

## The 56th Navigation Season Begins

The Montreal-Lake Ontario section of the St. Lawrence Seaway opened the 2014 navigation season on March 31 when the *Algoma Guardian*, carrying iron ore, transited through the Eisenhower Lock heading to Hamilton, Canada.

The binational waterway's season began its 56th year of operations three days earlier when the *Algoma Equinox* moved through the Seaway. One of eight new bulk vessels of the *Equinox* class delivered to Algoma Central Corporation, the ship is much more efficient and environmentally friendly than the vessels it replaced with reportedly up to 45 percent improvement in fuel efficiency and enhanced emissions performance. The *Equinox* was headed to Thunder Bay to pick up its first load of grain.

The opening day activities took place at the Welland Canal. Leaders of the two Seaway Corporations, the Saint Lawrence Seaway Development Corporation's (SLSDC) Administrator Betty Sutton and The St. Lawrence Seaway Management Corporation's (SLSMC) CEO and President Terence Bowles, presented remarks at the St. Catharines Museum. They were joined by keynote



At the Seaway opening ceremony: (left to right) Brian Benko, VP of ArcelorMittal Dofasco, Terence Bowles, CEO of The St. Lawrence Seaway Management Corporation, Algoma Chief Engineer François Tremblay, Algoma Captain Ross Armstrong, Betty Sutton, Administrator of the Saint Lawrence Seaway Development Corporation and Greg Wight, CEO of Algoma Central Corporation.

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### ADMINISTRATOR'S COLUMN

## Taking Pride in the Opportunity Belt



Betty Sutton  
Administrator

I recently read an article about events occurring in Wisconsin, Michigan, Ohio and Pennsylvania. As an Ohioan, I read the article with interest, until I came across the first of four casual references

that labeled these Great Lakes States in the heartland of our nation as the "Rustbelt." Now, I recognize and

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### GUEST COLUMNIST

## Cameron Davis

Senior Advisor to the Administrator,  
U.S. Environmental Protection Agency



Cameron Davis

### The Sixfecta

We've all experienced win-win solutions and sometimes even heard of win-win-wins (a trifecta). But win-win-win-win-win-wins are pretty rare.

We have the chance to pull off such a rarity for our Great Lakes ports, assets and stakeholders. Magically, all

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celebrate the freedom that we all have to choose what we say and, certainly, this is not an isolated incident of a newspaper identifying the area with that term. Even so, there is no other part of this great country that is routinely disparaged by reporters, political and business leaders with such a negative stereotypical label. It is time for it to stop.

We don't call the South the "Sunstroke Belt" or the West the "Parched Belt." And, I certainly do not think we should. It would not do those areas justice, just as the negative image conjured up with the "Rustbelt" label does not do the Great Lakes States justice. The area is the heartland of North America. It boasts the magnificent Great Lakes, national parks and recreational destinations and contains one fifth of the world's fresh water. It is home to countless world class educational and health care institutions, arts and culture and is headquarters for one-half of the Fortune 500 industrial companies. This area is blessed with hardworking people who care about one another and are dedicated to our great nation. In Ohio alone, there are more than 900,000 veterans.

Connected to our biggest trading partner, Canada, and to the rest of the world through the Great Lakes and the St. Lawrence Seaway, the area is our nation's manufacturing and agricultural powerhouse. Taken as a whole, the

economy of the eight Great Lakes States and the two Canadian Great Lakes provinces represents the 4th largest economy in the world, behind only the United States, China and Japan.

From being the cradle of the auto industry to the birthplace of aviation and numerous medical, scientific, and engineering advancements, the area not only has a rich past, but a present characterized by innovation and discovery. In light of all that this dynamic region contributes to the strength of our nation, I submit that it is past time to consciously drop the "Rustbelt" label. It contributes nothing necessary to a media story and should be replaced with a more fitting term, referencing the area as the "Opportunity Belt," would be far more worthy of the area, our people, and our future.

