

MESSAGE FROM THE CHAIR

A new approach to the Table's work...

When the Table was set up in 2004, the goal was to monitor and provide technical support to shortsea shipping projects under development in Quebec. We have made every effort to promote shortsea shipping and we have maintained contact with current and potential project proponents, and regularly invited them to our meetings. We have also conducted a policy and program analysis to determine what is actually available by way of support for projects. Studies have been done along with member departments to achieve a better understanding of obstacles to new services. The upshot of all this work is that it now appears we need a more focused approach to the way we operate.

First, the composition of the Table has been changed so that everyone can participate without restriction. From now on, government representatives will sit as observers. In that way, the Table will be able to undertake activities such as political engagement. In addition, industry representatives will periodically be invited to join us so that we may benefit from more wide-ranging expertise. We will now be working project-by-project in order to focus our efforts on a single theme and collect information on it. The first theme will be the transportation of wind turbine components. The following people will be working with us: Suzanne Bleau-Myrand (Fednav), André Bourassa (Transglobal), John Dalling (Logistec), Dan McCarthy (Canada Steamship Lines) and Jacques Paquin (Trois-Rivières Port Authority). Anthony Kish (St. Lawrence Economic Development Council) is now our Secretary. Claude Mailloux (Comité sectoriel de main-d'œuvre de l'industrie maritime), Bruce Hodgson (St. Lawrence Seaway Management Corporation) and I are continuing at the Table. Michel Dignard represents Transport Québec, while Natacha Bustros (Quebec Region) and Marie-Josée Dubois (Ottawa) are the new Transport Canada representatives.



Photo: Courtesy of Fednav

Promoting shortsea shipping to those who have not yet been won over to marine transportation as an option continues to be a goal. We need to diversify our methods of reaching them and telling them about the benefits of shortsea shipping, particularly at a time when environmental protection is of central interest in current affairs. The merits of shortsea shipping need to be conveyed more forcefully, and to people outside our own circles. In this regard I should mention that the Table does not have an operating budget as such. Last summer's campaign to promote shortsea shipping on ferries was funded by St. Lawrence Shipoperators and Transports Québec. In 2008, we are planning to produce some information tools and we will need to look at what funding is available to us for that purpose.

Far from throwing up our hands in dismay in the face of challenges, we are opting for a strategic and more effective approach. We need to eliminate a good number of regulatory, tax-related and cost-related obstacles, to name just a few. We also need to deal with the 25 % customs duty on the importation of ships, which is hampering the renewal of the domestic fleet and its capacity to meet the special needs of new cargoes. People have been talking about shortsea shipping for years, but it has not yet found a niche in the organization of transportation. It is time for some firm and clear commitments on this issue.

Nicole Trépanier
Executive Director
St-Lawrence Shipoperators

Transport Canada's Ports Program on the St-Lawrence River

At Transport Canada, safety is a priority and, in 2007-2008, the Quebec Region of the department invested nearly \$23 million (M) in the port facilities at Baie-Comeau and Matane. Major projects are now underway at both these ports to make the facilities safer, which will contribute to economic and tourism development on the North Shore and the Lower St. Lawrence. At Gros-Cacouna, and at Cap-aux-Meules, dredging work valued at some \$2.8M has been undertaken with a view to bringing back water levels suitable for the types of vessels that use these facilities and the operations carried on there. These investments are just a few examples of projects being carried out by Transport Canada to ensure that marine transportation is safe.



Photo: Transport Canada

In addition to the above projects, which are almost complete, there are projects under study, including renovation of the dockside road in Gaspé. The work under consideration for Gaspé will aim to provide improved access to the facilities while complying with environmental laws and regulations. Like safety, the environment is a priority at Transport Canada. We are proud of our major contribution to the Canadian Government's response to the reports of the joint environmental assessment review panel for the Énergie Cacouna and Rabaska projects. The response was a fine example of interdepartmental cooperation.

There have been a number of investments under Transport Canada's maintenance and capital program. The department's port divestiture program is also ongoing. Negotiations are underway with the local communities in La Malbaie and Portneuf to transfer the Pointe-aux-Pic and Portneuf facilities to local entities. Since this program began in 1995, 18 facilities have been transferred, most recently at Havre-Saint-Pierre and Trois-Pistoles/Les Escoumins.

