

Locomotives Move through the Seaway

The Erie Western Pennsylvania Port Authority is no stranger to shipping project cargo through its Erie Sand and Gravel Terminal, especially since it has the largest crane in the entire Great Lakes Seaway system. But 2014 is set to be a year to remember with 50 General Electric (GE) locomotives slated to move through the binational St. Lawrence Seaway onboard German BBC heavylift ships bound for Mozambique.

When the work order was drawing to an end and shipping arrangements were being made earlier this spring, the GE Transportation logistics professionals encountered a problem. There was a nationwide shortage of flatcars and the normal shipping option they pursued was loading their locomotives on rail flat cars to the East Coast where they would be loaded onboard ocean vessels for final delivery. The flat car unavailability meant finding another option or risk costly delivery delays.

Fortunately, a very reasonable solution was only a short distance from their doorsteps. The company called on the Port of Erie for assistance, and in a flash, Erie Sand and Gravel, a stevedore company owned by Carmeuse North America, was gearing up for the largest project cargo operation in two decades at the port.



Five batches of 115-ton locomotives, ten per ship, had to move quickly, safely and competitively from the GE plant near the terminal and be marshalled into a staging area near the 1,400 foot quay. The CSX Rail company moved the locomotives aboard flat cars to the terminal only three miles from the plant's doors.

Tod Eagleton, the Dock Operations Supervisor, ES&G, oversaw operations as an 8-man crew including the crane operator for the largest stiff leg crane in the Lakes, moved the locomotives individually next to the quay. On May 18, the BBC Xingang arrived in port and in short order, the vessel's crane was being put to use picking

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ADMINISTRATOR'S COLUMN

"You Make It, We'll Move It"



Betty Sutton
Administrator

President Obama believes that exports are central to our national economy and has made increasing exports a major focus for his Administration. As part of this effort, U.S. Secretary of Commerce Penny

Pritzker recently announced the first 12 communities from around the country

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GUEST COLUMNIST

Paul C. LaMarre III Port Director, Port of Monroe



Paul C. LaMarre III

Redefining Potential

It is often said that "there is no greater burden than great potential." In many cases the vision which served as the foundation of our development in decades past, is not far from the goals that we aim to achieve in the near future. At the heart of our industry lie cargo, hope, and

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that are designated as "Manufacturing Communities." This is part of a new federal government initiative seeking to revitalize manufacturing through public-private partnerships and coordinated federal funding. The goal of the program is to help attract manufacturing investment and jobs to these areas in order to increase international trade and exports.

Significantly, five of the designated communities are located in Great Lakes states: the Chicago metro region; South-eastern Michigan; the New York Finger Lakes region; the Southwestern Ohio Aerospace region; and the Milwaukee region. In order to receive this designation and be eligible for additional federal dollars, the communities had to demonstrate the significance of manufacturing already present in their region. Once again, the Great Lakes Seaway region is recognized as a manufacturing leader, poised for even more growth in the global marketplace. The additional federal funds available to these areas will help further develop them into thriving, globally competitive, commercial hubs.

The manufacturing resurgence in the Great Lakes region is undeniable. Indeed, the unemployment rate in the eight Great Lakes states is improving at a faster rate than the national average. The development of varied

energy resources around the Great Lakes is increasing rapidly, which will have far-reaching effects throughout the region. As more "locally grown" energy comes to market, relative energy costs will drop further. Manufacturing industries that rely on large amounts of energy should be able to reduce their production costs and increase their global competitiveness as a result. As products manufactured in the Great Lakes region become more price-attractive, they will increasingly find their way as exports to world markets in the cargo holds of commercial ships.

Our Great Lakes ports are already realizing increased cargo volume from developments in the energy sector and the 'reshoring' of manufacturing to the U.S. The Port of Erie recently began moving a massive cargo of locomotives going to the Republic of Mozambique. The first ten locomotive cars that left the port at the end of May are part of a 50-engine contract with General Electric (GE) Transportation. These high-dollar locomotive exports are proof both of America's world class manufacturing expertise and the critical marine transportation route the binational Seaway System offers; connecting Great Lakes ports like Erie to growing world markets in Africa, while delivering project cargo safely, competitively, and sustainably.

