

## A Word from the Chair

In order to expand its areas of expertise, the Roundtable is welcoming three new members. Vincent Jarry, Regional Director, Programs, Transport Canada (Quebec Region), will provide expertise on regional ports. Mr. Jarry also has extensive experience in the environment and sustainable transportation. Our second new member is Bruce Hodgson, Director of Market Development with the St. Lawrence Seaway Management Corporation. With extensive knowledge of intermodal transport, he will bring valuable insight into this key market sector. Our third new member is Collin Paré from Transport Quebec, who will provide a new perspective on economics and the regions. He has recently joined the Transport Quebec team, and has vast experience from which we will all benefit.



Happy reading!  
Nicole Trépanier

## The Cogema rail ferry – A solution for the Iron Ore Company of Canada

The rail ferry M/V Georges Alexandre Lebel conducted two test voyages between Matane and Sept-Îles on behalf of the Iron Ore Company of Canada (IOC), largest manufacturer of iron ore pellets in Canada. The first, conducted in July 2006, transported seven used locomotives from Sept-Îles to Matane. Last December, a second test was conducted, in which five new locomotives, which had travelled by rail along the south shore of the St. Lawrence from Erie to Matane, from where they were carried on the rail ferry from Sept-Îles to Matane. IOC was the first user of the rail ferry between Matane and the La Relance wharf in the Port of Sept-Îles. The locomotives were then taken to the Arnaud junction rail yard of the QNS&L railway



*“This is only the second time IOC has used this means of transportation for large pieces of equipment, but we have already seen clear improvements in efficiency and safety. Thanks to the involvement of people at the Port of Sept-Îles, Wabush Mines and Cogema, this operation proved to be very efficient and cost-effective. The rail link between Labrador, Sept-Îles and the rest of North America has become a very interesting option,”* said Luc Masse, IOC project engineer. We hope that in the future these pilot projects will be sources of inspiration for other shippers who have not yet used marine transport.

## Assistance Program for Modal Integration (APMI)

On October 24, 2006, Transport Quebec (MTQ) announced the creation of an Assistance Program for Modal Integration (APMI), with a budget of \$21 million over five years. The APMI aims to improve businesses' use of different modes of transportation, with a focus on competitiveness, reducing social costs of transportation, and sustainable development. The APMI includes five components: 1) Infrastructure; 2) Pilot projects; 3) Studies; 4) Promotion of maritime and railway systems; and 5) Maritime transport upgrade and the St. Lawrence. On January 25, MTQ launched a call for proposals for the projects under the infrastructure component of the program, specifically targeting the development of shortsea shipping services. For further information, please visit the MTQ Web site at [www.mtq.gouv.qc.ca](http://www.mtq.gouv.qc.ca).

### What's new in SSS?

**SSS in Gaspé!** In a recent press release, Construction DJL, the parent company of Pavages Beaubassin, announced that it has invested at least \$15 million in loading equipment near the port of Gaspé. The purpose of this initiative is to start exporting mineral construction material to Florida in 2007. It is estimated that 800,000 tonnes of this material will be shipped per year when operations achieve full capacity in 2008.

**SSS in Europe** – Would you like to learn more about SSS in Europe? The following site contains a variety of useful information: [ec.europa.eu/transport/maritime/sss/index\\_en.htm](http://ec.europa.eu/transport/maritime/sss/index_en.htm). A similar tool will be available in Canada soon to better meet your needs (see following page).

## A SSS Promotion Centre in Canada

As we mentioned in our last bulletin, Transport Canada is currently talking about developing a SSS Promotion Centre. This Centre will be a Web site dedicated exclusively to SSS in Canada, which will bring together all the relevant and useful information on SSS (services, studies, programs, links, etc.). The Centre will have a specific section for each of the five regions of the country identified in the brochure Making Connections: Shortsea Shipping in Canada; Quebec, SSS on the St. Lawrence, and the work of the Roundtable will all benefit from increased visibility.

On February 19 in Quebec City, the members of the Roundtable as well as representatives of the marine industry attended a meeting headed by Jim Campbell of Bluewater Strategic Communications to discuss the structure and content of the site so it will be as beneficial as possible for Quebec. If everything goes as planned, the National SSS Promotion Centre should be launched in summer 2007.

## Study of the Quebec marine workforce

With the support of the Quebec department of employment and social solidarity, the marine industry workforce sectoral committee is preparing to undertake an in-depth study of Quebec's marine workforce. The goal is to determine as closely as possible the number of workers in each category and identify socio-demographic characteristics of the marine workforce for both seagoing and non-seagoing personnel. The study will also examine businesses' human resources management practices.



The results of this study will serve as a forecasting tool for the industry as a whole and will help managers plan and develop worker retention and recruitment strategies. It will also be a big help to the sectoral committee to identify the most important short-, medium-, and long-term training needs for the industry. The results of this study should be available in November 2007.

## Seaway's Market Development Efforts Realize Solid Results!

The St. Lawrence Seaway's 2006 navigation season concluded on December 30th, capping an excellent year. Seaway traffic amounted to a total of 47.2 million tonnes, an 8.9% increase over 2005 results. Strong performance within the traditional bulk and break-bulk markets was complemented by a series of new and diversified cargo movements, partially due to shortsea shipping activity.

Market development efforts, centered on the Hwy H<sub>2</sub>O campaign, brought in over 540,000 tonnes of new cargo movements over the course of 2006, contributing over \$1.2 million in incremental revenue. New cargoes included windmill turbines destined for green power projects located along the Great Lakes and Midwest, aluminum, sugar, toluene, fluorspar, cocoa beans, and synthetic gypsum. These results represent an approximate 100% increase in the volume of new cargoes coming into the Great Lakes / Seaway System, pointing to excellent momentum within efforts to attract new shippers to the system. Prospects for 2007 look strong, as the marine mode's uncongested channels and reliability, proximity to key markets, low greenhouse gas emissions and superior energy efficiency increasingly weigh in on decisions taken by logistics professionals.

Within the Seaway's existing locks and channels, the potential exists to accommodate a further increase of over 60% in cargo volumes. The future points to a Great Lakes / Seaway System - 'Hwy H<sub>2</sub>O' - playing a key role as a complement to heavily congested road and rail links within the intermodal cargo network.

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