



Anchorage Use in the Canadian Waters of the Salish Sea

October 2026

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Welcome & Introductions



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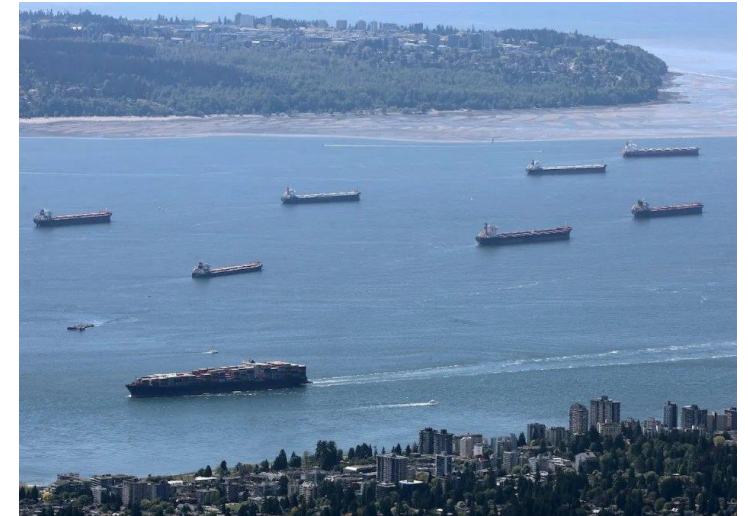
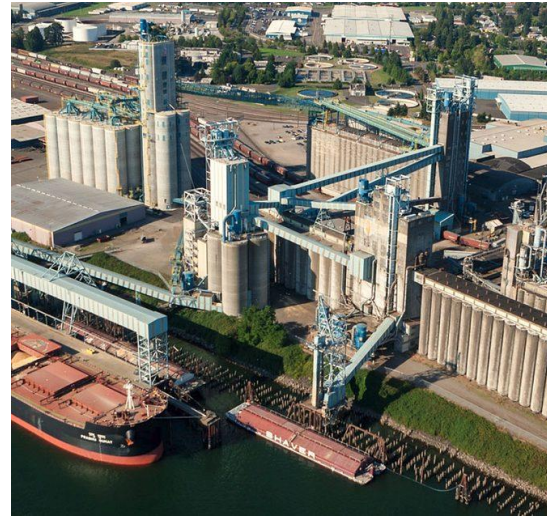
