



2012 PROGRESS REPORT

TOWARDS A SUSTAINABLE REDUCTION OF THE MARINE INDUSTRY'S ENVIRONMENTAL FOOTPRINT

Green Marine has achieved remarkable success in this fifth consecutive year of evaluating the environmental performance of its participants. Based on the continuing growth in membership, the expansion of the scope of the program and the positive performance results of its participants, Green Marine is clearly being recognized as a rigorous and effective environmental sustainability program for the North American marine industry.

WESTWARD BOUND!

Green Marine membership has more than doubled since the program was first launched and, as of May 1, 2013, had 186 members, including 72 participants, 58 partners, 44 supporters and 12 associations across Canada and the United States. The most rapid expansion has been on the West Coast with the arrival of six new participants in the past year, including Port Metro Vancouver and the Port of Seattle.

	2007	2013*	
PARTICIPANTS	34	72	Shipowners, port authorities, terminals, Seaway corporations and shipyards
PARTNERS	23	58	Companies providing different products and services to the marine industry
SUPPORTERS	19	44	Environmental groups, government agencies, cities and municipalities
ASSOCIATIONS	7	12	Canadian and U.S. associations that represent more than 500 companies in the maritime sector
Total	83	186	

*On May 1st, 2013

In response to this growing interest and with a desire to address local issues, Green Marine has established a West Coast Advisory Committee. Following the example of Green Marine's two other advisory committees for the St. Lawrence and the Great Lakes regions, this new committee brings together industry representatives, government officials, associations and environmental groups, as well as research and academic experts to contribute to the ongoing development of the program.



2012 RESULTS

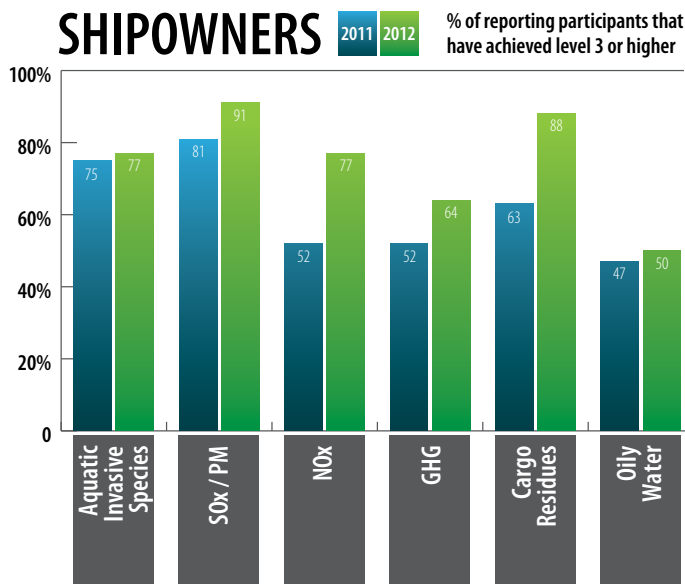
ABOVE AND BEYOND GOOD PRACTICES

Green Marine's environmental program continues to demonstrate its effectiveness and its ability to inspire participants to exceed regulatory requirements. After attaining a global average of Level 3 (on a scale of 1 to 5) in 2011 – the initial target set when Green Marine was launched in 2007 – participants are sending a clear signal that they are firmly committed to maintaining this standard and even surpassing it by achieving a similar global average of Level 2.95 in 2012 despite a more stringent program.

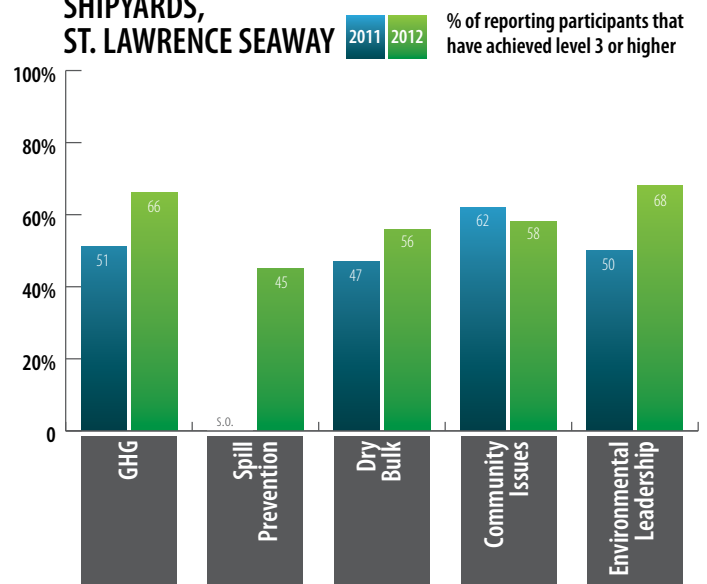
In comparing the results for 2012 and 2011, it must be recognized that participants were obliged to meet new program requirements for 2012 which dictated that environmental performance be improved to achieve a similar rating to the previous year. The marine industry sends a clear message with its 2012 results: we can do even better!

