



Marine Outlook

Highlights of the Marine Industry

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PORTS OF QUEBEC

REVIEW OF THE FIRST-HALF OF 2011

In 2011, Quebec's main ports handled a total tonnage of 127 million tons (Mt), 7% more than in 2010 (see table, next page) and 2% more than the 124.1 Mt in 2008, before the global economic recession. Maritime shipping in Quebec is clearly picking up.

Increase in tonnage handled

The Port of Québec had a record year with a total tonnage of 29 Mt, 18% more than in 2010. Transhipments of cargo coming from or headed for the Great Lakes and the mining development associated with the Plan Nord were a major factor in that growth.

The tonnage increased by 10% at the Port of Montreal, which can be attributed to a significant 30% jump in liquid bulk handling. Petroleum products account for most of that increase.

As for the Port of Sept-Îles, the increase in iron ore shipments led to 4% growth in the tonnage handled at the port.

This upturn in tonnage at Quebec's ports resulted in increased marine traffic, namely a 7% hike compared to the previous year.

Quebec's ports performed well despite fragile global economic recovery

Global economic recovery remains fragile. In the main developed economies, in particular in the United States and Europe, shaky public finances are undermining economic recovery and, as a result, international trade. In this context, the positive performance of several Quebec ports in 2011 is due primarily to strong Chinese demand for the ore (iron, ilmenite, nickel and other ore) with which Quebec's subsoil is teeming.

In Quebec's ports, prospects associated with the Plan Nord and an upswing in Quebec's economy have resulted in record volumes of cargo handled and hundreds of millions of dollars in investments in port infrastructures. Several commercial ports in Quebec are already jockeying for position to handle the millions of tons of cargo of all varieties generated by the Plan Nord. This is the case, in particular, of the ports of Montreal, Québec, Sept-Îles, Valleyfield, Trois-Rivières, Port-Saguenay, Port-Cartier and Baie-Comeau, which all anticipate a significant increase in their tonnage handled in the coming years.



2011p REVIEW

Estimate and comparison of tonnage and marine traffic in Quebec's principal ports in 2011p and 2010

LIST OF PORTS	Handled tonnage (tons)			Traffic (Number of vessels in transit)		
	2011p Janv-Dec	2010 Jan-Dec	Variation ¹ 2011p/2010	2011p Jan-Dec	2010 Jan-Dec	Variation 2011p/2010
1. Québec	28.9 Mt	24.5 Mt	+ 18 %	1 367	1 172	+ 17 %
2. Montreal	28.5 Mt	25.9 Mt	+ 10 %	1 320	1 221	+ 8 %
3. Sept-Îles	25.9 Mt	25.1 Mt	+ 4 %	530	563	- 6 %
4. Port-Cartier	17.6 Mt	18 Mt	- 2 %	393	387	- 2 %
5. Sorel-Tracy	6.1 Mt	6 Mt	+ 2 %	279	301	- 7 %
6. Baie-Comeau ²	5.5 Mt	5.4 Mt	+ 2 %	257	250	+ 3 %
7. Port-Alfred	4.6 Mt	4.5 Mt	+ 2 %	120	119	+ 1 %
8. Trois-Rivières	3.3 Mt	2.9 Mt	+ 12 %	242	216	+ 12 %
9. Havre-St-Pierre	2.6 Mt	2.8 Mt	- 5 %	97	85	+ 14 %
10. Bécancour	2 Mt	1.6 Mt	+ 27 %	148	167	- 11 %
11. Valleyfield	461 kt	410 kt	+ 12 %	122	98	+ 24 %
12. Port-Saguenay	324 kt	384 kt	- 16 %	69	73	- 6 %
13. Rimouski	309 kt	348 kt	- 11 %	79	81	- 2 %
14. Gaspé	140 kt	329 kt	- 57 %	30	36	- 17 %
15. Matane ²	110 kt	223 kt	- 51 %	33	37	- 11 %
16. Gros-Cacouna	140 kt	137 kt	+ 2 %	52	39	+ 33 %
17. Pointe-au-Pic	138 kt	123 kt	+ 12 %	18	25	- 28 %
18. Chandler	4 kt	5 kt	- 10 %	8	13	- 38 %
TOTAL	127 Mt	118.7 Mt	+ 7 %	5 164	4 833	+ 7 %

Sources : Port Authorities and Transport Canada.