Lee Barrett-Lennard
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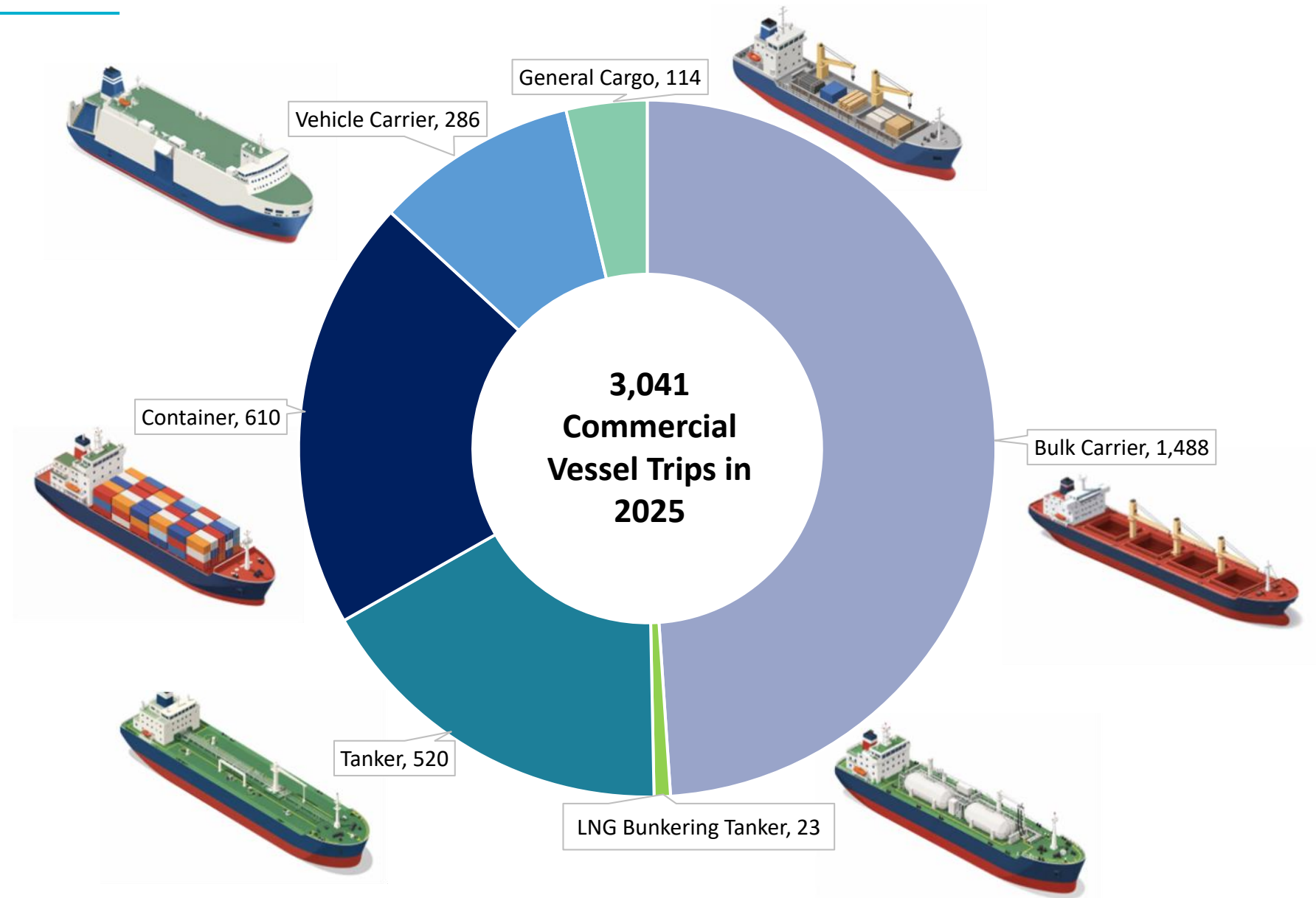
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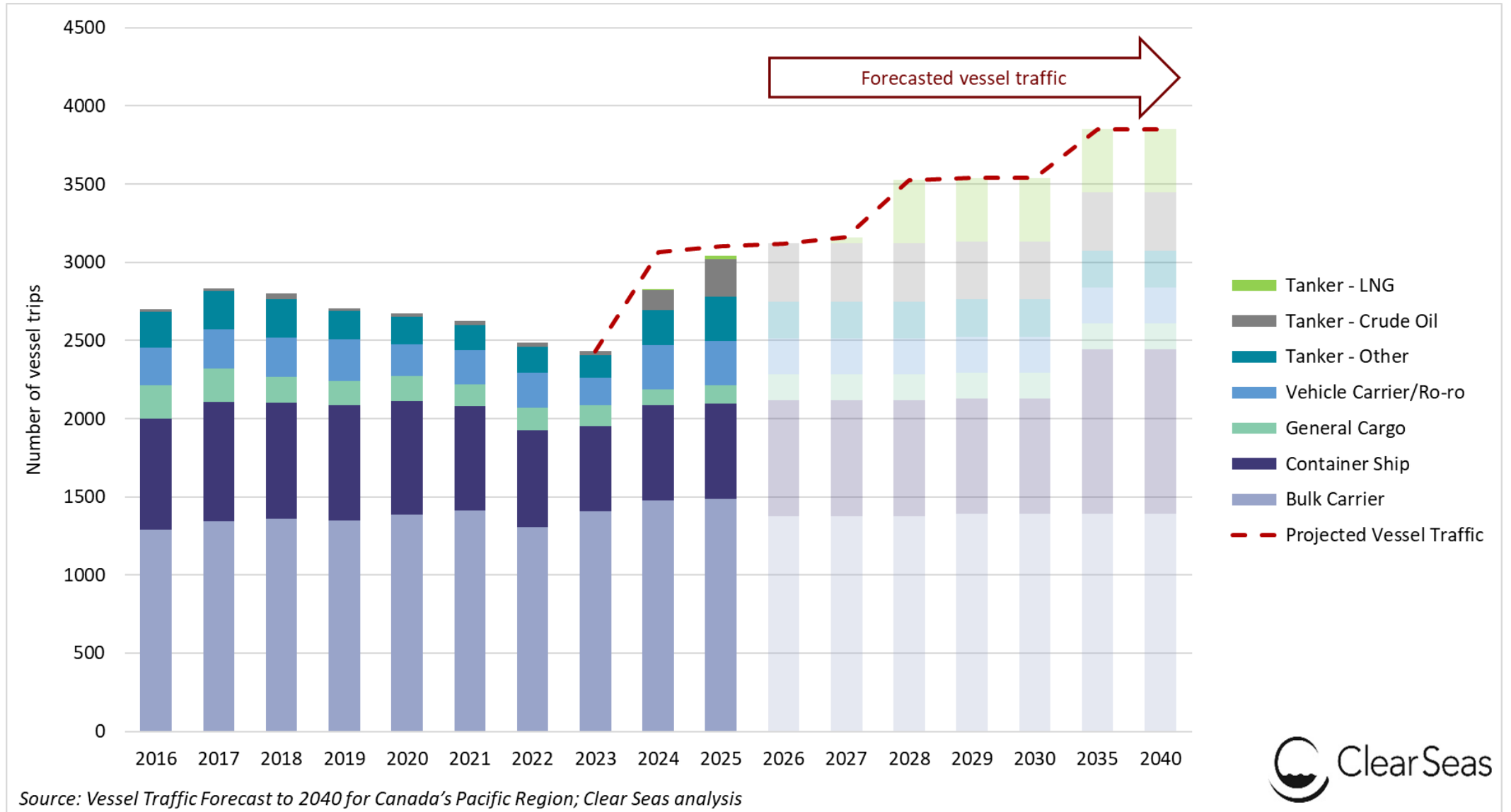
The Canadian Waters of the Salish Sea



