



Marine Outlook

Highlights of the Marine Industry

SEPTEMBER 2010

ISSUE 27

TABLE OF CONTENTS

Ports of Québec	1
Seaway	4
World Maritime Shipping.....	4
Maritime Shipping in Canada.....	5
Maritime Shipping in Québec	5
Environment	6
Commodities	6
Ferries	8
Excursion Cruises	8
International Cruises	8

PORTS OF QUÉBEC

Review of the first half of 2010

In 2009, Québec's maritime transportation industry suffered the consequences of the worldwide recession. As a result, the tonnage worked by Québec's ports fell by 14% to 104 million tons. This was the largest decrease in volume since the economic recession of the early 1990s.

Increase in worked tonnage

At the end of the first half of 2010, the worked tonnage in Québec's main ports totalled 50.9 million tons, or 10% more than in the same period in 2009 (see table on next page). However, this figure is still below the 55 million tons reported in the first half of 2008.

At the Port of Montreal, tonnage increased by 8%. The two primary catalysts for the growth in volume were containerized traffic and iron ore. Elsewhere on the St. Lawrence, tonnage increased in virtually all ports specializing in ore and metal transshipments (iron, ilmenite, bauxite,

alumina and aluminium), in particular Sept-Îles (+ 35%), Port-Cartier (+ 13%), Port-Alfred (+ 22%), Baie-Comeau (+ 22%) and Havre-St-Pierre (+ 43%). The high demand for raw materials in China explains most, if not all, of this significant increase in tonnage.

Slight increase in maritime traffic

The increase in tonnage in Québec's ports did not, however, generate growth in the volume of maritime traffic; the number of ships in transit in the first quarter of 2010 rose by just 1% from last year.

Slowdown in the economic recovery

The world economic recovery is beginning to flag, and this may have an impact on maritime traffic. A number of factors are currently fuelling the fears of investors and the financial markets, including Japan's poor economic indicators, questions concerning the solvability of the European banks, the collapse of the euro, high debt levels in some EU member countries and the fact that American consumers have been slow to regain confidence. So far, China has been one of only a handful of motors on which the world economy can depend. In the last few months, it has resumed the same growth rate as before the crisis.¹

¹ Desrosiers, Éric, "Reprise économique mondiale - Vent de pessimisme sur les marchés", *Le Devoir*, June 30, 2010; "La Chine révisé à la hausse son taux de croissance", *Le Devoir*, July 3, 2010.



REVIEW OF THE FIRST HALF OF 2010^P

Estimate and comparison of tonnage and maritime traffic in Québec's principal ports
in the first half of 2010^P and 2009

LIST OF PORTS	Tonnage (tons)			Traffic (number of ships in transit)		
	2010 ^P Jan-June	2009 Jan-June	Variation ² 2010/2009	2010 ^P Jan-June	2009 Jan-June	Variation 2010/2009
1. Montréal	12.3 Mt	11.4 MT	+ 8%	545	580	- 6%
2. Sept-Îles	11 Mt	8.2 Mt	+ 35%	267	185	+ 44%
3. Québec	9.8 Mt	10.1 Mt	- 3%	430	483	- 11%
4. Port-Cartier	8 Mt	7.1 Mt	+ 13%	156	127	+ 23%
5. Port-Alfred	2.2 Mt	2.1 Mt	+ 4%	58	61	- 5%
6. Baie-Comeau ³	2.1 Mt	1.7 Mt	+ 22%	105	100	+ 5%
7. Sorel-Tracy	2 Mt	2.5 Mt	- 18%	107	124	- 14%
8. Havre-St-Pierre	1.2 Mt	867 Kt	+ 43%	42	38	+ 11%
9. Trois-Rivières	1 Mt	1.3 Mt	- 25%	75	77	- 3%
10. Bécancour	644 kt	694 kt	- 7%	61	55	+ 11%
11. Rimouski	168 kt	142 kt	+ 19%	36	36	---
12. Port-Saguenay	148 kt	121 kt	+ 23%	23	28	- 18%
13. Gaspé	123 kt	69 kt	+ 78%	15	16	- 6%
14. Valleyfield	104 kt	113 kt	- 6%	26	23	+ 13%
15. Matane ³	77 kt	17 kt	+ 363%	13	5	+ 160%
16. Pointe-au-Pic	61 kt	53 kt	+ 16%	13	11	+ 18%
17. Gros-Cacouna	51 kt	67 kt	- 24%	16	18	- 11%
18. Chandler	5 kt	0.04 kt	N.A.	2	2	---
TOTAL	50.9 Mt	46.5 Mt	+ 10%	1 990	1 969	+ 1%

Sources: Port Authorities and Transport Canada.