It is also worth noting that in 2012 the majority of reporting participants attained Level 3 or higher for almost all the environmental issues addressed within the program. The level of effort required for participants to attain Level 3 is significant, as it requires companies to identify and quantify current environmental impacts in a concrete fashion. Once impacts have been determined, companies must then integrate appropriate environmental responses and actions into day-to-day operations.

SHIPOWNERS



PORTS, TERMINALS, SHIPYARDS, ST. LAWRENCE SEAWAY




AN ENHANCED PROGRAM

The concept of continuous improvement – one of the founding principles of the Green Marine environmental program – was truly evident in 2012 a number of additions to the program that encourage participants to do even more to reduce their environmental footprint.

Performance indicators for shipowners were further bolstered with the adoption of additional measures within the SOx emissions performance indicator. Along with conducting an inventory and implementing measures aimed at reducing SOx emissions, the program now includes particulate matter (PM) emissions. It

requires, among other things, that participants compile an annual inventory (Level 3) and undertake sampling campaigns (Levels 4 and 5) for their PM emissions. For ports, terminals and shipyards, it is now mandatory to meet the requirements of the performance indicator for spill prevention that were optional in 2011.

Green Marine will continue on this path of continuous improvement in 2013 with the planned addition of several major modifications to the program, including changes resulting from the strengthening of regulations for ship air emissions in the newly designated North America Emission Control Area (ECA).

SHIPOWNERS 	AQUATIC INVASIVE SPECIES	AIR EMISSIONS (SO _x & PM)	AIR EMISSIONS (NO _x)	GREENHOUSE GASES	CARGO RESIDUES	OILY WATER
Algoma Central Corporation	4	4	4	3	4	5
Atlantic Towing Limited	2	3	3	3	n.a.	2
Canada Steamship Lines	5	4	4	5	4	4
Canfornav Inc.	4	4	3	5	5	5
COGEMA	n.a.	3	3	2	n.a.	2
Croisières AML*	n.a.	3	3	3	n.a.	n.a.
Fednav Ltd.	5	3	3	5	5	4
Groupe CTMA	2	3	2	2	n.a.	1
Groupe Desgagnés Inc.	4	5	4	5	4	4
Island Tug and Barge Ltd.	n.a.	3	3	3	n.a.	n.a.
Lower Lakes Towing Ltd.	3	4	3	3	3	3
McAsphalt Marine Transportation Ltd.	4	3	3	3	n.a.	2
McKeil Marine Ltd.	3	3	3	2	3	2
Ocean Group Inc.	n.a.	3	3	2	n.a.	n.a.
Oceanex inc.	3	3	3	3	n.a.	3
Reformar	2	3	3	3	n.a.	2
Seaspan ULC	n.a.	3	2	4	n.a.	2
SMIT Marine Canada Inc.	n.a.	3	2	2	n.a.	n.a.
Société des traversiers du Québec	n.a.	3	3	3	n.a.	2
Sterling Fuels (Hamilton) Ltd.	n.a.	3	3	2	n.a.	n.a.
Svitzer Canada Ltd.	n.a.	2	2	2	n.a.	n.a.
TBS Shipping Service Inc. /Roymar Ship Management Inc.	3	2	2	2	2	3

* New participants, i.e. participants that publish their results for the first time

n.a. not applicable

The results published for each participant reflect a company's environmental performance with respect only to those performance indicators and criteria that form part of the Green Marine Environmental Program.



The term "n.a." (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, tugs and ferries do not pump ballast water, container carriers do not have to treat their cargo residues, and most ports do not have issues related to "community impacts" if they are not located in an urban area.



Green Marine does not evaluate participants' regulatory compliance. Given that verification of regulatory compliance is a governmental responsibility, Green Marine grants Level 1 to each participant on a good faith basis. Each participant that joins the Green Marine program makes a commitment to comply with all relevant laws and regulations and to address any instances of non-compliance as expeditiously as possible.

Final performance results for 2012 will be released in Green Marine's annual report in the fall of 2013.

