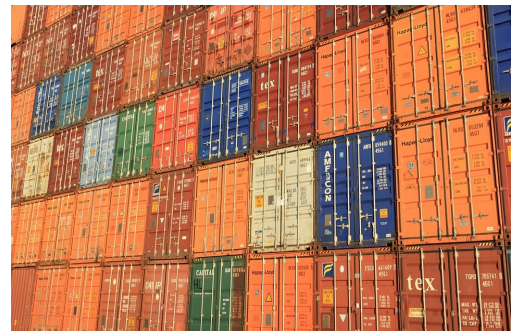
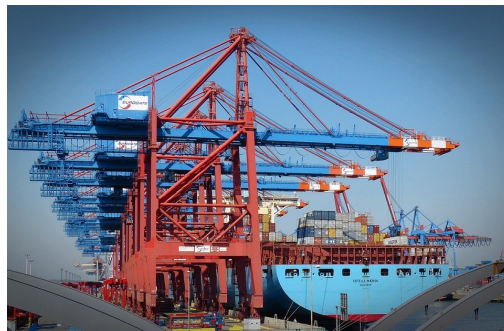




Economic Information Observatory
a regional cooperation project between
Atlantic Canada and **Saint-Pierre and Miquelon, France**

Marine Freight Transportation



Atlantic Canada (p. 1-4)

Saint-Pierre and Miquelon, France (p. 5-8)



Marine Freight Transportation



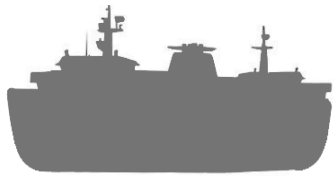

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A previous thematic information bulletin on port infrastructures in Atlantic Canada exists; please see *Intell-Echo*, 1, 8, 2014. See also *Focus*, 5, 9, 2018.

In today's **integrated economy**, **marine freight transportation** constitutes the **backbone of trade** not only in Canada but around the world. In fact, marine transportation plays a role in 80% of global trade, according to the United Nations Conference on Trade and Development (UNCTAD). In 2016, total marine transportation freight volume grew by 2.6%, and an estimated 10.3 billion tonnes of cargo were transported by marine mode. Within the last 40 years, the total tonnage transported has increased from 2.5 billion tonnes to 8.4 billion tonnes, while 2017 was the biggest year to date for the global marine transportation sector. That year, container shipping grew by 6.4%, surpassing the average growth figure of 2.3%, while the sector exhibited additional growth across all transportation modes (general and bulk cargo, oil and non-oil, and containers). Canada has strived to make its **trade corridors** increasingly efficient within the global market. At the domestic level, marine freight transportation is part of a **strong network** providing for the safe, secure and responsible **movement of goods**. Marine transportation also plays an essential role in affirming Canada's sovereignty in the Arctic. In 2016, the Canadian government committed to revising the *Canada Transportation Act* to ensure that it continues to meet the population's needs with respect to **safety, security, economic growth** and **environmental responsibility** in alignment with **global standards**; in May 2018, the amendments proposed by Canada's federal government were incorporated into the *Transportation Modernization Act*.

Main types of vessels used for freight transportation

	<p>Oil tanker</p> <ul style="list-style-type: none"> ▶ Transports crude oil and refined petroleum products ▶ Piping visible on deck ▶ No large cranes visible
	<p>Container ship</p> <ul style="list-style-type: none"> ▶ Transports standard-sized shipping containers ▶ Containers stacked visibly above deck ▶ Large crane visible
	<p>Roll-on/roll-off (RO/RO) ship</p> <ul style="list-style-type: none"> ▶ Transports wheeled cargo, such as cars, trucks and railway cars ▶ Has multiple vehicle decks ▶ Sits higher above the water than other types of vessels
	<p>Bulk carrier</p> <ul style="list-style-type: none"> ▶ Transports unpackaged cargo, such as coal, grain, gas and iron ore ▶ Large hatches visible on deck ▶ Multiple large cranes may be visible

Source: ClearSeas

Commercial registered fleet in Canada in 2017

- ▶ 189 vessels (2.3 million gross tonnes)
- ▶ dry bulk carriers accounted for 30% of the fleet and 50% of gross tonnage
- ▶ active fleet made up of 510 tugs and 2,031 barges (15-tonne or higher gross tonnage)
- ▶ in 2017, 362 foreign-flagged ocean-going vessels carried out international trade activities in Canada

Oil tankers

Tankers of various sizes and capacities account for 60% of global shipping of crude oil and refined petroleum products (30% of global maritime trade). In Canada, crude oil and refined petroleum products represent 20% of the total tonnage handled (Atlantic and Pacific regions).

