



ACTING ADMINISTRATOR'S
COLUMN



Craig H.
Middlebrook

In late May, I led the two Seaway Corporations, as part of the Highway H₂O initiative, on a trade mission to the European Breakbulk Conference held annually in Antwerp, Belgium. This is the seventh year that a Great Lakes-Seaway delegation has made the trip to the Antwerp exposition, which is second in the world only to Breakbulk North America held in New Orleans. Breakbulk is

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New Vessel Safety Technology Announced—Draft Information System

Effective July 11, implementation of a new “Draft Information System” (DIS) has been established in an SLSDC Final Rule published in the Federal Register. DIS is a groundbreaking technology that will enhance safety on the St. Lawrence Seaway by giving mariners real time information on current and projected distances between a vessel’s keel and river bottoms. The new technology will reduce the potential for groundings and allow ships to carry more cargo by optimizing the use of the available water levels. It is a milestone in innovation that will improve the safety and efficiency of the Seaway transit experience.

U.S. Secretary of Transportation Ray LaHood noted the significance of this development recently in a DOT press release, “This is a noteworthy and important improvement in maritime safety. This new technology will increase the safety of vessels traveling through the St. Lawrence Seaway while increasing their productivity.”

The Seaway has long required a minimum safety margin between the ship’s keel and river bottom, or “under-keel clearance,” that vessels must maintain while transiting the waterway. The new DIS technology provides a more precise way of measuring that clearance by giving mariners real-time operational and navigational information while the vessel is in transit. The DIS provides vessel operators with accurate data on river bottom contours and water levels along with the vessel’s speed and heading. As a result, mariners will have a greater ability to implement effective course changes or other required reactions in transit.

Given the cutting-edge nature of this technology, not all vessels are equipped with the necessary DIS hardware and software, so the use of the DIS is optional, not a mandatory requirement to transit the Seaway. For vessels equipped with this technology, however, the DIS will allow them to travel the Seaway safely at a draft up to three inches more than the published maximum draft allowed, enabling more cargo to be carried. Depending on the commodity carried, an additional three inches of draft might provide for as much as 360 additional metric tons per voyage.

It took the collective efforts over many years of the Canadian and U.S. Seaway Corporations, ship owners and software developers to complete the development, testing, and implementation of the DIS. The specifications for the DIS were developed in accordance with the ISO-IEC Directives, Part 2, “Rules for the Structure and Drafting of International Standards” by representatives of system manufacturers, the shipping industry and the two Seaway corporations. Industry, specifically Canada Steamship Lines (CSL), participated early on in trial runs and a pilot program utilizing the new technology on board vessels in the Montreal to Lake Ontario section (MLO). Earlier this year, Lloyd’s of London documented that the DIS to be used by CSL was verified as meeting the DIS specifications and was granted conditional approval to use the DIS technology until the final rules were implemented. Seaway Marine Transport (SMT) (now Algoma Central Marine) vessels were also used in the test voyages, with trial runs conducted in the Welland Canal section of the system.

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Seaway Compass

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



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defined as cargo that can be shipped in separable units (as opposed to non-separable bulk cargoes like grain or coal) and includes such products as steel coils, wind turbine parts, and earth-moving equipment). By volume, breakbulk cargoes represent approximately 5 percent of the total cargo shipped through the Seaway. This figure belies the fact that this is among the highest-value cargo transiting the Seaway and has been the fastest-growing cargo sector over the last five years.

For the Seaway and its stakeholders, the breakbulk cargo sector offers one of the most promising areas for growth. The Midwest is home to some of the world's largest manufacturers of heavy equipment, which is in increasing demand around the globe. As the North American automobile industry continues its rebound, the demand for imported steel products is also rising. Moreover, the continued development of varied North American energy resources (wind, shale, and gas) is translating into increased demand for waterborne imports of the oversized equipment needed to support this development. That the potential for the breakbulk market is understood by a range of Seaway stakeholders, a fact that is reflected by the broad participation on the trade mission, which included both Canadian and U.S. Great Lakes port representatives, as well as carrier and agent representatives.

