

# Port of Johnstown 2022 Year End Review



Port of Johnstown

TWP  
**EC**  
CA | EDWARDSBURGH CARDINAL

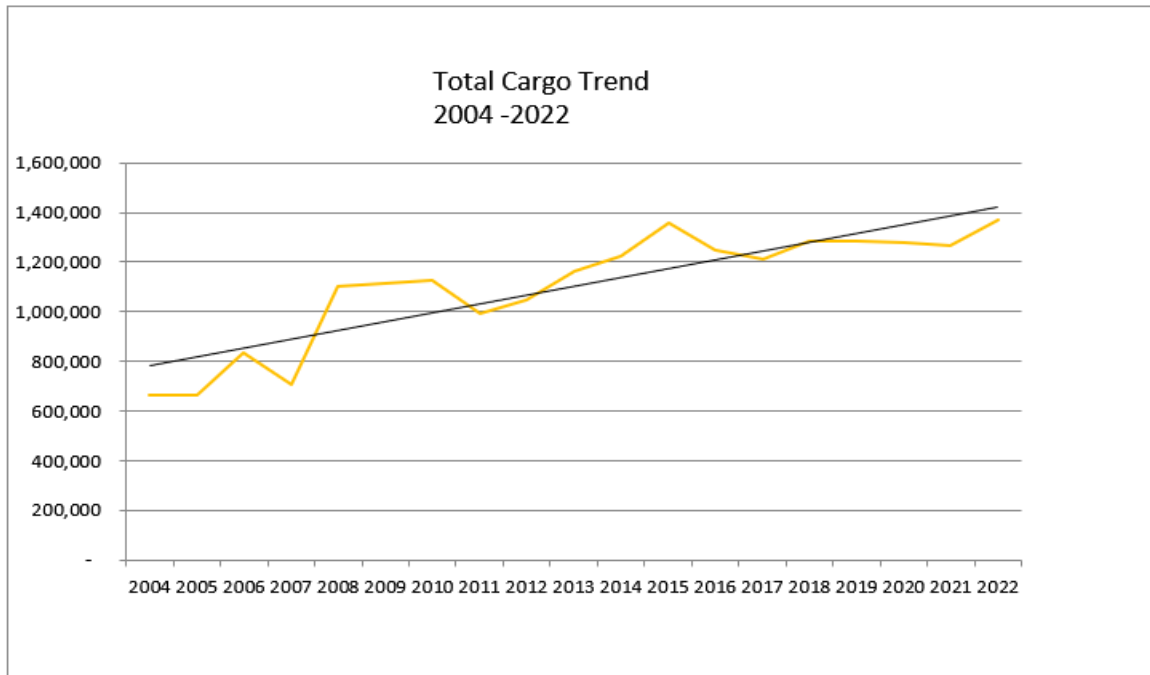
Date: Jan.25, 2022

## Total Cargo 2022

Total cargo processed at the port in 2022 totalled 1,368,091 mt and is the highest year on record for the port. Compared to the first eleven years of operation, the Port's average cargo has increased by 46% and continues to move in a positive direction.

From 2001-2011 average cargo = 856,083 mt

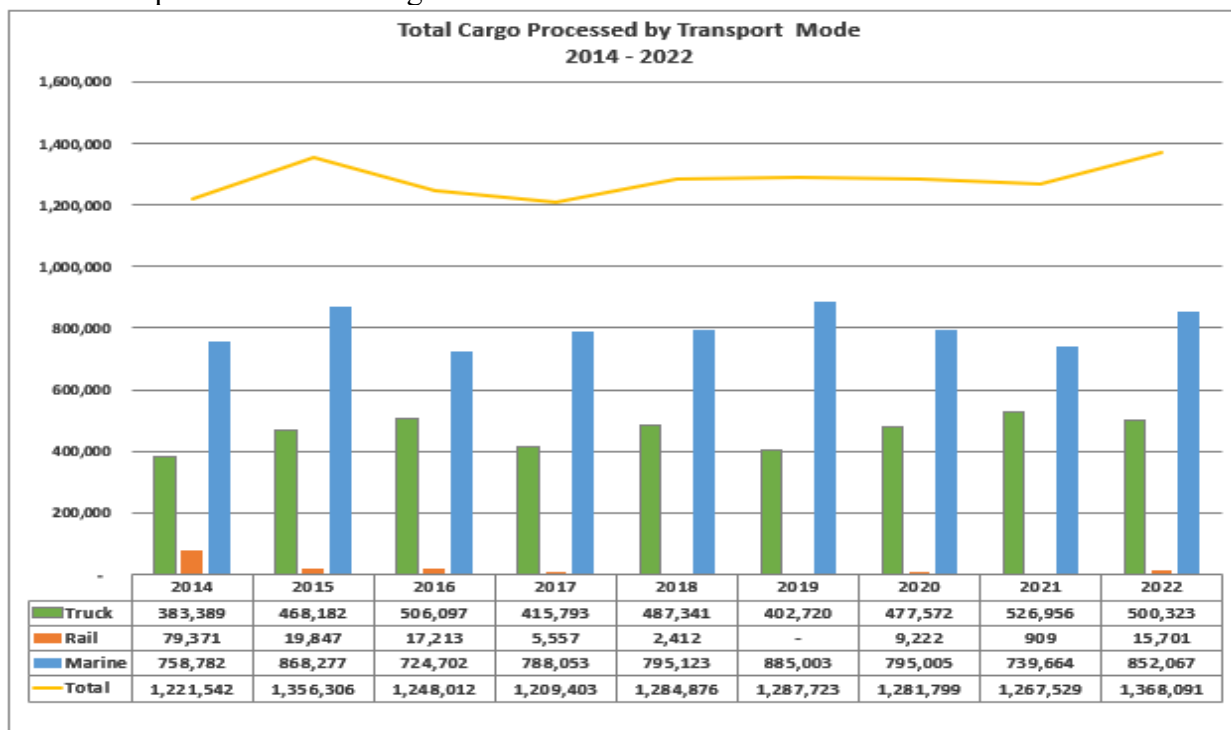
From 2012-2022 average cargo = 1,248,091 mt.



## Tri-modal transport

The Port's marine and grain terminals processed a variety of bulk cargos by vessel, truck, and rail.

