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The Shipping Federation of Canada is the preeminent voice of the owners, operators and agents of ships involved in Canada’s world trade. The ships represented by our members carry the imports and exports that are so essential to the Canadian economy, calling ports from Atlantic Canada to the St. Lawrence and Great Lakes to the West Coast.

OUR MEMBERS



Admiral Marine Inc.

**AEGEAN
MARITIME INC.**

Aegean Maritime Inc.



Anglo-Eastern Ship Management Ltd.



APL (Canada) Ltd.



Atlantic Container Line



Atship Services Ltd.



Bay Shipping Inc.



Canada Steamship Lines
A Division of The CSL Group Inc.



Canadian Maritime Agency Ltd.



China Ocean Shipping Co. (COSCO)



China Shipping (Canada) Agency Co. Ltd



CMA-CGM (Canada) Inc.

**CMC-CURRIE
MARITIME CORPORATION**

CMC-Currie Maritime Corporation



Colley Motorships Ltd.

Colley Motorships Ltd.



Cross Marine Inc.



Echo Freight Inc.

**EVERGREEN AMERICA
CORPORATION**

Evergreen America Corporation



F.K. Warren Ltd.



Fednav Ltd.

**FUNDY
SHIPPING LTD.**

Fundy Shipping Ltd.

**FURNCAN
MARINE LTD.**

Furncan Marine Ltd.



Gibson Canadian
Global Agency Inc.

**GOODFELLOW SHIPPING
AGENCY LTD.**

Goodfellow Shipping Agency Ltd.



GRESKO Ltée

Gresko Ltée



H. E. KANE AGENCIES LTD.
PORT AGENTS AT SAINT JOHN, NB
100 Water Street
3 Hamilton Lane, Richmond Hill, Ontario, L4B 1L9
Tel: (905) 882-0967 Fax: (905) 881-1019 • E-Mail: hkan@hekan.com

H. E. Kane Agencies Ltd.

**HAMPTON SHIP
AGENCY**

Hampton Ship Agency

HANJIN SHIPPING
Beyond the Ocean

Hanjin Shipping



Hapag Lloyd (Canada) Inc.



Holmes Maritime Inc.



Inchcape Shipping Services



"K" LINE CANADA LTD.

K Line Canada Ltd.

**K D
MARINE INC.**

K D Marine Inc.



Laden Maritime Inc.



**LAKE
SUPERIOR
SHIPPING Ltd.**

Lake Superior Shipping Ltd.

**LAKEHEAD
SHIPPING CO. LTD.**

Lakehead Shipping Co. Ltd.



*Les Agences Océaniques
Du Bas St-Laurent Ltée
Lower St. Lawrence
Ocean Agencies Ltd.*

Lower St. Lawrence Ocean Agencies Ltd.

OUR MEMBERS (CONTINUED)



Maersk Canada Inc.



Mathers Logistics Ltd.

**MCA MARINE & CARGO
AGENCIES LTD.**

MCA Marine & Cargo Agencies Ltd.



McAsphalt Marine Transportation Ltd.

**MCKEIL
MARINE LIMITED**

McKeil Marine Limited



MCLEAN KENNEDY INC.

McLean Kennedy Inc.



Montreal Marine Services Inc.



MONTSHIP INC.

Ship Agents, Brokers & Operators • Est. 1925
Agents maritimes, Courtiers d'affrètement et
Gérants commerciaux • Fondée en 1925

Montship Inc.

MSC (CANADA) INC.

MSC Mediterranean
Shipping Co. (Canada) Inc.



Navitrans Shipping Agencies Inc.



Nirint Canada Inc.



North Atlantic Refining Ltd.



Norton Lilly International



NYK Line (Canada) Inc.



Ocean Remorquage Montreal Inc.



OceanCrest Transport Inc.

**OCEANIC TANKERS
AGENCY LTD.**

Oceanic Tankers Agency Ltd.



OOCL (Canada) Inc.



Poros Shipping Agencies Inc.

PROJECT TRANSPORT & TRADING LTD.

Project Transport & Trading Ltd.



PROTOS SHIPPING LTD
Protos Shipping Limited



Ramsey Greig & Co. Limited

Rio Tinto

Rio Tinto



Robert Reford



Scandia Shipping (Canada) Inc.



SMK Tanker Agency Inc.



Sorel Maritime Agencies Inc.

SVITZER

Svitzer Canada Ltd.



Tormar Inc.

TRILLIUM SHIPBROKERS LTD.

Trillium Shipbrokers Ltd.



Wagenborg Shipping North America Inc.



WALLENIUS WILHELMSEN LOGISTICS
Wallenius Wilhelmsen Logistics Americas LLC

YANG MING

Yang Ming Shipping (Canada) Ltd.



Zim Integrated Shipping Services (Canada) Co. Ltd.

BOARD OF DIRECTORS



CHAIR
James Stoneman
Atship Services Ltd.
(also Chair, Nova Scotia
District Committee)



VICE-CHAIR
Brian McDonald
Montship Inc.