There is just so much opportunity in the Great Lakes. The Great Lakes and Seaway basin possess economic and natural assets that are the envy of the world. We are uniquely endowed with resources that allow us to reach for new opportunities. Those opportunities are becoming more evident in the world of maritime transportation. Ships are moving essential materials to more than 100 million people in the region, over one-fifth of the continent's population. The Great Lakes Seaway System tends to fly beneath the radar for the general public, but it shouldn't. It contributes to businesses accounting for over a third of

North America's gross national product and provides a marine highway from the Midwest to the Atlantic Ocean. The construction, agriculture, and steel industries are some of the critical industries that depend daily on the binational waterway to supply materials. The Great Lakes Seaway System makes it possible to move coal that generates heat in the winter and air conditioning in the summer for millions of people. It allows for grain from the heartland of the country to move to destinations across the globe. It is the path for windmill parts to be transported in order to provide a new energy source. It is, in short, a pathway to opportunity.

As Administrator, I am determined to support and encourage greater economic opportunities for the people and businesses that depend on the Great Lakes. To that end, I am working to grow the strategic importance of the Great Lakes Region, expand and diversify the economy of the Great Lakes Seaway System, serve as a model of intermodal transportation connectivity, and maintain a vibrant domestic and international maritime industry.

Anything we can do to help our region realize these opportunities will help it thrive. We can start with replacing "Rustbelt" with "Opportunity Belt." And we can keep working together to give us all a reason to continue to say with pride that we work within the Great Lakes Region. ■■■

## International Cargo Tonnage Increased in Six Great Lakes Ports

**The Saint Lawrence Seaway Development Corporation (SLSDC)** is proud to announce six winners of the Robert J. Lewis Pacesetter Award for the 2013 navigation season. This annual award is presented to the U.S. Great Lakes Seaway System ports that register an increase in international cargo tonnage shipped through the Seaway over the previous navigation season. The six ports

that have won the Pacesetter Award for 2013 are:

- Cleveland
- Detroit
- Duluth
- Green Bay
- Monroe
- Toledo

Despite an overall decrease in cargo tonnage for the 2013 navigation season—the brunt of which could be traced to iron

ore, coal and dry bulk commodities—our Pacesetter Award winners outperformed their initial projections. Cargos that made a difference were the inbound shipments of steel, aluminum, sugar and project cargo and outbound shipments of grain, petroleum products and pig iron.

Congratulations everyone! ■■■

THE 56TH NAVIGATION SEASON BEGINS  
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speakers Greg Wight, President and CEO of Algoma Central Corporation, and Brian Benko, Vice President of ArcelorMittal Dofasco. Also present were St. Catharines Mayor Brian McMullan and Gary Burroughs, Chair of the Regional Municipality of Niagara.

Administrator Sutton's comments centered principally on major infrastructure improvements. She noted that in the first five years of the federally funded Asset Renewal Program, "the SLSDC spent \$80 million on 42 separate projects that addressed various needs for the U.S. Seaway locks, maintenance dredging, operational systems, and Corporation equipment." The next phase will see disbursement of an additional \$91 million, she said. Among those expenditures will be funding for a "new hands-free vessel vacuum mooring system and replacement of the SLSDC's tugboats *Robinson Bay* and *Performance*."

Optimism about the new season and what it will bring were integral to her remarks as she noted the "new Cleveland-Europe Express ("CEE-Way") liner service in Cleveland offers great potential and will be a tremendous boost for the entire Great Lakes St. Lawrence Seaway System." The new breakbulk-container liner service is the first one serving U.S. ports in a generation within the System. Yet another positive development was the Congressional decision to treat the lakes as a 'system' for dredging funding purposes. That decision, said the Administrator, will permit the U.S. Army Corps of Engineers to provide more money for American ports, big and small, within the Great Lakes Seaway System.

A crowd-pleasing, historical maritime tradition of awarding the 'top hat' to the Captain of the first ship moving through the system was continued. Algoma's

Capt. Ross Armstrong and Chief Engineer François Tremblay received the coveted black silk heirloom which, after proudly trying it on and receiving cheers, was placed in the museum's glass case for next year's ceremony.

### Outlook

Slow but overall steady progress in the national economy since 2009 has many marine industry analysts optimistic about 2014. The Seaway's top bellwether cargo for decades, iron ore, looks likely to retain that title. Most of it transiting Seaway locks originates in the Labrador Trough and moves down bound by Lakers to U.S. and Canadian steel mills on Lakes Ontario and Erie. Exports of Minnesota—Michigan iron ore to lower Laurentian ports for transshipment to Asia is unlikely to grow as long as China's steel industry continues to waiver after long term double digit growth.

