



ADMINISTRATOR'S
COLUMN



Collister
Johnson, Jr.

*My One Year
Anniversary*

This issue is an appropriate moment for me to share with Great Lakes Seaway System stakeholders a snapshot of accomplishments our agency has made under my first year at the helm of the Development Corporation. My first meeting with Secretary of Transportation Mary Peters set the tone. She stressed the importance of making tangible progress on a short list of priorities during the Administration's remaining months. I accepted that challenge, identified five key issues for the SLSDC — safety,

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Ballast Water Update

Progress is the byword characterizing action in the ballast water arena in 2007. From legislative actions to R&D to marine industry developments, the increased scrutiny given commercial vessel introductions of aquatic invasive species into the Great Lakes Seaway System is quickening interest across the board. Significant action has been made by the Great Ships Initiative, Green Marine, and the International Maritime Organization (IMO) in London.

Congress has long recognized that the introduction into U.S. waters of non-indigenous aquatic nuisance species in the ballast tanks of vessels is a major problem confronting maritime transportation. While Federal jurisdiction to regulate a vessel's ballast water resides primarily with the U.S. Coast Guard, the Saint Lawrence Seaway Development Corporation (SLSDC) is working to promote solutions to this national problem, including support for a strong, consistent national standard addressing both the environmental and commercial issues posed by invasives.

Legislation that would establish a national approach to address invasive species from ballast water is moving forward in Congress. Rep. Jim Oberstar (D-MN) introduced H.R. 2830, the Coast Guard Authorization bill on June 22, a section of which contains language on ballast water management. The House Transportation and Infrastructure Committee quickly approved the bill, and the full House is expected to consider it soon. The Senate Commerce, Science and Transportation Committee approved the Senate version, S. 1578, the Ballast Water Management Act of 2007, on September 27. The SLSDC is continuing to support Congressional efforts to enact a uniform federal ballast water standard.

SLSDC Deputy Administrator Craig Middlebrook and Tom Rausch, Marine Inspector, traveled to Oshawa, Ontario, last August to see firsthand a demonstration of Electro-Clean, the Korean ballast water treatment system. This promising system had been installed by CANFORNAV, Ltd., on its ship *Greenwing*. The Electro-Clean system on the *Greenwing* was undergoing testing on the ship's voyage through the Great Lakes St. Lawrence Seaway System. This technology has already received basic approval from the IMO.

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Tom Rausch, Marine Inspector, SLSDC, toured the ballast water treatment system called Electro-Clean that has been installed on the M/V Greenwing. Once IMO approval is given for this system, it will treat the ballast water on board in lieu of the vessel conducting ballast water exchanges.

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ballast water, infrastructure renewal, short sea shipping, and the Great Lakes Seaway Navigation Study—and have pushed to keep making progress in all these areas.

The Seaway Corporations were the first to implement the marine GPS navigation system (Automatic Identification System) on a waterway in the Americas. That superb technology has helped provide mariners and their ships and cargo with an extra level of security. We have been working closely with the U.S. Coast Guard to deploy this technology in the upper Great Lakes. Indications are good that this effort will be complete by the end of 2008.

Research regarding technology designs to prevent further introductions of aquatic invasive species into the Great Lakes is a top priority. The Seaway Corporations have contributed \$100,000 to the Great Ships Initiative (GSI), which consists of a new shore-based, high-flow Research Development Testing and Evaluation facility in Superior, Wisconsin. This facility will provide an intensive testing environment for vendors of ballast treatment technologies. GSI officials recently announced that Seakleen™, a ballast water treatment system marketed by Hyde Marine, Inc. will be the first such system to be tested.

Short sea shipping can provide America an efficient, affordable way of mitigating surface congestion. A return to our Nation's first highway—water—is especially important along our Northern border, since Canada is our top trading partner and the Lakes can serve as a solution to cross-border chokepoints. The Department supports the Tubb-Jones/English legislation (H.R. 981, the "Great Lakes Short Sea Shipping Enhancement Act of 2007") that calls for an exemption to the Harbor Maintenance Tax for short sea shipping operations in the Great Lakes. Passage of this legislation looks promising in the near future. We continue to work with the U.S. Customs and Border Protection seeking a solution to the 24-hour rule that hinders start up of cross lake ferry operations.

