February 1, 2020

Mr. Larry McCabe  
CAO  
Town of Goderich  
57 West Street  
Goderich, Ontario  
N7A 2K5

Dear Mr. McCabe,

Please find enclosed an invoice for the renewal of your membership in the Chamber for 2020, with some additional background information about recent activities.

The board of directors has approved a fee increase of 2% for 2020 which will help to offset inflationary increases in the Chamber’s operating expenses.

Excellent progress is being made towards accomplishing the strategic objectives set out in our Strategic Plan ("Vision 2022") as well as addressing the emerging challenges facing our members in inland, coastal and Arctic shipping markets. Please refer to the enclosed report of last year’s activities and the summary of the Chamber’s 2020 Policy Wish List.

We value your membership in the CMC, and I speak for the entire CMC team when I say we very much look forward to working with you in 2020 to support your organization’s objectives.

Yours sincerely,

Bruce R. Burrows  
President

Encl.

Marine Delivers  
Safe, Efficient and Environmentally Smart
NEWS RELEASE

Immediate Release

Great Lakes-St. Lawrence shipping 2020 government wish list

January 15, 2020 – Chamber of Marine Commerce President Bruce Burrows today unveiled a 2020 wish list for legislative and policymakers to support the growth of Great Lakes-St. Lawrence and coastal shipping with climate resiliency to deal with high-water levels as a top priority.

Overall cargo on the St. Lawrence Seaway totaled 38 million metric tons in 2019, a decrease of 7% attributed to trade conflicts, challenging navigational conditions due to high waters and adverse weather impacts on key cargoes such as grain.

“The challenges of the 2019 shipping season underline the critical importance of protecting the future integrity of the Great Lakes-St. Lawrence waterway as a reliable and efficient trade and transportation corridor for the United States and Canada,” said Bruce Burrows, President of the Chamber of Marine Commerce. “High water levels are negatively impacting residents and businesses, including the marine shipping sector that transports cargo through the St. Lawrence Seaway, and we need to work together with the International Joint Commission and governments to conduct a proper study into water levels and their causes, and to develop a resiliency plan that can address stakeholder needs into the future.”

Pressure on the IJC’s International Lake Ontario-St. Lawrence River Board, to lower Lake Ontario levels by raising water outflow at the Moses-Saunders dam to unsafe navigation levels that would have shut down Seaway shipping, continued throughout 2019.

Marine shipping worked diligently with stakeholders for a solution to ensure safe navigation at record outflow levels for five months last year to help lower the Lake, taking on 26 mitigation measures that caused shipping delays, lost cargo business and millions of dollars of extra operating costs. The Chamber also supports the River Board’s recent actions to increase outflow levels at the dam during the winter, in order to lower Lake levels as much as possible before Spring.

Burrows added: “We would also like to see commercial navigation interests as members of the International Lake Ontario-St. Lawrence River Board to work alongside recent appointees representing community interests. Many different industries including agriculture, manufacturing, fuel supply, construction and the mining sector depend on the Great Lakes-Seaway transportation system, supporting 238,000 jobs and USD$35 billion (Cdn$45.4 billion) in economic activity in Canada and the U.S.”

Other legislative and policy priorities for 2020

- Ensure that U.S. and Canadian governments continue to invest in maritime infrastructure and advance Coast Guard asset renewal. The CMC will be asking for the medium-term refurbished Canadian Coast Guard vessels and longer-term new builds announced in 2019 to be used to help resource ice-breaking in the Great Lakes, the Seaway and the
lower St. Lawrence River, where cargo deliveries have been stalled or delayed in past winters and springs due to service breakdowns and a lack of assets.

- Pursue a harmonized and practical approach to ballast water regulations aimed at domestic fleets. The Canadian government has put forward regulations that would require domestic fleets to install ballast water treatment systems despite the fact that no technology currently exists that reliably operates in Great Lakes conditions and trading patterns. At the same time, the United States Coast Guard is developing regulations that are not aligned with the technology standards or timelines of the Canadian regulations. We need one regulatory approach for the bi-national Great Lakes region that levels the playing field and recognizes the challenges faced by the domestic fleets in Canada and the United States.

