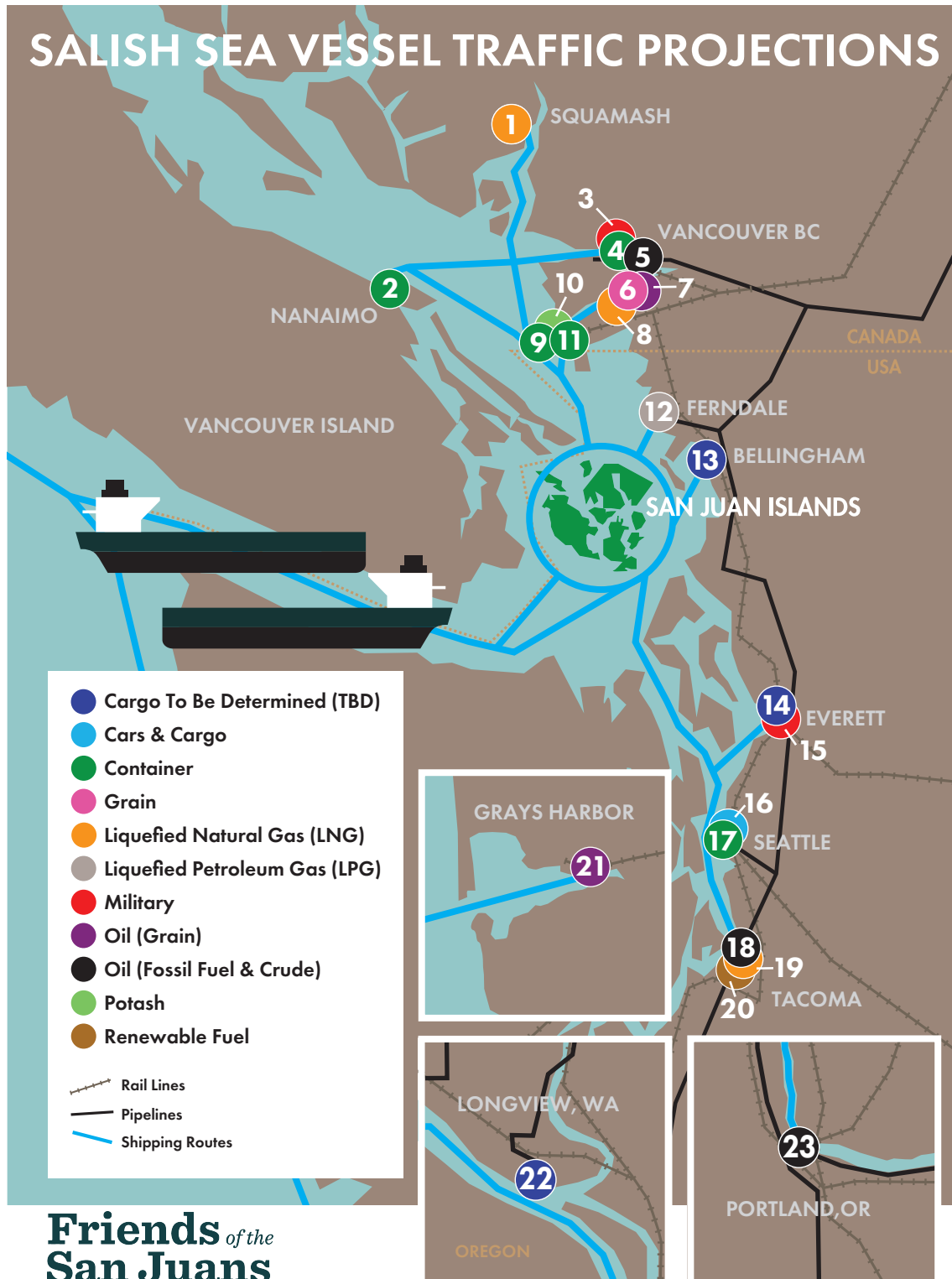


# SALISH SEA VESSEL TRAFFIC PROJECTIONS



## PROJECTED NEW ANNUAL VESSEL TRANSITS

1 Woodfibre LNG	80
2 Port of Nanaimo	TBD
3 Seaspn ULC	TBD
4 Centerm Container	130
5 Trans Mountain Pipeline Expansion	TBD + 696
6 Fraser Grain Terminal	160
7 DP World	104
8 Tilbury Phase 2	136
9 Roberts Bank Terminal 2	520
10 Westshore Terminals	40
11 GCT Deltaport	increase in vessel size + 104
12 AltaGas LPG	35
13 Port of Bellingham	TBD
14 Everett Norton Terminal	TBD
15 Naval Station Everett	TBD
16 Seattle Pier 46	TBD
17 Seattle Terminal 5	increase in vessel size
18 Seaport Sound	TBD
19 Puget Sound Energy LNG	TBD
20 Par Pacific Renewables	TBD
21 Port of Grays Harbor	TBD
22 Port of Longview	TBD
23 Zenith Energy	TBD

