

A MARITIME POLICY FOR QUÉBEC

TO GET QUÉBEC

GOING AGAIN



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EXPAND QUÉBEC'S ECONOMY WITH THE FIRST MARITIME STRATEGY IN OUR HISTORY

Québec waterways form an important component of our rich natural heritage, but they are also one of the building blocks of our economic development.

For example, production of our most important source of energy, hydroelectricity, is what let us truly become masters of our own house. Today, our most majestic waterway the Saint-Lawrence, can offer Québec new, unique opportunities in economic development.

We have all the assets needed to succeed. We only need to seize the opportunities.

There are many opportunities:

- ▶ **Comprehensive Economic and Trade Agreement** between Canada and the European Economic Community—coupled with the North American Free Trade Agreement (NAFTA)—will allow Québec to make itself one of the main logistical hubs of import-export activities between the two continents.
- **Enlargement of the Panama Canal locks**, to be completed in mid-2015, promises to greatly modify the flow of trade, to the benefit of East Coast ports. Québec has several deep-water ports that can accommodate the largest ships and additional traffic.
- **In the long term, the Northwest Passage**, which will link the Atlantic to the Pacific via a route through the Arctic islands of Canada's North, will open up in the coming decades. This will shorten the trip from Asia to Europe by 7,000 km.
- **Cruise ship tourism is increasing throughout the world.** Québec has already greatly benefited, thanks to the previous Liberal government's Strategy for the Sustainable development and promotion of international cruises on the Saint-Lawrence River. We must continue to pursue this development.
- **Progress in marine biotechnologies**—involving industrial biotechnologies, agriculture, the environment, health and biomedicine—can also provide unique opportunities for Québec to develop new industrial, commercial and environmental sectors.

These are the reasons why the Québec Liberal Party today proposes an ambitious Maritime Strategy which, together with deployment of the Northern Plan, will be vital for the Liberal government's restart of the Québec economy. This first real Maritime Strategy in our history will make use of all the potential of the Saint-Lawrence River and its estuary. It will stimulate economic development in all coastal regions, from Gaspé and Îles-de-la-Madeleine to Montréal, and including Sept-Îles and Rivière-du-Loup.

The Maritime Strategy will mean the birth of new economic growth drivers and provide a new boost to several industries. The Maritime Strategy has the following objectives:

- ▶ **Provide new momentum** to maritime transportation by investing in our port installations, developing intermodal transport and increasing the competitiveness of Québec shipyards, all with the objectives of economic development and GHG reduction related to the transportation of passengers and goods.
- ▶ **Pursue** maritime tourism development, e.g., by promoting international cruises on the Saint-Lawrence.
- ▶ **Ensure the durability** of the fishing and aquaculture industry.
- ▶ **Make Québec part** of the blue economy by investing in marine technology research and development.
- ▶ **Respond** to looming shortages in skilled labour by deploying and promoting training programs.

It will stimulate economic development of all coastal regions, from Gaspé and Îles-de-la-Madeleine to Montréal, and including Sept-Îles and Rivière-du-Loup.

Today, Québec has an appointment with the future. We have the chance to work together to re-establish our economy through the responsible use of Québec's entire maritime potential while developing unique environmental expertise. This pivotal project will create 30,000 new jobs, generate private investment totalling more than \$4 billion and bring fiscal benefits of more than \$3.5 billion.

The Strategy is good for employment, economic development of our regions, public finances and the environmental protection of one of the world's most beautiful waterways.

The government I propose to lead will provide Québec with all the leadership necessary to sail this ambitious strategy to the right destination. We will mobilize the many maritime stakeholders—the federal government, municipalities, socioeconomic players, research centres, colleges and universities—to propel Québec's sustainable economic development toward new horizons.

To those who propose turning inward with old-fashioned nationalism, we respond by opening up to the world. Our vision for Québec's future is based on confidence in our means, the richness and diversity of our land and our resources. And, most of all, this vision is based on the profound conviction that Québécois have the capacity and will to succeed, here as in the rest of the world. This is the Québec that stands tall, and takes its place on all the world's stages, making us all proud.

Philippe Couillard

Leader of the Québec Liberal Party

QUÉBEC'S MARITIME STRATEGY IN NUMBERS

2014-2030

30,000

NEW JOBS

\$ 4 BILLION

IN PRIVATE INVESTMENT

\$ 3 BILLION

IN INFRASTRUCTURE

\$ 3,5 BILLION

IN FISCAL BENEFITS



ACTION COMPONENT

1 SEIZE THE MANY OPPORTUNITIES PROVIDED BY MARITIME TRANSPORT

Maritime transportation is an important driver of Québec's economy. Each year, this industry provides \$2.3 billion.

In addition, it supports 27,350 jobs. The port and maritime transportation industry support 262 establishments; each year, they move more than 11,000 ships, 110 million tonnes of goods, 116,300 cruise-ship travellers and more than 5.6 million ferryboat passengers.