Compilation : Regional Policy and Economics Branch, Fisheries and Oceans Canada, Quebec Region.

M : millions; **k :** thousands

p : preliminary

¹ Tonnage trends are calculated from unrounded handled tonnage data.

² These data do not include shipping through Baie-Comeau and Matane via the *Georges-Alexandre-Lebel* rail ferry.

Québec

A record year

After 2011's record tonnage, 2012 looks promising in terms of investments in the Port of Québec. The port and its operators will be investing \$50 million in infrastructure projects. The Port Authority will be investing \$10 million in maintenance work and upgrading certain wharfs. The port's main private operators will be investing an additional \$40 million. This is the case, in particular, of Bunge, St. Lawrence Stevedoring and IMTT-Québec, which are planning new construction projects.³

Montréal

Increase in tonnage of petroleum products

The Port of Montreal handled 28.5 Mt of cargo in 2011, the best performance in its history. This upswing in tonnage is due to the increase in liquid bulk, especially petroleum products, which jumped by 32% in one year. That increase can be attributed to the closure of the Shell refinery in Montreal-East, which stopped refining crude oil in October 2010 and became a storage terminal for refined products. Those petroleum products (regular gasoline, diesel and aviation fuel) are now being imported by ship from Québec and Europe.⁴

The Port of Montreal is planning to expand on the south shore. The port facilities to the east of the city will reach their full capacity by 2020, so the Port Authority has commissioned feasibility studies to develop its port infrastructure in Contrecoeur. This project will double the port's maximum capacity to three million containers.⁵

Major investments at the Port of Montreal

In March 2012, the Canadian government announced that it will be investing in

modernizing the Port of Montreal and in the St. Lawrence navigation system, two major projects of Canada's Continental Gateway system.⁶

The first project is aimed at modernizing the Maisonneuve area of the port to optimize use of the terminal by increasing its transshipment capacity by approximately 50,000 containers. The container handling capacity of the port facilities in the Viau area will also be increased. More precisely, the site will be converted into a container handling area that will allow the port's handling capacity to be increased by 150,000 containers.⁷

The second project, proposed by the Montreal Port Authority, is aimed at optimizing navigation in the St. Lawrence channel between Québec and Montreal. The purpose of the project is to implement technology that will increase vessel loading capacity by maximizing the use of the channel's water column. It will optimize vessel loading through a potential increase in tonnage of more than 500,000 tons. With this technology, container and bulk cargo traffic will be able to increase in the ports of Montreal, Sorel, Trois-Rivières and Bécancour.⁸

Sept-Îles

Strong tonnage growth anticipated

The growth seen in the Port of Sept-Îles in recent years continued in 2011 with a total tonnage of 26 Mt, 4% more than in 2010. That growth was sparked by increased iron ore shipping. The Pointe-Noire terminal alone posted an exceptional 49% increase in activity, reaching a record volume of 9.5 Mt.

In 2012, the Port Authority expects to handle a total tonnage of 34 Mt, which would make it the top port in Quebec and the second in Canada in terms of the tonnage handled.⁹ In addition to the

³ Morin, Annie, « 2012, l'année des investissements au Port », Le Soleil, January 18, 2012.

⁴ Baril, Hélène, « Une année record grâce à Shell », La Presse, January 23, 2012.

⁵ Théroux, Pierre, « Le Plan Nord, une manne pour les ports », Les Affaires, February 4, 2012.

⁶ « Harper government announces job-creating investments for the Port of Montreal and the St. Lawrence », Press release, Transport Canada, March 15, 2012.

⁷ Ibid

⁸ Ibid

⁹ Lévesque, Fanny, « Le port enregistre une croissance de 4 % en 2011 », Journal Le nord-Côtier, January 18, 2012.

anticipated growth in ore shipments, which generate 85% of the cargo handled, the port is also counting on the third expansion phase at the Alouette aluminum smelter to increase the tonnage handled. To support this anticipated growth, the Port Authority is planning to begin construction in the fall of a wharf that can accommodate bulk carriers over 350,000 tons.¹⁰

November, the Quebec government guaranteed *Aluminerie Alouette* a 500-megawatt power pack, which is required for Phase 3 of the aluminum smelter. This will allow annual aluminum production to rise from 570,000 to 930,000 tons.¹¹

The Sept-Îles Port Authority believes that the anticipated strong growth in the volume of cargo handled in the coming years could increase the tonnage from 26 Mt to 100 Mt by 2020.¹²

