

SEPT-ÎLES •

# ST. LAWRENCE EXPRESS

NOVEMBER 8, 2013

SAGUENAY

MATANE

QUÉBEC •

**F-A-GAUTHIER  
RIGHT ON THE  
SCHEDULE**

**TWO NEW  
MEMBERS  
AT SODES!**

TROIS-RIVIÈRES •

**WISTA INTERNATIONAL:  
SODES AND CARGO M WORK  
HAND IN HAND**

MONTRÉAL •



# PRESIDENT' MESSAGE

I was especially proud to present the 2013 St. Lawrence Award (SLA) to Green Marine's Executive Director David Bolduc at the Québec Marine Day closing cocktail party. In addition to having had the good fortune to work alongside David since he joined our industry, it warms my heart to recall that Green Marine actually took its first steps right here at SODES.



Nicole Trépanier,  
President

Awarding the SLA to an individual reflects the new route SODES took for the award's 2013 edition. For more than 20 years, the St. Lawrence Award has acknowledged outstanding achievements linked to the St. Lawrence's economic development. Be it to highlight the acquisition of new ships, major investments designed to expand port terminals or sustainable development initiatives promoting shortsea shipping, many marine-sector companies have received this distinction over the years.

By opening the award to individuals this year, SODES wanted to put a "face" to it...to "humanize" it. Far from excluding people from companies whose actions have been noteworthy, the new SLA simply seeks to create a point of contact, a spokesperson or St. Lawrence VIP, so to speak.

I encourage you to start thinking about nominations you might put forward for next year's SLA... keep your eyes and ears open and share your suggestions with us.



Nicole Trépanier and David Bolduc  
during the award ceremony.

The President,

*Nicole Trépanier*

# SODES' EVENTS



## **SODES Rendez-vous The St. Lawrence – Great Lakes Trade Corridor**

INVITATION

Thursday, November 14,  
8:00 a.m. to 7:00 p.m.

**Montreal Port Authority  
2100 Pierre Dupuy Ave-  
nue, Wing 1. Montréal,  
Québec**

Breakfast, lunch and cocktails in  
the Dominic J. Taddeo room  
Conferences in the auditorium

Registration required  
Places limited

[To register](#)

### **Luncheon meeting**

**Wednesday November 13,**  
11:30 a.m. to 14:30 p.m.

SODES is proud to welcome as guest speaker, Betty Sutton, the new Administrator of the Saint Lawrence Seaway Development Corporation (SLSDC).

**Conference title: The Seaway: A Binational Partnership Poised For Growth**

[To register](#)

# SODES NEWS

## **SODES is proud to announce the arrival of two new members: PwC and the Port of Montreal Dockers union!**

PwC confirmed its interest in becoming a SODES member some months ago as a partnership and business development opportunity. In future, PwC and SODES will be working together on various files in order to offer a wider range of services to our members.



In Canada, PwC has over 6 500 partners and staff and more than 26 offices from St. John's, Newfoundland to Vancouver, British Columbia.

Currently celebrating its Canadian operations' 100th anniversary, PwC offers assurance, advisory and tax services for public, private and government clients.

Established for more than one hundred years, the Port of Montreal Dockers union is one of the oldest unions in the Province of Quebec. With one thousand active members and about 650 pensioners under administration and working for 5 maritime employers.



SODES welcomes PwC and the Port of Montreal Dockers union!

# 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 Florian Chabin-Psyché, M.Sc. candidate (Geography) of CIRRELT.

## Analysis of the St. Lawrence Corridor port industrial cluster's geographic distribution and performance

More than 75% of Québec's industries are located in regions bordering the St. Lawrence. This extremely advantageous siting enables them to use the River for intercontinental and continental trade. Intercontinentally speaking, markets depend on shipping, given structural changes in the world economy that stimulate ocean-related economic activity and maritime commerce. Intercontinental trade involving St. Lawrence system ports is related to processing efforts, market globalization, shippers' positioning and their supply chains on global markets. As the only artery into inland North America, the St. Lawrence makes it possible to link the industrial heartlands of the US, Canada and Québec and reach more than 90 million inhabitants.

In 2001, the MTQ implemented the Québec Marine Transportation Policy, which the Québec government had adopted that same year. In implementing the policy, the government created the Marine Industry Forum, a public-private initiative grouping together both government and the industry. The Forum's work has permitted the adoption of several reports: Réseau portuaire stratégique (November 2002), Valorisation (November 2002), Cabotage (February 2003), Promotion (February 2003), Compétitivité (June 2004) and Formation (October 2005).





# The younger generation speaks

In July 2007, the governments of Canada, Ontario and Québec signed a memorandum of understanding on development of the Ontario-Québec Continental Gateway and Trade Corridor. The time had come to determine how the role of shipping in the St. Lawrence system could be enhanced. This research project falls into this context as it seeks to shed light on the industrial clusters for the benefit of the entire St. Lawrence maritime community (governments, ship operators, terminal operators, freight handlers, shipping agents, universities, etc.).