Moreover, the industry's annual investments support 3,275 additional jobs and contribute an additional \$300 million (approximately) to Québec's GDP. The economic benefits of this industry are real and accrue in all Québec regions. Each year, the maritime transportation industry alone generates more than \$650 million in tax benefits for each of the Québec and Canadian governments.

Basic trends demonstrate that the maritime industry is doing well. Its market is not stagnant. Globalization means that transportation is increasingly important in realizing commercial exchange. Québec's main ports have seen a large increase in use during the last years.

Many growth opportunities are emerging for the maritime transportation industry. Québec can benefit from this growth, which will spur external trade and increase the competitiveness of our businesses.

To accomplish this, we need to seize our opportunities—and there are many for Québec.

- ▶ As cargo ships become larger and larger to provide increased economies of scale for trading companies, ports in Québec City, Sept-Îles, Cacouna and Port-Cartier have become prime destinations for large carriers, because these harbours can accommodate Panamax- and Capesize-type ships.
- ▶ Europe is the world's largest market, comprising 500 million consumers and one-third of world GDP. Interestingly, Québec ports offer the fastest maritime access between northern Europe and the North American East Coast and Midwest. This asset makes Québec even more attractive due to the Comprehensive Economic and Trade Agreement between Canada and the European Union.

- ▶ The project to enlarge the Panama Canal locks is scheduled to be completed in mid-2015. Ports on the U.S. Eastern seaboard are investing massively to keep and grow their cargo-handling capacity and respond to the demand predicted to come from enlargement of the Canal. Québec must ensure that its infrastructure remains competitive at a global scale so that it can obtain equal benefit from enlargement of the Canal.
- ▶ In the long term, the Northwest Passage, which will link the Atlantic to the Pacific through the Canadian Arctic, will open up in the coming decades. This will shorten the trip from Asia to Europe by as much as 7,000 km. Much of the navigation potential for the Northwest passage depends on Arctic natural resources, and Québec could benefit from this, but only if it is ready!

WHAT THE QLP PROPOSES

In order to seize these opportunities, the Québec government must support industry, in particular port managers, by focusing on specific construction projects.

To do this, a Liberal government will:

- ▶ Update infrastructure to respond to increasing demand by:
 - Supporting port managers in their efforts to obtain federal government support of their infrastructure projects.
 - Ensuring that Québec gets its fair share of the Building Canada Plan 2013, which earmarks \$10 billion in investment in federal public infrastructure, including ports.
 - Creating a user-payer system jointly with the federal government to invest in infrastructure for upgrading to adapt to expansion and changes in the industry.
- ▶ Restart efforts related to the Québec-Ontario Trade Corridor as well as the Continental Gateway so as to make the initiative as dynamic as the Asia-Pacific Gateway and Corridor (see appendix 2).
- ▶ Restart the Northern Plan, which will contribute to port activity in Nord-du-Québec and in Québec as a whole. It will also ensure the establishment of infrastructure complementary to port facilities to respond appropriately to the increasing demand that will come from development in the North.
- ▶ Ensure that our road and railway infrastructure (intermodal connections) are coordinated with the various port development projects to develop an efficient logistical chain to reduce transportation costs for our exporters and importers.



ACTION COMPONENT

2. DEVELOP A HIGH-VALUE-ADDED LOGISTICAL HUB

Several natural and economic advantages can allow Québec to position itself to profit from the Comprehensive Economic and Trade Agreement between Canada and the European Economic Community, and from the strong growth in maritime transport anticipated from enlargement of the Panama Canal and new Panamax-class ships.

- ▶ Geographically and culturally, Québec is where Europe and North America are closest.
- ▶ Québec has several deepwater ports.
- ▶ The shortest route connecting the European continent to the American Midwest is via the Saint-Lawrence River.
- ▶ The North American Free Trade Agreement provides enhanced access to the US market for firms locating in Québec.

In addition, the Québec-Ontario Corridor is Canada's largest economic corridor. Our two provinces contribute more than 60% of Canada's GDP and more than 70% of its manufacturing production. The value of goods passing through this corridor is estimated to be almost \$650 billion yearly.

We will make Québec and the Montréal region one of the major North-American hubs for trade logistics in goods handling.

To accomplish this, we will support, in collaboration with the federal government and major industry stakeholders, major investments in Québec's deepwater ports (Québec City, Port-Cartier, Cacouna, Sept-Îles) and in the development of strategic railway lines (including connecting the Labrador Trough to the Sept-Îles harbour).

Autoroute 30, launched and completed by Liberal governments, will become a powerful economic development tool for the entire Montérégie-Ouest region and all of Québec.

A Liberal government will also create a major logistical hub in the Vaudreuil-Soulanges sector, i.e. along the A-30 corridor west of the A-20, in the MRCs of Roussillon, Beauharnois-Salaberry and Vaudreuil-Soulanges.