HONOURARY TREASURER
Ross Kennedy
Robert Reford



Michael Broad
President
Shipping Federation of Canada



David Cardin
Maersk Canada Inc.



Paul Gourdeau
Fednav Ltd.



Lou Holmes
Holmes Maritime Inc.



Fritz King
Atlantic Container Line



Volker Kluge
Zim Integrated Shipping
Services (Canada) Co. Ltd.



Andre Neuendorff
Protos Shipping Ltd.



Holger Oetjen
Hapag-Lloyd (Canada) Inc.



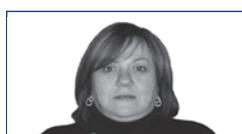
Allan Philp
Laden Maritime Inc.



Gordon Smith
F.K. Warren Ltd.



Sokat Shaikh
MSC Canada Inc.



Norma Tilley
Canadian Maritime Agency Ltd.
(also Chair, Newfoundland -
Labrador District Committee)



Robert Vandenende
Gresco Ltd.



David Watson
OOCL Canada Inc.
(also Chair, Ontario
District Committee)



Bryan Wilson
Lower St. Lawrence Ocean
Agencies Ltd.

MESSAGE FROM THE CHAIR



The shipping industry continued to face challenging times in 2011, as the long-awaited economic recovery failed to gain a solid foothold in a number of key regions, including the U.S. and Europe. Given this economic backdrop, the Shipping Federation's efforts to promote international shipping in Canada were more important than ever, as were its core activity areas of advocacy, operations, education and information. Indeed, I am pleased to report that despite the challenges that the industry has collectively faced over the last few years, the Federation's membership remains strong and squarely focused on the future.

Our Board of Directors held five regular meetings throughout the year to develop Federation policy with respect to a wide array of subjects. In June, a sub-committee of the Board participated in a strategic planning session to formulate the Federation's strategic orientations and corresponding activities for the coming years. In October, several Board members participated in a government relations day in Ottawa, which provided an opportunity to discuss priority issues and concerns with officials from the main departments and agencies involved in shipping and international trade.

Our annual conference, held in Montreal on April 6th, was once again a great success, attracting a wide range of participants from both the public and private sectors. Not surprisingly, the conference focused on the state of the economy and future prospects for the industry. This is the tenth conference that the Federation has held since 2000, and the event continues to be an ideal vehicle for bringing together industry stakeholders on key issues.

The Federation's District Committees continued to do an excellent job of addressing subjects at a local level, while keeping the Board apprised of developments with potentially national ramifications. I cannot overstate the importance of these Committees in helping the Federation represent the interests of all its members throughout Canada, thus ensuring its role as a truly national organization.

We also benefitted from the expertise of our five standing committees, which devoted a considerable amount of time and effort to addressing subjects of ongoing interest to both Federation members and the industry in general. I would like to thank the members of the Pilotage Committee, the Customs Committee, the Environment Committee, the Intermodal Committee, and the Waterways Efficiency Committee for their commitment throughout the year, as well as their desire to make a tangible contribution to the industry's well-being.

As my two-year term as Chair comes to an end, I would be remiss if I did not express my gratitude to my fellow Board members for their invaluable counsel and support, and to the President and his staff for their hard work and dedication. My experience as Chair has provided me with a deep appreciation for the tremendous amount of work that the Federation does on behalf of its membership, as well as the reputation it has earned as the pre-eminent voice of Canada's international shipping industry. It has been a privilege and an honor to have served the industry in this capacity over the last two years, and as I look to the future, I have no doubt in the ability of both the Federation and its members to make the very most of the opportunities that lie ahead.

James Stoneman
Chair of the Board of Directors

PRESIDENT'S OVERVIEW



2011 was an active and productive year for the Shipping Federation of Canada. Although ongoing concern about the slow pace of the global economic recovery continued to affect our members' operations, this was partially offset by the relative strength of the Canadian economy. Within this context, the

Federation continued to focus on its core mission of providing value to members by serving as a strong and credible voice for Canada's international shipping industry.

On the policy front, 2011 was marked by a number of developments that served to highlight the pro-business orientation of the new government. These included ongoing efforts to negotiate free trade agreements with a variety of partners throughout the world, the tabling of legislation to dismantle the Canadian Wheat Board in favour of a purely commercial grain marketing system, and the unveiling of a joint Canada/U.S. action plan on perimeter security and economic competitiveness.

It will be interesting to see how these initiatives align with the government's announced focus for 2012, which is to reduce the deficit by conducting a comprehensive program review, and reducing or eliminating services that are deemed to be redundant or unnecessary. Needless to say, the Federation will be an active participant in this process, with a view to ensuring that it has a voice in any discussion of services that impact the shipping industry.