Grain movements through Seaway locks should be robust throughout the spring, perhaps even longer, because of the large backlog of Canadian grain at elevators throughout the Prairie Provinces. Canada's historic bumper crop harvested late last year, was trapped when one of the harshest winters in decades set in. Inadequate elevator storage and rail cars prompted government intervention that suggests a full court press for export of grain via the Seaway.

Coal tonnage exported through the Seaway has kept this commodity from a free fall after the one-two punch of Ontario's political decision to wean itself from coal and many U.S. power companies opting to replace aging plants with gas given stricter environmental air emissions standards. The Midwest Energies Resources Co. (MERC) multi-year contract to ship Powder River Basin coal from the coal terminal in Superior, Wisconsin ends this year.

General cargo, mostly iron, steel, coils, pipe and machinery, looks promising. A new \$1 billion pipe mill in Youngstown, Ohio and improvements in steel plants nearby are supporting shale gas drilling operations in the Marcellus-Utica basins, America's top gas producing region. The SLSDC is optimistic that the billions of dollars being invested in that Ohio-Pennsylvania-West Virginia region will soon look to the Seaway as an efficient, safe and reliable marine route for their infrastructure needs. A \$300 million modular gas-to-liquids facility in Ashtabula, Ohio is slated to begin construction and at press time a tentative green light was given by a Brazilian company to build a multibillion ethane cracker in this gas-rich area.

Project cargo is rarely announced far in advance so prognostication is always dicey. The Twin Ports does expect 'at least a couple of wind component shipments from Europe,' and the System's undisputed leader for this high value cargo notes they are working diligently on others. Two Midwestern wind tower manufacturers, Broadwind in Manitowoc, Wisconsin and Ventower Industries in Monroe, Michigan, have announced contracts for supplying wind farms that will keep their respective factories humming in 2014. ■ ■ ■



beneficiaries begin with a “P.” Upstream sedimentation prevention is what gives us the Win x 6.

**Ports:** The Corps of Engineers dredges some 3.3 million cubic yards of sediment annually, at a cost of some \$20 million annually just to keep up at the 35 federal navigation projects around the Lakes. According to one of the rare studies looking at the cost difference between upstream reduction compared to downstream dredging and disposal, taxpayers could save \$1.3 million annually in dredging and disposal costs in Toledo alone (Songhen, Brent, Northeast-Midwest Institute, & NOAA, 2001).

**Public Amenities:** Similarly, ports are struggling with what to do with excess sediment. Open-water disposal is controversial and storing sediment on-site and elsewhere is expensive. Some ports—think Duluth, for example—have supported turning harborfronts into public amenities for open space and tourism.

**Producers:** (as farmers are officially known) need certain, basic raw materials to grow their produce. Soil is one of them. When soil flushes off agricultural lands, one of their most important raw

**Editorial Note:** In June 2009, the Obama Administration appointed Cam Davis to serve as Senior Advisor to the Administrator of the U.S. Environmental Protection Agency. In that capacity he provides counsel to the EPA Administrator on the Great Lakes Restoration Initiative. Because of the appointment’s importance, the media dubbed the position as a “czar” for cleaning up the Great Lakes. The SLSDC is working together with Mr. Davis on mutual environmental stewardship goals.

materials—and money—gets flushed along with it.

**POTWs:** Publicly-Owned Treatment Plants and their ratepayers, which means millions of urban and suburban residents, have to pay for sediment to be removed downstream. It would be less expensive if it could be prevented from washing into waterways in the first place.

**Play:** Waterborne recreation—boating, fishing, and swimming for example—is a major economic draw for the Midwest. But it’s compromised when Great Lakes’ coasts are sullied from sediment.

**Purlieu:** I had to reach back to the French and old English language of the 1400s to find a word for “environment” that begins with a “p.” Sedimentation chokes fish habitat in rivers and harbor mouths, which are among the most biologically productive areas in the Great Lakes. Sedimentation is also associated

with nutrient runoff, which contributes to harmful algae.

