

CANADA'S MARITIME GATEWAYS

"Some of our Canadian plants ship a significant portion of their total production to markets in the U.S. and around the world. We look upon our carriers as partners, and we have found them willing to try new ideas to better serve our customers."

**Gerry Casey, Manager
Distribution
Du Pont Canada Inc.**

ATLANTIC AND PACIFIC

Few countries are surrounded by as much water as Canada. Canada touches upon the Atlantic, Pacific and Arctic Oceans and possesses an inland river system flowing from the Great Lakes to the Atlantic.

Ports and marine activity have become increasingly coordinated with the total Canadian transportation system and today are an essential part of Canada's intermodal transportation network.

MARKET ACCESS

Several of Canada's deep-water ports are strategically located near large U.S. markets. Many of these facilities are open year round. Modern container ports at Halifax, Saint John, Montreal and Vancouver – combined with inland container trains – make Canada an efficient and cost-effective location for supplying North American and world markets.

For example, Lykes Inc. provides liner service from Saint John, New Brunswick to Vera Cruz and Altimeira, Mexico, via Charleston, North Carolina. The voyage takes eight days and ships leave Canada

every 21 days. Other lines offer unscheduled service to Mexican ports "on inducement" (i.e. depending on the nature of the commodity and the size and value of the shipment).

The St. Lawrence Seaway allows marine shipments to reach directly the heart of North America. The Seaway serves the entire eastern region of the North American market giving shippers direct marine access to Montreal, Toronto, Buffalo, Detroit, Chicago and Duluth. In all, it serves an area containing some 61 million people and much of the industrial heartland of North America. Ports along the Seaway handle bulk and general cargoes, including grain, iron ore, coal, and manufactured goods.

MODERN TECHNOLOGY

Canada continues to be a world leader in the use of self unloading technology, which minimizes unloading time and costs for bulk goods. In the forest products sector, for example, highly automated, specialized vessels deliver Canadian newsprint to U.S. destinations using innovative handling techniques to reduce crew size.