Port-Cartier

Production to double by 2013

ArcelorMittal Mines Canada plans to double its production of iron ore concentrate, which should go from 14 to 24 Mt, by 2013. To achieve this, the company will increase production at the Mont-Wright mine and modernize the equipment at its Fermont and Port-Cartier facilities.¹³

Baie-Comeau

Baie-Comeau wants to take advantage of the Plan Nord

The city of Baie-Comeau hopes to take advantage of the Plan Nord. This is why it recently unveiled a project to establish an industrial park for mining companies and a wharf for ore carriers. The mining companies need ore transshipment and dressing centres, as

well as a deepwater wharf. The city has several advantages that might encourage these companies to set up operations in Baie-Comeau. It is in a good geographic location not far from North Shore mining projects and has access to a deepwater seaport and extensive land to accommodate these ore storage, transshipment and dressing projects.¹⁴

If this project goes ahead, the face of the industrial centre and port will be transformed. The planned site, located in the industrial park sector, would have an area of 500 hectares. It would be divided into four zones dedicated to ore storage, ore processing and dressing plants, and loading and unloading areas for the new railway line between the industrial park and the port.¹⁵

The Alcoa aluminum smelter will be modernizing its Baie-Comeau plant, and expanding and repairing its port facilities. Specifically, it will be building a fourth wharf and making repairs to the other three. Alcoa plans to increase its annual production capacity from 438,000 to 548,000 tons by 2015.¹⁶

Trois-Rivières

Increase in tonnage handled

In 2011, the Trois-Rivières Port Authority officially inaugurated Phase 1 of its port infrastructure modernization and development program as set out in *On Course for 2020*. Through this work, 26,000 square metres of additional outdoor storage area were created, new hangars for general and dry bulk were built and the railway network was expanded.¹⁷

The port handled 3.3 Mt in 2011, exceeding the 3 Mt cap for the first time since 1980. According to the Port Authority, an increase in area of only

¹⁰ Thérout, Pierre, « Le Plan Nord, une manne pour les ports », *Les Affaires*, February 4, 2012.

¹¹ Lévesque, Fanny, « Aluminerie Alouette – Québec octroie un bloc énergétique de 500 MW », *Journal Le Nord-Côtier*, November 2, 2011.

¹² Lévesque, Fanny, « L'autoroute bleue, une alternative appelée à croître », *Le Nord-Côtier économique*, November 2011.

¹³ Lévesque, Fanny, « ArcelorMittal Mines Canada en mode action », *Journal Le Nord-Côtier*, September 28, 2011.

¹⁴ Paradis, Steeve, « Baie-Comeau veut sa part », *Le Soleil*, February 1, 2012.

¹⁵ Paradis, Steeve, « Un visage transformé », *Le Soleil*, February 1, 2012.

¹⁶ Paquin, Guy, « 2,1 milliards pour le long terme », *La Presse*, December 1, 2011.

¹⁷ « Inauguration officielle de la Phase I de Cap sur 2020 – Un investissement de plus de 23 millions de dollars », Press Release, *Port de Trois-Rivières*, May 19, 2011.

5% resulted in a 22% increase in the port's storage capacity, which led to a 15% increase in port traffic compared to 2009. It is expected that 7 Mt of additional cargo will go through the port in 2020 due to the increase in the area of the storage sites.¹⁸

Historically, the Port of Trois-Rivières was intended mainly to handle paper, wood pulp and forest products. The port diversified the cargo handled in light of the difficulties encountered by the forest industry over the last decade. The port now handles wind towers manufactured by Marmen in Trois-Rivières, western grain bound for North Africa and South America, alumina imported from Brazil and Australia, de-icing salt from the Magdalen Islands, liquid and dry clay, caustic and petroleum products from the United States, granite, fertilizers, zinc concentrate, cement, molasses and unrefined sugar, as well as forest products exported to Europe.¹⁹

The Port Authority is working on Phases 2 and 3 of the *On Course for 2020* modernization plan. Phase 2 will be implemented between 2013 and 2016 and, in particular, will entail repairing wharfs 13 to 16 and infilling the vast basin adjacent to the grain elevator to turn it into a new section of the wharf. Phase 2 will also involve moving four hangars, building another warehouse for the additional grain tonnage, and adding new handling equipment and a railway track along the new section of wharfs. In 2017, the port will proceed with the third and final phase of *On Course for 2020*, which will entail rebuilding the section of the port dedicated to the grain elevators.²⁰

The Trois-Rivières Port Authority also hopes to take advantage of the *Plan Nord*. The port often receives requests to lease space near its wharfs from companies that need to store tons of materials before shipping them north:

¹⁸ Lacerte, Pierre, « Cap sur l'avenir de Trois-Rivières », *Maritime Magazine*, no 61, Summer 2011.

