



Floating Pipeline Company Rolls Out More Modules

The first quarter of 2008 is an exciting time for Floating Pipeline Company Inc. FPC is producing the world's first "gas transport modules" (GTMs) at Shed D on the west side of the Port. According to Len Thompson, President of FPC, international demand is really taking off for these unique pressure vessels that allow safe, economic transport of compressed natural gas (CNG).

On January 13, Gearbulk's "Jaeger Arrow," arrived at the Port with 1,300 tonnes of pipe from Germany. The cargo included about 250 pipes in 40-foot lengths, measuring 36" in diameter. These raw materials came from Europipe GMBH, one of the largest pipe mills in the world. Europipe has been a long time supplier to TransCanada Corporation which licensed FPC to manufacture GTMs in 2005.

Logistec Stevedoring handles the offloading of the pipe from the ship into FPC's plant, where modules are fabricated to specifications allowing them to be permanently installed on ships, barges, specially designed rail cars and road trailers which access gas reserves around the world.

"We've gone through our testing period and are proceeding according to plan," explains Thompson. "Our team has delivered our first land-based contract for trailer mounted transport modules to a South American client, MC2, which is now transporting CNG via these trailers". FPC anticipates another large contract for marine modules known as "M280 transport units". They are 80-foot long, 30" in diameter and are based on the same framework as land transport models. "We are in final negotiations for hun-



Tonnes of pipe arrives from Germany aboard Gearbulk's Jaeger Arrow.

dreds of our land-based units, so 2008 should be a significant year for FPC," he predicts enthusiastically. The finished products for land and marine based modules are being exported to global markets in Asia, Latin America and Europe.

To ramp up for demand, FPC is adding five people to the management team and 15 to 20 on the plant production team this year, all in Saint John. Thompson acknowledges FPC is challenged, like other companies, in finding and keeping skilled people. "Some may not have the ideal skill sets now, but they have the natural ability to grow and we're providing training for their respective areas. We're also launching a capital program which will enable us to add capacity to the existing plant to enable us to deliver the upcoming projects," he adds. In addition, FPC plans

to attain "Transport Canada and U.S. Department of Transport" certification for its trailer units by June.

Thompson says FPC is taking full advantage of the strategic location of the Port of Saint John for imports and exports. "Our raw product comes into Saint John by road and ship, and we are excited about our future prospects." Thompson says the cooperation of the Saint John Port Authority, Business NB, the NB Department of Energy and Logistec has been exemplary. "We thank them for their support and assistance, especially in the certification of international ISO standards and competition of the first contract."

The natural gas industry bodes well for FPC technology because of its ability to transport natural gas that is not economically viable using present-day transport systems. ❖



Atlantic Gateway:

Moving Forward with the Southern NB Gateway Council

Following the implementation of the Asia Pacific Gateway, the Federal Government made Canada's strategic gateways and trade corridors a national priority committing to investment in policy and infrastructure through the creation of a \$33-billion "Building Canada" fund and introduction of a National Policy Framework for Strategic Gateways and Trade Corridors. Under the latter, a further \$1 billion was allocated to the Asia-Pacific Gateway and \$2.1 billion to a "Gateways and Border Crossings Fund."

A gateway is defined as a system of marine, road, rail and air transportation infrastructure of national significance for international commerce within a defined geographic zone.

The National Policy Framework is intended to guide the development of new gateway strategies and investments from the Gateways and Border Crossing Fund with a priority on the Ontario-Quebec Continental Gateway and Trade Corridor and the Atlantic Gateway.

In October 2007, a memorandum of understanding was signed between the Federal Government and the four Atlantic Provinces committing the signatories to working collaboratively to develop an Atlantic Gateway strategy within the next twenty-four months and seeking early opportunities to advance the

initiative. This followed the release of report "A Business Case for an Atlantic Gateway" resulting from a study commissioned by ACOA earlier in the year.

In a timely move, a meeting of transportation stakeholders in the Saint John Region was organized by Saint John Mayor Norm McFarlane last September to discuss the integration of transportation entities in the area. At this meeting, a proposal was made by the Saint John Port Authority to develop a Southern New Brunswick Gateway Council to bring together transportation providers and stakeholders to work together to identify key objectives and priorities necessary to support the proposed Atlantic Gateway and raise the profile of New Brunswick in its development.

Following this meeting, the Port Authority spear-headed the formation of a Gateway Council extending from Moncton through Saint John to St. Stephen and retained InterVISTAS Consulting Inc. to carry out stakeholder consultations and develop a start-up plan.

