



# Shipping Federation of Canada



**ANNUAL REPORT**  
(MAY 2014 - MAY 2015)



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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.

# Members



Agean Maritime Inc.  
Anglo-Eastern Ship Management Ltd.  
APL (Canada) Ltd.  
ArcelorMittal Canada  
Atlantic Container Line  
Atship Services Ltd.  
Bay Shipping Inc.  
Calypso Marine Agency  
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.  
Churchill Shipping  
CMA-CGM (Canada)  
CMC-Currie Maritime Corporation  
Colley Motorships Ltd.  
Cross Marine Inc.  
Evergreen America Corporation  
F.K. Warren Ltd.  
Fednav Ltd.  
Fundy Shipping Ltd.  
Furncan Marine Ltd.  
GFY Marine Group  
Gibson Canadian Global Agency Inc.  
Gresco Ltée

H.E. Kane Agencies Ltd.  
Hampton Ship Agency  
Hanjin Shipping  
Hapag-Lloyd (Canada) Inc.  
Holmes Maritime Inc.  
Inchcape Shipping Services  
Iron Ore Company of Canada  
K Line Canada Ltd.  
KD Marine Inc.  
Laden Maritime Inc.  
Lake Superior Shipping Ltd.  
Lakehead Shipping Co. Ltd.  
Lower St. Lawrence Ocean Agencies Ltd.  
Maersk Canada Inc.  
Mathers Marine Agency Ltd.  
MCA Marine & Cargo Agencies Ltd.  
McAsphalt Industries Ltd.  
McKeil Marine Limited  
McLean Kennedy Inc.  
Montreal Marine Services Inc.  
Montship Inc.  
Navitrans Shipping Agencies Inc.  
Nirint Canada  
Norton Lilly International  
North Atlantic Refining Ltd.  
NYK Line (Canada) Inc.

Ocean Remorquage Montreal Inc.  
OceanCrest Transport Inc.  
Oceanic Tankers Agency Ltd.  
OOCL (Canada) Inc.  
Pacific Northwest Ship and Cargo Services  
Poros Shipping Agencies Inc.  
Protos Shipping Limited  
Ramsey Greig & Co. Limited  
Rio Tinto  
Robert Reford  
Scandia Shipping (Canada) Inc.  
SMK Tanker Agency Inc.  
Sorel Maritime Agencies Inc.  
Svitzer Canada Ltd.  
Thunder Bay Shipping Inc.  
Tormar Inc.  
Trillium Shipbrokers Ltd.  
Wagenborg Shipping North America Inc.  
Wallenius Wilhelmsen Logistics  
Americas LLC  
Yang Ming Shipping (Canada) Ltd.  
Zim Integrated Shipping Services  
(Canada) Co. Ltd.