The project to develop a trade corridor along Autoroute 30 will create one of the largest North-American hubs for trade logistics in goods handling.

Autoroute 30, launched and completed by Liberal governments, will become a powerful tool of economic development for the entire Montérégie-Ouest region and all of Québec. We will develop intermodal transportation—train, ship and truck—with the port of Montréal and the CN and CP railway lines.

Creation of a high-value logistical hub will allow for major investments to increase handling capacity of the port of Montréal, which is already running at full capacity. Container traffic at the port of Montréal has more than doubled in 20 years, increasing from 600,000 containers in 1990 to more than 1.3 million in 2010. The port of

Montréal forecasts 2.3 million containers in 2020. In the long term, the Montérégie hub alone will bring an additional 430,000 containers annually.

This integrated transportation network will make the Montérégie-Ouest region one of North America's best places for goods transportation. The hub will include distribution logistical centres, warehouses, and regional offices. But the hub will also be a powerful magnet for manufacturing and industrial companies seeking to locate in the places known for easy goods transportation.

It will spur trucking and railway companies to invest. On its own, this project will bring more than \$3 billion in private investment.

The estimated fiscal benefits from the logistical hub are \$1.9 billion for the Québec government and \$600 million for the federal government. In addition, it will generate the creation of 10,000 direct jobs and 2,000 indirect jobs.¹

1 - L'Institut international de logistique de Montréal,
Aménagement d'un pôle logistique au Québec, Réf. 0910-Q2, October 28, 2010.

WHAT THE QLP PROPOSES

- ▶ In order to support development of the Québec-Ontario Trade Corridor and, in particular, the port of Montréal, a Liberal government will invest an amount of \$500 million for the construction and improvement of infrastructure so as to create a high-value multifunctional logistical hub in Vaudreuil-Soulanges.
- ▶ A Liberal government will begin negotiations with the federal government to obtain our share of the Building Canada program, the Continental Gateway and the Québec-Ontario Trade Corridor for investment in infrastructure in Québec ports and the creation of logistical hubs.
- ▶ A Liberal government will take a leadership role in a working group made up of industry stakeholders (federal government, port authorities, transportation companies, local communities) to ensure completion of these projects.



ACTION COMPONENT

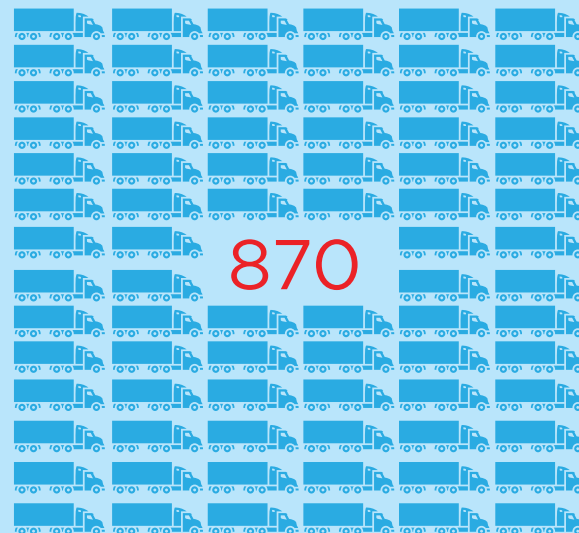
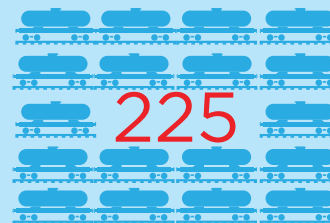
3. MAKE TRANSPORTATION SAFER AND MORE ECOLOGICAL

Shipping is the safest and most environmentally friendly means of moving goods. The injury accident rate is 58 times lower than for road transportation and 24 times lower than railways.

In addition to being safe, maritime transport is very efficient with regard to fuel consumption and greenhouse gas emissions. Railway transportation consumes nine times more energy than maritime transportation, while trucking consumes an additional six times as much energy as rail does.

In light of these facts, use of the Saint-Lawrence to move people and goods should be promoted so that we can leave a clean environment to Québec's future generations.

