

SEPT-ÎLES •

ST. LAWRENCE EXPRESS

APRIL 22, 2014

SAGUENAY

QUÉBEC •

MATANE

TROIS-RIVIÈRES •

MONTREAL •

17TH ANNUAL
GLOBAL CEO
SURVEY OF PWC

SODES BOARD OF
DIRECTORS -
ELECTIONS



SODES

PRESIDENT' MESSAGE

Elections 2014

The electoral campaign ended with a Québec Liberal Party (PLQ) victory. Overall, the Liberals won 70 of the National Assembly's 125 seats. The Parti québécois (PQ) was defeated, finishing with 30 elected representatives compared to 54 in 2012. The Coalition avenir Québec (CAQ) consolidated its position moving from the previous election's 19 MNAs to 22 this time around.

For Québec's maritime community, the recent electoral campaign was unprecedented because the St. Lawrence River and the economic activity it generates were central to campaign commitments on several occasions. As you know, each of the three main parties presented a project based on the St. Lawrence's economic development.



Nicole Trépanier,
President

Among other things, the Liberals' Québec *Maritime Strategy* aims to "provide new momentum to maritime transportation by investing in our port installations, developing intermodal transport and increasing the competitiveness of Québec shipyards, all with the objectives of economic development and GHG reduction related to the transportation of passengers and goods." Liberal leader Philippe Couillard has promised a "stable, responsible, competent, honest, transparent government" whose priorities are the economy and employment.

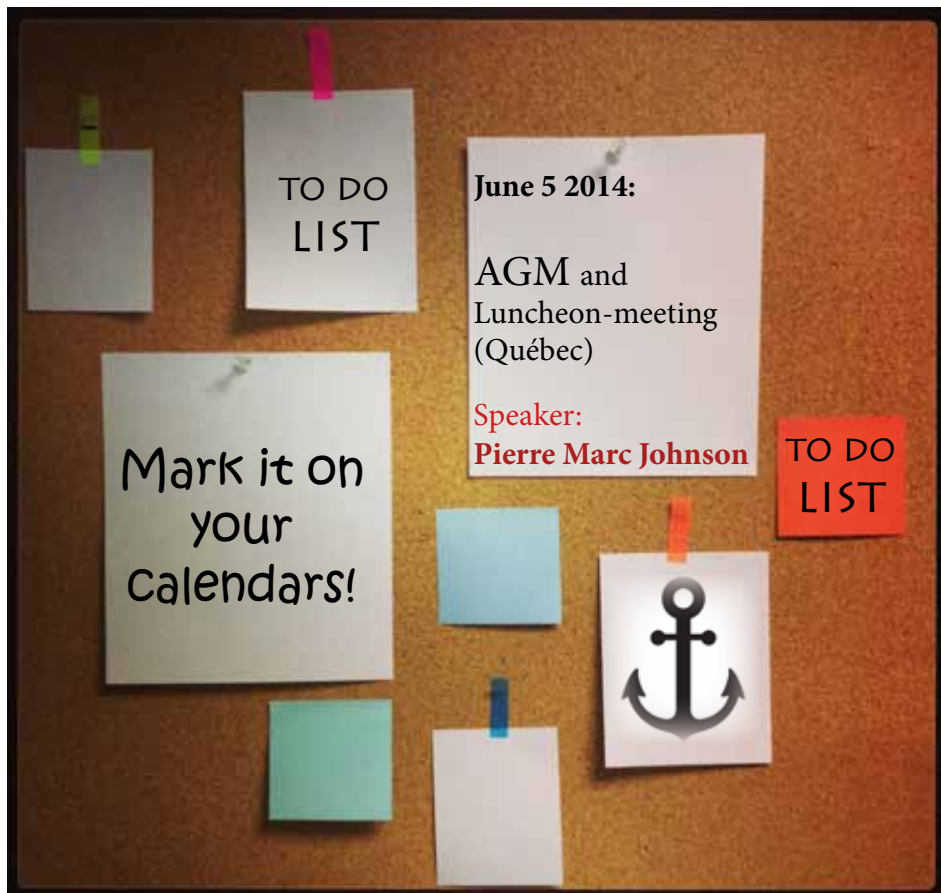
Through the messages conveyed during Québec Marine Day, the news stories we collaborate on, and campaigns to promote the industry, we succeeded in getting the political parties to fully grasp our sector's importance for Québec's development.