Oil transported as cargo in Canadian waters

Pacific Coast	Atlantic Coast
Canadian marine traffic: 6 Mt	Great Lakes and St. Lawrence Seaway: 24 Mt
U.S. traffic transiting through Canadian waters: 37 Mt	Estuary and Gulf of St. Lawrence: 67 Mt
Mt = million tonnes	Atlantic Coast: 192 Mt

- ▶ **Oil tanker traffic in Canadian waters:** 20,000 movements per year, 85% (approximately 17,000) of these on the Atlantic coast. More than 82.5 million tonnes of various petroleum and fuel products are shipped from 23 ports in Atlantic Canada.

Additional information: Transport Canada <<http://www.tc.gc.ca/>>; Council of Canadian Academies <<http://www.scienceadvice.ca/>>; Export Development Canada <<https://www.edc.ca/>>; St. Lawrence Economic Development Council <<http://www.st-laurent.org/>>; United Nations Conference on Trade and Development <<https://unctad.org/>>; Clear Seas Centre for Responsible Marine Shipping <<https://clearseas.org/>>; Green Marine <<https://green-marine.org/>>; Seafarers' International Union of Canada <<https://www.seafarers.ca/>>; Shipping Federation of Canada <<http://www.shipfed.ca/>>; Chamber of Marine Commerce <<http://www.marinedelivers.com/>>; Association of Canadian Port Authorities <<http://www.acpa-ports.net/>>; Navy League of Canada <<https://navyleague.ca/>>; Institut Maritime du Québec <<http://www.img.qc.ca/>>; Fisheries and Marine Institute of Memorial University of Newfoundland <<https://www.mi.mun.ca/>>.

Marine Freight Transportation: Key Figures

In Canada, total marine commerce (imports and exports) is valued at approximately \$205 billion based on data for 2015, which corresponds to 20% of the total value of all imports and exports, with 80% of this trade taking place outside of North America. Marine transportation contributes some \$3 billion to the GDP, while the nationwide economic impact of

The commodity flow indicator shows the performance of the supply chain at ports in the form of the amount of container twenty-foot equivalent units (TEUs) handled by a port in the current period compared to the average amount of TEUs handled in the last three years. This number shows the level of activity and growth at the port. Meanwhile, port dwell time and the amount of cargo handled serve as indicators of transit time at ports and how quickly freight gets to

Comparison of containerized cargo volume handled in 2009 and in 2017 at main ports in Atlantic Canada

Main ports in Atlantic Canada	2009	2017
Halifax	In 000's	TEU
Total containers	346.5	559.2
Empty containers	56.8	85.8
Saint John		
Total containers	44.4	57.4
Empty containers	21.6	25.0

(TEU= Twenty-foot equivalent unit)

- ◇ Canadian registered vessels account for 98% of tonnage carried in the country.
- ◇ The main activity of the domestic marine sector is transporting bulk cargo.

Indicators of freight handled

Total twenty-foot equivalent units (TEUs) handled at four major container ports (Halifax, Montréal, Prince Rupert, Vancouver)

June 2018: 564,200, a 12-month variation corresponding to a 4.5% increase

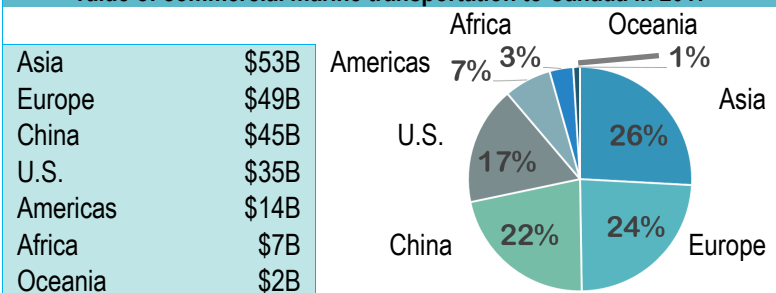
Import

June 2018: 285,600, a 12-month variation corresponding to a 3.3% increase

Export

June 2018: 278,500, a 12-month variation corresponding to a 5.8% increase

Main international marine commerce flows in Canada and value of commercial marine transportation to Canada in 2017