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

M: millions; **k:** thousands

p: preliminary

N.A.: Not applicable

² Variations in tonnage are calculated from unrounded worked tonnage data.

³ These data do not include tonnage shipping through Baie-Comeau and Matane via the *Georges-Alexandre-Lebel* rail ferry.

Montreal

Expansion plans on the horizon

Last June, the Government of Canada announced that it was investing in a major infrastructure improvement project for the Port of Montreal. The project will maximize the capacity of the Cast terminal, allowing it to receive two 280-metre container carriers at the same time. Work will include extension and deepening of Berths 76 and 77, and will help address the sustained growth in the number of containers handled by the Port of Montreal.⁴

Shell's decision to convert its Montreal East refinery into a petroleum terminal will force the company to ship in supplies of refined petrol. This could lead to an increase of approximately 25% in the number of ships carrying petroleum products along the St. Lawrence River to Montreal.⁵

Sept-Îles

Significant increase in tonnage in the next few years

The Port of Sept-Îles literally has the wind in its sails. The mining projects of Consolidated Thompson, Labrador Iron Mines, New Millennium and the IOC mining company alone will help triple the tonnage handled by Sept-Îles in the coming years. In addition, the Alouette aluminium plant plans to launch a third major expansion phase in the near future.⁶

The increase in transhipments of iron ore at the Port of Sept-Îles may lead to the construction, starting in 2012, of a deepwater dock able to receive bulk-ore carriers of up to 300,000 tons.

⁴ "Government of Canada invests in the Port of Montreal and Job Creation", Press Release, Infrastructure Canada, June 4, 2010.

⁵ Shields, Alexandre, "Terminal Shell de Montréal – Hausse de 25 % du trafic pétrolier à prévoir sur le Saint-Laurent", Le Devoir, August 10, 2010.

⁶ Lévesque, Fanny, "Le port de Sept-Îles aura besoin d'un nouveau quai dès 2012", Journal Le Nord-Côtier, June 2, 2010.

At the same time, the railway belonging to Iron Ore Company of Canada would be improved.⁷

Last February, the Port of Sept-Îles began work to improve Wharf no. 31 at the Pointe-Noire terminal. A storage area will be built, and Wharf no. 31 will be extended by roughly 60 metres.⁸

In October, the port authorities inaugurated a new wharf for international cruise ships, located at the end of Mgr Blanche Wharf and able to receive ships up to 350 metres in length.⁹

Havre-Saint-Pierre

Maximization of production at Rio Tinto Iron & Titanium

Rio Tinto Fer et Titane in Havre-Saint-Pierre is currently considering its working methods with a view to maximizing its operations and extending the life span of the Tio mine in Minganie. The Tio mine is an open-pit mine located 43 kilometres north-east of Havre-Saint-Pierre, and is situated on the largest deposit of ilmenite in the world, which offers tremendous potential due to its size and quality. The mine has been in operation since 1950, and has the potential to continue for at least another half-century.¹⁰

Rimouski

Redefining the port's mission

The Port of Rimouski sees very little traffic. Other than a few fishing boats, the *Nordik Express*, which supplies the isolated communities on the Lower and Middle North Shore, is one of only a handful of vessels to dock in Rimouski. Users feel the port's facilities are in a pitiful state. Construction of the dike to the east of the wharf has been delayed, and the western section of the port has suffered

⁷ Corbeil, Michel, "La mine du lac Bloom en pleine éclosion", Le Soleil, June 25, 2010.

⁸ Lévesque, Fanny and Steeve Paradis, "Le port de Sept-Îles a le vent dans les voiles", Le Soleil, February 20, 2010.

⁹ Sévigny, Maude M., "Un demi-million \$ de retombées en 2010", Journal Le Nord-Côtier, May 26, 2010.

