

PORT



NOVEMBER 2008 > VOL 18 > NO 2

PROGRESS >>

A PUBLICATION OF THE SAINT JOHN PORT AUTHORITY

Canaport LNG Ramping Up For First Ship

Canada's first LNG (Liquefied Natural Gas) terminal is about to go into production in early 2009. Canaport LNG in Saint John is a partnership between Repsol and Irving Oil Limited on a \$1-billion energy facility adding as many as 100 ship calls to port each year.

The terminal features three 160,000-cubic-metre storage tanks and a send-out capacity of 1.2-billion cubic feet of liquefied natural gas a day for markets in Canada and the northeastern United States.

Double-hull tankers will vary in size from 65,000 cubic metres and will berth at the terminal within the coming weeks. LNG will soon be pumped from ships to a jetty and transferred to the terminal through an insulated pipeline. Watch for the first MOSS tanker to arrive with spherical tanks that keep LNG at a temperature of -162.C.

Earlier this year, offshore construction was completed and this fall as many as 1,500 people were employed at the site—hundreds more than originally planned, and almost all of them were regional subcontractors. Onshore construction of a third storage tank was a major factor leading to the expanded workforce. In October of this year, approximately 85 per cent of the overall project was complete.

Among the contractors on site at Canaport LNG are SNC-SNAM, a partnership between SNC-Lavalin of Montreal and Snamprojetty of Milan, Italy, and Kiewit-



Canaport LNG is prepared to receive the first MOSS tanker at the jetty above in early 2009.

“These energy hub facilities are attracting world-class companies and shipping lines to Saint John.”

Weeks-Sandwell Partnership, a consortium of Peter Kiewit Sons Co of St. John's, Newfoundland; Weeks Marine of Cranford, New Jersey; and Sandwell Engineering of Vancouver, as well as Lorneville Mechanical Contractors Ltd. of Saint John. Approximately 85% of the project's workforce has come from New Brunswick including many workers from the northern part of the province.

Throughout construction, Keiwit & Sons' Inc. contracted Logistec Stevedoring at the Port of Saint John for staging and loading of terminal materials and special cargos. The Port of Saint John's Pier 2 and floating dock were used for staging and loading of materials including outfitting of a

350-tonne crane barge. The port handled heavy lifts of trestles, and frame work for the jetty roadway and pipe rack.

When the natural gas is re-gasified at the terminal it will be distributed via the Brunswick Pipeline which extends from the terminal through southwest New Brunswick to an interconnection with the Maritimes and Northwest Pipeline at the Canada-U.S. border near St. Stephen. The investment in the pipeline is approximately \$465-million.

“These energy hub facilities are attracting world-class companies and shipping lines to Saint John,” said Captain Al Soppitt, President and CEO of the Saint John Port Authority. “The economic activity and port traffic generated by this project reveals to potential customers what our international marine gateway has to offer.”



p.2 > World-Class Security



p.3 > Potash Advancing



p.4 > Millionth Passenger



p.7 > IOL HQ!



p.8 > Wind Power

World-Class Security Enhancements Since 9-11

Seven years after the shocking events of 9-11, the Port of Saint John has taken considerable measures to meet the security demands of the modern transportation era. In short order the Saint John Port Authority put new solutions into place.

The Port of Saint John became totally compliant with the current International Ship and Port Facility Security Code and the Canadian Marine Security Act and Regulations by July 2004. Since then, there have been further investments by the Government of Canada through respective agencies and departments, as well as contributions to the Port Authority for security enhancements.



The Lower Cove entrance has a secure access point to a restricted area.

Captain John McCann, the Saint John Port Authority's Director of Operations, has been integral in ensuring the port has adopted required changes. "The Port of Saint John was the first port in Canada to receive the permanent radiation detection portals," he recalls, referring to the Vacis or "Vehicle and Cargo Inspection System". The truck-mounted mobile unit was unveiled at the second anniversary of 9-11. It can see through three inches of solid steel, including containers, rail cars or trucks. Data is then saved, transmitted and shared with other agencies responsible for cargo verification.