Another example of our burgeoning growth in export opportunities is the new Cleveland-Europe Express freight service, providing global reach for businesses throughout the Midwest region on this liner service moving commerce through the Seaway to Europe. The agreement between the Port of Cleveland and The Netherlands' largest ship-owner, Spliethoff Group, guarantees direct monthly service between Cleveland and Antwerp, providing Midwest manufacturers a more cost competitive option than sending their goods by truck or rail to an East Coast port to ship across

the Atlantic. The first voyage included exports of road-building equipment and containers full of automobile parts, hydraulic pumps, nuts and bolts, and fasteners. It provides a direct route from America's heartland to Europe's manufacturing center and gives businesses the ability to move cargo cheaper, greener, and faster. The service links our regional manufacturing and industrial base to the vast network of global trade, furthering the President's export initiative. It is a perfect example of how we can use the economic and natural resources of the Great Lakes region to create new export opportunities.

Yet, it's hard to take advantage of opportunities if you don't know about them. The Seaway can help facilitate when businesses are looking for transportation efficiency and new markets for their products. I recently attended the Breakbulk Europe Exhibition in Antwerp and met professionals from companies involved in shipping goods around the world. It presented an opportunity to network and connect with over 200 exhibitors and sponsors who are looking to do business in markets they may not have considered in the past.

The Great Lakes region is the manufacturing and industrial base of North America, and an emerging energy production center. It provides a vibrant and dynamic environment that is ripe for economic and export growth. The Seaway System is ready to help capitalize on these opportunities. The best way to get the commerce out is through our ports and our waterway. By helping to move materials needed for manufacturing as well as finished end-products, and by moving food and fuel to the rest of the world, we are able to facilitate business and job growth right here at home. So think of the Seaway and think of our ports, and know that if you make it, we'll move it. ■■■





LOCOMOTIVES MOVE THROUGH THE SEAWAY
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up the locomotives and stowing the big rail engines on deck. Within 24 hours, the ship was headed downbound towards Seaway locks and across the Atlantic Ocean to the southwestern Africa country of Mozambique.

Delivery times for the next 40 canary yellow locomotives will be spread out over the summer. The second loading is slated for June 28 with the nominated vessel at press time being identified as BBC M/V Kibo. The labor crews will be on hand, ensuring uneventful movement of the locomotives that represent millions in value for the customer and hundreds of jobs for the Erie community. Each loadout is sure to attract more media attention as local residents and the large stakeholder community begin to realize that this is among the largest project cargo movements in the System's history.

"It's a great feeling to know that you're helping your company, your community

to move vital equipment to its destination safely and on-schedule," said Eagleton. "GE Transportation has been a major employer in our region for decades, and our ability to move their cargo without incident, meeting their important timelines is crucial because it means jobs for our friends and neighbors."

That good news in Erie is made even sweeter by other project cargo moving into and out of the port. Within a week of the first export of locomotives three 180-ton electrical transformers manufactured in the Netherlands arrived aboard Fednav's *M/V Federal Kumano*. Three more are due in late July, accordingly to Eagleton. The transformers are destined for Massena, New York where they will be put to use by the New York Power Authority.

What does all this newfound activity mean for the Port of Erie? Port director Ray Schreckengost smiled and quickly summed up the good news. "We have always known that this port can handle

this kind of high value, just-in-time business," he said. "The flatcar shortage that prompted GE to look at a marine option using our port and the Seaway had to be addressed immediately and our flexibility and passion to help a valued customer is appreciated." The confidence Eagleton and Schreckengost have in Erie's ability to provide waterborne solutions is shared by its customer.

"We've been pleased with the efficiency of shipping from the local port," said Ann Miller, GE Transportation's Communications Manager. "Once our locomotives leave Erie, they don't touch land again until arriving in Africa. It's a good solution for us and for our customer in Mozambique."

