



Port of Johnstown

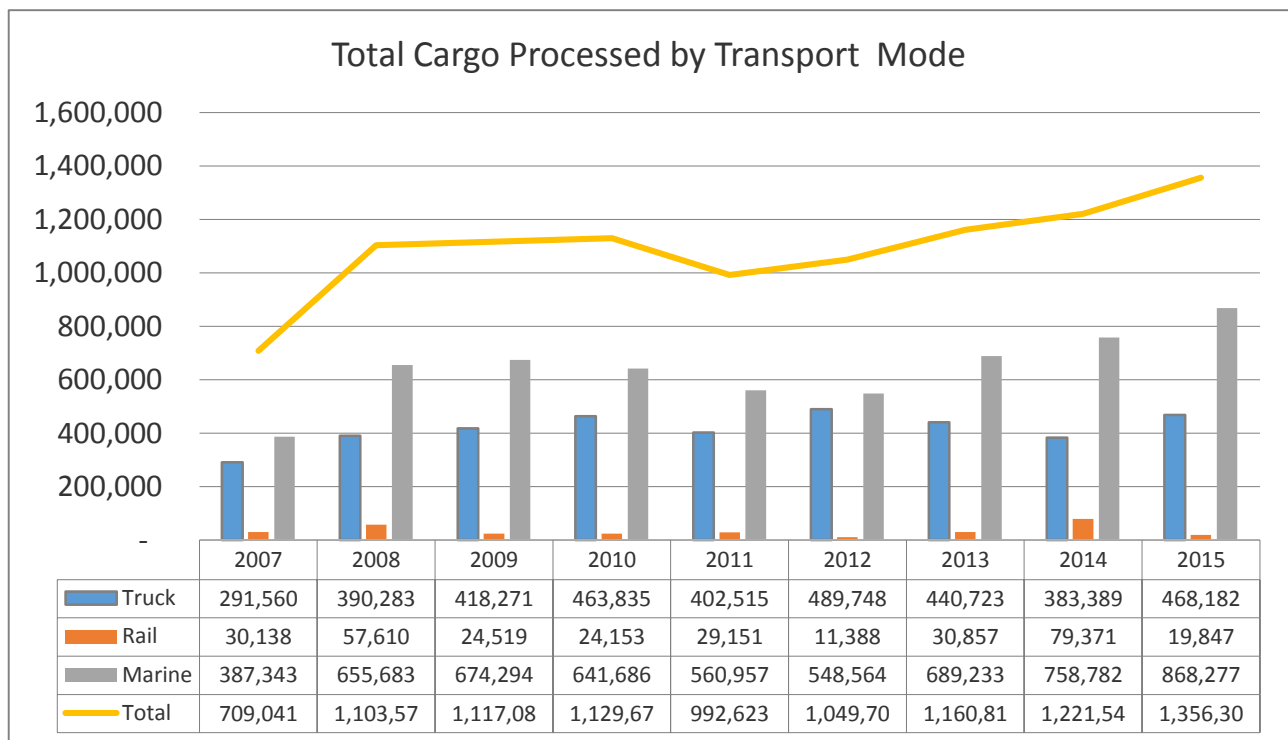
Port of Johnstown 2015 Year End Review

General Manager’s Report – 2015 Year in Review

A very successful year has come to an end at the Port of Johnstown, a division of the Township of Edwardsburgh Cardinal. Overall Cargo numbers surpassed 1.35 million metric tonnes making this a record year since the year 2000 when the township took over ownership of the port. 2015 marks the fourth consecutive increase in total tonnage processed by the port and the 3rd consecutive year that we experienced an increase in transport by marine vessel.

Cargo Transport Mode

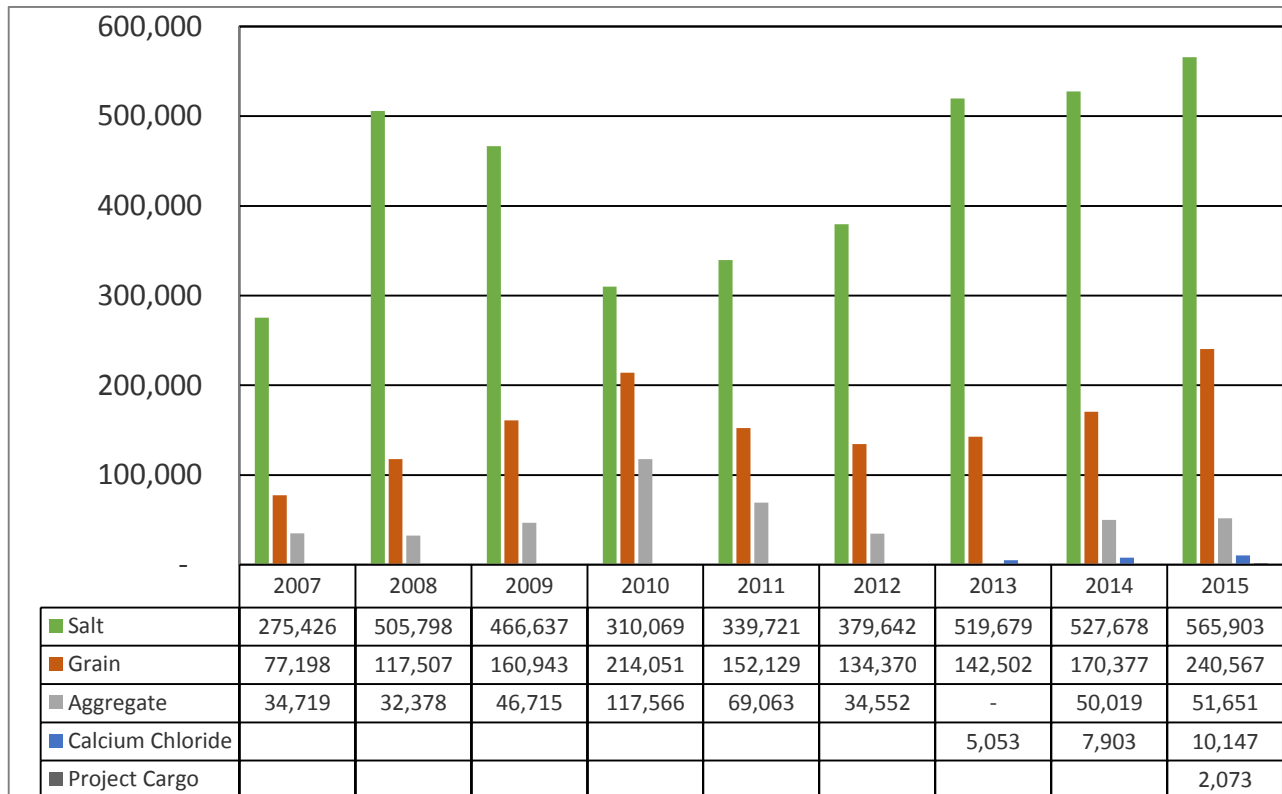
Marine (64%) continues to lead the way as the mode of transport of bulk products in and out of the port, followed by trucking (34%) and then rail (2%).