100% of Containers Screened

"These types of technologies provide two important capabilities in that they are non-intrusive and allow for streamline screening," explains Capt. McCann. "Currently 100 per cent of loaded containers are screened." He credits the Canada Border

Services Agency's usage of "ROVs" (Remotely Operated Vehicles) for under water hull inspections as another significant security measure. Since December 2003, the CBSA has been an integral part of the Public Safety Portfolio, which was created to protect the safety of Canadians.

Access Points Have Manned Security

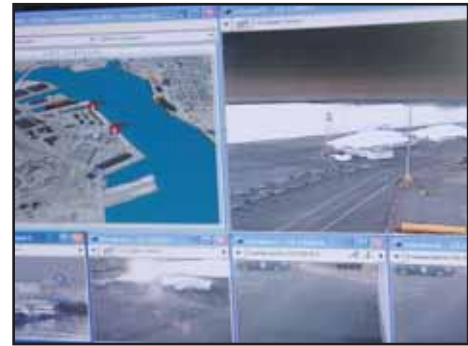
The Saint John Port Authority has also invested heavily into perimeter fencing and gate systems including remotely operated gates. "All access points continue to have manned security and Transport Canada-approved operating procedures," he emphasizes. "We have a new state-of-the-art guardhouse and when the Pugsley cruise terminal is commissioned, our command and control facilities will be more closely incorporated on a 24-7 basis." Gates at the main entrance of the West Side port and Lower Cove were put in place in 2002, and a controllable entrance was established for Rodney Container Terminal.

You're on CCTV!

In addition to the entrances, Captain McCann says the port has also invested heavily into Close Circuit Television Technology. "This allows for continuous surveillance of port facilities and infrastructure. As we invest more strategically into command and control systems, we will be able to provide an extra layer of security within the port as this allows us to have quicker response. We also have the capability to record images, allowing us to provide law enforcement agencies with video evidence."

Restricted Area 2

Captain McCann forecasts "Restricted Area 2 security requirements" will be compliant by December 15, 2008. RA 2 areas are designated through the Marine Security Regulations and require Transport Canada Security Clearance for regular access. Currently, this applies mainly on cruise and container operations. "Port employees and security guards require possession of a RA pass to enter, which is similar to an airport," says Captain McCann. "Transport Canada does background checks and the pass is



A screen shot of the Port's Closed Circuit Television security cameras at work.

issued once that individual is cleared."

Getting federal funding assistance for port security requires due diligence. Terminal operators had to make key security investments prior to all of the terms and conditions of a contribution program. The Association of Canada Port Authorities has also identified future security investment opportunities. "Critical areas that still need to be addressed nationally are waterside security and port policing, especially where the Port of Saint John traffic frequently sails within 100 kilometers of the United States border. 🍁

PORT PROGRESS

A PUBLICATION OF THE SAINT JOHN PORT AUTHORITY

PORT PROGRESS IS A PUBLICATION OF THE SAINT JOHN PORT AUTHORITY

Reproduction of any material in this issue, with credit to Port Progress is encouraged without permission. For additional copies or further information, please contact:

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

SAINT JOHN PORT AUTHORITY

PORT

SAINT JOHN
 ADMINISTRATION PORTUAIRE DE SAINT JOHN

PotashCorp Expansion Proceeding As Planned

Drybulk shipments through port will increase up to 150% per year.



The Picadilly site, as viewed from the head frame building.

Potash Corporation of Saskatchewan Inc. (PotashCorp), one of the Saint John Port Authority's biggest shippers, is making strides in the construction of a new potash mine known as the Picadilly Potash Project, near Sussex, N.B.



View from above: the Barrack Point potash terminal.

Just nine months into the project, Mark Fracchia, General Manager of PotashCorp New Brunswick Division, says construction on the Picadilly Potash Project is progressing as planned. "Excavation for the service shaft foundation has been completed and work has begun on forming the shaft collar," he explains. "Excavation for the production shaft foundation will begin later this fall."