# Board of Directors



## EXECUTIVE COMMITTEE

### CHAIR

**NORMA ROSE**  
*Canadian Maritime  
Agency Ltd.*

### FORMER CHAIR

**BRIAN MCDONALD**  
*Montship Inc.*

### VICE-CHAIR

**VOLKER KLUGE**  
*Zim Integrated Shipping Services  
(Canada) Co. Ltd.*

### PRESIDENT

**MICHAEL BROAD**  
*Shipping Federation  
of Canada*

### HONOURARY TREASURER

**ROSS KENNEDY**  
*Robert Reford*

## MEMBERS

**SONY AUCOIN**  
*Iron Ore Company of Canada*

**GRACE LIANG**  
*OOCL Canada Inc.*

**GORDON SMITH**  
*F.K. Warren Ltd.*

**LIONEL CHATELET**  
*CMA-CGM (Canada) Inc.*

**JOHN MEARS**  
*Pacific Northwest Ship  
and Cargo Services Inc.*

**JIM STONEMAN**  
*Atship Services Ltd.*

**PAUL GOURDEAU**  
*Fednav Ltd.*

**ANDRE NEUENDORFF**  
*Protos Shipping Ltd.*

**ROBERT VANDENENDE**  
*Gresco Ltd.*

**LOU HOLMES**  
*Holmes Maritime Inc.*

**ALLAN PHILP**  
*Laden Maritime Inc.*

**FRITZ KING**  
*Atlantic Container Line*

**WOLFGANG SCHOCH**  
*Hapag-Lloyd Canada Inc.*

# Address from the Chair



**NORMA ROSE**  
CHAIR OF THE BOARD OF DIRECTORS

“THE LAST TWELVE MONTHS HAVE BEEN BOTH PRODUCTIVE AND CHALLENGING FOR THE FEDERATION, AS IT WORKED TO ADDRESS MEMBERS’ CONCERNS STEMMING FROM AN UNPREDICTABLE ECONOMY, WHILE CONTINUING TO FULFILL ITS ROLE AS THE VOICE OF THE OWNERS, OPERATORS AND AGENTS OF SHIPS INVOLVED IN CANADA’S WORLD TRADE.”

The last twelve months have been both productive and challenging for the Federation, as it worked to address members’ concerns stemming from an unpredictable economy, while continuing to fulfill its role as the voice of the owners, operators and agents of ocean ships involved in Canada’s world trade.

The Board of Directors held four meetings throughout the year to discuss key industry developments and provide strategic on the Federation’s future policies and orientations. The Board’s February 2015 meeting was held in Ottawa in conjunction with a government relations day that unfolded under the theme of Ocean Shipping – Leveraging Canada’s Economic Priorities. The day included meetings with the Minister of Transport, the Minister of Fisheries and Oceans, and senior officials from the Canada Border Services Agency, as well as luncheon with Transport Canada and an evening cocktail reception for parliamentarians. The event served as an excellent opportunity for Board members to raise a number of ocean shipping issues with a Cabinet level profile, including the repositioning of empty containers, the reliability of the Asia-Pacific gateway, and the facilitation of trade from both an international and a bi-national perspective.

Federation members continued to play an active and crucial role in addressing the issues affecting the ocean shipping industry by participating in our various committees. More specifically, 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 and contribution throughout the year, and their willingness to share their time and expertise for the good of the industry as a whole.

Similarly, the members of our District Committees continued to do an excellent job of addressing subjects that are of concern to local members and identifying subjects that merit the attention of the Board as a whole. On behalf of the entire Board, I would like to thank the members of the Nova Scotia District Committee, the Quebec North Shore District Committee, the West Coast District Committee, the Ontario District Committee, and the Newfoundland-Labrador District Committee – as well as their respective Chairs – for the valuable input they have added to the Board’s deliberations. 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.

The Federation was very pleased to welcome Churchill Shipping, GFY Group and Thunder Bay Shipping as core members this past year, as well as the British Columbia Maritime Employers Association as an affiliate member. This brings our total membership numbers to 73 core members and 32 affiliate members. On behalf of the entire Board of Directors, I would like to extend a warm welcome to our newest members and to thank our existing members for their ongoing confidence and support.

Finally, I would like to take this opportunity to extend my gratitude to my fellow Board members for their valuable support and the expertise they have so willingly provided over the year, and to thank the President and his staff for their hard work and dedication.

# President's Report



**MICHAEL BROAD**  
PRESIDENT

"...THE FEDERATION CONTINUED TO FOCUS ON ITS PRIMARY ROLE OF PROTECTING AND PROMOTING THE INTERESTS OF SHIPS ENGAGED IN CANADA'S WORLD TRADE, AND PROVIDING MEMBERS WITH THE NECESSARY TOOLS TO OPERATE THEIR SHIPS AS SAFELY, EFFICIENTLY AND COST EFFECTIVELY AS POSSIBLE."

The past year has been challenging for Federation members, who have had to contend not only with an economy that continues to be characterized by slow growth, but also with a great deal of uncertainty and volatility in the marketplace. Indeed, unpredictability has been the catchword of the year for many members, from those working in the container sector (where intermodal issues wreaked havoc with schedules and created a seemingly never-ending risk of labour disruption); to the dry bulk sector (where demand for some commodities grew at the same time as demand for others fell dramatically); to the liquid bulk sector (where plummeting oil prices combined with heightened social consciousness about the risks – both real and perceived – of transporting oil by water made for a challenging year at best).