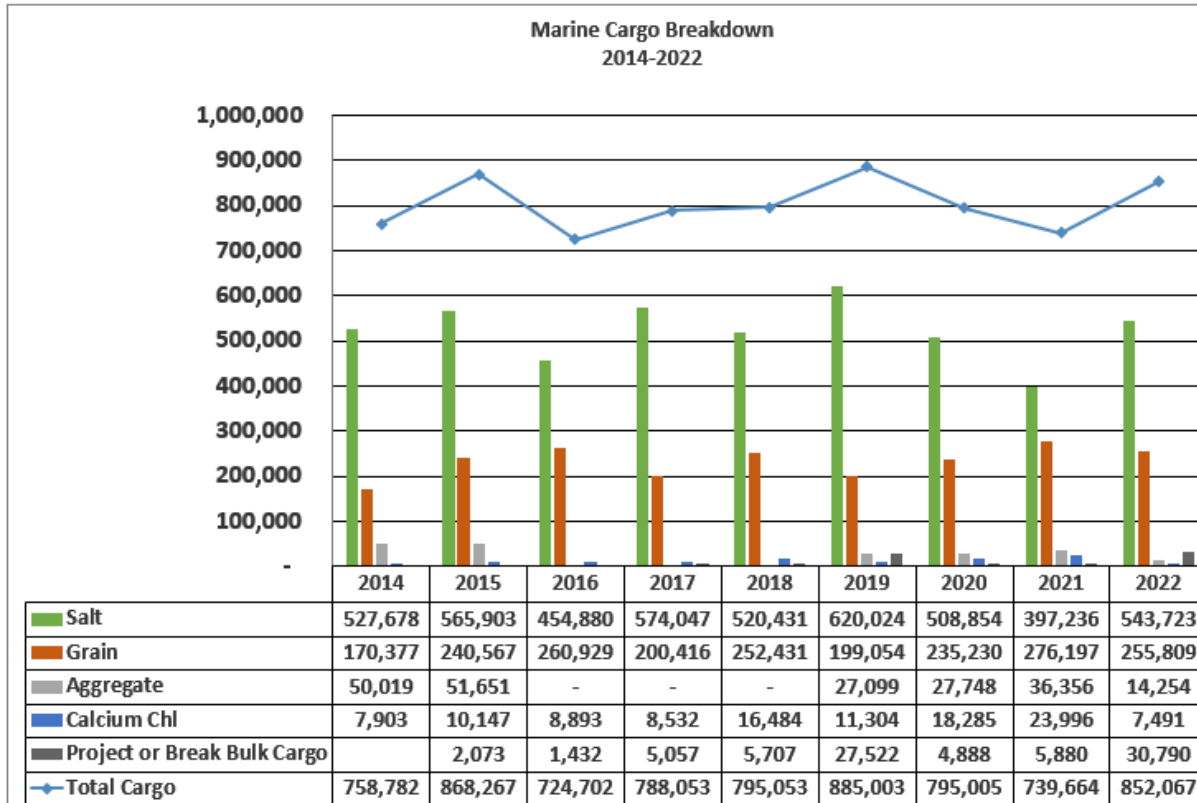
Marine transport 62.3% Trucking 36.6% Rail 1.1%



# Marine Business Report

## Cargo

The Port processed a total of 852,067 mt of cargo over its docks in 2022, an increase of 113,062 mt (15%). Notably, salt movement by vessel was up by 146,487 mt (37%), Breakbulk cargo was at a record high with over 30,790 mt received.



## Vessel Traffic Summary

### Number of vessels

Cargo	2016	2017	2018	2019	2020	2021	2022
Bulk Cargo - Salt	24	26	25	30	22	20	23
Bulk Cargo - Grain	16	13	18	13	15	15	16
Project Cargo - Wind Energy	1	1	0	13	0	2	0
Project Cargo	0	0	0	0	0	0	2
Cruise	0	4	1	10	0	0	4
Break Bulk Cargo - Steel	0	2	2	2	1	2	4
Liquid Bulk Cargo - Calcium Chl.	2	2	3	2	3	4	1
Bulk Cargo - Aggregate	0	0	0	1	1	2	1
Other	3	5	5	7	3	8	7
<b>Total</b>	<b>46</b>	<b>53</b>	<b>54</b>	<b>78</b>	<b>45</b>	<b>53</b>	<b>58</b>

Other – Canada Coast Guard Martha L Black made three stops at the port in 2022 as they utilized the Port as their home base to deploy buoys in the St. Lawrence River. The Port was also used by vessels experiencing mechanical issues and requiring maintenance.

## Bulk Cargo



Salt cargo was up 37% (146,487 mt) in 2022. Here we have the CSL Baie Comeau unloading 22,741 mt of salt on December 14<sup>th</sup>. The Baie Comeau dropped off four loads of salt and picked up one load of grain during the 2022 season.



The Algoma Intrepid picked up 14,254 mt of stone on September 20<sup>th</sup>.



## Cruise Vessels



The Ocean Explorer made four stops at the Port of Johnstown in 2022 with daily excursions to Brockville and Upper Canada.

## Project Cargo



The BBC Song arrived on Nov. 29th to drop off 5 pcs of project cargo. This cargo required the use of our CBSA bypass road built in 2017 for over-sized cargo that cannot fit under the international bridge to USA.

## Break Bulk Cargo



The Heerengracht was one of 3 “Salties” that arrived with imported steel pipe destined for western Canada, totaling 28,834 mts.

## Grain Shipments by Vessel



The Miena Desgagnes made three stops at the Port’s Grain Elevator in 2022 moving approximately 30,000 mt of soybean during the month of November. This provided much needed relief for area farmers waiting to bring in additional soybeans to the port.

The Port had a total of 255,809 mt of grain cross the elevator dock in 2022. A total of sixteen vessels arrived at the port, including four ocean vessels destined for foreign markets.



## Vessel Summary – Salt and Grain

Salt shipments by vessel

Date	Vessel	Commodity	Qty (MT)
Apr 26	Baie Comeau	Salt	28,672
May 5	Algoma Buffalo	Salt	17,419
May 5	Baie Comeau	Salt	28,815
May 21	Whitefish Bay	Salt	28,954
Jun 7	Whitefish Bay	Salt	28,876
Jun 12	Algoma Buffalo	Salt	17,255
Jun 15	Algoma Sault	Salt	10,850
Jul 2	Thunder Bay	Salt	28,728
Jul 24	Baie Comeau	Salt	28,784
Jul 29	Thunder Bay	Salt	28,758
Aug 19	Algoma Conveyor	Salt	22,766
Sept 8	Federal Mayumi*	Salt	11,035
Sept 23	Frontenac	Salt	18,641
Sept 30	RT. Hon. Paul J Martin	Salt	30,376
Oct 17	Atlantic Huron	Salt	27,673
Oct 26	Algoma Intrepid	Salt	24,038
Nov 1	Algoma Conveyor	Salt	18,057
Nov 11	Algoma Sault	Salt	6,816
Nov 22	Thunder Bay	Salt	28,811
Dec 14	Baie Comeau	Salt	28,741
Dec 18	Atlantic Huron	Salt	28,104
Dec 19	Algoma Mariner	Salt	23,309
Dec 26	Atlantic Huron	Salt	28,246
		<b>Total MT</b>	<b>543,723</b>

\* Salt Imported

Grain Shipments by Vessel

Date	Vessel	Commodity	Qty (MT)
April 1	Cuyahoga	Soybeans	10,168
April 18	Evans Spirit	Soybeans	11,449
Aug 7	Whister*	Soybeans	3,713
Oct 6	Bogdan*	Soybeans	20,117
Oct 13	Thunder Bay	Soybeans	11,617
Oct 28	Baie Comeau	Soybeans	27,563
Nov 4	Miena Desgagnes	Soybeans	9,684
Nov 4	G3 Marquis	Soybeans	29,349
Nov 7	Blair McKeil	Soybeans	11,940
Nov 8	Miena Desgagnes	Soybeans	9,750
Nov 10	Thunder Bay	Soybeans	2,081
Nov 13	Miena Desgagnes	Soybeans	9,756
Nov 23	Thunder Bay	Soybeans	28,151
Dec 2	Sunda*	Soybeans	19,038
Dec 10	Baie St. Paul	Soybeans	28,166
Dec 21	Federal Hudson*	Wheat	23,267
		<b>Total</b>	<b>255,809</b>

\* Import/Export Vessel

## Grain Business Report

The volume of grain received at the Port in 2022 was 358,340 mt, which was down by 69,129 mt from the record high in the previous year. The biggest change from the previous year was the increase in wheat volume and the decrease in the amount of corn received.