When the new mine reaches full production by the end of 2014, total annual potash and salt shipments through the port will increase from one million tonnes per year to roughly 2.5 million tonnes per year. The construction project has an estimated cost of

\$1.6 billion, including shaft sinking and development of the new mill site.

Once fully developed, the new mine will replace the existing underground operation. Transportation links are also being upgraded. "Construction of the underpass across Route 114, to connect both sites, began in early September," said Mr. Fracchia. "Two large culverts will frame the underpass, which will be large enough to accommodate semi-trailers in both directions, and a pipeline corridor."

PotashCorp continues to experience brine inflows at the existing mine but Mr. Fracchia says the inflow rate is being managed and production is near plan. "We completed a planned two-week maintenance shutdown in August and the construction workforce is currently in the 100-150 range." Overall construction is expected to generate the equivalent of 2,500 person-years of employment, and 140 new full-time positions.



The first new potash rail cars arrived in mid-August.

"We are also working carefully to ensure that New Brunswick businesses are included in our bidding process," he added. "The site preparation and grading has been done by a local contractor and we have ordered most of the major steel components from a local steel supplier."

New Orange Railcars

PotashCorp New Brunswick is replacing its aging fleet of leased railcars with its own fleet of newly refurbished cars. "A total of 40 have been received to-date and are being used to transport potash from the mine near Sussex to the Potash Terminal at the Port of Saint John," said Mr. Fracchia. "When the conversion is complete, PotashCorp New Brunswick will have approximately 135 railcars available for hauling potash and salt to the Port". 🍁

Best Cruise Season Ever!

Record traffic, celebrities and new facilities bring true growth to Saint John.

A jaw-dropping cruise ship season wrapped up on October 28th following a record 79 ship calls and more than 180,000 passengers in 2008. "In 1996, we had only eight cruise ship calls for the entire season with a total of 8,500 passengers. This year we had that many passengers almost every week," observed Capt. Al Soppitt, President and CEO for the Saint John Port Authority. In fact, three cruise ships were in the port simultaneously on three occasions, September 10th, 22nd, October 8th.

The Port's new Pugsley Cruise Ship Terminal on Water Street is nearing completion. The terminal will be officially opened next spring, but its elevated pedway was used for disembarking passengers on several occasions this cruise season. "Our first benchmark was getting the elevated pedway to flow passengers through the terminal in mid-June," recalls Steve McCavour, Director, Engineering Services, Saint John Port Authority. "We had a very aggressive schedule."

The terminal design has received glowing reviews from near and far. "The brick façade is credited with being consistent with the surrounding heritage architecture and people will be very pleased with the level of design inside the facility too," adds Mr. McCavour. It also conforms to Transport Canada safety regulations and is secured by fencing, cameras and "state-of-the-art scanners that read the visitor's hand are

"Recent cruise sector growth is beyond our expectations and we are taking all the right steps to keep the sector growing."

used at the more sensitive entrances," he said.

The Saint John Port Authority will soon move its corporate offices into the facility. There are also plans for Pugsley Park improvements and development of a Bay of Fundy Welcome Centre next to the terminal.

20th Cruise Season Commemorated

Other highlights of this cruise season included a special fireworks display on October 1st while the Queen Mary 2 was berthed at Pugsley Terminal. Viewing facilities were provided at the Fort Howe block house including complimentary hot chocolate

and coffee. It was expected that a record four ships would be in the port for the occasion but two ships were rescheduled due to hurricane Kyle.

The fireworks were a tribute to the people of Saint John, the quality of the product offered by local tour operators and the beauty of the Bay of Fundy and city of Saint John. "We were also proud to commemorate our 20th year of cruise visits to Saint John during this season that broke all records," said Betty MacMillan, Manager, Business Development for the Saint John Port Authority. "We knew there was potential, but recent cruise sector growth is beyond our expectations and we are taking all the right steps to keep the sector growing." Next to potash handling, cruise traffic is the second highest revenue generator at the port.

