



ADMINISTRATOR'S
COLUMN



Collister
Johnson, Jr.

*Marine Delivers
Launches*

The Great Lakes Seaway System maritime industry has recently launched a new program to provide information about the benefits of the Great Lakes marine industry by highlighting factual and scientifically sound information. This new initiative, Marine Delivers, will seek to collect and disseminate maritime data and information, and educate the industry and the public.

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**Seaway 2010 Season Begins
with Promise of Growth**

The 2010 St. Lawrence Seaway navigation season got underway March 25 in St. Catharines, Ontario when the *Marine Link Explorer*, an Upper Lakes Group tug/barge transited the Welland Canal. Loaded with 2,200 tonnes of wheat, she was headed to Trois-Rivières before unloading and picking up two 210 tonne locomotives bound for Bécancour.

The vessel arrived during the opening ceremony at which keynote speaker Richard Corfe, President and CEO of Canada's St. Lawrence Seaway Management Corporation (SLSMC), discussed his expectations for the new season. He said that the SLSMC believes tonnage will increase roughly 10 to 12 percent after last year's disappointing season.

Administrator Johnson, Jr., Saint Lawrence Seaway Development Corporation (SLSDC), noted the close operational relationship that has long existed between the two Seaway Corporations. He emphasized the importance of daily coordination between the two that occurs on issues as vital as marine safety, trade development, and sustainable environmental projects. Administrator Johnson also discussed the stringent adherence to ballast water rules designed to prevent aquatic invasive species being transported into the Lakes by ocean-going vessels.

The ever-popular Top Hat ceremony attracted a vigorous applause for this year's first transit. Captain Mark Leaney accepted the award on behalf of his crew. The custom of officially presenting the black, silk top hat at the beginning of the navigation season dates back to 1947 in a ceremony staged to recreate the original Welland opening more than a century earlier.



Captain Mark Leaney accepts the traditional Top Hat during the opening ceremony in St. Catharines, starting the 2010 navigation season.

On the U.S. side of the border, the *J. W. Shelley* garnered honors as the first vessel to kick off the new season when it transited the Eisenhower Lock later on that same day headed downbound to Sorel with a load of 25,600 metric tons of Canadian wheat.

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The J.W. Shelley is the first ship to arrive at the Eisenhower Lock in Massena, N.Y. to open the 2010 navigation season.

U.S. Department of Transportation • Saint Lawrence Seaway Development Corporation

Seaway Compass



Administrator's Column, continued from page 1

Lately, the Great Lakes maritime world has been taking its lumps, first with inconsistent state ballast water regulations, then with new air emissions regulations, and most recently, with calls for lock closures arising from Asian carp concerns. One common reaction pervades each of these events for those of us in the marine mode — frustration at the lack of consistent, factual information about maritime transportation. From elected officials and media representatives to the general public, we continually witness claims and negative news stories from individuals who just don't have the correct facts.

Marine Delivers is being created to provide responsible, timely, consistent and relevant information both to educate and respond to the public debate on these issues. Public surveys have shown that when people understand the positive benefits of the marine industry, they have a significantly increased positive perception of the industry. This initiative seeks to foster greater awareness of the vital contributions the industry makes by utilizing the environmental benefits, positive economic impacts, safety, and energy efficiency of the maritime industry. With that attention should come a renewed appreciation for the contributions of the water mode, from easing congestion on our roads to lowering costs for consumers for commodities such as electricity, food, and manufacturing materials.

For example, did you know that only one marine accident is recorded for every 13.7 rail accidents and 74.7 truck accidents? Did you know that on a single litre of fuel, one ton of freight can travel 240 km by ship, compared to 100 km by train and less than 30 km by truck? Did you know that ships emit one tenth the air pollutants of trucks and half that of trains? Unfortunately these facts are not something that the general public is aware of. When you start adding it up, the marine mode offers significant advantages in so many categories.

Marine Delivers is a clearing house for the industry to educate the public and the first step taken was to develop a web site: www.MarineDelivers.com. Most of the funding for the new program has been committed by the shipping industry and maritime trade association representatives, and both the U.S. and Canadian Seaway Corporations are involved. There will be dedicated staff managing the new endeavor, located in Washington, D.C. and in Ottawa, who will work together with the existing Highway H₂O and Green Marine programs for maximum impact.