¹⁰ Lévesque, Fanny, "Rio Tinto Fer et Titane lorgne la maximisation de sa mine", Le Nord-Côtier Économique, April 2010.

significant damage. The Société de promotion économique de Rimouski would like port development work to focus on the activities of the marine technocity, in conjunction with the area's research and academic institutions.¹¹

Gaspé

Construction of a propane port

Construction of a propane port in Gaspé is progressing – so well, in fact, that the terminal should be brought into operation by 2013-2014. Gaz Propane Rainville has given reassurance that the site will be physically and environmentally safe, thanks to a technological design that includes underground storage tanks and other measures copied from similar sites in Europe.¹²

Cap-aux-Meules

Port redevelopment project

The Magdalen Islands development corporation plans to invest \$10 million in the redevelopment of the Cap-aux-Meules port, so that international cruise ships can come to the islands. Among other things, a bus stop will be built on the quay. The cruise terminal development work will be carried out in partnership with the CTMA Group, which already receives 6,000 cruise passengers every year. It should be completed in 2010.¹³

SEAWAY

Increase in tons carried on the Seaway

Last March, the Seaway began its 52nd season on an upbeat note. The St. Lawrence Seaway Management Corporation forecasts an increase of between 10 and 12% in tonnage volume in 2010. In 2009, total Seaway cargo volume

amounted to just 30.7 million tons – the lowest volume in 50 years. The 25% decrease from 2008 was attributed to the depth of the recession, which sharply curtailed shipments of steel and iron ore on the Seaway.¹⁴

As of July 31, 2010, 14.8 million tons of goods had been shipped on the Seaway – 17% more than in the same period last year. A total of 1,561 ships had used the Seaway, up by 14%. Particularly noteworthy was the 86% increase in the volume of iron ore shipped to steel plants in the Great Lakes region. These figures clearly show the importance of the maritime shipping industry for North America's embryonic economic recovery. The industrial manufacturing sector is on the rise, and has helped bolster the demand for raw materials including iron ore for the production of steel, which itself is needed to manufacture consumer goods such as cars.¹⁵

WORLD MARITIME SHIPPING

Steady growth in the size of container carriers

According to Mercator International LLC, containerized cargo in North American ports has declined by 20% since 2007, and while the situation is expected to improve, pre-recession levels will not be achieved until 2014. However, although the growth in container traffic will be poor, the new, much larger container carriers ordered and brought into construction before the beginning of the recession in 2008 will be deployed in the coming years.

Three hundred and fifteen new post-Panamax (5,501 TEU or more) and super post-Panamax (7,501 TEU or more) vessels will be delivered by 2012, and will replace smaller ships. As a result, in the coming years there will be fewer

¹¹ "Port de Rimouski - Vocation à redéfinir", [Radio-Canada Website](#), April 23, 2010.

¹² "Port propane à Gaspé - Le projet progresse bien", [Radio-Canada Website](#), June 8, 2010.

¹³ "Port de Cap-aux-Meules – Une zone multifonctionnelle", [Radio-Canada Website](#), August 26, 2010.

¹⁴ "Seaway Tonnage Set to Rebound", [Great Lakes/St. Lawrence Seaway System](#), March 25, 2010.

¹⁵ "Résultats mensuels du trafic de la Voie maritime en date du 31 juillet 2010", [Great Lakes/St. Lawrence Seaway System](#), August 2010.

container carriers in the world maritime industry, but they will be larger.¹⁶

MARITIME SHIPPING IN CANADA

Measures to protect Canada's Arctic waters

Beginning on July 1, the Government of Canada is requiring foreign and domestic vessels to report to the Canadian Coast Guard if they travel through Canada's Arctic waters. This new mandatory requirement will ensure that vessels report information such as identity, position and destination to the Canadian Coast Guard (NORDREG¹⁷). With mandatory reporting, the Canadian Coast Guard will be able to promote the safe navigation of vessels, keep watch on vessels carrying pollutants, fuel oil and dangerous goods, and respond quickly in the case of an accident.¹⁸

The Arctic will not become a highway, but ...

The maritime shipping companies are not really interested in the Arctic's Northwest Passage. This is one of the findings of research undertaken by Professor Frédéric Lasserre, from Laval University. For the time being, most maritime ship owners have no ambitions to sail in Northern waters, even though the ice pack is melting. Container shipping companies are even more reticent.

