



ADMINISTRATOR'S  
COLUMN



Collister  
Johnson, Jr.

*“Data: The  
Missing Piece”*

We've all see the recent gamut of television, radio and print ads professing the benefits of freight rail: providing fuel efficiency, congestion relief, and environmentally friendly transport of goods. So why isn't the maritime transportation mode similarly portrayed? We can and should be, but there is a compelling need for a collection of accurate, statistical data for

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## Erie Inland Port Raising Interest and Dollars

Few projects hold as much potential for increased Seaway cargo movement as the Erie Inland Port (EIP). The EIP consists of a group of projects designed to increase the Lake Erie Region's logistics and shipping industry by better connecting Lake Erie through the Port of Montreal and the St. Lawrence Seaway to Atlantic maritime routes.

Plans for a rail-served industrial park to handle the distribution and warehousing of diverse consumer and industrial goods will be located 'inland' of Lake Erie. Its designated location only a few miles between two long-established ports in Erie, Pennsylvania and Conneaut, Ohio is yet another feature that makes the EIP of substantial interest for government and industry in both states.

The Economic Development Corporation of Erie County (EDC) is spearheading the EIP initiative. President and CEO, John Elliott says, "We are blurring state lines and working towards developing the region's economy, not just Erie's. Conneaut is very much a part of Erie. Residents of Conneaut work, shop and have family and friends here." Building relationships and strengthening the ports of Erie and Conneaut can ultimately benefit the economies of both cities.



The EDC believes the Lake Erie region is on the cusp of becoming a global player in freight movement in the Northeast.

In today's economy, there seems to be a compelling reason for industry and govern-

mental interests in both the Keystone and Buckeye states to work toward an initiative that will benefit everyone. "Even though this is a 7-10 year plan, it is accelerating as the market is responding positively to our initiative. Interest is beginning to peak between different modes of transportation. Our role as facilitator has enabled trucking companies to recognize the opportunities of short sea shipping, American rail lines to seek international exposure and marine carriers to begin weekly service where none currently exists," John Elliott said.

With a price tag exceeding \$50 million, the EIP will not be cheap. But the EDC expresses confidence that the merits of this project will bring a strong return on investment and the time lines for project completion have been analyzed carefully. "We've crafted the EIP in such a way that I believe there will be three distinct phases that will permit initial start up, growth, and full implementation," Elliott said. The beginning stage could begin as early as spring of 2011 and includes establishing weekly liner service by initiating partnerships with key operators. The EDC is working closely with Great Lakes Feeder Lines, ULC, a Canadian company operating two Canadian-flagged vessels, the *Dutch Runner* and the *Arctic Sea*. These handysize ships, complete with on-board cranes, are ideal for transporting several hundred TEUs and handling diverse general cargoes. Their small size is the right fit for start-up container operations connecting Great Lakes ports to Montreal and Atlantic maritimes routes. If a feeder service can get underway within a year and build a reputation for reliability and efficiency, there is potential for robust growth. The Panama Canal upgrades and the Melford Maher terminal opening will also add excellent opportunities for growth.

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# Seaway Compass

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



*Administrator's Column, continued from page 1*

the marine industry that can be drawn upon to make the industry's case.

The Great Lakes maritime story can't be fully communicated to the public if there is minimal or even erroneous data driving public perception of shipping. The most glaring example of use of erroneous data came last fall, in an article published in the *Toronto Globe and Mail*, depicting the comparative fuel efficiencies of various modes of transportation; rail, truck, pipeline, air and ship. Surprisingly, maritime came in last, based on information provided by a U.S. governmental entity. It was subsequently learned that the governmental agency had applied a flawed energy efficiency formula calculation, which relied on marine data that had not been carefully sorted. The data did not differentiate between types of vessels (i.e. recreational, passenger, fishing, harbor tugs, foreign) thus leading to a flawed reporting of the maritime industry's fuel efficiencies for moving freight. Dr. Richard Stewart of the Great Lakes Maritime Research Institute has presented his analysis of what happened in this case in his paper, "The Energy Inefficiency of Marine Transportation: A Case Study of Flawed Data and Analysis." We can all learn from his research.