As noted by the Chair, several Board members participated in a strategic planning session this past June, with a view to identifying the main issues and challenges facing the Federation and developing strategies

for future action. Among the main issues and objectives highlighted during the process were the following:

- **Engagement** - Establish collaborative relationships with the future leaders of our industry by reaching out to younger employees of member companies.
- **Communications** - Upgrade the Federation's external communications activities and products in order to enhance public awareness of the international shipping industry.
- **Technology** - Develop a member-oriented strategy for streamlining and adding value to the massive amounts of information that companies receive on a daily basis.

It is not surprising that these issues reflect trends that are currently occurring in society as a whole, especially with respect to the huge demographic shift resulting from the retirement of the "baby boomer" generation, and the unprecedented impact that technology is having on our communications and interactions. Indeed, I have no doubt that these two trends will have a profound effect on the manner in which all organizations - the Federation included - do business in the future. I am therefore very pleased with the Strategic Planning Committee's foresight in identifying these issues as priorities for our association as we move forward.

Finally, I would like to thank the Federation's members for their continued commitment to our industry, and commend them for their tenacity and patience during these tumultuous times. I also wish to extend my sincere thanks to the Federation's staff who continually work to provide members with the best possible service.

Michael Broad
President

STRENGTHENING THE CANADIAN GATEWAY

As the association representing ocean ships trading at Canadian ports, the Federation has a strong interest in maximizing the efficiency of the Canadian gateway and enhancing its ability to attract a growing share of global trade volumes. Here are some of the year's major milestones in this respect:

Legal Challenge of Gateway Infrastructure Fee

In response to strong expressions of concern from members, the Federation and twelve member companies filed a legal challenge of Port Metro Vancouver's assessment of a new gateway infrastructure fee (GIF) against containerships in the spring of 2011. At issue is the Port's right to recover the cost of non-marine infrastructure improvements located outside the port's territory from users who gain no direct benefit from such improvements.

The Federation believes that the outcome of this case is of interest not only to containerships calling at the Port of Vancouver, but to ship owners and operators throughout Canada, all of whom face the possibility of similar fees if the GIF remains uncontested. Accordingly, our work on this issue will continue to be a priority in 2012.

Rail Service Efficiency

After filing a brief to the Rail Review Panel in 2010, the Federation was pleased with the panel's final report (issued in March 2011), which promotes a commercial approach to solving rail service issues with the possibility of legislative intervention should such an approach fail. Towards that end, a stakeholder committee (led by a government-appointed facilitator) is now working to develop a commercial dispute resolution process, as well as a checklist of points to be included when rail service contracts are discussed. The Federation is optimistic that these measures will resolve the majority of rail service issues that stakeholders identified during the review process and is closely following the committee's progress.

North American Perimeter Initiative

Given the ongoing challenge of ensuring border and transportation security while also optimizing trade efficiency, the Federation welcomed the government's December 7th announcement of a joint Canada / U.S. action plan on perimeter security and regulatory cooperation. On the security side, the plan's measures will harmonize and streamline current border management processes in order to create a thinner and smarter border that facilitates the movement of trade between the two countries.

On the regulatory side, the plan will "push out the border" by identifying threats before they arrive in Canada or the U.S. Specific measures in this respect include the advance security screening of cargo and the implementation of a new cargo security strategy, under which cargo will only have to be cleared at its first port of entry, thus reducing the time and expense of re-screening. We will be closely monitoring the implementation of these plans in 2012, with a view to providing input as required.

"The action plans on border security and regulatory cooperation represent an important step forward in increasing the efficiency of Canada's trade and optimizing the Canadian gateway for the benefit of the country as a whole."

Michael Broad
President

The International Framework

Throughout the year, the Federation continued to press the government to keep pace with the ratification of international conventions applicable to the maritime industry, with a view to strengthening the global regulatory framework governing ocean shipping and ensuring its consistency. Given the government's clear and ongoing interest in expanding and diversifying Canada's international trade with partners across the globe, our efforts in this respect will continue in the coming years.

BEING ENVIRONMENTALLY RESPONSIBLE

As part of its commitment to safe and sustainable navigation, the Federation works closely with its members to minimize the industry's environmental footprint and thus protect the marine environment. We accomplish this by providing regulatory compliance tools, encouraging the implementation of best environmental practices, and working with industry stakeholders and governments to find workable solutions to environmental challenges. Here is an overview of our main issues of interest in this respect:

Ballast Water Management

A key Canadian development in the ballast water file will occur early in 2012, when the government introduces regulatory amendments to implement the provisions of the IMO's Ballast Water Convention. The Federation has long been a supporter of this convention, which will ensure a harmonized international regime that achieves an effective transition from ballast water exchange to on-board ballast water treatment systems based on ambitious but achievable treatment standards.

The path towards an international regime has been more difficult in the U.S., where ballast water continues to be regulated by a patchwork of state and federal regulations. Although the EPA's Vessel General Permit (one of the two main instruments regulating ballast water in the US) will incorporate the IMO's standard and timeline in its next (2013) version, we do not yet know whether individual states will adopt the same approach, or how the

EPA requirements will be coordinated with the US Coast Guard's (soon to be published) final rule on ballast water.

