

SEPT-ÎLES •

ST. LAWRENCE EXPRESS

SEPTEMBER 11, 2013

SAGUENAY

MATANE

QUÉBEC •

**NEW-AND-IMPROVED
ST. LAWRENCE AWARD**

**FINCANTIERI
LAUNCHES
CONSTRUCTION OF THE
STQ'S NEW VESSEL**

TROIS-RIVIÈRES •

A NEW SECTION: THE WORLD OVER...

MONTRÉAL •

**CAISSE DE DÉPÔT
HAS EYES ON
IRON ORE**



PRESIDENT' MESSAGE

Québec's energy policy

In July, the Québec government launched far-reaching consultations on Québec's energy-related choices and challenges, a process that will lead to the development of a new Québec energy policy making energy efficiency a cornerstone of economic development in all Québec regions. Reducing greenhouse gas (GHG) emissions, exploring for and responsibly mining fossil fuels on Québec territory are among the priorities the policy targets.



Nicole Trépanier,
President

In its consultation document, the Government recognizes that, with close to 40% of our GHG emissions in the transportation sector, goods transport must change in the coming years. Different avenues are being explored, including transfers to other modes (like rail or shipping) for long-distance transportation.

The marine industry needs to seize this opportunity to promote shipping's advantages. The industry is finally starting to be recognized for its benefits where GHG emissions are concerned. Now, we need to point out that these gains are due, among other things, to the MTO's PAREGES and PEET programs. Further, through technologies that are now available, the fleet of ships navigating the St. Lawrence posts exceptional operational effectiveness whose benefits in terms of GHGs will grow over the coming years.

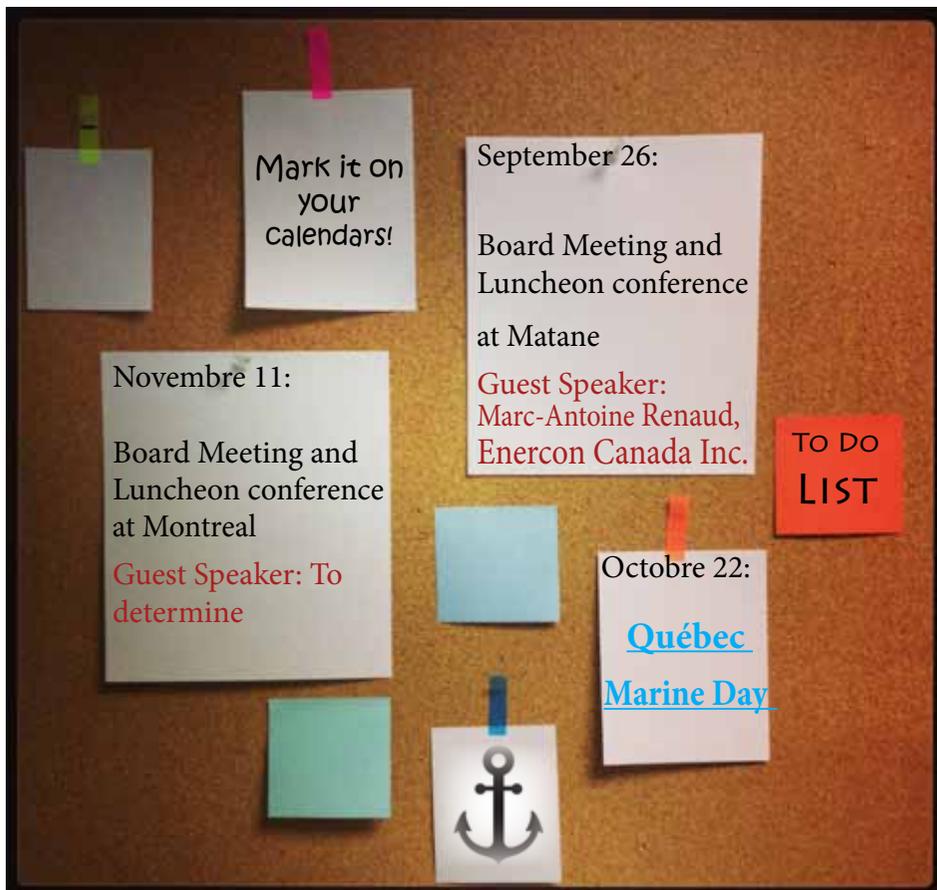
With the draft energy policy, the Government wants to "go beyond platitudes and pat formulas in order to find an avenue that fosters a national consensus and the anticipated shift, an avenue that will guarantee optimum use of the substantial investments and funds that must be allocated to it in the coming years."

Using the St. Lawrence as a means of effecting change and as a socioeconomic development tool is a way that the Government can be sure of achieving the objectives set by this future policy. SODES invites you to share your viewpoint by forwarding your comments on this project. For more details, go to this website: www.consultationenergie.gouv.qc.ca

The President,

A handwritten signature in blue ink that reads "Nicole Trépanier". The signature is fluid and cursive.