- New legislation to modernize Canada’s pilotage system for commercial ships was finally passed in June 2019, which holds promise to improve the efficiency and competitiveness of marine transportation while still ensuring the highest standards of safety. The Chamber will now be urging the Canadian government to form a ‘National Advisory Board’ to gain stakeholder input into the ongoing reform of policies and supporting regulations. Our priorities will be to have policy makers review pilotage requirements (such as double piloting or mandatory zones) while taking into account the many technological advancements over the past 40 years. We would also like to see improvements made to the pilot certification programs, which allow domestic ships’ masters and senior navigation officers to pilot their own vessels. It is important for the focus of these programs to be on onboard training and evaluation and that they be as efficient as possible.

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**Flickr** - Download photos of Great Lakes-St. Lawrence shipping:  
[https://www.flickr.com/photos/marinecommerce/albums/72157657049769546](https://www.flickr.com/photos/marinecommerce/albums/72157657049769546)

**About the Chamber of Marine Commerce**

The Chamber of Marine Commerce is a bi-national association that represents more than 130 marine industry stakeholders including major Canadian and American shippers, ports, terminals and marine service providers, as well as domestic and international ship owners. The Chamber advocates for safe, sustainable, harmonized and competitive policy and regulation that recognizes the marine transportation system's significant advantages in the Great Lakes, St. Lawrence, Coastal and Arctic regions.

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The 2019 shipping season underlined the critical importance of our industry standing together to protect the future integrity of the Great Lakes-St. Lawrence River waterway as a reliable and efficient trade and transportation corridor for the United States and Canada.

This issue was brought into sharp focus in the second half of 2019 when New York and Ontario politicians and residents pressured the IJC’s International Lake Ontario-St. Lawrence River Board to raise water outflows from a dam on the St. Lawrence Seaway to unsafe navigation levels to help alleviate Lake Ontario flooding.

The demand to “open up the floodgates” and halt shipping continued right up to the end of the year — despite the fact this would cost the broader economy $250 million a week (USD$193 million) and scientific evidence showing this approach would only lower Lake Ontario levels by less than 4 centimetres per week. It was only by pulling together — the Seaway, ports, ship operators, customers and association partners alike — in a concerted effort to educate government, politicians, International Joint Commission officials and stakeholders on both sides of the border on the very real economic and environmental implications, that a crisis was averted.

Marine shipping worked diligently with stakeholders for a compromise solution to ensure safe navigation at record outflow levels for five months last year, taking on 26 mitigation measures that cost the overall supply chain more than $2 million per day.

As we move forward into 2020, it will be at the top of the Chamber’s priority list to continue our advocacy and communication efforts on this file with the assistance of our members to ensure a successful 2020 shipping season. The Chamber will also be pushing for a seat at the table alongside Lake Ontario community interests to ensure real solutions and calling on the IJC and governments to collaborate with affected stakeholders to conduct a proper study into water levels and their causes, and to develop a “resiliency plan” that can address stakeholder needs into the future.

U.S. and Canadian Ballast Water Regulatory Alignment

Keeping on the theme of protecting our cross-border trade corridor, the Chamber will continue to pursue a harmonized and practical approach to ballast water regulations aimed at domestic fleets. The Canadian government has put forward regulations that would require domestic fleets to install ballast water treatment systems despite the fact that no technology currently exists that reliably operates in Great Lakes conditions and trading patterns. At the same time, the United States Coast Guard is developing regulations that are not aligned with the technology standards or timelines of the Canadian regulations. We need one regulatory approach for the bi-national Great Lakes region that levels the playing field and recognizes the challenges faced by the domestic fleets in Canada and the United States.