Industrial clusters are a geographic concentration of related companies working in a specific area which confront one another and cooperate among themselves. Many countries the world over (e.g. The Netherlands, United States, South Africa, France, Norway, Spain) already apply the industrial cluster theory to develop their port industry. In Québec, the goal of the Logistics and Transportation Metropolitan Cluster of Montreal, CargoM, is to win full recognition of Montreal as a high-performance, competitive and innovative intermodal hub.

My research raises a series of questions. How is the marine industry distributed along the St. Lawrence axis? What types of companies are involved and how big are they? Is internal competition high depending on the industry type? Can agglomeration factors be identified?

To find the answers, a geo-referenced database will be set up using the companies, associations and institutions associated with the port industry (by NAICS codes) along the St. Lawrence axis. A Geographic Information System will then make it possible to perform statistical and spatial analyses to determine the location of marine services and companies and their degree of specialization. Finally, we will be able to identify the components of the marine industrial cluster, understand its organizational structure and assess its performance in meeting the St. Lawrence Corridor's challenges and requirements.



# INDUSTRY NEWS

## F.- A.- Gauthier right on schedule

Construction of the ferry that will run between Matane and Baie-Comeau is on time and on budget. Société des traversiers du Québec (STQ) President and CEO Georges Farrah confirmed that the vessel will be delivered in late fall 2014 and will begin operating in 2015.

Mr. Farrah issued this statement on October 29 in Baie-Comeau, when he announced the name of the future ferryboat: the F.-A.-Gauthier.

Construction of the F.-A.-Gauthier began in July 2013 in the Fincantieri shipyard in Italy. The vessel, whose cost is estimated at \$150 million, will measure 130 m. It will be able to hold 800 passengers and 180 cars—200 passengers and 60 cars more than the Camille-Marcoux, built in 1974. The Société des traversiers du Québec makes 1 600 crossings annually between Matane and the Côte-Nord, carrying 200 000 passengers and 92 000 vehicles.



Future F.- A.-Gauthier

Photo: STQ

The F.-A.-Gauthier was named in honour of Félix-Adrien Gauthier, Mayor of Matane from 1960 to 1963 and co-founder of the shipping company Traverse Matane-Godbout in 1959.



## Contribute to the success of the 3rd edition of the International Forum on Integrated Water Management

The third edition of the International Forum on Integrated Water Management will be held in Québec City (Canada), May 7-9, 2014 and will address the Issues of transboundary integrated water management in a context of climate change.

Amongst other things the success of the International Forum rely on the diversity and the quality of communications that will be given. [Here's](#) the call for communication.



# INDUSTRY NEWS

## **Buoy Tending Services for the Canadian Coast Guard**

Using contractors for buoy tending services has proven to be an effective and efficient method of providing aids to navigation without affecting marine safety as evidenced by reliability statistics.

Currently, 4,661 buoys are tended by contractors, representing 41% of all CCG buoys.

The CCG is looking into increasing the use of contractors for buoy tending services by contracting out approximately 4,000 additional buoys across Canada.

The purpose of the letter of interest to communicate CCG's requirements and solicit information and feedback from industry.

Consult the letter of interest [here](#).

## **Maritime Labour Convention**

Organized by the Institut maritime du Québec and the Canadian International Bureau of Shipping (CIBS), this 2-Day MLC training course will provide the participant with an overview of the forthcoming implementation of the International Labor Organization (ILO) Maritime Labour Convention, 2006 (MLC).

[For more information or to register](#)

## **WISTA International: SODES and Cargo M work hand in hand**

On October 3, at the 33rd WISTA International conference, Cargo M's Magali Amiel gave a conference on multimodal transportation and the challenges inherent in cargo traffic in the St. Lawrence – Great Lakes Trade Corridor. Among other things, her presentation, prepared in collaboration with SODES, made it possible to highlight infrastructure requirements in the Corridor needed to enhance its competitiveness and increase the trade that occurs there.

SODES would like to warmly thank Magali Amiel for this excellent joint effort.

# INDUSTRY NEWS

## Historic North American milestone: Very first Chinamax ore carrier loaded in Port of Sept-Îles

On October 16, Cliffs Natural Resources Inc. and the Port of Sept-Îles announced that, for the very first time in North America, a super ore carrier was loaded in the Baie of Sept-Îles. “The entire Cliffs team is proud of this historical milestone in North America,” said Don Gallagher, Executive Vice President, President – Global Commercial of Cliffs. “This first shipment of iron ore product via Chinamax for our customer WISCO, is consistent with Cliffs’ core value of environmental stewardship and operational efficiencies.

