

STRAIT OF CANSO SUPERPORT CORPORATION LIMITED

Submission to Transport Canada **Port Modernization Review**

The Strait of Canso Superport Corporation Limited (SCSCL) was incorporated in 1997 under the Companies Act of Nova Scotia for the purpose of owning and operating the Marine Terminals at Port Hawkesbury and Mulgrave. The Government of Canada (Transport Canada) under the divestiture program transferred the Marine Facilities at Port Hawkesbury and Mulgrave to SCSCL in February 2000.

The objectives of the SCSCL are as follows:

- To plan, develop and upgrade port infrastructure, facilities, equipment and technologies,
- To market, promote and identify opportunities for cargo and traffic for the Strait of Canso,
- To inform, communicate and lobby on behalf of stakeholders on issues affecting harbour management,
- To own and operate marine terminals, facilities, vessels, equipment, land and buildings.

Initial discussions with Transport Canada in the divestiture negotiations also included waterbed management and regulatory control of shipping in the Strait of Canso. Thus the Mission Statement for the Superport Corporation:

“ To promote and accommodate marine operations in the Strait of Canso for the benefit of the area's economy”

The Board Structure also reflects the anticipated role of The Strait of Canso Superport Corporation in the overall Strait of Canso Port. The volunteer Board of Directors consists of no less than 7 Directors and no more than 13 Directors.

Directors are nominated as follows:

- a) Three individuals nominated by the Shippers;
- b) Two individuals nominated by the Ship Service Providers;
- c) Five individuals nominated by the Municipalities bordering the Strait of

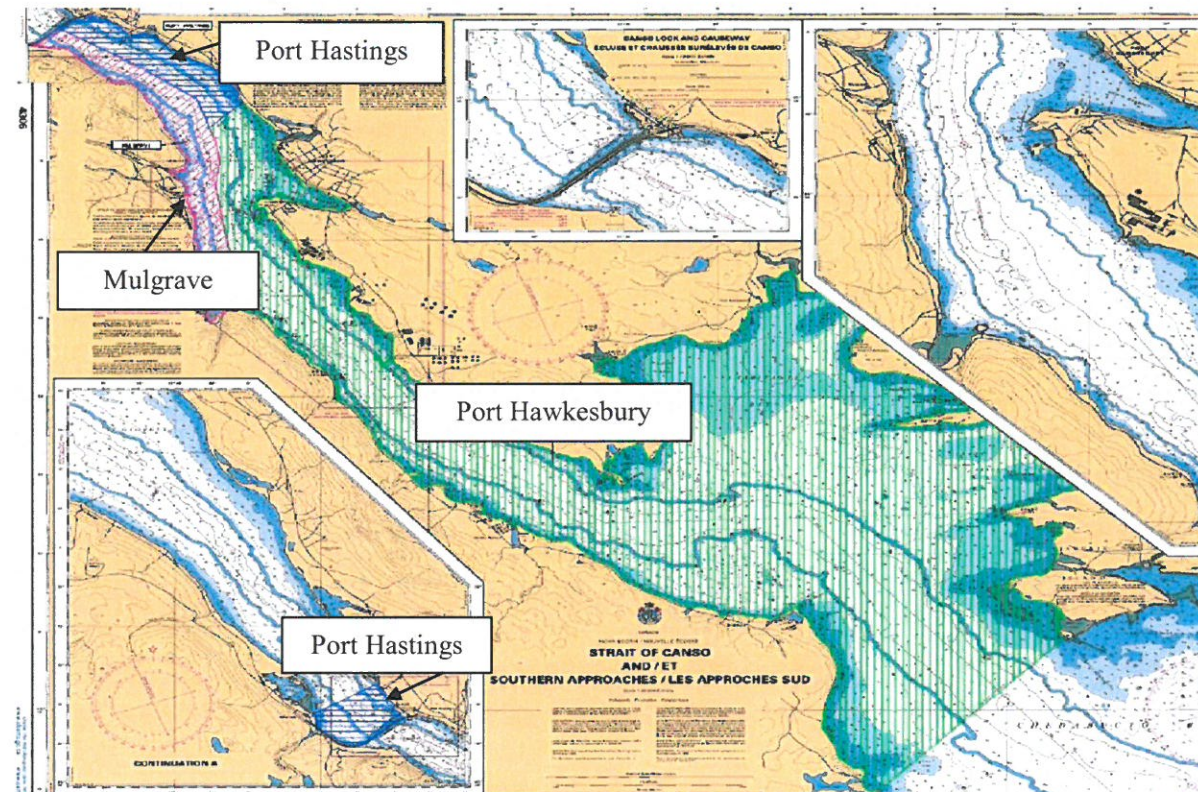
Canso Superport:

- One nominated by the Municipality of the County of Richmond
- One nominated by the Municipality of the District of Guysborough,
- One nominated by the Town of Mulgrave,
- One nominated by the Town of Port Hawkesbury,
- One nominated by the Municipality of the County of Inverness;

- d) One individual nominated by the Federal Government;
- e) One individual nominated by the Provincial Government;
- f) One individual nominated by the Strait Area Chamber of Commerce.

Unfortunately at the conclusion of negotiations under the Divestiture Program, the harbour bed remained with the Federal Government and Transport Canada continues to charge and collect harbour dues which go directly to the General Revenue fund in Ottawa.

In the Canada Marine Act three ports are identified in the Strait of Canso Region. They are the Port of Port Hastings, the Port of Port Hawkesbury and the Port of Mulgrave. These are identified on the map below. Collectively they are referred to as the Strait of Canso Superport.



The following table summarizes the 2017 tonnage throughput for the 18 Canada Port Authorities as well as the Strait of Canso Superport. Although the Superport handles more tonnage than 12 of the existing CPAs, there still isn't a governance structure for the Port.

PORTS	2017 TOTAL CARGO TONNAGE (in million metric tonnes)
Belledune	2.04
Fraser River ³	n/a
Halifax	8.9
Hamilton	9.87
Montreal	38.0
Nanaimo	5.56
North Fraser ³	n/a
Oshawa	0.41
Port Alberni	1.34
Port Metro Vancouver ²	142.1
Prince Rupert	24.0
Quebec	27.5
Saguenay	0.33
Saint John	30.46
Sept-Iles	24.2
St. John's	1.7
Thunder Bay	8.9
Toronto	2.17
Trois-Rivieres	2.6
Vancouver ³	n/a
Windsor	5.08
<i>Strait of Canso¹</i>	17

Notes:

1 - Not a CPA.

2 - Port Metro Vancouver includes the following former CPA's: Vancouver, North Fraser and Fraser River.

3 - CPA's that no longer exist; they combined to form one larger CPA.

As indicated in the documentation related to the Ports Modernization Review, the operating landscape of the current port system has changed over the last 20 years. So too has the landscape of non-CPA ports such as the Strait of Canso. While many Canada Port Authorities are facing the transportation and logistical challenges of urban growth on and around their waterfronts, ports like the Strait of Canso have thousands of acres of unencumbered industrial waterfront land ready for development. The Strait of Canso is the Port of the future, ready to grow and meet the future shipping needs of Canada's global trade agreements.

The Ports Modernization Review should not be confined to Canada Port Authorities. Ports such as the Strait of Canso should also be considered in the review and an appropriate governance structure established to meet the nation's future marine transportation challenges.