The Great Lakes St. Lawrence Seaway Study is undergoing final review by its Steering Committee, with a public rollout planned imminently. Scores of engineers, scientists, economists, and policy specialists have contributed thousands of hours of effort to provide a roadmap for needed infrastructure changes, marketing efforts, and environmental actions for the Seaway. If approved by the Canadian and U.S. governments, its findings can help us deliver to succeeding generations a waterway which will be able to support sustainable economic development in the Great Lake region for coming generations.

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The prototype of the OceanSaver ballast water treatment system, onboard the *M/V Federal Welland*, is currently completing the 10 land-based test components of the IMO approval process at the Norwegian Institute for Water Research's facility (NIVA) outside of Oslo, Norway. Indications are that NIVA will verify that the OceanSaver System complies with the IMO's D-2 standard by the end on November, 2007.

Proceeding concurrently with the land based testing is the testing of the complete system onboard the Leif Hoegh car carrier, *MV Hoegh Trooper*, which has just started six months of testing. According to Georges Robichon, Senior Vice President of Fednav Limited, his company is confident that the OceanSaver system will successfully complete the ship board testing component of IMO's vigorous testing protocol and receive the IMO's final approval in the second half of 2008.

Release of the multi-year report, by National Oceanic and Atmospheric Administration, *Identifying, Verifying, and Establishing Options for Best Management Practices for NOBOB Vessels*, in June provided hard scientific evidence that saltwater flushing of ballast water tanks is highly effective in killing almost all exotics transported in ballast tanks.

Ballast water R&D efforts to prevent further introductions of aquatic invasive species into the Great Lakes is the SLSDC's top environmental priority. The Seaway Corporations have contributed \$100,000 to the Great Ships Initiative (GSI) for a mobile lab that will help biologists in this important work. Last June we participated in a ceremony launching a new shore-based, high-flow Research Development Testing and Evaluation facility in Superior, Wis. The new GSI facility will provide an intensive testing environment for vendors of ballast treatment systems suitable to Seaway-sized vessels. Weeks ago GSI officials announced that Seakleen™, a ballast water treatment system marketed by Hyde Marine, Inc., of Cleveland, Ohio, will be the first such system to be tested.

In FY 2007, the SLSDC accepted the role of co-chair of the U.S.-Canadian "Green Marine" initiative, a marine industry partnership program that seeks to reduce the marine industry's environmental footprint in the waterway. Green Marine launched its program in Quebec City October 23 at Marine Day, inviting reporters, government officials and the public. The program seeks to build and maintain strong relations with key stakeholders and increase awareness of the maritime industry's activities, benefits and challenges. One of six major environmental issues the program highlights is prevention of further introduction of exotics via ballast water.

GUEST COLUMNIST

Aldert van Nieuwkoop, Great Lakes Feeder Lines



Opportunity Knocks

It is with great pleasure I write this article as a guest writer for the *Seaway Compass* newsletter. Not only does it give me the opportunity to talk about the opportunities for operating short sea shipping vessels on the Great Lakes and Seaway, it also provides a means to

highlight some of the invaluable efforts being made by the Seaway authorities that perhaps not everyone knows about.

For those who do not know me, or my company, Great Lakes Feeder Lines (GLFL), I'll provide just a brief introduction. After having worked for the St. Lawrence Seaway Management Corporation (SLSMC) over a period of almost four years in the market development department, I developed the 'urge' (some call it a mid-life crisis) to start my own business, executing a business plan I wrote to operate Canadian flagged short sea shipping vessels on the Seaway and Great Lakes. Easier said than done! Bottom line is that there are now two companies operating, namely Canada Feeder Lines

(CFL) having four brand new vessels, which operate internationally, and Great Lakes Feeder Lines (GLFL) expecting its first 'Canadian' vessel in the Seaway at the beginning of the 2008 season.

GLFL is actively pursuing 'new' cargoes such as containers, while building on the increased need, and therefore opportunity, in establishing an efficient, reliable and environmentally friendly mode of transit much like what is successfully done in Europe. What we aim for is to create the awareness, and with that the opportunity, in developing this new market, which should bring benefit and value not only to the users, but also to many other stakeholders.

Both the Saint Lawrence Seaway Development Corporation and SLSMC continue to support the developments of these new and existing markets. Through their efforts such as deeper draft, hydraulic controls, automated mooring, self spotting, HWY H₂O, Blue is Green, trade missions, new cargo toll structure and addressing the Harbor Maintenance Tax, to name but a few, the opportunity for short sea shipping to succeed here in the Great Lakes and Seaway becomes a reality.