Likewise, there needs to be a collection of statistics and analysis of data on job creation, economic impact, commodity type and cargo value, tons carried, fuel consumption, environmental impact, and other factors so

that the public can understand the benefits of using waterborne transportation. That data must come from all of us as maritime stakeholders. There is no benefit to not sharing information with the media and the public. The industry routinely collects this data, but it must be shared, aggregated, analyzed, verified, and disseminated in an understandable way in order to make a strong business case for the entire industry.

Reliable, credible reports, rather than outdated statistics, inaccurate data collection processes, and improper data analysis methodology must be the basis for regulators and policy-makers at the federal, state, and local level to make informed policy and funding decisions impacting the maritime industry. An existing body of maritime data and verifiable analysis needs to be collected, maintained, and updated continuously if we expect there to be a credible evaluation of the performance and needs of the system. Regulation based on flawed data is bad regulation and should be preventable.

It will take the collective will of a united maritime industry to overcome any fears of providing commercial information to 'the competition' and come to trust the best use of information for the benefit of the industry. Surely there is a way to maintain confidentiality of proprietary data when necessary. We have a good story to tell, based in fact, and verifiable with data. Let's make a concerted effort to fill in that missing piece of our story.

*Erie Inland Port Raising Interest and Dollars, continued from page 1*

Saint Lawrence Seaway Development Corporation (SLSDC) Administrator Collister Johnson, Jr. fully supports the EIP project. "It will have immediate benefits to the regional shippers through significant cost savings," he said. "The public will benefit through the savings due to a more efficient mode of transportation, reduction in pollution, congestion relief and infrastructure savings on our urban highways."

The Seaway Administrator noted that container shipping operations have been jointly endorsed by the SLSDC and its Canadian partner, the St. Lawrence Seaway Management Corporation. "Both Seaway Corporations are committed to bringing containerized shipping back

to the Great Lakes because doing so will simultaneously increase Seaway traffic as it helps both of our nations diversify traffic which for too long has been largely restricted to bulk commodities and steel."

As the 2010 navigation season in the Great Lakes St. Lawrence Seaway System bounces back with cargo tonnage nudging towards 5-year averages following a year everyone would like to forget, confidence is slowly growing. Marine markets are returning to normal and plans for growth no longer elicit bitter laughter. The Economic Development Corporation of Erie County believes the Erie Inland Port is a transformational initiative and with the economy showing signs of recovery, all signs show that the EIP plan will grow stronger.

## MARINE DELIVERS

### Seaway Cargo Shipments Up 17 Percent For First Half of Season

Cargo shipments through the St. Lawrence Seaway continue to be buoyed by demand for iron ore and steel slabs with an overall increase of 16.6 percent year-to-date compared to the same period last year.

The St. Lawrence Seaway reported that marine vessels carried 14.8 million tonnes of cargo from March 25 to July 31 — an increase of over 2 million tonnes compared to the 12.7 million tonnes handled during the same period last year.

Total shipments during the month of July were down 4.8 percent compared to the same period in 2009 due to lower coal and grain traffic. However, iron ore continued to perform strongly during the month with a 30 percent increase to 892,000 tonnes. Imports of steel slabs, in the category of break bulk, rebounded to 45,000 tonnes.

Richard Corfe, President and CEO of the St. Lawrence Seaway Management Corporation, said, “As we approach the mid-point of the 2010 navigation season, the year over year increase in tonnage of almost 17 percent is encouraging.”

He added, “Robust improvements within the break bulk sector provide reason for cautious optimism for continued strength in shipments for the remainder of 2010. Within the

project cargo market, the marine sector remains the transportation mode of choice, as heavy-lift/oversized cargoes can be reliably and safely transported on our waterway.”

This statement was reinforced by the arrival last week at the Port of Duluth of a ship carrying giant wind turbine components destined for Minnesota Power’s Wind Energy Center, which is now under construction near New Salem, North Dakota. Manufactured at a Siemens facility in Brande, Denmark, the equipment was shipped from the port of Aarhus (Denmark).