The weather is always a concern for crop yields but overall, it was favourable in 2022 which saw excellent yields in the three main commodities of wheat, soybeans, and corn. While the cooler weather in the spring was good for the wheat, it did delay the start of the soybean harvest in the fall by a couple of weeks, which in turn delayed the intake of corn when the corn harvest started.

The challenge with soybeans in 2022 was the amount of available storage space to start harvest. The large wheat crop meant that there was 20,000 mt less storage space than normal at the start of harvest. The later-than-expected start also meant that producers were scrambling to get cargo in place for the first vessel of the harvest. The brokers provided a reasonable vessel schedule that should have allowed a steady flow of soybeans into the Port, however, one vessel arrived six days late which resulted in the cancellation of unload appointments until the vessel arrived.

Storage of non-GMO corn continues to be an important aspect of the service that the Port provides.

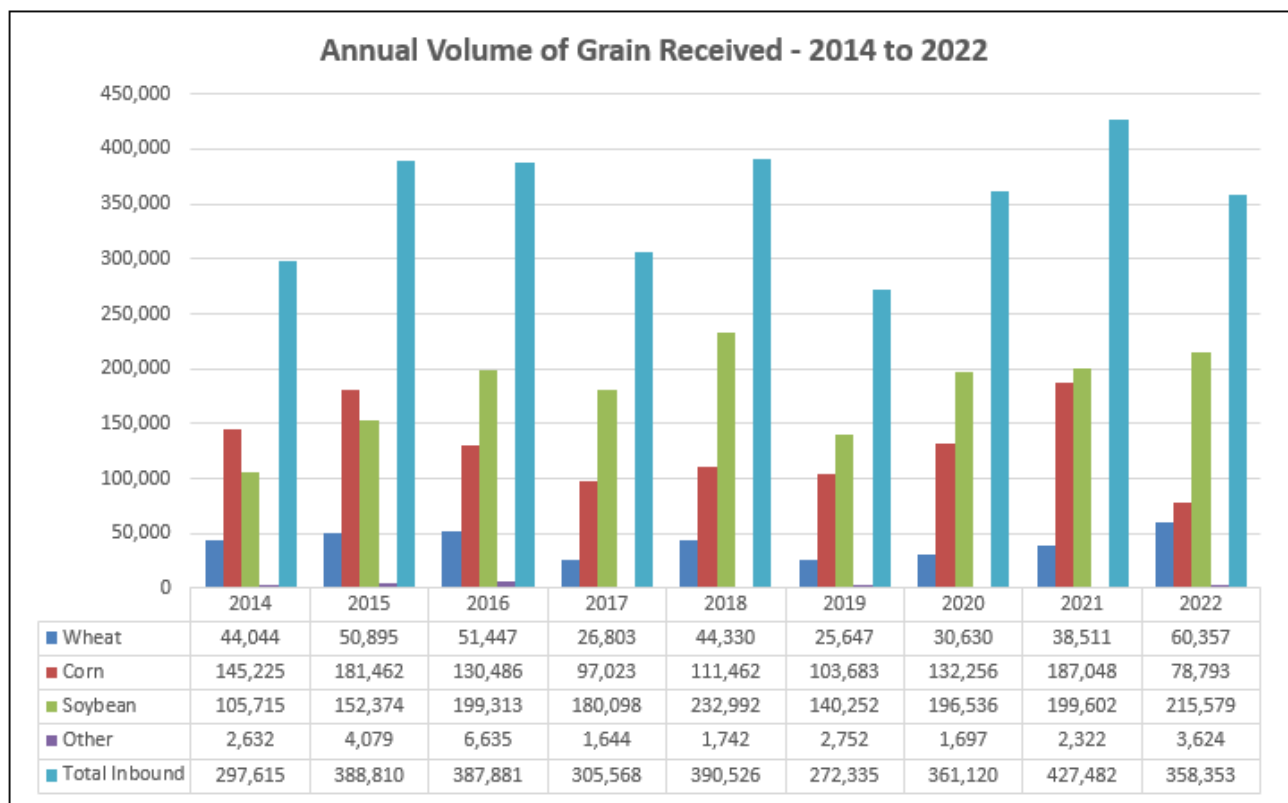
The Port successfully completed the re-certification audit for its GMP+ Feed Assurance program and retained its certification. The program requires a full re-certification audit every three years, with annual surveillance audits for the other years. To recap, this is a quality program that requires the facility to have procedures in place to ensure our customers that we are receiving, handling, storing, and shipping grain in accordance with recognized best practices for the feed industry. The success of the GMP+ program required the continued input and participation of all employees to make it successful.

The Port also continues to support our local corn customers by providing extended working hours at night and on weekends to ensure that their production needs are being met.

