

Seaway Hosts French Delegation Promoting the Canal Seine-Nord Europe Project



In May 2015, the Saint Lawrence Seaway Development Corporation (SLSDC) welcomed a delegation of French transportation officials to Washington, D.C., to discuss the Canal Seine-Nord Europe (CSNE) – Europe’s largest planned maritime infrastructure project (overall construction costs of approximately US\$5.3 billion). Serving a major trading region for goods currently moving through the St. Lawrence Seaway, the new CSNE will further expand the trading potential for the Great Lakes Seaway System for the movement of grain, chemicals and energy products, aggregates, iron and steel, and project cargoes.

The new CSNE will connect the basin of the Seine near Paris, to the Scheldt, near Lille, giving access to Belgian and Dutch inland waterways networks. Designed for vessels up to 4,400-ton capacity, the new canal will eliminate a major bottleneck on the European waterway network and

provide links with six seaports to offer an alternative method of transporting freight with access into the heart of large urban areas. The canal will be 66 miles long, 177 feet wide, 15 feet deep and construction will include six locks, four major intermodal port/terminal hubs, three channel bridges, and countless other related infrastructures. Roughly one-fourth of France’s 66 million residents live in this relatively compact area, which serves as the nation’s manufacturing heartland.

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ADMINISTRATOR’S COLUMN

Dispatch from the 2015 Breakbulk Europe Conference in Antwerp



Betty Sutton
Administrator

In late May, I had the privilege to lead a joint U.S.-Canadian Great Lakes St. Lawrence Seaway Trade Mission delegation to the European Breakbulk Conference held annually in Antwerp, Belgium. Breakbulk Europe celebrated its

10th anniversary this year with the number of attendees and exhibitors setting new

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GUEST COLUMNIST

Laura Blades Director of Public Affairs, The Great Lakes Seaway Partnership

The Great Lakes Seaway Partnership has Launched!

After nearly a year of planning, *The Great Lakes Seaway Partnership* launched on June 9 with the unveiling of its new website. More than 2,000 people were notified of the launch and invited to explore the website. By the end of that week, over 1,100 individuals had accepted that invitation and visited the site. We’re off to a great start!

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records. Among the exhibitors was — once again — Highway H₂O, which has become a regular presence at Breakbulk Europe. The Great Lakes Seaway System delegation consisted of 24 representatives from 14 U.S. and Canadian organizations. Geographically, from west to east, the Great Lakes Seaway region was well represented with participants from Ogdensburg, Valleyfield, Cleveland, Toledo, Windsor, Milwaukee, Thunder Bay, and Duluth all traveling to Antwerp.

Why does attendance at Breakbulk Europe continue to break records and conference participation on the Seaway trade mission remain stronger than ever? The answer is simple — the breakbulk and project cargo sector continues to grow, and is one of the most consistently strong sectors for our region. Yes, the Great Lakes Seaway System is primarily a “bulk commodity system,” but last navigation season the “general cargo” sector constituted almost 7 percent of the Seaway’s cargo mix, and it has been enjoying year-to-year growth for 5 of the last 6 years, including this year.

As I walked the (very warm and very loud) exposition halls of the conference, I was encouraged to see so many exhibitors and participants who already trade into and out of the Great Lakes. These include companies that have a well-established presence in our region, such as Fednav, Royal Wagenborg, BBC Chartering, Quebec Stevedoring, and Hansa. The commitment of such well-respected and successful companies to the Great Lakes Seaway System cannot be overestimated or over appreciated.

Additionally, I was extremely encouraged to see and talk with companies that have not had a long-time presence in the Great Lakes but who are talking positively about the economic potential of our region and

what that could mean for their companies. Some of them are doing more than just talk. (This includes Spliethoff, of course, which has been trading regularly in the Great Lakes for some time.) But this list also includes other prominent companies actively considering new projects in the Great Lakes region in the months and years ahead. As many of you know, I am fond of describing our region as the “Opportunity Belt”, not only because of its current economic might, but also because of its economic development potential. It heartens me to see global maritime companies beginning to see and act on that potential as well.