Canadian Pilotage Reform

New legislation to modernize Canada’s pilotage system for commercial ships was finally passed in June 2019, which holds promise to improve the efficiency and competitiveness of marine transportation while still ensuring the highest standards of safety.

The Chamber will now be urging the Canadian government to form a ‘National Advisory Board’ to gain stakeholder input into the ongoing reform of policies and supporting regulations. Our priorities will be to have policy makers review pilotage requirements (such as double piloting or mandatory zones) while taking into account the many technological advancements over the past 40 years. We would also like to see improvements made to the pilot certification programs, which allow domestic ships’ masters and senior navigation officers to pilot their own vessels. It is important for the focus of these programs to be on onboard training and evaluation and that they be as efficient as possible.

Port Infrastructure and Coast Guard Renewal

American and Canadian governments have created funds for and invested in Great Lakes-St. Lawrence ports infrastructure during the past two years, which is a big step forward in ensuring the future competitiveness of our inland waterways. The Canadian government also announced a major $15.7 billion renewal for its aging Coast Guard fleet and that it is looking at acquiring an asset dedicated to the Great Lakes before the complete overhaul of the fleet.

The Chamber will be pushing hard in the coming months to ensure that government continues to invest in maritime infrastructure and advances Coast Guard commitments. We will be asking for the medium-term refurbished Canadian Coast Guard vessels and longer-term new builds to be used to help resource ice-breaking in the Great Lakes, the Seaway and the lower St. Lawrence River, where cargo deliveries have been stalled or delayed in past winters and springs due to service breakdowns and a lack of assets.

These are among a host of issues the Chamber will be focusing on this year, as we continue our mission to protect and enhance the competitiveness of the marine mode and shift more business to this growing trade corridor and our waterways in the Great Lakes, St. Lawrence, Atlantic and north coasts.

Bruce R. Burrows
January

Marine Club Luncheon

The CMC celebrated its 60th anniversary at its Annual Marine Club Luncheon in January, attracting more than 220 people, including MPPs, Great Lakes mayors and federal government officials. The luncheon featured an Outlook Panel with Douglas Porter, the chief economist of BMO Financial, as well as Terence Bowles, CEO of The St. Lawrence Seaway Management Corporation. The keynote speaker was political commentator Jeffrey Simpson, who spoke on international trade diversification. The event was supported with a press release on CMC’s policy wish list for 2019 and timed with the St. Lawrence Seaway’s year-end cargo results, which resulted in widespread media coverage in Canada and the United States.

February

National Trade Corridors Interim Study Released

The House of Commons Transport Committee released their interim study on national trade corridors, focused on the Niagara region. CMC, which had previously participated in the study, worked with MP Vance Badewey’s office to provide quotes from Bruce Burrows on the conclusions of the report, which were then posted on Badewey’s social media accounts and shared by other Members of Parliament.

International Chamber of Shipping GHG Reduction Strategies

CMC attended an International Chamber of Shipping (ICS) board meeting in London, where discussions are progressing on the development of the candidate measures being considered by the International Maritime Organization for ship operators to meet 2050 global carbon targets, including operational efficiency indexing, mandatory speed reductions, ship “improvement” programming, along with the use of alternative fuels. The Board agreed to also consider a new concept of an industry Research and Development fund to be financed by mandatory ‘R&D’ contributions’ per tonne of fuel to help develop longer-term reduction measures. This was later submitted to IMO for consideration in December.

2019 Measures for Right Whales

The Ministers of Transport and Fisheries and Oceans announced the whale protection measures for the 2019 season, which brought improvements for the marine industry. The outer boundary of the protected area was modified to allow normal navigation from Prince Edward Island to the Magdalen Islands. The dynamic zone north of Anticosti Island was extended to the North Shore of Québec to be more flexible for community supply. As well, criteria to activate speed restrictions were adjusted to reflect aircraft resources, which was expected to reduce triggering speed limits when aircraft were not able to carry out surveillance flights. This was a key request CMC and its industry partners made from the 2018 experience where speed limits were triggered 20% of the time, without data showing the presence of whales.