None of this is to say that upstream sedimentation prevention will obviate the need for downstream dredging and disposal. But the benefits are undeniable and we know we can do a better job than we are doing now. Fortunately, more people are eager to do their part to reduce sedimentation. The Great Lakes Commission has an excellent tool box at <http://projects.glc.org/tributary>. The Great Lakes Restoration Initiative (<https://glri.us>) funds sediment reduction. The Corps of Engineers also hosts webinars and workshops, listed at <http://projects.glc.org/tributary/calendar.html>. Participate. This could be your chance to be part of a “sixfecta.” ■■■

*The opinions expressed here are those of the author. They do not reflect EPA or Seaway policy, endorsement, or action, nor do they verify the accuracy or science of the contents of this article.*

## Administrator Attends the Pre-Navigation Conference in Tampa, Florida



Pictured from left are Michael Baker, John Baker, Betty Sutton, Administrator, Saint Lawrence Seaway Development Corporation, and John Baker, Sr.

**Betty Sutton, Administrator,** Saint Lawrence Seaway Development Corporation attended the International Longshoremen’s Association Great Lakes Pre-Navigation Conference in Tampa, Florida on March 15. “America’s mid-west should be rebranded as the ‘Opportunity Belt’ and not be called ‘Rust Belt’,” said Administrator Sutton. ■■■

# Five Cruise Ships—Five Thousand Guests—Fifty Port Visits

By Stephen Burnett, Great Lakes Cruising Coalition

Albert Einstein famously said that “Insanity is doing the same thing over and over again and expecting different results”—but as our genius was more of a philosopher-inventor than a marketer, he might have been happy with the recent success of Great Lakes Cruising—because developing a logical and consistent approach to marketing the Great Lakes is delivering a banner cruising year in 2014.

Seaway Compass readers will remember Pearl Seas Cruises announcing the launch of their magnificent 210 guest capacity all-suite *Pearl Mist*, which on June 14 will be entering the Great Lakes on her maiden voyage—setting new standards as the most elegant up-market cruise ship in Great Lakes history.

Our old friend the *C. Columbus* has now been renamed the *MS Hamburg* and will be cruising the Great Lakes in her new persona under the Plantours flag. This 420 guest capacity German registered world cruiser will become part of the Plantours fleet of ocean vessels and river boats—enabling this European enterprise to introduce an expanded German market to the Great Lakes. Plantours are continuing a proud local tradition, because in 1900 German yards built the world’s first ship dedicated to cruising—when the *Prinzessin Victoria Louise* was launched. She was designed by Albert Ballin who later became the General Manager of the renowned Hamburg—America Line.

New England based inventor and marine visionary Luther Blount built a fleet of ultra-shallow draft 100 guest capacity cruise vessels designed for inshore, river and Great Lakes cruising. 2014 will see



The Pearl Mist.

two of the US flagged “Blount Small Ship Adventure” fleet in the Great Lakes when the *Grand Caribe* and *Niagara Prince* will cruise between Chicago and Oswego, visiting over twenty ports in the Great Lakes.

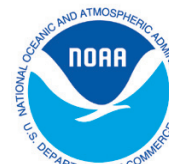
New York based Travel Dynamics International have been cruising the Great Lakes for many years and have previously operated *Le Levant*, *Orion* and *Yorktown* in the region.

Based in Kingston Ontario, the 60-guest capacity *Canadian Empress* offers cruises along the Thousand Island region, the Ottawa River and the St. Lawrence Seaway—cruising as far east as Montreal and Quebec City. The *Canadian Empress* was designed along the slender lines of an early river-boat that might have

serviced the Rideau Canal. St. Lawrence Cruise line operates from May to October.

Because the Great Lakes cruise region is a “small-ship” destination, we have traditionally referred to our cruise inventory as “ships with 100 guest capacity”. But the 2014 cruise fleet will now have larger ships, able to carry more guests—which is an exceptional economic opportunity for the region.

