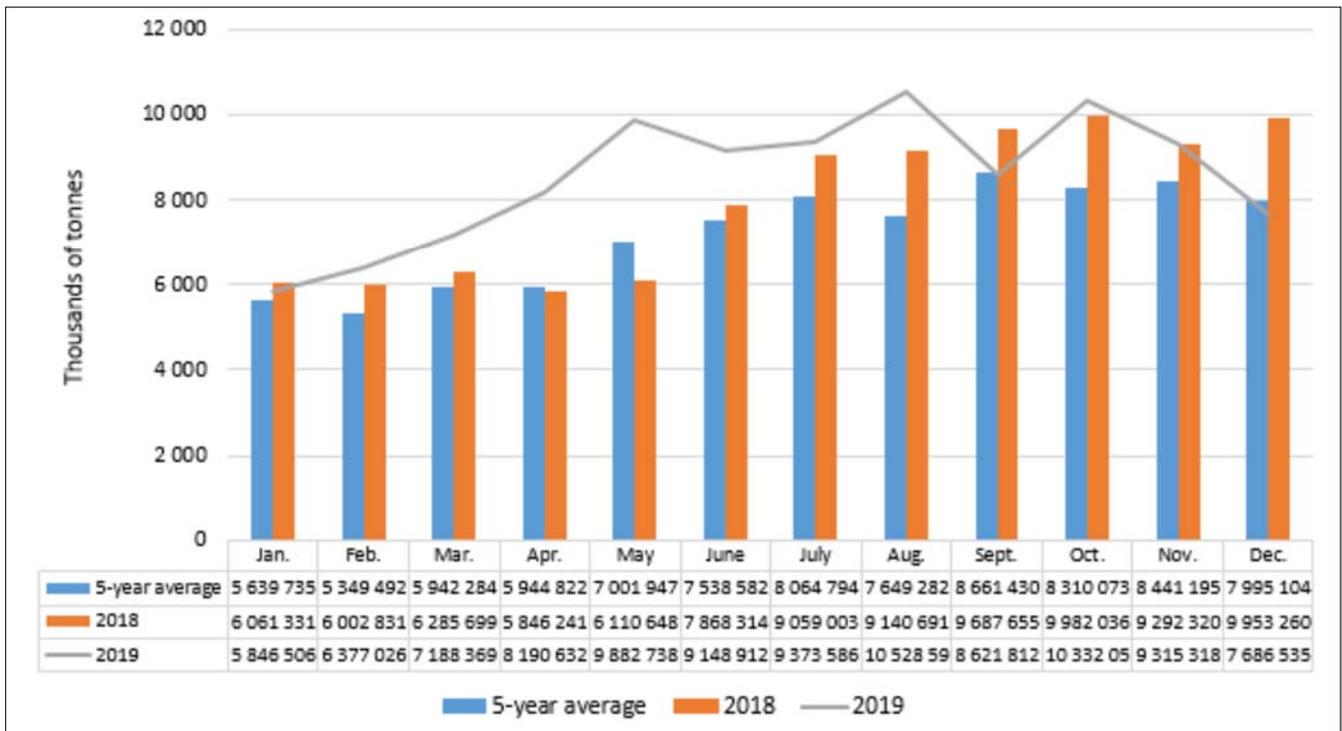


## MONITORING MARINE ACTIVITY FOR 2019

The year 2019 posted a very positive performance in terms of tonnage of cargo handled in the 5 CPAs located in Québec: a total of 102 492 085 tonnes, up 18.4% from the average for the past five years (86 538 740 tonnes). Compared to 2018 (95 290 029 tonnes), tonnage handled was up 7.6% in 2019.

The increase in monthly tonnage handled was maintained almost over the entire year. However, we can see a certain slowdown at the end of the year, notably in December 2019, which posted a negative performance compared to 2018 (-23%). This decrease in tonnage handled in December is related, in great part, to solid bulk, which dropped from 5 376 818 tonnes in 2018 to 3 766 659 tonnes in 2019. These results could be due to a fluctuation in the price of iron ore on the world market.

Figure 1– Monthly tonnages handled in the 5 CPAs located in Québec<sup>1</sup>



Sources: CPAs, IMAR

Similarly to 2018, solid bulk represented 50% of all tonnage handled in these CPAs in 2019, with 51 029 968 tonnes, up 8% from 2018 (47 082 919 tonnes) and up a good 30% from the average for the past five years (2014-2018: average of 39 218 472 tonnes). Iron ore accounts for a significant portion of the solid bulk handled. The figures for 2019 reflect the change in this commodity's prices on the world market. As of January 2019 (\$76.16 USD), the price of iron ore began to rise, culminating in \$120.24 USD per tonne in late July 2019. In August, the price dropped to just over \$93 USD per tonne and then sunk below \$85 USD per tonne in late November.