Commercial Vessel Traffic in the Canadian Salish Sea

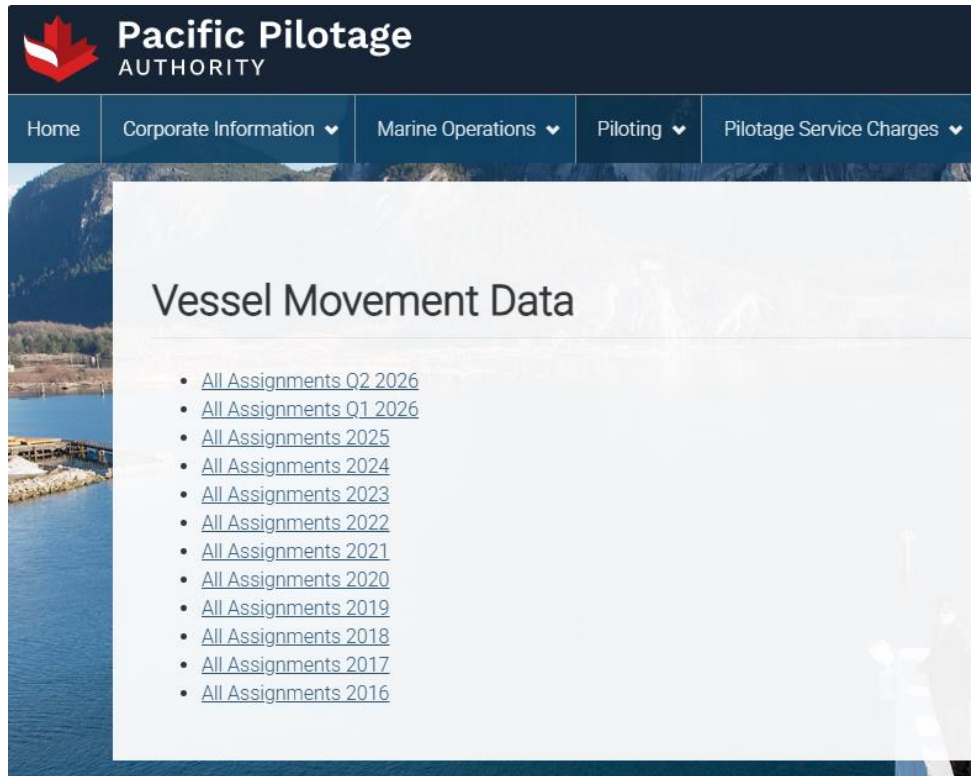


Vessel Traffic Forecast for the Canadian Waters of the Salish Sea



Methods

PPA Vessel Movement Data (Excel)



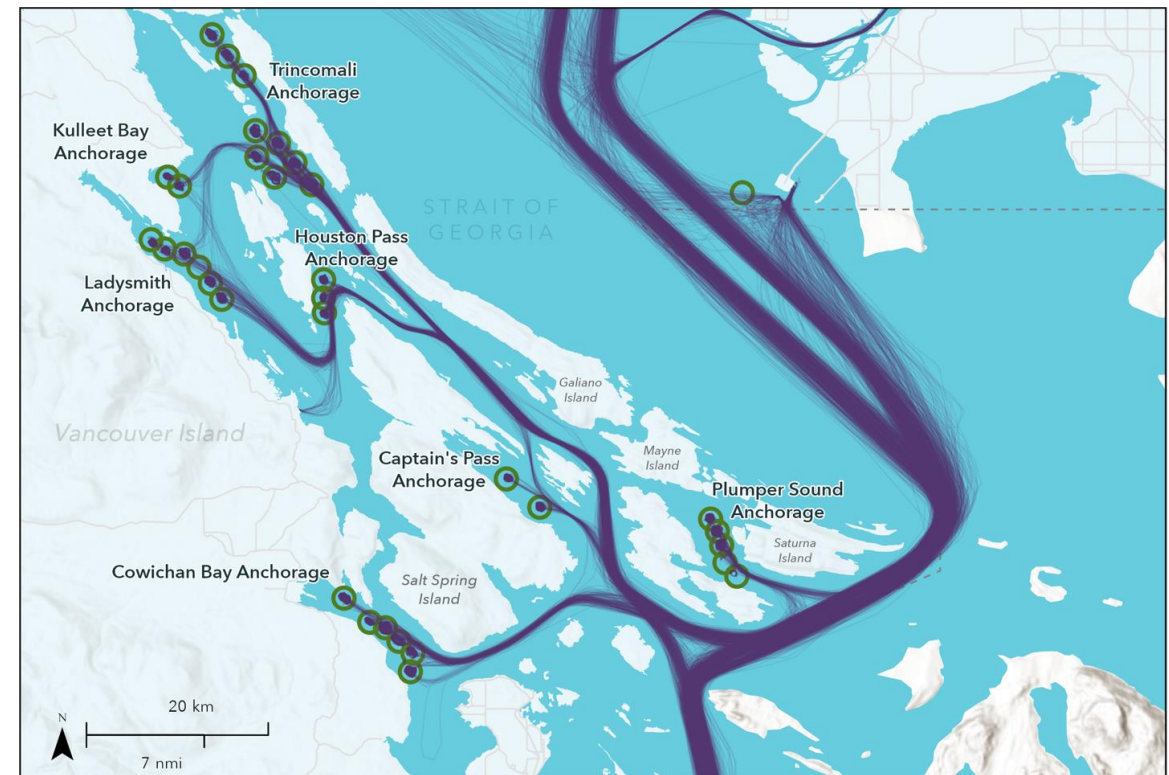
Pacific Pilotage AUTHORITY

Home Corporate Information Marine Operations Piloting Pilotage Service Charges

Vessel Movement Data

- [All Assignments Q2 2026](#)
- [All Assignments Q1 2026](#)
- [All Assignments 2025](#)
- [All Assignments 2024](#)
- [All Assignments 2023](#)
- [All Assignments 2022](#)
- [All Assignments 2021](#)
- [All Assignments 2020](#)
- [All Assignments 2019](#)
- [All Assignments 2018](#)
- [All Assignments 2017](#)
- [All Assignments 2016](#)