The project involved several phases, including: conducting extensive one-on-one stakeholder consultations with over 50 organizations to identify areas of potential common interest and conflict; reviewing legislative/regulatory requirements and various structural

options for a new non-profit organization; facilitating a local workshop with key organizations to confirm the need and benefit of a potential Council and agree on the potential structure; and developing an action plan to successfully launch the new entity in early 2008.

A stakeholder workshop was held on December 11, 2007, which involved over 40 representatives from potential members. There was clear support for a Gateway Council, along with consensus on the critical elements of the new entity. Arrangements are currently being finalized and it is expected that the Southern New Brunswick Gateway Council will be in place by March of this year.

"The Southern New Brunswick corridor is a vital component of the transportation system in Atlantic Canada and can play a significant role in advancing the Atlantic Gateway concept," says Capt. Al Soppitt, President and Chief Executive Officer, of the Saint John Port Authority. "By establishing the Gateway Council, we will be able bring a unified approach to improving the competitiveness and efficiency of the transportation of goods and people through our region and promote awareness of trade, tourism and the transportation system as part of the Atlantic Gateway." ❖

Blast from the Past: S.S. Saint John



S.S. Saint John, Eastern S.S. Dock, May 6, 1932.

From 1932 to 1941, the S.S. Saint John plied the waters as a passenger ship, serving the ports of the U.S. Atlantic Coast and the Port of Saint John. In 1942, she was converted to a Hospital ship for the United States Navy, where she was renamed the

USS Antaeus. She served with distinction in the Pacific theatre of war, winning two battle stars. Returning to civilian service as a mercantile ship in 1946, the S.S. Saint John continued to sail until 1959 when she was scrapped. ❖



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SAINT JOHN PORT AUTHORITY

133 Prince William Street, 5th Floor
Saint John, New Brunswick, E2L 2B5
Tel: (506) 636-4869, Fax: (506) 636-4443
E-mail: port@sjport.com,
Website: www.sjport.com

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Record Cruise Season Expected This Year!



Four cruise ships arriving on September 30th will occupy a wide expanse of the waterfront.

“It’s going to be another spectacular season for Saint John’s cruise industry,” says Betty MacMillan, Manager, Business Development for the Saint John Port Authority. She says the port will see inaugural visits from the Caribbean Princess, the Norwegian Dream, the Eurodam and the Royal Princess. As well, the Port will experience a new threshold when it hosts four cruise ships on September 30th.

“There are 82 scheduled calls booked and more than 180,000 passengers expected in 2008,” notes Ms. MacMillan. “This represents a substantial increase over the 53 calls that were welcomed during the 2007 cruise season.”

We knew there was potential, but couldn’t imagine the growth we’ve experienced since the first ship arrived in 1989,” said Capt. Al Soppitt, President and CEO of the Saint John Port Authority. “The investments we’ve made and continue to make into our cruise business are continuing to pay dividends for all of Saint John.”

The season kicks off earlier this year with a return visit on May 31st from Hapag-Lloyd Line’s Bremen with 180 passengers onboard. Carnival Cruise Line also returns with another strong commitment of 23 calls in all, on four, five and seven-day cruises. There will be six Carnival Cruise calls arriving on Saturdays in Saint John exclusively, on four-day itineraries from New York during the summer. Plus, 2008 marks the 10th year Carnival Cruise Line has been calling Saint John!

“Two lines are significantly increasing their presence in Canada/New England this cruise season and have included Saint John in their plans,” adds Ms. MacMillan. Norwegian Cruise Line is calling a total of 19 occasions

with four ships: the Norwegian Dawn, Norwegian Dream, Norwegian Spirit and Norwegian Majesty.

Princess Cruises almost doubles its calls, jumping from nine in 2007 to 17 in 2008. “The Caribbean Princess will make the first of her nine visits in late August, which is the

earliest we have seen a Princess ship in years,” she said. The Sea Princess will begin calling September 17th and make four calls, and the Royal Princess will make four calls beginning September 22nd.”

Two of Cunard Line’s most magnificent ships, the Queen Mary 2 and the Queen Elizabeth 2, will be visiting, and 2008 will be the last year of cruising for the Queen Elizabeth 2. She has been sold and will become a floating hotel in Dubai at the end of her cruising season.

Miami-based innovative cruise line Royal Caribbean International continues to bring thousands of guests to Saint John on world-class ships that feature rock-climbing walls, skating rinks and windows that face inward onto the promenade. RCI makes a total of 12 calls this year, six with the Grandeur of the Seas, four by the Jewel of the Seas and two from the Explorer of the Seas.