¹⁹ Ibid

²⁰ Ibid

prefabricated houses, machinery, sewer pipes and break bulk cargo.²¹

Port-Saguenay

A new rail service to Port-Saguenay

The Canadian government will be investing \$36 million in a rail service to Saguenay. The new section will link the port complex to the Roberval-Saguenay railway, a vital rail link for the region's mining industry. It should be noted that Port-Saguenay has been approached about the shipment to China of iron ore from the Black Rock Metals mine near Chibougamau. Mining will begin in 2014.²²

The Port Authority believes that the port could not hope to see significant growth in its handled tonnage without rail service. It is expected that the tonnage handled at the port will jump from 340,000 t to 5 Mt within five years as a result of the rail link. In the meantime, the Port Authority is working to finalize development of the Intermodal Marine Industrial Park, which began last year and includes 1.3 million square feet of storage space and industrial lots. The port hopes to attract new users to Saguenay's port facilities.²³

Valleyfield

Anticipated increase in tonnage handled due to the Plan Nord

The Port of Salaberry-de-Valleyfield will also benefit from the Plan Nord in the coming years. It is already making the most of the many mining projects under development in Northern Quebec. The port is already the departure point for a high proportion of the cargo loaded aboard the four Nunavut Eastern Arctic Shipping vessels that serve the communities of Kuujuaq, Inukjuak and Iqaluit and dozens of the territory's northern villages. Shipments bound for Northern

²¹ Plante, Louise, « Le port de Trois-Rivières veut tirer du Plan Nord », *Le Nouvelliste*, January 10, 2012.

²² Corbeil, Michel et Annie Morin, « Le fer de Chibougamau en Chine à partir du Saguenay », *Le Soleil*, January 18, 2012.

²³ Thérault, Pierre, « Le Plan Nord, une manne pour les ports », *Les Affaires*, February 2, 2012.

Quebec doubled in five years to more than 50,000 tons, which represents more than 10% of the port's tonnage. In 2009, a new 50,000-square foot warehouse was built to accommodate this growth in cargo bound for the North.

Within the framework of the Plan Nord, communities in northern regions have increasing cargo needs: machinery, prefabricated houses, liquid bulk tanks, snowmobiles, goods and commodities of all kinds. The Port of Valleyfield is in a good position to accommodate the transit of this additional tonnage. The port also plans to build an eighth wharf in order to properly meet future storage and transshipment needs for this cargo.²⁴

SEAWAY

Increase in Seaway traffic in 2011

In 2011, 37.5 Mt of cargo was shipped on the Seaway, up 3% compared to the previous year. A total of 4,225 vessels in transit used the Seaway, an 8% increase compared to the previous season.²⁵

The increased tonnage of liquid bulk, salt and scrap metal was a factor in the rise in the volume of cargo shipped. A change in the nature of trade on the Seaway was also noted, especially for iron ore and coal, which became exports due to strong international demand. The volume of grain also dropped owing to a reduction in the shipment of American grain on the Seaway.²⁶

²⁴ Thérout, Pierre, « Le Port de Valleyfield profitera du Plan Nord », *Les Affaires*, October 8, 2011.

²⁵ « Résultats mensuels du trafic de la Voie maritime en date du 31 décembre 2011 », *Great Lakes/St. Lawrence Seaway System*.

²⁶ « La voie maritime conclut sa 53^e saison de navigation », *Great Lakes/St. Lawrence Seaway System*, January 17, 2012.

WORLD MARITIME SHIPPING

Slow down economic growth in 2012

International financial institutions and economic organizations are unanimous: the global economy struggled in 2011, and growth will remain slow in 2012 and make modest gains in 2013. The International Monetary Fund (IMF), Organisation for Economic Co-operation and Development (OECD), National Bank and Desjardins Group, to mention only a few, agree that the anticipated slow economic growth will take very different forms depending on the economies.

