

PARTNERING FOR A SUSTAINABLE FUTURE

SUMMARY OF PROGRESS MADE BY PARTICIPANTS OF THE GREEN MARINE ENVIRONMENTAL PROGRAM 2009-2010



Green Marine is the St. Lawrence – Great Lakes maritime industry's partnership for a sustainable future in both Canada and the U.S. Its primary objective is to strengthen the industry's environmental performance through a process of continuous improvement. The cornerstone of the Green Marine initiative is the Environmental Program of the St. Lawrence and Great Lakes Maritime Industry. Companies participating in this program evaluate their performance with respect to the seven priority environmental issues listed below, on a scale that ranges from regulatory compliance to excellence in their practices.

PRIORITY ENVIRONMENTAL ISSUES

1. AQUATIC INVASIVE SPECIES
2. POLLUTANT AIR EMISSIONS
3. GREENHOUSE GASES
4. CARGO RESIDUES
5. OILY WATERS
6. CONFLICTS OF USE IN PORTS AND TERMINALS
7. ENVIRONMENTAL LEADERSHIP (PORTS)

Over the course of the next year, two other issues - managing run-off waters and preventing spills - will be added to the program in order to further reduce the marine industry's environmental footprint.

A TRANSPARENT AND CREDIBLE EVALUATION PROCESS

A key element of the Green Marine initiative is that participants agree to publicly share the results of their self-evaluations with respect to the environmental program's performance indicators. This is an unprecedented gesture in the maritime industry, which not only enhances the program's transparency and credibility, but also underlines the seriousness of the environmental commitment that participants have made. The implementation of an external verification process by an independent third party has considerably strengthened the credibility of the self-evaluation process, and an important challenge for 2010 will be to extend this process to other Green Marine participants. Thirteen shipowners were visited by an independent auditor.

A CONTINUOUS ENVIRONMENTAL IMPROVEMENT—POSITIVE RESULTS

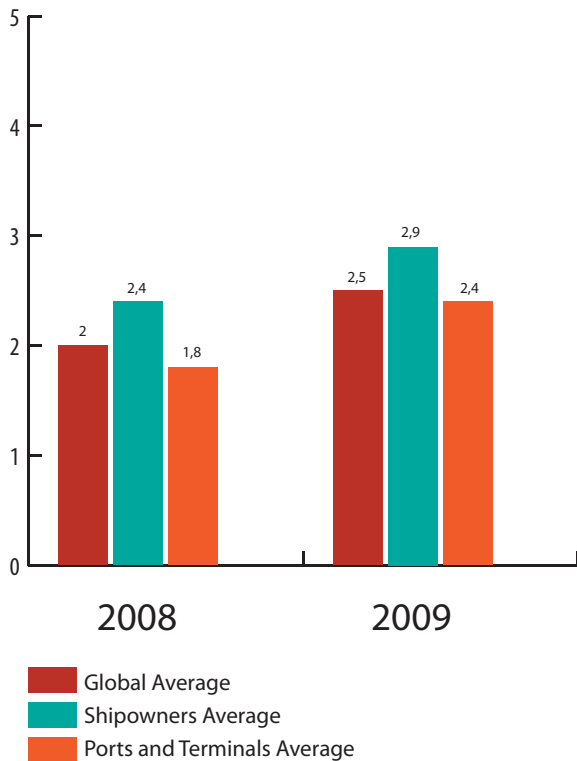
In 2009, participants received a global average of 2.5 for all issues combined, which is significantly higher than the global average of 2 that was recorded in 2008 Green Marine's first self-evaluation year (figure 1). The portrait of the industry that arises from the 2009 results is extremely positive and encouraging. The progress that participants have made since 2008 clearly demonstrates the degree to which they have integrated a culture of continuous environmental improvement into their activities, and therein may lie Green Marine's greatest success.

GREEN MARINE PARTICIPANTS

The initiative now comprises 44 participants, 28 partners and 28 supporters in both Canada and the United States. Here is the list of the 44 participants of Green Marine.