Rosie O'Donnell Brings "r Family"

Earlier in the summer Rosie O'Donnell, American comedian, actress and former talk show host, arrived on the inaugural call of the Norwegian Dawn cruise ship which was chartered by her partner's tour company "r Family Vacations". Now in its seventh year, the tour company caters to gay and lesbian travelers and their families. Over 2,300 passengers were on board.

One Millionth Cruise Passenger!

Helen Camper, the one millionth cruise passenger, was the Port's most special guest in early August. Ms. Camper and her traveling companion, Mary Kress, were greeted by Port Chairman Stephen Campbell and other offi-



(Left to Right) Stephen Campbell, Al Soppitt, and Betty MacMillan, of the SJPA bestow prizes upon Helen Camper, the one millionth cruise passenger to sail into Saint John since 1989.



cials who welcomed her and presented a basket filled with many New Brunswick mementos including a complete return vacation to Saint John.

The Port of Saint John is also expecting more calls from a long-standing cruise line customer. "While Royal Caribbean International announced it will be cutting its calls to Charlottetown and Sydney, N.S., in 2009 to save money on fuel, it will be adding four ports of call to Saint John next season," explains Bill Eaton, Manager, Government Relations and Public Affairs, SJPA. Cruise ship lines also have a tendency to reduce lengths of tours and the speed of their ships to deal with fuel costs, which bodes well for the Port of Saint John because ships are looking for the ports closer to the ports they leave from in the U.S. 🍀



Three cruise ships called on the same day on three different occasions this year. There were 79 ships in total.



Rosie O'Donnell signed autographs, talked to fans and posed with the Saint John Port Authority flag.

Saint John-Digby Ferry Operating Until At Least 2011

The Princess of Acadia, which provides a daily ferry service between Saint John and Digby, N.S., will continue operating until 2011 with further investments from the governments of Nova Scotia, New Brunswick and Canada.

The governments of New Brunswick and Nova Scotia are each contributing an additional \$2 million and the Government of Canada will invest \$11.1 million to ensure

the vital ferry service continues to run until Jan. 31, 2011.

The two-year extension to the ferry service will be used to assess commercial transportation alternatives and economic strategies.

The Princess of Acadia is operated by Bay Ferries Ltd., which is being impacted by high fuel costs and declining ferry traffic. 🍀



Passengers aboard the Princess of Acadia sail into Digby.

Celebrating the ACPA 50th Anniversary Conference

Unforgettable! More than 150 delegates and companions from across Canada were treated to the tastes and traditions of East Coast culture through food, drink, and entertainment at the 50th Annual General Meeting and Conference of the Association of Canadian Port Authorities (ACPA) this past August.

"We were honoured to host this landmark national event," commented Al Soppitt, President and CEO of the Saint John Port Authority. "Our main objective was to provide a business and social agenda our guests would never forget and develop everlasting connections."

The event featured comprehensive business sessions, keynote speakers and panel sessions under the theme, "Ports: The Canadian Advantage". The Hon. Lawrence Cannon, PC, MP, Minister, Transport, Infrastructure and Communities launched the event with a keynote address followed by a panel on the latest cruise developments moderated Betty MacMillan, Manager, Business Development with the Saint John Port Authority.

Gordon Houston, President and CEO of Port Metro Vancouver, spoke on the subject of amalgamation, recalling the January 1st formation of the Vancouver Fraser Port Authority, recently renamed Port Metro Vancouver. "People had been hearing about amalgamation for 50 years," said Mr. Houston. "It's just that nobody did it."



Sarah Morgan-Silvester, Chair of the Board, Port Metro Vancouver, and Gordon Houston, President and CEO Port Metro Vancouver receive the Green Award from Jan Fransen, Managing Director of Green Award.

Captain Houston also received an official Green Award plaque on behalf of Port Metro Vancouver from Jan Fransen, Managing Director of Green Award. "Our participation in this program is a clear demonstration of our commitment to environmental responsibility" said Captain Houston. Mr. Fransen was delighted Port Metro Vancouver was the first port in the Americas to receive a Green Award. He is con-

vinced that more ports will participate in the concept whereby the mutual advantages can be developed further.