SODES is offering to begin working right now with the Québec government to implement the *Maritime Strategy*, thereby ensuring its full-fledged success.

The President,

A handwritten signature in blue ink that reads "Nicole Trépanier".

SODES' EVENTS



Luncheon Meeting

June 5, 2014

**The luncheon meeting is at
11:30 am.**

Hotel Pur

Speaker:

**Pierre Marc Johnson
Chief negotiator for the
Gouvernement du Québec
regarding the Canada-
European Union
Comprehensive Economic
and Trade Agreement (CETA)**

[Register to the event](#)

[Sponsor the event](#)

The Canada-European Union (EU) Free Trade Agreement signed in fall 2013 promises extraordinary opportunities for Canadian economic development.

Described as the most ambitious trade partnership in Canadian history, the Comprehensive Economic and Trade Agreement (CETA) will take effect in or around 2015-2016. It will reduce trade barriers by eliminating most customs duties on products traded with the European Union (EU) and harmonizing regulations and standards. CETA covers almost all sectors of activity—goods, services and investment. The agreement will be the first of its kind between developing countries.

SODES NEWS

SODES Board of Directors - Elections

The call for nominations to the SODES Board of Directors was sent out on April 3. All members received the nomination form by e-mail last week. For further information, please contact Mélissa Laliberté at 418-648-4572, ext. 202.

New SODES member!

Groupe Deric, whose head office is located in Québec City's port area, was founded in 2013. The group is composed of three new entities: Deric Construction, Location Deric et Deric Conseil. The Group is also composed of three companies that have been well established in Québec City for more than 40 years: Cribtec, Dumavrac et Fugère & Fils.

Groupe Deric is active in:

- Control systems integration, industrial electricity and electrical/mechanical maintenance;
- Engineering consulting services, procurement, project management and construction in the civil and industrial engineering sectors (roads, bridges, water treatment, foundations, concrete structures, etc.);
- Structural steel construction, mechanical maintenance, industrial piping and oil facilities.

Groupe Deric offers integrated services from design to worksite construction for industrial facilities, municipal infrastructures, road transportation, marine and port structures.



Photo: Groupe Deric

Regional roundtable on integrated management of the St. Lawrence

The regional roundtable on integrated management of the St. Lawrence – Quebec City region was created at last March 4's founding meeting.

SODES President Nicole Trépanier, who sat on the ad hoc committee mandated to set up the Roundtable and define its operating procedures since September 2013, took part.

The mission of the regional roundtable, chaired by Québec City mayor Régis Labeaume (Chair of the Communauté métropolitaine de Québec (CMQ)), is to encourage the various regional players to harmonize their actions where the St. Lawrence River is concerned. Ultimately, the roundtable's goal is to develop an integrated management plan.

SODES congratulates Gilles De Bellefeuille (Énergie Valero), Alain Kirouac (Chambre de commerce et d'industrie de Québec), Mario Girard (Québec Port Authority) and Jean-Philippe Brunet (Ocean Group), who have been designated to represent the economic sector in this forum.



Québec's Contribution to the Tanker Safety Expert Panel

Phase 1 of the Tanker Safety Expert Panel has been completed and a report entitled "*A Review of Canada's Ship-source Oil Spill Preparedness and Response Regime—Setting the Course for the Future*" was published in late 2013. The Québec ministries of Environment, Public Safety and Transportation took part in discussions before the expert panel and later submitted a joint statement presenting Québec's position. This was largely taken into consideration in several of the report's 45 recommendations, as regards, for example, the region-specific approach (considering the specific characteristics of the St. Lawrence Seaway), instead of having a unified pan-Canadian approach, as well as the improvement of the response and indemnification capacities.