“The Port of Duluth has handled nearly one million freight tons of wind turbine components in the past five years,” noted Adolph Ojard, Executive Director of the Duluth Seaway Port Authority. “We’ve begun to see an uptick in wind shipments this year, signaling that sector is starting to rebound. One of the main advantages of the Great Lakes-Seaway System is that we are able to reach 2340 miles into the heartland of North America and deliver these wind turbines as close to the wind resource as possible. Wind power operators and manufacturers are recognizing this benefit.”

*Marine Delivers is a bi-national, industry collaboration that aims to demonstrate the economic contribution and environmental sustainability of the shipping industry throughout the Great Lakes region. The Marine Delivers initiative is administered by the American Great Lakes Ports Association in the United States, and the Chamber of Marine Commerce in Canada. For more information, visit the Marine Delivers Web site at [www.marinedelivers.com](http://www.marinedelivers.com).*

### Bounty at the Locks

Earlier this summer the *HMS Bounty* traversed through the Eisenhower Lock in Massena, New York. The *Bounty*, a 180-foot ship was built in 1960 for MGM studio’s *Mutiny on the Bounty* with Marlon Brando. Since then, the new *Bounty* has starred in several feature length films and dozens of TV shows and historical documentaries. The studios commissioned the ship from the shipwrights of Smith and Ruhland in Lunenburg, Nova Scotia to commission a new *Bounty* to be built from scratch. Completely seaworthy and built just the way it would have been 200 years before, the new *Bounty* was constructed from the original ship’s drawings.



*HMS Bounty traversing through the Eisenhower Lock in Massena, NY.*

The *HMS Bounty* was en route to the Great Lakes United Tall Ships Challenge (reported in the spring *e-Seaway Compass* newsletter), a race from port to port across the five Great Lakes.

## Toledo-Lucas County Port Authority Dedicates Two New Mobile Harbor Cranes



*These two new cranes are twice as productive as current equipment and will be used to handle bulk, break bulk, project cargo and containers.*

The Toledo-Lucas County Port Authority recently dedicated and named two new Liebherr Mobile Harbor Cranes in a joint ceremony with CSX at the Toledo Maritime Center.

The Liebherr LHM 280 cranes arrived at Midwest Terminals of Toledo, from Austria, on May 17, 2010 aboard the *M/V Serena*. Funding for the purchase of the cranes came from American Recovery and Reinvestment Act resources, administered by the Ohio Department of Transportation.

“This investment in a port facility is a unique venture for the Ohio Department of Transportation,” says Paul L.

Toth, President and CEO of the Toledo-Lucas County Port Authority. “Roads and bridges are certainly important, but investments such as these in multi-modal port facilities have an exponential economic impact in terms of employment and commerce.”

The new cranes are twice as productive as current equipment and will be used to handle bulk, break bulk, project cargo and containers. These cranes will modernize material handling capabilities at the Port of Toledo and are the only twin cranes of this type in operation at any U.S. Great Lakes port. The cranes are also more fuel-efficient, using only 25% of the fuel expended by the existing cranes.

Though regular container service does not currently exist in any port on the Great Lakes, the cranes were selected due to their ability to handle diverse types of cargo including containers. “We are working on developing container services to the gateway ports of Eastern Canada, either by handi-size vessels or barges. These cranes will put Toledo in a good position to handle container trade,” says Joe Cappel, Director of Cargo Development for the Toledo-Lucas County Port Authority.

The new Liebherr Mobile Harbor Cranes replace two pre-World War II era rail-based cranes. Unlike the rail based cranes that will be decommissioned, the new cranes have outstanding maneuverability due to an intricate mobility system consisting of multiple rubber tires.

Each crane stands more than 140 feet and weighs more than 240 tons. The total footprint is close to 1300 square feet and each crane has a reach of up to 130 feet. Maximum crane capacity is 84 tons per swing and each crane can turn up to 1000 tons per hour. Both cranes can work in tandem to increase maximum lift capacity.