2012 and 2013 economic forecast for major world economies

% of GDP growth

	IMF		OECD		Nat. B.		Desj. G.	
	2012	2013	2012	2013	2012	2013	2012	2013
Canada	1.7	2.0	1.9	2.5	2.0	n.d.	2.1	2.5
USA	1.8	2.2	2.0	2.5	2.5	n.d.	1.8	2.1
Japa	1.7	1.6	2.0	1.6	2.0	n.d.	2.2	1.4
Euro Zone	-0.5	0.8	0.2	1.4	-1.5	n.d.	-0.5	1.2
Russia	3.3	3.5	4.1	4.1	3.2	n.d.	3.3	4.4
India	7.0	7.3	7.5	8.4	7.0	n.d.	7.3	8.2
China	8.2	8.8	8.5	9.5	7.7	n.d.	8.4	8.4

Sources : IMF, OECD, National Bank and Desjardins Group.

Modest growth is expected in Canada, the United States and Japan with an anticipated increase of approximately 2%. Growth will continue to be robust in emerging economies (e.g., Russia, India and China), but it could still dip compared to 2011 due to a deterioration of the external economy and flagging domestic demand.

The euro zone, for its part, could see a moderate recession in 2012. Several European countries are in a slight recession, in particular the four major European powers: Italy, France, Germany and the United Kingdom. Economic growth should return to the euro zone in 2013, although it will barely be above zero. If the European economy were to fall into recession, it will inevitably affect the global economy and, as a result, international trade and world maritime shipping.

However, all of these growth scenarios are based on certain assumptions: accommodative monetary policies in the large global economies, steady economic recovery in the United States and especially the ability of several European countries to curb the sovereign debt crisis and bring public finance management under control. The financial problems of certain European Union member countries will also continue to undermine steady and sustainable economic recovery in Europe in 2012. In this context, the return of a global economic recession cannot be ruled out, since the risk of economic deterioration in Europe is still high.²⁷

Maersk order ten giant container ships

The Danish company Maersk Line has announced that it will be purchasing ten new giant container ships. The ten Triple-E class ships, the largest container ships ever made, will be built by the Korean company Daewoo Shipbuilding & Marine Engineering. Maersk, the world's largest container shipping company, expects 5 to 8% annual growth in trade between

Asia and Europe from 2011 to 2015. The ten new giant container ships, delivered in 2014 and 2015, will be able to carry up to 18,000 TEU containers.²⁸

Fednav fleet expansion

Fednav, a Canadian shipping company, oversees a fleet of some forty bulk carriers that mainly link St. Lawrence ports and several Atlantic destinations. The company will be acquiring 15 new vessels by 2015, increasing its fleet to about sixty ships. By investing to expand and modernize its fleet, Fednav hopes to step up its overseas expansion, in addition to solidifying its presence on the Atlantic shipping market.²⁹

MARITIME SHIPPING IN CANADA

Canada signs a maritime convention to protect the environment

Last October 25, Canada signed a protocol that will establish a global environmental liability regime and further protect the environment from the risks of marine transport. The *Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996* was tabled in Parliament in the fall. Subsequently, amendments to the *Marine Liability Act* will be introduced to implement the protocol by ensuring that compensation is available for victims of marine pollution and that polluters are held responsible. Once the Act is amended, Canada will implement the protocol.³⁰

²⁷ « World Economic Outlook Update », *International Monetary Fund*, January 24, 2012; « Economic and Financial Outlook », *Desjardins Group*, vol.16/Winter 2012; « Economic Outlook », *National Bank-Financial Group*, Winter 2011.

²⁸ « Maersk commande dix porte-conteneurs géants supplémentaires », *Maritime Magazine*, no 61, Summer 2011.

²⁹ « Secteur maritime : Fednav grossit malgré un marché houleux », *La Presse*, March 14, 2012.

³⁰ « Canada signs maritime convention to protect the environment », Press Release, *Transport Canada*, October 27, 2011.