AIS Trackline Data (ArcGIS)



Report Aim: Understand changes and assess implications for future anchorage demand



Definition

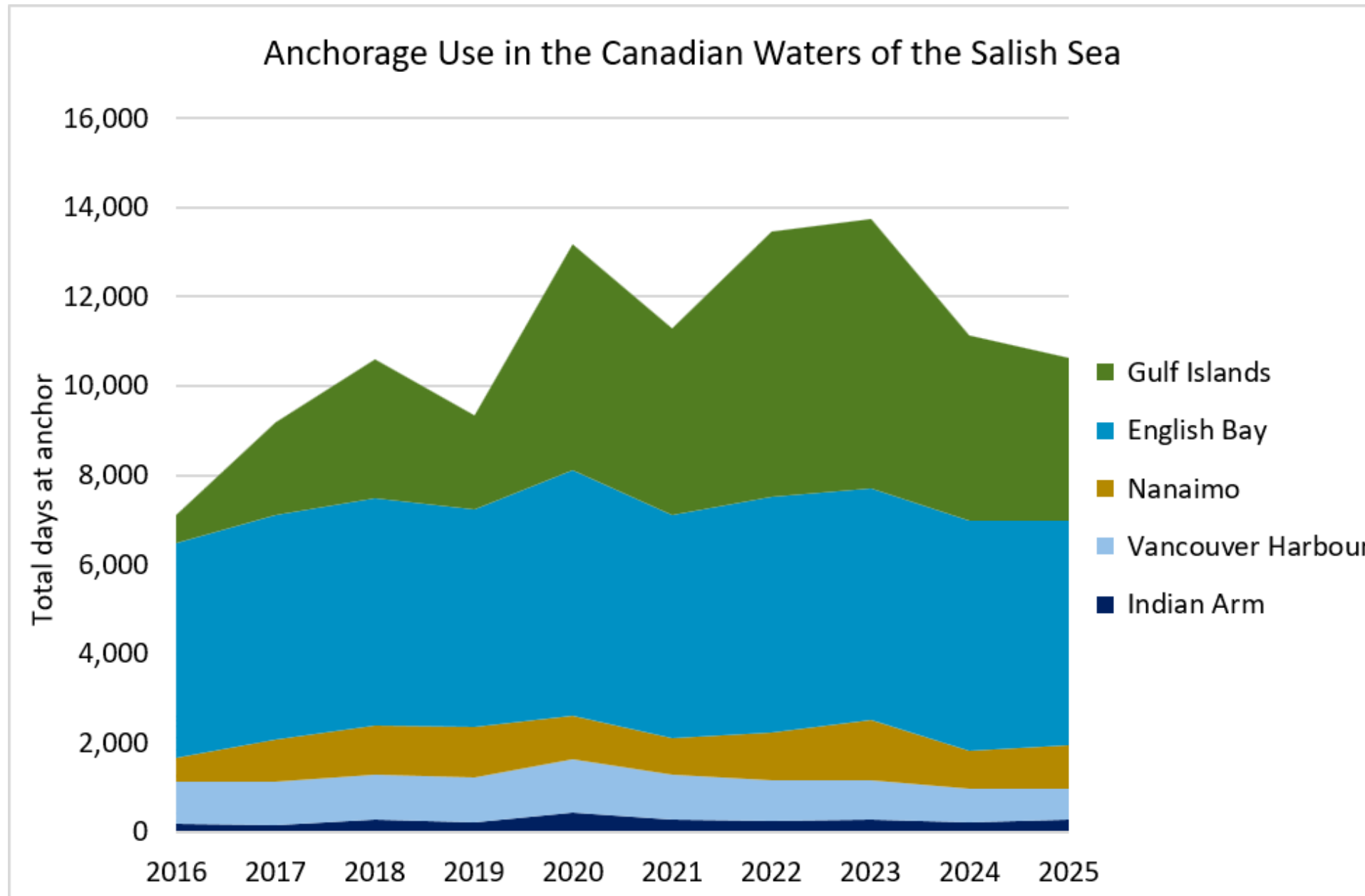
- Designated area where vessels wait for a berth, cargo, crew, fuel, suitable tides, or other operational needs.