Marine Sector

In the marine sector of the business, the port finished with a total of 868,267 MT of cargo processed over the docks, an increase of 14% over 2014. This increase was primarily due to a record 565,903 MT of salt coming into the port. Another huge contributor was an additional 70,000 mt of grain by vessel this year, a 41% increase over last year, totaling 240,567 mt. In addition, over 50,000 MT of aggregate was shipped by vessel out of the port. 2015 also saw the 1st project cargo arrive on the new dock destined for the Napanee Generating Station Project. In total, 47 vessels visited the Port in 2015, an increase of 8 vessels over last year.

Marine Cargo Breakdown 2007 - 2015



2015 Vessel Traffic - Port of Johnstown

Date	Vessel	Commodity	Metric Tonnes	Receive/Ship
4/12/2015	John B. Aird	Salt	11,088	R
4/19/2015	Algoma Olympic	U.S. Corn	25,382	R
4/26/2015	Algoma Navigator	Salt	8,607	R
4/28/2015	Radcliffe R. Latimer	Salt	24,621	R
5/28/2015	Whitefish Bay	Salt	29,011	R
6/1/2015	Baie St. Paul	Salt	25,702	R
6/3/2015	Algoma Navigator	A Salt	11,415	R
		Rock Salt	9,735	R
6/5/2015	Spartan II & Barge	Calcium Chloride	4,890	R
6/7/2015	Henry Jackman	Aggregate	25,926	S
6/22/2015	Henry Jackman	A Salt	5,222	R
		Salt	21,483	
6/23/2015	Paul Martin	Salt	30,386	R
6/27/2015	Baie St. Paul	Salt	25,861	R
7/1/2015	Paul Martin	Salt	30,142	R
7/11/2015	Paul Martin	Salt	30,331	R
7/18/2015	Spartan II & Barge	Calcium Chloride	5,257	R
7/24/2015	Whitefish Bay	Salt	29,081	R
8/18/2015	Algoma Enterprise	US Corn	25,605	R
8/30/2015	Henry Jackman	Salt	12,831	R
9/3/2015	Cuyahoga	Salt	15,985	R
9/2/2015	Henry Jackman	Salt	part of the 12,831.00	R
9/9/2015	Algowood	US Corn	24,855	R
9/16/2015	Henry Jackman	Aggregate	25,725	S
9/21/2016	Paul Martin	Salt	30,206	R
9/20/2015	Algomarine	Salt	14,414	R
9/30/2015	Nordana Sky	Corn	7,183	S
10/1/2015	Cuyahoga	Salt	15,462	R
10/13/2015	MV Palau	Project Cargo	2073.808 m3	R
10/7/2015	Henry Jackman	Salt	9,369	R
10/07/2015	Thunder Bay	Salt	28,931	R
10/7/2015	Thunder Bay	Soybean	28,551	S
10/12/2015	Robert S. Pierson	Salt	16,677	R
10/23/2015	Ojibway	Repairs		
11/3/2015	Nordana Sky	Corn	8,875	S
11/16/2015	Thunder Bay	Soybean	28,532	S
11/18/2015	Algomarine	Salt	23,820	R
11/24/2015	Robert S. Pierson	Salt	16,078	R
11/21/2015	Manitoba	Soybeans	10,281	S
11/19/2015	Welland	Soybeans	30,733	S
11/19/2015	Algosteel	Salt	13,927	R
11/26/2016	Manitoba	Soybeans	6,262	S
11/26/2015	Wilf Seymour Alouette Spirit	Corn	2,992	S
11/29/2015	Laurentian	Salt	30,540	S
12/21/2015	MV Spavalda	Soybeans	11,777	S
12/7/2015	CSL St. Laurent	Soybeans	29,539	S
12/16/2015	Frontenac	Salt	23,859	R
12/17/2015	Olympic	Salt	13,947	R
12/23/2015	Navigator	Salt	7,183	R
		TOTAL TONNES	868,277	

Grain Sector

The Grain Services sector, which represents 85% of the Port's business revenues, continued with a strong performance. Considering the inventory levels that the port started the year with, it is an unexpected but welcomed result. The staff did a tremendous job keeping our customers happy with limiting waiting time, increased throughput time of vessels and many in house maintenance projects. Please refer to **Operations Report** for more details on the 2015 grain elevator results.