LEVEL	CRITERIA
1	Regulatory compliance
2	Systematic use of a defined number of best practices
3	Integration of best practices into an adopted management plan and quantifiable understanding of environmental impacts
4	Introduction of new technologies
5	Excellence and leadership

NOTES

PORT AUTHORITIES  SAINT LAWRENCE SEAWAY 	GREENHOUSE GASES	SPILL PREVENTION	DRY BULK HANDLING AND STORAGE	COMMUNITY ISSUES	ENVIRONMENTAL LEADERSHIP
Halifax Port Authority	5	5	n.a.	4	5
Hamilton Port Authority	3	3	n.a.	2	2
Montreal Port Authority	4	2	n.a.	5	5
Nanaimo Port Authority*	2	1	n.a.	1	1
Prince Rupert Port Authority	3	3	n.a.	3	4
Quebec Port Authority	3	2	n.a.	3	3
Saguenay Port Authority	3	2	2	n.a.	3
Saint John Port Authority	1	2	3	1	2
Sept-Îles Port Authority	3	3	n.a.	3	5
Thunder Bay Port Authority	2	1	n.a.	1	2
Toronto Port Authority	1	1	1	1	2
Trois-Rivières Port Authority	3	n.a.	n.a.	3	3
Windsor Port Authority	2	n.a.	n.a.	2	3
Cleveland-Cuyahoga County Port Authority	2	4	n.a.	n.a.	3
Duluth Seaway Port Authority	2	2	3	2	2
Greater Victoria Harbour Authority	3	2	n.a.	3	3
Illinois International Port District	3	2	n.a.	3	3
Port Metro Vancouver*	5	3	n.a.	5	5
Port of Milwaukee	2	2	n.a.	2	2
Port of Valleyfield	2	2	2	2	3
Saint Lawrence Seaway Development Corporation	5	4	n.a.	n.a.	4
Saint Lawrence Seaway Management Corporation	4	2	n.a.	3	4

TERMINALS AND STEVEDORING COMPANIES 	GREENHOUSE GASES	SPILL PREVENTION	DRY BULK HANDLING AND STORAGE	COMMUNITY ISSUES
Bunge of Canada Ltd.	4	3	3	3
Ceres Terminals Inc. (Charleston, Savannah, Houston, Baltimore, Halifax)	3	5	n.a.	3
Cliffs Natural Resources - Mines Wabush-Pointe-Noire*	4	2	2	1
Northern Stevedoring Company Inc. (Sept-Îles)*	1	2	1	2
IOC	3	4	3	3
Empire Stevedoring Co. Ltd (Montreal)	3	n.a.	n.a.	3
Federal Marine Terminals Inc. (Burns Harbor, Cleveland, Hamilton, Milwaukee, Thorold, Albany, Eastport, Port Matanee, Tampa)	5	4	5	4
Groupe Desgagnés Inc. (Relais Nordik, Sept-Îles)*	3	2	n.a.	n.a.
Norcan Petroleum Group Inc.	3	3	n.a.	n.a.
Logistec Corporation (Montreal, Contrecoeur, Halifax, St. John, Sydney, Trois-Rivières, Rideaux Bulk, Sept-Îles, Thunder Bay, Toronto)	4	2	4	3
McAsphalt Industries Ltd. (Eastern Passage, Valleyfield, Oshawa, Hamilton, Port Stanley)	2	3	n.a.	2
Neptune Bulk Terminals (Canada) Ltd.	3	5	5	5
Esso Imperial Oil (Sept-Îles)	3	3	n.a.	3
Porlier Express Inc.	3	2	2	1
Ridley Terminals Inc.*	3	2	4	2
Rio Tinto Alcan (Port Alfred)	5	4	5	5
Montreal Gateway Terminals Partnership	5	3	n.a.	4
Squamish Terminals Ltd.*	2	2	n.a.	2
Sterling Fuels Limited	2	3	n.a.	3
Termont Montréal Inc.*	3	2	n.a.	n.a.
Ultramar Ltd. (Jean-Gaulin Refinery)	5	5	n.a.	3
Valleytank Inc.	2	2	n.a.	n.a.
Valport Maritime Services Inc.*	1	1	1	2
SHIPYARDS 	GREENHOUSE GASES	SPILL PREVENTION	DRY BULK HANDLING AND STORAGE	COMMUNITY ISSUES
Ocean Industries Inc.*	2	2	n.a.	2
Seaspan ULC	3	4	n.a.	3

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