On February 13, 2014, during the SODES luncheon meeting in Québec, the shipping industry had the opportunity to hear Mr. Richard Gaudreau, one of the three panel experts, present the panel's work to provide Canada with an improved regime. Mr. Gaudreau concluded his presentation by inviting private and public stakeholders to contribute with the same efficiency to Phase 2.

Phase 2 is under way, and the three Québec ministries are working together to draw up two additional reports: one concerning hazardous substances, and one on spills in the Arctic, north of the 60th parallel. As regards hazardous substances, Québec encourages the improvement of the existing regime, but is also seeking a global approach that includes all modes of transportation and is not limited to shipping. The second report raises serious questions concerning the capacities to respond in the case of a spill in Nunavik, considering that maritime traffic is bound to increase in the Far North.

Transports
Québec 

INDUSTRY NEWS

49th annual AQTr congress

The Association québécoise des transports (AQTr) held its 49th annual congress at the Québec City Convention Centre, from March 31 to April 2, 2014, under the banner *Transportation infrastructures, a driving force for development*.

This congress featured many well-known speakers including Sylvie Vachon, President-CEO of the Montréal Port Authority, and Mario Girard, President-CEO of the Québec Port Authority.

The Transport fair *PROCHAIN ARRÊT!*® with its presenters and four theme-based “spotlights,” was a success!

The many visitors enjoyed the networking, contests and conferences offered.

The AQTr allowed SODES to forge contacts with numerous transport industry players by allowing us to participate in this congress as a presenter free of charge.



49^e CONGRÈS ANNUEL

31 MARS AU 2 AVRIL 2014
CENTRE DES CONGRÈS DE QUÉBEC

LES INFRASTRUCTURES DE TRANSPORT, UN MOTEUR DE DÉVELOPPEMENT

MERCI AUX PARTENAIRES !

PARTENAIRE OR

WSP

PARTENAIRES ARGENT

AMT

DESSAU

VIA Rail Canada

SODES thanks the AQTr warmly for this visibility.

INDUSTRY NEWS

PwC's 17th Annual Global CEO Survey

The PwC 17th Annual Global CEO Survey, [Fit for the future: capitalizing on global trends](#), documents how CEOs see the global economy evolving this year and beyond, and how they expect to deliver business results.

Transportation and logistics (T&L) CEOs are more optimistic this year, but they still have some big worries, like infrastructure readiness.

They're focusing on developing a strong workforce while talent strategies still need to keep up. And they're improving their environmental footprint.

As a complement to the key findings for the transportation and logistics industry described above, you may be interested in the [Canadian summary](#) or the [complete CEO Survey](#).



88%

of CEOs see technology change as one of the biggest trends they expect to impact their business

Innovation and Technology

Top of mind, yet hard to get right

62%

of CEOs believe that the creating a skilled workforce should be one of the government's top priorities.

Talent

How to manage demographic

40%

say that trust in their industry among customers and clients and employees has improved.

Stakeholder trust

Growing and degrading

81%

believe the government has been effective at ensuring stability and access to affordable capital.

Government and regulation

Positive - with some concerns

INDUSTRY NEWS

“Management of dangerous goods and chemicals: Where do we stand?”

The Institut maritime du Québec and Centre de recherche et innovation en sécurité civile (RISC) - Campus Notre-Dame-de-Foy, working with Université de Haute-Alsace and ENSOSP France, are organizing an [international conference and trade fair](#) for experts in the field of dangerous goods and chemicals transportation and management.

The event is a forum where professionals from home and abroad (France and United States), higher education networks, governmental and non-governmental organizations and the private sector will discuss regulations, innovations and best practices in preventing and fighting the effects of incidents involving dangerous goods and chemicals.