This is an opportunity to educate on the superior advantages and track record of the maritime mode, a message that those of us in the industry already well understand. I believe the benefits of Marine Delivers will become evident in the near term, not only for the industry, but in the public eye.

Season Begins with Promise of Growth, continued from page 1

Commodity expectations are moderately optimistic with grain appearing to be the most likely of the 'big three' Seaway cargoes to post strong performances in 2010. After an overall 7 percent jump in exports in 2009 (with U.S. grain tonnage up 46 percent), wheat, corn and soybeans look ready to repeat last year's magic amid almost universal commodity drops. U.S. Department of Agriculture spring reports suggest the 2010 season is starting well, and if that translates to Great Lake movements via salties, one can infer that steel imports are likely to increase as well.

Iron ore, the lead commodity for the waterway for over a decade, suffered a beating in 2009, dropping 42 percent when North America's steel production and manufacturing slid into the doldrums throughout the first half of the year. The U.S. economy has since moved out of recession, and integrated steel production that requires coal and coke has shown steady growth in the interim. The West Virginia coal mine explosion in April at Massey Energy's Upper Big Branch mine not only was the deadliest in two generations but its closure has caused a 20 percent jump in metallic coal prices as tight supply has become further constrained. Hefty increases in iron ore prices are anticipated due to intense Chinese demand for its

massive steel industry, and customers are certain to pay more for steel for the rest of the year.

A strong indication to date appears to be crude oil prices above \$70 a barrel after dipping to half that amount last year — enough to catalyze further production investment in refineries and pipelines. If prices do not break the \$100 mark, many analysts believe this would be the 'sweet spot' for the capital intensive petroleum industry. They see this as sufficient to prime the pump for sustained financial commitment to higher-cost Alberta oil sands production, yet not a ball and chain crippling manufacturers.

Price stability in turn would be great news for the pipe industry, which also seeks a solid return-on-investment for its heavy outlays. Showing the interconnectedness of these industries is the announced \$650 million investment of Vallourec, the giant French pipe company, in a Youngstown, Ohio subsidiary to build pipe for the rapidly growing Marcellus shale gas industry. U.S. Steel is currently studying a similar move for a pipe plant in Lorain that would require at least \$100 million in investment.

The wind industry is encouraged after last year's record pace detailed by the American Wind Energy Association. While relatively little traffic of windmill components

Season Begins with Promise of Growth, continued from page 2

moved in the Great Lakes with noted exceptions of shipments to Burns Harbor, Indiana and Thunder Bay, Ontario, progress was steady on other fronts. The New York Power Authority issued an RFP for offshore wind farms in Lakes Ontario and Erie last December which is due June 1; a decision will be forthcoming by year's end. Ohio announced an offshore wind farm RFP only weeks ago. Scandia Wind and Norway's Havgul Clean Energy are testing local response to a billion dollar wind farm (100–200 turbines) proposal off Michigan's western coast around Ludington. Meanwhile in the southeastern corner of the Maritime State Ventower Industries, a wind tower company, is setting up shop outside the gates of the Port of Monroe with the aid of federal and state tax credits.

A Few Port Highlights

The Toledo-Lucas County Port Authority will add two new Liebherr mobile harbor cranes in early May to its operation. Manufactured in Austria, the new cranes will double productivity, moving 20–35 containers per hour and up to 4 swings per hour for bulk material handling. The port's staff note that while coastal ports have long boasted having such high performance cranes, 'they are new to Great Lakes ports.' The American Recovery and Reinvestment Act resources helped pay for the equipment.

On April 21, the Toledo port received a \$15 million Department of Energy grant that allows the Port Authority to establish an Advanced Energy Utility (AEU) within the City of Toledo. It will implement the wide-scale use of energy efficiency and alternative energy practices and solutions in residential, commercial, governmental and industrial facilities within the city's communities.