**An average-sized ship
can transport the same
amount of goods as
870 trucks or
225 railway cars.**



WHAT THE QLP PROPOSES

In order to move our goods in a safer and more sustainable manner, a Liberal government will:

- ▶ Renew 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), which was terminated on March 31, 2013. Establish intermodal projects for maritime and rail transport, which are planned to reduce or avoid GHG emissions generated by the movement of people and goods. Program accessibility criteria will be made more flexible to provide additional encouragement of maritime transportation.
- ▶ Encourage the use of liquefied natural gas (LNG) as a fuel, following the example of three boats ordered by the Société des traversiers du Québec, which will reduce GHG emissions by more than 20% compared to diesel.
- ▶ Continue the Programme d'aide à l'amélioration de l'efficacité du transport maritime aérien et ferroviaire (PETMAF, program to help improve maritime, air and rail transport efficiency), which has been renewed. This program is designed to support companies and transportation organizations in these sectors in their efforts to improve their energy efficiency and reduce greenhouse gas emissions.
- ▶ Encourage replacement of obsolete ships with greener, cleaner, safer and more efficient ships.
- ▶ Designate an organization to ensure that the condition of coastal zones and river banks are monitored and documented to prevent their degradation and see to their improvement.
- ▶ Create protected areas in the River. We will set aside 10% of maritime areas as marine protected areas by 2015. This means that will be five years ahead of the international commitment adopted at the Nagoya Conference.



Railway transport consumes 9 times as much energy as maritime transport, while trucking consumes an additional 6 times as much energy as rail does.

- ▶ Establish a “Maritime Environmental Fund” for environmental research (pollution clean-up, improvements, protection of species and riverbanks, etc., conservation of the Saint-Lawrence, as well as prevention, and support and cleaning in case of spills. It will provide financial support to municipalities located along Québec waterways for prevention, and protection of the coasts and riverbanks.



ACTION COMPONENT

4 PROMOTE MARITIME TRANSPORTATION OF GOODS

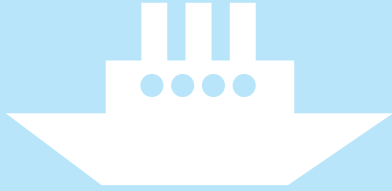
The transport of goods by ship offers an undeniable set of advantages when compared to transport by road. Maritime transportation reduces the number of trucks on the road, which results in less traffic congestion, maintains roads in better condition, reduces the transportation of hazardous materials through urban centres and reduces greenhouse gases.

However, the full potential of maritime transportation is not fulfilled, because the rules and infrastructure in place make it non-competitive with the trucking industry. If Québec wants to promote shipping, we must look into instituting true incentives so that companies will choose this option.

WHAT THE QLP PROPOSES

In order to promote goods transport by waterways, a Liberal government will establish the following incentives:

- ▶ First of all, by reinstituting expired programs, i.e., the Programme d'aide à l'intégration modale (PAIM, the modal integration program), which ended on March 31, 2013; and PAREGE (mentioned in Action component #2) and enhancing them through the addition of a tax credit for companies that choose shipping over other transportation modes.
- ▶ A Liberal government will provide ongoing funding to the Table sur le transport maritime courte distance (the short distance maritime transportation group), created in 2004 following a recommendation from the Forum de concertation sur le transport maritime (the collaborative forum on maritime transportation), to ensure its effectiveness and so that it can support the government's implementation of the strategy.



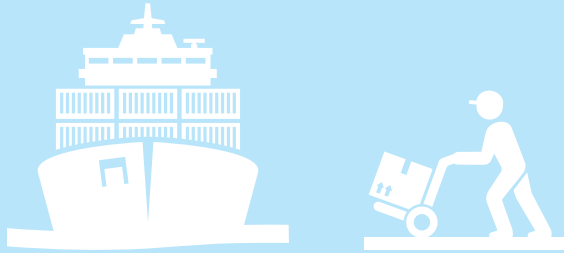
Publicize the availability and advantages of maritime transportation.

Often, companies do not opt for maritime transportation of goods because they are not aware of the availability of ships and the advantages of this transportation mode. It is clear that better distribution of such information could encourage them to use ships.

WHAT THE QLP PROPOSES

In order to address this lack of information availability, a Liberal government will:

- ▶ Support Saint-Lawrence ship owners 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.



Relaunch cabotage in Québec

Cabotage is the transportation of goods, natural resources, vehicles or passengers by Canadian-flagged vessels from, or to, at least one Québec port. Transportation must be within the Saint-Lawrence–Great Lakes, the Arctic or the Atlantic provinces.

Its benefits include development of new niches for Québec shipping companies, creation of wealth and jobs here, a more ecological transportation of goods and reduction of the impact of trucks on the roads.

Although of interest, cabotage is not very common in Québec. In a joint 2011 study with the Ministère des Transports du Québec, Saint-Lawrence River ship-owners proposed creation of a goods maritime transportation service for the Côte-Nord. Ultimately, the program never saw the light of day.

WHAT THE QLP PROPOSES

In order to promote this ecological goods transportation mode, which can create wealth for Québec, a Liberal government will:

- ▶ Restart the cabotage project for the Côte-Nord, in collaboration with Saint-Lawrence ship owners, making it a five-year pilot project. Then, the project will be evaluated to determine if other regions could benefit from a similar project, e.g., Nord-du-Québec, as part of restarting the Northern Plan.



