

President's Message

Does shipping have a role to play in La Romaine?

While shipping companies strive to ride out the market's ups and downs—many have lost major contracts—a vast worksite is being set up in Québec. The La Romaine hydropower project, estimated at \$6.5 billion, is located on the North Shore near the port of Havre-Saint-Pierre and will be under construction for more than 10 years... manna from heaven in terms of supply volumes and, especially, oversized cargos.

The Québec SSS Roundtable is monitoring the file with interest, given its potential for the emergence of new maritime services. The context is ideal for shipping, which offers wonderful opportunities for reducing highway system congestion and preventing its untimely deterioration. Furthermore, GHGs would be reduced since marine transport boasts the best environmental performance, per ton-kilometer, of all transportation modes.

When the Bureau d'audiences publiques sur l'environnement's (BAPE) report on the La Romaine project was released, we were delighted to see that Hydro-Québec would have to provide Transports Québec, among others, with worksite supply schedules, including cargo volumes and origins. Another recommendation encouraged the use of shipping due to the proximity of port facilities and the enormous potential strain on Highway 138, considered Québec's most dangerous road axis. Hydro-Québec now claims it is not responsible for its projects' transportation-related needs and that, once the contracts are allocated, contractors and suppliers will make this decision. What better way to avoid having to analyze a project's overall social and environmental impacts!

It is no secret that, all too often, shippers' automatic reflex is to opt for transportation by truck supposedly to meet "just-in-time" requirements... a principle so hackneyed that one might think it means "faster and cheaper". "Just-in-time" simply means delivering merchandise when promised. For shipping to achieve this goal for the La Romaine project, the government corporation that boasts about producing green energy will have to disclose its supply scenarios as quickly as possible, as it promised the BAPE. Shipping companies could then sharpen their pencils and propose competitive, environment-friendly solutions that do not penalize North Shore residents. Sustainable development means taking such factors into account.

Nicole Trépanier
St. Lawrence Shipoperators

Double christening for Groupe Desgagnés



M/V Sedna Desgagnés

Groupe Desgagnés is proud to have acquired two new multipurpose heavy lift ships (2 cranes, 180 MT), the Sedna Desgagnés and Zélada Desgagnés, which were christened on June 29 in Québec City. Built in China, both vessels measure 139 m (length) by 21 m (width). With a gross tonnage of 9 611, they will serve the Arctic.



M/V Zélada Desgagnés

Navigation and Young Mariners' Week – an opportunity to lay the groundwork for the future

Welcome aboard the marine careers event

October 1, 2 and 3, 2009

The Human Resources Sectorial Committee of the Maritime Industry (CSMOIM) is organizing the first edition of *Welcome aboard!*, which will run in Québec City's new Baie de Beauport recreational complex. Intended primarily for secondary school and college students, the fair offers an ideal opportunity to transmit our love for our activity sector to them and influence their career choice. The format includes booths and hands-on workshops. Exhibitors will be able to promote their organization's trades and services to young people and the general public, making them aware of the marine industry's importance in our everyday lives.

Currently, 505 students have registered to attend the marine careers fair on Thursday and Friday and more are expected by September. Saturday, mainly "general public" visitors are expected. To promote the fair to Quebeckers as a whole, a contest featuring photos of the St. Lawrence and its ships will be launched and announced via a public relations campaign running in September and throughout the entire event (press conference, media partnerships, etc.).

We can already count on the participation of various maritime organizations as Gold, Silver or Bronze partners and the Ministère des Transports du Québec as the event's Prestige partner. If you wish to run a booth, you can still reserve your location at www.csmoim.qc.ca/comingevent. For further information, please contact Ludivine Ollive, Communications Officer, at 418 694-9059 / lollive@csmoim.qc.ca or Claude Mailloux, Executive Director, at 418 694-9059 / cmailloux@csmoim.qc.ca

MarineLink starts up a new service



MarineLink recently started up a new service between the port of Trois-Rivières and Wallaceburg, Ontario. The contract entails shipping fertilizer for Farmers of North America. A convoy of two barges (Big B 9917 and 9708), with a 1 750-MT capacity each, is pushed by the tug Commodore Straits. Loading, which takes about 5 hours per barge, is done by conveyor. Somavrac is also involved in the project. Long live this SSS service!

New assistance program in Québec

On June 10, Minister of Transport and Minister for the Mauricie region Julie Boulet and Minister of Sustainable Development, Environment and Parks Line Beauchamp announced the implementation of the Programme d'aide gouvernementale à l'amélioration de l'efficacité énergétique dans le transport des marchandises (PEETM) (Government assistance program for greater energy efficiency in merchandise transportation).

This new program has a specific marine and rail transport component and will promote the introduction of new technologies designed to increase energy efficiency in merchandise transport, so as to reduce greenhouse gas emissions. Program conditions, registration form and financial assistance application guide will soon be available on the MTQ website www.mtq.gouv.qc.ca.

The date of the program's next call for proposals is August 31, 2009.

Transports Québec