Professor Lasserre notes that despite the thaw, the Arctic waters are unpredictable and will never be a major waterway. The variable duration of the shipping season is an irritant for an industry that regards punctuality as a key value. Nevertheless, Professor Lasserre points out that maritime traffic is actually increasing in the Arctic, although the vessels are mostly cruise ships or ships running supplies for local

communities and the mining exploration industry.¹⁹

Five-year plan at the Port of Halifax

The Halifax Port Authority recently published its five-year business strategy. In the coming years, it hopes to attract the large container carriers that the industry apparently intends to deploy on the East coast. The City of Halifax, with its deepwater port, a geographical location along the ocean, a CN railway system linking the port to central Canada and the American Midwest, is in an excellent position to welcome the new giants of the sea in the next few years, especially since the expansion program that will give these new vessels access to the Panama Canal will not be completed until 2015 at least.²⁰

MARITIME SHIPPING IN QUÉBEC

Exceptionally low water level in the St. Lawrence River

Last spring, the St. Lawrence River water level in the Montreal area was abnormally low, almost beating a monthly record established more than 40 years ago. Now barely reaching "chart datum", a reference level established by the Canadian Hydrographic Service, the river level was 1.6 metres below the average recorded over the last 40 years. This was due to an exceptionally mild winter last year, with precipitation levels 20% below the average, and to an unusually dry spring.

The situation was so worrying that the Montreal Port Authority warned shippers using the

¹⁶ Livingstone, Andrew, "Une nouvelle stratégie d'entreprise pour le port de Halifax", Maritime Magazine.

¹⁷ NORDREG: Northern Canada Vessel Traffic Services.

¹⁸ "Government of Canada Takes Action to Protect Canadian Arctic Waters", Press Release, Transport Canada, June 22, 2010.

¹⁹ "Les armateurs lèvent le nez sur le passage du Nord-Ouest", Radio interview with Professor Frédéric Lasserre, CIVR 103.5 FM - Radio Taïga, July 5, 2010.

²⁰ Livingstone, Andrew, "Une nouvelle stratégie d'entreprise pour le port de Halifax", Maritime Magazine, no. 56, Spring 2010.

St. Lawrence Seaway to adjust their loads accordingly.²¹

The Canadian Coast Guard's Maritime Rescue Sub-Centre in the Québec Region reported 300 more SAR (search and rescue) cases than last year (1,200 cases in 2009). Roughly 75 cases involved grounded pleasure boats in the region between Tracy and Yamachiche, due to low water levels.

La Romaine project: Road rather than river

Hydro-Québec will use Route 138 to transport the materials required for La Romaine transmission line construction, rather than the river. At the information meeting organized by the Bureau d'audiences publiques sur l'environnement (BAPE), Hydro-Québec said seaway transportation would be twice as expensive as road transportation, due to transshipment costs. Hydro-Québec may reassess its position if maritime service were to be introduced.²²

Several mining projects in Québec

During the world economic crisis, mining investments in Québec were cut by 50%, for a total of \$250M. However, they have recovered since the second half of 2009, and are expected to reach \$460M in 2010. There are ten mining projects worth watching in the coming years:

- Gold (Abitibi);
- Nickel and copper (Raglan, Nord-du-Québec);
- Zinc, copper, silver and gold (Lebel-sur-Quévillon, Nord-du-Québec);
- Diamonds (James Bay);
- Iron ore (Lac Bloom, Côte-Nord);
- Uranium (Nord-du-Québec and Côte-Nord).²³

²¹ Vallières, Martin, "Le niveau du fleuve anormalement bas - Les transporteurs doivent ajuster leurs chargements en conséquence", *Les Affaires*, May 6, 2010.

²² "Projet de la Romaine - La route plutôt que le fleuve", *Radio-Canada Website*, May 4, 2010.

²³ "Dix projets miniers à surveiller", *Les Affaires*, April 24-30, 2010.

ENVIRONMENT

The Northern communities are ready for oil spills

In view of the increase in maritime traffic in Canada's Arctic waters, the CCG has launched an operation designed to help Northern communities react quickly to oil spills. As part of this operation, the CCG will send special parcels to Northern communities, containing absorbent materials and petroleum recovery devices that will help limit the impacts of toxic spills from petroleum carriers. Volunteers will be trained to use the materials to remove spilled oil from the water and clean oil-damaged areas.²⁴

COMMODITIES

Iron ore

Significant anticipated increase in iron ore production in Québec

The Lac Bloom iron mine is now in operation. Between now and the end of 2012, it is expected to produce 16 million tons of ore annually, for shipment mainly to China and Korea. At this rate, the Lac Bloom deposit's estimated reserves will last 17 years. For the time being, Consolidated Thompson is using a barge system to tranship the ore into 180,000-ton vessels in the bay. The ships are too large to dock at the port's current facilities.²⁵

In addition, Iron Ore Company of Canada (IOC) intends to reactivate its development megaproject by investing at least \$435 million in its Québec and Labrador facilities. Between now and 2012, the company plans to increase its annual production of iron ore concentrate by 4 million tons. It expects its annual production

²⁴ "La Garde côtière prépare les communautés arctiques aux déversements de pétrole", *Le Journal de Montréal*, June 10, 2010.