ACTION COMPONENT

5. SUPPORT QUÉBEC SHIPYARDS

Québec boasts major shipyards. However, they have experienced difficult moments in the past and are experiencing them currently. One explanation for this situation is that Québec ship-owners do not get their vessels repaired in Québec because it is less expensive elsewhere.

In the past, some shipyards received direct subsidies, but this was not successful, which tells us this is not the action to follow.

WHAT THE QLP PROPOSES

In order to support Québec shipyards, a Liberal government will institute a tax deduction for any funds Québec ship-owners reserve for the modernization and repair of their fleet or for the construction of vessels in a Québec shipyard. This measure will permit the consolidation and creation of jobs.



ACTION COMPONENT

6

PRESERVE
QUÉBEC PORTS
AND PIERS

Transport Canada runs the Port Divestiture Program. Its goal is to transfer ownership and use of ports belonging to Transport Canada to other federal departments, provincial or territorial governments, or to local interests, including municipalities. According to the federal government, the latter are the best place to operate them effectively and meet local needs. The Canadian government also believes that the transfer of such infrastructure will benefit the communities that become owners of their port.

The transfer of this maritime infrastructure is not without costs or headaches for their buyers, due to the often neglected condition of the facilities. For the last 25 years, budgets allocated by the Canadian government to maintain maritime infrastructure have been dropping. It has been estimated that an additional \$20 million annually to maintain just the piers in Québec is needed.

Although lump payments are made when port management is turned over to the local community, they are not enough to cover all port infrastructure repair work needed.



**The federal Government
has allocated \$40 million
over two years to speed up
the repair and maintenance
of small-vessel ports
throughout Canada.**

WHAT THE QLP PROPOSES

In its recent budget, tabled on February 11, 2014, the federal government allocated \$40 million over two years to speed up the repair and maintenance of small-vessel ports throughout Canada.

An additional \$33 million has been earmarked over two year to support the transfer of regional ports to local interests, as well as maintain the functioning and maintenance activities of federal ports.

In order to preserve Québec maritime infrastructure and due to its immense potential for regional development, whether to transport passengers, goods (wood, aluminum, etc.), or for fishing, a Liberal government will:

- ▶ Undertake negotiations with the federal government so that assumes the total costs to repair transferred port infrastructure.
- ▶ Help municipalities in their negotiations with the federal government to acquire a port or pier. We will establish a direct link (computer portal, telephone line, etc.) between ministerial advisors and municipalities to answer their questions and provide other negotiation resources.
- ▶ Provide financial support to municipalities seeking to acquire a pier so as to assume a portion of the maintenance costs over the long term.
- ▶ Update relevant data regarding Québec ports (Customs, depths, length of piers, pipelines, autoroutes, airports, railway access, etc.

An example: Port-Cartier's municipal pier

The Côte-Nord municipality of Port-Cartier has a deepwater municipal pier; such infrastructure is somewhat rare in Québec. Due to its location, the Port-Cartier pier could become a complementary port to Sept-Îles, as well as be a major contributor to the economic development of the municipality and the Côte-Nord region.

However, major repairs are needed to this 560-foot long pier in order to make it a multifunctional loading facility. The pier could be lengthened to 720 feet to accommodate trans-Atlantic vessels. As of now, no response from the Québec government about its participation in this project (estimated at \$37.5 million) has been received.

WHAT THE QLP PROPOSES

While travelling through the region in July 2013, Québec Liberal Party leader Philippe Couillard committed a Liberal government to participate in this project, which is vital for the economic development of Port-Cartier.



ACTION COMPONENT

7 IMPROVE FERRY SERVICE

Montréal will soon experience the impact of vast construction work projects on access roads leading to the South Shore. Examples include construction of the new Champlain Bridge. Since a ferry between Montréal and the South Shore was one of the solutions proposed to help reduce congestion on Montréal access roads, a Liberal government will go ahead with this service.

The Société des traversiers du Québec (STQ) transports 5.4 million passengers each year, during a total of 107,000 ferry crossings annually, the majority of which are in eastern Québec. Some ferries operate year-round, others from spring until winter arrives. Since our winters are becoming less cold, resulting in less ice on the Saint-Lawrence than previously, it is now possible, even desirable, to enhance service provided by STQ, in order to improve the quality of life of citizens living near the ferry routes.

WHAT THE QLP PROPOSES

In order to improve Québec ferryboat service, a Liberal government will:

- ▶ Increase funding to STQ company partners to allow them to offer ferry service during a longer period of the year or to increase the frequency of service, according to the needs of affected communities. This financial aid will be most useful for companies like CTMA in the Îles-de-la-Madeleine, which generates 400 jobs in the region, and provides an essential service to transport people to the Islands. The company fleet should be renewed, since the boats have reached the end of their useful life.
- ▶ Enlarge the role of the Société des traversiers du Québec (STQ) to recognize intermediate ferry service, such as the Rimouski/Forestville, Trois-Pistoles/Les Escoumins and St-Juste-du-Lac/Témiscouata-sur-le-Lac ferries. This support will help expand the economy and tourism in the affected regions by providing high-quality, safe and reliable maritime transportation of people and goods.
- ▶ Provide funding for studies by municipalities to estimate the economic benefits of improving ferry service.