Einstein also said “Learn from yesterday, live for today, hope for tomorrow—the important thing is not to stop questioning”—We are grateful to Mr. Einstein for his inspirational advice as we grow the Great Lakes cruise trade. ■■■



## Improving Nautical Charts for Great Lakes Mariners

**Navigation is moving** to a new digital age, and nautical charts have to keep up with mariners' demands. National Oceanic and Atmospheric Administration's (NOAA's) Office of Coast Survey, the nation's chartmaker, is reconstructing its nautical products, and Laker captains and pilots will find a lot to like in the process.

The most important improvements are to the Great Lakes nautical charts themselves. NOAA currently maintains 135 regular nautical charts, and 7 small craft book charts (containing 253 charts) for the Great Lakes. Many of those charts are being updated, incorporating data acquired by [NOAA planes using LiDAR](#) systems to determine accurate positions of shorelines and other features.

Earlier this year, vessel operators transiting St. Mary's River got a new nautical chart to help lessen the dangers inherent in this complicated waterway. The first edition of [Chart 14887](#) (St. Mary's River—Vicinity of Neebish Island) provides large-scale (1:15,000) coverage that corrects feature positions an average of ten meters from positions in prior charts—a vital correction for precision navigation by vessels that can exceed a thousand feet long.

In late January, Coast Survey also issued new editions of St. Mary's River's four

largest scale charts. Charts 14882, 14883, 14884, and 14962 were updated with all-new shoreline, adjusting the locations of features and aids to navigation. These updates follow 21 new editions issued in 2013. More updates are slated for the rest of 2014 and 2015.

In addition, Coast Survey is enlarging its suite of electronic navigational charts. They recently created new electronic navigational charts (NOAA ENC®) for the St. Lawrence Seaway: US5NY61M, US5NY62M, US5NY63M, US5NY64M, and US5NY65M.

In another ENC development, last year [the U.S. and Canada eliminated overlapping coverage](#) in the Great Lakes. Under the new scheme, the countries changed their areas of coverage, so that only one country's ENC would be available for any given area at a particular scale.

### Coast Survey Improves Access to NOAA's Navigation Products and Data

In January, NOAA released the 44th edition of [United States Coast Pilot 6](#), covering the Great Lakes and their connecting waterways. It is available for purchase from NOAA-certified agents, or you can download part or all of it as a free PDF from the Coast Survey website.

Ocean Service should obtain up-to-date printed charts from chart agents.

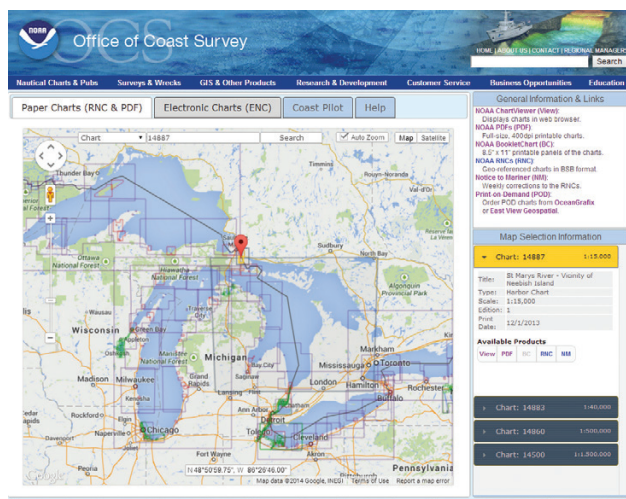
Coast Survey has launched a new [interactive chart locator](#) that allows people to select a chart from a map of the U.S. and choose their format. (The map-based chart catalog is available on Coast Survey's home page, at [nauticalcharts.noaa.gov](#).)

Last year, NOAA announced that the federal government will shift printing of paper charts to the private sector, with NOAA-certified agents providing improved paper ["print-on-demand" \(POD\) charts](#) that fulfill a vessel's requirement to carry a navigational chart published by the National Ocean Service. The 150-year-old bulk printing process produced paper charts that were often out of date on the day of purchase, and mariners would have to spend hours manually applying critical updates. With the vast improvements in digital technology, NOAA can now offer paper charts that are printed-on-demand, with the critical corrections already incorporated into the charts.

"Our primary concern continues to be making sure that boaters, fishing vessels, and commercial mariners have access to the most accurate, up-to-date nautical chart in a format that works well for them," said Capt. Shep Smith, chief of Coast Survey's Marine Chart Division.