The Port of Oswego conducted bulkhead repairs and dock replacement at their two marinas during the winter closure period. In the first three weeks of the season the port welcomed 10 vessels with import shipments of cement, petroleum and aluminum. Oswego expects to double the amount of export grain for 2010, and has recently come to terms with Perdue Agribusiness which will extend their lease for 10 years. They expect a 380-ton transformer from Spain for the nuclear facility at Nine Mile Point I in Scriba in June. Wind turbine parts—140 tower sections and 37 nacelles—are set to arrive from May through September.

The Duluth Seaway Port Authority's first saltie of the new season was the Cyprus-flagged *Federal Elbe*. It loaded 21,500 mt of durum wheat at the CHS Terminal in Superior. Durum is prized wheat grown in the Dakotas and Canadian Prairie Provinces and beloved by pasta fans everywhere, but nowhere more than in Italy where the ship is destined.

The Duluth Seaway Port Authority Board's of Commissioners approved a purchase agreement with

United States Steel Corporation to acquire a 123-acre parcel of the company's former *Duluth Works site*. Redevelopment is hoped to catalyze delisting, redevelopment and revitalization of the Morgan Park property, greatly increasing the probability of longterm, significant industrial growth for the port.



The Fairload (Netherlands) arrived at Nicholson's Ecorse Terminal with 5 components for the Marathon Refinery in Detroit.

The Port of Detroit's Nicholson Ecorse Terminal welcomed the Dutch vessel *Fairload* carrying project cargo for Marathon Refinery. In April the terminal also received two U.S.-flagged barge loads of five I-beam towers—weighing 100 tons each, made in Mexico—and expects seven more modules later this year as work continues there.

The standout achievement of the Lower Laurentian Port of Sept-Îles in 2009 was record fund raising. Its signal success there to improve infrastructure will greatly increase the port's importance as a freight center and provides a new cruise terminal for its budding tourist industry. The Pointe-Noire wharf is being improved to permit two Capesize vessels to load simultaneously, and the La Relance Terminal is being expanded. A new rotary car dumper, stacker-reclaimer and conveyor system permit an extra 400,000 tons of iron ore monthly moving from the Lake Bloom mine near Schefferville to be handled. The mine's owner, Consolidated Thompson, has contracts with the port to move eight million tons of iron ore yearly through Sept-Îles. Four million tons of that amount will be shipped to China's Wuhan Iron and Steel Co., a key mine investor on a yearly basis.

The millions of tons of bulk, breakbulk and project cargo that move in the Great Lakes Seaway System depend heavily upon a skilled workforce. With years of excellent labor relations between Longshoremen and Port and Terminal management, there is widespread agreement on the need to focus on forging relations that result in a more vibrant system benefitting both parties and the consuming public. "The Seaway has been the linchpin in attracting more international cargo into the Lakes, and we're optimistic that we'll see a much stronger season in 2010, one perhaps with double digit percentage tonnage improvement," said John D. Baker Jr., President, District Council, International Longshoremen's Association.

HIGHLIGHTED GUEST

Paul Toth, Jr.,
*President and CEO, Toledo-Lucas
 County Port Authority*

*Introduction:*

On October 15, 2009 the Toledo-Lucas County Port Authority Board of Directors appointed Paul L. Toth, Jr. as the President and CEO. Paul has over two decades of experience with the Toledo-Lucas County Port Authority. He most recently served as Vice President of Technical and Financing Services, and prior to that as Airports Director. Paul is responsible for a staff of 50 and for all Port Authority operations which includes two airports, a multi-modal seaport, land acquisition and development activities and an innovative financing portfolio. Paul earned a Bachelor's Degree in Mechanical Engineering from the University of Toledo and is a registered Professional Engineer in the State of Ohio. He is also a Graduate of the University of Toledo's Graduate School of Business earning a Masters in Business Administration, specializing in finance.

*The Port of Toledo — Positioned to Move
 People, Cargo and Businesses Forward*

Coming off two of the most challenging years that the Toledo-Lucas County Port Authority has ever experienced, 2010 holds immense opportunity with over \$35 million in public and private investments going into the Port of Toledo — a port that is at the forefront of cargo handling technology on the Great Lakes.