In a welcome development - and after a great deal of advocacy work - New York state recently retreated from its unachievable (100 times IMO) treatment standard for ships transiting its waters, which was one of the conditions attached to its certification of the 2008 Vessel General Permit. Although several Great Lakes states have explicitly acknowledged the impossibility of attaining such a standard at this time (and have thus aligned their requirements with those of the IMO), New York is following a somewhat different track. More specifically, the state has indicated that although it intends to work towards a national ballast water standard in collaboration with other states, such a standard (which would be implemented in 2016) would nevertheless be equivalent to 100 times IMO. Finding a solution to this issue will therefore continue to be a priority for the Federation in 2012.

It is also worth noting that in a scientific article published last spring, Canadian researchers confirmed the effectiveness of mid-ocean exchange and saltwater flushing, combined with a stringent enforcement policy, as the best available means of ensuring that ships do not inadvertently transport non-indigenous species into new areas. Indeed, the researchers found that there have been no recorded instances of new invasive species due to ballast water since the program's introduction in 2006.

"We are very pleased that scientific research has confirmed the effectiveness of ballast water exchange and rigorous enforcement as a sound prevention strategy against the introduction of new aquatic invasive species into the Great Lakes. At the same time, the international shipping industry will continue with its research and investments in new and improved technologies that will ensure the sustainability of not only the Great Lakes, but all of the bodies of water in which ocean going ships trade."

Caroline Gravel
Director, Environmental Affairs

Air Emissions

The Federation continues to be a supporter of the IMO initiative to establish a North American Emission Control Area (ECA) which comes into effect on August 1, 2012. As of that date, ships sailing in North American waters will have to comply with a 1.0% sulphur limit within the entire EEZ (out to 200 miles), as well as new requirements for reducing NO_x (nitrogen oxide).

A major issue arising from this file has been the effort to develop a regulatory regime for the internal waters not covered by the ECA. Although the U.S. has chosen to apply the ECA standards to all ships sailing in its internal waters, Canada is proposing a differentiated regime for deepsea and domestic ships. More specifically, ocean ships would be subject to the ECA standards, while domestic ships would adhere to a fleet averaging option entailing a less stringent fuel sulphur requirement.

The Federation has a number of concerns about this proposal, including the uneven playing field it creates within Canada; its inconsistency with the U.S. regime; and the lack of any scientific evidence supporting the environmental benefits of a fleet averaging option. We have raised these concerns with Transport Canada and will continue to pursue this issue in 2012.

Greenhouse Gases

An important step in the regulation of GHGs from shipping occurred this summer, when the IMO adopted two mandatory measures to reduce CO₂ emissions by optimizing the design of ships and the amount of fuel they consume.

The first measure - the EEDI (or Energy Efficiency Design Index) - requires a minimum energy efficiency level for new ships, and is expected to reduce atmospheric greenhouse gases by 45 to 50 million tonnes by 2020, and 180 to 240 million tonnes by 2030. The second measure - the SEEMP (or Ship Energy Efficiency Management Plan) - is a management template that allows companies and ships to monitor and continuously

improve their performance with respect to various factors that may contribute to CO₂ emissions. Both measures are expected to enter into force on January 1, 2013.

As an adjunct to the foregoing, the IMO is also considering various regulatory options for reducing GHGs from shipping. Given that this will be a subject of intense discussion at the next meeting of the IMO's Marine Environmental Protection Committee, Transport Canada has requested input from key stakeholders, including the Federation, in order to identify suitable options for an international regime.

Green Marine

As a founding member of the Green Marine Environmental Program and a member of its Board of Directors, we are very proud to report that the initiative celebrated a number of milestones in 2011. In addition to welcoming 36 new participants, partners and supporters during the year (bringing its total membership to 130), Green Marine also became a truly North American program by expanding beyond the St. Lawrence-Great Lakes region to include marine transportation companies throughout Canada and the U.S. Finally, the program received the prestigious Green Shipping Initiative of the Year award, which celebrates the significant work that is going on worldwide to improve the marine's industry environmental performance.

Green Marine is a voluntary environmental program that encourages participants (shipowners, ports and terminals) to go beyond regulatory compliance by applying best practices, establishing reduction targets, and introducing new technologies to reduce their environmental footprint. The results reported by participating companies are subject to rigorous external verification every two years (thus ensuring their credibility) and are then shared with the public.

ENSURING SAFETY, SECURITY & EFFICIENCY

The effort to maintain a safe, secure and efficient transportation system is a fundamental value that is embedded in the Federation's guiding principles and forms the backdrop of many of our activities. Here is an overview of our major efforts with respect to these objectives in 2011.

Pilotage

Pilotage continued to be a subject of interest in 2011, as the Federation worked to ensure the availability and reliability of this essential service at a reasonable cost. In addition to establishing a working group to examine ways of increasing the efficiency of pilotage operations in the Laurentian region, particularly during the winter months, we also participated in a risk assessment to determine whether the port of Belledune (New Brunswick) should be designated as a compulsory pilotage area.