Merchandise trade

June 2018 (12-month variation)

Mode of transportation	destination	Export		source	Import	
		\$ Millions	12-Month Variation (%)		\$ Millions	12-Month Variation (%)
Marine	⇒ USA	2,079	27.7	⇐ USA	1,365	98.6
	⇒ row*	8,280	16.6	⇐ row*	10,714	13.7
Rail	⇒ USA	7,885	13.0	⇐ USA	3,781	-4.9
	⇒ row*	248	5.1	⇐ row*	1,134	10.8
Air	⇒ USA	1,915	-2.7	⇐ USA	1,830	3.8
	⇒ row*	4,139	13.9	⇐ row*	4,745	6.5
Road	⇒ USA	19,242	-1.7	⇐ USA	19,016	1.9
	⇒ row*	511	9.6	⇐ row*	8,747	-7.2
Total**	⇒ USA	39,155	6.7	⇐ USA	27,176	2.7
	⇒ row*	13,183	15.2	⇐ row*	25,499	3.7
Total (USA+row)		52,338	8.7		52,675	3.2

* Rest of world / ** total (including other modes of transportation)

Marine traffic handled, 2017

Port in Atlantic region	Tonnes handled (millions)
Saint John, NB	30.5*
Halifax, NS	8.9*
Belledune, NB	2.0*
St. John's, NL	1.7*

* preliminary data

Supply chain performance

Commodity flow indicator (August 2018)

Containers at ports	
Halifax	1.08
Montréal	1.15
Port dwell time (12-month variation)	3.8 days / 42.9%

Marine Freight Transportation: Key Figures (cont.)

Top commodities transported in Canada under international marine trade, by market, 2017

Americas <i>Canada/United States</i>	(\$ millions)			(percentage share)		
	Marine Exports	Marine Imports	Total Marine	Marine Exports	Marine Imports	Total Marine
Petroleum products, LNG* and other fuels	14,689	7,083	21,772	75.7	69.9	73.7
Base metals and articles of base metal	2,283	15	2,298	11.8	0.1	7.8
Metallic minerals	139	1,226	1,365	0.7	12.1	4.6
Non-metallic minerals, coal and stone products	624	728	1,352	3.2	7.2	4.6
Chemicals, plastic and rubber	270	606	877	1.4	6.0	3.0
Agriculture and food products	522	233	756	2.7	2.3	2.6
Machinery and electrical equipment	284	80	364	1.5	0.8	1.2
Waste and scrap	251	16	267	1.3	0.2	0.9
Wood and paper products	208	20	228	1.1	0.2	0.8
Motor vehicles, parts and other transportation equipment	36	92	127	0.2	0.9	0.4
Other manufactured products and miscellaneous products	95	32	127	0.5	0.3	0.4
Total marine trade Canada/United States	19,402	10,130	29,532	100.0	100.0	100.0

Rest of World <i>Canada/Other countries</i>	(\$ millions)			(percentage share)		
	Marine Exports	Marine Imports	Total Marine	Marine Exports	Marine Imports	Total Marine
Agriculture and food products	27,823	12,110	39,933	33.9	11.4	21.2
Machinery and electrical equipment	4,181	16,893	21,074	5.1	15.9	11.2
Other manufactured products and miscellaneous products	1,854	18,315	20,170	2.3	17.2	10.7
Motor vehicles, parts and other transportation equipment	4,441	15,306	19,746	5.4	14.4	10.5
Chemicals, plastic and rubber	6,298	13,364	19,662	7.7	12.6	10.4
Petroleum products, LNG and other fuels	3,060	13,201	16,261	3.7	12.4	8.6
Base metals and articles of base metal	5,566	10,255	15,862	6.8	9.6	8.4
Wood and paper products	11,129	2,044	13,174	13.6	1.9	7.0
Metallic minerals	8,183	1,864	10,048	10.0	1.8	5.3
Non-metallic minerals, coal and stone products	7,078	2,512	9,590	8.6	2.4	5.1
Waste and scrap	2,454	436	2,890	3.0	0.4	1.5
Total marine trade Canada/Other countries	82,066	106,302	188,368	100.0	100.0	100.0