The Port of Toledo is well positioned as an inland distribution point for North American commerce and is home to fifteen terminals linked to global markets through the Great Lakes St. Lawrence Seaway System. The Port of Toledo handles over 12 million tons of cargo and 700 vessel calls each year and is home to one of the only U.S. full service shipyards with graving docks on the Lower Lakes. Recent property acquisitions have more than doubled the size of the seaport — making it the largest land mass seaport on the Great Lakes.

Nationally recognized transportation and logistic providers are recognizing the Port of Toledo region for investment. BAX Global (a subsidiary of DB Schenker) — one of three remaining companies offer-

ing scheduled overnight domestic air cargo service in the U.S. — is investigating expanding its air hub and trucking network located at Toledo Express Airport to include the distribution of containerized products. This is in addition to the \$7 million public/private investment already underway for BAX Global's International Air Cargo expansion at Toledo Express Airport. CSX is constructing a major intermodal hub — the largest and most efficient inland intermodal facility in the U.S. — 40 miles south of Toledo as part of the National Gateway. Also, the Norfolk Southern intermodal yard located in Toledo was recently awarded \$13 million to increase capacity and better serve the region. These developments, coupled with the Port of Toledo's close proximity to the Canadian border — just 60 miles — are fueling synergies for transportation growth and short seas shipping initiatives.

The majority of our Port of Toledo cargo consists of bulk materials like coal, iron ore grain and other types of dry bulk. We believe these commodities will always be the backbone commodities that we handle, however our port is very cargo diverse. We have robust London Metal Exchange handling and storage activity and have handled some of the largest project cargoes on the Great Lakes. We have handled wind towers, steel products, lumber, super sacks and other break bulk cargo — with plans to add containerized goods to our Seaport's product mix to better serve the transportation needs of the region.

The Port of Toledo has benefited from over \$35 million in State and Federal grants and private investment by Midwest Terminals of Toledo to acquire modern material handling equipment, reduce congestion, improve infrastructure, gain capacity and decrease emissions. This investment is creating jobs, cleaning brown fields, supporting manufacturing and advancing alternative energy initiatives and technology. These investments come at a critical time for the Port of Toledo and we applaud the many State and Federal departments and agencies that have assisted us in the modernization effort. The improvements will position the Toledo Seaport to become one of the most efficient product handling ports on the Great Lakes regardless if the cargo is in the form of bulk, break-bulk or in a box.

Funding for the purchase of two new mobile harbor cranes and a material handler to replace three World War II-era Liberty cranes will enable vessels, barges, trains and trucks to be loaded and unloaded two or three times faster than before in the Port of Toledo. Working in tandem on a short sea vessel or barge, the mobile harbor cranes will make throughput competitive with that of coastal ports for container and bulk handling. These types of investments are critical

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Highlighted Guest, Paul Toth, Jr., continued from page 4

throughout the Seaway System to meet the needs of shippers.

The modernization occurring at the Port of Toledo can and should benefit all Great Lakes ports. For our Great Lakes System to reach its potential and capacity, the ports and terminals must reinvest in facilities and prepare for the future. It is clear we are moving in that direction. Transportation funding is more readily available for ports

and Seaway infrastructure improvements are occurring like the new lock in Sault Ste. Marie and there is now a potential for U.S. and Canadian incentives for short sea shipping activities. However, we must also educate those in the supply chain to shed the image of being a “part-time system with limited capabilities,” and work together to enable short sea shipping among our ports. We believe that with modern equipment and infrastructure in place at our terminals and in the seaway — Great Lakes ports have the potential to transform the North America’s transportation system.

Historic Ice Study Completed on the St. Lawrence Seaway

The U.S. Department of Transportation’s Saint Lawrence Seaway Development Corporation (SLSDC) together with Transport Canada, the Canadian St. Lawrence Seaway Management Corporation (SLSMC), the U.S. St. Regis Mohawk Tribe, and the Canadian Mohawk Council of Akwesasne have finalized a three-year Joint Observational Study (JOS) that assessed the potential impacts caused by icebreaking activities on the St. Lawrence Seaway.