²⁵ Corbeil, Michel, "La mine du lac Bloom en pleine éclosion", *Le Soleil*, June 25, 2010.

capacity to have reached 26 million tons by the end of its expansion project.²⁶

Cliffs Natural Resources also intends to intensify its activities in order to take advantage of the upsurge in prices on the iron market, among other things by modernizing its pelletization lines in Sept-Îles. In addition, the company is considering the possibility of maximizing its returns on manganese from the old Scully mine in Labrador.²⁷

Aluminium

Alumina from Québec in the near future

Exploration Orbite has managed to gather the funds needed to finance its alumina processing pilot plant in Cap-Chat. The aluminous clay will come from a deposit in the Grande-Vallée hinterland. The Cap-Chat plant is currently being set up, and should be completed during the summer. It is expected to be ready to produce one ton of alumina per day in late 2010. Its production will be used by the Alouette aluminium smelter in Sept-Îles.²⁸

A new smelter in Jonquière

Rio Tinto Alcan has announced that it will be building a new-generation aluminium smelter in Jonquière. The project will involve the addition of two expansion phases to the pilot plant currently being built in the town. The work should be completed in 2014, at which time the new smelter will be able to produce 460,000 tons of aluminium.²⁹

²⁶ Lévesque, Fanny, "435 M\$ au Québec et au Labrador", Le Soleil, May 7, 2010.

²⁷ "Cliffs Natural Resources - Intensification des activités", Radio-Canada Website, June 2, 2010.

²⁸ Gagné, Gilles, "Les travaux progressent à bon rythme", Le Soleil, May 4, 2010; "Gisement d'alumine - Exploration Orbite complète son financement", Radio-Canada Website, May 21, 2010.

²⁹ Baril, Hélène, "Nouvelle usine de 3,6 milliards \$ à Jonquière - Rio Tinto Alcan franchit une autre étape", Le Soleil, August 21, 2010.

Lumber and newsprint

Newsprint: A major crisis in Québec

The North American demand for newsprint fell by 35% in the period 2007-2009, to just 5.7 million tons. In 2010-2013, the decline will be less significant, but will nevertheless remain steady, given the fact that the large American dailies are reducing their print runs in response to the growing popularity of online editions.

Québec has nine mills specialized in the production of newsprint (out of a total of 38 such mills in North America). None of Québec's mills appears on the list of those with the lowest production costs, and two of the three owners of Québec's mills are currently under legal protection from their creditors.³⁰

Lumber: A precarious recovery

The American property market is once again showing signs of weakness. This does not bode well for Canada's lumber industry, which exports 80% of its production, mainly to the United States.³¹

Apatite

A new apatite mine in Sept-Îles

The Société générale de financement (SGF) has joined forces with Yara International, a Norwegian multinational, to operate an apatite mine in the town of Sept-Îles. Apatite is used to manufacture fertilizers. The mine's entire production – roughly 700,000 tons of ore per year – will be shipped to Yara's processing plant in Norway, via the Pointe-Noire port facilities in Sept-Îles.³²

³⁰ Corbeil, Michel, "Pâtes et papiers : Statistique coup de poing", Les Affaires, April 24, 2010.

³¹ Normand, François, "Reprise précaire dans les pâtes et papiers", Les Affaires, April 3-9, 2010.

³² Corbeil, Michel, "500 millions \$ pour une mine - Une multinationale de fertilisant et le SGF s'allient pour exploiter un gisement à Sept-Îles", Le Soleil, June 22, 2010.