"Customers frequently ask us for special printed features, such as waterproof charts, special papers, or chart books containing additional information," he explained. "We are providing new opportunities for companies to fill these market niches, using the most up-to-date information directly from NOAA."

Coast Survey welcomes suggestions for additional ways to improve services to the maritime community. Contact them at [nauticalcharts.noaa.gov/inquiry](#). ■ ■ ■



Coast Survey is now offering [free PDF versions](#) of most of the thousand+ NOAA nautical charts. The PDFs, which are high-resolution digital images of traditional nautical charts, are especially valued by recreational boaters who use them to plan sailing routes and fishing trips. It's important to remember, though, that printing PDFs may alter a chart's scale, color, or legibility. Ships that are required to carry a navigational chart published by the National

## SLSDC is a New Member of AWEA

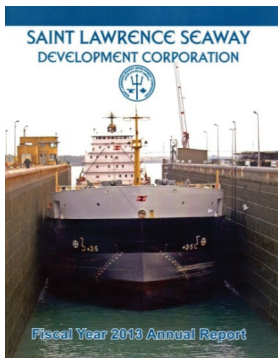
The Saint Lawrence Seaway Development Corporation (SLSDC) has become a member of the American Wind Energy Association (AWEA).



AWEA is the national trade association for the U.S. wind industry—the country's fastest growing energy industry. With thousands of wind industry members, such as the SLSDC, and wind policy advocates, AWEA promotes wind energy as a clean source of electricity for American consumers. ■■■

## SLSDC Releases FY 2013 Annual Report

The Saint Lawrence Seaway Development Corporation (SLSDC) recently released its FY 2013 Annual Report and has posted it on our binational website: <http://greatlakes-seaway.com/en/pdf/fy2013ar.pdf>.



The report highlights just a few of the many accomplishments we achieved this past year. The programs and activities in this report are designed to promote a safe, reliable, efficient,

competitive, and environmentally responsible deep-draft waterway. ■■■

## Great Lakes Ballast Water Collaborative Update

On March 3 & 4, 2014, the Great Lakes Ballast Water Collaborative (BWC) came together in Silver Spring, Maryland, at the National Oceanic and Atmospheric Administration's (NOAA's) Science Center and Auditorium. In addition to being hosted by NOAA, the meeting was facilitated by the International Joint Commission (IJC) and the Saint Lawrence Seaway Development Corporation (SLSDC). The Collaborative has been about making connections and broadening understanding, and this meeting was no exception as it continued the discussions that began at the last BWC meeting in Duluth. The key focus areas were: (1) The implementation of the current regulatory structure, and (2) how to get Ballast Water Management Systems (BWMS) in place in the Great Lakes Seaway System as quickly as possible. The group heard presentations from scientific, regulatory, and industry experts and engaged in lively discussions on these topics.

Since the last meeting of the Collaborative group in Baltimore, Maryland, in late summer of 2012, there have been several key developments: the publication of the U.S. Environmental Protection Agency's (EPA) Vessel General Permit (VGP2) in March 2013 and the subsequent Enforcement Response Policy in December 2013; the publication of the Transport Canada Discussion paper: "Canadian Implementation of the Ballast Water Convention" in October 2012; and the Fisheries and Oceans Canada publication of a "National Risk Assessment" in January 2014. The March BWC meeting was not only an opportunity to discuss these latest developments; it was also a chance to focus on what lies ahead. ■■■

## Great Lakes Seaway Ballast Water Working Group Released Ballast Water Management Report

In March, the Great Lakes Ballast Water Working Group (BWWG) released its 2013 Summary of Great Lakes Seaway Ballast Water Management report which examines the U.S.—Canada Great Lakes Seaway System ballast water ship inspection program. The report was compiled by the Great Lakes Seaway Ballast Water Working Group, consisting of the Saint Lawrence Seaway Development Corporation, the St. Lawrence Seaway Management Corporation, Transport Canada, and the US Coast Guard. The working group's mission is to harmonize ballast water management efforts among the group members. This is the strictest ballast water management enforcement regime in the world, as it requires that every ballast tank of every incoming international vessel be inspected. BWWG directly supports the Seaway's "Environmental Gatekeeper" role. In 2013, 99 percent of all international vessels entering the Seaway were in compliance with Seaway regulation requiring that water in ballast water tanks be at least 30 parts salt per thousand parts per water (30 ppt.). Compliance has steadily increased: 2013 (99%), 2012 (98%), 2011 (97%), and 2010 (94%). During 2013, 100% of the ships bound for the Great Lakes from outside the EEZ received a ballast tank exam. Vessels that had not conducted a ballast water exchange or flush 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.