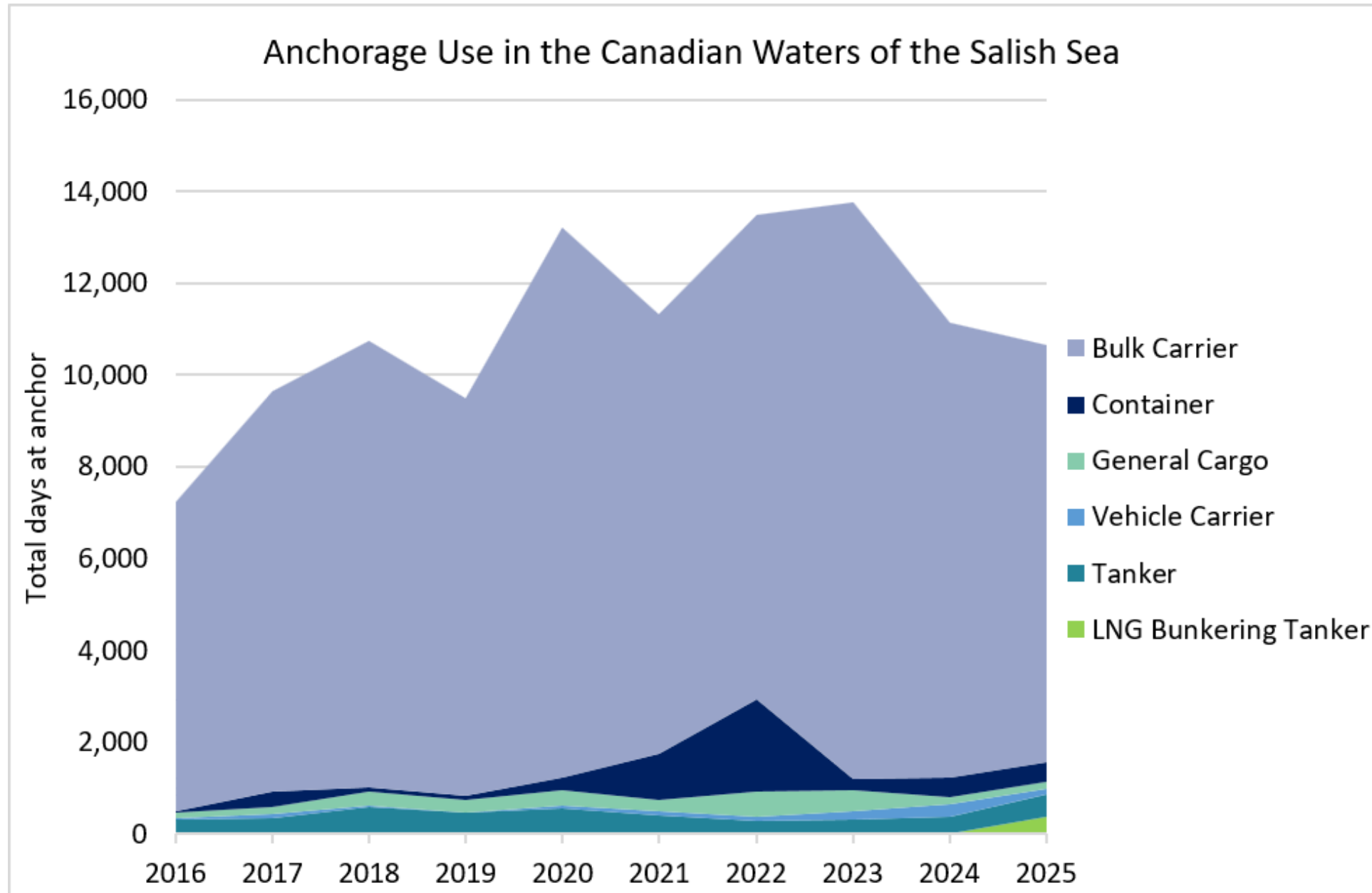
Study area

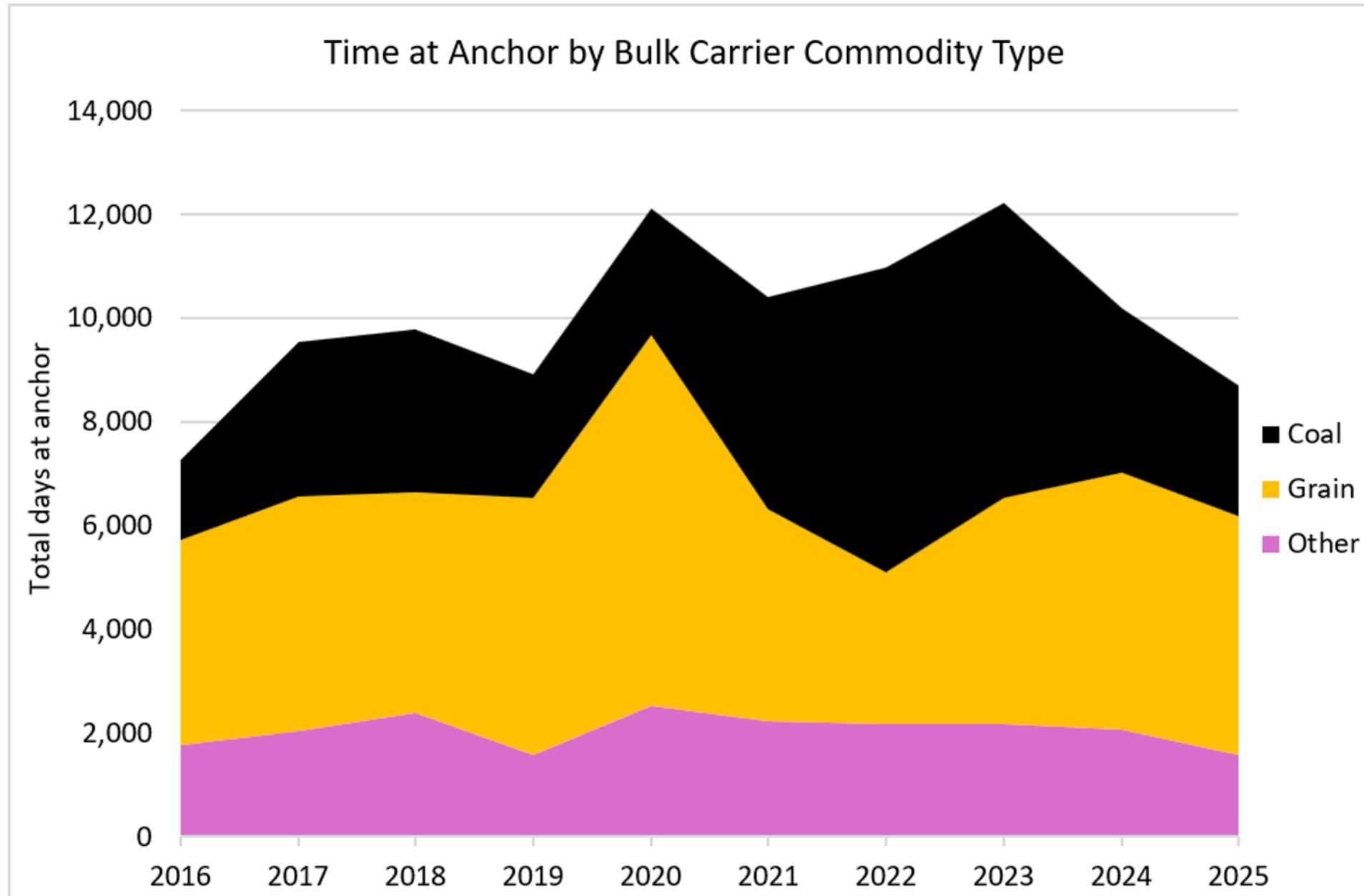
- 71 anchorages
- Royal Roads and Constance Bank are excluded
- Within the Pacific Pilotage Authority (PPA)'s mandatory pilotage zone