Convenience, service, solutions...that's the Great Lakes Seaway System. SLSDC Administrator Betty Sutton calls it the "Opportunity Belt" region, and the good news is spreading fast. ■■■

potential which propel us to attempt to accomplish more than the generations before us.

The Port of Monroe has always had the identity of “great potential,” but this identity has spanned decades, much like that of the St. Lawrence Seaway System itself. I am a firm believer that we cannot succeed in the future without reflecting upon our past. Each of our organizations’ historical success and failure has created a legacy which we, the current leadership of the Great Lakes St. Lawrence Seaway System, must build upon.

In 1940 the Port of Monroe was touted as “the most modern marine terminal on the Great Lakes, and through the 50’s we were “readying to be an international seaport.” In the infant stages of Seaway development the port was actually one of the most active international ports in the system, importing over 10,000

Renault automobiles per year for distribution throughout the U.S.

Yet since that time, our organization, like many others, has been a victim of its own absence from the broader table of industry. Though fortunate to see large tonnage numbers from massive industrial tenants like DTE Energy’s Monroe Powerplant, we had not been proactive in developing cargo nor representing our port stakeholders. It was not until 2012, that the Monroe Port Commission decided that they were tired of status quo, that their ship had “sailed without a rudder” for long enough, and that it was time for decades of “potential” to be capitalized upon.

In just 2 years we have rapidly redefined our identity as an active seaport through strengthened tenant relations, cargo diversification, and system-wide leadership. This success is not quantified on a balance sheet but rather the relationships we establish to

promote job creation and transportation related commerce in our own port and system-wide. In 2013, the port achieved an all-time record tonnage throughput and qualified for our first Robert J. Lewis Pace-setter award when receiving heavy-lift cargo for Monroe Powerplant. But this is merely the beginning...

Over the next two years, the Port will sustain its existing tenants, establish a sustainable short sea shipping service, and capitalize on over 600,000 tons of new cargo to include synthetic gypsum, scrap metals, and project cargo. With each new cargo will come a new tenant relationship, potential for public-private partnership, rehabilitation of aging infrastructure, and increased market-ability of the system as a whole.

With unrelenting passion we will seek to promote the potential of the St. Lawrence Seaway System, our port, and yours. ■■■

Make Plans to Participate in the Upcoming Binational Trade Mission



The Seaway Corporations will host the 34th International Great Lakes St. Lawrence Seaway Trade Mission to Belgium, The Netherlands and Germany October 13–17, 2014. The week-long agenda will provide the delegation with the opportunity to participate in port and terminal tours, network at a trade exhibition focused on agriculture commodities and meet with industry members from the Seaports of Niedersachsen.

The itinerary will start off with a visit to the Port of Zeebrugge in Belgium and will include a tour of the port and the Fluxys Liquefied Natural Gas Terminal. The delegation will learn new technologies available to handle Liquefied Natural Gas (LNG). The delegation will then travel to the Port of Antwerp (Belgium) and/or the Port of Amsterdam (The Netherlands). Following the port tour(s) the delegation will travel to Germany to meet with members of the Seaports of Niedersachsen and industry representatives in Bremen and then travel to Hamburg to attend the 54th Annual European Commodities Exchange Exhibition. The European Commodities Exchange Exhibition is an annual

meeting focused on agricultural markets. It is anticipated that 2,500 industry leaders from the European agriculture industry will participate in the event.

Please contact Rebecca Spruill, Director, Office of Trade Development, Saint Lawrence Seaway Development Corporation, at 202-366-5418 or Bruce Hodgson, Director of Market Development, The St. Lawrence Seaway Management Corporation, at 905-641-1932 ext. 5436 with any questions regarding the 2014 Trade Mission. ■■■

Great Lakes Delegation Attends the Breakbulk Europe Exhibition and Conference

Attendance at the Annual Breakbulk Europe Exhibition and Conference broke all records with over 6,500 participants and more than 200 exhibitors. Based on visitors to the Hwy H₂O information booth, freight forwarders and 3PL's lead the charge followed by manufacturers, shippers and carriers. This provided a great opportunity for our delegation from the Great Lakes St. Lawrence Seaway System to highlight the opportunities available for getting cargo to the heartland of North America.