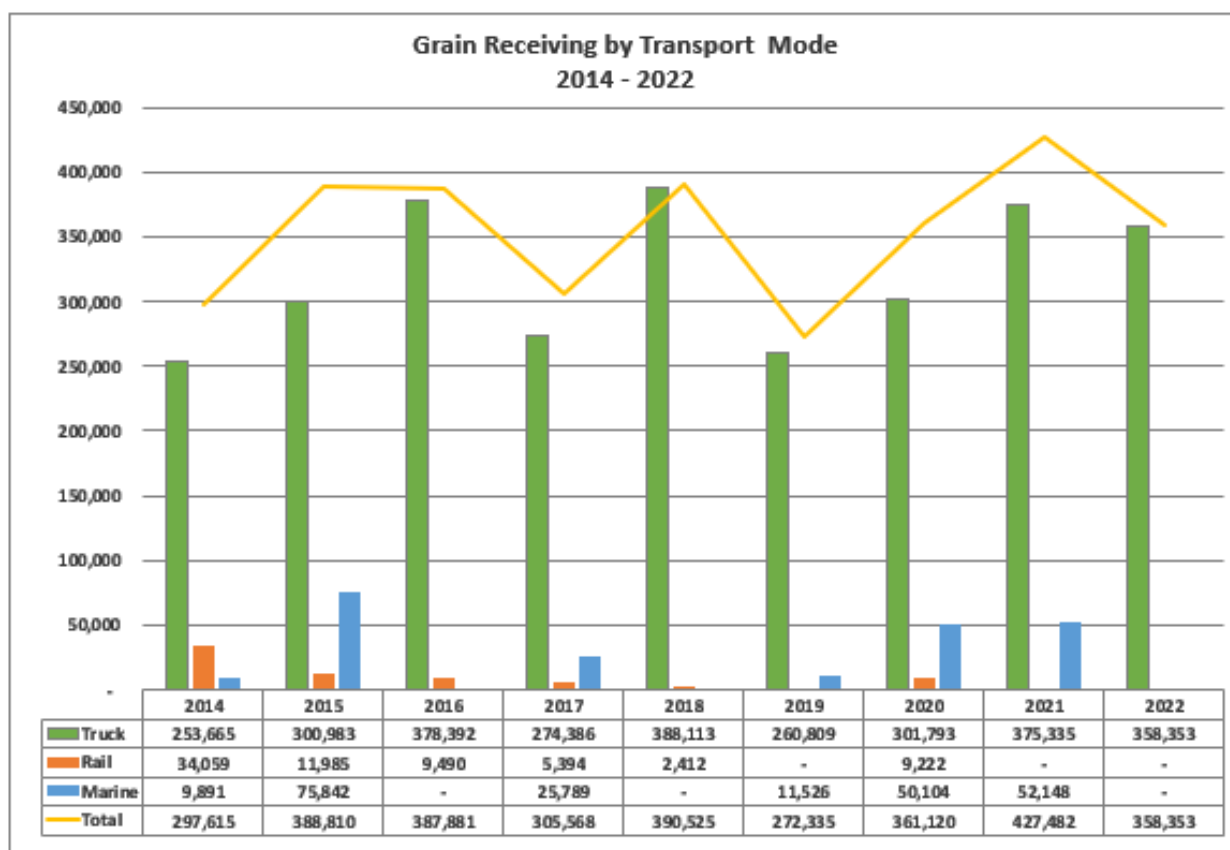


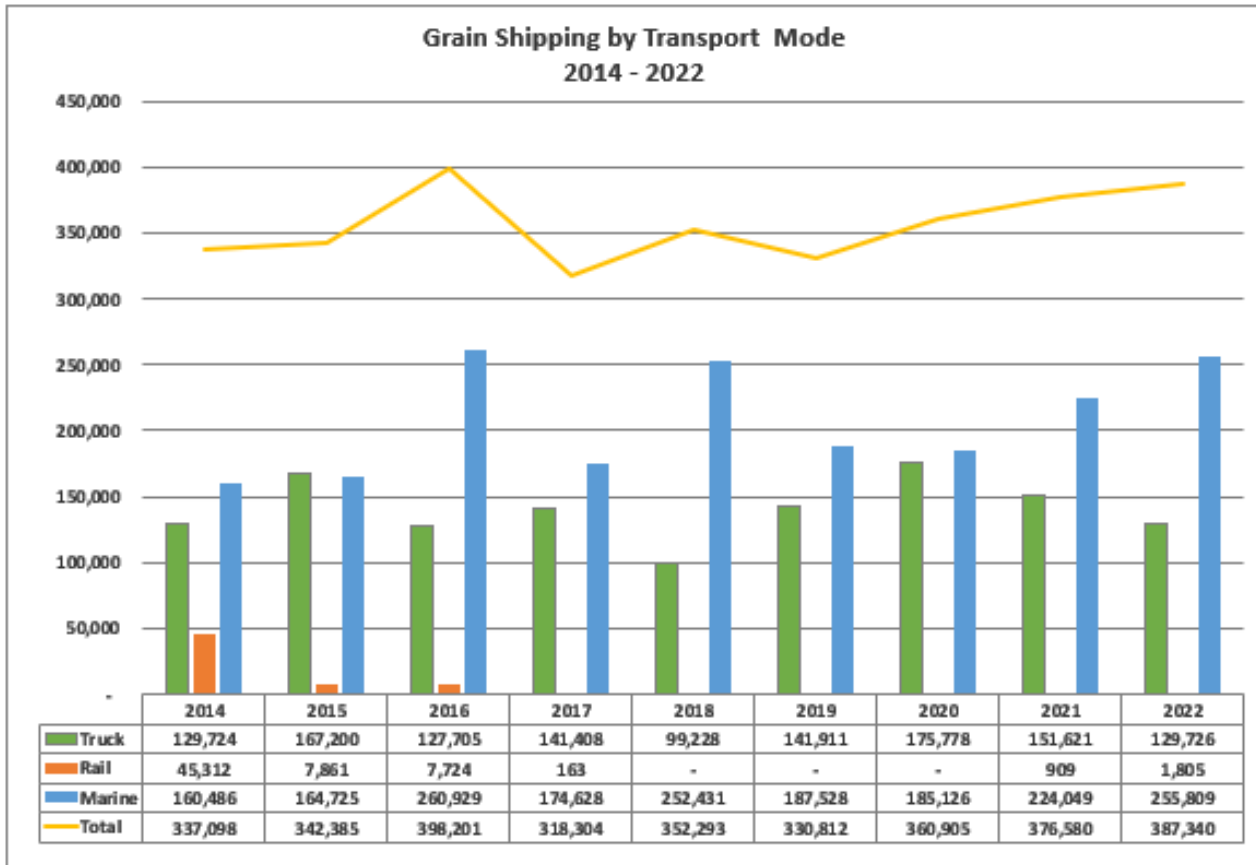


The chart below shows the total volume of each commodity handled per year.



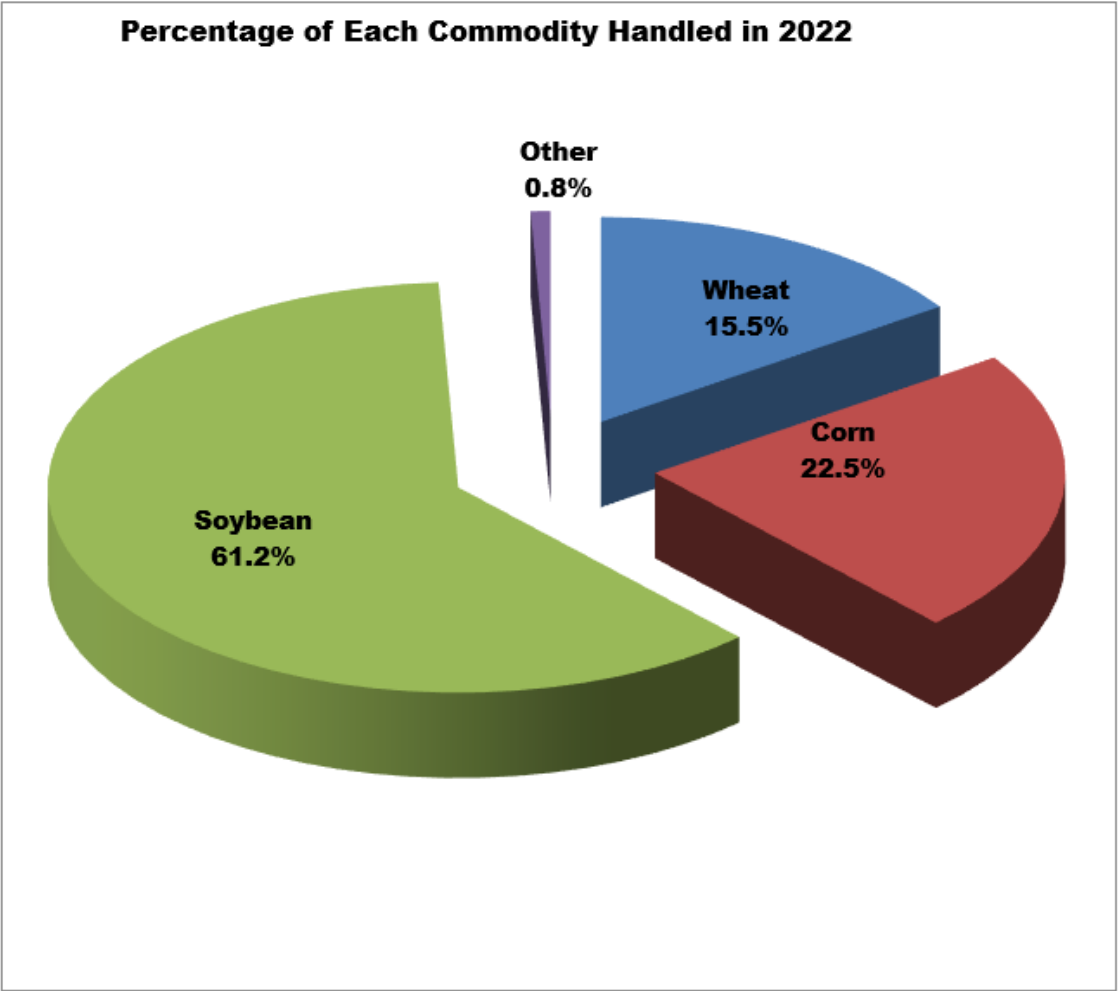
The following charts show the mode of transport used for receiving and shipping grain at the Port.