To keep up to date on developments at Transport Canada, including the department's marine and environmental investments, register at apps.tc.gc.ca/listserv/ and you will receive press releases and the latest news.

Vincent Jarry
Regional Director, Programs
Transport Canada – Quebec Region

Traffic up 2 % at St. Lawrence ports in 2007

In 2007, cargoes on the St. Lawrence increased to 118 million tonnes (Mt)—the highest in recent years, though still below the historic peak of 130 Mt attained in 1980. Records were, however, set in the ports of Quebec City (27 Mt) and Montreal (26 Mt). The top performing cargoes in Quebec City in 2007 were iron ore and its derivatives, along with petroleum products and chemicals. In Montreal, brisk international trade brought yet another year of growth in container traffic. The other three Canada Port Authorities all experienced small decreases in traffic. The total tonnage handled in Sept-Îles (21.4 Mt) was down 9 %, as a result of the five-week strike at the Iron Ore Company of Canada. Trois-Rivières saw a drop in tonnage (2.3 Mt) of 15 %, and the same was true at Port Saguenay (287 000 t), a drop of 11 %. The forestry crisis and the sharp rise in the Canadian dollar are the main reasons for the decline in port activity at the Trois-Rivières and Grande-Anse marine terminals.

The mining and industrial ports on the North Shore continue to be among the busiest on the St. Lawrence. All by themselves they accounted for almost 45 % of the total tonnage handled in Quebec. Traffic was up 6 % in Baie-Comeau (6.1 Mt) and 13 % in Port-Cartier (20 Mt). However at 2.1 Mt, Havre-Saint-Pierre experienced a marked 38 % reduction in its traffic. The strike at QIT - Fer et Titane contributed to the slowdown in activity at this port, a transit point for ilmenite ore going to Sorel-Tracy.

Summing up, we can say that the yearly increases in international trade stimulated by the vigorous economies of Asia, and China in particular, have greatly contributed to the growth in marine traffic on the St. Lawrence in recent years.

Martial Ménard (*Special collaboration*)
Policy and Economics Branch
Fisheries and Oceans Canada

Marine workers: 7,400 positions to be filled in Quebec over the next 10 years



Workforce renewal will be central to the development of marine transportation in the coming years. Given the fairly high average age of crew members, this issue was bound to become a crucial one. The results of a study by the Comité sectoriel de main-d'œuvre de l'industrie maritime (Human Resources Sectorial Committee of the Maritime Industry) have just been made public, and they confirm fears. Over the next ten years, 7,400 of the 12,360 positions in the industry will need to be filled to meet the needs of the sector. Employers who were surveyed for the study estimate that some 3,000 of these will be positions of crew members. Most sought after are engine-room and deck officers, deck and engine-room ratings, and helmsmen. Retirement and normal turnover are not the only reasons why positions are opening up. Employers are counting on a continuation of the growth seen in the shipping industry on the St. Lawrence in recent years, and are hence expecting 20 % of hirings for new positions.

To meet its workforce needs, the shipping industry will need aggressive recruitment and retention strategies. In a context where the pool of potential employees is becoming smaller, it is clear that we can no longer count on traditional sources. We need to ensure that a marine career is one of the options young people will consider. And our promotional efforts must also reach those already employed, to encourage the ongoing training that is required for skill retention and career advancement. The above-mentioned study provides a complete statistical and demographic portrait of the marine community and can thus serve as a point of departure for future action. Let's make use of it to confront the growing challenge of workforce renewal in our industry.

A summary of this study will be available shortly on the website of the Comité sectoriel de main-d'œuvre de l'industrie maritime, at the following address: www.csmoim.qc.ca.

Claude Mailloux
Executive Director
Comité sectoriel de main-d'œuvre de l'industrie maritime

If you don't know about *leSaint-Laurent.com*, it's time to take the plunge!

Visit www.lesaint-laurent.com

To learn more about **Green Marine**, visit www.green-marine.org

To contact us: (418) 648-4378 or nicole.trepanier@armateurs-du-st-laurent.org



Transports
Canada

Transport
Canada



Comité sectoriel
de main-d'œuvre
de l'industrie maritime



Corporation de Gestion
de la Voie Maritime
du Saint-Laurent

sodes



Trans Global Logistique



Canada Steamship Lines
une division du Groupe CSL Inc.