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 noon, the SODES luncheon-conference will feature speaker Marc-Antoine Renaud, who is in charge of business and development at ENERCON Canada Inc.

The St. Lawrence, a Cornerstone in Developing Wind Energy in Québec?

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.

[Sign up now!](#)

SODES NEWS

If you are interested in speaking at one of our luncheon-conferences, please contact Laurie Grenier, SODES Communications Manager, at 418 648-4572, ext. 201.



Regional Round Tables

SODES President Nicole Trépanier will participate in the work of the committee mandated to facilitate the creation of the Regional Round Tables on integrated management of the St. Lawrence. This six-person ad hoc committee is mandated to:

- prepare a list of water-related players by activity sector
- propose Regional Round Tables operating rules
- organize the meeting to create the Regional Round Tables

The mission of the Regional Round Tables, as permanent and independent entities, is to assist the various regional stakeholders involved in managing resources and uses relating to their section of the St. Lawrence to plan and harmonize their actions as part of the integrated management of the St. Lawrence.

The Regional Round Table seek, for their respective regions, to:

- promote collaboration among the regional stakeholders involved in issues affecting the St. Lawrence
- contribute to the development, adoption, implementation and monitoring of a regional integrated management plan (RIMP) in conjunction with the other stakeholders involved, including the Areas of Prime Concern (ZIP) committees



SODES NEWS

New-and-improved St. Lawrence Award

This year, the St. Lawrence Award is becoming even more ambitious.

From now on, SODES will consider nominations of individuals as well as companies. What's more, nominations of Québec citizens not necessarily belonging to the marine industry will be studied as long as they have been actively involved in the St. Lawrence's economic development in keeping with sustainable development principles.

They also have to have accomplished something remarkable, stood out economically speaking, or have shown leadership in the field of sustainable development over the past year.

Consult the new St. Lawrence Award form [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 Marie-Andrée Giguère, M.Sc. candidate (Geography) of CIRRELT.

Shipping companies and development of port activities in the Arctic

Accelerated warming of the polar regions and retreat of the sea ice covering the Arctic Ocean and adjacent seas will make it possible to extend the navigation season and enable Europe and North America to reach Asia more quickly. These new economic opportunities require us to examine developing marine transport in the Arctic more closely. To do so, we will look at the fleets of Arctic harbour fronts, given that they closely mirror changes in the Arctic's economic geography, shipping and port activity.

These concerns raise a series of questions. How do marine carriers respond to dispatching needs in the Arctic? How do these shippers respond to the new opportunities raised by increasing globalization of the Arctic's economic activities? How do these developments affect the status of Arctic ports of call? Where do Canadian carriers fit into this new Arctic marine competition?



Photo: Georges Lawson



The younger generation speaks

We will approach these questions from five aspects.



Photo: BCI

First, policy analysis and geographic studies are required in order to understand how the changes in carriers' capacities are affected by redefining the role of public institutions, navigation conditions and significant changes in companies' competitive environment.

Second, we will examine the main shipping companies navigating the Arctic Ocean in order to produce a far-reaching data base coded and compiled to develop a typology of Arctic marine

carrier by vessel type, capacity, age and ownership structure.

Third will be an analysis of the shipping routes used, especially the domestic, regional and international aspects of developing marine transport in the Arctic. Fourth, the study will analyze the quality of the region's port facilities (i.e. draught, wharves, size, warehouses). Fifth, the results will be calibrated and compared to measure the competitiveness conditions governing shipping in the Canadian Arctic.

- Marie-Andrée Giguère

Inventory of best practices for the relations between ports and their communities

The world of shipping puts a variety of stakeholders in contact, and the quality of these relationships can have an impact on the successful development of a town or a region. For this reason, the Service du transport maritime et de la mise en valeur du Saint-Laurent of the ministère des Transports du Québec wishes to have a better understanding of the dynamics of the relationships (collaboration and dialogue) between the ports of Québec and stakeholders in their communities.

Under the supervision of Sébastien Marcoux (sebastien.marcoux@mtq.gouv.qc.ca), a student has been made available in the context of a summer job to begin a project of documenting these relationships. Jessica Paquet (jessica.paquet@mtq.qc.ca) was given the role of doing research with existing documentation, on one hand, and by conducting interviews with representatives of the ports and stakeholders from the towns, chambers of commerce, citizens groups, etc., on the other hand. Three main themes have been chosen for this project: management (communication channels), interface between towns and the ports (buffer zones) and establishing best practices for relations between ports and the stakeholders in their communities.

This exercise should allow us to highlight some examples of best practices in this field from which we can draw our inspiration. So far, the interviews have been warmly received by the representatives from the ports and the communities.