The Balmoral, owned by Fred Olsen Cruises, a European line based out of Ipswich, England, also calls near the end of the season on October 28th. ❖

Coming to a waterfront near you:

Welcome Centre and Cruise Terminal to be Built

Three levels of government are investing \$3.5 million in waterfront development for design, construction and landscaping of pedestrian areas around the Port Authority’s new multi-million-dollar cruise ship terminal. The Saint John Port Authority is now reviewing tenders to build the new cruise ship terminal and develop Pugsley Park.

Although the primary objective of the building is to serve as a cruise passenger terminal to welcome cruise passengers, it will also include interpretive displays and

museum exhibits. In the off-season, the Port Authority plans to promote the facility as a satellite location for conventions and other events.

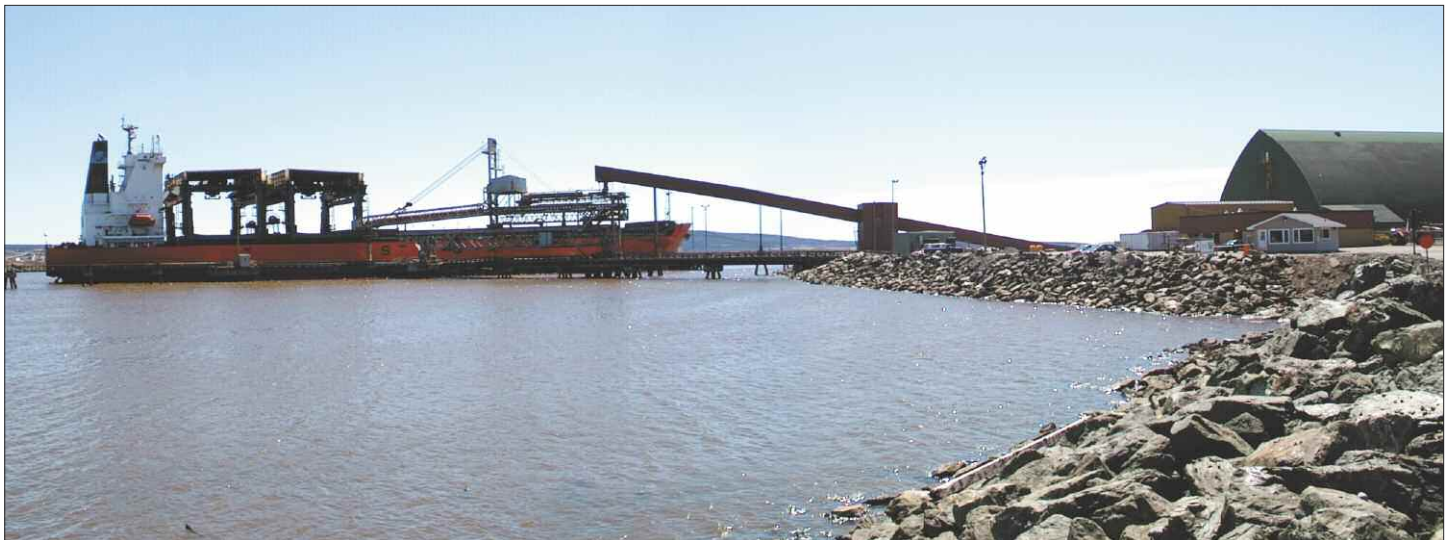
The 16,000-square-foot site on the waterfront at Pugsley terminal will be surrounded by walkways and green spaces for cruise ship passengers and citizens to enjoy. Its main entrance will be on Prince William St., just south of Duke St. The project has been dubbed The Bay of Fundy Cruise Welcome Centre.

Saint John Port Authority is also considering responses to a request for proposals for the development of Pugsley Park, which now consists of a parking lot on Water Street. This may eventually lead to a private development incorporating restaurants, coffee shops and waterside shopping.

Other improvements to the area are included in plans revealed by the Waterfront Development Partnership, of which the Port Authority is a funding partner. These plans include a clock tower and park at the entrance to Pugsley Park, at the foot of Princess Street, and the area will become the permanent home of sculptures by the late John Hooper. ❖



An artist’s rendering of the new cruise terminal.



A new mine will expand traffic at Barrack Point Potash Terminal which continues a burgeoning business exporting potash to world markets.

New Potash Mine and Mill Expansion Continues to Move Forward

Last year, Potash Corporation of Saskatchewan Inc. (PotashCorp) announced plans for a new 2-million-tonne potash mine and expanded milling operations in New Brunswick. The four-year construction project will begin once necessary regulatory approvals are obtained. The new mine has an estimated cost of US \$1.6 billion, which includes US \$100 million for additional upgraded granular production capability.