The study’s conclusion, endorsed by all participants, is that no adverse impacts to the shoreline studied could be observed as a consequence of ice breaking activity. Using a baseline characterizing the impact of natural ice break-up and clear-out, the study revealed that the use of ice-breakers to clear the shipping channel did not result in any measurable change to shoreline ice scour and/or land-fast ice breaking away from the shore.

During the three-year JOS, landowners along the shoreline being studied, which extended from the U.S. Snell Lock to the middle of Lake St. Francis, did not report any negative effects from the icebreaking activity. Moreover, the JOS revealed that the forces imposed on the shoreline due to icebreaking activities were significantly less than the forces exhibited by ice floes driven onto the shoreline by high wind conditions.

“From the Seaway’s perspective, the JOS is unprecedented in terms of its cooperative nature and the thoroughness of its analysis. After three years of hard work, the Akwesasne Mohawk, the Governments of Canada and the United States, and the U.S. and Canadian Seaway entities all endorse the study’s findings and recommendations,” said U.S. SLSDC Administrator Collister Johnson, Jr. He added, “We will work closely with our Akwesasne neighbors to carry out the study’s recommendations.”

Among the study’s recommendations is that all parties involved in the JOS continue to interact on a regular basis



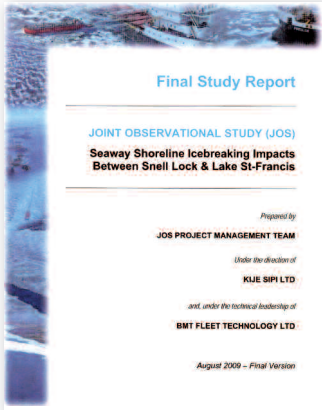
Left to right: Richard Corfe, President and CEO, St. Lawrence Seaway Management Corporation; Chief Bill Sunday, Mohawk Council of Akwesasne, Tsi Snaihne District; Tribal Chief James Ransom, St. Regis Mohawk; Chief Brian David, Mohawk Council of Akwesasne, Kawehnoke District; and Collister Johnson, Jr., Administrator, Saint Lawrence Seaway Development Corporation.

concerning the stewardship of the waterway. In reviewing the findings, Richard Corfe, President and CEO of the Canadian St. Lawrence Seaway Management Corporation emphasized, “The study highlights the importance of a collaborative approach to resolving issues on our shared waterway. With the correct data, informed decisions can be made, and any questions concerning the sustainability of ice management activities can be comfortably settled.”

St. Regis Mohawk Tribal Chief James Ransom also commented on the study, “The Joint Observational Study was an excellent learning process for everyone involved. It shows that if we put our minds together in a cooperative manner, it can be beneficial for all parties involved.” Chief Brian David of the Mohawk Council of Akwesasne added, “We hope that this will be part of an ongoing collaboration to find a harmonious balance between ice-breaking activity and the practice of our inherent rights on the waterways.”

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Historic Ice Study, continued from page 5



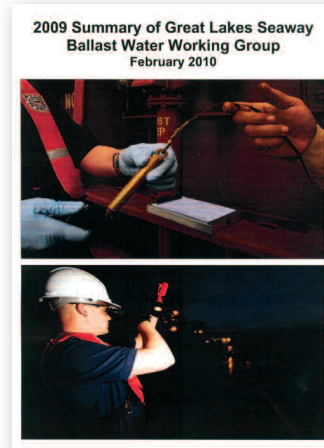
The JOS arose out of a Memorandum of Understanding (MOU) entered into by the parties in May 2006 to observe and document potential physical impacts arising from icebreaking activities in the St. Lawrence Seaway. The MOU was a component of a negotiated

settlement among the parties to complaints filed in 2004 by the Akwesasne Mohawk. With the completion of the JOS, the requirements set forth in the settlement agreement are fulfilled.

An electronic copy of the JOS Conclusions and Recommendations can be found at www.greatlakes-seaway.com, under the “Environment” tab. The report is also available at the St. Regis Mohawk Tribe’s website, at www.srmt-nsn.gov.