In response to these challenges, the Federation continued to focus on its primary role of protecting and promoting the interests of ships engaged in Canada's world trade, and providing members with the necessary tools to operate their ships as safely, efficiently and cost effectively as possible. One of our most significant achievements over the past year has been the firm foothold we have established on the west coast, and the extent to which involvement in west coast matters – from pilotage to customs to port and intermodal operations - has become entrenched in our daily work. This has served to not only strengthen the Federation from an organizational perspective, but to also consolidate its role as the pre-eminent voice of ocean shipping throughout Canada.

On the government relations front, I am pleased to report that we continue to have strong collaborative relationships with the key government departments and agencies that interact with our industry, including not only Transport Canada, but also the Canadian Coast Guard, Environment Canada, the Canada Border

Services Agency and the Canadian Food Inspection Agency. Indeed, we were asked to deliver a seminar on the ocean shipping industry to over one-hundred Transport Canada employees in March 2015, and followed this up with a similar seminar for CBSA employees this past May. Such initiatives are a testament to the relationships we have built and maintained with these organizations over the years, and the extent to which they view the Federation as the authoritative source of information and expertise on the ocean shipping industry.

On the policy front, a key undertaking during the year was our involvement in the statutory review of the *Canada Transportation Act*, which we view as an opportunity to help shape Canada's national transportation policy in the future, and create a unified framework that aligns and connects the current mosaic of statutes, regulations and practices that govern transportation in Canada. We have had an opportunity to meet with the review panel and provide a detailed written submission with our specific recommendations, and hope to provide additional comments later this year.

Another key item on our agenda has been the customs file, particularly with respect to the implementation of CBSA's new carrier code policy under which marine agents are no longer eligible to obtain or hold their own carrier code. We successfully convinced CBSA to postpone the implementation of this policy several times over the past two years, with a view to ensuring that the new eligibility criteria for obtaining a carrier code makes sense from a shipping industry perspective, the application process is as streamlined as possible, and there is a workable process in place to issue codes to vessels with imminent voyages to Canada. Other CBSA issues on our agenda have included the development of a policy for clearing vessels calling remote ports in the Arctic where there are

no designated CBSA offices, and the need to modernize the statutory framework for container examinations in order to clearly define the responsibilities of the various players involved and ensure accountability with respect to costs, delays or damage.

Environmental issues also continued to be a priority item on our agenda, especially with respect to the ongoing public debate about the environmental risks of shipping generally and of transporting cargoes such as oil and hazardous and noxious substances in particular. We made several submissions on this subject to the Tanker Safety Expert Panel, and are pleased to see that the panel's recommendations to date favour a measured, incremental approach to enhancing a spill response framework that has already proven to be both robust and reliable. Another issue of interest to members was the coming into force of the 0.1 percent sulphur requirement associated with the North American ECA. Although this has translated into additional costs for affected members, we have worked closely with Transport Canada to ensure that the department adopts a consistent and workable approach to enforcement.

On the operational front, we continued to work with all four Canadian pilotage authorities, as well as the US Coast Guard, in order to ensure reasonable tariffs and efficient service. I am pleased to report that our efforts to encourage both the pilots and the pilotage authorities to adopt a process-based approach to managing pilotage services have been generally successful, and have helped ensure that shipowners and operators are aware of the service levels and related costs they can expect well in advance of their voyages.

I should also mention that a subcommittee of the Board undertook a strategic planning exercise at the end of last May, which was supplemented by similar sessions with some of our district committees and other members. These exercises have provided us with a great deal of valuable input, which will form the basis of our new Strategic Plan to be unveiled later this summer. This Plan is a core element of our ongoing efforts to add value to the services we deliver and ensure that members receive the best possible return on their investment in – and commitment to – the Federation. Indeed, I would like to end by thanking members' for their continued support of our organization, and for the many hours of time and expertise they contribute to our various standing, ad-hoc and district committees. I would also like to extend my sincere thanks to the Federation's staff, who continually work to provide members with the best service possible.