Canadian Ballast Water Treatment Approach Revealed

Transport Canada (TC) released their proposed regulatory approach implementing the Ballast Water Convention. TC’s approach took into account two key CMC proposals; giving Canadian vessels operating in Canada until September 8, 2024 to install treatment systems; and deeming a vessel to be compliant for ballast water loaded in the Great Lakes and St. Lawrence River if its treatment system is installed and operated according to manufacturer’s instructions. These conditions provide a degree of flexibility, but there remain significant challenges to find suitable systems and we require support from U.S. Coast Guard for a harmonized approach.
New Washington Lobbyist Hired
Paul Miller was hired as the CMC’s new part-time Washington Representative and senior lobbyist. He was tasked with the management and execution of CMC’s government relations plan in the U.S., promoting increased awareness of the importance of the marine industry to the Great Lakes and St. Lawrence regional economy and advancing cross border regulatory harmonization.

Season Opening Icebreaking
In March, CMC and its members wrote and met with members of the Canadian Coast Guard expressing the need for additional icebreaking resources for the opening of the 2019 Great Lakes-Seaway navigation season and the importance for greater resiliency. When a dozen vessels were stopped in the Welland Canal due to severe ice conditions on eastern Lake Erie, CMC pushed for a redistribution of icebreaking assets, and added our voices to the call for a comprehensive fleet renewal process. CMC’s Bruce Burrows also did an interview with the Canadian Coast Guard on the economic importance of ice-breaking services in the St. Lawrence and the Great Lakes, which was used in Coast Guard videos promoted on their website and their social media accounts.

Canadian Federal Budget Includes Changes to Pilotage Act
The federal government tabled its 2019 budget bill and included a section that provided for sweeping changes to the Pilotage Act. The bill included many reforms that CMC championed during months of advocacy efforts, including transparency, openness and the centralization of regulatory power for pilotage to Transport Canada. CMC issued a supportive news release (including to all MPs and Senators), highlighting the amount of work still to be done for truly effective reform. An Op-ed appeared in National Newswatch, which the Minister of Transport confirmed reading and an article appeared in the Globe and Mail.

Promoting the 2019 Shipping Season
The CMC issued a number of press releases and/or conducted media interviews showcasing our industry, including $130 million in investments made by the Seaway and Canadian shipowners to prepare locks infrastructure and vessels for the 2019 shipping season; U.S. ports’ expectations for the new season; and the Opening Ceremony of the St. Lawrence Seaway. The Opening ceremony at St. Lambert lock celebrated the Seaway's 60th anniversary and featured speeches from Canadian Transport Minister Marc Garneau, Joel Szabat, Assistant Secretary of Transportation, for U.S. Department of Transportation and Madame Chantal Rouleau, ministre déléguée au transport maritime (Québec).

Digital Advertising Campaign
CMC launched a digital advertising campaign aimed at Canadian federal politicians and officials in political publications, targeted social media accounts and outdoor advertising that ran from March to the end of May. The campaign, which used levity combined with traditional ship expressions to draw attention to four key awareness messages – Safety, Environmental Innovation (part of the solution for climate change), Economic and Trade Benefits, and Downstream Benefits (reducing road congestion, delivering the goods you rely on everyday), was seen 3,388,979 times across all channels by our targeted audience and attracted over 1,600 clicks to the new website.
Marine Delivers Magazine 2019

CMC's Marine Delivers Magazine was officially launched at the Opening of the Seaway ceremonies in March. The Innovation Issue celebrated new technologies and pioneering practices at the Seaway, our ports and by our shipowners and also featured an article on CMC's 60th anniversary and our plans and political priorities for 2019. The magazine was distributed by mail, digitally and at events throughout the year to stakeholders in Canada and the U.S. and articles were promoted through social media and via our new website.