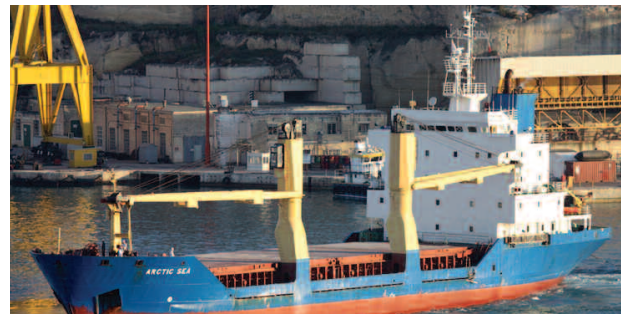
## MV Arctic Sea Joins the Great Lakes Feeder Lines

The Great Lakes Feeder Lines took delivery of the *MV Arctic Sea* earlier this spring. The *Arctic Sea*, built in 1992, is an Ice Class 1A vessel that can operate in some of the most stringent ice conditions. The 97.8-metre-long ship has a carrying capacity of 4,705 tons and can transport bulk, breakbulk, project and containerized cargoes. The ship has two box type holds covered by hydraulically operated including two cranes.

The *Arctic Sea* is no stranger to media attention. Last summer, it was the subject of a hijacking alert off the Swedish coast. The ship disappeared for two weeks and became a daily news item in Europe as conspiracy-like

theories abounded. Although the vessel finally reappeared, the mystery has yet to be officially solved.

The ship will serve international markets throughout Canada, Europe and the United States.



*MV Arctic Sea*

## Port of Duluth Moves First Wind Component by Rail

The Duluth Port Authority is starting a new, “green” chapter in transportation logistics this summer. The shipment of 24 Siemens wind turbine nacelles and spinners/cones (plus 33 containers) were loaded onto specialty rail cars at the Clure Public Marine Terminal, arrived in Duluth from Denmark aboard the *Metsaborg* and stored in satellite laydown yards at the Terminal. Components were railed to Casper, WY, and delivered from there by truck to their final destination — Duke Energy’s “Top of the World” 101.2-megawatt project in Converse County, WY. This was a joint move by Union Pacific and BNSF Railway.

While transporting components via rail is not new to the global wind energy industry, it is new for the Port of



*Wind turbine components loaded onto specialty rail cars at the Clure Public Marine Terminal.*



*Off loading a shipment of 24 Siemens wind turbine nacelles and spinners/cones.*

Duluth, which has been handling intermodal transshipments of towers, blades, nacelles and hubs between ships and trucks only since 2004.

Wind turbine components are manufactured all over the world and, as such, suppliers rely on a combination of at least two, if not all three, primary modes of transportation — water, road and rail — to coordinate delivery of those components to wind farm installations.

“Wind energy is a tremendous growth industry, both domestically and globally,” said Adolph Ojard, Executive Director of the Duluth Seaway Port Authority, “and rail offers a great logistics alternative for long-distance moves of this type of dimensional cargo. While trucking will always play an essential role in the wind energy supply chain, combining the efficiencies of water and rail transport further expands the service area of the Port of Duluth. Working collaboratively, we can all contribute to a cleaner, greener world.”

## Cruise Liner Visits the Duluth Port Authority

The cruise liner *Clelia II* will visit the Twin Ports five times this summer, as passengers embark and disembark at the port for weeklong, one-way cruises between Toronto and Duluth.

Eighty eight passengers booked on this season’s first passage were entertained by nightly lectures, plus excursions to points of interest along the way, including Niagara Falls, Manitoulin Island, Mackinac Island, the Soo Locks, the Keweenaw Peninsula, and Old Fort William in Thunder Bay. In Duluth, they had the opportunity to explore the Great Lakes Aquarium, the Glensheen Historic Estate, and others sites on optional city tours.

“Before the *Clelia II*’s visit last year, it had been almost 20 years since Duluth had enjoyed regular Great Lakes cruise service, or served as a destination and origination hub,” said Ron Johnson, Trade Development Director for the

Duluth Seaway Port Authority. “Last year’s passengers gave the Great Lakes trip rave reviews, many saying it was the best cruise they’d ever taken. This resurgence in passenger cruising has been a definite boon for the ports and the local economies along our inland waterway.”