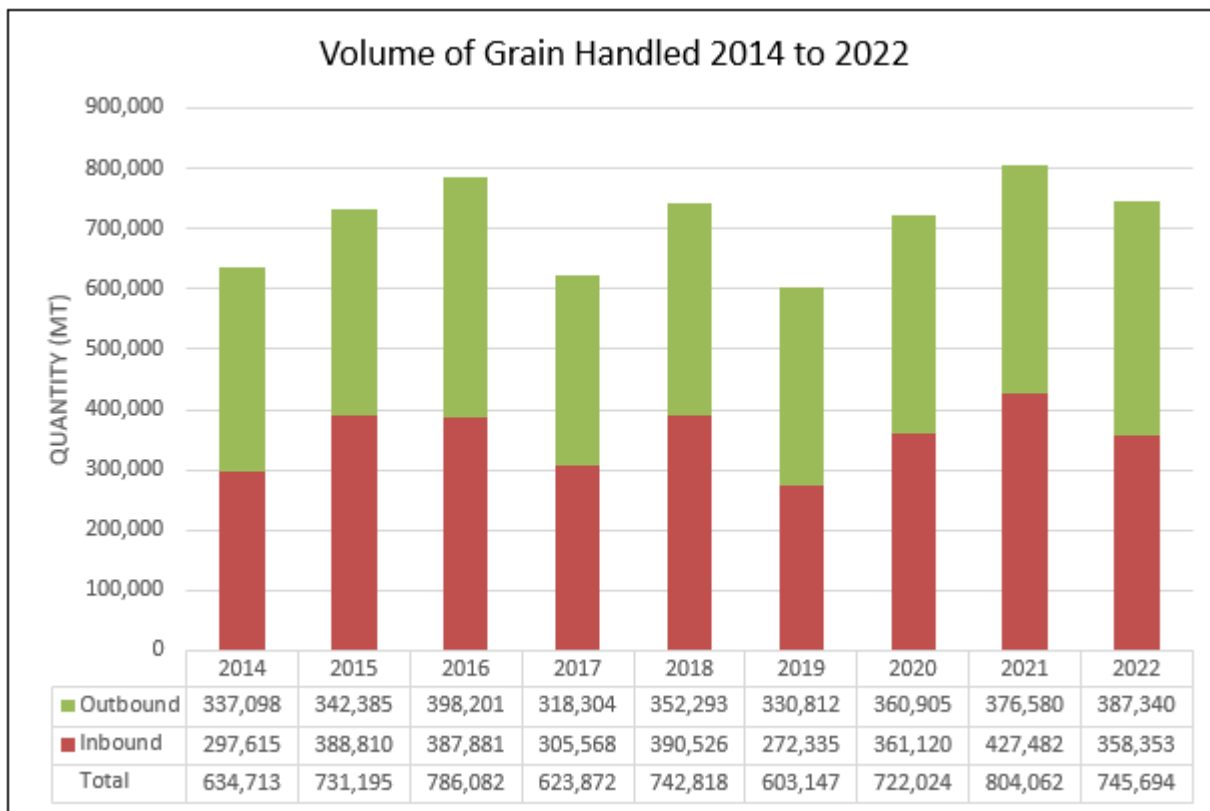
CSL Baie Comeau taking a load of soybeans in October.

The chart below illustrates the volume of each commodity handled by the Port in 2022. The highest volume crop handled by the Port continues to be soybeans.





The chart below highlights the total volume of grain handled per year (receipts and shipments) since 2014.



The wheat handled at the Port was up considerably in 2022 compared to the previous year. The volume received was 60,357 mt which was an increase of 21,486 mt over 2021. The Port had not received this volume of wheat since 2012. The ideal growing conditions in the spring produced record yields which caught all elevators off guard. The quality of wheat at harvest was very good. The preferred crops in this area continue to be corn and soybeans over wheat.

The soybean harvest was once again a busy time at the Port with 215,579 mt received. This is the second highest volume of soybeans received on record and represents an increase of 15,977 mt over the previous year. The challenge during harvest was the vessel arrivals in order to load out soybeans in order to keep the grain moving into the Port.

The 78,793 mt of corn received in 2022 was a decrease in corn volume of 108,000 mt compared to the previous year. It should be noted that in the previous year the Port received 52,147 mt of corn by vessel which is part of the reason for the decline in volume. The other reason for the decline was the lack of available storage space for corn due to the soybean demand and the large quantity of wheat in storage. Unfortunately, the Port was unable to take advantage of the above average yields in the area to get more corn into storage. It is estimated that the Port missed out on between 15,000 and 20,000 mt of corn due to lack of space.

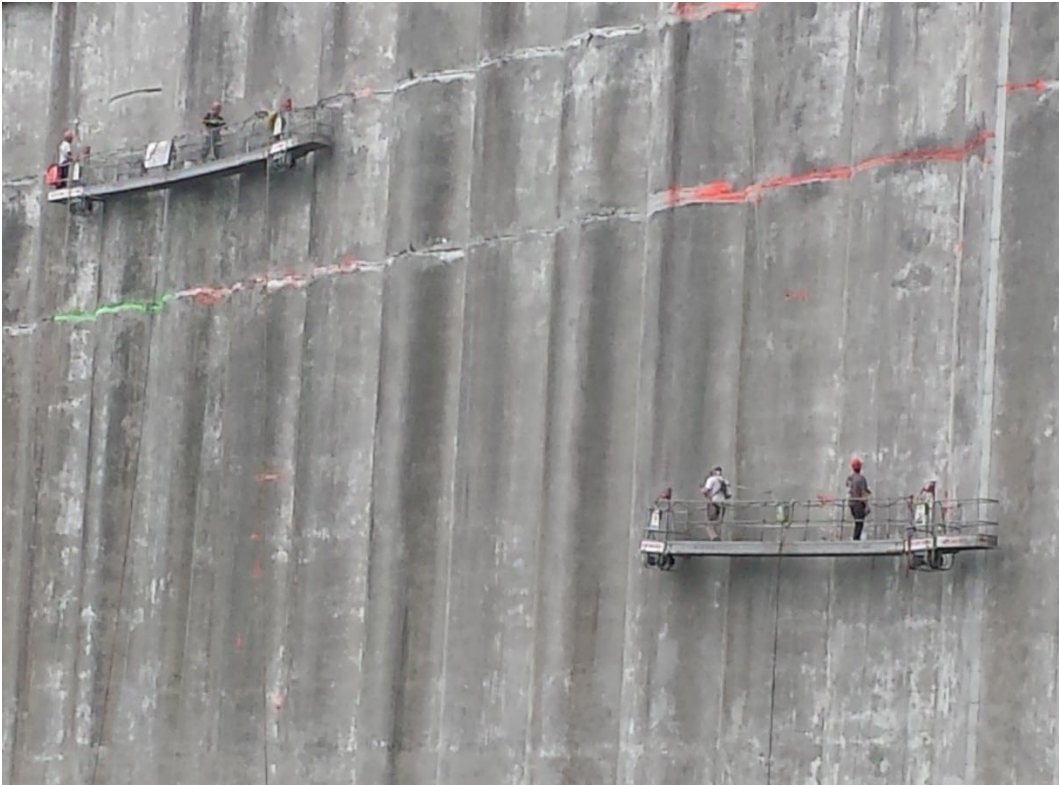
Receipts of non-GMO corn continued in 2022 with 23,565 mt. This is on par with the previous year. The customer continues to be satisfied with the way their corn was handled and with the level of service provided.