April

New Website Launched

CMC launched its new bilingual website at www.marinedelivers.com (www.marinedelivers.com/fr). The redesign is a visually-striking, mobile-friendly website that we believe will increase traffic, draw new members and supporters and raise awareness of the importance of inland and coastal shipping. A password-protected portal for our members was later launched in the summer.

Canadian Government's New Carbon Tax

CMC worked with departmental officials to seek clarity for industry on the application of the Greenhouse Gas Pollution Pricing Act, which included a carbon tax for Ontario, as well as to seek favourable interpretations of the Act. CRA officials later in June confirmed domestic vessels on inland waters voyages under the Ships' Stores Regulations would be exempt from the tax, but must still submit monthly reports. In addition, CMC is exploring the opportunity to have the marine sector treated similarly to the aviation sector in Northern Canada for the purposes of the Act.

May

Federal Funding for New Ships for the Canadian Coast Guard

Following Prime Minister Justin Trudeau's announcement of a $15.7 billion dollar investment into the renewal of the Canadian Coast Guard fleet, CMC pressed for support from government that at least five new icebreakers be built and assigned to the Great Lakes-St. Lawrence region with a timeline of the next five to 10 years. CMC issued a press release highlighting this ask which was covered by a number of Canadian media outlets and shared widely on social media, and read by Coast Guard leadership. Later in August, the federal government launched a competitive process to build six new icebreakers to operate in the St. Lawrence, Atlantic Canada and the Arctic. The CMC continues to emphasize that medium-term refurbished assets and longer term new builds be part of the service provided in the Great Lakes-St. Lawrence region.
International Maritime Organization Meetings in London

CMC attended the International Maritime Organization’s (IMO) 74th session of the Marine Environment Protection Committee which focussed on the 2020 sulphur cap and approved several supporting guidelines. IMO also progressed in areas of reducing GHGs, marine litter, and implementing the Ballast Water Convention. CMC joined side meetings on underwater noise, scrubber wash-water, black carbon and met bilaterally with IMO Secretariat to discuss the GloMEEP and Glofouling programs.

Great Lakes Economic Summit

CMC co-organized a panel Marine Delivers: The Economic Impact and Long-Term Competitiveness of Shipping in the Great Lakes at the Great Lakes Economic Summit in Cleveland, Ohio featuring our members the Port of Cleveland, the Port of Thunder Bay among others and moderated by Bruce Burrows.

June

Agreement Signed with GLPA on Pilotage Certificate Trainers and Evaluators

CMC and the Great Lakes Pilotage Authority signed a Memorandum of Understanding (MOU) that sets out the criteria to become a trainer and an evaluator at the Piloting Mate and Piloting Master levels. The MOU will greatly help to increase the numbers of trainers and evaluators within each company to facilitate pilotage skill development. CMC and members continue to work closely with the GLPA on improving the pilotage certificate program that allows ship’s certified masters and officers to pilot their own vessels.

Ontario Advocacy

In mid-June, Premier Doug Ford significantly shuffled the Ontario cabinet, appointing a new Minister of Transportation, Caroline Mulroney. CMC reached out to Minister Mulroney in her new role, and later met with her staff.

Protecting North Atlantic Right Whales

Tragically in June, six North Atlantic Right Whales died from entanglements and ship strikes in the Gulf of St. Lawrence. In response, the Canadian government activated a 10-knot speed limit in the dynamic shipping zones. CMC and its industry partners have been working with government officials and these consultations were reflected in the new additional protective measures later announced in early July. The new measures still provided a corridor for normal navigation; however, the government had a speed limit in place in all dynamic zones until August 2.

2019 Governors’ and Premiers’ Leadership Summit

CMC worked with the Great Lakes Commission’s Blue Accounting project to measure the economic progress of Great Lakes-St. Lawrence shipping by providing data, content and press release quotes for the launch of their website at the Great Lakes Governors’ and Premiers’ Leadership Summit in Milwaukee, Wisconsin. CMC also sponsored and attended the event.