To quote Albert Einstein, "The significant problems we face cannot be solved at the same level of thinking we were at when we created them". I believe that the Seaway Corporations have taken that wisdom to heart, and GLFL hopes albeit in a small way, to contribute to this 'new' way of thinking by playing our role in developing the opportunity that is knocking.



Trade Mission to Brazil

The annual Seaway trade mission got underway on October 15, 2007, as the leaders of the U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and the Canadian St. Lawrence Seaway Management Corporation (SLSMC) and their delegates departed for a weeklong joint trade mission to Brazil.

The two Seaway Corporations' executives, Mr. Collister Johnson, Jr., Administrator, SLSDC, and Mr. Richard Corfe, President and CEO, SLSMC, led a 14 person delegation consisting of professionals representing a cross-section of the maritime industry, port and terminal operators, shipowners/operators, labor and marketing professionals.

The purpose of the week-long trade mission to Latin America's largest economy and the Seaway's third largest trading partner was to increase U.S.-Canadian maritime commerce with Brazil. The trade mission included meetings and discussions with Brazilian industry and government officials in and around two of the nation's largest cities, Sao Paulo and Rio de Janeiro. Also scheduled were port tours of Santos, the nation's largest steel slab container port, and Itagua Terminal outside Rio de Janeiro.

During the mission, participants met with high-level government officials and key industry contacts in each

city, building on the personal and professional relationships that are critical for business success in Brazil. These meetings allowed the delegation to reach out to potential customers with the message that our system is a viable, safe, secure, reliable, and cost effective transportation route for vessel operators moving cargoes to and from the Great Lakes Seaway ports. In addition to conducting meetings with key industry leaders and maritime organizations, three informational seminars were held. This format provided the Administrator, his Canadian counterpart and the delegation of senior U.S. and Canadian maritime executives with the opportunity to address numerous senior industry leaders in these cities.

This mission certainly presented the delegation with several opportunities to increase trade to their respective ports. For example, meetings held during the week with commodity trading companies and cargo owners will result in shipments of sugar and fertilizer before the end of the 2007 navigation season. Other Brazilian cargoes that hold future potential are cement, kaolin, and additional shipments of steel slab. The delegation also spent a significant amount of time discussing the benefits of shipping cargoes into the Great Lakes Seaway System with several Brazilian maritime associations and organizations. The binational trade mission truly offered a unique opportunity to explore new businesses and develop our position as a gateway to the Heartland of North America.



2007 Binational Seaway Delegation — Left to right, standing — Warren McCrimmon, Seaport Director, Port of Toledo; Binnert Geertsema, Fednav, Brazil; Adolph Ojard, Executive Director, Port of Duluth; Ron Johnson, Trade Development Director, Port of Duluth; Keith Robson, President and CEO, Port of Hamilton; Paulo Pessoa, Director Sales and Chartering, McKeil Marine; Robert Matthews, Manager, Marketing and Traffic, Hall Corporation of Canada Ltd.; Richard Koroscil, President and CEO, Hamilton International Airport; Al Peckham, Chairman, Board of Director, Port of Hamilton; Captain Peter Burgess, Marine Inspector, SLSMC; Bruce Hodgson, Director, Market Development SLSMC; seated — Rejean Leclerc, Counselor of Maritime Transportation, Transport Quebec; Rebecca McGill, Director of Trade Development and Public Affairs, SLSDC; Terry Johnson, Administrator, SLSDC; Richard Corfe, President and CEO, SLSMC; Delfina Duarte, Real Estate Director, Port of Hamilton; and Pierre Gagnon, President and CEO, Port of Sept-Iles.

Retired Duluth Seaway Port Director Inducted into the Great Lakes Hall of Fame

Retired Duluth Port Director Davis Helberg has been inducted into the Great Lakes Marine Hall of Fame at Sault Ste. Marie, Michigan.

A plaque with Mr. Helberg's image and brief biographical information has been placed in the Museum Ship Valley Camp near the Soo Locks. Selections to the hall of fame are made by LeSault Historic Sites and the Soo Locks Visitor Center Association.

Mr. Helberg, who retired from the Duluth Seaway Port Authority in 2003 after 24 years as Executive Director, has been involved in Great Lakes shipping since 1958.

He held offices in several maritime organizations and also was a writer for various national and regional publications.



Davis Helberg, (right) joins fellow Duluthian, Wesley Harkins in the Hall.