# Intermodal and Trade Issues



## INTERMODAL ISSUES

Intermodal issues continued to be a significant part of the Federation's agenda over the past year, as labour strife at US west coast ports, difficult contract negotiations for both CN and CP Rail, and trucking challenges at Port Metro Vancouver all combined to create serious uncertainty about the reliability and resilience of Canada's supply chain. This uncertainty abated somewhat following the conclusion of new labour contracts on the U.S. west coast early in 2015 and the subsequent resolution of the various labour issues facing the railways, as well as the implementation of the measures announced by the Minister of Transport to enhance the efficiency of Port Metro Vancouver's drayage system. Specific measures with respect to the latter included the BC government's introduction of legislation to implement rate regulation for marine container trucking companies serving the port, PMV's establishment of a reformed truck licensing system (which came into effect on February 1st), and the appointment of a Container Trucking Commissioner with responsibility for administering all future truck licenses.

## CANADA TRANSPORTATION ACT REVIEW

The Federation devoted a significant amount of time to the statutory review of the *Canada Transportation Act* this past year, with a view to making the most of this opportunity to help shape Canada's national transportation policy and influence a number of key pieces of legislation. In addition to appearing before the CTA review panel for a preliminary discussion, we submitted a written brief early in 2015, in which we highlighted the shipping industry's role as a global industry that connects Canada's supply chains to global value chains and views logistics efficiency (which includes border management and trade facilitation) as being integral to international competitiveness.

One of the brief's central recommendations is that the current mosaic of statutes, regulations and practices that govern transportation in Canada be aligned with a general framework that helps connect the pieces together, thereby adding value to the system as a whole. Another key recommendation is that strategic gateways and corridors be given statutory status in the *Canada Transportation Act*, in order to ensure that key issues such as infrastructure, financing, governance, labour, resilience, data gathering, benchmarking, and safety and environmental monitoring are encompassed within the current legislative framework.



Although the review panel is expected to submit its final report to the Minister by the end of 2015. It may seek additional comments or input from stakeholders in the interim.

### **CANADA –EUROPEAN UNION ECONOMIC AND TRADE AGREEMENT CETA**

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The Federation continued to closely monitor developments with respect to the *Canada - EU Economic and Trade Agreement (CETA)* throughout the year, and to highlight the agreement's positive impacts for Canada's maritime industry. Not only will the agreement generate additional trade in goods between the two continents, it will also create demand for related transportation services, as a result of which we can expect to see new economic opportunities for Canadian ports and new employment opportunities for workers in the transportation sector. Of particular interest to Federation members are the CETA provisions that will introduce more flexibility and competitive options into the all-important logistics chain by allowing EU companies to reposition their empty marine containers between Canadian ports. The Federation strongly supports such repositioning and believes it should be applicable to all shipping companies, regardless of their nationality or the flag of the ship. Indeed, in 2012, we provided Transport Canada with a proposed legislative amendment allowing such activity under the *Coasting Trade Act*. Although the issue of empty container repositioning subsequently became part of the CETA negotiation package, we continue to push Transport to extend the liberalization of this activity to all shipping companies by excluding the repositioning of empty containers between Canadian ports from the definition of coasting trade found in the *Coasting Trade Act*.

# Customs Issues



Throughout the past year, the Federation has worked closely with the Canada Border Services Agency (CBSA) in order to find the optimal balance between the need to ensure the security of our ports, waterways and borders, and the equally important need to facilitate the flow of legitimate goods and trade. This is a continuous balancing act that has not always been easy to achieve, especially in a context where CBSA is undergoing a major transformational initiative designed to reengineer its business processes and practices. Nevertheless, we have worked collaboratively with the Agency to identify issues of concern to the industry, mitigate negative impacts to the extent possible, and develop alternative approaches when appropriate.

## **CARRIER CODES**

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One of the most challenging issues we have addressed over the past year has been CBSA's new policy on carrier codes, which are the electronic identifiers that enable carriers to provide Advance Commercial Information to CBSA. Whereas previously, entities such as marine agents could obtain their own carrier code and use it to submit cargo and conveyance information to CBSA on their clients' behalf, the new policy limits eligibility for obtaining a carrier code to the entity with "legal custody and control" of a vessel (which in most cases is the vessel owner or time charterer). As a result, it is now the shipping line overseas that must now apply for

its own carrier code (and bond), thus increasing the possibility of miscommunication and error, and adding to the length of the application process overall.