On the cost side, our Pilotage Committee met with the Atlantic, Great Lakes and Laurentian Pilotage Authorities at various times throughout the year to review each authority's financial performance, and ensure the development of appropriate tariff levels for the coming year. The Committee also continued with its tradition of holding a semi-annual meeting with the Canadian Marine Pilots Association, which serves as an excellent forum for collectively discussing pilotage issues on a Canada-wide basis.

Post-Panamax Navigation

The risk assessment of post-Panamax vessels navigating the St. Lawrence River to the Port of Montreal, which began in 2008 as a joint undertaking of Transport Canada, the Canadian Coast Guard and the Laurentian Pilotage Authority, finally came to fruition in 2011. Although the official directives regarding such transits will come into effect in April 2012, post-Panamax vessels were permitted to navigate the river on a case-by-case basis as of autumn 2011.

The Federation participated in several meetings of the working group conducting the study and submitted comments highlighting the need to ensure that the new

rules are harmonized with existing international requirements. We also expressed a strong interest in being actively involved in the review process for the new directives.

Customs Issues

As in previous years, CBSA (Canada Border Services Agency) issues occupied a significant portion of our agenda in 2011, particularly with respect to the Agency's border management processes and its reporting requirements for cargoes and vessels entering and exiting Canadian waters.

A key topic of concern continued to be CBSA's plan to require all marine carriers to have their own carrier code, rather than allowing them to use their Canadian agent's code as is currently the case. Given that this would require hundreds of vessels (many of them infrequent traders) to undertake the cumbersome administrative process of applying for their own carrier code from CBSA, this change in policy has the potential to discourage some vessels from calling Canadian ports altogether. The Federation has raised this matter with CBSA on several occasions, and will continue to work towards a more acceptable solution.

The Federation also worked to increase the efficiency of CBSA's container examination process by initiating negotiations with the contractors who are collectively hired by carriers to manage examinations at Canada's major container ports. The overall aim of such negotiations, which are currently ongoing at both Halifax and Montreal, is to clearly define the levels of service required by industry and reach agreement on a reasonable pricing structure.

In addition to the foregoing, the Customs Committee worked on mapping the actual process by which marine containers are examined, with a view to identifying specific problem areas and/or bottlenecks. After focusing on export containers in 2010, the Committee turned its attention to the import side in 2011. Once this review has been completed, the committee will develop recommendations for expediting the import examination process.

ENGAGING WITH STAKEHOLDERS

As a key part of its mandate, the Federation continued to reach out to industry partners, government officials and other stakeholders throughout the year. The purpose of such efforts is to build awareness and understanding of Canada's international shipping industry, with a view to leveraging its role as an essential element of the Canadian economy. Here are some of the main activities we undertook in this respect:

Annual Conference

The Federation held its 2011 Annual Conference on April 6th, with a series of very timely presentations focusing on the economic recovery and future trends and opportunities for the shipping industry. Highlights of the event included:

- A global economic forecast, presented by the Canadian Chamber of Commerce;
- An outlook on the export grain market, presented by the Canadian Wheat Board;
- A survey of innovation in the logistics sector, presented by the Supply Chain and Logistics Association of Canada;
- A discussion on the challenges of operating in a post-recession business environment, provided by IBI Group;
- A keynote luncheon speech on building gateways and supply chain efficiency provided by the President of CN Rail.

Certificate in Marine Transportation

In June, fourteen students from across Canada were awarded the Certificate in Marine Transportation at a graduation reception held in our boardroom. All graduates completed five 42-hour courses on key aspects of the marine transportation industry, which were developed and delivered by the Federation in collaboration with Concordia University's School of Extended Learning. The program, which is available both live and via the Internet, was first introduced by the Federation in 1996, and has graduated over one-hundred industry professionals since then.

Government Relations Day

Our government relations day, held in Ottawa on October 20th, enabled members of the Board of Directors and senior staff to meet with key government officials, including the Minister of Fisheries and Oceans, the President of the Canada Border Services Agency, the Commissioner of the Canadian Coast Guard, and the Deputy Minister of Transport.

The theme of the day, *International Shipping: Carriers of Canada's World Trade, Enablers of Canada's Prosperity*, was designed to brand Federation members in accordance with the government's pro-trade orientation. The key messages delivered at the various meetings focused on:

- *Developing a plan to replace the Coast Guard's aging icebreaking fleet and elevating this issue to the Cabinet level;*
- *Thinning the Canada / US border to secure easy access of transit cargo to and from US territory;*
- *Using CBSA's electronic trade and transportation data to enhance the efficiency of Canada's trade corridors;*
- *Reviewing Canada's Coasting Trade Act through the lens of the gateway strategy;*
- *Encouraging Transport Canada, DFAIT and CBSA to work together on international transportation issues.*

Mariners' Workshop

We continued our involvement with the Mariners' Workshop in 2011, which is a forum for mariners, service providers, manufacturers and regulators to discuss developments in the field of electronic navigation. The most recent version of the workshop was held in Montreal this past February as a collaborative effort between the Federation, the Port of Montreal, the Canadian Hydrographic Service, the Canadian Coast Guard, Transport Canada, and the University of New Hampshire.