In addition to attending Breakbulk Europe, the Great Lakes Seaway System delegation met with representatives from a diverse group of European maritime transportation organizations, including the Voies Navigables de France (Seine-Nord Europe Canal), the ports of Zeebrugge and Brake, the Turkish Cerrahgil shipping group, and the Flemish Shortsea Promotion Centre (SPC). This is the second year that I’ve attended Breakbulk Europe, and what struck me even more forcefully this year compared to last year was how far commercial maritime navigation is integrated into local and regional transportation and public policy planning in Northern Europe compared to North America.

No meeting was more illustrative of that fact than the meeting with the SPC, which was created in 1998 by the Flemish government in collaboration with the ports of northern Belgium. Its goal is to promote the concept of shortsea shipping and facilitate the implementation of shortsea shipping projects in Flanders and between Flanders and the rest of Europe. It was one of the founders of the larger European Shortsea Network in 2008. The SPC has been successful in getting elected officials and business leaders to actively consider maritime

transportation as part of an overall solution to public policy challenges. The SPC’s approach is straightforward and substantive, and they have developed among the best material I have read to explain the advantages of shortsea shipping. I would encourage you to take the time to visit their website (www.shortsea.be), and look at their recent publication “12 Shortsea Best Practices” to see how innovative European shortsea shipping has become.

The Great Lakes St. Lawrence Seaway Highway H₂O delegation has become a regular presence at the Breakbulk Europe Conference in Antwerp. As attendance at that conference and interest in shipping breakbulk and project cargoes into the Great Lakes both continue to increase, I expect our region to be well represented there for many years to come. ■■■



**SEAWAY HOSTS FRENCH DELEGATION
PROMOTING THE CANAL SEINE-NORD
EUROPE PROJECT
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The six-person French delegation hosted by the SLSDC in May included executives from Voies Navigable de France (VNF), Setec Group, and the Port of Dunkerque. The delegation was led by Mr. Nicholas Bour, who serves as the CSNE Project Director at the VNF. In addition, representatives from the French Embassy in Washington accompanied the French delegation throughout the North American tour. The SLSDC supported the delegation in setting up inter-governmental meetings in Washington and providing waterway and lock operations assistance and expertise.

On May 20, the SLSDC hosted a plenary meeting at the U.S. Department of Transportation with more than 20 federal officials from across the Executive Branch, including subject matter experts on infrastructure operations and financing, trade flows, and barge/vessel operations. In addition, the SLSDC facilitated meetings with U.S. Army Corps of Engineers (USACE) officials in Washington to discuss lock and waterway operations and construction. The delega-



U.S. Department of Transportation, Deputy Secretary (left) Victor Mendez, meets with CSNE Project Director Nicholas Bour during a French delegation visit to Washington on May 20, 2015, hosted by the SLSDC, to discuss the new canal project.

tion's North American visit also included stops in Tennessee to meet with USACE operational staff as well as Montreal to meet with the Canadian St. Lawrence Seaway Management Corporation. The day before, the Seaway Trade Mission delegation in Antwerp learned about the CSNE project from Mr. Eloi Flipo from VNF.

The SLSDC's involvement in the CSNE project began in June 2014 with Administrator Betty Sutton's visit to France to

speaking at the 2014 Global Estuaries Forum where she met with Mr. Bour who requested the SLSDC's assistance in learning more about waterway operations, vessel options, and trade research. Following Administrator Sutton's visit, the SLSDC began a regular dialogue with VNF/CSNE officials to support their research efforts.

In June of this year, the European Commission gave its green light to unlock 42 percent of the work planned for the first phase (2017-2020), or \$1.12 billion of the US\$2.6 billion budget. Remaining first phase funding is expected from the French national government and outside borrowers. Now with funding secured for the first phase, design work will begin this year with construction to start in 2017 for an opening in 2025.