Entitled “[Management of dangerous goods and chemicals: Where do we stand?](#),” this symposium is for anyone who is concerned, directly or indirectly, by questions related to preventing and reducing risks involving dangerous goods and chemicals.

June 12 and 13, 2014
Campus Notre-Dame-de-Foy
5000, rue Clément-Lockquell
Saint-Augustin-de-Desmaures
Québec, Canada

Monique-Fitz-Back Foundation's Loto Voyages

The [Monique-Fitz-Back Foundation's Loto Voyages](#) is back and it's time to buy your tickets! Once again, there are 13 travel credits of \$4000 to go where you wish with Groupe Voyages Québec!

Prizes will be drawn from May 14, 2014 to January 21, 2015. The Foundation will cover the cost of the greenhouse gases linked to the winning travellers.

You can buy your ticket on line, complete a paper form or complete a form by telephone at 1-866-621-6927. You have 1 chance in 154 to win (if you make a single payment)!

All of Loto Voyage's profits will go towards supporting environmental education and a healthy environment from a sustainable development viewpoint.

PORTRAIT

A new ice-breaker for Fednav

Fednav now serves the Nunavik Nickel mine, located a few kilometers from the Raglan mine, year-round thanks to its new bulk-carrying icebreaker the Nunavik. The ice-breaker was first loaded on March 25 in Deception Bay in northernmost Québec.

The Nunavik has a capacity of approximately 25 000 DWT and is DNV ICE-15 ice class, meaning that it can break ice 1.5 m thick while continuing to move ahead. It was built to mirror its twin, the Umiak I, which currently serves Voisey's Bay mine in Labrador. Like the Umiak I, the Nunavik will be equipped with an engine of close to 30 000 hp, one of the most powerful in Canada.

High-risk operations

Transportation operations in isolated areas come with their share of challenges. Fednav's bulk-carrying icebreakers operate year-round, sometimes amid ice without any form of support since the Canadian Coast Guard is not present in the Arctic during the long winter months. Search and rescue resources are scarce and practically inoperative in this region in the wintertime.

Ships must be completely self-sufficient in terms of navigating in ice and all other safety measures, notably fires and oil spills.

Fednav already owns and operates the world's two most powerful commercial icebreakers, the Arctic and the Umiak I. Established in Montréal, the Fednav Group is Canada's main international bulk ship operator. Navigating year-round in ice-covered waters, Fednav owns the biggest fleet of ice class ships in the world.



Photo: Fednav

THE WORLD OVER...

New hospital ship for Mercy Ships

The world's biggest non-governmental hospital ship will begin operating in July 2017. The humanitarian association Mercy Ships has ordered this extraordinary vessel from the China Shipbuilding Industry Corporation (CSIC) shipyard.

The 37 000 GRT hospital ship will measure 174 m long by 28.6 m wide. Able to reach a speed of 12 knots, this future floating hospital will be able to serve 500 people at sea and up to 950 during stopovers and will feature several operating suites.

A longstanding association

Mercy Ships, an association also known under the French name Navires de l'Espoir, was founded in 1978 to bring medical care to the most impoverished people in the world using a ship which, because of its mobility, can carry hospital facilities to where they are needed most. Through a loan from a Swiss bank, Mercy Ships bought its first vessel, the Victoria, a former passenger liner, which four years of work transformed into a floating hospital. Equipped with 3 operating suites and 40 hospital beds, the ship, re-christened the Anastasis, began its humanitarian career in 1982.

With 350 volunteers from around the world, this hospital facility has rendered enormous service around the globe, carrying out 66 missions in more than 23 countries.



Photo: Mercy Ships

During its service with Mercy Ships, the Anastasis has made it possible to provide care to more than 1.5 million beneficiaries, through 18 800 surgeries to correct harelips and/or cleft palates, cataracts, strabismus, orthopedics and facial reconstruction. This care, including dental work, was dispensed on board, and on land, in village clinics.

CONTACTS



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COUNCIL



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