COMMITTEE WORK

The Shipping Federation's standing committees are an essential means of obtaining member input and expertise on specific subjects, building consensus on developing issues, and ensuring that the Federation's positions fully reflect the needs and realities of Canada's international shipping industry. Here is an overview of the mandate and composition of the Federation's five standing committees:

Pilotage Committee:

MANDATE

The Pilotage Committee addresses issues related to marine pilotage. Such issues include, but are not limited to, contract negotiations, levels of service, service disputes, tariff revisions and governance matters.

MEMBERS

Donald Poirier - Hapag Lloyd (Chair)
Ross Baldwin - McLean Kennedy
Denis Blondeau - SMK Tankers
Robert Calvé - Lower St. Lawrence
Andrew Digby - Robert Reford
Andrew Dzielak - Montreal Marine
David Grieve - Fednav

Jennifer Holmes - Holmes Maritime
Stan Kwiaton - MSC
Michael O'Morchoe - OOCL
Jason Skorski - Inchcape Shipping
Norma Tilley - Cdn. Maritime Agencies
Robert Vandenende - Gresco
Jean-François Belzile - Shipping Fed.

Customs Committee:

MANDATE

The Customs Committee addresses issues arising from the regulations and procedures that Canadian and U.S. Customs authorities impose on ships and cargoes, particularly with respect to documentation and reporting requirements.

MEMBERS

Lisa Brown - Protos Shipping (Chair)
Frank Caucci - Zim Integrated Logistics
Ralph de Boyrie - APL
Mohammed El Mzouri - MSC
Linda Hall - ACL
Jennifer Holmes - Holmes Maritime
Steven Holt - Fednav
Paul Lambert - Furncan Marine
Joseph Lee - China Shipping

Denis LeGoff - Hapag-Lloyd
Juliet McKenzie - APL
Ping Pan - Maersk
Monique Patenaude - Yang Ming
Michael O'Morchoe - OOCL
Michel O'Neil - Project Trading & Trans.
Mike Young - OOCL
James Moram - Shipping Federation

Intermodal Committee:

MANDATE

The Intermodal Committee addresses intermodal issues impacting the shipping industry and explores ways of improving the interface between modes (ship, rail, and truck) in the movement of cargo.

MEMBERS

David Cardin - Maersk
Charles Campbell - NYK Line
Brad Carter - China Ocean Shipping
Fritz King - ACL
Volker Kluge - Zim Integrated Services
Brian McDonald - Montship
Henry Munz - K Line
Anne Legars - Shipping Federation (Chair)

Andre Neuendorff - Protos Shipping
Todd Rives - CMA-CGM
Sokat Shaikh - MSC
Luciano Stefanelli - CMC-CGM
Holger Oetjen - Hapag-Lloyd
Frank Vanduy - Hanjin Shipping
David Watson - OOCL

Environment Committee:

MANDATE

The Environment Committee addresses issues related to environmental compliance and sustainability within the shipping industry, with specific focus on subjects such as ballast water, air emissions, greenhouse gases, oceans management, and cargo residues.

MEMBERS

Jai Alimchandani - Maersk
Marc Gagnon - Fednav
Milena Ganeva - V Ships
Dan Karageorge - SMK Tankers
Henrik Karle - ACL
Chris Williams - CSL International

Bob Moore - ACL
Michael O'Morchoe - OOCL
Donald Poirier - Hapag-Lloyd
Beth Quitadamo - CSL International
Lee Kindberg - Maersk
Caroline Gravel - Shipping Fed. (Chair)

Waterways Efficiency Committee:

MANDATE

The Waterways Efficiency Committee addresses operational subjects that are of interest to international carriers throughout the St. Lawrence - Great Lakes system, with an overall view to improving efficiency and sustainability.

MEMBERS

Danik Boudreau - McLean Kennedy
Danny Coelho - Robert Reford
Stan Kwiaton - MSC
Kimberley Leakas - Maersk
Michael O'Morchoe - OOCL

Donald Poirier - Hapag Lloyd
Philippe Roderbourg - Fednav
Robert Vandenende - Gresco
Max Verna - Fednav
J.F. Belzile - Shipping Federation (Chair)

COMPANIES REPRESENTED BY FEDERATION MEMBERS

As the owners, operators and agents of deepsea ships involved in Canada's international trade, the members of the Shipping Federation of Canada represent many of the world's major shipping and cruise lines, as well as a significant number of manufacturers, producers, exporters and importers trading both to and from Canadian ports. Here is a comprehensive listing of the companies that the members of the Shipping Federation represented in 2011.