In addition, VNF recently awarded a 12-year contract to a joint venture between engineering and consulting companies Royal HaskoningDHV and Setec Group to manage construction of the CSNE. Austrian waterway specialist Via Donau will act as a sub-consultant to the joint venture and support the team with in-depth expertise in river infrastructure management and operation. ■■■

Seaway's Hands-Free Mooring System Wins Prestigious International Award

On May 22, 2015, The St. Lawrence Seaway Management Corporation (SLSMC) received a prestigious award from the Organization for Economic Cooperation and Development (OECD) for developing the world's first Hands-Free Mooring (HFM) system for ships transiting its locks. The Promising Innovation in Transport Award is offered by the International Transport Forum at the OECD, an intergovernmental organization for the transport sector, with 54 member countries.

This is a tremendous achievement and showcases to the world the state-of-art technology being implemented in our Great Lakes Seaway System. Hands-Free Mooring will bring many benefits to maritime commerce in the Great Lakes. In addition to the safety and efficiency improvements the technology brings, HFM will open up the Seaway for use by a larger number of vessels from around the world. ■■■



Terence Bowles (center), President and CEO of The St. Lawrence Seaway Management Corporation, accepts the Promising Innovation in Transport Award from OECD officials in Leipzig, Germany, during the 2015 Summit of Transport Ministers.

More Ships! More Cargo! More Jobs!



Betty Sutton, Administrator, Saint Lawrence Seaway Development Corporation, explaining to the crowd why the Great Lakes Region is the “Opportunity Belt” of North America.



L-R: U.S. Representative Marcy Kaptur; Armond Budish, Cuyahoga County Executive; Will Friedman, President and CEO, Cleveland-Cuyahoga County Port Authority; Betty Sutton, Administrator, SLSDC; and U.S. Representative Marcia Fudge attending the More Ships! More Cargo! More Job! event.

The Saint Lawrence Seaway Development Corporation’s Administrator Betty Sutton, along with U.S. Representatives Marcy Kaptur, and Marcia Fudge, recently attended an event at the Port of Cleveland highlighting the impact of the facility on the region.

Representatives Kaptur and Fudge highlighted the economic impact of the Port, especially on manufacturing and related industry jobs. Since 2010, bulk tonnage handled by the Port has increased approximately 82 percent.

Administrator Sutton reminded everyone that the Great Lakes, as a region, represents the world’s third largest economy, and that our region accounts for one quarter of the U.S. gross domestic product and one half of North America’s manufacturing and service industries. That is why we call our region the “Opportunity Belt.” Whether it is in manufacturing strength, agricultural richness, transportation capabilities, natural resources, or human expertise and diversity, our region is full of opportunity. ■■■

GUEST COLUMNIST LAURA BLADES CONTINUED FROM PAGE 1

The American Great Lakes Ports Association, Lake Carriers’ Association, Fednav Limited, and the Saint Lawrence Seaway Development Corporation collaborated to launch this historic partnership among major entities in the Great Lakes Seaway System.

The purpose of The Partnership is to enhance public understanding of the benefits of commercial shipping in the Great Lakes Seaway region of North America through an education-focused communications program. Additionally, it will sponsor research, and work closely with media, policy makers, community groups, allied industries, environmental stakeholders, and the general public to inform the public about the attributes of marine transportation.

This new initiative looks at the Great Lakes Seaway System from a big-picture perspective and serves as a platform to discuss the economic, environmental and safety benefits of this shared waterway for national, bi-national and international trade. The program does not have an advocacy agenda, and it will engage stakeholders by providing them with industry news, results of reports and studies, and opportunities for them to understand – in a very real way – the impact Great Lakes Seaway shipping has on the economies of both the U.S. and Canada.

The website features include sections dedicated to the program’s three key messages – Economy, Environment, and Safety – as well as facts and figures about the eight Great Lakes states and two Canadian provinces. There is also

a section that serves as a primer about Great Lakes Seaway shipping. Latest news about ports, shipping companies, industry associations and programs are omnipresent on each page. Users of the site are encouraged to sign up to be added to The Partnership’s mailing list.

The Great Lakes Seaway Partnership website can be found at: www.greatlakesseaway.org. Be sure to follow The Partnership on Twitter @GLSPartnership. A Facebook page is in the works. I’m excited by the possibilities this initiative provides and encourage you to share this resource with other stakeholders. ■■■



THE GREAT LAKES SEAWAY
PARTNERSHIP

Great Lakes St. Lawrence Seaway System Directory New Mobile App

The **Great Lakes** St. Lawrence Seaway System 2015/2016 Directory is now available on the Apple App Store.