ACTION COMPONENT

8

MODERNIZE
MARITIME
TOURISM

In May 2008, the previous Liberal government produced a Strategy for the Sustainable development and promotion of international cruises on the Saint-Lawrence River. This Strategy led to the support of municipalities, organizations and private companies in the creation and promotion of a network of strategic stopovers allowing cruise lines to offer world-class itineraries and experiences for tourists.

Deployment of this strategy ended on March 31, 2013. The 2012-2020 tourism industry development plan commits Tourisme Québec to continuing to support international cruise stopovers until March 31, 2016, in collaboration with the Association des croisières du Saint-Laurent.

Travellers from all over the world are always greatly interested in adventure and resort cruises. Consequently, the Québec cruise industry plans to expand and modernize. The industry also believes that it is high time to implement actions to promote excursion and river cruises, although throughout the years, the various governments have largely focussed actions on attracting international cruises.



**In May 2008,
the first Strategy for the sustainable
development and promotion
of international cruises on the
Saint-Lawrence River was launched.**

WHAT THE QLP PROPOSES

In order to support the cruising industry in its expansion and modernization, a Liberal government will promote tourism even more:

- ▶ By instituting a tax credit for the renovation and replacement of ships. Québec's fleet is aging and its improvement would satisfy current environmental requirements. The tax credit would be granted to a company having a ship renovated or constructed by a Québec company. This measure would fill order books, thereby preserving and creating high-quality jobs in Québec shipyards.
- ▶ By improving cruise ship port facilities, including docks, so that visitors can be greeted appropriately.
- ▶ By creating a permanent transportation-tourism-region interdepartmental committee with a mandate to promote marine activities to Québec and foreign tourists. The committee would also study the problems of access to certain piers for transporting people.
- ▶ Establishing a maritime tourism supply office to create public/private and private/private partnerships for tourist attractions, and also providing governmental support of public institutions and private organizations. These partnerships will be created

individually, and according to government goals. The Office would provide for a true understanding and support Québec's potential tourist attractions related to the maritime environment, while also contributing to land-based tourism.

- ▶ Supporting fishers and open-ocean aquaculture producers to start up and improve the quality of tourist fishing attractions.
- ▶ By examining scenarios for general and integrated marketing of regional terroir tourism. By also analyzing maritime tourism potential developed by regional tourism associations with others, including cultural players, local terroir products, and festivals and events, fishers and fishing-related businesses, to develop maritime destination tourism.

Develop maritime tourism north of the 49th parallel

In addition to activities relating to exploiting natural resources, restarting the Northern Plan will promote tourist potential, including maritime tourism, in this large territory which benefits from thousands of waterways.

In addition to focussing on its landscapes and natural resources, the restarted Northern Plan will also develop the region's biofood products, focussing on terroir and products from the sea.



WHAT THE QLP PROPOSES

In order to develop the Far North maritime industry, a Liberal government will:

- ▶ Promote activities related to maritime tourism north of the 49th parallel.
- ▶ Support initiatives and new projects, for all communities living in the Far North.
- ▶ Launch a campaign for training in all sectors related to maritime tourism, including business management, tourist guidance, risk management and interpretation.
- ▶ Complete the Québec tourism strategy north of the 49th parallel, unveiled November 23, 2011.



ACTION COMPONENT

9

■ ENSURE
THE AQUACULTURE
AND FISHING INDUSTRY
CAN ENDURE

The fishing and aquaculture industry generates almost 8,000 direct jobs in Québec's maritime regions (Gaspésie, Îles-de-la-Madeleine, Bas-Saint-Laurent and the Côte-Nord). It also supports thousands of additional indirect jobs in the distribution and sales sectors throughout Québec and provides economic benefits of almost \$320 million yearly.

While its economic contributions remain high, the industry has faced major challenges for several years, including those related to globalization, scarce resources and increases in extraction costs.

However, opportunities still occur. For example, the common seal is overabundant in the Îles-de-la-Madeleine. In fact, there are more than 10,000,000. It would be possible to develop new markets in which to commercialize by-products. For example, seal oil, meat and fur. Seal hunting is a sustainable activity, when carried out in a way that ensures the resource will endure. This activity will be considered among marine product development possibilities.

