

SEPT-ÎLES •

ST. LAWRENCE EXPRESS

JULY 2, 2013

SAGUENAY

MATANE

QUÉBEC •

CHRISTENING
OF THE
M/V MITIQ

GAZ MÉTRO: AN
ALLY FOR
SUSTAINABLE
TRANSPORTATION

TROIS-RIVIÈRES •

REPORT
ON SODES AGM

MONTREAL •

CONSULTATION ON
QUÉBEC SUSTAINABLE
MOBILITY POLICY



PRESIDENT' MESSAGE

Several development projects in progress!

Although summer is here and we are all looking forward to some time off, the SODES team is hard at work. We already have a number of projects on the table for the fall—preparing the 13th edition of Québec Marine Day, our luncheon conference in Matane and our joint workshop with the Fédération des chambres de commerce du Québec, to name a few.



Nicole Trépanier,
President

We are busy making sure that this fall is rich in activities for our members.

I encourage you to read the following pages to find out what we have planned for you and to mark the dates of the events organized by SODES on your calendars. We also invite you to share your suggestions for themes you would like to see addressed this year. Making us aware of your interests will enable us to plan programming that is even more likely to meet your needs.

The St. Lawrence Express will take a “break” in August but will be back with more information and news in September. In the meantime, don’t think we’re sitting idly by...the management team is full of ideas...you’ll see!

President,

A handwritten signature in blue ink that reads "Nicole Trépanier". The signature is written in a cursive, flowing style.

SODES' EVENTS



Management has prepared a comprehensive program for this regional activity: The afternoon of September 25, the day before the luncheon-conference, Matane Mayor Claude Canuel will lead a tour of the Port of Matane. A bus will take participants through the entire tour.

Then, we offer you a terrific networking opportunity: Happy Hour (5:00 – 7:00 p.m.) in the lovely [Carpinteri vineyard](#).

(Participants must pay for wine tasting)

The next day, September 26, the Board meeting will begin at 9:00 a.m. At 12:00 noon, the SODES luncheon-conference will feature speaker Marc-Antoine Renaud, who is in charge of business and development at ENERCON Canada Inc.

Marc-Antoine Renaud is Business Development Manager at ENERCON Canada. He was part of the Canadian start-up team in 2009 and is member of the Board of Directors of the Canadian Wind Energy Association. Before ENERCON, Mr. Renaud worked at the World Wind Energy Association in Bonn, Germany. He holds a Master in Public Policy from the Erfurt University in Germany and is a Bachelor in economics from UQAM in Montreal.

SODES NEWS

Sophie Brochu, President and CEO of Gaz Métro, speaks at Montréal luncheon-conference

At our June 12 luncheon-conference, SODES was honoured to welcome Sophie Brochu, President and CEO of Gaz Métro.

Ms. Brochu's conference, "Liquefied natural gas: A promising fuel for shipping," attended by about 100 people, was a rousing success.

Guests were very interested to hear Ms. Brochu tell them about the growth opportunities linked to using natural gas in the transportation sector.

For the marine industry, this possibility has advantages that include reducing greenhouse gas emissions. Ms. Brochu's dynamic, polished presentation made the conference extremely enjoyable.

SODES would like to thank its sponsors for making this event possible:

Gold Sponsor:



Silver Sponsor:



SODES NEWS

Report on SODES AGM

The June 12 AGM enabled participants to elect new members of the Board of Directors and re-elect outgoing members. SODES is pleased to welcome Raynald Bourassa, Director General, Société de promotion économique de Rimouski (SOPER), Mario Girard, President-CEO, Québec Port Authority and Dominique Lacoste, President-Director General, Associations québécoise des transports (AQTR).

SODES would like to thank Marcel Labrecque, Daniel Ouimet and Richard Painter for their generous contribution and work as directors on the SODES Board. Their noticeable involvement in our organization was greatly appreciated.

Here is the new Board of Directors:

CHAIRMAN OF THE BOARD

- **Pierre Préfontaine**, First Vice-President, CSL Group Inc.

VICE-CHAIRMAN

- **Jocelyn Fortier**, Vice-President, Legal Affaires and Secretary, Société des traversiers du Québec

SECRETARY

- **Jean Grégoire**, Associate, Langlois Kronström Desjardins

TREASURER

- **Michel Tosini**, Executive Vice-President, Terminals, Fednav Ltd.