“This major expansion prepares us for the next step in the growth of our company,” said PotashCorp President and CEO Bill Doyle. “By continuing to invest in our Potash First strategy, we will be well positioned to meet the expected growth in potash demand around the world.”

Expansion in New Brunswick is strategically and logistically important, as this PotashCorp facility is located close to the company's existing terminal at the Port of Saint John, with the shortest shipping times to key Latin American markets like Brazil, where substantial long-term growth in demand for upgraded potash products is expected. New Brunswick's existing milling, distribution and port facilities can leverage the company's investment.

Additionally, as the company experiences continued brine inflows at the existing mine, mitigation costs there are expected to remain high over the long term. Water inflow is not

expected to be an issue in the new mine. Substantially increasing production in Eastern Canada also further diversifies the sources of PotashCorp's growing potash capacity.

Using conventional underground methods, the new mine will draw on the company's large, high-quality Picadilly deposit, which contains potash ore grades similar to those found in Saskatchewan deposits. This relatively flat deposit contains two potash seams, each varying in thickness to a maximum of 60 feet, and will allow for a stable, long-term, low-cost source of potash. Once fully developed, the new mine will replace the existing underground operation, while the current milling facility will be expanded by 1.2 million tonnes, including 750,000 tonnes of additional compaction capacity.

Adjacent to the company's existing New Brunswick property, construction can be completed in less time than the five to seven years typically projected for a greenfield potash operation, at a cost significantly below the current estimate of US \$2.5 billion needed for 2 million tonnes of new production in Saskatchewan.

Plans are to keep the existing mine and mill fully operational throughout the construction and new mine development process. The construction phase is expected to generate the equivalent of 2,500 person-years of employment, and 140 new full-time positions

will be created upon completion. The project will be financed out of free cash flow.

The New Brunswick development is in addition to previously announced debottlenecking and expansion initiatives underway at the company's Lanigan, Patience Lake and Cory operations in Saskatchewan. In November, the company announced plans for a two-million-tonne mine and mill expansion at Rocanville, Saskatchewan. These projects will raise the company's total annual potash capacity to 15.7 million tonnes by the end of 2012.

“Our goal is to be the lowest-cost supplier on a delivered basis to all key world markets,” Doyle said. “By expanding our existing operations in New Brunswick, we are capitalizing on the logistical advantages there, further strengthening our leadership position in potash for the benefit of our customers, investors and other stakeholders over the long term.”

“Besides the tremendous impact that the mine expansion will have on employment in the Sussex area, there are significant spin-offs for the Port of Saint John,” said Andrew Dixon, Vice President, Marketing and Business Development for the Saint John Port Authority. “The expansion will see potash exports reach 2 million tonnes annually together with an increase in salt exports. This will lead to a significant increase in shipping at the terminal. It means jobs at the port as well as additional revenue that will ultimately be reinvested in port infrastructure.” 🍁

“Our goal is to be the lowest-cost supplier... to all key world markets.”

Canaport LNG Materials Maneuvered Through Port

Peter Keiwi & Sons' Inc. contract with Logistec Stevedoring for staging and loading of Canaport LNG terminal materials has resulted in the safe handling of various special cargos through the port in recent months. Kiewit-Weeks-Sandwell Partnership was awarded the Engineering, Procurement, and Construction contract for the terminal's offshore facilities, including the receiving pier of the LNG terminal.

The Port of Saint John's Pier 2 & floating dock have been well used for staging and loading of materials including outfitting of a 350-tonne crane barge. Last fall, the port handled heavy lifts of trestles, and a framework for the jetty roadway and pipe rack. The overall project status of the new terminal at Mispic is almost 75% complete with 45% of the construction completed.

The Canaport LNG terminal will be operational in December 2008, making it the first LNG terminal in Canada. It will supply natural gas to Canadian and American markets. Its initial send-out capacity via pipeline will be 28 million-cubic-metres (one-billion-cubic-feet) of natural gas a day.

"LNG will add an additional 100 ship calls to port traffic, which today is in excess of 700 ship calls annually," notes Captain Al Soppitt, President and CEO of the Saint John Port Authority. "We are extremely fortunate to have world-class partners working together on this new facility."

The terminal in Saint John will attract



A floating dock at Pier 2 is used to outfit crane barges.

double-hull tankers varying in size from 70,000 to 140,000 cubic metres. LNG will be pumped from the ship to a jetty which transfers it to the terminal through an insulated pipeline.