## Capital Projects

The total spent on capital projects in 2022 was \$1,981,913 million dollars that covered a variety of projects. A summary of those projects are shown below. It should be noted that a few projects were not completed due to scheduling issues, or deferred as it was determined further work or study was required before proceeding. These projects will carry over to 2023.

The following is a list of some of the projects that were completed in 2022:

### **Bin Wall Repair**



### **New Fenders at the end of Berth #6**



**Riverfront Dock Paving Project – Phase III completed**



**New Roof and Windows at the new POJ Warehouse**





**New HVAC unit for the Vessel Grading Room**



**New Automatic Sampler for Vessel Loading**



**Purchased a new Analyzer for test Vomitoxin**



## Maintenance Report

The maintenance department was busy during the year with many tasks in order to keep the elevator running smoothly. This included annual inspections and preventative maintenance tasks as well as completing projects to obtain improvements geared towards efficiency and reliability. An abbreviated summary of the activities in the maintenance department this year is shown below.

### Maintenance – Electrical

- Installed new components to update the bin temperature monitoring system at the Port.
- Installed new conduits for new fiber optic cable around elevator.
- Troubleshoot and repair controls for dust system fire dampers.
- Replaced electrical power cable to cleaner drive motor.
- Electrical repairs to Trackmobile.
- Repairs to air compressor cooling fan.
- Replace proximity sensor on loading spout #1.

### Maintenance - Mechanical

- Annual cleaning of the cooling section of GSI grain dryer and service dryer unload drag conveyor.
- Installed new UHMW liner in the various chutes and spouts in the building.
- Annual inspection and maintenance of all grain trippers.
- Annual inspection and maintenance of rail and marine shipping lofters.
- Replaces 300 loftler buckets that were damaged on marine loftler #4.
- Install new shafts for the head and tail pulleys on #6 drag conveyor.
- Install new grain sampler on marine loftler #2.
- Annual inspection and maintenance of perimeter fence and gates.
- Annual lubrication of all rotating equipment was completed.
- Annual change out of dust collector bags was completed.
- Patch holes in skin of GSI grain dryer.
- Repair to the auger that transports dust from dust collectors A1 and A2 to the dust tank.
- Weekly, monthly, and quarterly dust system inspections and maintenance.

### Contractors:

- The Electrical Safety Authority conducted their inspections in 2022. All was found to be in order.
- Drapeau Automatic Sprinkler Corp. conducted the annual inspection and verification of our fire alarm system. No issues were found during the testing, and we were given our Certificate of Inspection.
- Annual inspection and certification of PPE for “Working from Heights” and “Confined Space Entry” equipment was performed by a technician from Grainger Canada.
- Unitech performed the annual inspection of the hoisting equipment.
- Schneider Electric sampled and analyzed transformer oil.

## Health and Safety / Training / Environment

Below is a summary of the environmental and health & safety program activities for the 2022 year that were provided by Prevention and Regulatory Solutions Ltd.

### **Management Support**

- Prepared recommendations for short and longer-term areas of program development and training. Updated recommendations and discussed with management as needed.
- Prepared or updated orientation training plans for new Port employee categories – casual, full-time, administrative, and management. Conducted orientation training sessions for new casual employees (2 groups), full-time maintenance employee (1 person), full-time administrative employee (1 person), and manager (1 person over several sessions.)
- Circulated information to management regarding changes to federal health and safety legislation, applicable provincial legislation, and case law decisions relevant to Port health and safety programs.
- Provided updated program information and training to Port management personnel having responsibilities for contractor safety, emergency action plans, and H&S due diligence.

### **General H&S Support**

- Reviewed safety committee inspections, safety committee meeting minutes, and incident investigation reports from the previous year, and updated the hazard prevention program (HPP) assessment. Reviewed the new HPP content and recent or planned future safeguards with management, then consulted with the safety committee on adjustments before reissuing the updated assessment.
- Updated the Port lockout listing, lockout procedure, and lockout training program on 3-year cycle, all in consultation with the safety committee. Conducted training sessions for all available Port personnel.
- Organized 2021 and 2022 training records and updated the Port's H&S training matrix. Reviewed changes and methods of entry with Port Administrative Assistant.
- In consultation with the safety committee, made planned updates to the Port health and safety rules, and conducted training sessions for all available Port personnel.
- Reviewed confined space entry (CSE) assessments and permit documents that were expiring on a mandatory 3-year review cycle. Confined spaces involved in these reviews were normal elevator bins (class A), upper house garner bins (classes C and L), basement loft pits (class D), truck unloading pits (classes H and J), and workhouse cleaner bins



## Health and Safety / Training / Environment Cont'd.

(class W). Also provided recommendations for improving rescue plans for elevator scales (Class G). All changes were made in consultation with the CSE team and the safety committee.

- Outlined scope of work and provided support materials to a 3<sup>rd</sup> party firm to conduct 2 training sessions for CSE rescue training.
- Conducted on-site respirator fit testing for all available Port personnel currently available styles of N-95 respirators.

### **Environmental Program Support**

- Reviewed the previous year's (2021) salt shipping data, inspection records, and salt management records in preparation for possible inspection by the Ministry of Environment, Conservation, and Parks (MECP).
- Reviewed the draft annual report for saltwater testing (written by Blu Metric) and provided comments and recommendations to the General Manager.
- Updated training slides in consultation with Port General Manager and conducted an on-line training session for available salt management stakeholders who have responsibilities under the Port salt management program. Training was attended by approximately 20 personnel representing the stevedore, salt owners, and trucking companies.

