



MEMO
Monitoring of the Northern Sea Route Shipping,
Global Maritime Shipping and Logistics Services
(as of December 17, 2021)

Total traffic across the Northern Sea Route
(NSR):

Year	Total traffic, tons '000	Against the previous year	Including transit traffic, tons '000	Against the previous year	Number of journeys
2018	20,180.2	-	491.3	-	403
2019	31,531.2	+56%	697.3	+42%	471
2020	32,978.9	+5%	1,281.0	+83%	418
2021 (as of December 17, 2021)	33 586,6	Forecast: at least 34 million tons	2,041.3	+59%	Forecast: at least as many as in 2020.

It is projected to be at least 34 million tons

The NSR traffic in 2020 was 32,978,900 tons. It is 5% more than in 2019 (31,531,200 tons), including 1,281,000 tons of transit traffic, which is 83% more than in 2019 (697,300 tons).

The key types of cargo are liquefied natural gas (NOVATEK's Yamal LNG project) and crude oil (Gazprom Neft's Novy Port project).

The total traffic in 2021 is expected to be no less than in 2020. As of now, the transit traffic has already reached 2,009,900 tons, which is 56% greater than for the same period in 2020.

NSR transit traffic. Comparative data

Description	2020	2021
Cargo traffic, tons	1,281,010	2,009,934
Journeys	61	86
Russian-flagged vessels:	19	11
foreign-flagged vessels:	42	75
Average NSR passage time, days	8.3	11.08
Major cargo (type/tons)	Iron ore and concentrate: 1,004,134	Iron ore and concentrate: 1,358,583

Largest vessel, tons	Cargo: 105,000 (bulk carrier) Ballast: 113,000 (deadweight, oil tanker)	Cargo: 118,127 (bulk carrier) Ballast: 121,513 (deadweight, bulk carrier)
----------------------	---	---

The most frequent NSR users in terms of the number of voyages and the total cargo traffic are:

2020:

COSCO Shipping (China): 11 eastbound and westbound voyages

Nordic Bulk Carriers (Denmark): 3 voyages, 75,000 tons deadweight vessels, delivering iron ore concentrate from the east coast of Canada to China and Korea

Golden Ocean Management (Norway): 8 voyages, 75,000 deadweight vessels, of which 5 voyages shipped iron ore concentrate from Murmansk to China

Oldendorff Carriers (Germany): 3 voyages, 75,000 deadweight vessels, delivering iron ore concentrate from Norway

GTLK Asia M3 Ltd. (a subsidiary of the Russian State Transport Leasing Company): 2 voyages, 105,000 deadweight vessels, shipping iron ore concentrate from the east coast of Canada to Nakhodka Port and China.

2021:

Golden Ocean Management (Norway) jointly with SUEK AG (Switzerland): 18 voyages, 80,000 tons deadweight vessels. Ten voyages were from Murmansk and one from Canada to China delivering iron ore concentrate;

COSCO Shipping (China): 14 eastbound and westbound general cargo voyages, including with containers

United Heavy Lift (Germany): 14 eastbound and westbound general cargo voyages, including with containers

Oldendorff Carriers (Germany): 8 voyages, up to 121,000 tons deadweight vessels; 6 eastbound voyages delivered coal, iron ore concentrate

Wagenborg Shipping (Denmark): 6 eastbound and westbound general cargo voyages, including with containers.

Eastbound shipping of raw materials (iron ore concentrate, timber and coal) prevailed in the NSR international transit traffic in 2021. General cargo, also containerized, is mostly shipped westbound.

**Northern Sea Route
Public Council**