New Marine Terminal

The New Marine Terminal Project at the port enters its 6th year of construction and is on schedule to be completed by March 31, 2016. With the completion of the Harbourfront dock in 2015, the port will have the flexibility to properly plan where their cargo goes as for the past 5 years we have had to rely on one dock only. Three minor projects remain for the 1st quarter of 2016. The addition of the new west road which was completed and used in the 4th quarter of 2015 will result in less congestion and a more efficient truck route for our clients.

Employee Relations

Monthly meetings continue between management and the local union's executive members. It is our goal to continually improve every aspect of our operation and it is important that our staff understands the importance of making improvements that will result in greater customer service. These meetings provide a forum to get ideas and feedback on how we can achieve these goals while ensuring a safe and healthy workplace.

Health and Safety

Health and Safety continues to be a priority at the port with consultant John McGeough from Prevention and Regulatory Solutions completing valuable training in several areas including: Emergency Preparedness, Noise Exposure, WHMIS, Heights and Confined Space Entry and Fire Extinguisher Training. Regulatory updates were made in regards to Fumigation annual permit application, Emergency Action Plan, Spill and Prevention Plan. Please see "**Port of Johnstown Health and Safety Program Accomplishments**" for a detailed review of the year's accomplishments in Health and Safety.

January 14, 2016

Memo to: Mr. Robert Dalley, General Manager
From: Mr. John McGeough, Prevention and Regulatory Solutions Ltd.

Re: Port of Johnstown Health & Safety Program Accomplishments for 2015

Below is a summary of the health and safety program accomplishments for the 2015 year that were assisted by Prevention and Regulatory Solutions Ltd.

Management Support

- Met with General Manager and Operations Manager at the start of the year and as needed to identify short and longer term areas of support and training needs.
- Updated and conducted supervisor safety training program to include new legal requirements, updated case law, and a written quiz.
- Advised on safety responsibilities for construction projects having multiple contractors.
- Updated construction safety rules for use on Port construction projects.
- Conducted accident investigation training for management members of the H&S committee.

Support for all Personnel

- Updated H&S rules and conducted training sessions
- Wrote policy covering sexual harassment and trained personnel in requirements.
- Conducted orientation training programs for 8 casual employees and one new permanent employee. Program included many topics including emergency evacuation, H&S rules, working from heights, lockout, respirator safety, WHMIS, hearing conservation, substance use, and confined space entry / permits.
- Conducted a WHMIS evaluation survey to determine the level of program understanding among a sampling of Port personnel; and the need for additional training.
- Conducted industrial hygiene air sampling for grain dust exposure during routine and non-routine activities. Issued report of findings and recommendations.
- Conducted respiratory fit testing for all personnel required to wear respirators.
- Reviewed and updated lockout procedure.
- Conducted training sessions for personnel requiring the customer service standard of the Accessibility for Ontarians with Disabilities Act (AODA).

Emergency Preparedness and Fumigation

- Updated site evacuation plan and trained personnel as part of H&S rules training.
- Coordinated placement of spill kit supplies and drain covers for the new wharf salt pad.
- Provided support material for 2015 fumigation permit application
- Updated fumigation training program and conducted refresher training for fumigators

Working from Heights & Confined Space Entry (CSE)

- Audited a large sample of completed CSE permits from previous year. Completed permits were much improved since a previous audit for 2012 year.
- Together with the CSE entry team, completed new CSE assessments, rescue plans, permits and equipment listings for 2 styles of grain pits, annex surge bin, and central lofter pits.
- Established and met with a new team for working from height rescue planning. Developed rescue plans for 3 situations involving working from height.
- Conducted CSE training sessions for personnel participating in CSE activities. Training included results of the previous year's audit findings and requirements for all existing entry assessments and permits.
- Reviewed and updated the working from height procedure.
- Arranged for inspection of horizontal lifelines used for railcar loading and unloading.

Maintenance Support

- Set up a framework for measuring air flows, and static pressures on the major dust collector systems serving the main elevator. This program is expected to be completed and ready for implementation in 2016.
- Reviewed maintenance programs and all available 2014 maintenance records for air emissions equipment. Discussed suitability of program and need for additional records with maintenance supervisor and general foreman. Updated and reissued related procedures and forms.