The *Clelia II* returned to Duluth in July and is set to return in September.



## Great Lakes Ballast Water Collaborative Update

The Great Lakes Ballast Water Collaborative (BWC) is an initiative to share relevant, useful, and accurate information and foster better communication and collaboration among the key stakeholders engaged in the effort to reduce the risk of introduction and spread of aquatic nuisance species. A particular emphasis of the Collaborative has been to bring state representatives together with marine industry representatives and respected scientists to find workable and effective solutions to the ANS challenge as they relate to the Great Lakes St. Lawrence Seaway System. The aim of the BWC is not to take away from any preexisting efforts in this regard, but rather to complement those efforts. The Great Lakes Collaborative has been supported through the efforts of many groups, including the International Joint Commission and the Saint Lawrence Seaway Development Corporation.

On September 24, 2009, the Collaborative held its first meeting in Detroit, Michigan, as an information-sharing forum on ballast water issues for the Great Lakes St. Lawrence Seaway System.

A second, full BWC meeting took place on May 18, 2010, in Montreal, Quebec. The goal of this meeting was to focus on the informational needs of the Wisconsin Department of Natural Resources (WI DNR), as it prepares to develop a Ballast Water Treatment Technology Assessment Report, which is a requirement of the Wisconsin Pollution Discharge Elimination System (WPDES) permit. WI DNR must prepare its report by December 31, 2010.

At the Montreal meeting, the state representatives attending the meeting asked for help in assembling three working groups to help identify information related to three specific topics:

1. Identification of "Available" Ballast Water Treatment Systems "Rated" to Meet or Exceed 100x the IMO Standard.
2. Evaluating Factors Affecting the Installation of Specific Ballast Water Treatment Systems on the Applicable Fleets and Vessels within the Designated Timeframes (for both salties and lakers).
3. Review and Assess Current Verification Capability for Treatment Systems to Comply with a Discharge Standard of 100x the IMO Standard.

A report of the Montreal BWC meeting can be found at on the Seaway's binational website [www.GreatLakes-Seaway.com](http://www.GreatLakes-Seaway.com) (under the "Environment" tab).

The third and most recent full BWC meeting took place from July 20–21, in Duluth, Minnesota. This meeting allowed the Collaborative to continue some of the detailed discussions carried out in Montreal, particularly on the topics of ballast water testing processes and technology verification procedures, as well as provide an opportunity for the three working groups to convene. On July 20, the meeting focused on issues concerning testing and verification of ballast water and ballast water treatment systems, and included a site visit to the Great Ships Initiative facility, the only fresh water testing facility in the world, a visit to the Midwest Energy Resources Company terminal in Superior, Wisconsin, and the opportunity to board a "thousand footer" vessel operated by the American Steamship Lines. On July 21, the discussions of testing and verification continued and the three working groups that were created at the Montreal meeting had an opportunity to meet and discuss their specific topic. As with the first two full BWC meetings, the Duluth/Superior meeting attracted a wide variety of senior representatives and subject-matter experts from each of the stakeholder groups present. In addition to the stakeholder groups represented at previous meetings (Federal and State regulators, scientists, and industry representatives), there were also representatives from environmental advocacy groups as well as ballast water treatment technology vendors. A written report of this meeting will be available for distribution.

## Great Lakes Seaway Ports Earn Pacesetter Award for Increase in International Tonnage

### *The Duluth Seaway Port Authority*

The Duluth Seaway Port Authority posted significant increases in international cargo over the 2009 navigation season, earning it the prestigious Robert J. Lewis Pacesetter Award from the Saint Lawrence Seaway Development Corporation.



*Craig H. Middlebrook (right), Deputy Administrator, SLSDC, proudly presents the Robert J. Lewis Pacesetter Award to Adolph Ojard (left), Executive Director of the Duluth Seaway Port Authority.*

The Duluth Seaway Port shipped 1.9 million metric tons of cargo, a 16 percent increase, through the Seaway in the 2009 navigation season earning them their 10th Pacesetter award. Grain shipments to the Port of Duluth totaled 1.6 million short tons, up 32 percent from 2008.