The mobile app is free. Search for Great Lakes St. Lawrence Seaway Directory and download to your iPhone for iOS6 or later for your iPad as an iPhone app.

The entire publication and links to video and websites are available on the mobile app. Once you download the app, an internet connection is not needed for access.

To use the app:

- Turn the page with swipe left or right gestures
- Pinch in or out, or double tap to zoom
- Tap and slide in the thumbnail area at the bottom to navigate to a specific page
- Tap links to go to websites that open in a new window
- Search for content of interest
- Bookmark pages of interest

Enjoy and have fun! ■■■



Change of Command Ceremony for USCG Commander of the Great Lakes Region



Betty Sutton, Administrator, Saint Lawrence Seaway Development Corporation bids a fond farewell to Rear Adm. Fred Midgette.

On June 4, 2015, Betty Sutton, Administrator, Saint Lawrence Seaway Development Corporation, attended the U.S. Coast Guard Change-of-Command ceremony for its Ninth District, which covers the five Great Lakes, the St. Lawrence Seaway and parts of the surrounding states.

Vice Adm. William “Dean” Lee, U.S. Coast Guard Atlantic Area Commander, presided over the ceremony to transfer command of the Ninth District from Rear Adm. Fred Midgette to Rear Adm. June Ryan.

Rear Adm. Midgette assumed command of the Ninth District in Jun 2013 and is now reporting to Coast Guard Headquarters to fill the position of special flag assistant to the vice commandant.

Thank you RADM Midgette for all your support for the Great Lakes St. Lawrence Seaway System, you will be greatly missed! ■■■

Great Lakes Port Recognized by the American Association of Port Authorities

The **American Association of Port Authorities (AAPA)** recently recognized 25 seaports for exemplary communications projects and programs and will be awarded at their fall annual convention. We are excited to tell you that two of our Great Lakes ports were winners:



The Port of Indiana won the Awards of Excellence for its Portside Magazine, and the Toledo-Lucas County Port Authority won the Award of Merit for its social/web-based media efforts and their 2014 Annual Report to the Community.

Congratulations! ■■■

Ballast Water Talk

Fednav Announces Innovative Ballast Water Natural Technology on the Great Lakes

This spring, Fednav Limited, the largest Canadian operator of international ships in the Great Lakes – St. Lawrence Seaway System, announced that an order for 12 ballast water treatment systems to equip its ships are currently under construction. This makes Fednav the first shipping company in Canada and the Great Lakes to announce the installation of ballast water treatment systems. According to Fednav, the technology called “BallastAce” operates through a

sophisticated filter and sodium hypochlorite injection mechanism in the ship’s ballast system and will be effective in both fresh and salt water.

“Our company is committed to stimulating trade and enhancing Canada’s economy while protecting the Great Lakes against the introduction and spread of aquatic invasive species,” said Paul Pathy, President and Co-CEO of Fednav Limited. “After extensive analysis

and testing, we are confident that the technology we are choosing is an affordable and effective means to ensure that Canada meets its ballast water requirements. We are proud to be leading the way, along with government and industry partners, in establishing a level playing field for the Canadian, U.S. and international fleets to operate together in the Great Lakes region.” ■■■

Ballast Water Research and Evaluation Fund

The members of the Canadian Shipowners Association (CSA) are leading the search for ballast water technology on the Great Lakes and St. Lawrence Waterway by collectively contributing an initial \$1.5 million dollars to the establishment of a research and technical evaluation fund. With U.S. Coast Guard, no type-approved technology yet available to comply with ballast water regulations in either Canadian or American waters, CSA members are searching for solutions to protect the marine environment while enabling continued operations and commerce.

“While the Canadian industry has been seeking a solution through testing and evaluation, our membership decided to strengthen this effort with a dedicated program that is aimed at finding a solution that is both operationally and economically feasible for domestic vessels,” says CSA President, Robert Lewis-Manning.