This year's exposition attracted a record-breaking number of participants (4,800) and exhibitors (200) to Antwerp — Europe's leading breakbulk port. And even

though the participants are spread out over three large exposition halls, unless you experience it for yourself, it's hard to imagine the noise, intensity, and controlled chaos that comes with assembling so many ambitious people over three days in a relatively confined, very warm space. There are, however, few more effective ways to meet and establish meaningful business connections to individuals and companies interested in shipping through the Seaway. Among the 4,800, our trade delegation participants found many interested parties. It was truly a "hot house" environment (Northern Europe was suffering from an unseasonal heat wave at the time), yet, just as garden hot houses are conducive to growing healthy plants, the conditions at Breakbulk Europe are conducive to growing business for the Seaway and its many users.

It was clear from the information gained at the event that the Great Lakes Seaway System is an attractive market for breakbulk cargoes. Indeed, there appear to be ample opportunities to find breakbulk cargoes to bring into the System. What is currently harder to find are similar backhaul cargoes. Moreover, given the current competitiveness in the Seaway-sized "handy" global ship market, there aren't enough appropriately sized ships needed to transport breakbulk cargo into and out of the Seaway. As the saying goes, challenges are opportunities by another name, particularly in a growing market. Breakbulk Europe confirmed that there is real growth potential in this market despite the challenges, and the tangible leads developed in Antwerp will provide real opportunities for growth in this burgeoning cargo sector.

New Vessel Safety Technology, continued from page 1

On a single bridge display monitor, information on the projected under-keel clearance is integrated electronically with chart data, high-resolution bathymetry and other navigational readings such as water level measurements, vessel speeds and squat. The new technology features an algorithm and creates chart formulas for specific transits in locks, channels, and in open water. The DIS is a significant step forward in finding new efficiencies, and new growth for the system.

This new technology will benefit Seaway users and the Seaway corporations by improving the System's competitiveness. A long time coming — but definitely worth the wait.

The Federal Register notice can be accessed by clicking here: <http://www.gpo.gov/fdsys/pkg/FR-2012-07-11/pdf/2012-16859.pdf>.



HIGHLIGHTED GUEST

Jonathan Daniels, Executive Director, Port of Oswego Authority



When I arrived at the Port of Oswego in 2007, I was met by a citizen in the community with the question, "What does that little port at the end of the street do?" Being new to the port and just getting my feet under me, I responded by saying, "Since I'm new here, give us some time and we will show you what we do."

New customers, long term agreements and an abundance of aluminum have placed business at the Port of Oswego during the past few years. In addition, future growth prospects are strong with the \$200 million expansion of a local company set to come on line in 2013.

Known as a port that specializes in heavy-lift and bulk cargoes, recent efforts to establish a more sustainable and consistent cargo mix have led to significant increases in based cargoes in the aluminum market. The Port of Oswego boasts a strong roster of aluminum shippers including Trafigura AG, Goldman Sachs, Murabeni, Albacour, Rio Tinto, Glencore and JP Morgan. While the majority of sows and ingots are transported to the Novelis mill located five miles from the port for production of rolled sheets, product is also trucked to end destinations along the East Coast. Average annual shipments have approached 40,000 tons during the past decade, and 2012 is predicted to eclipse 120,000 tons with long term projections approaching 300,000 tons when the mill's expansion is complete in late 2013.

With the increased shipments, the Port Authority opened the West Terminal to general cargo for the first time in history where 12,000 tons of aluminum was transferred. The Board of Directors recently commenced negotiations to acquire additional property located adjacent to the port's existing East Terminal, and possession should occur within the next two months. The property will be put into use immediately, and should take pressure off existing open storage. To further ease space constraints, the Port Authority will begin design and construction of the East Terminal Connector Project in late 2012, with the goal of opening up another 15 acres in time for completion for the Novelis expansion.