Great Lakes-St. Lawrence Cities Initiative Annual Meeting

Bruce Burrows’ presented and participated in a roundtable with the region’s mayors on waterfront redevelopment and the benefits of ports at the Great Lakes-St. Lawrence Cities Initiative annual meeting in Sheboygan, Wisconsin.

Pilotage Act Amendments Received Royal Assent

Bill C-97, the Bill containing the comprehensive amendments to the Pilotage Act to overhaul and modernize Canada’s pilotage regime, received Royal Assent on June 21. No changes were made to the bill. CMC was called before the House of Commons and the Senate transport committees to speak on key aspects of the Bill. The bulk of the regulatory overhaul will take two years. CMC has prepared a list of priorities to be addressed in the regulatory reform process with a focus on improving and expanding the pilotage certificate program that allows certified ship masters and officers to pilot their own vessels, and to address out-of-date pilotage requirements.
Joint Meeting of Canadian and U.S. Domestic Ship Owners

Members of CMC's Domestic Ship Owners Committee and CMC staff hosted members of the U.S. Lake Carriers' Association and its staff in Toronto, Ontario. Key areas of discussion were icebreaking, the Soo Locks, landing boom safety, and ballast water.

Chamber of Marine Commerce Annual AGM and Board Meeting

The Chamber held its Annual General Meeting, immediately followed by a Board of Directors meeting. During the past year, Captain Scott Bravener, President of McKeil Marine, Aaron Degodny, President and Chief Operating Officer of Rand Logistics/Lower Lakes Towing, and Deborah DeLuca, the Executive Director of the Duluth Seaway Port Authority, all joined the CMC Board of Directors.

and other industry associations to the River Board, IJC commissioners and government officials. The Chamber issued a press release in Canada and the U.S. demonstrating that raising water outflows on the Seaway to higher levels could cost the bi-national economy over $1 billion. These numbers and CMC interviews were widely used in media coverage nationwide in Canada and in U.S. Great Lakes states, particularly in New York where riparian pressure is most active. The impact analysis was also cited in the official press release by the IJC Lake Ontario-St. Lawrence River Board as part of its reasons for not raising outflow levels at the Moses-Saunders dam above 10,400 cm/s.

August

Dealing with Workforce Shortages

Work continued over the third quarter to accelerate the adoption of reciprocal agreements under the Canada Shipping Act, which would allow ship operators to hire temporary foreign workers that have certificates. Agreements were made with France and Norway in September and the shipping industry was later given details on how to access them in December. Agreements with other countries are expected in the New Year.
September

Canadian/U.S. Ballast Water Regulations Misaligned

CMC submitted detailed comments to Transport Canada in September on their proposed Ballast Water Regulations. While our members remain committed to selecting and installing ballast water management systems on vessels, the comments set out the significant challenges that remain. The CMC also highlighted the critical need for Canadian and U.S. agencies to work together after meeting with the U.S. Coast Guard in Washington. The CMC has joined 35 other stakeholders that have submitted comments challenging the organization’s refusal to recognize ballast water systems that render organisms non-viable, as part of its draft VIDA regulations. This standard, which is recognized internationally by the IMO, would open the door for UV-technology systems, which Canadian ship operators believe may be most promising.

CMC Chair speaks at U.S. Seaway Anniversary Celebration

Chamber Chair Allister Paterson spoke on behalf of our members at the U.S. Saint Lawrence Seaway Development Corporation’s 60th anniversary celebration in Massena, New York, on September 24 which was attended by Transport Secretary Elaine Chao and Marc-Yves Bertin (TC DG of Marine Policy, as a representative of the Canadian government). Bruce Burrows also attended.

