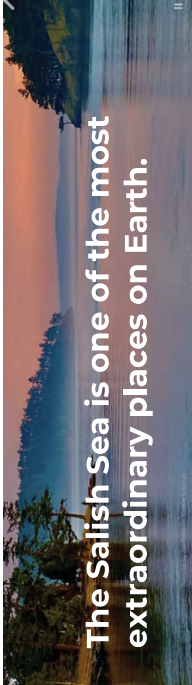


2026 OCEAN-GOING VESSEL TRAFFIC PROJECTIONS			
Major Projects in the Salish Sea: Proposed, Approved, and New	Increase in Transits/Yr	Project Status Summary	
1 Port of Vancouver, BC: Roberts Bank Terminal 2	+520	Construction is expected to begin in 2027 and be operational in the mid-2030s. Increasing container trade capacity by 2.4 million TEUs.	
2 Port of Vancouver, BC: Canada's new pipeline	+365	Canada is fast-tracking a new one million BPD pipeline to Roberts Bank, just north of the US-Canadian border. The tar sands crude oil would be exported on one Very Large Crude Carrier with approximately two million barrels crude oil cargo every other day.	
3 Port of Vancouver, BC: Trans Mountain Westridge Terminal	+226	The Trans Mountain Pipeline expansion project, completed in 2024, increased capacity from 300,000 to 890,000 BPD. A further expansion to 1.19 million BPD has been proposed. In 2025, 305 tankers were loaded. An additional 113 oil tankers are projected to be loaded in 2026 when the terminal is operating at full capacity.	
4 Port of Bellingham, WA: Modernization Project	+192	The Shipping Terminal Modernization Project is under development and is expected to be fully operational in 2029.	
5 Port of Vancouver, BC: Tilbury Phase 2	+136	The 2.8 MTPA LNG expansion project starts construction in 2027 and will add 136 annual ocean-going LNG carrier transits + 594 bunker barge (marine fueling) transits.	
6 Port Westward, OR: NEXClean Fuels OR, LLC	+112	This project would load up to 56 ocean going vessels per year (approximately 5 per month) that could bunker (re-fuel) in the Salish Sea.	
7 Port of Vancouver, BC: Canada Place Cruise Terminal	+109	Nearly 360 cruise calls are scheduled throughout the season, an increase from about 300 calls and nearly 1.2 million passenger visits recorded in 2025.	
8 Port of Vancouver, BC: DP World Fraser Surrey	+104	The 1 million tonnes/year Canola Oil Transload Facility project became fully operational in late 2025.	
9 Squamish, BC: Woodfibre LNG Terminal	+80	As of January 2026, construction of the terminal for 2.1 MTPA of LNG was ~60% complete and expected to be operational in 2027.	
10 Port of Seattle, WA: Smith Cove and Bell Street Terminals	+64	Cruise ships will increase from 298 port calls and an estimated 1.9 million passengers in 2025 to 350 port calls and 2+ million passengers in 2026.	
11 Port of Vancouver, BC: Westshore Terminals	+40	A new 4.5 MMTA potash (fertilizer) export terminal at an existing coal export terminal was permitted in 2022. Construction will take 4 – 5 yrs.	
12 Ferndale Terminal, WA: AltaGas (ALA Energy)	+32	Depending on court rulings and the permitting process, LPG exports could potentially decrease or increase from 2025's 64 transits to 96 per year.	
Projected Increase in Ocean-Going Vessel Transits	+1,980		
2025 Total Ocean-Going Vessel Transits in the Salish Sea	11,944		
2025 Total + Projected Increase in Ocean-Going Vessel Transits	13,924		

Transit totals by product or vessel type: Container = 520, LNG = 216, Oil (Fossil Fuel and Crude) = 591, Renewable Fuel = 112, Oil (Grain) = 104, Passenger = 173, Potash = 40, LPG = 32 (Oil (Grain) = 104, Passenger = 64, Potash = 40, LPG = 32



Abbreviations: TEU=twenty-foot equivalent unit, BPD= barrels per day, LNG=Liquidified Natural Gas, LPG=Liquidified Petroleum Gas, MTPA=million tonnes per annum, and MMTA=million metric tonnes per annum, TBD = to be determined. Only ocean-going vessel traffic is included. No local barge traffic, anchoring, queuing, fishing-related, and/or bunkering (i.e., fueling ships) transits were included in the 2025 total or increased 2025 transits.



The Salish Sea is one of the most extraordinary places on Earth.

Stretching from Puget Sound through the San Juan and Gulf Islands to Desolation Sound, it is home to Southern Resident killer whales, vast salmon runs, seabirds, and marine ecosystems that coastal communities, Tribes, and First Nations depend on.

It is also at a crossroads.

Industrial shipping traffic in the Salish Sea is projected to increase dramatically in the coming years — driven largely by proposed fossil fuel export terminals that would send tar sands oil and other cargo through some of the most ecologically sensitive waters on the Pacific Coast. The San Juan Islands sit at the center of these routes. Every large commercial vessel entering the Salish Sea — oil tankers, container ships, cruise ships, bulk carriers — navigates the tight turns, narrow channels, strong tides, and shifting currents, of these waterways.