While there has been excitement at the prospects of more aluminum moving across the docks, the Port Authority continues to see increased agricultural shipments through its agreement with Perdue Agribusiness. A 10-year agreement was signed in 2011, and new domestic and international markets for the company have led to new destinations for the Port of Oswego. Soybeans, corn and wheat are being shipped to China, Cuba and Egypt via rail and marine routing. With new domestic markets, the arrangement between the Port Authority and Perdue has also ushered in significant increases in rail activity. There was a time in the mid-2000's when the use of the rail line to the Port of Oswego was non-existent, but during the past 2 years the facility has seen nearly 2,000 cars move over the tracks.

As the Port of Oswego has seen strong growth during the past few years, there is much that must be accomplished to meet the needs of the shippers and carriers calling the terminals. Whether it's "Full Steam Ahead," or "The Future Looks Bright," we can say that we are moving toward a time of growth at the Port of Oswego.

Not bad for a little port at the end of the street.

Mysteries of the Great Lakes Update

It has been four years since *Mysteries of the Great Lakes* first opened in Science North's IMAX theatre and subsequently in theatres across the world. The feature has continued to perform well in theatres, and continue to lease it.



The *Mysteries of the Great Lakes* was developed to educate viewers that the St. Lawrence Seaway is the lynchpin of Great Lakes shipping, and is key to the continued economic and social vitality of North America. The movie showcases

the amazing geography, ecology, science, and history of the region and provides the viewer with an appreciation to strive to preserve, protect, and restore the Great Lakes for the benefit of future generations.

To date the total giant screen theater viewership is over one million. The total exposure of the film through media and other special presentations has been just over 2.5 million. Several theatres across Ontario screened *Mysteries of the Great Lakes* in honor of World Water Day (celebrated in April) signifying the importance and continued interest in our freshwater ecosystem.

If you would like a copy, please contact Joy Pasquariello; joy.pasquariello@dot.gov or call at (202) 366-0480.

Wind Turbines Flowing Through Port of Ogdensburg, New York

By John A. Rishe, Director of Commercial & Industrial Development, Port of Ogdensburg

Wind turbines are once again flowing through the Port of Ogdensburg, NY. The *BBC Hawaii*, the first of ten vessels scheduled for arrival this navigation season, arrived in early May. By early July more than half a dozen others had arrived from Denmark, China and Vietnam. The ships carry high value components destined for the Marble River Wind Farm in Clinton County, New York.

Seventy complete wind turbine generators, totaling nearly 40,000 metric tons of cargo, will be moving through the port before being loaded onto trucks for movement to site. In addition, the port will be receiving four unit trains of wind turbine blades from the Midwest. This is a 'first' for shipment of 180 foot-long blades by rail in the United States.

"The project has created 70 stevedoring jobs for our port," noted Wade A. Davis, Executive Director of the Ogdensburg Bridge & Port Authority. "This project has also created a tremendous positive impact in terms of payroll and spinoff in the local community."

The wind turbines being handled by the port are being trucked about 90 miles to the Marble River Wind Farm in Churubusco, New York. The project must be completed by year's end in order for the developer to qualify for the Production Tax Credit set to expire by year's end.

"We would like to see additional wind turbine cargo," stated John Rishe, Director of Commercial & Industrial Development. "We are also pursuing other bulk and break bulk cargo opportunities."

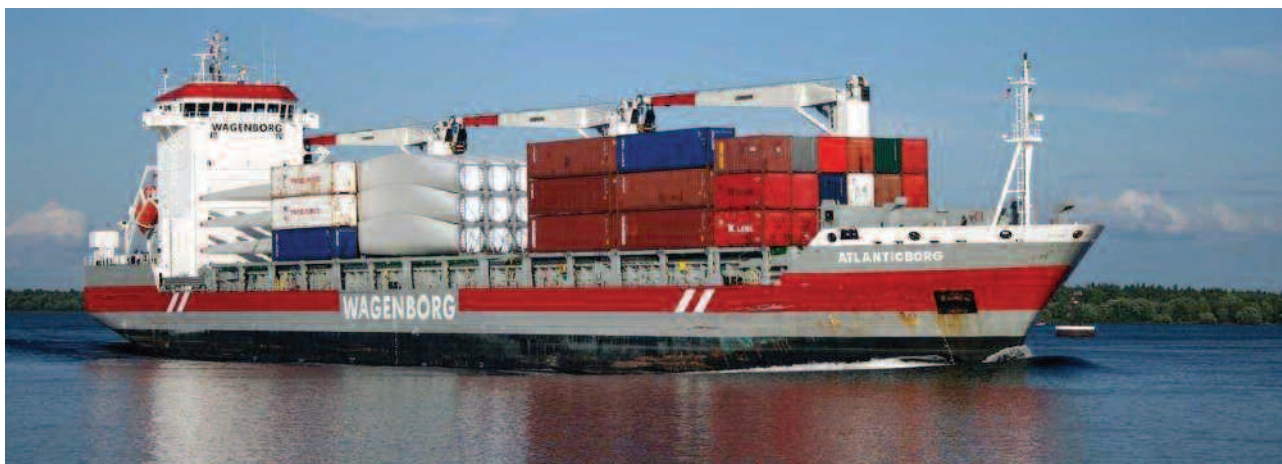
New \$1.8 M Port Access Road also being Built at Port of Ogdensburg