Although the Federation has worked closely with CBSA to simplify this process to the greatest extent possible, it is still sufficiently paper-heavy and time-intensive to potentially hinder the ability of ships (particularly in the tramp trades) to call Canadian ports. We therefore continue to urge CBSA to streamline the process even further, with a view to ensuring that the provisions of the new carrier code policy are consistent with Canada's international commitments under a number of trade facilitation instruments, including the Convention on Facilitation of Maritime Traffic (to which Canada is a signatory) and the World Trade Organization's Agreement on Trade Facilitation (which Canada is expected to adopt in the near future).

## **ARCTIC CLEARANCE POLICY**

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Another key customs issue has been the development of a policy for the reporting/clearance of vessels that are destined to remote ports in the Arctic where designated Customs offices (DCOs) are very few and far between. Although CBSA had previously allowed vessels calling Arctic ports to provide their inward documents to the nearest DCO without having to physically call there for clearance



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(with the understanding that the shipowner would cover the cost of flying a CBSA officer to the destination port should CBSA deem it necessary to board the vessel), the Agency withdrew this option last fall, citing safety concerns and resource constraints. As a result, Arctic-bound vessels were required to present themselves at the nearest designated Customs office, even when doing so involved a lengthy deviation from the original voyage plan.

Given the significant delays and costs that such deviations can incur, as well as the anticipated growth in Arctic shipping going forward, CBSA has agreed to develop a more workable and consistent Arctic clearance policy for the future. Under this policy, vessels headed to Arctic ports would be able to request alternate processing, meaning that such vessels would not be required to physically arrive at a designated port in order to be cleared, provided that CBSA's risk assessment process indicates that they do not need to be boarded. Although the Federation agrees with the general orientations of this policy, a number of issues are still under discussion with CBSA, which we expect will be resolved in time for the policy's full implementation next summer.

#### **CONTAINER EXAMINATION FRAMEWORK**

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Another issue that has been high on our agenda is the need to re-examine the statutory framework that currently governs the financing, operation and management of container inspection facilities in Canada, with a view to clearly defining the responsibilities of the various players involved and ensuring accountability with respect to costs, delays or damage. Currently, the examination centres at Canada's four major container ports all conduct their activities under different operational, financial and governance processes (while the Brampton terminal in Ontario, which is another major exam center, operates under its own unique system). Given that the construction of new exam facilities in Vancouver will introduce even more complexity into this already complex picture, the

Federation has strongly urged the government to take a closer look at how these key elements in our national security, and in the day-to-day operation of our international trade, are governed throughout the country. The end result of such an undertaking would be the development of a framework that ensures consistency from coast to coast in a manner that is trade-friendly and cost-effective, while also enabling Canada to meet its security objectives.

#### **E-MANIFEST REGULATORY PACKAGE**

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The Federation also devoted a significant amount of time to the e-Manifest regulatory package, which was published in Part II of the *Canada Gazette* in May 2015. Of particular interest to the marine industry are the amendments to the *Reporting of Imported Goods Regulations*, which contain provisions related to carrier code eligibility, the submission of electronic bayplans for vessels with containers on board (even if this involves only one container), and the removal of the requirement for breakbulk cargo to obtain authorization from CBSA in order to submit ACI (cargo) 24 hours before arrival (rather than 24 hours before loading). The package also enables CBSA to assess Administrative Monetary Penalties (AMPs) for non-compliance with existing ACI (advance commercial information) requirements. All the foregoing provisions will come into effect in stages over the next six to eight months.

# Pilotage Issues



Pilotage continued to be a priority item on the Federation's agenda, and the Pilotage Committee met with representatives of all four pilotage authorities at various times throughout the year to discuss issues related to the cost, availability and efficiency of this essential service. These discussions were particularly timely in the Laurentian region, where the contract between the Laurentian Pilotage Authority and the Corporation of Mid St. Lawrence River Pilots had just expired at the time of writing this report. The Federation has identified a number of issues that should be addressed in the negotiating process, including consistent service availability and the removal of operational procedures from contractual agreements with the pilot corporation.