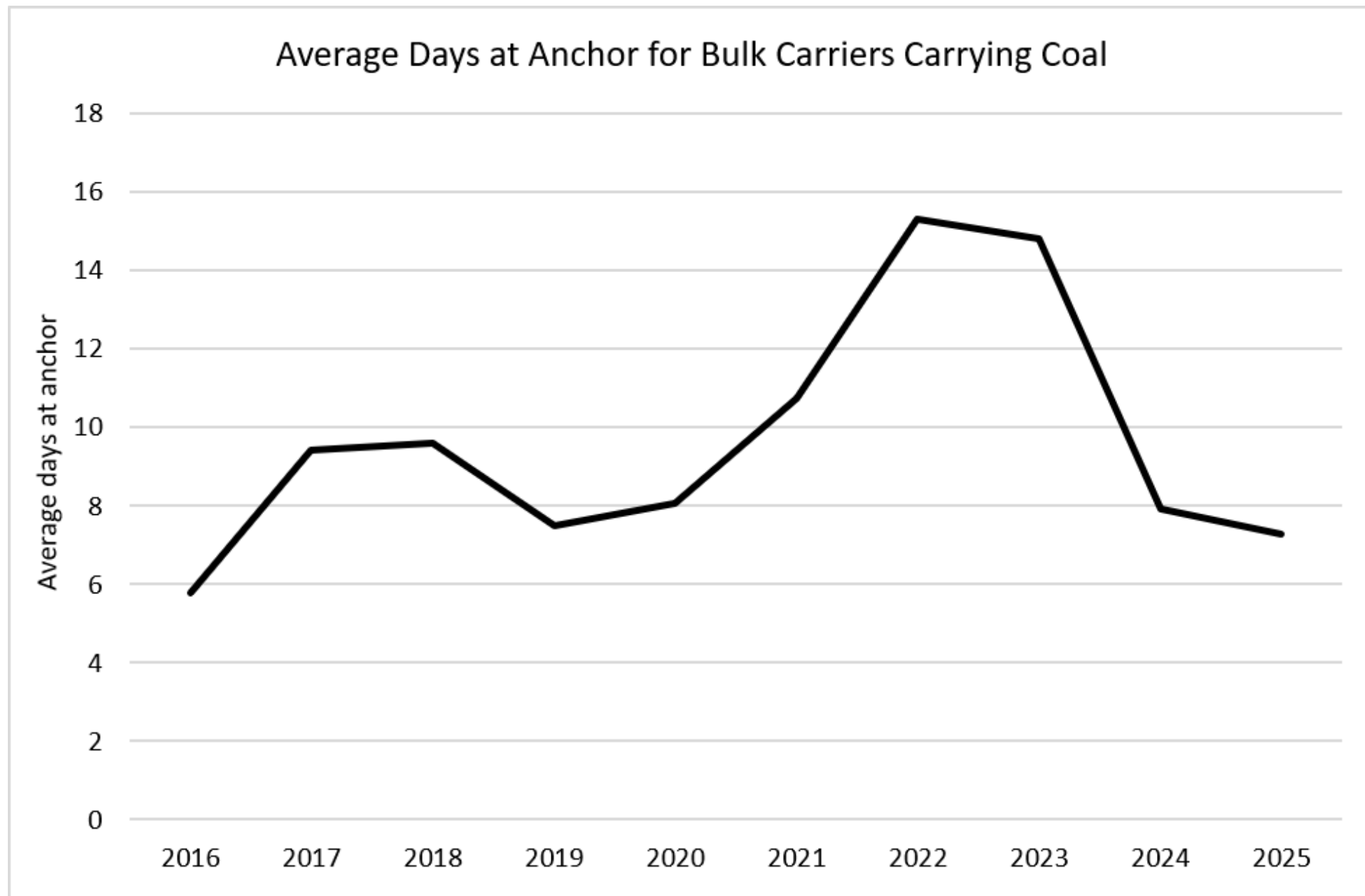
Assignment

- Vancouver Fraser Port Authority → Vancouver and Southern Gulf Islands
- Nanaimo Port Authority → Nanaimo