The Port of Ogdensburg broke ground on a new \$1.8 million port access road this spring, just in time for the planned delivery of 70 complete wind turbine generators.

The new access road was designed to handle overweight and over-dimensional cargo. The road also changes the route of cargo leaving the port, diverting it from the old residential streets to a road that provides direct access to a State Highway. "We have been courting oversized cargo for some time now, and we knew we needed this new port access road," stated Ogdensburg Bridge & Port Authority Executive Director Wade A. Davis. "This road gives us the ability to handle any size cargo coming into the Seaway."

Ground was broken in April and a temporary access road was quickly installed to handle the wind turbine shipments coming into the port. The new road is one-third mile long and includes the installation of new truck scales, according to the port. Funding was provided from a variety of sources, including the New York State Department of Transportation.

The project will be completed in October 2012.



SLSDC Publishes its Facebook Page

With the incredible growth of social media in the last decade, Web 2.0 technologies are now being used daily by government and private organizations alike to expand business, develop trade, and collaborate with customers and constituents in new and dynamic ways. The Saint Lawrence Seaway Development Corporation (SLSDC) has long been interested in and has examined the use and impact of Web 2.0 technologies on the Great Lakes-St. Lawrence Seaway (GLSLS) System and its stakeholders.

In a *Seaway Compass* article entitled *More than a Trend: How Web 2.0 Technologies May Shore Up Seaway Stakeholders* (Summer 2011 edition), the SLSDC first highlighted the growing importance of web 2.0 and social media technologies. Popular technologies include *Facebook*, a social networking service where people and businesses share information and identify mutual interests about the nature of their lives and work. *Twitter* is a microblogging website (quick, limited character messages) that allows users to share up-to-the-minute, informational posts about real-time events and information as it occurs. *YouTube* is a video-sharing service where users can upload, share and view videos of industry-related content.



The SLSDC is very excited to announce that it has recently released its own Facebook page at www.facebook.com/usdotslslc. The SLSDC will

utilize Facebook to share important information, offer Seaway-related content, interact with Seaway stakeholders, and incorporate many of the other unique features available across social media.

While the Seaway's binational site (www.greatlakes-seaway.com) remains the definitive source for all U.S. and Canadian-related Seaway information, the SLSDC's Facebook page will also be used as a central location for Seaway-related content. All Seaway stakeholders and constituents are encouraged to "like" us at www.facebook.com/usdotslslc.

The SLSDC would also like to "share" interesting Seaway content being featured by our colleagues across the GLSLS community. Any interested party wishing to feature or re-purpose content on the SLSDC's Facebook page may submit requests to adam.schlicht@dot.gov and joy.pasquariello@dot.gov.

International Joint Commission Water Level Regulation Plan

In December 2000, the International Joint Commission's (IJC) International Lake-Ontario-St. Lawrence River Study Board reviewed the current regulation of Lake Ontario and St. Lawrence River Water levels and flows. The IJC Board was tasked with trying to include interests that were not considered when the original Plan 1958D with deviations went into effect during the creation of the Seaway, such as recreational boaters and the environment. The original Plan 1958D with deviations was based on the order of precedence of uses established in the Boundary Waters Treaty of 1909: drinking water; commercial navigation; and hydropower.