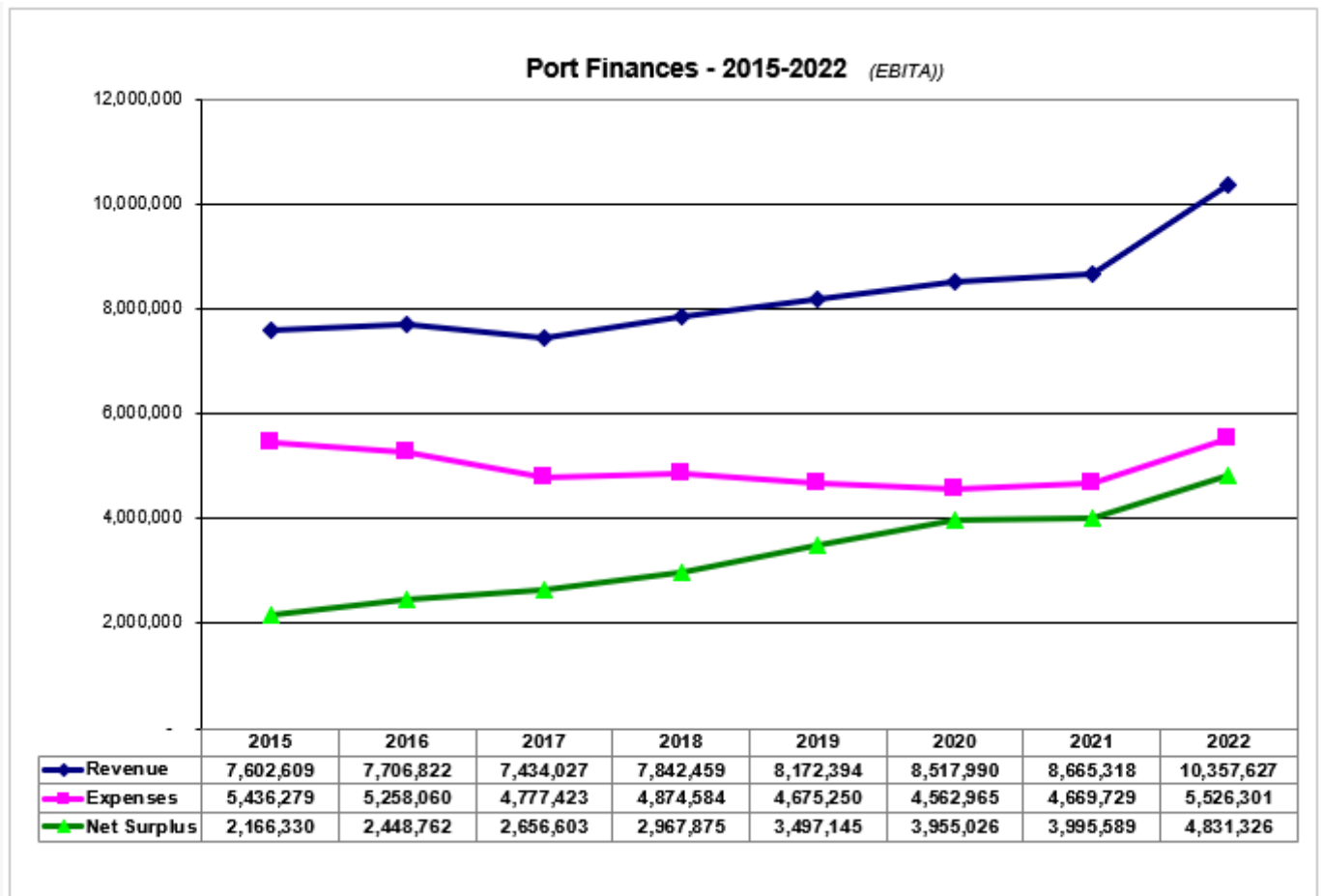
### **2022 Health and Safety Metrics**

Apart from the training hours, the following performance metrics were provided by the Port Office Manager.

Regular safety committee meetings	12
Special safety committee meetings	6
Workplace Inspections conducted	12
Incident or safety investigations conducted	3
Safety complaints filed	0
Work refusals filed	0
Accidents resulting in medical aid only	0
Accidents resulting in lost work days	0
Lost work days due to accidents	0
Training hours provided by PandRS	52
Approx. training hours by others providers	40

## FINANCIAL REPORT – Pre-audited EBITA

The Port of Johnstown, a division of the Township of Edwardsburgh Cardinal, has completed another very successful year. As detailed in the information below, we have finished 2022 with the highest revenues since the township acquired the Port. Revenues for 2022 increased by 20% resulting in a record surplus of \$4.83 million. This is a 21% increase over 2021 and a 123% increase since 2015.



## 2022 - Revenues/Expenses/Surplus Quarterly Actuals VS Budget

Feb. 23, 2022

2022 BUDGET	1ST QTR	2ND QTR	3RD QTR	4TH QTR	Total
<b>BUDGET REVENUE</b>	<b>1,090,000</b>	<b>1,270,000</b>	<b>1,900,000</b>	<b>4,325,000</b>	<b>8,585,000</b>
<b>ACTUAL REVENUE</b>	<b>1,186,445</b>	<b>1,315,420</b>	<b>2,590,021</b>	<b>5,265,741</b>	<b>10,357,627</b>
<b>BUDGET OPER. EXPENSE</b>	<b>985,000</b>	<b>1,175,000</b>	<b>1,350,000</b>	<b>1,650,000</b>	<b>5,160,000</b>
<b>ACTUAL EXPENSE</b>	<b>1,009,316</b>	<b>1,084,305</b>	<b>1,209,202</b>	<b>2,223,478</b>	<b>5,526,301</b>
<b>BUDGET NET SURPLUS</b>	<b>105,000</b>	<b>95,000</b>	<b>550,000</b>	<b>2,675,000</b>	<b>3,425,000</b>
<b>*ACTUAL SURPLUS</b>	<b>177,129</b>	<b>231,116</b>	<b>1,380,820</b>	<b>3,042,262</b>	<b>4,831,326</b>
2012-2021 Actuals	1ST QTR	2ND QTR	3RD QTR	4TH QTR	Total
2021 REVENUE	836,760	1,287,377	2,223,661	4,317,517	8,665,316
2021 OPERATING EXP.	945,364	1,009,703	1,124,491	1,590,171	4,669,729
<b>2021 NET SURPLUS</b>	<b>(108,604)</b>	<b>277,675</b>	<b>1,099,170</b>	<b>2,727,346</b>	<b>3,995,587</b>
2020 REVENUE	967,003	1,291,866	1,997,000	4,262,122	8,517,990
2020 OPERATING EXP.	980,922	1,043,542	1,076,049	1,462,451	4,562,964
<b>2020 NET SURPLUS</b>	<b>(13,920)</b>	<b>248,324</b>	<b>920,951</b>	<b>2,799,671</b>	<b>3,955,026</b>
2019 REVENUE	1,012,775	1,397,838	1,583,263	4,178,519	8,172,394
2019 OPERATING EXP.	983,681	1,140,643	1,138,321	1,412,605	4,675,250
<b>2019 NET SURPLUS</b>	<b>29,094</b>	<b>257,195</b>	<b>444,942</b>	<b>2,765,914</b>	<b>3,497,145</b>
2018 REVENUE	840,124	1,150,186	1,633,737	4,218,410	7,842,457
2018 OPERATING EXP.	995,233	1,252,738	1,197,547	1,429,065	4,874,583
<b>2018 NET SURPLUS</b>	<b>(155,109)</b>	<b>(102,552)</b>	<b>436,190</b>	<b>2,789,345</b>	<b>2,967,874</b>
2017 REVENUE	789,446	1,268,062	1,617,288	3,759,231	7,434,027
2017 OPERATING EXP.	1,118,701	1,066,194	1,068,904	1,523,624	4,777,423
<b>2017 NET SURPLUS</b>	<b>(329,256)</b>	<b>201,867</b>	<b>548,384</b>	<b>2,235,607</b>	<b>2,656,603</b>
2016 REVENUE	920,382	1,305,343	1,347,954	4,133,144	7,706,822
2016 OPERATING EXP.	1,066,614	1,089,587	1,154,851	1,947,007	5,258,060
<b>2016 NET SURPLUS</b>	<b>(146,232)</b>	<b>215,755</b>	<b>193,102</b>	<b>2,186,136</b>	<b>2,448,762</b>
2015 REVENUE	668,203	1,301,025	1,979,858	3,653,523	7,602,608
2015 OPERATING EXP.	988,047	1,208,856	1,185,003	2,054,371	5,436,278
<b>2015 NET SURPLUS</b>	<b>(319,845)</b>	<b>92,169</b>	<b>794,854</b>	<b>1,599,151</b>	<b>2,166,330</b>
2014 REVENUE	900,947	1,220,444	1,374,870	3,073,567	6,569,827
2014 OPERATING EXP.	1,000,915	1,075,992	1,152,317	1,592,545	4,821,769
<b>2014 NET SURPLUS</b>	<b>(99,969)</b>	<b>144,452</b>	<b>222,553</b>	<b>1,481,022</b>	<b>1,748,058</b>
2013 REVENUE	916,144	876,808	1,260,291	3,445,665	6,498,909
2013 OPERATING EXP.	882,299	936,500	1,031,999	1,570,761	4,421,559
<b>2013 NET SURPLUS</b>	<b>33,846</b>	<b>(59,692)</b>	<b>228,292</b>	<b>1,874,904</b>	<b>2,077,350</b>
2012 REVENUE	1,001,076	1,267,195	1,594,203	2,561,825	6,424,299
2012 OPERATING EXP.	844,654	1,021,032	1,028,383	1,356,966	4,251,036
<b>2012 NET SURPLUS</b>	<b>156,422</b>	<b>246,162</b>	<b>565,820</b>	<b>1,204,859</b>	<b>2,173,263</b>