Canaport LNG, a partnership between Repsol YPF and Irving Oil, now includes a third 160,000-cubic-metre liquefied natural gas (LNG) storage tank alongside its two existing tanks at the construction site in east Saint John. The addition of the third tank cre-

ated another 12 months of construction jobs and strengthens Canaport LNG's supply of natural gas to its customers.

"We designed Canaport LNG as a scalable project allowing for the flexibility of future growth," explained Jorge Ciacciarelli, General Manager of Canaport LNG. For contractors coming to the site by road, a new \$10-million access route to the site was recently opened, making industrial transport more efficient. 🍁

Long Wharf Transfers More Coleson Cove Limestone



Trucks are loaded with limestone which improves air quality from power plant emissions.

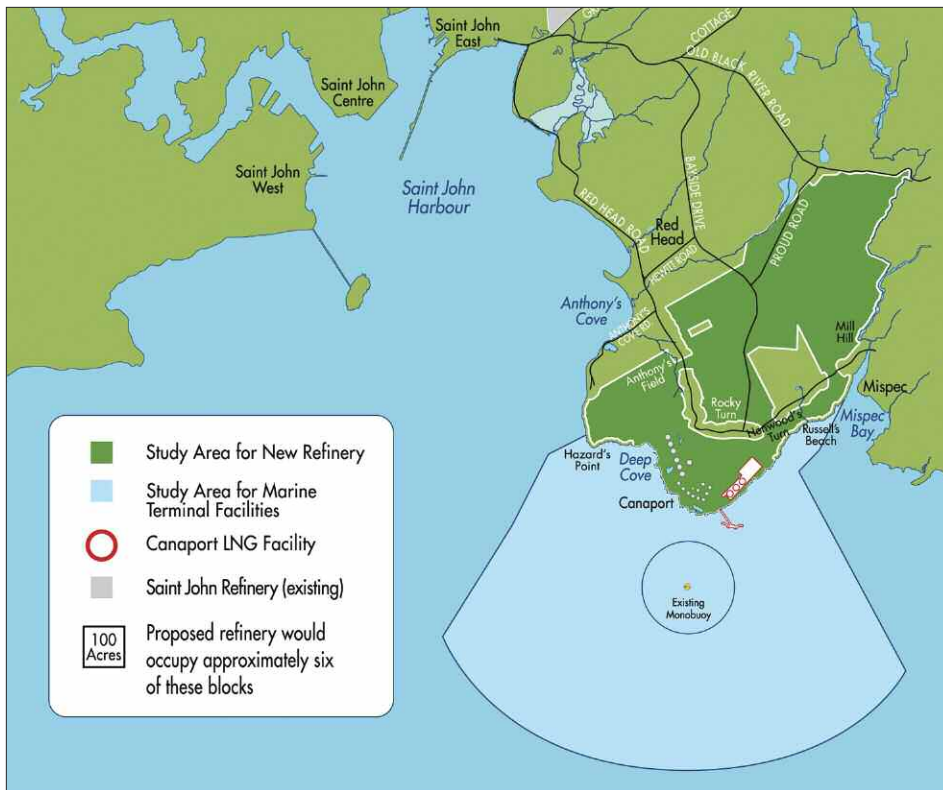
Long Wharf terminal once again successfully handled 40,000 tonnes of limestone this fall. The annual delivery sees an efficient and clean discharge of the grey mineral

from ship conveyors onto the terminal where trucks are loaded and haul the limestone to Coleson Cove. The thermal generating plant's scrubber uses the limestone to help

reduce emissions.

NB Power spokeswoman Heather MacLean says the limestone arrives every autumn in preparation of the winter season. "It's part of our component that goes into our scrubber and helps reduce our emissions," she said. "It creates a byproduct of gypsum, which we then transfer to make wallboard." The utility's decision to burn petroleum coke will lead to an increased demand for limestone and additional imports through the Port of Saint John.

Long Wharf has been an important bulk cargo handling site for more than 25 years. Since 2005, Atlantic Minerals of Newfoundland has supplied limestone rock annually to Coleson Cove. Empire Stevedoring Co. Ltd., known locally as Furncan Marine, is the terminal operator at Long Wharf. Each shipment employs several workers for 40 hours per week, three weeks at a time. 🍁



This map shows the area being studied for Eider Rock marine terminal facilities.