October

CMC Submits Comments on Federal Regulatory Modernization Initiative

CMC submitted comments to the Treasury Board of Canada Secretariat on Round 2 of their Regulatory Modernization Initiative. CMC reiterated its previous comments for carbon credits under clean technology, for collaboration with industry and government on adapting new technologies under digitalization, and the use of incorporation by reference under international standards. CMC also commented on the need for specialized single window approaches.

Canadian Federal Election

The Canadian federal election occurred in October, with the Liberal government winning a minority government. CMC kept members informed throughout the campaign on the parties’ views on our priority issues. Prime Minister Justin Trudeau named his Cabinet in November, keeping Marc Garneau as Transport Minister and appointing Bernadette Jordan as the new Fisheries and Oceans Minister. Foreign Affairs Minister Chrystia Freeland took on the role of Deputy Prime Minister and Minister of Intergovernmental Affairs, continuing to lead on Canada-US relations (including seeing the USMCA over the line) and working with the provinces.
November

Preventing an Early Close of the St. Lawrence Seaway

The high-water levels issue once again came into sharp focus as New York state and Ontario local politicians and shoreline residents held rallies and protests calling for an early closure of the St. Lawrence Seaway to allow the IJC's River Board to release higher outflow levels from the Moses-Saunders dam to potentially alleviate spring flooding in Lake Ontario. The Chamber worked diligently to get the shipping industry's position across in the media on the significant cost of this move to the economy and how it would result in less than 4 centimetres reduction in the Lake's levels. The Chamber also worked with its members and association partners to elicit support from Members of Congress, state Governors, Seaway customers, industry sectors, and Canadian political officials to emphasize the importance of maintaining the Seaway season as normal. The IJC confirmed that it would not be raising outflow levels and the Seaway organizations announced a regular season closing date.

Launching the Canadian Marine Industry Foundation at CMAC

The Chamber of Marine Commerce joined with six other marine industry associations to host a cocktail reception for our federal department stakeholders following the government's Canadian Marine Advisory Council meetings in Ottawa. The reception was attended by over 100 people including Transport Canada Deputy Minister Mike Keenan, Coast Guard Commissioner Jeffrey Hutchinson, and DGs, Directors from DFO, TC, TSB and CBSA. CMC took this opportunity to speak about the Canadian Marine Industry Foundation, a new initiative CMC has started with three federal government departments to raise awareness about marine careers in the private and public sector. Bruce Burrows also did a presentation on the Foundation during the plenary session of CMAC during the day. The Foundation will be an important national initiative to address serious workforce shortages and increase the number of Canadians choosing to work in all aspects of the marine industry. The CMC is reaching out to stakeholders across the country to bring in more partners.

December

Hwy. H2O Annual Conference

CMC sponsored or presented at the HWY H2O Conference, the Pollution Probe Annual Gala and meetings and the North American Arctic Shipping Conference as part of its efforts to raise the profile of our organization as well as our messaging.

Deputy Minister Breakfast

CMC staff and members had a private breakfast with federal government Deputy Ministers and Associate Deputy Ministers of key departments including Transport Canada, Global Affairs, National Defence, Innovation, Science and Economic Development Canada, Agriculture and Agri-Food Canada and Canadian Coast Guard. This allowed members to have an informal discussion post-election on key issues including high water levels, icebreaking resources and support for the GLSLS as a national trade corridor.

Ontario MPP Reception and Meetings

CMC continued its advocacy work with a re-booted Ontario Marine Transportation Forum by helping to coordinate a day of Queen's Park meetings with Ontario MPPs and Ministerial staff, an announcement in Question Period on the importance of the Ontario marine sector, followed by a reception with Ontario Minister of Transportation Caroline Mulroney, other MPPs, staff and industry members.

Season Optimization

The St. Lawrence Seaway Management Corporation extended the Welland Canal season to Jan 8 as a pilot project at the request from CMC shippers who require the extra time to get their product to market. The end of the year is the busiest part of the shipping season in the Great Lakes-St. Lawrence Seaway system and the initiative will benefit a number of CMC members.