TOTAL PROJECTED NEW TRANSITS 2,005 + TBD

TOTAL 2023 TRANSITS 11,074

TOTAL 2023 + NEW TRANSITS 13,079 + TBD

For more information see reverse side and <https://sanjuans.org/ssvtp>

<b>Salish Sea</b> <b>Vessel Traffic Projections:</b> <b>New and Expanding</b> <b>Terminals and Refineries</b>		<b>Proposed</b> <b>Approved</b> <b>&amp; Recent</b> <b>Increase in</b> <b>Capacity/Year</b>	<b>Proposed</b> <b>Approved</b> <b>&amp; Recent</b> <b>Increase in</b> <b>Transits/Year</b>	<b>Project Status Summary</b>	
<b>1</b>	Woodfibre LNG, Squamish BC	2.1 MTPA	80	Project is under construction and expected to start operations in 2027.	
<b>2</b>	Port of Nanaimo and DP World – Containers	130,000 TEUs	TBD	Duke Point Terminal facility construction to be completed in 2025 will increase the annual operational capacity from 150,000 to 280,000 TEUs.	
<b>2</b>	Port of Nanaimo Feasibility Study – Containers	920,000 TEUs	TBD	Study due 2 <sup>nd</sup> quarter 2025 to evaluate the feasibility of further expanding the Duke Point Terminal from 280,000 to 1.2 million TEUs annually.	
<b>3</b>	PoV: Seaspan ULC - Military	-	TBD	Ship load-out will launch new Canadian Coast Guard and Navy vessels.	
<b>4</b>	PoV: Centerm Container Terminal – Containers	600,000 TEUs	130	Construction completed May 2023 that increases capacity from 900,000 to 1,500,000 TEUs and from 470 to 600 annual transits.	
<b>5</b>	PoV: Trans Mountain Pipeline Expansion project – Oil	590,000 BPD	696+TBD	Operational in May 2024. Not included in permitted application: tanker transits to WA State refineries and anchorages.	
<b>6</b>	PoV: Fraser Grain Terminal Ltd./Fraser Surrey Docks - Grain	3.5 MMT	160	Construction of grain storage silos, three ship loaders, and rail infrastructure is extended to November 31, 2024.	
<b>7</b>	PoV: DP World Fraser Surrey Inc. – Canola Oil	1,000,000 tonnes	104	Permit issued May 2023 for Canola Oil Transload Facility. Construction expected to be completed in 4 <sup>th</sup> quarter 2024.	
<b>8</b>	PoV: Tilbury Phase 2 LNG	2.8 MTPA	136	136 LNG carrier OGV transits + 594 bunker barge (marine fueling) transits.	
<b>9</b>	PoV: Roberts Bank Terminal 2, Deltaport, BC – Containers	2,400,000 TEUs	520	Permits issued in 2023 for new offshore overwater terminal in critical habitat for migratory birds, Southern Residents, and Chinook salmon.	
<b>10</b>	PoV: Westshore Terminals, Deltaport, BC – Potash	4.5 MMTA	40	Permit issued in 2022 for new potash export terminal at existing coal export terminal. Construction is anticipated to take 4-5 years.	
<b>11</b>	PoV: Global Container Terminals, Deltaport, BC	2,000,000 TEUs	104 + vessel size increase	Berth Four Project application is under review; would increase TEUs from 2,400,000 to 4,400,000 + OGV transits from 728 to 832 per year.	
<b>12</b>	AltaGas, Ferndale, WA – LPG	TBD	35	Current avg of 26-35 vessels could increase to 48 vessels/96 transits/yr.	
<b>13</b>	Port of Bellingham Shipping Terminal Modernization Project	TBD	TBD	Development of a deep-water port includes dock replacement and dredging to deepen the navigation channel. Completion expected in 2025.	
<b>14</b>	Maritime Industrial Expansion, Norton Terminal, Everett, WA	TBD	TBD	\$40M Norton Terminal opened 12-1-2022. No additional vessel traffic to or from the terminal 2022-present, but potentially in the future.	