OFFICER

- **Jean-Luc Bédard**, Vice-President, Operations and Harbour Master, Montréal Port Authority

SODES NEWS

BOARD MEMBERS:

- **Jean E. Aubry-Morin**, Vice-President, Corporate Sustainability, St. Lawrence Seaway Management Corporation
- **Jean Bédard**, President & C.E.O., Maritime Employers Association
- **Laurent Bellavance**, General Manager, Technopole Maritime du Québec
- **Éric Boisvert**, Vice-President, Somavrac
- **Jean-Claude Bouchard**, Board member, Communauté métropolitaine de Québec
- **Raynald Bourassa**, Executive Director, Société de développement économique de Rimouski
- **Jean-Philippe Brunet**, Vice-President, Corporate and legal affairs, Ocean Group
- **Gaston Déry**, Vice-President, Sustainable Development, Roche Ltd., Consulting Group
- **Michel Fortin**, President, Corporation des Pilotes du Saint-Laurent Central
- **Michael Fratianni**, Director Finance, Montreal Gateway Terminals Partnership
- **Michel Gadoua**, Executive Director, Société du port de Valleyfield
- **Donald Gallienne**, Director, Special Projects, Aluminerie Alouette
- **Gaby Gauthier**, City councillor, Ville de Sept-Îles
- **Mario Girard**, President, Québec Port Authority
- **Ghislain Harvey**, Chariman of the board, Saguenay Port Authority
- **Dominique Lacoste**, President, Executive Director, Association québécoise des transports
- **Pierre Lefebvre**, Vice-President, Human Resources, Logistec Corporation
- **Claude Mailloux**, Executive Director, Human Resources Sectorial Committee of the Maritime Industry
- **Simon Mercier**, President, Corporation of Lower St. Lawrence Pilots
- **Marie-Lyne Morneau**, President, Société de développement industriel et portuaire de Matane
- **Avit Ouellet**, Director, Sept-Îles Port Authority
- **Jean Ouellet**, Director, Pellet plant, ArcelorMittal Mines Canada
- **Michel Parent**, Director of operations, Trois-Rivières Port Authority
- **François Royer**, Vice-President, Finance and administration, Desgagnés Group

OBSERVER

- **Denis Simard**, Head of Department, Ministère des Transports du Québec



SODES NEWS

Consultation on Québec Sustainable Mobility Policy

By implementing this new policy, the government hopes to promote an integrated approach to transportation system planning, development and management. In our opinion, an admirable approach, yet one that is incomplete since it covers only passenger land transportation.


SODES has, therefore, submitted comments to this effect to the Ministère des Transports du Québec. To consult our document, [click here](#).

Concertation

To make sure none of our activities conflict with members' events, we would ask you to let us know if you intend to organize an open house of your facilities.

SODES can offer promotional support (maybe even logistics support, depending on our capabilities) in order to enhance our industry's visibility.

For the industry's sake, please tell us about your efforts in this regard. Together we can offer bigger, better projects.



The younger generation speaks

In this new section of the St-Lawrence Express dedicated to the research, we present you a text of the student of CIRRELT, Cédric Pelland.

Arctic marine navigation and port development

by Cédric Pelland

Development conditions in the Canadian Arctic have changed significantly in the last decade. The economy is on an upturn thanks to a federal government Canadian Far North funding program in addition to being supported by growing private-sector investment in raw materials development. Underpinning this process is parallel development of transportation plans including renewal of bathymetric charts, modernization of navigation aids systems, improvement of port and airport infrastructures, acquisition of Arctic offshore patrol ships, construction of a deepwater port at Nanisivik and plans for building a railway on Baffin Island.

Polar connections remain uncertain and shippers are reluctant to integrate Northern sea routes into their operations. In the past, this was not a problem given the Arctic's minimal participation in the world economy. But, recent transport-sector investments, the subsoil's high hydrocarbon and mineral deposit content and competition between carriers for shorter sea routes between Europe and Asia demand that shipping in the Arctic environment be reassessed.

Surprisingly, few studies have considered conditions for developing a port system in the Canadian Arctic. Yet, they underlie cargo distribution. In an effort to remedy this shortcoming, a series of questions are being asked with respect to sea links in Canada's Arctic.



The younger generation speaks

How do bathymetric constraints affect marine navigation in the Arctic? How do physical constraints affect Arctic port development? How can transportation supply and demand be optimized in the Arctic context?

The study's goal consists in developing a methodology for analyzing and evaluating shipping projects in the Arctic environment. First, we will relate vessel class gauges according to an Arctic bathymetry database (depth, freeze-up, tides). We will then be in a position to



map potential Arctic navigation zones based on vessel size. Second, with the help of a geographic information system, we will build a database on use of Arctic lands along shorelines.

More specifically, we want to incorporate the geographic (gauge, permafrost), demographic (community location and size) and economic (location of mining and hydrocarbon resources) conditions that can affect port development. Third, development of an algorithm will allow us to incorporate all optimal Arctic port facility siting variables and to evaluate

the potential for siting different types of ports (port of call, hub port, transshipment/gateway port, etc). The models will be integrated into an expert system for investment planning and decision-making assistance in implementing port infrastructures in the Canadian Arctic.

The Service du transport maritime et de la mise en valeur du St-Laurent: playing an essential role component in the development of Québec's marine industry

Although marine navigation belongs to the federal government's field of jurisdiction, for the past several years the government of Québec has distinguished itself as major partner in the development of the marine industry. Québec recognizes the need to preserve the integrity of the ecosystem of the majestic St. Lawrence River and to promote the strategic role played by this arterial river in economic and regional development. To this end, several years ago the ministère des Transports du Québec created a specific administrative unit to pursue this mission in collaboration with the domains concerned.