The primary aim of the CSA Research and Evaluation fund will be to find technical solutions to ballast water management through the research of issues unique to Great Lakes fresh water

and domestic vessels that do not leave Canadian and U.S. waters. Mr. Nicolas Leak is the Project Manager of the Fund and is an experienced leader in the Royal Canadian Navy with extensive project management experience.

For more information please contact: Robert Lewis-Manning, President, Canadian Shipowners Association, (613) 232-3539; or email him at lewis-manning@shipowners.ca. ■■■



On behalf of the U.S. Saint Lawrence Seaway Development Corporation, we offer our congratulations to Federal Marine Terminals for 50 years of operations in the Great Lakes Seaway System. Your five decades of service at ports throughout the Great Lakes has been critical to keeping our system at the forefront in providing ever-expanding global shipping opportunities. Congratulations!

Seaway's 2014 Performance Earns Green Marine Certification



Accepting the 2014 Green Marine Certificate is Jean Aubry-Morin, The St. Lawrence Seaway Management Corporation; David Bolduc, Green Marine, executive director; and Thomas Lavigne, Saint Lawrence Seaway Development Corporation. Photo credit: Dave Roels

Green Marine awarded its environmental performance certificates to more than 80 maritime companies during its recent GreenTech 2015 conference.

Green Marine is a voluntary organization certifying environmental stewardship among the North American marine industry. Participants include shipowners, ports, terminals, and shipyards based in Canada and the United States, as well as the U.S. and Canadian Seaway corporations. The program encourages participants to reduce their environmental footprint by taking actions in nine different areas.

This year's Green Marine Performance Report is based on information from 93 different participants, a record for the

report's 7-year history. More than half of the participants reported a significant increase in at least one of the report's four categories, showing that sustainability is indeed at work in marine shipping.

This year for the first time, the U.S. Saint Lawrence Seaway Development Corporation and The St. Lawrence Seaway Management Corporation had their results published as a single entry in the Green Marine Performance Report. This reflects the bi-national nature of the Seaway and the two agencies' close working relationship in pursuit of environmental excellence. Here is how we scored out: 4.1 for Greenhouse Gases, Spill Prevention, and Community Impact, and earning a perfect 5 for Environmental Leadership. ■■■

Thomas Rayburn Joins Lake Carriers' Association as Director of Environmental and Regulatory Affairs

Thomas Rayburn has joined Lake Carriers' Association in the newly created position of Director of Environmental and Regulatory Affairs. Mr. Rayburn is well versed in the economic and environmental benefits of Great Lakes shipping, having spent a number of years with the Great Lakes Commission and the U.S. Coast Guard's Ninth District.

"I am very pleased to welcome Tom to the LCA team," said James H.I. Weakley, President of the Association. "The challenges facing the industry right now are significant, and how we resolve issues such as regulation of ballast water and restoring ports and waterways to their proper depth will decide the future of Great Lakes shipping. Tom brings not only deep knowledge of our industry to the table, but also that important ability to achieve a balance between economic and environmental considerations."

Prior to joining LCA, Rayburn was Program Manager for EnSafe Inc. Before that he spent seven years with the Great Lakes Commission, rising to Senior Project Manager, and a year as Assistant Branch Chief, Marine Safety Response for the U.S. Coast Guard's Ninth District. He has over 25 years' experience in government and industry consulting.

Mr. Rayburn received his Bachelor of Science degree in Geosciences from Purdue University. He has done post-graduate studies in Environmental Science and Engineering at Virginia Polytechnic Institute and State University. He and his wife, Laura, live in Shaker Heights, Ohio.



Welcome to the Great Lakes St. Lawrence Seaway System! ■■■

Port of Duluth Intermodal Project

On May 27, 2015, the Duluth Seaway Port Authority maritime community gathered with business leaders, elected officials and dignitaries from across the state to officially break ground on the Port of Duluth Intermodal Project – the largest infrastructure project undertaken by the Duluth Seaway Port Authority since the construction of the Clure Public Marine Terminal prior to the opening of the St. Lawrence Seaway in 1959.

