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## Senior management promotions

In July, Fednav announced promotions to several senior manager positions.



Paul Gourdeau was promoted to Senior Vice-President of Fednav Limited and appointed Senior Vice-President, General Manager of Fednav International Ltd. (FIL). Paul will continue to be responsible for FIL Fleet Development and will remain President, Federal Marine Terminals. Paul Gourdeau, an *Institut Maritime du Québec* 1983 graduate, obtained his MBA from *Université Laval* in 1988 and joined Fednav later the same year.



Tom Paterson was promoted to Senior Vice-President, Fednav Limited, responsible for shipowning, projects, and Arctic development. Tom also holds the position of Vice-President of Canarctic Shipping, and Executive Vice-President of Enfotec. Tom Paterson, a Master Mariner, joined Fednav's London office in 1990 and transferred to Montreal in 1991.



David Grieve, Vice-President, Operations of FIL, received the additional appointment of Vice-President, Fednav Limited, assuming overall responsibility of the Group's vessel operations worldwide. David joined Fednav in 1990.

## Promotion at Federal Marine Terminals

Mike Kirkpatrick has been promoted to Vice-President, Sales and Marketing for Federal Marine Terminals Inc. Mike joined FMT in 1992 as General Manager of the Ontario's division operations and was then promoted to Director Marketing and Corporate Relations in 2008.

## Fednav adds six ships to its fleet

Fednav Limited recently announced the addition of six new vessels to its fleet. In partnership with Sumitomo Corporation and Oshima Shipyard, the environmentally advanced vessels will be built in Japan and are destined to become the flagships of Fednav's fleet of over 80 ships.

Located near Nagasaki, Japan, Oshima Shipyard will build the 35,000-ton bulk carriers, which are specially equipped for navigating in ice. As highly flexible vessels well suited to international trade, their size is adapted to the St. Lawrence Seaway where they will service, among others, ports along the Great Lakes.

The new vessels represent a major step forward in terms of environmental benefits. With their advanced design and more efficient engines, they will consume 20% less fuel than vessels built by Oshima Shipyard 10 years ago, ships already among the most efficient of their time. This will contribute significantly to Fednav's objectives of reducing GHG emissions in its fleet on a continuous basis. The fuel-efficient engines will also reduce nitrogen oxide emissions by approximately 20%. All of the vessels will receive the CLEAN-DESIGN notation from the DNV classification society.

The six additional vessels will be delivered between 2015 and 2016, as part of a series of 21 new ships added to Fednav's fleet since January 1, 2012. Fednav has the largest fleet of ice-class vessels in the world—vessels capable of navigating demanding winter conditions along the St. Lawrence Seaway, in the Baltic Sea, and even in the Arctic. They also represent Fednav's renewed confidence in the future of shipping in the Great Lakes and the St. Lawrence Seaway.



Laker class bulkers with better environmental performance