Press Release

First cruise ship refuels with LNG in Vancouver—important step forward in journey to reduce emissions and protect the environment

Seaspan Energy provided LNG bunkering services to Silversea's Silver Nova, supporting emission reduction efforts in shipping and cruise by transitioning away from traditional marine fuels

May 9, 2025 – North Vancouver, BC – The first-ever cruise ship has filled up with an alternative fuel at the Port of Vancouver, receiving LNG (liquefied natural gas) from Seaspan Energy's LNG bunker vessel *Seaspan Garibaldi* as it prepares to sail to Alaska.

LNG is the first alternative fuel available in significant quantities for the international maritime sector that has been approved for local bunkering—or ship refuelling services—with deep-sea vessels now able to refuel with it at the Port of Vancouver. The adoption of LNG bunkering at the port marks an important milestone as the Vancouver Fraser Port Authority supports industry efforts to enhance sustainability and reduce emissions.

"We all have a crucial role to play enabling the energy transition and as a port authority our focus is on putting the infrastructure and processes in place to ensure visiting ships can move beyond traditional marine fuels and embrace alternative fuels like LNG," said Captain Shri Madiwal, Vice President of Operations and Supply Chain at the Vancouver Fraser Port Authority. "LNG is one of the most widely adopted alternative marine fuels and the first approved for bunkering at the Port of Vancouver—its introduction is a vital step forward as early planning gets underway to safely introduce other alternative fuels like ammonia and methanol."

The transition away from traditional marine fuels, such as heavy fuel oil and marine diesel, to cleaner fuels such as LNG is key to reducing emissions and meeting decarbonization targets at the Port of Vancouver and worldwide. Offering services like alternative fuel bunkering and shore power infrastructure in Vancouver supports the goals of visiting cruise lines, as they actively work towards reducing their emissions and reaching net zero by 2050, in line with International Maritime Organization targets.

While biofuels have been available for bunkering at the port for several years in limited quantities, LNG represents the arrival of the first alternative to traditional diesel-based fuels and its introduction will support work towards introducing further alternative fuels such as ammonia. Seaspan Energy became the first accredited supplier of LNG for ships calling the Port of Vancouver last fall, and currently operates three ship-to-ship LNG bunkering vessels on North America's West Coast. The company has successfully completed several LNG bunkering operations for container, car carrier and bulk cargo

ships in Vancouver already this year, as shippers embrace the availability of the alternative fuel.

“We are proud to play a key role in advancing the shift to alternative marine fuels in North America’s fourth largest port and look to become a major centre for LNG bunkering,” said Harly Penner, President of Seaspan Energy. “Providing dependable LNG bunkering services from Vancouver represents a major step forward. This first LNG bunkering of a cruise ship at the port is a milestone we are excited to share with the Port of Vancouver, as it signals meaningful progress in the industry’s decarbonization efforts.”

Seaspan Energy’s LNG bunkering accreditation followed a rigorous assessment by the port authority that considered international best practices around safety, including site-specific safety assessments and plans. LNG and other fuels safely move through the Port of Vancouver every day including various LNG fueled deep-sea vessels calling port terminals.

Vancouver’s thriving cruise sector is at the forefront of port efforts to create sustainable operations and protect the environment. This includes pioneering shore power technology and being a leader in key local environmental programs such as ECHO and EcoAction.

Cruise lines had a more than 90% participation rate last year in the port authority-led ECHO Program (which coordinates voluntary ship slowdowns to protect at-risk whales in the Salish Sea), while the sector’s strong participation connecting to shore power has enabled port-related greenhouse gas emissions to be reduced by more than 45,000 tonnes since 2009.

Shore power technology allows ships to shut down their auxiliary engines and plug into B.C.’s low emission, hydro-powered electrical grid while at berth—with more than 80% of cruise calls shore power enabled in 2024.

Five cruise lines received Blue Circle Awards from the port authority last year in recognition of their efforts to advance sustainability and environmental protections.

There are 301 cruise ship calls scheduled for 2025, with each ship call to the Port of Vancouver injecting an average of $3 million into the local economy.

Vancouver has been a homeport for Alaska cruises for more than 30 years, acting as the base for one way and round-trip cruises through the Inside Passage. Being a homeport means Canada Place is where cruise ships restock food and beverage, conduct repairs, and refuel during the Alaska season.

"FortisBC is proud to be a part of the growth of LNG marine fuelling at the Port of Vancouver by providing fuel for Seaspan Energy’s first cruise ship bunkering event,” said Mike Leclair, Vice President of Major Projects and LNG at FortisBC. “We look forward to

working with Seaspan Energy and Port of Vancouver operators to support the success of this initiative, driving innovation in the maritime industry."

SOCIAL MEDIA
Twitter: @Seaspan
LinkedIn: Seaspan ULC
Instagram: @SeaspanULC
Facebook: Seaspan

ABOUT SEASPAN ENERGY
Seaspan Energy is a part of Seaspan Marine, a group of Canadian companies that are primarily involved in ship assist, coastal and deep-sea transportation, ferry services and fuel bunkering on the West Coast of North America. With well over a century of successful participation in coastal commerce, Seaspan is a major partner in the Pacific Northwest marine economy.

ABOUT THE VANCOUVER FRASER PORT AUTHORITY AND THE PORT OF VANCOUVER
The Vancouver Fraser Port Authority is the arm's-length federal agency that stewards the lands and waters that make up the Port of Vancouver, alongside the enduring stewardship of First Nations. As a Canada Port Authority, it is accountable to the federal Minister of Transport and operates pursuant to the *Canada Marine Act.* The Vancouver Fraser Port Authority's purpose is to enable Canada's trade through the Port of Vancouver by being reliable and innovative, while protecting the environment. The port authority is structured as a non-share corporation, is financially self-sufficient and does not rely on tax dollars for operations. Revenues come from port terminals and tenants who lease port lands, and from port users who pay various fees such as harbour dues. Profits are reinvested in port operating services and infrastructure.

The Port of Vancouver is Canada's gateway to diverse markets, enabling trade of approximately $300 billion with up to 170 countries every year. Located on the southwest coast of British Columbia in Canada, its 29 major deep-water terminals and more than 1,000 tenants move goods and people across five sectors (auto, bulk, breakbulk, container and cruise). The port is made up of approximately 16,000 ha of water, 1,500 ha of land and 350 km of shoreline, extending across Burrard Inlet, Fraser River and Roberts Bank. It borders 16 municipalities and intersects the traditional territories and treaty lands of more than 35 Coast Salish First Nations. The Port of Vancouver is the fourth largest port in North America by tonnage and handles almost as much cargo as Canada's next five largest ports

combined. Port operations sustain more than 132,000 supply chain and related jobs across Canada.

MEDIA CONTACT
Media@Seaspan.com