*LNG: liquid natural gas
Source: Statistics Canada

Recent and upcoming events

Conference Currents 2018: Artificial Intelligence and Autonomous Ships

<https://www.st-laurent.org/en/events/conference-currents-2018-artificial-intelligence-and-autonomous-ships/>

October 2, 2018

Montréal, Québec

A day of reflection on artificial intelligence and its role in marine transportation through the development of autonomous ships. More than 100 participants converged on Montréal to discuss and demystify the anticipated opportunities and challenges of artificial intelligence and the new technologies it represents for the marine industry.

Québec Marine Day

<https://www.st-laurent.org/en/events/quebec-marine-day-2019/>

October 23, 2018

(Reserved for members of the two associations)

The 18th Québec Marine Day, under this year's theme "Prendre part au mouvement" ("Taking part in the movement"), was intended primarily for senior marine industry representatives. Organized jointly by St. Lawrence Shipoperators and the Société de développement du Saint-Laurent (SODES), the event was held to raise awareness among elected members of Québec's National Assembly concerning challenges in the marine industry with the goal of improving its competitiveness and providing for its growth and long-term viability. The 19th edition will be held on October 22, 2019.

National CMAC Fall 2018

<https://www.eventbrite.ca/e/national-cmac-fall-2018-cmc-national-automne-2018-registrati-48696949888>

November 13–15, 2018

Ottawa, Ontario

The Canadian Marine Advisory Council (CMAC) is Transport Canada's primary consultative body for matters including marine transportation, navigation and marine pollution. The event was scheduled to include meetings of the national standing committees and the formation of working groups as well as opening and closing plenaries.

61st Annual ACPA Conference

<http://www.acpa-ports.net/>

September 9–12, 2019

Saguenay, Québec

Schedule TBA. The 2018 annual conference took place on September 10–13 in Saint John, NB, and featured workshops, presentations and roundtables under the theme "Building for the Future."

Canada Port Authorities in Atlantic Canada

Of the 18 Canada Port Authorities (CPAs), four are located in the Atlantic region

[Note: For descriptions of the facilities at the four CPAs in Atlantic Canada, please see *Intell-Echo*, vol. 1 no. 8.]

Port Saint John (NB)

<https://www.sjport.com/cargo/>

Port Saint John handles an average of 28 million metric tonnes a year, making it Eastern Canada's largest port by volume and the third-largest port in Canada. Its location provides for easy connections to Central Canadian inland markets by road or rail, and it has global connections to more than 500 ports worldwide. It handles a wide variety of cargo, from dry and liquid to breakbulk and containers.

Highlight: In 2017, cargo tonnage at the port increased by 15% over a 12-month period, with the port handling a total of 30,458,422 metric tonnes of cargo.

- Dry bulk: 1,932,868 Mt	- TEUs: 57,402	- Containers: 390,237 Mt	- Port total: 30,458,422 Mt
- Liquid bulk: 28,101,794 Mt	- Other: 33,519 Mt	- Number of vessels: 927	

Port of Halifax (NS)

<https://www.portofhalifax.ca/>

Through its connections to more than 150 countries worldwide, the Port of Halifax is an ideal gateway in Atlantic Canada. Offering a natural deep harbour and world-class infrastructure, it handles large volumes of containerized cargo, bulk cargo and project cargo of any size.

Cargo exports include packaged prepared seafood; wood pulp; canned fruits and vegetables, frozen foods; handling equipment; and light trucks, minivans and SUVs.

Main destination countries: China, Finland, Japan, United States, United Kingdom

Cargo imports include passenger vehicles; light trucks, minivans and SUVs; parts for other transportation equipment; motor gasoline; and special transactions trade.