In brief, the mission of the Service du transport maritime et de la mise en valeur du St-Laurent (DMTPSL) is to foster the development of the marine transport system while promoting competitiveness, intermodal integration, protection of the St. Lawrence River, and sustainable development. Its mission also consists of contributing to the mobility of persons and merchandise, notably by funding effective ferry services.



M. Denis Simard is head of the DMTPSL.

He is supported by a team of 14 people, comprising 10 professionals, 1 technician, 2 secretaries, and 1 intern (see photo). From left to right, line in back : Pierre Brochu, Rachid Raffa Touhami, Eve Joseph, Sébastien Marcoux, Diego Doyon Vargas, Michel Dignard, Jessica Paquet, Pierre Chebou. In front : Johanne Carrier, Denis Simard, Myriam Racine, Vincent Dumont. Michael Todd Duguay and Kim Sergerie Cormier were absent when the photo was taken.



To spearhead this mission, in 2001 the province developed the Québec Marine Transportation Policy, in collaboration with the marine industry, which enables all actors concerned to contribute and work together more effectively and more sustainably.

Among its main dossiers, the Service du transport maritime et de la mise en valeur du St-Laurent (DMTPSL) is currently working on:

- overseeing the secretarial work and follow up on projects of the Marine Industry Forum (Forum);
- running government aid programs for marine transportation;
- -applying government the necessary expertise in the domain of marine and consulting on the orientation of activities by the Société des traversiers du Québec (Québec ferry society), which governs ferry crossings and maritime services.

For more details on the activities of the DMTPSL (summary of projects funded by aid programs or list of projects carried out by the Forum), consult the following [web address](#)



INDUSTRY NEWS

GAZ MÉTRO: AN ALLY FOR SUSTAINABLE TRANSPORTATION

In May, the government of Canada announced it was adopting the North American Emission Control Area (ECA) for vessels in Canadian waters. The ECA regulations, which apply to air emissions, are more stringent than global requirements. In addition, the government of Quebec has set a target to reduce the province's GHG emissions by 20% by the year 2020. The transportation industry accounts for 42.5% of all GHG emissions in Quebec.

Given this increasingly strict regulatory environment, the transportation industry finds itself at a crossroads and must contemplate its energy consumption.

This is a perfect time to turn to natural gas as a replacement for conventional fuels. In fact, natural gas provides major advantages, both economically and environmentally. Using natural gas can save up to 40% on fuel costs and reduce GHG emissions by 25%.



Since 2010, Gaz Métro has become a major player in developing liquefied natural gas (LNG) as a fuel for the water, road and rail sectors by working with visionary customers.

Gaz Métro Transport Solutions (GMTS), an indirect subsidiary of Gaz Métro, has an experienced team in place that can start working now with carriers interested in natural gas as a fuel. The GMTS team can also guide you through the various steps in executing your plan.

If you would like to discuss this further, contact Martin Blanchet at GMTS, at 450 641-8644 or mblanchet@gazmetro.com.

INDUSTRY NEWS

Jobs - Arcelor Mittal

Arcelor Mittal recently announced investments that will enable it to go ahead with its Mont-Wright mining site expansion project. Totalling \$1.2 billion, these investments will generate an additional 725 jobs over 30 years.

This financial support is slated for mine operations and improvements to the company's private railway and the Sept-Îles port facilities.

The new mining site will boost production from 15 to 24 millions tonnes of iron ore concentrate.

Christening of the M/V MITIQ

The directors of NEAS Inc. are pleased to invite you to the christening of their new vessel the M/V MITIQ this Friday July 5th at 11h30 at the Port of Valleyfield.



Please RSVP at
invitations@nanuk.ca
or (514) 523-7875.

PORTRAIT

Canadian Salt Company Limited, Canada's biggest salt producer

In 1893, three employees of the Canadian Pacific Railway Company founded The Windsor Salt Company in Windsor, Ontario. Soon afterwards, the operation was sold and became the Canadian Salt Company Limited.



The company grew over the years and, today, is Canada's largest salt manufacturer.

Headquartered in Pointe-Claire, Québec, the company has 861 employees in its three regional sales offices, four evaporated salt plants, three salt mines and Canada-wide network of warehouses. Its distribution centres are strategically located to serve Canada's geographically dispersed markets, using truck, rail and marine transportation.



Interesting

Salt has an estimated 14 000 different uses.

The Company works in the recovery, processing and sale of salt, and provides over 200 evaporated and rock salt products under its well-known Windsor and Safe-T-Salt brand names.



PORTRAIT

Products made from evaporated salt are used in household and food products, as well as for agricultural, water softening and industrial purposes.

Did you know?

Salt is used to manufacture
textiles, chemical products, as-
pirin, soap and leather shoes!

Those made from mined rock salt are also sold to household and industrial markets for ice control, and to the water softening and general industrial trades.

Every year, millions of children the world over suffer from developmental disorders and problems linked to iodine deficiency that could be avoided by iodizing salt, a process Windsor introduced into the United States in 1920.

[For more information](#)



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