For more information go to: <http://www.d9.uscgnews.com/go/doc/4007/2109750/Great-Lakes-Seaway-Ballast-Water-Working-Group-releases-2013-ballast-water-management-report>. ■■■

## Lorain Port Authority's New Ferryboat Terminal

On March 18, 2014, Saint Lawrence Seaway Development Corporation's (SLSDC) Administrator Betty Sutton participated in the ribbon-cutting ceremony for the Lorain Port Authority's newly completed ferryboat terminal, located in Lorain, Ohio. This ribbon cutting was of particular interest to Administrator Sutton, because in 2009, as the Member of Congress serving Lorain, then Representative Sutton helped secure a \$475,000 grant through the U.S. Department of Transportation's Ferryboat Discretionary Fund that led to the terminal's construction.

The Jet Express, with the addition of the terminal, is an important project for the Port and will be a vital asset both as an economic and community development tool. The Jet Express serves approximately 300,000 passengers per year, employs over 100 seasonal crew (including many local students and retirees), supports many great causes, and strives to be a great contributor and local neighbor. Last year the *Jet Express IV* made 19 trips out of Lorain, with trips to downtown Cleveland for Indians' and Browns' games, as well as trips to other downtown attractions. ■■■



U.S. Rep. Marcy Kaptur, D-Toledo, holds the end of the ribbon as Rick Novak, executive director of the Lorain Port Authority, Betty Sutton, Administrator of the Saint Lawrence Seaway Development Corporation, and other officials cut the ribbon for the Lorain Port Authority ferry terminal. Photo: Bruce Bishop/Chronicle

## Upcoming Events

### May

May 13–15

#### Breakbulk Europe

Antwerp, Belgium

Contact: <http://www.breakbulk.com/breakbulk-global-events/breakbulk-europe>

### June

June 10–12

#### Green Tech

Saint John, New Brunswick

Contact: <http://www.green-marine.org/annual-conference>

June 18–20

#### Great Lakes-St. Lawrence

##### Cities Initiatives

Thunder Bay, Ontario

Contact: <http://www.thunderbay2014.com>

### November

November 19–20

#### Hwy H<sub>2</sub>O Conference

Toronto, ON

Contact: [Rebecca.spruill@dot.gov](mailto:Rebecca.spruill@dot.gov)  
(202) 366-5418

## SLSDC Attends Cruise Shipping Miami



Great Lakes Seaway System delegation

**Administrator Betty Sutton**, Saint Lawrence Seaway Development Corporation (SLSDC) and Executive Director Stephen Burnett, Great Lake Cruising Coalition (GLCC), co-hosted the

Great Lakes Seaway System delegation at Cruise Shipping Miami (CSM) on March 11–13, 2014. This marked the 14th consecutive year that a delegation from the Great Lakes participated at CSM. The delegation included: Rebecca Spruill, Director Trade Development, and Tom Rausch, Ship Inspector for the SLSDC, Paul Pepe, Manager for Tourism and Port Security Officer from the city of Thunder Bay, Noreen Cartwright representing the Ontario Government's Ministry of Tourism and GLCC Executive Director Stephen Burnett.

Our goal for the trade show was to educate visitors at the GLCC booth and explain the many opportunities for cruise ship owners and operators and to thank our current customers for their continued support. The GLCC also hosted a dinner

for over 30 guests affiliated with the cruise industry. This provided an additional opportunity for the delegation to continue discussions with current users like Pearl Seas Cruises based in Guilford, CT and V-Ships of Monaco, FR and potential users Fleetpro, Miami, FL and Ponent Cruises, Marseille FR. ■■■



Administrator Sutton talks with potential customers of the Great Lakes Seaway System.