The Study Board's subsequent five-year, \$20 million study completed in May 2006 recommended three new option plans; however, after a series of public hearings, no consensus was reached regarding the plans. The Saint Lawrence Seaway Development Corporation (SLSDC) and its Canadian counterpart, the Saint Lawrence Seaway Management Corporation, and commercial navigation interests opposed the plans.

Two years later, the IJC developed a new plan, Plan 2007, which also failed to receive a consensus after public hearings. The IJC attempted to develop a consensus plan by forming a working group, including Canadian and U.S. Federal government representatives, as well as State and Provincial representatives, to provide advice regarding a new plan. These efforts resulted in the release of Plan BV7 on January 31, 2012 followed by public information sessions held from May 15, to June 14, 2012 at locations along the Seaway System. The IJC is now considering the comments it received in drafting the specific details of Plan BV7 and the implementing documents. Before making a final decision whether to implement Plan BV7 with accompanying documents, such as a new Order of Approval, governance structure and Adaptive Management Plan, the IJC will hold final public hearings.

Since 2006 the SLSDC has expressed serious concerns regarding the impact that the proposed plans would have on commercial navigation, which is a protected interest under the Boundary Waters Treaty of 1909. Many of these concerns have been addressed in Plan BV7; however, until the implementing documents have been released, the SLSDC cannot establish a position regarding the impact to commercial navigation.

Transport Canada and Green Marine Strengthen Marine Environmental Performance

Transport Canada and Green Marine have signed a memorandum of cooperation to enhance environmental protection and performance in the marine shipping sector. The agreement was recently announced to members of the Canadian Marine Advisory Council at its annual meeting in Ottawa. The memorandum of cooperation formalizes a cooperative agreement and designates Transport Canada as a “Green Marine Supporter.”

As part of the agreement, Transport Canada and Green Marine will work together to:

- Enhance the industry’s environmental performance benchmarking;
- Support efforts to promote Green Marine goals and successes nationally;
- Collect environmental data and develop environmental performance measurement standards; and

- Identify ways to promote industry best practices, measures and strategies that can further address environmental issues in the marine sector.

“Transport Canada’s support will play a key role in expanding the program’s scope in terms of both content and industry participation,” said Raymond Johnston, chair of Green Marine’s Board of Directors. “The memorandum of cooperation recognizes Green Marine as a unique opportunity to promote a culture of continuous environmental improvement on a voluntary basis among ship-owners, port authorities, terminal operators, the St. Lawrence Seaway and shipyards.”

Under the memorandum of cooperation, Transport Canada will also participate as an observer on the Green Marine Environment Committees. This will involve monitoring developments and exchanging information to support the advancement of Green Marine’s goals.

Great Lakes Ballast Water Collaborative Update

The Great Lakes Ballast Water Collaborative began as a forum for representatives from state, provincial and federal regulatory agencies, the shipping industry, research institutions, and environmental non-Governmental Organizations (NGOs), to work collaboratively towards better understanding how to manage ballast water discharges. With the publication of the United States Coast Guard (USCG) Final Rule (March 2012) and the Draft 2013 VGP (November 2011), we are now transitioning from the standard-setting phase (which is not complete, but is getting closer) to the regulation implementation phase of ballast water management. The Final Environmental Protection Agency (EPA) 2013 Vessel General Permit (VGP), which will include State 401 Certification Conditions, will be published in November 2012. This means that the standard setting phase is nearing its end. Draft State 401 Certification Conditions are due to EPA by October 1, 2012, (an extension of the July 2 deadline).

To continue the productive discussions and effective information dissemination of the Collaborative, the next Ballast Water Collaborative meeting will be held in Duluth, MN on August 2–3, 2012. The meeting is being sponsored by the International Joint Commission, the EPA Mid-Continent Ecology Division, Minnesota Sea Grant, and the Saint Lawrence Seaway Development Corporation. The focus of the meeting is the implementation phase of ballast water management regulations. Some of the questions that will be discussed are:

- What needs to be addressed in terms of determining appropriate Ballast Water Management System (BWMS) for the Great Lakes within the USCG Type Approval framework?
- Do we know how to go about determining whether a system meets the relevant requirements, and do we have the infrastructure needed to make this determination?
- How will we establish compatible goals among Canada, the U.S. and the States, for acceptance of BWMS that are suitable for the cold, fresh, waters of the Great Lakes?