Great Lakes Ballast Water Working Group Report Released

The 2009 Summary of Great Lakes Seaway Ballast Water Management report compiled by the Great Lakes Ballast Water Working Group (BWWG) was recently released. The BWWG is comprised of representatives of the Saint Lawrence Seaway Development Corporation, the St. Lawrence Management Corporation, U.S. Coast Guard, and Transport Canada. Preventing the introduction of aquatic invasive species into the Great Lakes through stricter ballast water standards and a comprehensive enforcement policy is a top priority for the Saint Lawrence Seaway Development Corporation. In 2009, 100% of ships bound for the Great Lakes via the Seaway received a ballast tank exam. A total of 5,450 ballast tanks onboard 295 different ships were sampled and had a 97.9% compliance rate. Ships that failed to properly manage their ballast tanks were required to either retain



the ballast water and residuals on board, treat the ballast water in an environmentally sound and approved manner, or return to sea to conduct a ballast water exchange. The BWWG anticipates continued high ship compliance rates for the 2010 navigation season.

An electronic copy of the 2009 Summary of Great Lakes Seaway Ballast Water Working Group document can be found at www.greatlakes-seaway.com, under the “Environment” tab.

Seaway Asset Renewal Program Update



Seaway ARP contractors working on concrete joint repairs in the U.S. Eisenhower Lock Highway Tunnel in Massena, N.Y.

In FY 2010, the Saint Lawrence Seaway Development Corporation (SLSDC) continues to show progress on its 10-year Seaway Asset Renewal Program (ARP) to rehabilitate the U.S. Seaway’s navigation infrastructure and Corporation facilities in Massena, N.Y. The SLSDC plans to fund 20 ARP projects in FY 2010, which includes culvert valve replacement at both U.S. Seaway locks, structural rehabilitation at the Seaway International Bridge, IT upgrades to lock operating systems, and concrete replacements at the U.S. Eisenhower Lock.

Through April, the SLSDC had actual and projected ARP expenditures of \$3.1 million, or 19 percent of the FY 2010 ARP budget of \$16.3 million. During the ARP’s first year in FY 2009, the SLSDC obligated \$17.6 million for 21 projects.

U.S. Department of Transportation Launched Two New Web Sites

The U.S. Department of Transportation (DOT) launched two important web sites in support of the Open Government initiative: the DOT Open Government public web site (www.dot.gov/open) and a citizen engagement tool (<http://opendot.ideascale.com>). The DOT's launch of these two sites meets a critical milestone within the requirements of the Open Government Directive, which calls for all Federal agencies to be more transparent, participatory, and collaborative in the way they do business.

The DOT Open Government web site provides information on DOT's Open Government initiative, including its approach and methodology, news and updates, and progress toward meeting key milestones and objectives.

The citizen engagement tool, IdeaScale, is an online forum to solicit feedback and ideas from the public on areas of transparency, participation, collaboration, and innovation. We invite you to look through this engagement tool to get a glimpse into the things citizens think DOT could do to be more transparent, participatory or collaborative, and submit your suggestions through a public dialogue on IdeaScale or through a private email to the Open Government team at openideas@dot.gov.

Winter Work Maintenance Completed for Another Year

The Saint Lawrence Seaway Development Corporation began its annual winter inspection and preventive maintenance program immediately following the departure of the last ship (*J.W. Shelley*) through the two U.S. locks in Massena, N.Y. on December 28, 2009.

Winter projects included completion of repairs to one of Snell Lock's downstream culvert valves which is crucial to the raising and lowering of water levels in the lock. Two bull gears and associated equipment which are key components to the operation of the lock gates were replaced. Shim plates were installed on the upstream gates at Snell to compensate for wear on the miter contact blocks. One downstream culvert valve stem at Eisenhower was removed, straightened, refurbished and replaced. Modification to the air curtain at Snell was completed, improving the control of ice at the entrance of the lock.



Preparing to remove the valve stem for repair.

Many other projects were completed by our very capable maintenance crews. The work must be completed, sometimes under harsh weather conditions, but Mother Nature was good to the crews this year. The list of projects is lengthy, but all are essential to assure the reliable operations of the locks during the upcoming navigation season.