A/S Bulk Handling	Delmas
Abitibi Bowater	Dowa Line
AC Oersskeff's Eftf A/S	ED & F Man Shipping Ltd.
Acromas Shipping Ltd.	Eitzen Bulk and Chemical
Agrico Canada Inc.	EMR European Metal Recycling
Aimcor	Evergreen
Alcoa Steamship Co.	EXXONMOBIL
Aliança Lines, Inc.	Fair Wind (Europe) SA
American Iron and Metal Company Inc.	Falconbridge Nickel Mines
American President Line	Federation of Japan Tuna
Ameropa USA	Fednav International
Arcelor Mittal	Fisser & v. Doornum
Atlantic Container Line	Flinter Ship management Limited
Atlantic Minerals Limited	Fred Olsen Cruises
Atlantic RORO Carriers	GAC
Barya Shipping & Trading Inc.	Gavilon Group
BBC Chartering & Logistic GmbH	Gearbulk
Bermuda Container Line	Global Trading
BHP Billiton	Gorthon Lines
BP Shipping	GPS Manila
Brochart KB	Great White Fleet
C O S C O	Greece Marlow Navigation
Cam Paris	Grimaldi Group
Canada Malting Co. Ltd.	Hamburg Shyvers Savoy London
Canada States Africa Line	Hamburg Sud
Canarctic Shipping	Hanjin
Canfornav Inc	Hapag Lloyd
Carnival Cruise Line	Harren and Partners
Celebrity Cruises	Hartmann Group
Celtic Shipping USA	Heidenreich Marine
CertainTeed	Herning Shipping a.s.
China Shipping	HMM
Citadel Shipping AB	H_egh Autoliners
Clipper Projects (Americas) Inc.	Holcim
CMA CGM	Holland America Line
Coeclerici	Horizon Lines Inc.
Combilift	Ibex Maritime Ltd.
Cometals	Innovative Municipal Products
CORUS	Internaut Group
COSCO Shipping Hong Kong	Intersee Schiifahrts GmbH+Co. KG
Crystal Cruise Line	J. Poulsen Shipping
CSAV Chilian Line	J.K. Commodities Ltd.
CSSA	Jacob Scorpio Tanker Pool
Cunard Line	Jo Tankers
Cyprus New York State Marine Highway Transportation Co.	Johan G. Olsen
Dalmore Corporation USA	Johnson & Dever Inc.
Daphne Shipping Odessa	Jumbo Navigation
David J. Joseph	K Line

Kawasaki Kisen Kaisha	SA Cargo Logistics LLC USA
Kent Lines	Safmarine Container Lines NV
Kronos	Saga Shipping
LBH Shipping Canada Inc.	Sanko Steamships
Lindblad Expeditions	Scanscot Shipping Services (Deutschland)
Lockwood Marine Inc.	Sea Star Line
Louis Dreyfus Group	Seabourn Cruises
Lydia Mar Shipping Co. S.A.	Seastar Chartering Ltd.
Maersk Line	Seaway S. A. M.
Marlow Navigation	Shyvers Savoy London UK
Mar-Ocean Brokers Inc.	Siem Shipping
Mediterranean Shipping Co. Ltd.	Silversea
Melfi Lines	Sims Hugo New Global Trading
MidShip Marine Group	Sinochem Shipping co. Ltd.
Mitsui OSK Bulkers	SMT Shipmanagement
MOL (Mitsui O.S.K. Lines)	Spliethoff
MST Mineralien Schifffahrt und Transport GmbH	Springfield Shipping Co. Panama SA
National Shipping Corporation of Saudi Arabia	ST Shipping
Navarone SA	Star Shipping
Navios Handybulk	Statoil
Neptune Orient Line	STC
Neste	Stolt Nielsen
Netherlands Industrial Maritime Carriers USA	STX Panocean (America) Inc.
Network America Lines	Swire Shipping
New York Nordana Project & Chartering Denmark	Sylvite Sales
Newco Ferrous	TBS Shipping Services Inc.
Nirint Shipping B.V.	Teck Cominco Metals Ltd.
Noble Resources Srl, Ravenna	Texas American Shipping USA
Nordana Line	Toko
Norfalco	Tokyo Greenpeace International
Norwegian Cruise Line	Trafigura
NS United Shipping	Transammonia Inc.
NYK Bulkship New York	Transatlantic AB
NYK Line	Tube City IMS
Oceania Cruises	Turkey Cape Reefers
OMS Shpping	Ultramar
Onego Shipping	Unicargo Transportges MBH
OOCL	Urbal Paris
P & O Cruises	USL U.S. Lines
Pacific Basin	UTC Chartering USA
Parakou Shipping Ltd.	V. Ships, Leisure
Paramount Enterprises International	Van Ommeren Clipper
Peter Cremer Canada Ltd.	Vertom Scheepvaart - & Handelmaatschappij B.V.
Peter Dohle Schifffahrts-KG Hamburg	Viterra Inc.
Phoenix Bulk Carriers	Volkswagen Logistics GmbH & CO. OHG
Polsteam	Voyages of Discovery
Prestige Cruises	Wagenborg
Princess Cruises	Waterfront Shipping Company Ltd.
Pro Line Limited & Co. GmbH	WEC Lines
Regent Seven Seas	Xtrata
Rio Tinto Alcan	Yang Ming Marine Transport Inc.
RollDock B.V.	Yara
Royal Caribbean Cruise Line	Zim Integrated Shipping Services Inc.