More vessel traffic means more risk:

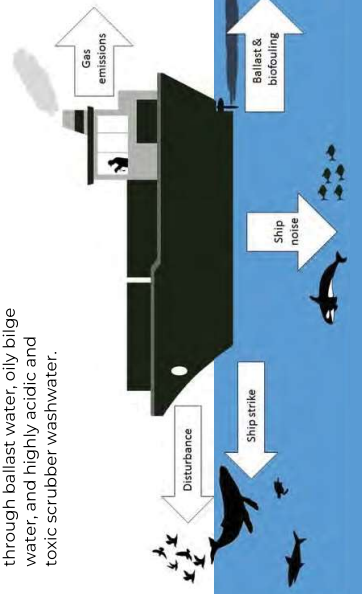
Ship strikes can kill whales.

Ship emissions pollute the air and water.

Underwater noise disrupts whales' ability to communicate, navigate, and hunt.

Oil and other hazardous material spills threaten marine ecosystems and coastal communities.

Shipping discharges include invasive species introduced through ballast water, oily bilge water, and highly acidic and toxic scrubber washwater.



Oil tanker traffic alone could increase by more than 1,200 transits per year in the Salish Sea.

C. Erbe et al. (2020). Editorial: Impacts of Shipping on Marine Fauna. Front. Mar. Sci. 7:637. doi: 10.3389/fmars.2020.00637. Figure 2.

What is *Friends* Doing?

For nearly 50 years, Friends of the San Juans has worked to protect the Salish Sea through education, science, policy, and law.

Recent Accomplishments

In 2024, Friends secured a settlement agreement that ensured that a refinery project would not increase vessel traffic or change the type of vessel traffic already occurring at the facility. Another agreement prevented 122 new oil tanker or barge transits through Salish Sea waters every year. And in 2025, Friends helped lead the passage of landmark whale protection legislation in Washington State. Boaters are now required to stay at least 1,000 yards from Southern Resident killer whales – giving these critically endangered animals the space they need to hunt, rest, and raise their young. With only 74 individuals remaining, every protection matters.

Friends continues to challenge harmful fossil fuel projects, strengthen oil spill preventions, and educate the public about the cumulative toll of rising vessel traffic throughout the Salish Sea.



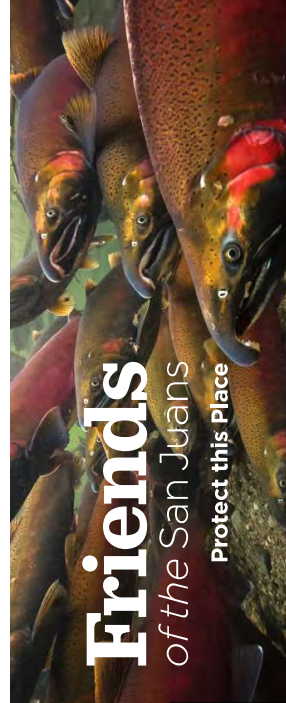
Scan the code to learn more about what *Friends* is doing to protect the Salish Sea

What Can You Do?

- Sign up for action alerts
- Add your voice to advocacy efforts
- Make a donation
- Learn more at sanjuans.org

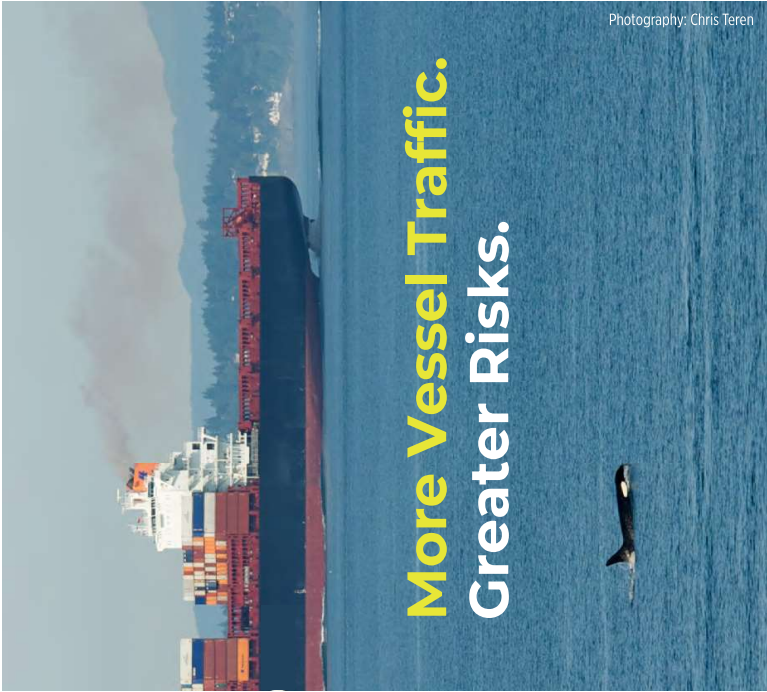


Scan the code to sign up for action alerts and to support *Friends*



Friends of the San Juans

Protect this Place



More Vessel Traffic. Greater Risks.

Photography: Chris Teren

Tank Ship Transits to and from Canada via the Salish Sea