<b>15</b>	Naval Station Everett – Military	-	TBD	12 Constellation-class guided-missile frigates will replace 10 Navy ships.	
<b>16</b>	Pier 46, Seattle – Cars & Cargo	TBD	TBD	Terminal 46 opened to auto and breakbulk cargoes in April 2024.	
<b>17</b>	Terminal 5, Seattle, WA – Containers	1,050,000 TEUs	Increase in vessel size	Phase 2 of the \$500M redevelopment of the international container facility added a 2 <sup>nd</sup> berth; operational in April 2024.	
<b>18</b>	Seaport Sound, Tacoma, WA – Oil	Storage increase: 166,000 bbl.	TBD	Permit finalized in Jan 2024 for increased storage capacity from 15,000 barrels to ~181,000 barrels of diesel, biodiesel, and other fuel oils.	
<b>19</b>	PSE (Puget Sound Energy) LNG, Tacoma, WA – LNG	0.4 MMTA	TBD	Application submitted for additional vessel fueling/loading infrastructure to fuel vessels and load bunker barges for fueling ships.	
<b>20</b>	Par Pacific Renewables Project, Tacoma, WA – Renewables	TBD	TBD	Potential co-located green hydrogen and renewable fuels complex. Final investment decision expected 2024.	
<b>21</b>	AGP (AG Processing Inc), Port of Grays Harbor, WA – Oil & Grain	TBD	TBD	Terminal upgrades and new export terminal for soybean oil feedstock for renewable fuel and soymeal exports to Asia that could bunker in the Salish Sea.	
<b>22</b>	Port of Longview, WA-Industrial Rail Corridor Expansion	TBD	TBD	Improved rail service to the Port's marine terminals to prepare for projected growth. Vessels loaded in Port of Longview could bunker in the Salish Sea.	
<b>23</b>	Zenith Energy, Portland, OR – Oil; potentially renewables	TBD	TBD	Air permit process underway for expansion/increased throughput at a facility that offloads oil from rail to tank vessels that could bunker in the Salish Sea.	
Transit totals by product or vessel type: <b>Cargo TBD, Cars &amp; Cargo = TBD, Container = 754 + TBD, Grain = 160, LNG = 216 + TBD, LPG = 35, Military = TBD, Oil (Grain) = 104, Oil (Fossil Fuel and Crude) = 696 + TBD, Potash = 40, Renewable Fuel = TBD</b>					
Total Projected New, Approved, & Proposed Ocean-Going Vessel Transit Increases				<b>2,005 + TBD</b>	<b>18% + TBD</b> <b>Increase in</b> <b>Annual Vessel Traffic</b>
2023 Total Ocean-Going Vessel Transits in the Salish Sea				<b>11,074</b>	
<b>2023 Transits + Projected New, Approved, &amp; Proposed Annual Ocean-Going Vessel Transits</b>				<b>13,079 + TBD</b>	

Abbreviations: bbl=barrels, BPD= barrels per day, bunker/bunkering=supplying ships with propulsion fuel, C=Canadian dollar, EA=Environmental Assessment, EIS=Environmental Impact Statement, EU=European Union, GPD=gallons per day, LNG=Liquefied Natural Gas, LPG=Liquified Petroleum Gas, M=million, MT=metric tonnes, MMT=million metric tonnes, MMTA=million metric tonnes per annum, MTPA=million tonnes per annum, OGV=Ocean-Going Vessel(s), PoV=Port of Vancouver, Renewable=Renewable Fuel, TBD=To Be Determined, TEU=twenty-foot equivalent unit, ULC=Unlimited Liability Corporation. Only OGV traffic numbers included. No local barge traffic, anchoring, queuing, and/or bunkering transits included in 2023 total or increased OGV transits. No OGV fishing-related transits included in 2023 total.