



Port growth at the Port of Montreal
**An additional container ship for
the Montreal – Valencia link**

Montreal, November 19, 2008 – The Port of Montreal is now benefiting from a weekly container ship link with the Mediterranean thanks to the service launch by Mediterranean Shipping Company (MSC) of a third ship between Montreal and Valencia. The Port of Valencia is a major transshipment port of cargo from the Mediterranean basin and from Asia, via the Suez Canal.

This is excellent news for the Port of Montreal at a time when the effects of the worldwide financial crisis are starting to impact marine traffic all around the world. Strengthening the link with the Mediterranean will help foster the Port of Montreal's growth despite the global economic situation. "For the Port of Montreal, this is proof that our strategic advantages, such as the shortest transit times with Europe, our location 1,600 kilometres inland and the existence of a highly efficient intermodal rail system, represent real advantages for shippers," stated Patrice M. Pelletier, President and Chief Executive Officer of the Montreal Port Authority.

Preliminary data for the first eight months of the year show that the Port of Montreal posted, irrespective of shipping lanes, an 8.4% upswing in container growth, the strongest among all its North American competitors, including Halifax and Vancouver. Even though early October figures show a slight slowdown, the annual results for 2008 will be higher than those for 2007, which was a record year.

On the occasion of the MSC Damla's visit to the Port of Montreal, Tony Boemi, Vice-President, Growth and Development, gave the ship's captain, Anatoliy Panchenko, a Mihalkov etching entitled "Autumn Day – Montreal".



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The MSC Damla, which flies the Panamanian flag, was built in 1980. It has a deadweight tonnage of 36,392 and is 258 metres long, 30 metres wide. It can carry 2,816 TEUs (twenty-foot equivalent units), 261 of which are refrigerated.

About the Montreal Port Authority

The Montreal Port Authority (MPA) operates the world's largest inland port. It is a leader among container ports, handling 26 million tonnes of cargo annually. In 2007, the Port of Montreal handled a total of 1,363,021 container TEUs (twenty-foot equivalent unit). The MPA operates its own rail network, providing direct access to berths, and is linked to two major railways and a highway system. It also operates a grain terminal and a marine passenger terminal. All other terminals are operated by private stevedoring firms. Through its activities, the Port of Montreal generates 18,200 jobs and \$1.5 billion in economic spin-offs.

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The Mediterranean Shipping Company (MSC) has brought a third container ship into service between Montreal and Valencia (Spain); the Port of Montreal now benefits from a weekly link with the Mediterranean. To mark the event, Tony Boemi, Vice-President, Growth and Development at the Montreal Port Authority, gave the ship's captain, Anatoliy Panchenko, a Mihalkov etching entitled "Autumn Day – Montreal".