2015 H&S Metrics

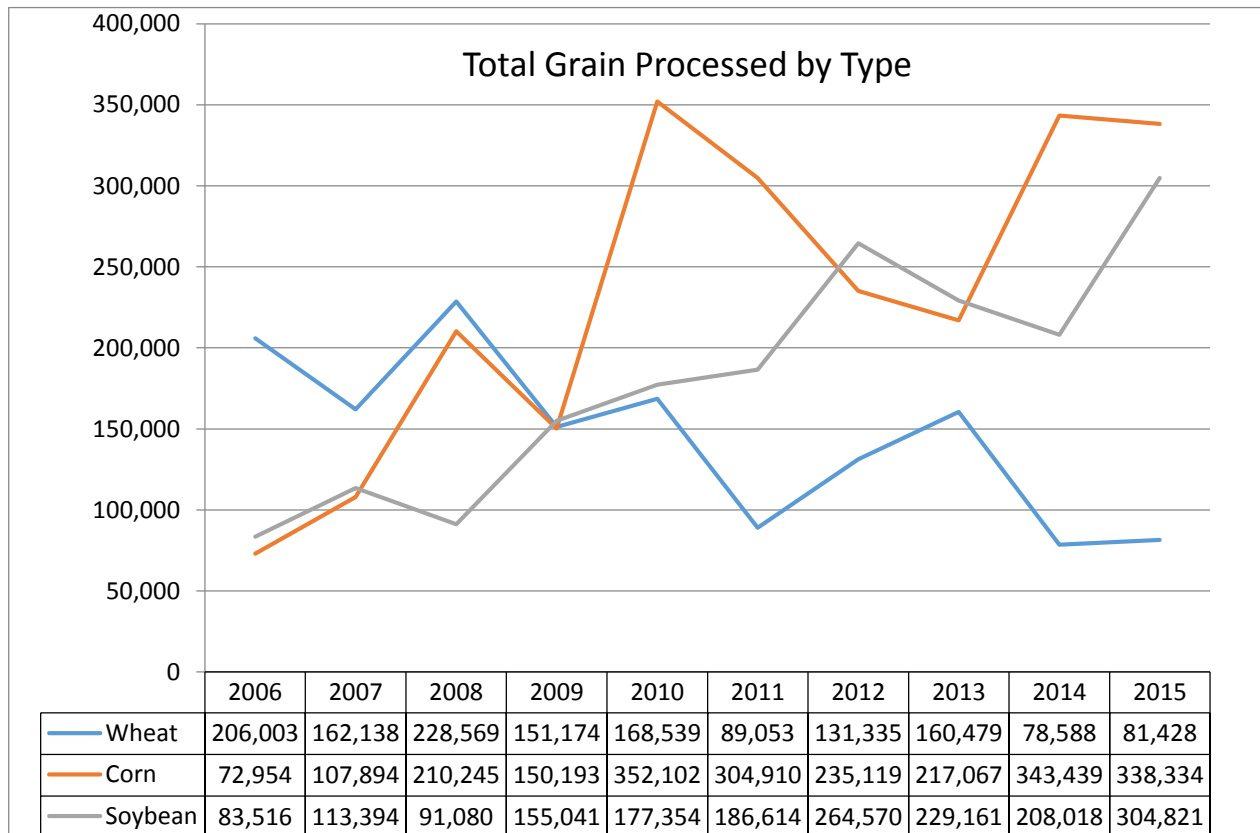
- | | |
|--|-------------------------------|
| • Safety committee meetings | 11 regular, 1 special |
| • Workplace Inspections: | 11 |
| • Incident or safety investigations: | 6 |
| • Complaints: | 0 |
| • Work refusals: | 0 |
| • Accidents resulting in medical aid only: | 3 |
| • Accidents resulting in lost work days: | 0 |
| • Lost work days due to accidents: | 57.6 (from previous incident) |

