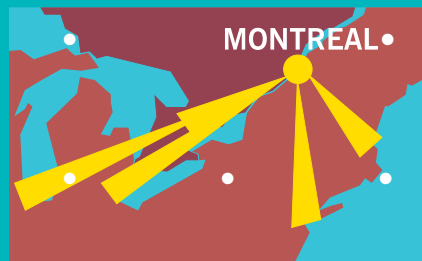


# Port of Montreal

the fastest,  
most direct  
access



to North America's  
industrial heartland



Port of Montreal

Port de Montréal

Canada

# Port of Montreal

provides  
**the fastest,  
most direct  
access**

to North America's  
industrial heartland

**winter, spring,  
summer and fall**





# Montreal

*is one of the busiest inland ports in the world and a key transfer point for transatlantic cargo.*



## The Port of Montreal

benefits from a strategic geographic location right on the doorstep of North America's industrial heartland. Numerous shipping lines link Montreal to some 200 port cities around the world. It is on the North Atlantic, however, where the economic benefits of Montreal show most notably.



Of all ports on North America's eastern seaboard, Montreal offers the **fastest and most direct access** to key markets in Canada and the U.S. Midwest and Northeast. In fact, the Port of Montreal is on the **shortest shipping route** between

these vast markets and those of Northern Europe and the Mediterranean. At the Port of Montreal, transatlantic routes combine with excellent rail and highway links to provide faster transit times and lower shipping costs for transporting goods door-to-door.

Montreal is the **one-stop port** that opens doors to major markets on both sides of the Atlantic **year-round**.



## As busy as ever in the middle of winter

At the Port of Montreal, shipping lines and terminals strive to offer the best of services **all year long**. Ships sail the St. Lawrence River to and from Montreal in all seasons, and in winter the port is as busy as ever.

It is true there was a time when vessels could not sail to the Port of Montreal in winter. The Canadian Coast Guard then began to use icebreakers to keep **the channel open**, first and foremost as an environmental measure designed to protect riverside communities from spring floods caused by ice jams.



The use of icebreakers, combined with the introduction of ships with reinforced hulls, installation of an elaborate system of navigational aids, and construction of major ice-control works at strategic locations along the river, made **winter navigation** possible beginning in 1964.

Co-ordination and deployment of icebreakers, helicopter surveillance and provision of up-to-date information to navigators are among the Canadian Coast Guard's regular ice management operations that have been in effect for many decades to prevent flooding and facilitate **commercial navigation**.

Thanks to all of these initiatives as well as more recent measures, combined with new vessels equipped with the latest technological advances, the Port of Montreal now more than ever is **easily accessible** in all seasons.





## Highly-effective measures

The Canadian Coast Guard's most recent series of measures to improve winter navigation on the St. Lawrence River was put to the test just before what was to become one of the worst winters ever. Despite record-cold temperatures in January 1994, a much colder-than-normal February, and well above-average snowfalls throughout both months, vessels sailed through the St. Lawrence River channel without interruption or problems that entire winter.

The following are just some of the measures the Canadian Coast Guard took to improve winter navigation:

- The installation of steel ice booms that allow for a faster and more effective formation of the solid, protective ice cover outside the shipping channel at Lake St. Pierre (some 100 kilometres or 60 miles downstream from Montreal) and other strategic locations. This prevents the production of loose ice and strengthens the current, accelerating ice evacuation.
- An improved system to measure in real-time the tension of the protective ice cover on ice booms.
- The restoration of artificial islands on Lake St. Pierre to stabilize the protective ice cover on the lake.
- An improved video camera surveillance network that instantaneously transmits images of ice movements to icebreakers, helping improve response time.
- A new sonar detection system that monitors ice movements in the channel, further improving the capacity to foresee potential ice jams.
- Regulation of vessel transit speeds according to the thickness and strength of the protective ice cover on both sides of the channel at strategic locations. This helps prevent the protective ice cover from breaking.

These initiatives and the many others taken by the Canadian Coast Guard, the Montreal Port Authority and other key players involved in port activity have helped make the Port of Montreal **more competitive than ever — all year long.**



In a tradition dating back to 1840, the Port of Montreal presents a Gold-Headed Cane to the captain of the first ocean-going vessel of the year to reach port without a stopover.

## *A special tradition*

Since the arrival of the Danish vessel *Helga Dan* on January 4, 1964, the Port of Montreal has been open year-round, and today the Montreal Port Authority continues the tradition that honours the captain who now inaugurates a new navigation year rather than a navigation season.

This tradition also pays tribute to the imagination, ingenuity and determination of all those in the maritime industry who have made navigation to Montreal in all seasons a reality.

**Winter, spring, summer and fall,** the Port of Montreal provides shippers with efficient services offering regular and frequent departures at competitive prices.



Port of Montreal

Port de Montréal

*Cette brochure est disponible en version française.*

PRINTED IN CANADA

Port of Montreal Building  
Wing No. 1  
Cité du Havre  
Montreal, Quebec H3C 3R5

Telephone: (514) 283-7050  
Fax: (514) 283-0829  
Web site: [www.port-montreal.com](http://www.port-montreal.com)  
E-mail: [info@port-montreal.com](mailto:info@port-montreal.com)