Main source countries: Germany, Belgium, United Kingdom, Cuba, United States

Highlight: Maersk and IBM recently created a digital global shipping platform and invited the Halifax Port Authority to participate in this solution, known as TradeLens. Bringing together global shipping and trade partners—including shippers, forwarders and ports—this platform will help to reduce costs, improve productivity and speed up cargo delivery. The resulting blockchain will provide a single shared and trusted view of supply chain transactions.

Port of Belledune (NB)

<http://www.portofbelledune.ca/news.php?id=87>

This port is equipped to handle 24 different products, including coal, petroleum coke, metallurgical coke, lead concentrate, wood pellets, wood chips, biomass, perlite, aggregates, armour stone, ultra-low sulphur diesel fuel and sulphuric acid. The port is connected with more than 25 countries, making it a global shipping point. In July 2018, the port broke its monthly metric tonnage record.

Highlight: Considered a main gateway into Atlantic Canada, the Port of Belledune is a world-class deep-water facility with exceptional year-round capacity. The port celebrated its 50th anniversary in 2018. Over the years, the Port of Belledune has come to specialize in handling bulk cargo.

Sample imports: perlite from Greece, salt from Morocco, coal from Latin America.

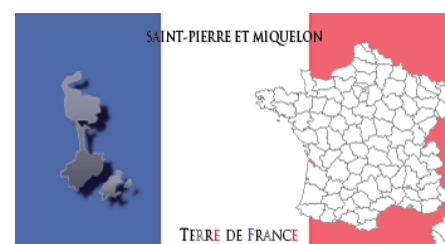
Sample exports: wood pellets to the United Kingdom.

St. John's Port Authority (NL)

<https://sjpa.com/port-authority/>

The St. John's Port Authority is a major employer in Newfoundland and Labrador: in 2016, it provided nearly 4,000 jobs and contributed to the province's economy by injecting \$397 million into its GDP. Also in 2016, it accommodated 1,436 commercial vessels carrying 1,723,625 tonnes of cargo.

Industries served include container shipping, offshore energy supply and services, and marine repair and maintenance.



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7

Salon/ Formations/
Associations

8

Key figures



The United Nations Conference on Trade and Development (UNCTAD) has published its annual Review of Maritime Transport in 2017. The study notes that **seaborne trade expanded by 4%**, the fastest rate since 2012, largely driven by dry bulk cargo. In total, **10.7 bn tonnes** were carried by sea, with an increase in containerized (+6.4%), dry bulk (+5.1%), and refined product and gas (+3.9%) shipping.

Containerized cargo flows on
the main East–West routes,
2014–2018 (In millions of TEU)

	North America to Northern Europe and the Mediterranean	Northern Europe and the Mediterranean to North America
2014	2,8	3,9
2015	2,7	4,1
2016	2,7	4,3
2017	2,9	4,5
2018*	3,2	4,9

*The 2018 data are forecasts

Source: UNCTAD secretariat calculations based on data provided by MDS Transmodal, 2018

2017 French port traffic

Rank	French Port	Total traffic (in MT)	Wet bulk (in MT)	Dry bulk (in MT)	Miscellaneous goods (in MT)	Containers (TEU)
1	Marseille	80,36	46,33	13,6	20,43	1 362 204
2	Le Havre	72,04	40,05	2,24	29,75	2 858 555
3	Calais	50,55	0	1,16	49,39	0
5	Dunkerque	50,2	5,05	24,58	20,57	373 424
5	Nantes-Saint-Nazaire	29,87	20,05	7,06	2,76	195 297
6	Rouen	20,06	9,83	8,89	1,34	87 758
7	La Rochelle	8,56	2,8	4,92	0,84	6 235
8	Bordeaux	7,26	4,79	1,82	0,65	53 711
Total ports français		359,31	137,43	74,3	147,58	5 683 495

Source: Ministry of Transport

The world's largest container shipping companies are Maersk (Denmark), MSC (Switzerland) and CMA CGM (France). Internationally, the total containership fleet rose from 3,000 to over 5,000 units between 2004 and 2017. Following the recession, the sector has now consolidated with several mergers and acquisitions between operators.