Photo: Port of Québec

INDUSTRY NEWS

Sustainable Development Award goes to Logistec Stevedoring

The Port of Sept-Îles has presented the Sustainable Development Award to Logistec Stevedoring which, for more than 50 years, has offered cargo handling services to a wide range of maritime and industrial clients.

The company stands out for its commitment to provide its customers with top-quality services meeting their specific requirements. It adopted an environmental policy in 2003 and received Green Marine certification in 2009.

The company is also proud to offer its employees a skills development plan that includes a career management program, a code of ethics and an equity policy.



During the awards ceremony, Logistec President et CEO Madeleine Paquin indicated how “very proud she was that her company had been chosen for this recognition and stressed that this tribute was due to the quality of her team and the one at the Port of Sept-Îles”.



Caisse de dépôt has eyes on Iron Ore

The Caisse de dépôt et placement du Québec is currently consulting various private investment banks in a bid to get its hands on Rio Tinto’s iron ore activities in Canada, said The Wall Street Journal.

It seems that the Canada Pension Plan Investment Board is also looking for partners to buy the 59% share in Iron Ore Co. that Rio Tinto wants to sell.



INDUSTRY NEWS

Fincantieri launches construction of the STQ's new vessel

On July 24, the Fincantieri shipyard, located in Italy, began building the new vessel ordered by the Société des Traversiers du Québec (STQ) last year.

Delivery of this 130-m-long ship is scheduled for late 2014. It is the first passenger ship equipped with engines running on Liquefied Natural Gas (LNG) built by the Italian shipyard.



Photo: FINCANTIERI

The future ferryboat will run on the Matane-Baie-Comeau-Godbout route, where the company effects 1600 annual crossings, carrying 205 000 passengers and 118 000 vehicles.

Betty Sutton Sworn In as Administrator of Seaway Agency

Betty Sutton has become the 10th administrator of the Department of Transportation's Saint Lawrence Seaway Development Corp.

Betty Sutton was sworn in by Transportation Secretary Anthony Foxx, who administered the oath of office.

Most recently, Ms. Sutton represented Ohio's 13th Congressional District in the U.S.

House of Representatives from 2007–2012.



Betty Sutton

PORTRAIT

Communauté Métropolitaine de Québec: BUILDING. TOGETHER.

As a supralocal organization involved in planning and coordinating, the Communauté métropolitaine de Québec (CMQ) is active in the fields of environment, waste management, land use management, regional development and metropolitan transportation.

Did you know?

The CMQ will chair the Regional Round Table on integrated management of the St. Lawrence.

The CMQ has been part of Québec's municipal landscape since 2002. Grouping together 28 municipalities and three RCMs (close to 800 000 inhabitants), it is mandated to build and maintain strong cohesion within the municipalities and regional country municipalities (RCM) composing it.

The CMQ also promotes and communicates an overall strategic vision of its urban development. Its Metropolitan Land Use and Development Plan (PMAD) is designed to ensure the metropolitan area's competitiveness

and appeal within a sustainable development perspective.

Wishing to publicize the important measures contained in its Metropolitan Land Use and Development Plan (PMAD), the CMQ has launched a series of dynamic, universally accessible communication tools, including [Info PMAD](#). Published once a month and distributed on request, Info PMAD informs citizens of the latest developments in the Plan's implementation.

Interesting

Via a simple web browser, the [Portail métropolitain](#) allows users to consult, view and analyze a wide range of statistical data that were pre-assembled by the CMQ. Its user-friendly form enables the general public, researchers and decision-makers to refer to it.

THE WORLD OVER...

A new section spotlighting international marine news.

Future AIDA Cruises passenger ships to run on Liquefied Natural Gas (LNG)

Chosen by the US group Carnival to build the German company AIDA Cruises' two new ships, the Japanese shipyard Mitsubishi will be the first to build passenger ships running on LNG.

The cruise ship sector's world leader, Carnival, is betting on this technology, which substantially reduces greenhouse gas emissions.

Using LNG is a solution to stricter regulations governing sulphur oxide (SOx) discharge.

The new LNG propulsion systems use hybrid engines, able to operate on natural gas as well as traditional fuels.



Photo: AIDA Cruises

THE WORLD OVER...

The Panama Canal's new gates

The gates fitting the Panama Canal's new locks will measure 57.6 m long, 30.19 m high and 10 m wide. The first 4, of a total of 16, have arrived on board the STX Sun Rise from Trieste, Italy.

This gargantuan delivery tolls the onset of phase three of work to expand the Panama Canal, which will celebrate its 100th anniversary next year.

The work, estimated at \$5.25 billion, began in 2009 to allow the passage of Post – Panamax vessels, bringing the Panama Canal nose-to-nose with the Suez Canal and offering a new possible trade route between the West and Asia.

The worksite aims to expand and deepen the feeding channels, create a third lane and raise Gatun Lake water levels. The work could be completed in 2015.



Photo: Panama Canal

[Watch the video of the gates' impressive arrival.](#)

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