Proposed Second Irving Oil Refinery Moves to Next Phase

Irving Oil currently ships more than 20-million tonnes of petroleum annually through its private facilities at the Port of Saint John. The company's proposed second oil refinery, known as Eider Rock, would be equal in size to its existing one, processing up to 300,000 barrels of crude oil per day.

Irving Oil recently released its draft terms of reference which describes how it intends to meet the requirements of the provincial government's environmental impact assessment guidelines and the federal government's environmental assessment track report.

Work plans in the draft terms of reference focus on marine; freshwater; human health and ecological risk; heritage, archaeological and cultural resources; atmospheric and terrestrial environments. Ocean floor surveys are now planned along with oil release modeling for credible accident scenarios.

"As expected, the environmental permitting process for this project will be rigorous," explains Kevin Scott, Director of Refining Growth for Irving Oil. "We are committed to completing a comprehensive and thorough assessment and designing a new refinery using proven environmental technology to

minimize potential environmental effects."

Although engineering and design are not complete, the majority of the proposed refinery structures would be near Red Head Mountain, in East Saint John. There would also be storage tanks near the existing tanks on Black Point Peninsula, near the Canaport marine terminal where Irving Oil receives crude oil from tankers for its current refinery. In the same area, Irving is completing Canada's first Liquefied Natural Gas receiving terminal with Spanish oil company Repsol YPF.

Irving Oil expects the Eider Rock project to cost approximately \$5-7 billion to build. It would create approximately 5,000 construction jobs, 1,000 permanent jobs and an additional 2,000 jobs every year for refinery maintenance projects. Irving Oil's current refinery exports over 80 per cent of its production to the U.S., and accounts for 75 per cent of Canada's gasoline exports to the U.S. and 19 per cent of all U.S. gasoline imports. The company's crude oil imports and petroleum product exports are transported via very large crude carriers and a fleet of modern, double-hulled tankers. ❄️

Logistec Leases Rodney Terminal

A new Lease Agreement has been reached between the Saint John Port Authority and Logistec Stevedoring Atlantic for the operation of Rodney Container Terminal. The Port Authority issued a request for proposals in March 2007, which resulted in interest from a number of parties.

"We are very pleased to confirm that Logistec will continue to operate our container facilities and we look forward to working together to increase business in the Port of Saint John," said Stephen Campbell, Chairman of the Port Authority. "Our highest priority is to increase container and breakbulk business at the Port and now that we have confirmed the future operator for the terminal, we can put a lot of focus on container development."

"We are proud of our long-standing relationship with the Port of Saint John and are committed to work with the Port to increase further the utilization of the terminal for the benefits of all stakeholders," commented Madeleine Paquin, President and CEO of Logistec Corporation.

The primary user of the terminal today is Tropical Shipping, which provides a weekly container service to Florida and the Caribbean. Besides containers, the terminal offers diversity of operations for port clients. The container cranes are used for discharging bulk sugar for Sucor (the new sugar refining plant in McAllister Industrial Park), as well as various project cargoes that are handled throughout the year, and when the Floating Pipeline Company reaches full production it will result in further utilization of the container cranes for the loading of gas transportation modules.

The new lease came into effect on January 1st, 2008. ❄️



Left to right: Stephen Campbell, Chairman, SJPA; Stéphan Hamel, Regional V-P, Logistec; Capt. Al Soppitt, President and CEO, SJPA; Madeleine Paquin, President and CEO, Logistec.

Dozens of Modular Homes Shipped to Nunavut



Well wrapped modular homes made in Fredericton are transported to Nunavut by barge.

The mysterious white, plastic wrapped rectangles on Navy Island Terminal this winter are modular homes manufactured by Maple Leaf Homes in Fredericton. Since 1985, the company has been supplying products throughout eastern Canada and the U.S. The Port of Saint John is the transportation gateway for a total of 67 of the units, on route to Nunavut along with miscellaneous cargo for the same project.

“The modular homes are being delivered to the port by trucks with pneumatic trailers that are specifically designed for transporting modular homes,” explains Curtis Doiron, Regional Sales Manager with Logistec Stevedoring in Saint John. “Each unit is just over 20 tonnes so they are ideal for handling with the port’s shore gantry cranes.”

The cargo is being shipped by Northern Transportation Company Limited (NTCL),

Canada’s oldest and largest Arctic marine operator, and Canada’s largest barging company. Lorne Bugden of NTCL says the modular homes have been loaded on barges towed by the Northern Tugger charter. “We stop in Halifax to pick up a 200-tonne crane to discharge them,” he explains. “Then we sail through the Strait of Belisle up to Labrador, across Ungava Bay, Hudson Bay and then through Chesterfield Inlet to the Hamlet of Baker Lake.” The total journey from Halifax takes 12 days.