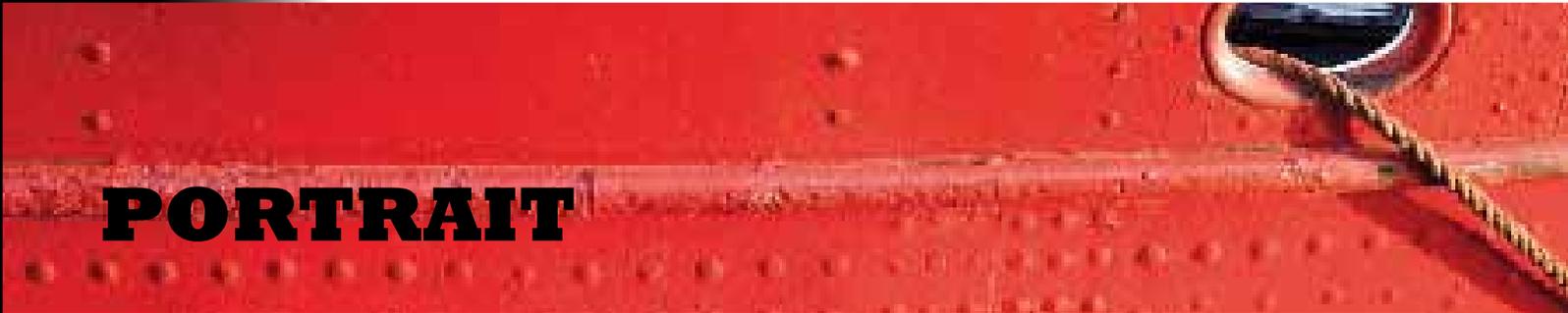
The technology and loading capacity (over 300 000 metric tons) of these larger vessels will allow us to reduce greenhouse gas emissions as well as maritime traffic and enhance our competitiveness within the global iron ore market. It is exciting to see this new access between Sept-Îles and Asia finally come to fruition.»

«We are witnessing a historical turning point today: the opening of our Port to the next generation of ore vessels of the planet. We must congratulate the initiative of our partner, Cliffs Natural Resources, who made this possible,» said the President & CEO of the Port of Sept-Îles, Pierre D. Gagnon.



Photo: Port of Sept-Îles





# PORTRAIT

## Development of marine information service

Thanks to regular DFO (Marine Outlook) and Statistics Canada (Shipping in Canada) publications, for many years, marine sector players had access to various global information related to traffic and trade on the St. Lawrence. Recently, both federal government departments stopped producing these publications. Although the raw data affecting shipping traffic and port operations are still available, they are currently disseminated in a number of organizations, are no longer pooled, no longer undergo general processing and are no longer released for the layman despite the ongoing very real need for them. Be it to have strategic information to develop logistical services, to get a clear picture of how activities on the St. Lawrence are evolving, to highlight the challenges linked to a given sector or to show its economic usefulness to the public as well as decision-makers, many applications depend on the use of these data.

Consequently, SODES and Innovation Maritime are looking into the possibility of setting up a service designed primarily to collate, process and disseminate information of use to marine-sector players. Initial discussions between our organizations have enabled us to identify a certain needs. However, we would like to use this newsletter to get SODES members' opinion on the project. Do you think it would be useful to set up a marine information service (traffic, tonnages, etc.)? What kind of information would you like to find there? What form should the service take (e-newsletter, hard copy publication, interactive website, etc.)? All comments and suggestions are welcome. Please send them directly to Sylvain Lafrance, Director of Innovation Maritime ([slafrance@imar.ca](mailto:slafrance@imar.ca)).

[Innovation Maritime](#), a centre for applied research set up in 2001, is an Institut Maritime du Québec (IMQ) initiative. It operates as a non-profit organization with Québec government-recognized Centre collégial de transfert technologique (College centre for technological transfer - CCTT) status. Innovation maritime is active in the fields of navigation, shipping, professional diving and marine mechanical engineering. Over the past 12 years, it has conducted about 200 projects and studies.



# THE WORLD OVER...

**A new section spotlighting international marine news.**

## First-ever LNG-powered tugboat on the market

The Turkish shipyard Sanmar located in Tuzla has set a precedent by building the first world's LNG-powered tug. The Borgøy is equipped with semi-rapid Bergen engines fuelled by LNG. Rolls-Royce, Bergen's parent company, also supplied the LNG chamber and two thrusters.

The vessel, whose CO<sub>2</sub> emissions will be 30% lower than conventional tugboats, was christened in October in Istanbul and will be delivered in November following a series of tests.

It will be operated for the Norwegian company Statoil.

Sanmar has received an order for a second unit in the same category.

The tug has a length of 38 m, a beam of 14.5 m and a draft of 7.5 m. The Borgøy, which will be operated by a team of five sailors, has a fixed-point rating of 65 tonnes.



The Borgøy

# CONTACTS



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