Representing the Hwy H₂O at the 9th Annual Breakbulk Europe, May 12–15, 2014 were Tim Heney, Port of Thunder Bay; Will Friedman and David Gutheil, Port of Cleveland; Wade Davis and Samuel LaMacchia, Port of Ogdensburg; Donna Taylor, Port of Oshawa; Janet MacDonald and Véronique Cormier-Chetioui, Belledune Port Authority; Alan Taylor, Hwy H₂O; Bruce Hodgson and Vince D'Amico, SLSMC; and Betty Sutton and Rebecca Spruill, SLSDC. Also representing the System at their own information booths were Fednav, Spliethoff and Quebec Stevedoring.

Participating at this event continues to offer our industry leaders from the Great Lakes

Seaway System the optimal opportunity for making new contacts resulting in an increase in cargo tonnage. We continue to reiterate that this event is our bread and butter — it's where we have the chance to meet with so many of the industry leaders most relevant to our business, those looking to move breakbulk and heavy lift project cargo via maritime conveyances to North America.

The next Breakbulk Exhibition will take place in Houston, Texas, September 20–October 3, 2014. The delegation is now being formed and we strongly encourage you to participate in the event. Go to <http://www.hwyh20.com> for more information. ■ ■ ■



A few members of the Great Lakes Delegation. Left to right — Bruce Hodgson, Director Market Development, The St. Lawrence Seaway Management Corporation; Betty Sutton, Administrator, Saint Lawrence Seaway Development Corporation; Wade Davis, Executive Director, Ogdensburg Bridge and Port Authority, and Rebecca Spruill, Director of Trade Development, Saint Lawrence Seaway Development Corporation.

Administrator Sutton Attends Toledo Maritime Academy Ribbon-Cutting



Left to right — Paul Toth, President and CEO, Toledo-Lucas County Port Authority; Joe Cappel, Director of Cargo Development, Toledo-Lucas County Port Authority, and Betty Sutton, Administrator, Saint Lawrence Seaway Development Corporation.

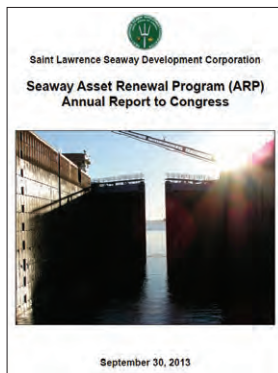
Saint Lawrence Seaway Development Corporation Administrator Betty Sutton, was honored to attend the April 12, 2014, ribbon-cutting ceremony at the Toledo Maritime Academy.

The purpose of the ceremony was to unveil the completed first phase of the Maritime Academy's new multiyear maritime simulator project. The recently completed first phase includes a Class-A Full-Mission Bridge simulator and a simulation radar classroom for 16 cadets. Both simulators are certified for U.S. Coast Guard approved courses. Others participating in the ceremony included: Peter de la Porte, Honorary Consul, Kingdom of The Netherlands; U.S. Representative Marcy Kaptur, Ohio's 9th Congressional District; D. Michael Collins, Mayor, City of Toledo; Paul Toth, Jr., President and CEO, Toledo Lucas County Port Authority; Dr. Arthur H. Sulzer (Ret. USN), President, Arthur H. Sulzer Associates, Inc. and SLSDC's Advisory Board member, and Renee Marazon, President, The Maritime Academy of Toledo Foundation. ■ ■ ■

Asset Renewal Program Succeeds as a Model Example of Transportation System Investment

The Saint Lawrence Seaway Development Corporation's (SLSDC) Asset Renewal Program (ARP) is the first time in the SLSDC's 50-year history that a comprehensive effort has been undertaken to modernize the U.S.-operated infrastructure of the St. Lawrence Seaway. Since its initial implementation in 2009, the ARP has been a significant endeavor for the SLSDC, leading to the rehabilitation of and improvements to U.S.-operated locks, navigation channels, the Seaway International Bridge, and other SLSDC facilities assets located near Massena, N.Y.