The environment was also the focus of a presentation by Kurt Nagle, President, American Association of Port Authorities. He described the implementation of the AAPA's Environmental Management System (EMS) through a number of success stories from the Port of Corpus Christi to New Jersey and Houston which reduced costs and gained credibility among his association's members in 35 countries.

Cliff Mackay, President and CEO of the Railway Association of Canada, spoke at the conference and said CP and CN will invest more than \$300 million into its Eastern Canada rail networks alone. "The rail mode of transport should be a significant option not just from a cost and service point of view, but from an environmental point of view."

Patrice Pelletier, President & CEO, Montreal Port Authority outlined a strategic plan to be phased in over the next 12 years which will see the Port of Montreal expand and renew its infrastructure in context of sustainability.

A luncheon address by Brian Lee Crowley President, of the Halifax based think tank, Atlantic Institute for Market Studies (AIMS) looked at the aging Canadian labour force and the effect it could have on business. Mr. Crowley suggests lowering income and corporate taxes would increase privatization and encourage more Canadians to enter the labour market.

Neville Gilfoy, publisher, of the Atlantic business magazine "Progress" said the region's priorities are energy, innovation, aerospace and developing the Atlantic Gateway.

This segued into a session on Freight Movement and Gateways with Dr. Mary R. Brooks, Professor of Marketing & Transportation at Dalhousie University. She discussed the effects of terrorism on North America and the economic and regulatory environment of the North American transport networks.

The gateway discussion continued with a panel on Gateways and Corridors featuring Madeleine Paquin, President and CEO, Logistec Corporation, who presented her strategic approach to building coalitions to create the Great Lakes/St. Lawrence Transportation Corridor. Captain Al Soppitt, President and CEO, Saint John Port Authority, who is heading

up the Southern New Brunswick Gateway Council spoke about established north-south trade links with Latin American, while Tim Meisner, Director General, Marine Policy Transport Canada emphasized the benefits of strategic alliances."

Karen Oldfield, President and CEO of the Halifax Port Authority, suggested a united regional strategy would help attract ships from India and parts of Asia sailing through the Suez Canal—taking the region to the "next level". Bob Armstrong, President, Canadian Association of Supply Chain Logistics, also discussed getting value out of overdue gateway strategies.

Another highlight was a medal of merit presentation to Wes Armour of Armour Transportation, at the closing luncheon of the 50th AGM. "Wesley Armour grew up on his family's farm in Taylor Village, a small farming community 20 miles southeast of Moncton, New Brunswick," Capt. Soppitt told ACPA delegates. "Today, Armour Transportation Systems, one of Canada's 50 Best Managed Companies, has more than 3,300 pieces of equipment, over 1,600 employees, 23 freight terminals and more than 600,000 square feet of Public Warehousing."

An extensive Companion Program was offered to guests and included day tours to St. Martins, St. Andrews, and cruising on the St. John River. Social evening events were designed by Saint John event planners Debbie Rathwell whose company, *red, it's who i am*, partnered with Beth Richardson of Pretzel Productions. They coordinated an opening reception and private show at the historic Imperial Theatre; an authentic Maritime Kitchen Party on the waterfront, as well as a costumed Closing Gala event with a 22-piece big band. The event also featured the largest fireworks display over the harbour since 2000, in celebration of ACPA's 50th anniversary. 🍁



Receiving an award commemorating the 150th Port of Quebec Anniversary are Yvon Bureau and Ross Gaudreault, Quebec Port Authority; Sean Hanrahan, St. John's Port Authority; Captain Al Soppitt, SJPA.

Irving Oil Headquarters and Long Wharf Improvements Planned

It's a win-win scenario. "The development of a new complex on the Long Wharf property in Saint John's inner harbour will be a prominent location for a new Irving Oil Limited (IOL) headquarters and Long Wharf will be further improved as a world-class cruise facility," said Stephen Campbell, Chair of the Saint John Port Authority. "This fall, geo-technical core samples were taken by IOL and discussions continued between Irving Oil and SJPA to conclude outstanding issues."

