



A LOOK BACK

And a look ahead

As we begin the 2014 navigation season with optimism, this is a good time to reflect on the 2013 shipping season. The season started rather slowly with cargo totals shifting between positive and negative numbers, but U.S. ports were optimistic and took the long view. The shipping season was marked by the ingenuity and resourcefulness of the U.S. ports. Collectively, the ports used the off-season to initiate infrastructure projects and pursue new business ventures. For example, the Port of Toledo targeted cargoes related to the energy sector, pursuing opportunities in the supply chains for domestic oil and gas production. The Port of Cleveland handled two new cargoes—both from Germany—steel beams destined for a project in western Pennsylvania and manufacturing presses for Wooster, Ohio.

During the year, many of our ports moved huge project cargo and break bulk shipments. The Port of Indiana-Burns Harbor exported the world's largest crawler crane from the BP Refinery in Whiting, Indiana to Germany. Other notable cargo for Burns Harbor was the shipment of 29 distillery tanks from Antwerp bound for a brewery expansion in Chicago. The Port of Duluth set a record in October with a special heavy-lift cargo of four German-built electrical transformers—each weighing 300 tons—going to Alberta, Canada as part of a major power transmission line project. This was the third of four such shipments that Duluth handled this season.

The Port of Milwaukee supported both local manufacturing and international trade moving a Joy Global P&H mining shovel to the west coast of Mexico via the Seaway and Panama Canal. The route was chosen by the shipper as the most cost efficient way to move that huge piece of equipment. The Port of Milwaukee also received via the Seaway three sophisticated electrical transformers from Sweden for transshipment by barge to St. Ignace in Michigan's Upper Peninsula. The Port of Monroe received heavy-lift in-

dustrial components made in Nova Scotia as part of a project for DTE Energy's Monroe Power Plant.

There were some notable infrastructure projects occurring around the ports in 2013. The Port of Toledo constructed a new 180-acre Ironville dock terminal that will enable them to expand their capacity for cargo storage and handling. The Port of Cleveland expanded its on-dock rail system to facilitate new types of cargo. The Port of Indiana-Burns Harbor finalized a mainline rail reconstruction project which aids their multi-modal transportation connections and is important to their customers.

Our ports also welcomed new environmentally-advanced vessels carrying a variety of cargoes. These new ships—of which more than 30 will enter the Seaway system between 2012 and 2016—represent a strong commitment to meeting future environmental standards, as well as signaling an extremely positive outlook for the future of the shipping industry in the Great Lakes region. These state-of-the-art vessels equate to increased efficiency, environmentally-friendly transport and lower costs for customers—all of which bodes well for continued export business.

As we look forward to the 2014 navigation season, there are exciting opportunities before us. We will be working with all Great Lakes/St. Lawrence Seaway system ports, terminals, carriers and other stakeholders to promote and advance new and innovative economic development programs focused on increased trade and job creation.

One exciting and impactful venture we will be seeing this year is the new Cleveland-Europe Express liner service initiative, the CEE-Way. Scheduled to begin in April, the CEE-Way is not only important for Cleveland, it is important to all of us in the system. It is a spark that holds the potential for more big things to come for the Seaway system and its users. It will be the only scheduled international container service on the Great Lakes.

As such, it will be the fastest and greenest route between the heartland of North America and Europe. This is big. Its success will add vitality to the system and give traction to other initiatives. It offers us the opportunity to demonstrate the proven benefits that waterborne commerce provides and spur greater economic activity in the region.

The new Cleveland liner service represents an important positive economic development initiative. However, this is not the only spark igniting a great interest in the 2014 season. The Port of Oswego Authority was awarded a \$1.5 million TIGER grant from the Department of Transportation (DOT) that will help build new road and rail tracks to connect the main East Terminal to an open storage for cargo; the Duluth Seaway Port Authority received a \$10 million TIGER grant from DOT for an intermodal project that will rebuild and expand a cargo dock; and the Port of Milwaukee is upgrading roads and rail track and purchasing a new heavy-lift crane.

We at the SLSDC look forward to working with our ports and stakeholders to continue to facilitate and promote opportunities throughout the System. Simply put, if we can be of help, we want to do so.

The SLSDC is committed to promoting the importance and advantages of Great Lakes commercial shipping to regional public officials, other stakeholders and prospective users of the system in an effort to increase awareness, seek inclusion in state transportation freight plans and generate new commerce through the waterway. I look forward to a strong and productive season. ■

Betty Sutton

BETTY SUTTON

Administrator

Saint Lawrence Seaway Development Corporation