*\*All values are EBITA*



## 2022 Port Highlights



### **1<sup>st</sup> vessel of the Year!**

The first vessel that arrived in the 2022 shipping season was the Cuyahoga on April 1, 2022. General Manager Robert Dalley and Councillor Stephen Dillabough were on hand to welcome Captain Tim Pryor and present him with a Port of Johnstown hat and golf shirt.



### **In September 2022, the International Plowing Match was held in Kemptville, Ontario.**

Left: The Port provided their transportation wagon to help convey the public back and forth from the parking lot.

Below left: Port Committee members and Port staff volunteered to operate the Port's booth at the event. Below right: The Port of Johnstown was a Platinum sponsor donating \$50,000 to the cause.

Robert Dalley and Mike Moulton present a cheque to IPM chairman Harry Bennett.





## Proud to Support our Canadian Armed Forces.

The Port of Johnstown was chosen as the preferred site to unload 38 rail cars of military vehicles. The entire project took only 7 hours from start to finish and was completed with military precision.



## Port Tours

In 2022, the Port continued to provide tours to various groups including the Ottawa-Rideau Regional SCIA (Soil and Crop Improvement Association) whose Summer Tour 2022 included both the Port of Johnstown and Ingredion in Cardinal. Kevin Saunders, Operations Manager at the port, provided a tour and answered many questions from the inquisitive group of over twenty associates.



## **Community Capital Funding**

In the 3rd year of the program the Port of Johnstown provided capital funds to three local community groups to carry out projects in the community in 2022.

### **Supporting our local Legions**

Organization: Cardinal Royal Canadian Legion received a donation to replace the old, damaged roof on the north side of the building, while the Spencerville Legion received a donation to help replace the flooring in their downstairs area.



### **Rink Divider System**

Organization: South Grenville Minor Hockey Association

To add in proper rink divider systems for Novice hockey so kids have a better opportunity to play hockey with the half-ice rule. Port of Johnstown logo will be added.





## More Donations!



Port staff member Rhonda Code and Stephanie McVitty were on hand to present cheques to Shaun Armitrage from the United Way, Bonnie Pidgeon from the South Grenville Foodbank, and Karie Smail on behalf of the Angel Tree and Youth Outreach Programs.



## Fort Town Charity Run



Actually, this should have been called the Port Town Charity Run. Due to issues with permits etc. the Port received a call from organizer Michel Larose asking if he could stage the event at the Port. It was a huge success with runners of all ages participating. Get Set – GO!

## Aquatarium Exhibit – Coming soon!

The Port of Johnstown is proud to be a major sponsor of the new Aquatarium Exhibit scheduled to open on Family Day, February 20. We are all very excited to be part of this new exhibit at the Aquatarium featuring the Port of Johnstown and its grain elevator. Many times we have been asked, ‘What goes on in that big building of yours?’ You need not wonder any longer. Bring your children and grandchildren to this great learning facility and gain valuable insight to the operations of a grain elevator, with hands-on equipment for your little ones to safely operate.



Mayor Tory Deschamps and Deputy Mayor Stephen Dillabough were on hand at the Aquatarium to get an update on this enormous exhibit scheduled to open soon.

## Retirement Announcement



The Port of Johnstown is proud to announce the retirement of Allan Perrin who decided to pack it in after 31 years of employment at the Port. Al has seen a lot of changes and he was very appreciative of how he was treated over the years. We wish him a long and wonderful retirement. Thanks Al!

## GM – The year in review

Where does the time go? Another year is in the books, and I am proud to report that the Port of Johnstown has had their best year on record. While we still see some lingering effects on the world with the COVID-19 virus, we are hopeful that the worst is over and we can all get back to our pre-pandemic lives.

While reviewing our numbers and reviewing the “Port Highlights”, I was truly amazed at what we have accomplished in 2022. We have a dedicated staff and I cannot thank them all enough for their efforts. Particularly when we get to harvest season and require long hours to keep the grain moving through the elevator. Our staff understands the business and realizes how important this time of year is to the success of our community farmers. Yes, we did have some delays, but I know that we did our best to try and get the vessels into the Port to relieve the congestion.

To our customers, we appreciate and thank you for your loyalty. Please know that we will always strive to make investments towards continuous improvements so that we can provide safe, efficient, and reliable services for both today and into the future.

We could not do this without the support of our Port of Johnstown Management Committee and Town Council who understand the importance of re-investing monies back into the Port, ensuring our sustainability for many years to come.

I want to take a moment to thank our outgoing Port Management Committee members who governed us for the past four years and supported the efforts of Port staff. I would also like to give an additional well deserved thank you to Pat Sayeau who worked as a council and port committee member for eight years and as the mayor for an additional eight years. Your efforts and contribution to the port will not be forgotten. And to all past committee and council members and past employees of the Port, thank you. We are what we are today thanks to you.

I would also like to welcome the new council and future port committee members who have signed up to make a difference to their Port and to their community.

Wishing everyone a healthy and safe 2023,

Robert Dalley  
General Manager  
Port of Johnstown