At the Kivalliq district of Nunavut, approximately 70 km north of the Hamlet of Baker Lake, the modules are used at the Agnico Eagle Gold mine being developed there. The Meadowbank gold project is expected to begin in 2010. It has 2.9 million ounces of proven and probable gold reserves. “In January, the units were brought by trailers to the lay down area,” noted Mr. Bugden. He says NTCL also had charter barges working on the Canaport LNG construction in Saint John. NTCL was established in 1934 “but we just opened an east coast division out of Halifax in 2004.”

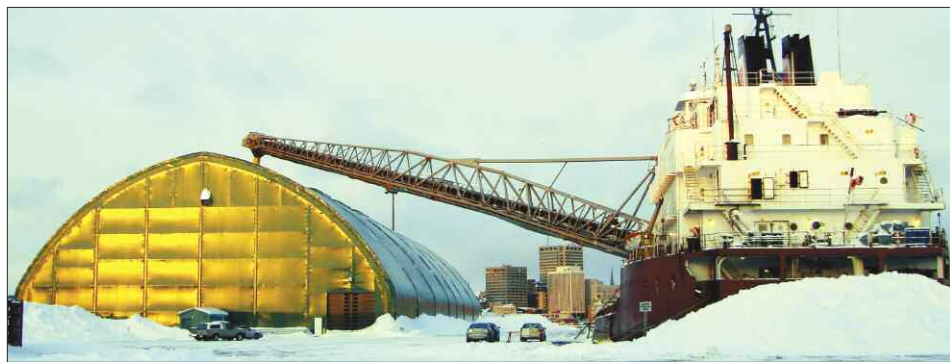
“We are very pleased to work with Maple Leaf Homes and NTCL on this project,” adds Curtis Doiron. “The unique transportation requirements tie in well with the service Logistec provides in the Port of Saint John.” ❄️

First Petroleum Coke Shipment Arrives for NB Power

The Port of Saint John ushered in the New Year receiving its first shipment of low-cost petroleum coke used as a fuel source for NB Power’s Coleson Cove, the 1,000 megawatt power plant in Saint John. Approximately 24,222 tonnes of the bulk cargo were received by Logistec Stevedoring at a new storage building design-built by Sotecma Engineering and Construction of Montreal.

The Department of the Environment has approved test burns of “petcoke” to be conducted this winter as part of an environmental assessment. “Once the process is finalized at Coleson Cove, this cargo could add an additional 600,000 tonnes to port traffic annually,” explains Andrew Dixon, Vice President of Marketing and Business Development for the Saint John Port Authority. “This in turn could lead to increases in limestone that comes through the port for use in the plant’s scrubbers.”

The petroleum coke was discharged directly by conveyor from the Canada



Petroleum Coke is safely stored in a new drybulk facility at the Port of Saint John.

Steamship Line’s self-unloader “Atlantic Erie” which carried the cargo from Chicago. There will be additional shipments over the next year as NB Power continues with its test burns of petcoke.

Petroleum coke is a coal-like substance made essentially of carbon, and can be burned to produce energy. The dust-free pelletized product is recovered from the heavier parts of

crude oil as it is broken down to produce fuels like gasoline and diesel.

NB Power estimates converting Coleson Cove to petroleum coke from heavy fuel oil could save \$50-\$70-million annually in fuel costs. NB Power has been burning a mixture of petroleum coke and coal at its Belledune, N.B. plant for eight years, saving \$35-million in fuel costs in the past five years. ❄️

PEOPLE AROUND THE PORT



Wendy McGee
Rejoins Board, SJPA

Wendy McGee, of Hampton, N.B., has been re-appointed to the SJPA board of directors having previously served a two and three-year term since 1999. She brings extensive labour and employment experience having been Executive Director of Saint John Labour Community Services for 16 years. She also worked for Saint John Shipbuilding for many years.

A graduate of the Labour College of Canada at the University of Ottawa, she is a Member of the Employment Insurance Board of Referees, an advisor to the New Brunswick Federation of Labour on Workplace Health, Safety and Compensation, and is a part-time facilitator for the Canadian Labour Congress and the Canadian Union of Public Employees. Ms. McGee is a past treasurer of the Saint John and District Labour Council, was a founding member of the Canadian Injured Workers Alliance, and was an Officer with the Royal Canadian Sea Cadets.