U.S. Transportation Secretary Swears in New SLSDC Advisory Board Members

On June 12, 2012, U. S. Secretary of Transportation Ray LaHood swore in two new Saint Lawrence Seaway Development Corporation (SLSDC) Advisory Board Members; including Wenona T. Singel, Assistant Professor of Law & Associate Director of the Indigenous Law & Policy Center, Michigan State University College of Law, and David J. McMillan, Senior Vice President of Marketing, Regulatory & Public Affairs and Executive Vice President of Minnesota Power, ALLETE, Inc.

The members of the Advisory Board are appointed by the President with the advice and consent of the U.S.

Senate and not more than three members belong to the same political party. The SLSDC Advisory Board must meet at least once every 90 days.



Wenona Singel and family with U.S. Secretary Ray LaHood

U.S. Secretary Ray LaHood swears in David McMillan

Lake Express High Speed Ferry Adds Millions of Dollars to the City of Milwaukee



One of the best known tenants at the Port of Milwaukee, the Lake Express High Speed Ferry, adds millions of dollars annually to the

city's tourism economy. It also benefits the city in another important way; in eight years of operation, Lake Express has generated payments of approximately \$1.15 million in rent, parking, and passenger fees to Milwaukee city government.

Lake Express began its ninth sailing season in May with two crossings daily.

The Ferry connects Milwaukee with Muskegon, Michigan, carrying passengers and vehicles across Lake Michigan in just two-and-a-half hours. Passengers aboard the Lake Express avoid the traffic congestion around Chicago while relaxing in comfortable seats and enjoying food service available on the vessel.

“The addition of Lake Express to the Port of Milwaukee is one of the most important developments here in a generation,” said former Port Director Eric Reinelt. “While we’re known for shipping cargo by water, rail, and truck, Lake Express adds an entirely different service to the Port. Lake Express brings thousands and thousands of people to the Port of Milwaukee every year.”

U.S. Coast Guard, Lake Carriers Association & Canadian Shipowners Association Sign Memorandum of Understanding

Rear Admiral Michael Parks, Commander of the Ninth Coast Guard District, James H. I. Weakley, President of the Lake Carriers' Association, and Bruce Bowie, President of the Canadian Shipowners Association, signed a memorandum of understanding on June 25, during the recent International Joint Conference in Mont-Tremblant, Quebec.

The organizations represent the interests of U.S. and Canadian-flagged vessels and vessel operators of the Great Lakes.

The memorandum's purpose is to promote a cooperative relationship between the U.S. Coast Guard and the U.S. and Canadian companies that operate on the Great Lakes.

The parties involved have agreed to address mutual concerns and issues related to the safety, security and environmental protection of the Great Lakes and its marine transportation system.

U.S. and Canadian Seaway Corporations hold Joint Strategic Meeting

On June 27–28, 2012, the Saint Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Management Corporation (SLSMC) held their seventh Joint Strategic Meeting in four years at the SLSDC’s Administration Building in Massena, N.Y. Senior managers representing both binational organizations were in attendance, including SLSDC Acting Administrator Craig Middlebrook and SLSMC President and CEO Terence F. Bowles.

Senior managers delivered presentations in the areas of stakeholder engagement, business growth, and operational initiatives. Group discussions focused on coordination between the SLSMC and SLSDC for continued service improvement, including follow-up on a number of mutually agreed upon priorities established at earlier Joint Strategic sessions. Other Joint Strategic Meeting topics included:

- An update of ballast water regulations and recent actions taken by Great Lakes states,
- The Draft Information System and other technological advancements in the System,

- Impact of relevant legislative proposals in both the U.S. and Canadian government, and
- A recap of marketing activities, the trade mission, and opportunities for System growth.