Bulk Carriers Carrying Grain

Bulk carriers calling on multiple terminals increases demand for anchorages

Anchorage phase	Trips that anchored in phase (%)	Average days at anchor	Total days at anchor
Before terminal	84%	6.8	2,966
Between terminals	52%	6.0	1,641
After terminal	36%	1.1	218

Share of Bulk Carrier Trips Carrying Grain that Anchored Before, Between, and After Terminal Visits, With Average and Total Days at Anchor (2025)

Bulk Carriers Carrying Coal

Bulk carriers carrying coal spend almost all their time at anchor before their first terminal visit

Anchorage phase	Trips that anchored in phase (%)	Average days at anchor	Total days at anchor
Before terminal	96%	7.2	2,560
Between terminals	6%	5.1	108
After terminal	13%	0.5	21

Share of Bulk Carrier Trips Carrying Coal that Anchored Before, Between, and After Terminal Visits, With Average and Total Days at Anchor (2025)

Grain and Coal Terminals

Grain Terminal	2025 Average wait time (days)
Alliance Grain Terminal	6
Pacific Elevators	6.1
Cascadia	6.1
G3 Terminal Vancouver	6.3
Richardson International	6.9
Fraser Grain Terminal	8.2
Cargill	9.1

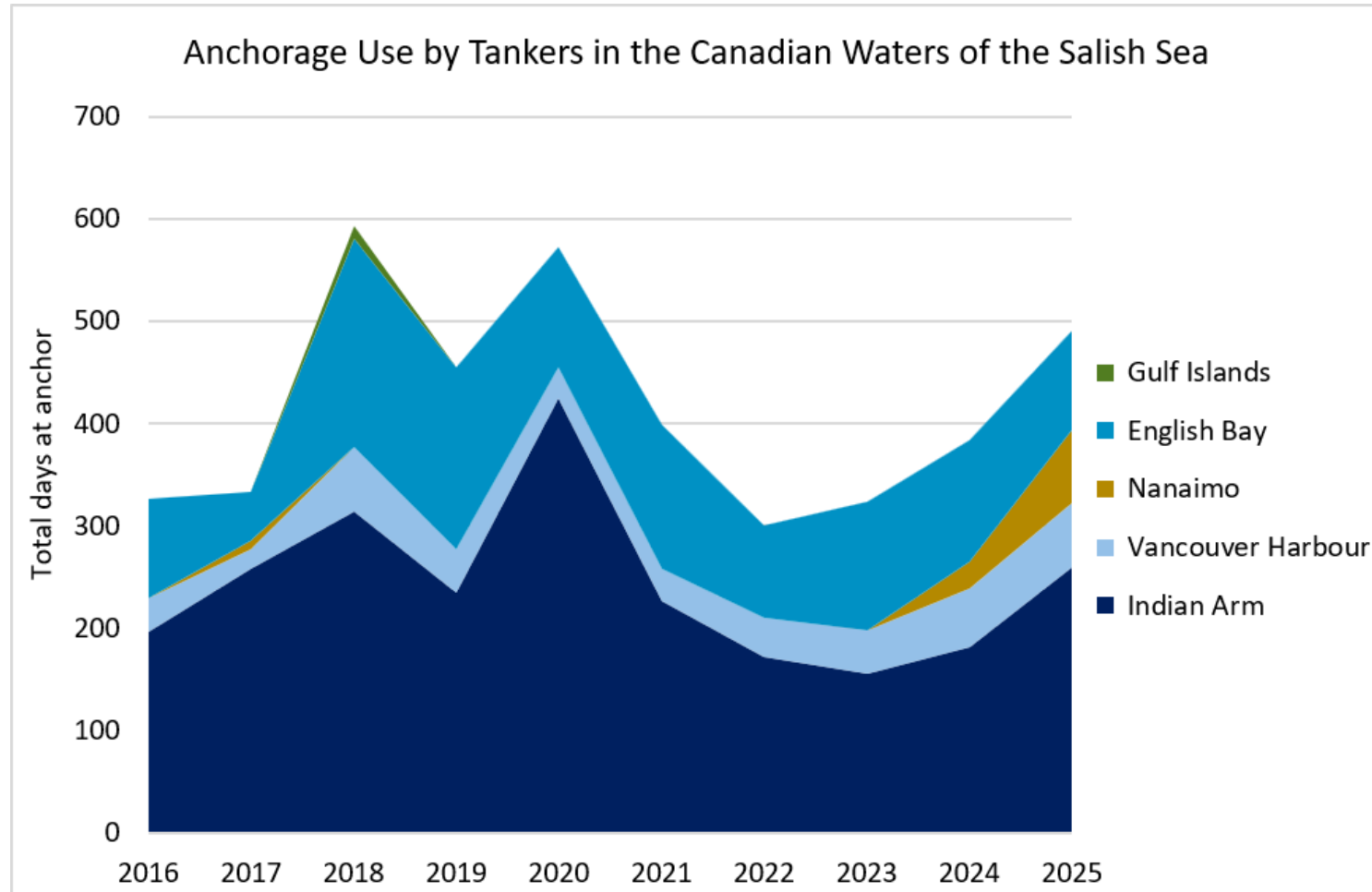
Average Wait Time Before First Terminal Visit for Canadian Salish Sea Grain Terminals (2025)