Tanya Laskey
Administrative Assistant, SJPA

Tanya Laskey joined the Saint John Port Authority last fall as the new Administrative Assistant for Engineering Services. She has many years experience having worked in Human Resources at Wyndham

Worldwide (formally Cendant), the contact centre for vacations and hotels. Tanya also worked at UNB's Saint John campus for seven years, and 19 years for School District 8, also in human resources. She has studied French and other courses at UNB part-time and is an "outdoors person" who loves to travel. Tanya reports to Steve McCavour, Manager Engineering Services, lives in Grand Bay-Westfield, has been married for 30 years, and has two adult children.



Captain Denis Barry
Harbour Pilot

Captain Denis Barry has joined the Saint John Harbour Pilots after having worked on myriad vessel types. He was only 17 when he joined Marine Atlantic's "Princess of Acadia" (later Bay Ferries) and worked his way up to Able Seaman and 2nd Officer. Denis later worked with Kent Line on container ships and tankers for three years in the capacities of 3rd,

2nd, and Chief Officers. He then transferred to Atlantic Towing as Captain of the Atlantic Juniper and Atlantic Larch. He rejoined Bay Ferries on The Cat in 2005 and was promoted to Captain in 2007 on the high-speed ferry T & T Spirit which runs between Trinidad and Tobago. Captain Barry holds a Master Intermediate Certificate and attended schools in St. Andrews, PEI's Holland College as well as the Nautical Institute in St. John's, NFLD. He lives in Rothesay with his wife, Susan and three children, Nicole, Matt, and Patrick.



Arthur T. Doyle
Appointed to SJPA Board

Arthur T. Doyle, a partner with the Saint John law firm Cox & Palmer, was appointed to the Saint John Port Authority Board of Directors last fall. His legal experience includes representing public and private companies in various industries in a wide range of

transactions. Admitted to the Bar in New Brunswick in 1996 and New York State in 1999, he was also a Corporate Associate of the New York law firm Fried, Frank, Harris, Shriver & Jacobson, 1998-2004. Mr. Doyle is a member of the Saint John and NB Law Societies, has held a number of board positions including Enterprise Saint John, and authored legal publications relating to corporate finance/securities law and corporate law in general.



Doug Beckingham
Manager, Furncan Marine Ltd.

Doug Beckingham was promoted last fall to Manager of Furncan Marine Limited, a subsidiary of Empire Stevedoring company in Saint John. He was formerly Superintendent at Furncan, having starting with the company part-time in the 1990s. Doug now fills the shoes of his father Pat Beckingham who re-

tired as Manager last year after working on the Saint John waterfront for 40 years. Doug's responsibilities include his Superintendent duties of assigning workers to projects as well as estimating, client service, business development and liaising with the Empire's Montreal head office on a regular basis. Mr. Beckingham holds a Business Degree from UNB Saint John and a Masters Degree in English Literature from St. Thomas University. Like his father, Doug says he will continue to work "hands on" in safely handling cargo for clients.

AV Group Attracts Swire Shipping's Only Canadian Port of Call



AV Group displays "Birla Viscose" at its Nackawic mill. The finished product is used in clothing, tissues, wipes, knitwear bed linen and more.

The AV Group, a joint venture of the Aditya Birla Group and Tembec is exporting up to 300,000 tonnes of dissolving grade pulp this year. "A significant amount of this tonnage could move via Swire Shipping to destinations including India and Indonesia," explains Andrew Dixon, Vice President, Marketing and Business Development at the Saint John Port Authority.

He says the Port of Saint John is Swire Shipping's only Canadian port of call for its "Indotrans" service which provides a direct link between India, South-East Asia and Saint John. Last year, the shipping line decided to rationalize operations in Atlantic Canada and made Saint John its only stop. Swire's Indotrans service has been integral to the port's forest products sector as well as the development of import cargo from South-East Asia. As a wholly-owned subsidiary of The China Navigation Company Ltd, Swire Shipping Limited (UK) is the liner shipping operation of John Swire & Sons, London, providing niche, regional, multipurpose shipping services since 1883.

AV Group acquired the pulp mill at Nackawic in 2005, and is now converting its production of wood grade pulp to "dissolving" or Viscose Staple Fibre (VSF) like its sister mill in Atholville, NB. It will also have the ability to produce paper grade hardwood pulp.

Aditya Birla Group, with its rayon manufacturing operations in India, Indonesia and Thailand, is the world's largest producer of Viscose Staple Fibre. Viscose is completely biodegradable. In comparison to cotton, it is softer, more absorbent and more comfortable to wear whether in 100% form or in blends with other natural and synthetic fibres. ❖