OPERATIONS REPORT

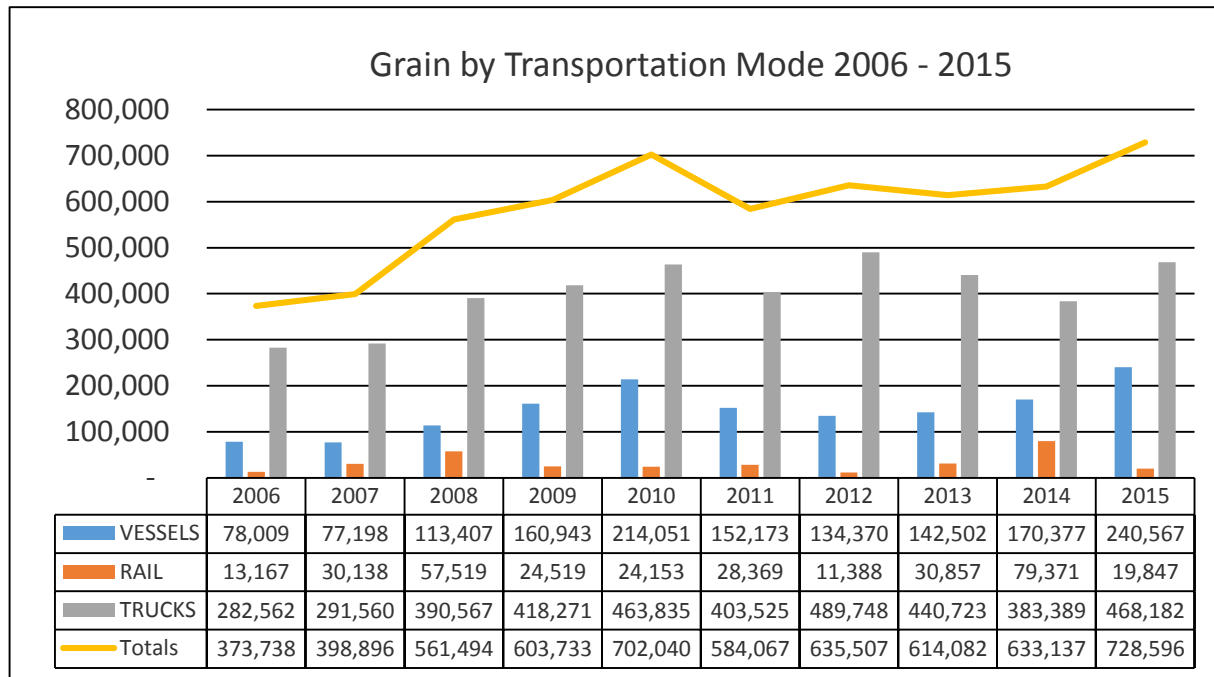
2015 Summary

Overall, the volume of grain handled through the elevator was 731,195 MT which is a new record for the Port. This represents an increase of 15.2% by volume over the previous year. A record amount of soybeans were received this year at 152,374 MT. Unfortunately, the soybeans were slower to ship out than expected and this limited the amount of corn we were able to receive at harvest due to storage limitations.

All three main crops (wheat, soybean and corn) handled by the Port enjoyed very good growing conditions in Eastern Ontario which produced high yields.



Grain movement by vessel and truck was higher than the previous year while movement by rail was down. This can be attributed to the higher volumes of corn moved in for the local market. The higher volumes made it more economical to move the grain by vessel rather than rail. A summary of grain movement by transportation mode is shown below.



The Port unloaded three vessels of US corn this year. Two were on behalf of Greenfield while the third was for another broker. It should be noted that we turned down a fourth vessel at the end of September due to storage capacity limitations and the negative impact it would have had on the soybean harvest.

The following is a list of projects that were completed to improve operations at the Port in 2015:

- Jeff Wright was promoted to the new position of Maintenance Manager
- The load out rates for vessels was improved by approximately 20% by adding a fifth loading spout using the existing infrastructure.
- The new inventory system was brought on line. This improved binning efficiency and allowed us to trace grain to determine the root cause of some issues.
- The scale software was expanded to include the Annex. All scales are now on the same system.
- Installed new signal lights by the receiving pits to advise trucks when they could dump receive grain
- A new outdoor printer was installed next to the receiving pits which provide the weigh tickets to the truckers. This replaced an ordinary inkjet printer which required regular intervention and upkeep.
- A Trackmobile was purchased in order to provide a safe and more efficient way to move rail cars
- A new employee lunch room/training room was constructed

Operations Report Cont'd

Training was provided for employees at the Port in the following areas:

- Grain Grading
- First Aid Training
- Confined Space Entry Permits
- Respirator Fit Testing
- Rail 105 Training (safe operation of rail car shuttle and movement of rail cars)
- Port Security

Work is continuing on developing Standard Operating Procedures (SOP) for tasks within the elevator. This work will continue in 2016 and beyond.

Electrical Area summary:

- Hired a new electrician
- Serviced the dust system to improve its operation
- Replaced accumulators on dust system
- Replaced the capacitors in the power factor unit
- Retrofitted new LED lighting around the outside of the elevator
- Installed four new LED street lights on the entrance at Gate 3
- Annual maintenance of dust system
- Serviced of the boiler system to improve the efficiency of its operation
- Continued with the replacement of temperature cables that are used to monitor quality in grain bins
- Re-wired new motors installed by mechanical crew
- Preventative maintenance of grain dryer

Mechanical Area summary:

- Annual maintenance and servicing of the equipment in the grain elevator
- Work continued on replacing old gear boxes as part of preventative maintenance plan
- Replaced new plastic lofter buckets to replace 800 worn steel buckets in the marine. These replaced the last of the steel buckets in the main building.
- Replaced the heads on lofters #6, #7 and #8
- Installed new conveyor belt on #2 conveyor
- Installed two new dust suppression spouts on Track 4 and the Annex
- Replaced and repaired spouting throughout the building
- Replaced two aerators that had failed in two different bins
- Regular annual inspection and greasing of bearings and rollers
- Had two faulty hydraulic cylinders on the dust system rebuilt
- Annual preventative maintenance on Annex equipment
- Repair work on marine loading spouts including the replacement of the steel cables that allow the spouts to be positioned

2015 Financial Results

Revenues

Compared to Budget

- The port finished the year with revenues of \$7.168 million surpassing budget by \$636,299 (9.7%).

Compared to 2014

- Revenues for 2015 surpassed 2014 by \$598,782 (9%).
- Marine services recorded an increase of \$40,708 (4.6%).
- Grain services increased \$458,539 (9.2%).