Coal Terminal	2025 Average wait time (days)
Neptune Bulk Terminals	7
Westshore Terminals	7.4

Average Wait Time Before First Terminal Visit for Canadian Salish Sea Coal Terminals (2025)

Anchorage Use by Tankers

Tanker traffic has risen sharply but their anchorage use has grown more modestly



Trans Mountain Expansion (TMX)

TMX has more than doubled the number of tanker trips, but Trans Mountain tankers anchor less frequently for less time on average than other tankers

Type	Number of trips	Trips that anchor (%)	Average days at anchor	Total days at anchor
Trans Mountain Tankers	289	46%	1.4	191
Other Tankers	231	67%	1.9	301

Number of trips, Average Time at Anchor, and Total Time at Anchor for Trans Mountain Versus Other Tankers in the Canadian Waters of the Salish Sea (2025)

Anchorage Use in the Canadian Waters of the Salish Sea

June 2026



Read the full report [here](#)

Key Findings

- Between 2016 and 2023, demand for commercial anchorages nearly doubled while vessel traffic fell
- Although anchorage use has declined since 2023, demand for anchorages remains elevated compared with earlier years
- Anchorage use in the Gulf Islands increased by 470% between 2016 and 2025
- Bulk carriers account for approximately 85% of anchorage demand, with grain and coal alone accounting for 70% of all time spent at anchor
- Anchorage use surged during recent supply chain disruptions and remains vulnerable to future shocks

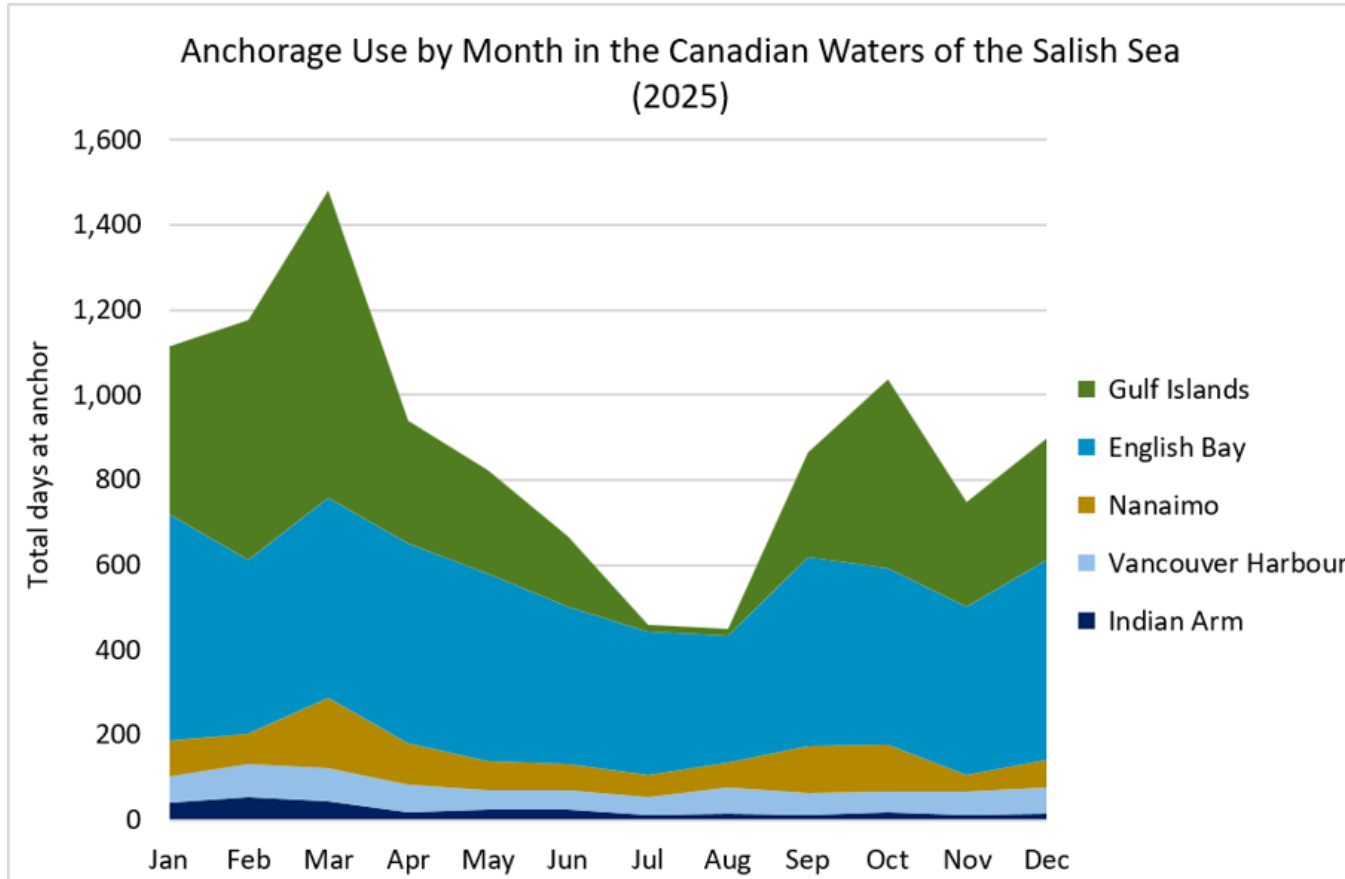


Questions and Discussion

October 2026

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Seasonality



August 2026:





Thank you

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