Recently released, the SLSDC's *ARP Annual Report to the U.S. Congress* summarizes many of the recent successes of the ARP, specifically during the U.S. government's Fiscal Year 2013, which began on October 1, 2012 and concluded on September 30, 2013. During this time, the SLSDC obligated \$14.2 million on 27 unique ARP projects, including major rehabilitation efforts at both Eisenhower and Snell Locks. A copy of the *Report* is currently



available for review at the Seaway binational website at <http://bit.ly/1kpWtGp> and the SLSDC's U.S. Department of Transportation (DOT) website at <http://1.usa.gov/1l0FZVe>.

Through 2013, the SLSDC has obligated a total of \$79.8 million for ARP projects, representing a substantial investment in infrastructure and the continued importance of the St. Lawrence Seaway for marine commerce in the future. The ARP is a model transportation investment program and is also emblematic

of the *Generating Renewal, Opportunity, and Work, with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America (GROW AMERICA) Act*, DOT's \$302 billion surface transportation bill and reauthorization request.

The *GROW AMERICA Act*, which was transmitted by Secretary Anthony R. Foxx to

the U.S. Congress on behalf of President Barack Obama in late April 2014, focuses on surface transportation priorities

supplementary to DOT's maritime initiatives, including the ARP. The *Act* exacts DOT's plan to repair and modernize the roads, bridges, rail, and transit systems that the United States depends upon to move people, energy, and freight. Like the ARP, the *GROW AMERICA Act* is helping to improve the U.S. transportation system and to address the transportation needs of America's growing population. For more information about the *GROW AMERICA Act*, please visit DOT's website at <http://1.usa.gov/1jdY8On>.

Maintaining and investing sufficiently in transportation infrastructure through long-term plans, like the ARP and the *GROW AMERICA Act*, is essential to both cultivate the economy and improve the efficient movement of freight in the future. With continued support, the SLSDC's ARP and the *GROW AMERICA Act* will ensure that transportation is a critical engine of economic growth, enabling marine and surface transportation projects that will improve global competitiveness and mobility in communities across North America. ■■■

SLSDC Offers Updated Government Resources on DOT Website

As launched on April 1, 2014, the SLSDC has continued to expand its online presence across several web-based mediums. In addition to the binational Seaway website (www.greatlakes-seaway.com) and the official SLSDC Facebook page (www.facebook.com/usdotslsc), the SLSDC now offers government-specific information in an updated website, recently released in coordination with the U.S. Department of Transportation.

Available at www.seaway.dot.gov, the SLSDC's government website currently features interesting videos, pictures, and other interactive and educational content for view by members of the general public. One particularly exciting feature is the SLSDC's *Federal Grants Toolbox*, an electronic collection of resources to aid Seaway stakeholders with obtaining federal grants to improve and grow their maritime business. The *Toolbox* provides summary information about those federal

agencies providing financial assistance for infrastructure, environmental, inter-modal, and other improvement projects, including DOT's Transportation Investment Generating Economic Recovery (TIGER) grant program.

Please visit the SLSDC's updated government website at www.seaway.dot.gov for the latest and greatest! ■■■

SLSDC's Deputy Administrator Receives Sustainability Leader Award



Assistant Secretary for Administration Brodi Fontenot (left), with Craig Middlebrook, winner of the Sustainability Leader Award at the Saint Lawrence Seaway Development Corporation (SLSDC), and SLSDC Administrator Betty Sutton.

The Department of Transportation (DOT) recognized individuals and teams across 12 categories at the 2014 Departmental Sustainability Achievement Awards Ceremony held at the DOT headquarters.