2009 Seaway Pacesetter Winners Announced

The Saint Lawrence Seaway Development Corporation (SLSDC) announced two winners for its tonnage award, the Robert J. Lewis Pacesetter, for the 2009 navigation season: the Port of Milwaukee and the Twin Ports of Duluth-Superior. Both ports posted international tonnage increases despite the most difficult economic season in the waterway's 50-year history.

The Port of Milwaukee posted a 22 percent increase over the 2008 season for international cargo with a total of 260,000

metric tons, most of it grain headed to European and Near East markets. The port also handled a 400-ton transformer used in the power generation industry, a shipment that officials called the heaviest piece of project cargo to move across the port track in recent history.

The Twin Ports moved 1.9 million mt of international tonnage — cargo that moves through the Seaway locks — last year. The figure represents a 16 percent rise in that category of tonnage from the previous season with grain comprising the lion's share of port exports (a 32 percent jump in that commodity over 2008).

The 2010 Binational Trade Mission is Scheduled

This fall the two Seaway Corporations will host the 32nd Annual Binational Trade Mission to Amsterdam and Rotterdam, The Netherlands, Antwerp, Belgium and London, England from November 1 – 5, 2010. The Trade Mission will provide Great Lakes St. Lawrence Seaway System Stakeholders with the opportunity to work with industry leaders proficient in conducting Short Sea Shipping on a daily basis as well as reconnect with current users and prospective customers.

In the fall of 2009, the Saint Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Management Corporation (SLSMC) visited a number of ports, terminals and short sea operators in Europe to better understand the differences between short sea operations in Europe and North America. Meetings occurred with the Ports of Amsterdam, Rotterdam and Duisport, along with the Associated British Ports. Benchmarking was done in detail along with the review of best practices. Discussions also included stories of success and opportunities for improvement.

This year's Trade Mission will allow the Seaway delegation to take efforts one step further. Representatives from the Ports of Amsterdam and Rotterdam, The Netherlands and the Associated British Ports, London, England will conduct meetings in a workshop format

that will allow for the exchange of information. It is also envisioned that other business development opportunities will be discussed.

Objectives

- Gather facts and data to assist in the development of short sea shipping within and to and from the Great Lakes St. Lawrence Seaway System for stakeholders and Government agencies;
- Benchmark similar ports and inland operations to provide basis of comparison;
- Develop new approaches to short sea shipping to assist Great Lakes and hub stakeholders;
- Provide comparisons of rules and regulations for discussion with appropriate Government agencies;
- Explore availability of potential vessels and vessel operators;
- Understand how inland ports position themselves in the supply chain;
- Discuss impact of tolls and ancillary charges on supply chain of users;
- Evaluate approaches utilized to reduce system or corridor costs; and
- Benchmark operational processes as appropriate.

If you are interested in attending the Seaway's upcoming Binational Trade Mission, please contact Rebecca McGill at 202-366-5418 or Bruce Hodgson at 905-641-1932, ext 5436.

Great Lakes United Tall Ships Challenge 2010 — The Race to Save the Lakes

The American Sail Training Association has partnered with Great Lakes United to bring a fleet of international tall ships to the Great Lakes, the world's largest body of fresh water, as part of the Great Lakes United TALL SHIPS CHALLENGE 2010 race series from June 30 – August 29. Tall ships will race through all five Great Lakes making port appearances in cities throughout the U.S. and Canada.

The following Great Lakes Ports are official hosts:

- Toronto, Ontario: June 30 – July 4
- Cleveland, Ohio: July 7 – 11
- Bay City, Michigan: July 15 – 18
- Duluth, Minnesota: July 29 – August 1
- Green Bay, Wisconsin: August 12 – 15
- Chicago, Illinois: August 24 – 29



Marinette Marine Facility Expansion to Enhance Ship Program

The Marinette Marine Corporation, a member of the Lockheed Martin-led Littoral Combat Ship (LCS) industry team, recently broke ground for an expansion to nearly double the size of its main indoor ship construction building — an investment to support the construction of the U.S. Navy's LCS.

The expansion will provide enough indoor space to simultaneously house two complete LCS hulls and parts for two additional ships. The building enhancements

also allow greater use of Marinette Marine's proven modular construction process, which will enable the Lockheed Martin team to construct LCS more cost effectively.