REVENUES - *EBITDA

HARBOUR SERVICES	2014 ACTUAL	2015 BUDGET	2015 ACTUAL
BERTHAGE	103,375	90,000	88,205.95
GRAIN WHARFAGE	85,189	95,000	120,298.56
OPEN STORAGE WHARFAGE	692,745	650,000	713,512.75
TOTAL	881,309	835,000	922,017.26
GRAIN SERVICES			
STORAGE	1,645,329	1,550,000	1,856,669
AERATION	126,801	115,679	158,177
LAB TESTING	160	200	540
RECEIVING - VESSELS	58,899	125,000	311,502
RECEIVING - RAILS	158,416	71,506	52,442
RECEIVING - TRUCK	1,293,065	1,425,277	1,564,444
DELIVERING - VESSELS	619,983	600,000	536,661
DELIVERING - RAIL	146,641	100,000	23,019
DELIVERING - TRUCKS	423,016	480,515	492,935
DELIVERING - MILL	6,498	7,491	10,056
CLEANING	14,914	15,000	56,608
GRAIN DRYING	459,915	492,529	342,553
GRADING	890	1,000	5,310
PROTEIN ANALYSIS	7,575	7,000	9,780
SCREENINGS	980	1,000	926
TOTAL	4,963,084	4,992,196	5,421,623
RENTALS			
OPEN STORAGE RENTAL	90,112	90,000	158,911
REAL ESTATE RENTALS	188,949	140,000	151,783
TOTAL	279,061	230,000	310,694
SHIPPING SERVICES OTHER			
CUST.SERVICE/FUMIGATION	225,988	222,113	296,169
SALE ELECTRICITY	1,136	-	1,276
SALE OF GRAIN	216,305	250,000	216,000
MISCELLANEOUS	2,944	3,000	829
TOTAL	446,373	475,113	514,274
TOTAL REVENUES	6,569,827	6,532,309	7,168,609

Expenses

Compared to Budget

- The port finished the year with expenses of 5,006,070 which was slightly over budget by \$30,695. (0.6%)

Compared to 2014

- The port finished with an increase of \$184,299 in expenses compared to 2014. This was due to an increase in labour costs of \$271,051 over last year. All other categories finished lower than last year except for the township admin fees which is frozen at \$758,340.

EXPENSES - EBITDA

	2014 ACTUAL	2015 BUDGET	2015 ACTUAL
LABOUR REG	1,338,053	1,504,814	1,658,837
LABOUR OT	202,771	200,000	191,104
BENEFITS	861,643	853,554	823,576
LABOUR TOTAL	2,402,467	2,558,368	2,673,517
MUNICIPAL ADMIN FEES	758,340	758,340	758,340
OUTSIDE SERVICES	412,602	408,700	381,207
ELECTRICITY	381,469	408,172	398,127
GAS	109,641	120,605	87,801
EQUIPMENT FUEL	4,219	5,000	2,835
UTILITIES	495,329	533,777	488,763
INSURANCE	257,835	257,000	252,423
MATERIALS AND SUPPLIES	216,290	198,000	210,360
ADVERTISING / DONATIONS / SPONSORSHIPS / MEMBERSHIPS	178,461	195,639	163,382
OFFICE ADMINISTRATION	42,455	34,100	33,715
BUSINESS TRAVEL	11,189	15,000	14,271
MUNICIPAL HONORARIUM	15,207	13,200	12,400
GRAIN HANDLING LOSSES	180	-	6,356
RENTALS	31,416	3,000	11,336
TOTAL EXPENSES	4,821,770	4,975,124	5,006,070

Net Surplus

Compared to Budget

- The port finished the year with a net surplus of 2.163 million (EBITDA), surpassing budget by \$605,604 (39%).
- This is after \$758,340 in township administration fees plus an additional \$126,000 for hockey arena contributions. The net surplus without the above township expenses is \$3,046,879.

Compared to 2014

- In total the port finished with a net surplus of \$414,481 above 2014 (23.7%).