### *Port of Milwaukee*

The Port of Milwaukee posted significant increases in international cargo over the 2009 navigation season. The Port moved 318,000 million metric tons of cargo through the Seaway, a 22 percent increase over the 261,000 metric tons posted in 2008 earning them their 9th Pacesetter Award. In 2009 they saw an increase of 75 percent in grain shipments and handled an 800-ton transformer, one of the biggest pieces of project cargo they have moved in recent years.



*Eric Reinelt (left), Milwaukee Port Director accepts the Pacesetter Award from SLSDC Administrator, Terry Johnson (right).*

## Freshwater Wind Conference

A freshwater Wind Conference in Cleveland, Ohio on July 19–21 attracted 170 engineers, attorneys, developers, and diverse wind industry employees to discuss the potential for offshore wind development in the Great Lakes. Hosting the meeting that drew Ohio Governor Ted Strickland, U.S. Senator Sherrod Brown, and a host of state, county and city dignitaries from the Buckeye State was the Lake Erie Energy Development Corporation (LEEDCo). LEEDCo is driving Ohio's movement to install five large commercial wind

turbines several miles from Cleveland's downtown waterfront no later than December 31, 2012. The conference included presentations on key challenges including ice and competing with low-cost fossil fuels, project financing and insurance, regional economic development, and logistical cost drivers. Tim Downey, Trade Development Specialist, Saint Lawrence Seaway Development Corporation, participated in a panel discussion on transport with the focus on costs of new vessel designs and construction. Details on conference presentations are available at [www.infocastinc.com/freshwater](http://www.infocastinc.com/freshwater).



## Personnel News

**Julia Fields** has been appointed as the Communications Manager for the Marine Delivers program. Ms. Fields will be responsible for executing the Marine Delivers communications program, a binational collaboration that aims to demonstrate the economic contribution and environmental sustainability of the shipping industry throughout the Great Lakes region.

Ms. Fields has recently returned to Canada after spending 10 years in the UK working as a senior business journalist at various newspapers and later as a publicity manager at Britain's largest commercial broadcaster.

**Laura M. Blades** has been appointed Director of Public Affairs for the American Great Lakes Ports Association. She will take the lead in implementing the Marine Delivers strategic communications initiative. Ms. Blades is a communications professional with expertise in large-scale, multi-faceted projects involving strategic planning, and branding media relations.

Her recent experience has included positions at The White House and Marriott International, Inc.



*Admiral Robert J. Papp, Jr.*

**Admiral Robert J. Papp, Jr.**, recently assumed command as the 24th commandant of the U.S. Coast Guard, relieving Admiral Thad W. Allen.

Mr. Papp reports to Coast Guard Headquarters from Portsmouth, Virginia, where he served as commander of Coast Guard Atlantic Area since 2008. In this position, he served as the operational commander for all Coast Guard missions from the Rocky Mountains east to central Asia, covering more than half of the world including the recent Haitian earthquake disaster response, Coast Guard support to Operation Iraqi Freedom and counter-drug operations in the Caribbean.

## Upcoming Events

### September

September 20–21

**Great Lakes Wind Collaborative  
3<sup>rd</sup> Annual Meeting**

Cleveland, OH

Contact: Becky Pearson; (734) 971-9135  
or bpearson@glc.org

### October

October 27–28

**Hwy H<sub>2</sub>O Annual Meeting**

Toronto, Ontario

Contact: [www.hwyh20-conferences.com](http://www.hwyh20-conferences.com)

### November

November 1–5

**Annual Binational Trade Mission**

The Netherlands, Belgium, and England

Contact: Rebecca McGill; [rebecca.mcgill@dot.gov](mailto:rebecca.mcgill@dot.gov) or  
Bruce Hodgson; [bhodgson@seaway.ca](mailto:bhodgson@seaway.ca)

November 18

**2010 World Maritime Day Observation**

Vancouver, BC

Contact: North America Marine Environment  
Protection Association; (203) 255-4686