Mr. Campbell says plans are moving ahead to provide space for a new Irving building, new walking trails and park space. IOL also plans to contribute to the development of the Fort La Tour National Historic site as part of the site's landscaping.

Under the agreement, worth approximately \$10 million, IOL will lease the Long Wharf property from the Saint John Port Authority. Part of the deal would see the City of Saint John sell the former Lantic Sugar refinery at fair market value to IOL which

would, in turn, transfer ownership to the Port Authority. The sugar refinery site will be incorporated into the Lower Cove terminal marine facilities.

"It's an ideal partnership between the port and private industry that secures growth," observes, Captain Al Soppitt, President and CEO of the Saint John Port Authority. "Having outgrown the current Golden Ball building on Union Street, Irving Oil staff are scattered throughout the city. Long Wharf will make an exciting new home, on the waterfront and they will work with us to significantly enhance a second world-class cruise terminal on the site."

Development on Long Wharf would be done to the highest standard, according to Blaine Higgs, Director of Logistics for Irving Oil. "Our company has been encouraged by a number of organizations in the community to remain in the uptown area and consider development on the waterfront," he told a large crowd at a special announcement last summer. "The Saint John Port Authority has



Stephen Campbell, Chairman, SJPA and Blaine Higgs, Director of Logistics for Irving Oil.

helped make this idea a reality by showing vision and a willingness to work together on a solution that meets the needs of the whole community."

The agreement is subject to federal government approvals. Construction on the Long Wharf property will begin when all approvals are received. The proposed project would take two to three years to build. 🍁

PEOPLE AROUND THE PORT



Darryl McGrath
Manager of Security and
Emergency Services, SJPA

Darryl McGrath joined the Saint John Port Authority in July as the new Manager of Security and Emergency Services. He recently retired from the Canadian Armed Forces with 20 years service. He served 14 years with the Royal Canadian Regiment and six years with the

Military Police. Darryl completed two tours of Bosnia and one tour of Cyprus. Prior to moving to Saint John, Darryl resided in Goose Bay, Newfoundland where he enjoyed snowmobiling and managing a provincial Triple A Pee Wee hockey team. He also coaches hockey and soccer. Darryl has worked with children as a DARE officer (Drug Awareness Resistance Education) and mentored a youth in a local group home. Darryl lives in Quispamsis with his wife Kim and their children Evan and Megan.



Brittany Halpin,
SJPA Marketing Assistant

The Port of Saint John is pleased to welcome Brittany Halpin who has returned to her native Saint John having graduated from the Marketing

Management (B.Comm) program at the University of Guelph, Ontario. Also a graduate of Rothesay Netherwood School, Brittany is looking forward to gaining new experience at the port, particularly in the marketing sector. She enjoys reading, sports and working out at the Aquatic Centre.



Ralph Seely Elected
to Board of Directors,
ACPA

Ralph Seely, Vice President, Finance & Administration of the Saint John Port Authority has been appointed to a one-year team as a Director of the Board with the Association of Canadian Port Authorities effective

August, 2008. The Association of Canadian Port Authorities was founded in 1958 and groups together ports, harbours and related marine interests into one national association. The ACPA is the pre-eminent Association for the advocacy and advancement of the Canadian Port Industry. ACPA members contribute greatly to the local, regional and national economy of Canada.

New Directors on the SJPA Board

Ted Flemming, a lawyer who has practiced in the areas of corporate and commercial law, was appointed to Queen's Counsel in 1992. He has been a member of the board of directors of the New Brunswick Securities Commission since 2004 and will serve a three-year term with the SJPA board.

Peter Gaulton is a chartered accountant practicing in



Saint John. He has a bachelor's degree in Business Administration and has held various positions with Irving Oil Limited, Brookville Transport Limited and Thorne Riddell. He will serve a three-year term with the SJPA board.

Don Hall has extensive experience in the transportation industry and working with Canadian Pacific, Misener Shipping and J. D.



Irving, Limited. He holds a Master of Business Administration from the University of British Columbia and will serve a three-year term with the SJPA board.