Brodi Fontenot, DOT Assistant Secretary for Administration and Senior Sustainability Officer, called many of the accomplishments “creative and replicable,” saying, “We heard of some incredible environmental and cost savings.”

Craig Middlebrook, Deputy Administrator, Saint Lawrence Seaway Development Corporation (SLSDC) received the Sustainability Leader Award. The Deputy Administrator received this Departmental award for his leadership on the Great Lakes Ballast Water Collaborative and other environmentally significant projects.

In bestowing the award, Assistant Secretary Fontenot noted that Deputy Administrator Middlebrook consistently champions environmental sustainability within the SLSDC and throughout the Great Lakes region of North America. ■■■

Representative Huizenga Named Great Lakes Legislator of the Year



Michigan Congressman Bill Huizenga (R) has been named 2014 Great Lakes Legislator of the Year by the largest labor/management coalition representing workers and industries dependent on shipping on America's Fourth Sea Coast. The Award is presented annually by the Great Lakes Maritime Task Force (GLMTF) to a legislator who has helped advance shipping in the Great Lakes and St. Lawrence Seaway.

Congratulations to Representative Huizenga on receiving this prestigious award! ■■■

The Cleveland-Cuyahoga Port Authority Receives Pacesetter Award

The Robert J. Pacesetter Award recognizes Great Lakes ports that increased international cargo tonnage. The Cleveland-Cuyahoga Port Authority received the award from the Saint Lawrence Seaway Development Corporation's (SLSDC) Administrator Betty Sutton. This is the ports 12th Pacesetter Award, shipping more than 342,000 tons of freight through the Seaway, a six percent increase over the 2012 navigation season.

Heavy machinery like manufacturing presses, steel pipe and beams used for the shale gas industry in the tri-state region were among the new cargoes joining the standard fare of steel coil moving regularly through your Fednav terminal. ■■■



Administrator, Betty Sutton, Saint Lawrence Seaway Development Corporation, presents the Robert J. Pacesetter Award to Marc Krantz, Chairman of the Board, Cleveland-Cuyahoga Port Authority.

Personnel News

Vice Admiral Peter Neffenger assumed the duties as the 29th Vice Commandant of the U.S. Coast Guard in May 2014.

John Jamian, Executive Director, Detroit/Wayne County Port Authority left the helm of the Port early in June. As of our printing deadline, Kyle Bureson is currently acting Executive Director.

Memorial

Former **U.S. Rep. Jim Oberstar** died in his sleep on May 3, in his Maryland home. He served 36 years, from 1975 to 2011, as northern Minnesota's Congressman. After losing his Congressional seat to Chip Cravaack in 2010, Mr. Oberstar worked as a consultant and continued his maritime advocacy through many speaking engagements. The Great Lakes Maritime Task Force named him as the Great Lakes Legislator of the Year in 1999. A fitting tribute to his endless support of the Great Lakes Seaway, the Interlake Steamship Co. renamed a freighter after him in 2011.

Upcoming Events

September

September 30–October 2, 2014

Breakbulk Americas

Houston, TX

Contact: <http://www.breakbulk.com/breakbulk-global-events/americas/breakbulk-americas-2014>

October

October 7–8, 2014

Indiana Logistics Summit

Indianapolis, IN

Contact: <http://www.indianalogistics.com/summit>

October 13–17, 2014

34th International Great Lakes

St. Lawrence Seaway Trade Mission

Belgium, The Netherlands, and Germany

Contact: Rebecca Spruill at Rebecca.spruill@dot.gov; (202) 366-5418 or Bruce Hodgson at bhodgson@seaway.ca or (905) 641-1932 ext. 5436

November

November 9–13, 2014

AAPA 2014 Annual Convention and Expo

Houston, TX

Contact: <http://www.aapa-ports.org/Programs/content.cfm?ItemNumber=19579&RDtoken=15847&userID=5980>

November 19–20

Hwy H₂O Conference

Toronto, ON

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