<sup>1</sup> Five CPAs located in Québec: Montréal, Québec City, Trois-Rivières, Saguenay, Sept-Îles.



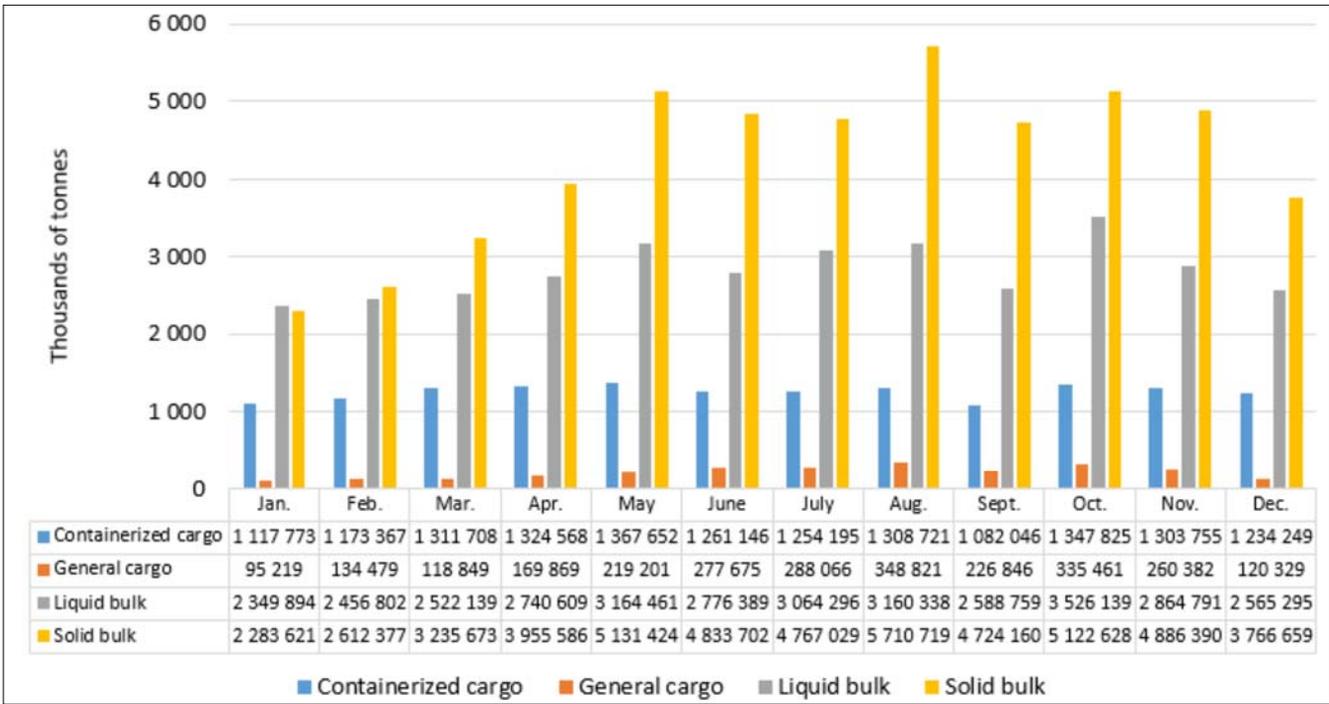


Despite this less positive performance at year’s end, the first half of 2019, when the price per tonne was rising, favoured exports of this raw material departing primarily from the Port of Sept-Îles.

Representing one-third of all tonnage handled, liquid bulk accounted for 33 779 911 tonnes in 2019. This total was up 6% from 2018 (31 819 602 tonnes) and 22% from the average for the preceding five years (2014-2018: average of 27 591 066 tonnes).

Posting a total of 15 087 005 tonnes in 2019, containerized cargo was up almost 4% from 2018 (14 537 522 tonnes) and 12% from the 2014-2018 average (13 419 853 tonnes). Note that, since July 2018, two regular lines were added to those already present in the Port of Montréal: the arrival of Hamburg Süd, in 2018, with a Montréal-Mediterranean service<sup>2</sup>, and COSCO, in 2019, offering a regular line between Montréal and Northern European ports<sup>3</sup>.

**Figure 2– Breakdown of total tonnage by cargo class for the 5 CPAs located in Québec, 2019**



Sources: CPAs, IMAR

Although it represents only 3% of total tonnage handled, general cargo showed an upswing, with 2 595 198 tonnes in 2019, up 40% from 2018 (1 849 986 tonnes). This positive performance (+5%) is also up from the 2014-2018 average (2 464 133 tonnes).

<sup>2</sup> La Spezia, Fos-sur-Mer, Algeciras, Valencia and a stopover in Halifax.

<sup>3</sup> Antwerp, Bremerhaven, Le Havre, Liverpool.