In July 2018, **three alliances controlled 80.7% of all shipping container capacities:**

- **2M**, comprising the world's two biggest shipping companies Maersk and MSC
- **Ocean Alliance**, comprising CMA CGM, Cosco, Evergreen and OOCL
- **The Alliance**, comprising Hapag Lloyd, One and Yang Ming.

Revival of wind-powered shipping



To cut pollution

Global oil consumption amounted to 97.4 million barrels per day (bpd) in 2017, i.e. the equivalent of 1,127 barrels or 179,000 litres a second. Although shipping currently accounts for only 3 % of global greenhouse gas (GHG) emissions, its **environmental footprint is set to rise to 17 % by 2050** if nothing is done, according to a European Parliament study. The environmental urgency may resuscitate all the cargo sailing ship projects shelved by the 2008 recession and falling oil prices. Neoline and TransOceanic Wind Transport (Towt) are two Breton companies banking on wind-powered cargo shipping.

To gain accreditation and become a marketing tool

Founded by Guillaume Le Grand, a young Breton, the company **TransOceanic Wind Transport (Towt)** charters tall ships that follow transregional and transatlantic shipping routes to deliver organic, natural or fair-trade products such as coffee, tea, rum, chocolate and wine. The goods shipped in the holds of these traditional sailing ships are "**ANEMOS, Transporté à la voile**" accredited. ANEMOS accreditation assures consumers that the product's transport has been carbon-neutral using traditional working sailing ships.

A number on the accreditation label gives access to information on the product's journey: GPS tracking, distance covered by wind power and log with photographs and updates. **ANEMOS accreditation makes it possible to use the product's mode of transport as a marketing tool.**

For more information: <https://www.towt.eu/>



Tall ship cargo generally has a higher unit cost per transported product. With the modern "cargo sailing ships" currently under development in France and around the world, however, tomorrow's wind-powered shipping is aiming to be price competitive.

To lower fuel costs and offer competitive prices

The Nantes-based company **Neoline** has launched a tender to build two 136-metre cargo sailing ships. The shipyards' responses are being reviewed by Neoline. The cargo sailing ship Neoliner, which can transport 5,500 tonnes of goods, will emit only 10% of the greenhouse gases generated by a fuel oil-powered merchantman. Neoline plans to travel in a loop from Saint-Nazaire, passing by Portugal, the U.S. and St-Pierre and Miquelon before returning to its departure port.

The roll-on/roll-off ship is set to visit SPM twice a month from 2020, stimulating product exports from the archipelago to the mainland and boosting its freight shipping services. The services could meet all transport requirements, including nonstandard shipments, containers (20' or 40') and various packaging types (pallets, big bags, etc.).

Neoline claims **to be competitive compared to other modes of transport**. The higher cost of building their sailing ships versus other cargo ships should be offset by **fuel savings of up to 90%**.

For more information: <https://www.neoline.eu/>



International conventions



The **International Maritime Organization (IMO)**, the specialist UN institution created by the 1948 Geneva Convention, has triggered **over seventy international conventions** in fifty years. It aims to establish **maritime regulations common to all IMO Member States** in order to encourage **international cooperation** and assurance of the highest standards. They include:

Area	Convention	Description
Safe maritime navigation:	SOLAS (Safety of Life at Sea)	The International Convention for the Safety of Life at Sea sets minimum safety standards for merchant ships, including the survey of the various types of ships and issuing of documents.
	COLREG	The International Regulations for Preventing Collisions at Sea set out rules for determining safe speed, the risk of collision and the conduct of vessels operating in or near "traffic separation schemes".
	SAR (Search and Rescue)	The SAR Convention coordinates government action in the event of an accident at sea. Until its adoption, there was no international system covering search and rescue operations.
Training seafarers:	STCW (Standards of Training, Certification and Watchkeeping)	The STCW Convention was the first to prescribe minimum training, certification and watchkeeping standards for seafarers around the world.
Ship and port security:	ISPS (International Ship and Port Facility Security)	The ISPS Code, which came into force in 2004, prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to "detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade."

