

Maritime Information System

Quarterly newsletter

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This Maritime Information System (MIS) newsletter presents a summary of marine activity on the St. Lawrence and Saguenay rivers for 2019, more specifically data on vessel movements and transport capacity over the past year.

You will recall 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. 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!

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Monitoring Marine Activity for 2019



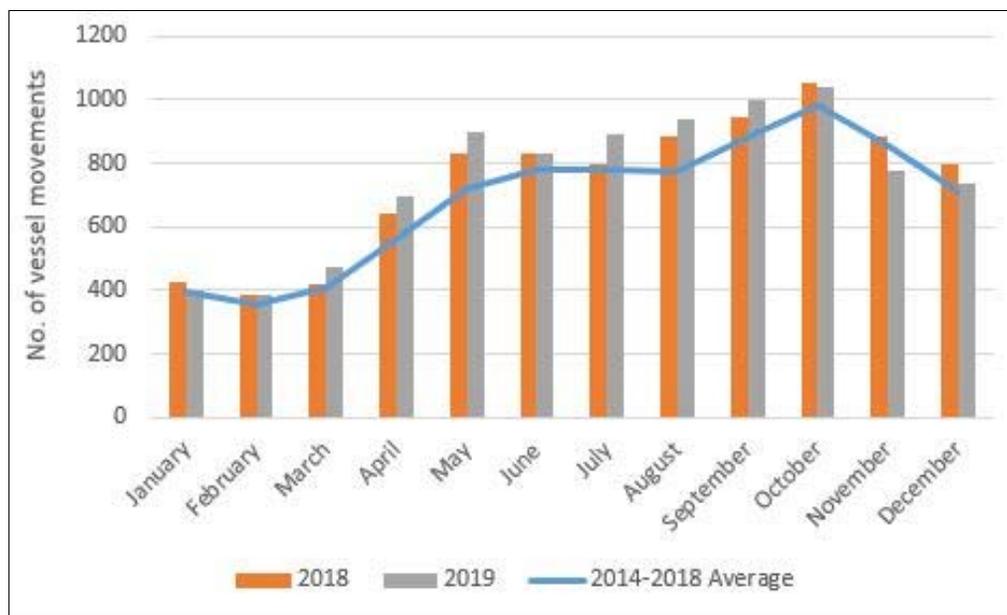
MONITORING MARINE ACTIVITY

2019 RESULTS

The results for 2019 were positive, both in terms of number of vessel movements and transport capacity (deadweight) of vessels operating in the St. Lawrence/Saguenay zone.

With 9 077 vessel movements, the year 2019 posted an 11% increase over the average for the last five years (2014-2018: 8 203 movements) and 179 more vessel movements than in 2018 (8 898 recorded vessel movements), up 2%.

Figure 1– Monthly vessel traffic on the St. Lawrence and Saguenay



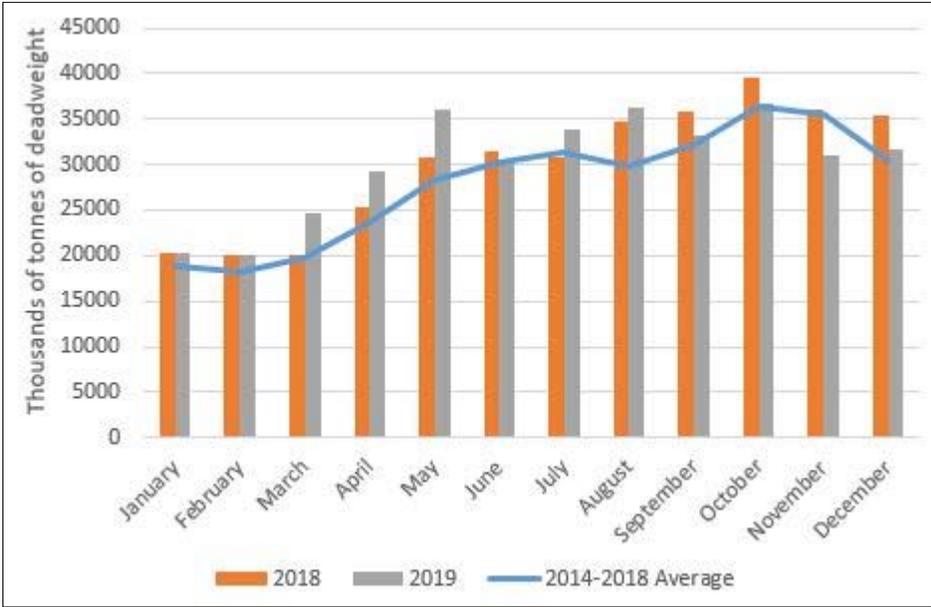
Sources: INNAV, IMAR

In addition to the increase in the number of vessel movements, we can see that vessel transport capacity was up in 2019, with 364 million tonnes of deadweight, 9% higher than the 2014-2018 average (335 million tonnes). Compared strictly to 2018, the year 2019 posted an increase of 3 392 062 tonnes, a 1% upturn in total deadweight (2018: 360 million tonnes).





Figure 2– Vessels’ total monthly transport capacity (in thousands of tonnes of deadweight)



Sources: INNAV, IMAR

As the statistics published in previous newsletters show, ships carrying solid bulk generated the most movements in 2019 (3 844). However, the fluctuation in certain bulk cargoes’ prices during the year caused the results for this vessel type to fall into the average for the past five years (3 855 movements) and represent a 4% decrease when compared strictly with 2018 (4 023 movements). Note, however, that bulkers’ transport capacity for 2019 (total deadweight: 216 233 753 tonnes) was nevertheless up 4% from the 2014-2018 average (207 750 119 tonnes) and slightly down (-1%) from 2018 (217 794 278 tonnes). Data over a six-year horizon (2014-2019) show an upward trend in the size of bulkers operating on the St. Lawrence/Saguenay.

Liquid bulkers ended 2019 with almost the same number of movements (2 284 movements) as in 2018 (2 274 movements), up 15% from the average for the previous five years (2014-2018: 1 991 movements). Total deadweight for 2019 (87 122 858 tonnes) was up 2% from 2018 (85 751 221 tonnes) and up 14% from the average for the reference years (2014-2018: 76 098 611 tonnes).





Container ships also posted a positive performance in 2019, with a total of 1 032 vessel movements and total deadweight of 42 909 969 tonnes. In terms of vessel traffic, this is 15% higher than the average for the reference years (2014-2018: 896 movements) and 5% higher than 2018 (982 movements). Total deadweight, which gives an indication of vessel transport capacity, was up 6% from 2018 (40 589 667 tonnes) and up 23% from the 2014-2018 annual average (34 950 930 tonnes). This positive performance is due to the implementation of new services serving the Port of Montréal (See Newsletter 14).

Generally speaking, vessel traffic has shown an upward trend for some years, both in terms of the number of ships operating on the St. Lawrence/Saguenay and their transport capacity. These positive results can be linked to the steady economic growth observed for 10 years now. The current COVID-19 pandemic has already had major impacts on the economy, and will certainly continue to do so for some time. In this context, it will be interesting to closely monitor marine activity. To date, for various reasons related to logistics, trade and economics, it seems that the impacts on vessel traffic are relatively limited. However, the economic slowdown or recession that could follow the current crisis will no doubt also affect the maritime sector, which depends heavily on international trade. The coming months will allow us to better assess the impacts on vessel traffic in the St. Lawrence/Saguenay system.