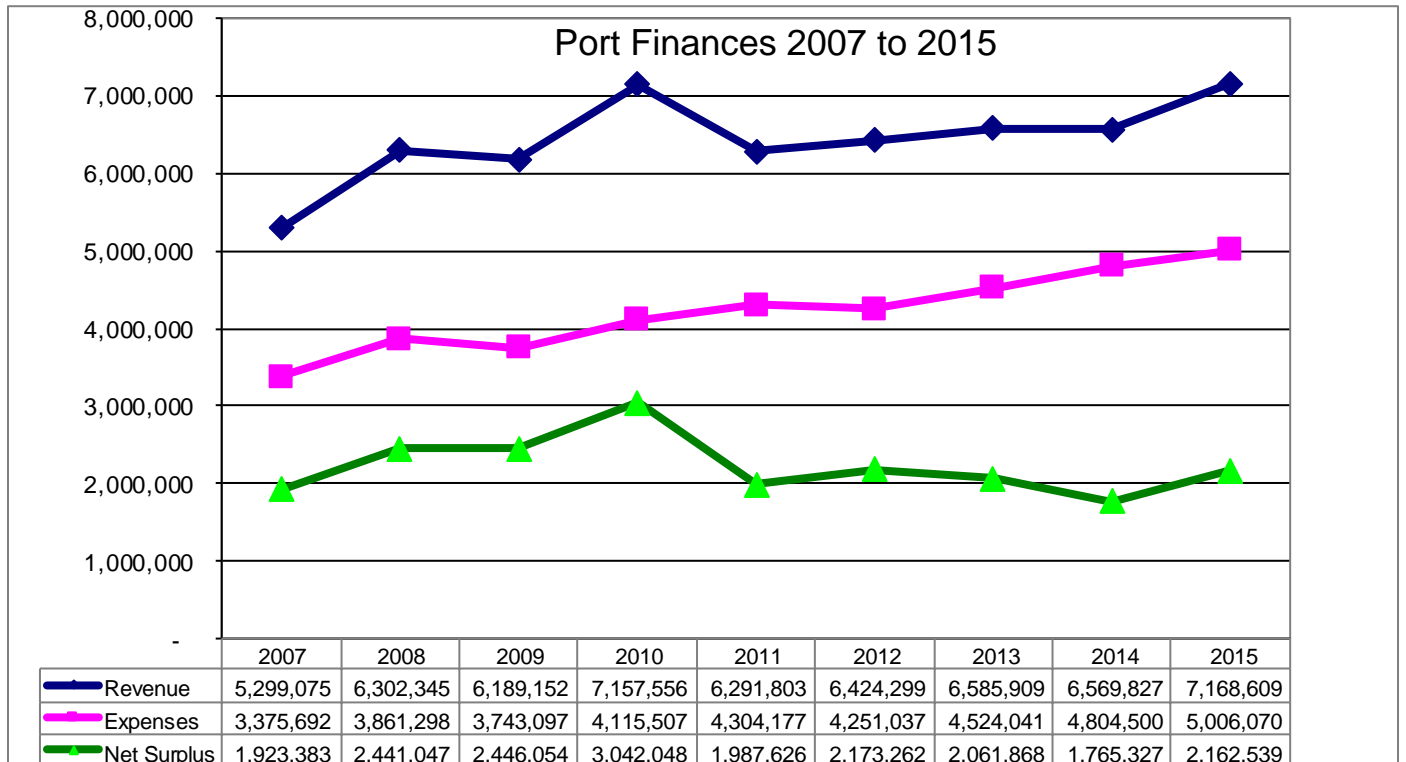
**all reported numbers are pre-audited*

NET SURPLUS - EBITDA

	2014 ACTUAL	2015 BUDGET	2015 ACTUAL
TOTAL REVENUES	6,569,827	6,532,309	7,168,609
TOTAL EXPENSES	4,821,770	4,975,124	5,006,070
TOTAL NET SURPLUS	1,748,056	1,557,185	2,162,539

EBITDA Earnings before interest, taxes, depreciation and amortization

2015 Financial Summary



Capital Projects

The total capital spent in 2015 was \$6.9 million dollars of which \$3.17 million was from the port operating account and the remaining 3.73 from the Federal and Provincial Government Action Plan. In total since 2010, there has been over 45 million dollars in investments towards infrastructure improvements and expansion of our docks and grain bins.

I – New Marine Terminal Project

The New Marine Project continues with several milestones achieved in 2015 including:

- 1) The completion of the Riverside Heights Embayment Project for fish habitat.
- 2) The completion of the Harbourfront dock
- 3) The new entrance way and road on the western limits of the property
- 4) New security fencing around the perimeter of both the Riverfront and Harbourfront docks.
- 5) New widening and paving of the Main gate road and the Grain entrance east of the Annex.

In total, 4.8 million dollars was spent on the New Marine Terminal in 2015.

New Marine Terminal yearly summary (money spent)

2011: \$5.66 million

2012: \$13.61 million

2013: \$3.2 million

2014: \$4.8 million

2015: \$5.71 million

Total: \$32.98 million

Total Budget: 34.726 million

Remaining Budget: 1.746 million

Remaining for completion by March 1, 2016:

- Creation of a new public dock (boardwalk) at the Harbourfront southeast end. This will allow for public access for fishing and sightseeing.
- Lighting for new Riverfront Dock
- West Uplands – grading and stone base for future cargo

II – Port Grain Elevator Capital Projects

In total for 2015, the Port invested \$1.286 million in capital improvements to the Grain Elevator and associated operations.

Bin Wall Repair - \$424,794

Cracks in the concrete exterior walls have developed over time as a result of the age of the building. This is the continuation of work that was started in 2013. Approximately 75% of the work is now complete with the remainder of the work scheduled for 2017.

Track mobile - \$202,286

A Trackmobile was purchased in order to provide a safer and more efficient method of moving rail cars around the Port. This will be an important addition to the Port to support the rail side of the business.

Load out spouts - \$85,304

The spouts are essential for loading vessels with grain and are showing their age. Work was focused on loading spout #12 in 2015. Additional work will be required in 2016 to keep them working properly.

Grain Temperature Monitoring system - \$93,425

The equipment to automate the temperature monitoring in the elevator was purchased and will be installed early in 2016. Rising temperatures in the bins indicates the potential for quality issues with the grain. The purpose of automating this process is to be able see issues sooner and take steps to control the problem sooner.

Employee Lunch Room - \$68,072

An area was created to provide the employees with a clean, climate controlled place to eat their lunch. The area will also double as an employee training area.

LED lighting for grain elevator perimeter - \$25,000

Updated LED light fixtures replaced the older lights around the elevator. The new lighting provides a much brighter and therefore, safer work area. In addition, the new light fixtures are more energy efficient and the Port was able to take advantage energy rebates for the purchase and installation of the LED lighting.

Capacitors - \$15,366

A section of the capacitors in the substation's power factor (PF) correction unit had failed which reduced the unit's efficiency. Therefore, they needed to be replaced. This project is expected to help reduce electricity costs.

Major Roof Repairs - \$51,256

The elevator is a large structure that features a large roof area. Annual repairs are part of the preventative maintenance program to keep it in good condition and avoid a large financial outlay at one time.

II – Port Grain Elevator Capital Projects – Cont’d.

Conveyor Belt - \$74,269

The conveyor belts are used to move grain throughout the facility and wear out over time. The belt on conveyor #2 was replaced in 2015.

Rail Repair – \$84,574

Three sections of the rail lines that enter the track shed area were rehabilitated in 2015. The ground under the rails had settled which allowed the rails to flex when railcars would pass over them. The repairs were required to ensure that railcars could continue to be handled safely. Additional repairs are planned in 2016.