CETA and the Coasting Trade Act

The Comprehensive Economic and Trade Agreement (CETA) between Canada and the European Union has **amended coasting trade regulations on the use of foreign ships**.

The [Coasting Trade Act](#) outlines regulations on the use of foreign and non-duty paid ships in Canada's coasting trade.

Following CETA, the owners of authorized European Union ships **can now engage as follows in the coasting trade without a licence**:

- [Feeder services between the ports of Halifax and Montreal](#)
- [Empty container repositioning between various locations in Canada](#)
- [Dredging* services](#)

*A coasting trade licence will continue to be required for federally procured dredging services with a contract value below \$8.5 million when using foreign and Canadian non-duty paid vessels. CETA changes procurement practices **at or above the government procurement threshold for construction services currently valued at \$8.5 million Canadian**, including the coasting trade licence requirements for dredging services and dredging services incidental to construction services.

Navexpo trade show



The fourth edition of NAVEXPO, the **maritime industry's international trade show**, will be held **in Lorient from Thursday 28 to Saturday 30 March 2019**. NAVEXPO attracts exhibitors from the international maritime sector: shipyards, architects, manufacturers, equipment suppliers, workshops, repair centres, shipowners... The event is aimed at French and international decision-makers, shipowners, operators, administrations, local government, port authorities, project managers...

For more information: <https://www.navexpo.com/index.php/fr/>

Training

The Institut Maritime Transport Logistique (IMTL) provides diploma- and qualification-awarding training, including apprenticeships, initial training and continuing vocational training. For over twenty years, the IMTL has been working for professionals in the maritime, customs, transport and logistics sectors.

Access the online training catalogue: <https://www.ccicaux-formation.com/catalogue-formations/maritime-transport-logistique-douane-3.html>

To stay informed (specialist press):

- <http://www.lemarin.fr/secteurs-activites/shipping>
- <https://www.meretmarine.com/fr>

French shipping trade bodies:

- ◆ **Armateurs de France** is the professional body representing French transport and maritime service companies
- ◆ **AMCF (Agents maritimes et consignataires de France)**
- ◆ **Union TLF Fédération des entreprises de Transport et Logistique de France** promotes and defends the interests of the entire Transport and Logistics sector
- ◆ **UNIM Union nationale des industries de la manutention** in French ports, the employers' association for the private port handling sector for over 100 years represents 100 companies with over 6,000 staff (handlers, terminal operators, stevedoring companies, etc.)
- ◆ **AUTF Association des utilisateurs de transport de fret** is the federation representing French shippers. The AUTF brings its members information and advice to increase awareness of developments in the sector. It covers all modes of transport and all related activities (legal, customs, international trade, etc.).

On St-Pierre and Miquelon:

The **Cluster Maritime Saint-Pierre et Miquelon**, which was founded in October 2016, represents the archipelago's maritime professionals. It organizes working groups on local issues and acts as a mouthpiece to escalate members' concerns to the highest level.

Contact: contact@clustermaritime975.fr



INTELL-ECHO



Are you seeking business opportunities in this sector?
CACIMA and PROVIS can facilitate your business prospection process and help with establishing new partnerships
(targeted information and network contacts)

Intell-Écho is a periodic bulletin published by the Economic Information Observatory, a regional cooperation project between Atlantic Canada and Saint-Pierre and Miquelon. The publication of this bulletin is made possible through the sponsorship of the Atlantic Canada Opportunities Agency in support of research initiatives, linguistic minorities and business development, and the Province of New Brunswick as well as the Université de Moncton, Shippagan Campus, and the Prefecture and Territorial Council of Saint-Pierre and Miquelon.

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The Economic Information Observatory is a regional cooperation project established between Atlantic Canada and Saint-Pierre and Miquelon. The publication of this information bulletin is made possible through the sponsorship of the Préfecture and the Conseil Territorial of Saint-Pierre et Miquelon, in support of the Atlantic Canada Opportunities Agency's programs for research initiatives, linguistic minorities and business development, and the Province of New Brunswick, as well as the University of Moncton, Shippagan Campus and the Prefecture and Territorial Council of Saint-Pierre and Miquelon.

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