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Atlantic Towing Ltd.
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CFT Corporation
CTC Services
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CANADIAN PORT ACTIVITY

Tonnage Figures for major Canadian ports (metric tonnes)

MONTREAL	2011	2010	2009
Containers (TEU)	1,362,975	1,331,351	1,247,690
Liquid Bulk	10,760,649	8,151,136	7,773,149
Dry Bulk	5,172,846	5,584,939	5,316,457
Containerized	12,471,002	12,033,434	11,265,868
Non-Containerized	129,767	150,158	168,690
TOTAL	28,534,264	25,919,667	24,524,164
QUEBEC	2011	2010	2009
Liquid Bulk	15,138,152	13,124,966	13,422,642
Dry Bulk	13,770,423	11,246,319	8,588,568
Non-Containerized	43,840	75,863	71,225
TOTAL	28,952,415	24,447,148	22,082,435
SEPT-ILES	2011	2010	2009
Bulk	25,466,642	24,632,569	19,478,921
Liquid Bulk	487,865	442,784	354,046
TOTAL	25,954,507	25,075,353	19,832,967
TROIS-RIVIÈRES	2011	2010	2009
Liquid Bulk	320,000	340,000	292,000
Dry Bulk	1,370,000	1,270,000	1,076,000
Grain	1,341,000	1,160,000	1,079,000
Breakbulk	280,000	186,000	126,000
TOTAL	3,311,000	2,956,000	2,573,000
HALIFAX	2011	2010	2009
Containers (TEU)	410,649	435,461	344,811
Bulk Cargo	5,786,281	5,612,957	6,523,019
Breakbulk	129,863	146,115	110,120
Containerized	3,309,205	3,493,392	2,776,846
Non-Containerized	261,263	264,779	264,779
TOTAL	9,486,612	9,517,243	9,674,764
ST. JOHN'S	2011	2010	2009
Containers (TEU)	127,210	125,327	119,405
Liquid Bulk	529,123	716,798	684,579
Dry Bulk	105,381	68,080	63,830
Containerized	512,558	509,980	485,978
Non-Containerized	275,503	260,431	238,421
TOTAL	1,422,565	1,555,289	1,472,808
COME BY CHANCE	2011	2010	2009
Liquid Bulk	6,421,266	8,488,196	8,046,837
TOTAL	6,421,266	8,488,196	8,046,837

SAINT JOHN	2011	2010	2009
Containers (TEU)	44,377	46,303	44,382
Liquid Bulk	29,700,000	28,900,000	26,000,000
Dry Bulk	936,000	1,083,000	402,000
Containerized	257,000	278,000	265,000
Non-Containerized	871,000	189,000	187,000
TOTAL	31,764,000	30,450,000	26,854,000
VANCOUVER	2011	2010	2009
Containers (TEU)	2,507,032	2,514,309	2,135,813
Bulk Cargo	84,473,950	80,340,313	67,672,486
Breakbulk	16,052,952	16,800,139	14,550,913
Containerized	21,674,616	20,928,073	19,280,000
Non-Containerized	298,113	381,609	387,230
TOTAL	122,499,631	118,450,134	101,890,629
PRINCE RUPERT	2011	2010	2009
Containers (TEU)	410,469	343,366	265,258
Bulk Cargo	15,225,803	12,976,285	9,521,073
Containerized	4,113,433	3,441,018	2,652,598
TOTAL	19,339,236	16,417,303	12,173,671
THUNDER BAY	2011	2010	2009
Bulk	7,474,222	6,712,338	7,093,433
Liquid Bulk	117,157	158,953	178,913
General Cargo	17,313	10,986	13,553
TOTAL	7,608,692	6,882,277	7,285,899
HAMILTON	2011	2010	2009
Breakbulk	264,131	271,042	180,686
Dry Bulk	9,231,499	10,630,531	7,711,753
Liquid Bulk	544,580	571,258	465,684
TOTAL	10,040,210	11,472,831	8,358,123
CHURCHILL	2011	2010	2009
Wheat	512,781	603,352	529,000
Dry Cargo	9,857	55,596	15,100
TOTAL	522,638	658,948	544,100
ST. LAWRENCE SEAWAY	2011	2010	2009
Grain	8,613,000	9,207,000	8,181,000
Iron Ore	8,824,000	9,742,000	6,971,000
Coal	3,740,000	3,696,000	2,852,000
Other Bulk	14,852,000	12,322,000	11,748,000
General Cargo	1,493,000	1,543,000	911,000
TOTAL	37,522,000	36,510,000	30,663,000