In order to support this industry—a source of wealth and pride due to the superior reputation of Québec sea products—a Liberal government will:

- ▶ Support marine research on subjects such as understanding and fairly exploiting the Saint-Lawrence, in collaboration with the cégeps (CCTT) and universities.
- ▶ Support the consolidation of Québec fishing companies and commercial fishers.
- ▶ Increase the demand for products related to fishing by establishing a campaign to promote them and by creating international economic missions related to the sector.
- ▶ Research and develop markets for the fishing and processing of traditional and non-traditional maritime products (marine molecules, algae, fish, shellfish, marine mammals, etc.).
- ▶ Creating an incentive for the fishing and processing of non-traditional maritime products (marine molecules, algae, fish, shellfish, marine mammals, etc.).
- ▶ Support our commercial fishers to obtain certification recognizing them as “being well managed and sustainable” through the Marine Stewardship Council (MSC) program.
- ▶ Support the revitalization of infrastructure and adaption of manufacturing processes in aquatic product processing plants. They must be innovative in order to compete with what is produced elsewhere in the world and to access niche-product markets and develop new markets.



ACTION COMPONENT

10 ■ GET ON-BOARD WITH THE BLUE ECONOMY

The blue economy is a vast field of expertise, which covers everything related to the exploitation of oceans and their contents. This knowledge base is starting to emerge in Québec and Canada. Competition in this sector comes essentially from Asia and Europe. That is why increasing investment in research and development here is essential, so as to generate significant economic benefits, including those related to marine biotechnologies and blue biotechnologies.

Marine biotechnologies relate to industrial biotechnologies, agriculture, the environment, health and biomedicine. Current research relates to elements such as antioxidants and anti-inflammatories; artificial blood molecules, anti-stain molecules; polymer and biosourced plastics; the use of marine biomass; pharmaceutical products; cosmetics and natural products; biofuels, etc.

According to the Centre de recherche sur les biotechnologies marines in Rimouski, the global biotechnology industry should surpass \$320 billion by 2015.

This knowledge base is starting to emerge in Québec and Canada. Competition in this sector comes essentially from Asia and Europe.

WHAT THE QLP PROPOSES

To allow Québec to take advantage of all the opportunities our ocean territory can offer, a Liberal government will move toward the blue economy in order to:

- ▶ Start exploring scenarios for all regions along the Saint-Lawrence, to examine the possibilities of developing marine products. The effort will allow for an inventory of elements that can be used to create niche products or to export products to existing markets which have demand for the item (marine molecules, algae, fish, shellfish, marine mammals, etc.).
- ▶ Develop marine research, to understand, exploit and sustainably use the ocean depths and marine energies.
- ▶ Create a biomarine development centre.

Support research and development

A Liberal government will support research and development related to the blue economy

- ▶ By creating a partnership with the Institut Maurice-Lamontagne, so that it can maximize its research efforts for the benefit of Québec.
- ▶ By offering funding to the Institut des sciences de la mer de Rimouski (ISMER) for its research programs and to modernize its boats and instruments.
- ▶ By formally recognizing the Centre de recherche sur les biotechnologies marines (CRBM) as a strategic research centre for marine biotechnologies. This official recognition will ensure long-term financing for the Institution and will allow it to increase the capacity of its research facilities, which are already quite popular.



ACTION COMPONENT

11 TACKLE SHORTAGES IN QUALIFIED LABOUR

In all sectors of the maritime industry, including manufacturing, tourism, fishing, the lack of skilled labour is striking and constitutes a major issue.

One of the factors identified as explaining the low participation rates in labour training courses is the remoteness of the only teaching establishment, which is in Rimouski. Another aspect seems to be the lack of value attributed to employment in the maritime industry and the benefits for its workers.

It is also important to mention that the professional and adult training courses must also be reviewed so that they offer programs responding to industry needs. Certain specialized areas have to be developed, e.g., regarding ship repair.

Finally, it is also necessary to help experienced offshore workers come “back to the land”. Thanks to upgrade training, they represent unique resources for expertise in tourism, and for training and management related to the entire maritime industry.

**Certain specialized areas
have to be developed, e.g.,
regarding ship repair.**

WHAT THE QLP PROPOSES

In order to create interest among Québécois for careers related to the maritime industry, a Liberal government will:

- ▶ Use a publicity campaign to promote the many maritime-related careers available, especially among immigrants.
- ▶ Open satellite campuses offering training programs, while maintaining the leadership role of the Institut maritime du Québec in Rimouski, including a mandatory internship there.
- ▶ Improve availability of adult training.
- ▶ Increase encouragement of company training so that it meets the specific needs of the maritime sector.
- ▶ Support continuing education of experienced workers and promote their integration into connected careers when they decide to leave employment at sea.

An even more significant issue for fisheries

The École des pêches et de l'aquaculture du Québec (ÉPAQ) has been an affiliate of the Cégep de la Gaspésie et des Îles since 1969. It has been part of the Écoles nationales du Québec group since 1988. It provides training at the high school and college levels, specific to the maritime world.

While the School is always seeking clientele, the main issue is the low number of registrations for all study programs offered and the financial problems this causes. In fact, the very survival of ÉPAQ is at stake. Disappearance of the school would have negative consequences for the fishing and aquaculture industry.