People attending not only celebrated the revitalization of the 28-acre dock but also Duluth's working waterfront. The long-awaited rebuild and expansion of Dock C&D will put a vacant, underutilized dock back into maritime service after more than 20 years. The completion of this project will enhance the Port Authority's intermodal capabilities, expand its capacity to handle more heavy-lift and project cargo, and enhance the competitiveness of the entire region by increasing freight capacity via the Great Lakes St. Lawrence Seaway System.

The approximately \$17.7 million redevelopment project was funded, partially by a \$10 million Transportation Infrastructure Generation Economic Recovery (TIGER) discretionary grant awarded by the U.S. Department of Transportation. An additional \$2.75 million in funding has been provided through the Minnesota Port Development Assistance Program; \$990,000 was awarded by the State of Minnesota's Contamination Cleanup Grant



Dignitaries scooping up the first shovels full of dirt at the groundbreaking of the Intermodal Project. (L-R) Steve Raukar, Duluth Seaway Port Authority Board President; Vanta Coda, Port Authority Executive Director; Dave McMillan, Saint Lawrence Seaway Development Corporation Advisory Board Chair; Charles Zelle, Commissioner of the Minnesota Department of Transportation; U.S. Senator Amy Klobuchar; Paul Jaenichen, Maritime Administrator, U.S. Department of Transportation; Davis Helberg, former Port Authority executive director; and Minnesota 8th District Congressman Rick Nolan.

program; and the Duluth Seaway Port Authority is investing over \$3.9 million of its own capital in this infrastructure renewal project.

The redevelopment process will include:

- Replacing corroded sheet piling;
- Repairing deteriorated wooden dock walls;
- Resurfacing the deck;
- Reinforcing heavy-lift capacity, and
- Constructing a new roll-on/roll-off dock

The project also involves dredging adjacent waters for vessel berths, installing road and rail connections, plus adding enhancements for safety and security. Port officials expect this first phase of reconstruction to be completed in the fall of 2016. ■■■

Personnel News



Paul Vornholt has formally assumed the duties as Port Director at the Port of Milwaukee. He had served as Acting Port Director for the past 2 ½ years.

Mr. Vornholt's background includes experience in public sector management and government relations at the local, state, and federal levels of government. He previously directed the City of Milwaukee's Intergovernmental Relations Division, and, prior to that, worked with the Wisconsin Department of Justice and as the Assistant County Executive in Brown County, Wisconsin.



Rear Adm. June Ryan took over command of the U.S. Coast Guard's 9th District on June 3, 2015. She was recently the military advisor to the secretary of Homeland Security.

Welcome to the Great Lakes St. Lawrence Seaway System Rear Adm. Ryan.



The Duluth Seaway Port Authority has named **Kathryn "Kate" Ferguson**, as Director of Business Development. She will be the first point of contact with the Port Authority for companies pursuing domestic and international trade opportunities.

Ms. Ferguson brings a decade of professional experience and academic credentials to this position, primarily in the arena of business development, account management and supply chain logistics. Her expertise crosses a wide range of industries and encompasses materials moved by water, road and rail at the Twin Ports and across the Upper Midwest.

Welcome to the Seaway Team Kate!

On July 6, 2015, **Peter Neffenger** took over as the new administrator for Transportation Security Administration. Neffenger recently retired from the U.S. Coast Guard, where he held many operational, staff and leadership positions during his 34-year career. ■■■

Upcoming Events

September

September 14-16, 2015

Ohio Freight Conference

Cincinnati, OH

Contact: <http://ohiofreight.org/OCF.htm>

September 21-22, 2015

13th Annual Indiana Logistics Summit

Indianapolis, IN

Contact: www.indianalogistics.com/summit

September 24-25

BWMTech North America

Miami, FL

Contact: <http://www.informamaritimeevents.com/event/ballast-water-management-technology-conference-usa>

September 28-29

Great Lakes Commission

Annual Meeting

Chicago, IL

Contact: <http://projects.glc.org/meeting/>

October

October 5-8

Breakbulk Americas 2015

Houston, TX

Contact: www.breakbulk.com

November

November 2-4

104th AAPA Annual Convention

Miami, FL

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

November 18-19

Hwy H2O Conference

Toronto, Canada

Contact: <http://hwyh2o-conferences.com/>