Discussions have also been intense in the U.S. Great Lakes, where the U.S. Coast Guard organized a pilotage summit in response to industry concerns over the disastrous start to the 2014 shipping season and the serious delays and additional costs arising therefrom. The summit has provided member firms trading in the Great Lakes with an opportunity to work together with U.S. pilots from

all three districts, in order to find ways of reducing the overall cost of pilotage while ensuring adequate pilot compensation, satisfactory service levels, and adequate pilot numbers and training.

The Federation has also been involved in several PRMMs (pilotage risk management methodology) processes over the past year, including one in the Atlantic (to examine the need for a secondary pilot boarding station at Placentia Bay) and another in the Laurentian (to determine the maximum duration of an assignment or a single pilot between Montreal and Quebec). The Pacific Pilotage Authority is currently reviewing its pilotage service delivery model, which could trigger the need for PRMMs in that region as well.

# Environment Issues

## **TANKER SAFETY EXPERT PANEL**

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The Tanker Safety Expert Panel, which was commissioned by Transport Canada to examine Canada's ship-source spill preparedness and response regime, completed the second phase of its review this spring with the publication of a report focusing on response needs and capacities in the Arctic, and on the development of a regime for hazardous and noxious substances. The Federation submitted briefs on both subjects, and we are pleased to see that the panel's recommendations are generally aligned with ours'.

With respect to the Arctic, the report notes that improvements to Canada's spill preparedness and response efforts in this region should be incremental and risk-based, and targeted to vessels, oil handling facilities, and key federal departments and agencies. The panel also recommends that due to the ever-evolving situation in the north, the government should review and adjust its Arctic spill preparedness and response requirements and capabilities on a regular and long-term basis. With respect to hazardous and noxious substances, the report recommends the development of a preparedness and response program that is in line with the basic elements of the international regime, while also integrating additional elements to address current and future Canadian realities. Such a program should include participation from a wide

range of stakeholders, including federal, provincial, territorial and municipal governments, as well as industry participants from the shipping, chemical and emergency response sectors. In addition, the program should be able to respond to both ship-source HNS incidents and to releases that occur during the handling of HNS between land-based facilities and vessels.

## **TRANSPORTATION OF DANGEROUS GOODS**

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As part of the government's response to the train derailment that occurred in Lac Mégantic in the summer of 2013, the Minister of Transport asked the House Standing Committee on Transport, Infrastructure and Communities to study and provide recommendations on the transportation of dangerous goods from a safety perspective. The Federation provided verbal comments to this committee last October, which highlighted the framework of international conventions that governs the transportation of dangerous goods by sea, and explained the various safety management systems that the shipping industry has developed and implemented. Given the marine industry's experience on this issue, we strongly recommended that the government use this as one of the building blocks in the development of new regimes and measures for the other modes.



The Standing Committee's work was followed by the introduction of Bill C-52 (the *Safe and Accountable Rail Act*), which provides a rail liability regime for the carriage of crude oil and other goods that are designated by regulation. This regime mirrors the main features of the liability regime that is currently in place for the marine mode, as it channels liability to the railway company, establishes minimum insurance levels for freight railway operations and mandatory insurance up to the required level, and establishes a compensation fund financed by levies on shippers of crude oil to finance excess liability.

#### **AIR EMISSIONS**

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Following the coming-into-force of the Canadian regulations implementing the North America ECA (Emission Control Area), ships transiting Canadian waters were required to burn fuel with a one percent or lower sulphur content as of May 2013, and to reduce this even further to a 0.1 percent sulphur level as of January 2015. Ships have the option of meeting these requirements by either burning compliant fuels or by installing abatement technologies such as scrubbers. The Federation has worked closely with Transport Canada to ensure that the department does not adopt a heavy-handed approach to enforcement in the early stages of the provision's implementation, and ensures consistent enforcement thereafter. For its part, Transport has indicated that it will be working closely with the U.S. and European Union countries to ensure consistent enforcement. Although Canada's Vessel Pollution and Dangerous Chemicals Regulations do not currently allow for the issuance of Administrative Monetary Penalties, the government is expected to implement a regulatory amendment process that will allow for the issuance of such penalties within the next year.