WHAT THE QLP PROPOSES

In order to ensure not only the survival of the fishing training school but also the fishing sector as a whole, a Liberal government will:

- ▶ Promote fishing and aquaculture in Québec.
- ▶ Raise awareness of the various employment possibilities in the sector, targeting immigrants in particular.
- ▶ Publicize the training offered at ÉPAQ in major urban centres, starting with the first round of registration.

Conclusion

The Strategy addresses several sectors of the maritime industry and demonstrates the firm commitment to exploit this potential that Québec cannot afford to ignore.

With regard to the extent of the proposed measures, articulation of a global maritime vision is necessary in order to appropriately deploy and structure such a Strategy. That is why, with the election of a Liberal government, a minister for the Maritime Strategy will be named, demonstrating the real commitment of the Québec Liberal Party to pay particular attention to this important sector of the economy.

A Liberal government will provide ongoing funding to the Table sur le transport maritime courte distance (short distance maritime transportation group), created in 2004 following a recommendation from the Forum de concertation sur le transport maritime to ensure its effectiveness and so that it can support the ministry to implement the strategy.

In order to involve all partners affected by such a vast project, a Liberal government will create a working group to which it will invite the federal government and all stakeholders. Improvements to waterways,

questions of costs related to de-icing, buoy setting and dredging, as well as issues related to the Saint-Lawrence Corridor, are some of the subjects than could be discussed at the working group.

It is an ambitious strategy. In order to sail to the right destination, a carefully deployed action plan, strong political leadership and a competent team to work on its implementation, in close collaboration with all its partners, will all be needed.

But beyond all that, the conviction that economic development must become priority number 1 of the government in order to maintain the standard of living of Québécois. The Québec Liberal Party is the only party that is asserting this priority and can realize such an undertaking, to put our economy back on track.

APPENDIX

Investments and costs of the Maritime Strategy measures

A INFRASTRUCTURE INVESTMENTS

- ▶ Investments in infrastructure to be made by the Québec government are related to basic infrastructure for development of the logistical hub to be developed in Montérégie-Ouest (roads, sewers, water pipes, etc.). If the Government provides 100% of the basic public investments, expenditures are estimated at \$500 million. These investments will be funded through Québec's infrastructure plan.
- ▶ Public investment in infrastructure will be funded by the federal government (Building Canada), the Québec government, and the municipalities, depending on the particular project. Federal port authorities will invest in their capital improvements. The Québec government will negotiate with the federal government to have it invest in the Québec-Ontario Trade Corridor and the Continental Gateway as a function of the investments it made in the Asia-Pacific Gateway and Corridor.
- ▶ The Québec government will contribute to basic investments related to federal ports, including access roads. For example, a Liberal government plans to develop the access road between Autoroute 25 and the Port of Montréal.
- ▶ In all, we estimate the Québec government's contribution to infrastructure related to the Maritime Strategy as \$1 billion, not including investments in the Vaudreuil-Soulanges logistical hub.
- ▶ Public infrastructure investments by the governments would reach \$4 billion.
- ▶ Private investments of about \$4 billion are forecast, including \$2 billion just for the Montérégie-Ouest logistical hub.

B) COSTS OF PROPOSED MEASURES

Measures	Budgetary cost (annual)	Capital expenditures (non-budgetary)
1 Vaudreuil-Soulanges logistical hub		\$ 500 million
2 Other infrastructure (port access, basic transport and infrastructure)		\$ 1 billion
3 PAREGES program	\$ 10 million	
4 PAIM program	\$ 5 million	
5 Tax credit to promote maritime transportation	\$ 8 million	
6 Monitoring of the status of riverbanks and coastal zones	\$ 10 million	
7 Pilot project in cabotage	\$ 1.5 million	
8 Tax credit to renovate and replace vessels and cruise ships	\$ 50 million	
9 Financial aid to STQ-partner companies	\$ 5 million	
10 Recognition of intermediate ferry service by the STQ	\$ 10 million	
11 Creation of ferry service between Montréal and the South Shore	\$ 10 million	
12 Cruise ships: improvement of visitor infrastructure	\$ 2 million	
13 MSC fishing certification	\$ 1 million	
TOTAL	\$ 112. million	\$ 1.5 billion

Note: Other Maritime Strategy measures (research and development, vocational training and fisheries) will be funded through the credits of various ministries and programs (Stratégie québécoise de la recherche et innovation, Emploi-Québec, CPMT, Ministère de l'Agriculture, des Pêcheries et de l'Alimentation).

C) JOBS CREATED (2015-2030)

Vaudreuil-Soulanges logistical hub	12 000
Other investment in infrastructure	6 000
Transportation industries	5 000
Port management	2 500
Shipyards	500
Fishing industries (including processing)	1 000
Tourism	2 000
Other sectors	1 000
TOTAL	30 000



Alain Paquin, official agent.