MARITIME SHIPPING IN QUÉBEC

The flow rate of the St. Lawrence could be changed

Floods on the river could occasionally be more severe and levels could be lower in the summer with the new St. Lawrence flow management plan proposed by the International Joint Commission (IJC). Under this plan, the river's flow rate would be closer to its average natural flow rate, while extreme high or low-level situations would be limited. The new plan would also be beneficial to the natural environments upstream from the Moses-Saunders dam west of Cornwall, but also to the shores of the St. Lawrence River. The plan proposed by the IJC has to be passed by the governments of Canada and the United States.³¹

Quebec marine industry : Economic spinoffs of \$2.3 billion

The St. Lawrence Economic Development Council (SODES) has released the results of a recent study conducted in partnership with the *Ministère des Transports du Québec* that puts a figure to the marine transport industry's economic impact on Quebec and its regions. The study estimates that approximately 27,000 jobs on land and at sea are supported by Quebec's marine and port activities. The marine industry contributes \$2.3 billion to Quebec's gross domestic product. The Quebec and federal governments have derived \$500 million and \$180 million in taxes respectively from this industry.³²

New North Shore marine service project

St. Lawrence Ship operators, in partnership with the *Ministère des Transports du Québec* and *Hydro-Québec*, took part in a viability study on a brand-new marine cargo transport service from

major centres to the North Shore. A company may be created to manage the new carrier as a result of the study's findings.

With the appearance of large construction sites on the North Shore, including the one for the Rivière Romaine hydroelectric complex near Havre-Saint-Pierre and the ArcelorMittal Mines Canada sites in Fermont and Port-Cartier, it is estimated that an additional 10,000 trucks will be using Highway 138 annually over the next few years. The new marine service could relieve a good portion of this road traffic. St. Lawrence Shipoperators hope to have the new service running in the spring of 2012.³³

ENVIRONNEMENT

Canada's North : diminishing ice cover

During the past four decades, the average area covered by sea ice during summer has declined in all nine of Canada's northern sea ice regions. It also declined in two of three northern shipping route regions. These routes are not normally navigable because of ice cover. This is the finding of a Statistics Canada study titled *Sea ice trends in Canada*.

The largest declines occurred in five southern and eastern sea ice regions: Northern Labrador Sea, Hudson Strait, Hudson Bay and Baffin Bay. The two shipping route regions that recorded declines were the Arctic Bridge route and the southern route of the Northwest Passage.³⁴

COMMODITIES

Iron ore

New iron mine project in the Fermont area

The Fermont area could see the appearance of a new iron mine in the coming years. Champion

³¹ Côté, Charles, « Le débit du Saint-Laurent pourrait être modifié », *La Presse*, February 1, 2012.

³² « Québec Marine Transport Economic Impact Study : Economics spinoffs of \$2.3 billion », Press Release, *St. Lawrence Economic Development Council*, February 13, 2012.

³³ Lévesque, Fanny, « Vers une nouvelle desserte maritime d'ici le printemps », *Journal Le Nord-Côtier*, December 7, 2011.

³⁴ « Study : Sea ice trends in Canada », *The Daily*, catalogue 11-001-XIF.

Minerals, in particular, plans to operate an iron mine in Fire Lake North, approximately fifty kilometres south of Fermont. The mining company expects to produce 9 Mt of iron ore concentrate annually. The deposit contains 922 Mt of mineral resources. If Champion Minerals were to develop the mine in 2015 as planned, it would increase annual iron ore production in the Fermont area alone to nearly 50 Mt.³⁵

Aluminum

Anticipated increase in Quebec's aluminum production

Quebec's aluminum industry will be investing heavily in the coming years with a view to added capacity and plant optimization. In Sept-Îles, *Aluminerie Alouette* will be increasing production by 350,000 tons through the implementation of Phase 3. Alcoa will also be investing \$2.1 billion over five years in its Baie-Comeau, Deschambault and Bécancour aluminum smelters, which will allow it to add 120,000 tons to its annual production and to reduce its production costs and greenhouse gas emissions. This anticipated growth will result in increased marine traffic of the raw materials required for aluminum production (bauxite, alumina, various chemicals, etc.) and of finished products (aluminum ingots and other fabricated aluminum products).³⁶

FERRIES

Lower North Shore : service will be extended

Similar to last year, the *Société des traversiers du Québec* decided to extend the Lower North Shore service beyond February 23 since the snowmobile trail (route blanche) did not form. In winter, the *Nordik Express* begins its route from the port of Havre-Saint-Pierre, which is the supply port for loading cargo. It then calls at Kegaska, La Romaine, Harrington Harbour,

Tête-à-la-Baleine, La Tabatière, Saint-Augustin and Blanc-Sablon. The ports of call are the same on the return trip. The trip is made once a week.³⁷