1. Algoma Central Corporation
2. Bécancour Waterfront Industrial Park
3. Bunge Canada
4. Canfornav
5. Cleveland-Cuyahoga County Port Authority
6. Cogema
7. CSL Group
8. CTMA Group
9. Duluth Seaway Port Authority
10. Empire Stevedoring Company Limited
11. Federal Marine Terminals
12. Fednav Limited
13. Groupe Desgagnés
14. Hamilton Port Authority
15. Illinois International Port District
16. Les Élévateurs de Trois-Rivières
17. Logistec Corporation
18. Lower Lakes Towing Limited
19. McKeil Marine
20. Montreal Gateway Terminals Partnership
21. Montréal Port Authority
22. Ocean Group
23. Oceanex
24. Oshawa Harbour Commission
25. Porlier Express
26. Port of Milwaukee
27. Port of Valleyfield
28. Québec Port Authority
29. Reformar
30. Rigel Shipping Canada
31. Rio Tinto Alcan
32. Saguenay Port Authority
33. Sept-Îles Port Authority
34. Société des Traversiers du Québec
35. Saint Lawrence Seaway Development Corporation
36. Seaway Marine Transport
37. St. Lawrence Seaway Management Corporation
38. Thunder Bay Port Authority
39. Toledo-Lucas County Port Authority
40. Toronto Port Authority
41. Trois-Rivières Port Authority
42. Upper Lakes Group
43. Ultramar
44. Windsor Port Authority

Figure 1
AVERAGE LEVELS ATTAINED
BY ALL GREEN MARINE PARTICIPANTS FOR 2008-2009



RESULTS 2009

The results that participants attained in 2009 clearly indicate that the industry's environmental performance is improving and surpassing regulatory compliance. Figures 2 and 3 show significant progress in the results obtained for almost all performance indicators. Indeed, the increase in global averages reflected in the 2009 results provides irrefutable evidence of the positive behavioural impact that a voluntary program with clear performance measures can have.

Green Marine now has a solid foundation on which to continue building and strengthening its environmental program in 2010-2011 and beyond. Towards that end, the implementation of new performance indicators for ports and terminals, as well as the application of the external verification system to all participants, are among the priority actions that will be undertaken this year to further enhance the program's already well-established credibility.

Legend :

- AIS : Aquatic Invasive Species
- SOx : Pollutant Air Emissions: Sulphur Oxides
- NOx : Pollutant Air Emission: Nitrogen Oxides
- GHG : Greenhouse Gases
- CR : Cargo Residues
- OW : Oily Water
- CU : Conflicts of Use in Ports and Terminals
- EL : Environmental Leadership

Figure 2
AVERAGE LEVELS ATTAINED BY SHIPOWNERS
PARTICIPATING IN THE GREEN MARINE
ENVIRONMENTAL PROGRAM FOR 2008-2009

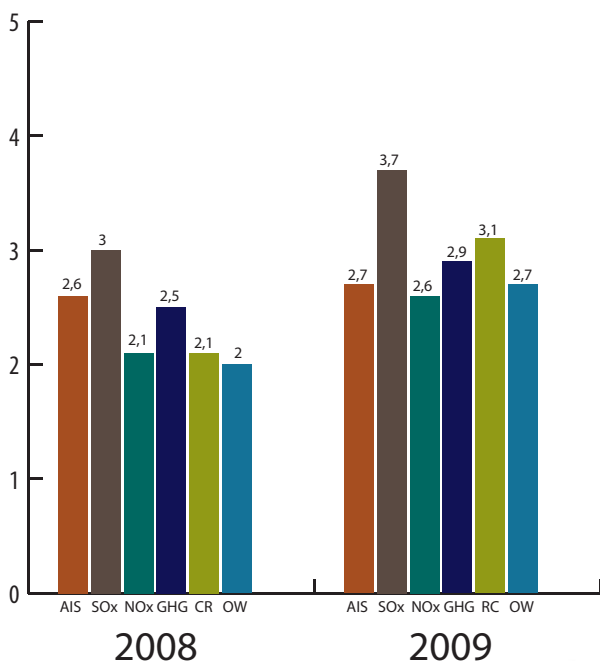
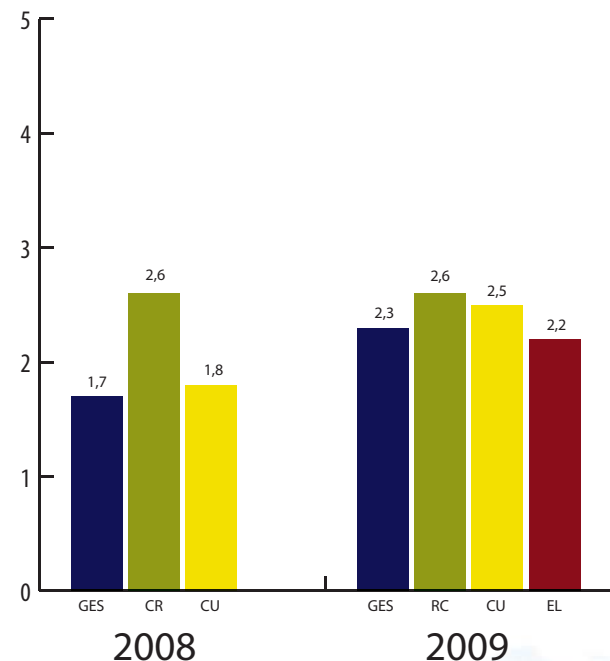