# Committees



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.

## PILOTAGE COMMITTEE

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The Pilotage Committee addresses issues related to marine pilotage in the Atlantic, Great Lakes, Laurentian and Pacific regions. Such issues include, but are not limited to, contract negotiations; levels of service; service disputes; tariff revisions and governance matters.

## CUSTOMS COMMITTEE

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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.

## INTERMODAL COMMITTEE

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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.

## ENVIRONMENT COMMITTEE

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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.

## CRUISE SHIP COMMITTEE

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The Cruise Ship Committee addresses operational issues that are of interest to international carriers involved in cruise ship activities throughout Canada.

## WATERWAYS EFFICIENCY COMMITTEE

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

# 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.

A/S Bulk Handling	Cometals	Hanjin	MOL (Mitsui O.S.K. Lines)	Pro Line Limited & Co. GmbH	USA
Abitibi Bowater	CORUS	Hapag Lloyd	Molinos Del Higuamo	Regent Seven Seas	Toko
AC Oerskeff's Eftf A/S	COSCO Shipping Hong Kong	Harren and Partners	MST Mineralien Schifffahrt und Transport GmbH	ResidenSea-The World	Tokyo Greenpeace International
ACT Maritime Co. Ltd.	Crystal Cruise Line	Hartmann Group	National Shipping Corporation of Saudi Arabia	Rio Tinto Alcan	Tokyo Marine Asia Pte. Ltd.
Acromas Shipping Ltd.	CSAV Chilian Line	Heidenreich Marine	Navarone SA	RollDock B.V.	Trafigura
Agrico Canada Inc.	CSSA	Herning Shipping a.s.	Navios Handybulk	Royal Caribbean Cruise Line	Transammonia Inc.
Aimcor	Cunard Line	HMM	Neptune Orient Line	SA Cargo Logistics LLC USA	Transatlantic AB
Alcoa Steamship Co.	Cyprus New York State Marine Highway Transportation Co.	Hoegh Autoliners	Neste	Safmarine Container Lines NV	Tube City IMS
Aliança Lines, Inc.	Dalmore Corporation USA	Holcim	Netherlands Industrial Maritime Carriers USA	Saga Shipping	Turkey Cape Reefers
American Iron and Metal Company Inc.	Daphne Shipping Odessa	Holland America Line	New York Nordana Project & Chartering Denmark	Sanko Steamships	Ultramar
American President Line	David J. Joseph	Horizon Lines Inc.	Newco Ferrous	Scanscot Shipping Services (Deutschland)	Unicargo Transportges MBH
Ameropa USA	Delmas	Ibex Maritime Ltd.	Nirint Shipping B.V.	Sea Star Line	Urbal Paris
Arcelor Mittal	Dowa Line	Innovative Municipal Products	Nissan Motor Car Carrier Co. Ltd.	Seabourn Cruises	USL U.S. Lines
Atlantic Container Lines	ED & F Man Shipping Ltd.	Internaut Group	Noble Resources Srl, Ravenna	Seastar Chartering Ltd.	UTC Chartering USA
Atlantic Minerals Limited	Eitzen Bulk and Chemical Recycling	Intersee Schifffahrts GmbH+Co. KG	Nordana Line	Seaway S. A. M.	V. Ships, Leisure
Atlantic RORO Carriers	EMR European Metal Recycling	J. Poulsen Shipping	Norfalco	Shyvers Savoy London UK	Van Ommeren Clipper
Barya Shipping & Trading Inc.	Evergreen	J.K. Commodities Ltd.	Norwegian Cruise Line	Silversea	Vertom Scheepvaart - & Handelmaatschappij B.V.
BBC Chartering & Logistic GmbH	EXXONMOBIL	Jacob Scorpio Tanker Pool	NS United Shipping	Sims Hugo New Global Trading	Viterra Inc.
Beluga Chartering GmbH	Fair Wind (Europe) SA	Jo Tankers	NYK Bulkship New York	Sinochem Shipping co. Ltd.	Volkswagen Logistics GmbH & CO. OHG
Bermuda Container Line	Falconbridge Nickel Mines	Johan G. Olsen	NYK Line	SMT Shipmanagement	Voyages of Discovery
BHP Billiton	Federation of Japan Tuna	Johnson & Dever Inc.	Oceania Cruises	Spliethoff	Wagenborg
Brochart KB	Fednav International	Jumbo Navigation	OMS Shipping	Springfield Shipping Co. Panama SA	Waterfront Shipping Company Ltd.
C O S C O	Fischer & v. Doornum	K Line	Onego Shipping	ST Shipping	WEC Lines
Cam Paris	Flinter Ship management Limited	Kent Lines	OOCL	Star Shipping	World Logistics Service (USA) Inc.
Canada Malting Co. Ltd.	Fred Olsen Cruises	Korea Lines	P & O Cruises	Statoil	Xstrata
Canada States Africa Line	GAC	Kronos	Pacific Basin	STC	Xtrata
Canarctic Shipping	Gavilon Group	LBH Shipping Canada Inc.	Parakou Shipping Ltd.	Stolt Nielsen	Yara
Canformav Inc	Gearbulk	Lindblad Expeditions	Paramount Enterprises International	STX Panocean (America) Inc.	Zim Integrated Shipping Services Inc.
Carnival Cruise Line	Global Trading	Lockwood Marine Inc.	Peter Cremer Canada Ltd.		
Celebrity Cruises	Gorthon Lines	Louis Dreyfus Corp.	Peter Dohle Schifffahrts-KG Hamburg		
Celtic Shipping USA	GPS Manila	Lydia Mar Shipping Co. S.A.	Phoenix Bulk Carriers		
CertainTeed	Great Lakes Feeder Lines	Maersk Line	Polsteam		
CHS Inc.	Great White Fleet	Marlow Navigation	Prestige Cruises		
China Shipping Container Lines	Greece Marlow Navigation	Mar-Ocean Brokers Inc.	Princess Cruises		
Citadel Shipping AB	Hamburg Shyvers Savoy London	Mediterranean Shipping Co. Ltd.			
CMA CGM	Hamburg Sud	Melfi Lines			
Coeclerici		MidShip Marine Group			
Combilift		Mitsui OSK Bulkers			