STQ : 40 years of ferry crossing services

The *Société des traversiers du Québec* (STQ) has been providing secure ferry services to Quebec residents since 1971. It operates five year-round ferry services, six in partnership during the summer, and operates two marine services, also in partnership with the private sector. The STQ's thirteen ferries make more than 107,000 crossings a year and carry some 5.4 million passengers annually. More than 3 million crossings have been made and 160 million passengers have been ferried since the STQ's inception.³⁸

St-Siméon-Rivière-du-Loup : year round ferry project

At the request of Transports Québec, a study is under way to determine the feasibility and profitability of a year-round ferry service between Saint-Siméon and Rivière-du-Loup. Many on both sides of the St. Lawrence are calling for *Trans-Saint-Laurent* to do the run year-round. Ferry service is currently suspended for nearly three months in winter. The ferry makes 1,800 crossings and carries some 175,000 passengers annually.³⁹

Liquefied natural gas ferries

Three new ferries, which will use liquefied natural gas instead of diesel, will be replacing the *M.V. Jos-Deschênes* and *M.V. Armand-Imbeau*, which make the Tadoussac-Baie-Sainte-Catherine crossing, as well as the *M.V. Camille-Marcoux* which serves the Matane-Baie-Comeau-Godbout crossing. The ferries will be delivered in the fall of 2013 and spring of 2014 for the first crossing and in 2015 for the

³⁵ Fontaine, Hugo, « Après Lac Bloom et Arcelormittal – Projet de 1,4 milliard \$ près de Fermont », *Les Affaires*, November 22, 2011.

³⁶ Gagné, Jean-Paul, « On oublie que nos alumineries créent de la richesse nette », *Les Affaires*, December 3, 2011.

³⁷ Lévesque, Fanny, « Le service de desserte sera prolongé », *Journal le Nord-Côtier*, January 25, 2012.

³⁸ Verville, Julie-Andrée, « Société des traversiers du Québec – 40 ans de services de traverse maritime », *Le Nord-Côtier Économique*, November 2011.

³⁹ Morin, Annie, « St-Siméon-Rivière-du-Loup : Québec étudie un traversier », *Le Soleil*, February 10, 2012.

second. In addition to causing less pollution, the new ferries will have a larger capacity and be faster.⁴⁰

The Trois-Pistoles-Les Escoumins crossing is in jeopardy

The very existence of the ferry *L'Héritage 1*, which provides the ferry service between Trois-Pistoles and Les Escoumins, is in jeopardy. The ship needs work to bring it up to Transport Canada safety standards. The department requires that every ferry have a full inspection in dry dock every four years. However, *Compagnie de navigation des Basques*, which owns the ferry, does not have the funds needed to do the work, estimated at more than \$1 million following the last inspection. Nearly 30,000 people make the trip onboard *L'Héritage 1* every year.⁴¹

INTERNATIONAL CRUISES

\$40 M investment in ports of call in eastern Quebec

The ports of call in eastern Quebec have invested tens of millions of dollars to accommodate cruise lines. Other projects are under way and new ones will be launched in 2012, for an estimated value of \$40 million.

Baie-Comeau has revamped its town centre and cruise ship wharf. The town is presently completing construction of the *Carrefour maritime*, a nearly \$11 million facility that will be used to accommodate cruise lines, among other things.

Sept-Îles built a cruise ship dock over the course of the last years, representing a \$21 million investment. The municipality is also working to revitalize the wharf area, while the Innu community of Uashat-Maliotenam is revitalizing its museum and tourist attractions.

⁴⁰ Desmeules, Sylvain et Julie-Andrée Verville, « Des traversiers au gaz naturel liquéfié », *Journal Le Nord-Côtier*, November 2, 2011.

⁴¹ Larouche, Marc, « La traverse entre Trois-Pistoles et les Escoumins menacée », *Le Soleil*, November 16, 2011.

Havre-Saint-Pierre has invested nearly \$10 million in its port infrastructure in order to accommodate all classes of ships. The wharf's cruise pavilion will also be renovated at a cost of \$2 million.

In Gaspé, an intermodal station will be built at the marina to accommodate cruise passengers wanting to take a tourist train to Percé.

In the Magdalen Islands, \$10 million will have been invested by the time planned work on the Port of Cap-aux-Meules has been completed. A cruise pavilion for passengers will be ready in the spring of 2012, after pontoons are installed this year.⁴²

COMMENTS

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⁴² Paradis, Steeve et Geneviève Gélina, « Croisières sur le Saint-Laurent – Hausse du trafic en 2012 », *Le Soleil*, October 3, 2011.