At the conclusion of the meeting, the SLSMC senior leadership toured the Eisenhower Lock and Vessel Traffic Control operations and saw first-hand a number of the completed Asset Renewal Program projects. The next Joint Strategic Meeting is tentatively scheduled for this December.



Thomas Lavigne, Director, Office of Engineering and Maintenance (in the middle) gave several senior managers of The St. Lawrence Seaway Management Corporation, including employees Bruce Hodgson, Director, Market Development and Terence Bowles, President and CEO, a tour of the Massena, N.Y. facilities.



The St. Lawrence Seaway Management Corporation and the Saint Lawrence Seaway Development Corporation senior leadership pose for a picture in front of the SLSDC’s Administration building in Massena, N.Y.

Interesting Cargo Traversing on the Seaway



Retired submarine, the HMCS Ojibwa, traveled through Eisenhower Lock on its 12-day journey from Halifax, Nova Scotia to Hamilton, Ontario with assistance from Heddle Marine Services Inc. and McKell Marine Limited. The 300 foot-long, five-story-high submarine will be transported overland to its permanent home. After extensive restoration over the upcoming winter, the Ojibwa will open as a military museum in the summer of 2013.



The H. Lee White, a U.S.-flag laker traveling on the St. Lawrence River is a rare occurrence. This one had never been east of the Welland Canal in her 38-year career except for one trip to Hamilton and had never taken a pilot before. She loaded iron ore pellets at the CN dock in Duluth, MN, heading to Quebec.



The Maersk Illinois came through the Eisenhower Lock loaded with two 2800XPC rope shovels manufactured by Wisconsin-based P&H Mining Equipment. It will carry the heavy equipment through the locks of the St. Lawrence Seaway and across the Atlantic Ocean to a Siberian coal mine.

Upcoming Events

October

October 15–16

Ballast Water Management Technology
Conference North America

Miami, Florida

Contact: [http://www.informamaritimeevents.com/
event/ballast-water-management-technology-
conference-usa](http://www.informamaritimeevents.com/event/ballast-water-management-technology-conference-usa)

October 23

2012 Quebec Marine Day
Quebec City, Quebec

Contact: www.st-laurent.org

November

November 15

HWY H₂O Conference

Toronto, ON

Contact: Ginadelleroseash@seaway.ca or

www.hwylh2o.com

Personnel News



Anthony Kuk has joined the Ports of Indiana as port director for the Port of Indiana-Burns Harbor. Mr. Kuk has been serving as general manager for Nexeo Solutions' Midwest operations, based in Chicago. He replaced Peter Laman who joined the port in winter of 2008.

On July 12, 2012, **Commander Lieutenant Colonel Robert J. Ells** took command of the U.S. Army Corps of Engineers, Detroit District, replacing Commander Lieutenant Colonel Michael Derosier. Prior to his assignment to the Detroit District, Lieutenant Colonel Robert J. Ells served as Assistant Operations Officer, Engineer Squadron Commander, and Executive Officer of the 1st Special Forces Operational Detachment-Delta at Fort Bragg, N.C.



Save The River has a new executive director, **Lee Willbanks**. Mr. Willbanks most recently served as chief of staff to former New York State Senator Darrel Aubertine whose district included the St. Lawrence River. His career has been diverse, ranging from environmental counsel to an independent power producer

to Cornell Cooperation Extension where he worked in youth development. He originally comes from Alabama where he canoed the rivers and lakes of his home state, before coming to central New York to earn a Law Degree and Masters of Public Administration at Syracuse University. He and his wife Judy Drabicki have two adult children and spend as much time as possible boating on the St. Lawrence River.

Mr. Willbanks succeeds Ms. Jennifer Caddick.



Eric Reinelt, Milwaukee Port Director, recently announced his retirement. Congratulations Eric and thank you for all the support that you have given to the Great Lakes St. Lawrence Seaway System. (As of printing date, a replacement has not been named.)

Bruce Bowie, President, Canadian Shipowners Association (CSA), announced that he is stepping down at the end of August. Mr. Bowie has been with CSA for six years after a long career at Transport Canada. (As of printing date, a replacement has not been named.)