Logistec Safely Handles Holstein Heifers, Goats and Wind Farms

The M/V Friesian Express called Saint John on August 28th to load livestock destined for Cuba. "Approximately 900 holstein heifers and 100 boar goats were carefully loaded via the floating ramp at our facility on the west side," explains Curtis Doiron, Sales Manager, Atlantic Canada, Logistec Stevedoring (Atlantic) Inc. "This represents the sixth shipment of livestock Logistec has handled in the past four years in the Port of Saint John. It's interesting for labour and is definitely unusual cargo compared to what is



The port's highway access was advantageous for wind farm cargo.

typically handled at the Port," Mr. Doiron said.

Wind turbines were another specialized cargo handled by Logistec recently. With an

aggressive growth strategy toward renewable energy, there could be more turbines turning in the port's future. A total of 32 units were discharged from two ships from Denmark last July and August. "The operations went very well and all turbines vacated the port at the end of September," adds Mr. Doiron. "We're actively prospecting for more business."

Each wind turbine required five specialized trucks and trailer equipment requiring police escorts from the Port of Saint John to the site in Kent Hills, near Caledonia Mountain, southwest of Moncton. The equipment included large rotor blades for wind turbines, nacelles, which are the large boxes on top of turbine towers containing the gearbox, generators and other controls. The turbines stand about 80 metres when complete.

TransAlta, an Alberta-based international player in the power generation marketplace, is constructing the wind farm, and another Calgary-based company, Transera International Logistics Ltd., is coordinating global shipments. "The Port's terminal access to Highway 1 is particularly advantageous for this operation," commented Brad Peruzzo of Transera. A transmission line and substation are also in various stages of construction at the site which should be com-



Live animals were loaded via truck trailer directly to vessel and traveled safely in a network of pens onboard.

plete by the end of this year.

"The 96 megawatt Kent Hills wind farm will be the largest wind power facility in Atlantic Canada," explains NB Energy Minister Jack Keir. He added that three additional New Brunswick wind farms are coming on-line by 2010 in Lameque, Caribou Mountain and Aulac. "Together, these wind farms will provide nearly 300 MWs of installed electrical generation capacity for the province, enough wind power to provide electricity to more than 55,000 New Brunswick homes." ❖

Gateway Council Advancing Common Position for Funding

Meetings this fall by The Southern New Brunswick Gateway Council (SNBGC) have resulted in a list of regional priorities to flow into the development of an Atlantic Gateway. The SNBGC was formed last year and is represented by the three levels of government, the Potash Corporation of Saskatchewan and founding partners: Saint John Port Authority, Greater Moncton International Airport, Irving Oil Limited, and Logistec Stevedoring.

"We have a list of 15 transportation infrastructure priorities to present at the Atlantic Gateway table," explains Captain Al Soppitt, President and CEO of the Saint John Port Authority, who is chair of the SNBGC. "Our next step is to collaborate with the Halifax Gateway Council to determine what is essential to establish Atlantic Canada as a

gateway and how it will benefit New Brunswick," he said. "We are developing a united position to take our priorities forward to government."

Captain Soppitt says four modes of transportation are considered in the priorities. "From a marine perspective we're focusing on berth capacity, improved rail access and track upgrades, highway improvements for Long Combination Vehicle staging areas, as well as runway centre line lighting at airports, including air cargo access and runway extensions.

Despite U.S. economy troubles, long-term trends indicate Atlantic Canada is a viable new gateway for international trade. The Port of Saint John is a well established gateway for world markets, particularly north-south trade routes to the Caribbean, and

Central and South America. Improvements to transportation infrastructure in the region will reinforce this activity.

The federal government has a suite of programs available as part of a seven year commitment to create the gateway concept. Ports have one year to develop a plan for gateway funding.

"We also need greater marketing to win in the global supply chain network that we are in today," says John Knubley, Associate Deputy Minister of Transport, Infrastructure and Communities, Government of Canada. Knubley also emphasized that program funding will also cover skills, security, the environment and marketing. ❖