New Phone system - \$10,870

The aging phone system was replaced with a new system in 2015.

Street lights Gate 3 - \$15,245

Gate 3 is one of the main gates for grain truck traffic coming into the Port. It is a dark driveway in the fall during the harvest season. The new lighting increased the visibility and the therefore, the safety in this area.

Lofter buckets - \$40,000

New polyethylene lofter buckets were installed to replace 800 worn steel buckets. This project also removed the last of the steel buckets from inside the elevator.

Lawnmower - \$16,599

A new lawnmower was purchased to replace a more experienced unit. The new mower was designed to handle the rough terrain around the Port and featured a wider cut which reduced the amount of time it required to cut the grass.

Hydraulic gate controls - \$17,156

The hydraulics that control all of the gates for the scales and the garnerers were replaced in 2015. The former controls were leaking badly and were difficult to service when problems arose.

Trackshed printer - \$9,987

A new printer was installed in between the receiving pits in the track shed area. This outdoor printer was more reliable than the standard laser jet printer that was previously used. In addition, the truckers were able to get their scale tickets without having to go near the rail lines making it safer for them.

One weigh Scale software - \$17,477

This project updated the control software for the Annex truck scale so that now all scales at the Port are tied into the same software. It also enabled the Annex to be tied into the grain inventory software package.

New CBSA Road - \$33,786 This project was started in 2015 and will carry over into 2016. This project will ensure that large cargo that cannot pass under the International Bridge will be able to be imported or exported at the Port of Johnstown.

PORT OF JOHNSTOWN - YEAR TO DATE REPORT

Month Ending: Dec 31/15

GRAIN TERMINAL REPORT

ELEVATOR TRAFFIC	INWARD	OUTWARD	TOTAL	PREVIOUS YEAR
SHIP	75,842	164,725	240,567	170,377
RAIL	11,985	7,861	19,847	79,371
TRUCK	300,983	167,200	468,182	383,389
MILL	-	2,599	2,599	1,576
TOTAL	388,810	342,385	731,195	634,713
TOTAL INVENTORY AT ELEVATOR (TONNES)			116,030	69,605

HARBOUR TERMINAL REPORT

WHARF TRAFFIC		INWARD	OUTWARD	TOTAL	PREVIOUS YEAR
GRAIN	OVERSEAS		-	-	57,509.92
	DOMESTIC	75,842.10	164,725.0	240,567.06	112,867.28
SALT	RAIL		0	-	
	SHIP	565,912.60	0	565,912.60	527,678.12
AGGREGATE			51,650.7	51,650.69	50,019.77
OTHER		10,146.71	0	10,146.71	10,707.50
TOTAL		651,901.41	216,375.65	868,277.06	758,783
PROJECT CARGO		2,073.808 m3		2,073.808m3	

SHIPS AT BERTH

	MISC	UNLOADING	LOADING	TOTAL	PREVIOUS YEAR
FOREIGN		2		2	5
DOMESTIC		33	12	45	34
TOTAL	0	35	12	47	39

LABOUR REPORT

CATEGORY	CURRENT YEAR		PREVIOUS YEAR	
	MONTH	YEAR	MONTH	YEAR
LABOUR HOURS (OPER.)	4,053	41,875	3,545	39,989

QUALITY REPORT

		1	2	3	4	*5	6	7
CGC RATING	CURRENT YR	AA	AAA	A	AA	A	B	A
	PREVIOUS YEAR	AA	AAA	AAA	A	AAA	AA	AAA

* C/B/AAA 2014 C/A 2015

HEALTH AND SAFETY

					CURRENT		YTD	
Incidents or Safety Invest	Workplace Inspections	# of Acc. Result in 1st Aid only	# of Acc. Result in Lost days	Lost Work Days From Accidents	STD	LTD	STD	LTD
3	3	3	0	74	0	0	1	1

The lost work days are from an accident that occurred in 2014, which resulted in another surgery in 2015

2015 - Year end Summary

The Port of Johnstown finished 2015 with record setting cargo throughputs and revenue while completing several major projects, making this one of the busiest years experienced here at the port. This cannot be accomplished without a lot of hard work from all members of our staff. Their dedication to the port and their continual determination to provide the best service to our customers will ensure that we will sustain our business for many years to come. We also owe a lot of our success to our loyal customers who continue to utilize our facility and provide us with feedback so we can become better at what we do. We have received many positive comments on the changes and investments that we have made and we will continue making our recommendations to our Port Management Committee to ensure our future success.

I would like to thank the Port of Johnstown's consultants for their dedication and contributions towards a very successful year. In particular our Engineering consultant, Steve Houseman, who was instrumental in the successful completion of our Harbourfront dock. On behalf of all the staff at the Port of Johnstown, we would like to convey our appreciation to the Port Management Committee for their continued faith in their staff and support of the business.

Moving forward, we are aware of the current economic picture and the difficulty that lies ahead for all businesses. We will continue to enhance our services and continually look at ways to be flexible and expand on the products that we are currently handling at the port. The recent trial project of receiving fertilizer by rail car for local crop farmers and upcoming project involving nonGMO corn are both challenging and exciting. By working to diversify our product lines while continually improving on our core business, we will decrease the impact that these economic down turns have and ensure that our place as Eastern Ontario's premier port is sustained for many years to come.

Robert Dalley – General Manager
Kevin Saunders – Operations Manager