# Affiliate Members

COMPANIES WHICH ARE NOT SHIP OWNERS, OPERATORS OR AGENTS ARE MOST WELCOME TO JOIN THE SHIPPING FEDERATION AS AFFILIATED MEMBERS. BENEFITS OF AFFILIATED MEMBERSHIP INCLUDE ACCESS TO INFORMATION PUBLISHED BY THE FEDERATION; PREFERENTIAL RATES FOR FEDERATION CONFERENCES, SEMINARS AND TRAINING PROGRAMS; AND ACCESS TO NETWORKING OPPORTUNITIES PROVIDED BY THE FEDERATION.

Atlantic Pilotage Authority  
Atlantic Towing Limited  
Belledune Port Authority  
BIMCO (Baltic & International Maritime Council)  
Borden Ladner Gervais LLP  
British Columbia Maritime Employers Association  
Canadian Marine Pilots Association  
Canadian Sailings  
Eastern Canada Response Corporation Ltd.  
Great Lakes Pilotage Authority  
The Guarantee Company of North America  
Halifax Port Authority  
Halterm Limited  
Hamilton Port Authority  
Innovation Maritime  
Institut Maritime du Québec (IMQQ)  
Marine Press of Canada Inc.  
Montreal Gateway Terminals Partnership

Montreal Port Authority  
Newfoundland TransShipment Ltd.  
Port Metro Vancouver  
Québec Port Authority  
Saint John Port Authority  
Seamont Brokerage & Transport Ltd.  
Sept-Iles Port Authority  
St. John's Harbour Services  
St. John's Port Authority  
Toronto Port Authority  
Trois Rivières Port Authority  
True North Marine  
Urgence Marine Inc.  
Valport Maritime Services  
Wilhelmsen Ships Service  
Worldscale Association (London) Ltd.