The ground-breaking is the latest in a recent series of investments made by the shipyard's parent company, Fincantieri, as part of its five-year, \$100 million plan to modernize its U.S. shipbuilding operation and support the LCS program. In 2009, Marinette Marine installed higher-capacity overhead cranes, plasma-cutting tables and pipe-bending machines to increase efficiency and capacity. In 2008, Lockheed Martin also became a minority partner in the shipyard, while continuing to share its project management and lean manufacturing techniques to meet the LCS program's cost and schedule goals.

SLSDC Participated in Seatrade Convention in Miami, Florida

In coordination with the Great Lakes Cruising Coalition, the Saint Lawrence Seaway Development Corporation (SLSDC), Office of Trade Development participated in Seatrade, North America's largest conference and exhibition for the cruise ship industry. The event took place in Miami, Florida, March 15 – 18, 2010. This marked the tenth consecutive year the SLSDC and the Great Lakes Cruising Coalition have co-hosted an informational booth to promote the Great Lakes Seaway System as an attractive cruise ship destination. Each delegation member reached out to individuals that visited the booth and reinforced the premise that the Great Lakes Seaway System continues to be recognized as one of the safest destinations for cruise ships and a comfortable environment for travelers seeking vacation options closer to home.



Great Lakes Seaway delegation: left to right (first row) Adolph Ojard, President, Port of Duluth; Rebecca McGill, Director of Trade Development, SLSDC; Paul Pepe, Manager Tourism, Port of Thunder Bay; (second row) Stephen Burnett, Executive Director, Great Lakes Cruising Coalition; Michael Riehl, Deputy Harbor Master, Port of Toronto; Tom Rausch, Marine Inspector, SLSDC; and Mike Magni, President, Monaco Air Duluth.



Personnel News

It is with sadness that we report that **Stanford E. Parris**, former Saint Lawrence Seaway Development Corporation (SLSDC) Administrator, died of heart disease at his home in Mathews County, Virginia. Mr. Parris (1929 – 2010) served as the SLSDC’s Administrator from March 21, 1991 – April 15, 1995. He dedicated his life to the service of the Commonwealth of Virginia and his country. As an Air Force pilot during the Korean War he was shot down over North Korea and awarded the Purple Heart. He was elected to the Fairfax County Board of Supervisors, the Virginia House of Delegates and served six terms in the United States Congress.



Rear Admiral Michael N. Parks

Rear Admiral Michael N. Parks assumes the duties as the Ninth Coast Guard District, after serving as the Deputy Director of Operations for Headquarters United States Northern Command. Rear Admiral Parks is a 1982 graduate of the United States Coast Guard Academy where he received a Bachelor of Science degree in Government. In 1994 he attended George Washington University, where he earned a Master of Public Administration degree. In

2004 Rear Admiral Parks was selected and attended the National War College in Washington, D.C., where he received a Master of Science in National Security Strategy and Policy.

Rear Admiral Parks takes over command from Rear Admiral Neffenger who now assumes duties as Director, Enterprise Strategy, Management and Doctrine at Coast Guard Headquarters in Washington, D.C.



William D. Friedman

William D. Friedman will begin his new duties on June 1 as President and CEO of the Cleveland-Cuyahoga County Port Authority. Mr. Friedman has spent more than 20 years in port-related leadership roles.

Mr. Friedman served for four years as CEO of the Ports of Indiana, where he oversaw three maritime ports. He also held a variety of positions at the Port of Seattle, where he worked for 10 years, including Director of Seaport Strategic Planning, General Manager of cargo piers and industrial properties and director of Seaport Communications and Administration.

Mr. Friedman replaces Peter Raskind, who agreed to serve as interim CEO following the resignation of Adam Wasserman in November.

Upcoming Events

June

June 20–21

74th International Joint Conference

LCA CSA Conference

Niagara-on-the-Lake, Ontario

Contact: Silvie Dagenais; 613-232-3539;
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July

July 11–13

Transportation Research Board 2010 Joint Summer Meeting

Planning and Performance Measurement for All Modes
Minneapolis, Minnesota

Contact: www.trb.org

July 19–21

Freshwater Wind 2010

Cleveland, Ohio

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