Figure 3
AVERAGE LEVELS ATTAINED BY PORTS
AND TERMINALS PARTICIPATING IN THE GREEN
MARINE ENVIRONMENTAL PROGRAM FOR 2008-2009



SHIPOWNERS	Invasive Species	Air Emissions (SOx)	Air Emissions (NOx)	Greenhouse Gases	Cargo Residues	Oily Water
* Algoma Tankers	3	4	3	3	na	4
* Canfornav	4	4	3	4	4	5
Cogema	na	2	2	2	na	na
* CSL Group	4	4	3	5	4	3
* Fednav	4	3	3	5	5	4
Groupe C.T.M.A.	2	2	2	2	na	na
* Groupe Desgagnés / Rigel	3	5	3	3	2	2
* Lower Lakes Towing	2	2	2	2	2	2
* McKeil Marine	2	5	3	2	2	2
* Oceanex	2	5	2	2	na	3
* Ocean Group	2	5	2	2	na	1
Reformar	2	2	2	2	2	2
* Seaway Marine Transport / Upper Lakes Group	3	4	3	3	3	3
* Société des Traversiers du Québec	na	5	4	3	na	1

* = Results confirmed by third-party external verification

na = not applicable

NOTES

Level 1 - Indicates regulatory compliance

Level 2 – Systematic use of a defined number of best practices

Level 3 - Integration of best practices into an adopted management plan and quantifiable understanding of environmental impact

Level 4 - Introduction of new technologies

Level 5 - Excellence and leadership

A particular level can only be attained if all the criteria of the previous levels have been fulfilled. This means, for example, that a Participant could invest in certain less-polluting equipment and perhaps still not attain a higher performance level under the Green Marine Program.

The results published reflect Participants' performance with respect to the performance indicators contained in the Green Marine Environmental Program. Green Marine does not claim to provide an exhaustive evaluation of a given company's environmental performance.

The term "na" (not applicable) appears in several places in the tables above and on the next page because of the high degree of operational diversity among Participants. The environmental issues covered by the Program do not necessarily apply to all Participants in the same way. For example, tug and ferry companies do not pump ballast water, container carriers do not have to treat their cargo residues and most ports do not have "conflict of use" issues if they are not located in an urban area.



PORTS AND TERMINALS	Greenhouse Gases	Cargo Residues	Conflicts of Use	Environmental Leadership
Bécancour Waterfront Industrial Park	2	na	na	2
Bunge du Canada Limitée	4	2	3	na
Cleveland-Cuyahoga County Port Authority	1	na	na	2
Duluth Seaway Port Authority	2	na	2	1
Empire Stevedoring	4	na	3	na
Federal Marine Terminals	4	5	4	na
Hamilton Port Authority	3	na	2	2
Illinois International Port District	1	1	1	1
Les Élévateurs de Trois-Rivières	1	1	1	na
Logistec Corporation	4	4	2	na
Montréal Port Authority	4	2	5	4
Oshawa Port Authority	1	na	2	1
Porlier Express Inc.	1	2	na	na
Port of Milwaukee	1	na	1	na
Québec Port Authority	1	na	2	2
Rio Tinto Alcan	5	5	5	na
Saguenay Port Authority	2	na	na	2
Saint Lawrence Seaway Development Corporation	2	na	na	na
Sept-Îles Port Authority	3	na	2	3
Société du port de Valleyfield	2	na	na	2
Montreal Gateway Terminals	3	na	4	na
St. Lawrence Seaway Management Corporation	4	na	2	3
Thunder Bay Port Authority	1	na	na	3
Trois-Rivières Port Authority	2	na	2	3
Toledo-Lucas County Port Authority	1	na	na	1
Toronto Port Authority	1	1	1	2
Ultramar	5	na	3	na
Windsor Port Authority	2	na	na	2

na = not applicable