From left to right — Allegra Cangelosi, Project Manager, GSI; Terry Johnson, Administrator, SLSDC; Mary E. Peters, DOT Secretary; Donald Ried, Field Biologist, Consultant; and Travis Mangan, University of Wisconsin-Superior.

The SLSDC Administrator and DOT Secretary Travel to Milwaukee

On September 24, the SLSDC Administrator accompanied Department of Transportation Secretary Mary E. Peters to Milwaukee, Wisconsin to tour the Great Ships Initiative mobile field laboratory and visit the Milwaukee Port Authority. The Great Ships Initiative is an industry led research project, supported by federal financing and in-kind assistance, looking at the most effective ways to kill or remove organisms from ballast water.

Port of Indiana-Burns Harbor and Federal Marine Terminals Recognized for Increase in International Tonnage

During the 2007 Indiana Logistics Summit in Indianapolis, Administrator Collister Johnson, Jr., was honored to make a formal speech to the guests and present the Port of Indiana-Burns Harbor and its general cargo stevedore, Federal Marine Terminals (FMT)



Terry Johnson, Administrator, SLSDC, presents the Robert J. Lewis Pacesetter Award plaque to Ian Hirt, General Manager, Federal Marine Terminals.



Terry Johnson, Administrator, SLSDC, presents the Robert J. Lewis Pacesetter Award plaque to Rich Cooper, Executive Director, Ports of Indiana.

Burns Harbor, with the Robert J. Lewis Pacesetter Award. The port and terminal registered an increase in cargo tonnage shipped through the St. Lawrence Seaway over their 2005 performance. The port posted a 30 percent increase last season, pushing its terminal to top honors after it had improved international Seaway freight tonnage by 73 percent.

In last year's 2006 navigation season, the Port of Indiana-Burns Harbor increased tonnage, handling more than a million metric tons of steel imports valued at \$584 million. FMT also had an outstanding season of 791,000 tons worth \$422 million.

Marine Industry Launches New Environmental Program



A new environmental initiative was recently launched by the Great Lakes-St. Lawrence River maritime industry called Green Marine. Green Marine was founded by several marine industry associations in the United States and Canada who

decided to further reduce their "environmental footprint" by taking action around six major issues specific to their operations: aquatic invasive species, pollutant air emissions, greenhouse gases, cargo residues, oily water, and conflicts of use in port and terminals (noise, dust, odors, and light).

The Co-Chairs for the Green Marine initiative are: Laurence G. Pathy, President of Fednav Limited, Gerry Carter, President of Canada Steamship Lines, and Collister (Terry) Johnson of the Saint Lawrence Seaway Development Corporation.

For more information click onto www.green-marine.org.

CMC Changes Names to Chamber of Marine Commerce

The Chamber of Maritime Commerce (CMC) is pleased to announce that its name has been officially changed to the Chamber of Marine Commerce.

Ray Johnston, President of the Ottawa-based marine industry association, explained "we believe the new name more fully represents our members, our mission and our message, especially as we advocate increasingly to non industry professionals — especially government — who may not always automatically equate the term 'maritime' to water-based transportation."

Seaway Personnel Changes

The Port of Montreal recently announced **Mr. Patrice M. Pelletier** as President and CEO of the Montreal Port Authority (MPA). Mr. Pelletier succeeds Mr. Dominic J. Taddeo, who recently retired after a career of 33 years at MPA.

Since 2005, Mr. Pelletier has been President of L-3 Communications SPAR Aerospace Ltd. He has 24 years of experience in high ranking positions within global organizations specializing in transportation, energy and project management.

Upcoming Events

December

December 6–7

73rd Annual Grunt Club and

SLSDC Stakeholder Appreciation Reception
Montreal, Canada

Contact: 2nd Vice President, D. McGuire; (514) 393-9864
or Rebecca McGill; rebecca.mcgill@sls.dot.gov;
(202) 366-0091

2008

January

January 17

Toronto Annual Marine Club Days

February

February 8–10

Save the River! 19th Annual Winter Weekend
Clayton, N.Y.

Contact: (315) 686-2010

February 10

International Joint Conference of Canada
Shipowner Association and Lake Carriers' Association

Contact: http://www.ijc.org/en/home/main_accueil.htm

February 20–21

Great Lakes Marine Community Days
Cleveland, OH

Contact: <http://www.uscg.mil/d9/wwm/marinesafety>

February 26–28

Great Lakes Commission Semiannual Meeting
and Great Lakes Day in Washington Events
Washington, D.C.

Contact: Tim Eder; teder@glc.org