



# Quebec's New Maritime Procurement Strategy

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## SUMMARY

In June 2014, the Provincial Government of Québec (GoQ) released their [2014/2015 budget](#) which introduced a comprehensive [Maritime Strategy](#). The strategy aims to revitalize the Québec maritime industry by creating 30,000 new jobs between 2014-2030, generating C\$4 billion in private investment and investing C\$3 billion in infrastructure and upgrade of ports. U.S. firms have an opportunity to offer engineering solutions, surveillance technology, cargo screening systems and ocean technology as it pertains to environmental sustainability.

Some initiatives included in the new Maritime Strategy are:

- [Port Infrastructure Upgrades](#)
- Development of [Logistical Hub](#)
- [Ocean Technology](#)
- [Transportation Safety](#)
- [Maritime Transportation](#)
- Revitalization of [Québec Shipbuilding Industry](#)

### Port Infrastructure Updates

Engineering solutions will be in demand as current port infrastructure will be required to accommodate the passing of large cargo ships such as Panamax and Capesize-type ship. Passing of these types of container ships is currently available at ports in [Québec City](#), [Sept-Îles](#), [Cacouna](#) and [Port-Cartier](#). However, due to the expansion of the Panama Canal locks, ports on the U.S. Eastern seaboard are investing massively to accommodate growth of cargo-handling capacity, with facilities in Nord-du-Québec and in Québec ports following suit with the objective of attacking large containership traffic.

Port infrastructure will also become increasingly important to address the demand that will come from development in the Northwest Passage by connecting the Atlantic to the Pacific through the Canadian Arctic.

### Development of Logistical Hub

The Port of Montreal is currently working at capacity, by handling over 1.3 million in container traffic as of 2010. A major logistical hub in the Vaudreuil-Soulanges sector will create one of the largest North-American hubs for trade logistics in goods handling, therefore increasing the container traffic volume to 2.3 million by 2020. To accomplish this, the GoQ will develop intermodal transportation (train, ship and truck) with the port of Montreal and the [Canadian National Railway](#) and the [Canadian Pacific Railway](#) lines. The hub will include distribution logistical centres, warehouses, regional offices, and it will entice manufacturing and industrial companies to locate in the hub. This project will bring more than \$3 billion in private investment.

### Ocean Technology

There will be opportunities for U.S. firms developing solutions under Ocean Technology to ensure proper monitoring of coastal zones and river banks to prevent environmental degradation.

### **Transportation Safety and Environment Sustainability**

Several programs will be tabled to enhance sustainability including the renewal of the Programme d'aide visant la réduction ou l'évitement des émissions de gaz à effet de serre (PAREGES), the program to reduce or avoid greenhouse gases. Another initiative is to encourage the shipbuilding industry to power vessels through the use of liquefied natural gas (LNG) as opposed to diesel fuel. Canadian shipbuilding companies, such as [Chantier Davie](#), are currently leading the efforts to encourage the use of LNG solutions on commercial and military vessels in order to replace obsolete ships with greener, cleaner, safer and more efficient ships.

### **Maritime Transportation of Goods**

GoQ will increase the level of awareness of availability of ships and maritime transportation as a safe and economic alternative to the traditional transportation methods (rail, road, air). The Saint-Lawrence ship owners are being encouraged to develop a centralized ship system to indicate where they are docked, their capacity, destination and the time they need to complete the planned trip. This project will aim to reduce the number of trucks on the road, improve traffic congestion, maintain roads in better condition, decrease the transportation of hazardous materials, and reduce greenhouse emissions.

### **Québec Shipbuilding Industry**

In February 2014 the Canadian Federal Government earmarked C\$40 million over two years to speed up the repair and maintenance of small-vessel ports throughout Canada. GoQ's [Maritime Strategy](#) calls for the construction or renovation of vessels. Québec boasts major shipyards including [Chantier Davie Canada](#), [Chantier Naval Forillon](#), [Groupe Maritime Verrault](#), [Mount Royal/Walsh](#), [Scardana](#), and [Navanmar Ship Repairs](#), however, in the past, many of these firms have experienced economic difficulties as Québec ship-owners chose to conduct vessel repair and maintenance outside of the province. A new tax deduction will apply to Québec ship-owners who choose to modernize and repair their fleet or to build new vessels in the province.

### **UPCOMING U.S. COMMERCIAL SERVICE EVENTS**

- [Miami International Boat Show](#), February 12-16/15, Miami, FL
- [6th Arctic Shipping Summit](#), March 18-19, 2015, Montreal, QC
- [Ogdensburg Bridge and Port Authority's Infrastructure Day](#), April 15, 2015
- [CANSEC 2015](#), May 27-28/15, Ottawa, ON
- [DEFSEC Atlantic 2015](#), September 2-4/15, Halifax, NS

For information on the Canadian Shipbuilding Industry contact:

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