Petroleum

Promising deposits in Québec

Québec's subsoil is full of black gold. At least, that is what the petroleum companies think. They estimate an extraction potential of several thousand barrels per day within a few years. The sites with the greatest promise are Anticosti Island, Haldimand and Galt in Gaspésie. Based on current and future projects, the experts estimate a daily production of roughly 20,000 barrels by 2014.³³

Last September, the Québec government permanently banned all gas and petroleum operations between Orleans Island and Anticosti Island. An environmental impact assessment is currently underway in the Gulf, and the results will be published in two years' time.³⁴

FERRIES

Repair work begins on the Rivière-du-Loup quay

Repairs to the Rivière-du-Loup quay began last June. The site, located west of the ferry quay, will not affect the maritime service between Saint-Siméon and Rivière-du-Loup via the *M/V Trans-Saint-Laurent*. Work will begin with repairs to the breakwater, and will intensify when ferry operations cease on September 15, when the ferry quay will be renovated, extended and made safe. Work is expected to be completed in 2012.³⁵

A cycle ferry in Québec City

There is no shortage of projects in Québec City. In addition to the tramway, the Mobility Committee has recommended the introduction

³³ Shields, Alexandre, "Le Québec, pays de l'or noir? Anticosti dans la mire des pétrolières", *Le Devoir*, June 5, 2010; Shield, Alexandre, "Des dizaines de millions de barils d'or noir dans le sol gaspésien", *Le Devoir*, June 23, 2010.

³⁴ Cliche, Jean-François, "Entre l'île d'Orléans et l'île d'Anticosti – Non aux hydrocarbures", *Le Soleil*, September 28, 2010.

³⁵ "Rivière-du-Loup - Les grands travaux", *Radio-Canada Website*, May 29, 2010.

of an express boat service across the St. Lawrence River, for pedestrians and cyclists only, to facilitate travel between Québec City and Lévis. The service would be in addition to the current car ferry operated by the Société des traversiers du Québec, but would be faster.

At the same time, another cross-river ferry service may possibly be introduced near the bridges, as proposed in the cycle network development plan adopted in 2008. The new service would leave from the quai des Cageux, built during work on the Promenade Samuel-de-Champlain. However, there are currently no plans to proceed with implementation, for at least the next two years.³⁶

EXCURSION CRUISES

Whale-watching: A new code of ethics

A group of partners including Parks Canada, Parcs Québec, the Groupe de recherche et d'éducation sur les mammifères marins (GREMM) and biologist Jean Lemire, has agreed on the introduction of a whale-watching code of ethics for the Saguenay-St. Lawrence Marine Park. The signatories will also create a research fund to be managed by the Fondation de la faune du Québec.³⁷

INTERNATIONAL CRUISES

Québec City threatened by the European ports

The Québec Port Authority believes increasingly fierce competition from the European ports to attract cruise ships, with their thousands of passengers, may adversely affect Québec City in the coming years. The European ports are currently investing millions of euros in their facilities, to attract the cruise ships. Given the limited number of ships in the market, there is a

³⁶ Normandin, Pierre-André, "Un traversier pour vélos", *Le Soleil*, 9 juin 2010.

³⁷ "Observation des baleines – Un code d'éthique en préparation", *Radio-Canada Website*, June 30, 2010.

real risk that at least some of their itineraries will be diverted from the St. Lawrence to the Mediterranean.

Canvassing efforts must therefore be increased, or at least maintained at their present levels, to convince the cruise ship operators of the benefits of the St. Lawrence River.³⁸

A growing number of ships at Percé

More cruise ships are expected to sail between the Rocher Percé and Bonaventure Island, even those that do not stop over in Gaspé. This is due to an awareness campaign by the Percé tourist information office management. The decision to sail between Percé and Bonaventure Island is left to the discretion of the ships' captains or the cruise companies.

Eight small cruise ships will stop over in Gaspé this year. The quay at Percé is too small to welcome medium-sized or large vessels.³⁹

Construction of the *Carrefour maritime* in Baie-Comeau

The federal government will pay the town of Baie-Comeau more than \$4 million for construction of its *Carrefour maritime*, and the Québec government should, in principle, grant a similar amount in the near future. The project, with an estimated value of more than \$10 million, will enable the town to receive cruise ships. Work should be completed in 2012.⁴⁰

COMMENTS

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Maritime Outlook is a semi-annual publication reporting on marine transportation highlights in Québec.

Produced by:

Policy and Economics Branch
Fisheries and Oceans Canada
Québec City QC
G1K 7Y7

September 2010

³⁸ Pelchat, Pierre, « Québec menacée par les ports européens », *Le Soleil*, 24 avril 2010.

³⁹ Gagné, Gilles, « Un nombre grandissant de passages à prévoir - Bateaux de croisière entre le rocher Percé et l'Île Bonaventure », *Le Soleil*, 18 juin 2010.

⁴⁰ « Baie-Comeau – Accueillir les touristes », *Site Web de Radio-Canada*, 14 septembre 2010.