



ADMINISTRATOR'S COLUMN



**Collister
Johnson, Jr.**

Time for Assessment/ Taking Stock

On the eve of a new navigation season, I feel it is a particularly good time to take stock of how far the Great Lakes St. Lawrence Seaway System has progressed over the last five years. Self-evaluation is a useful exercise that permits us to review and build on past accomplishments, and learn from any pitfalls as we move forward into a new season.

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2011 Navigation Season Wrap Up

The recently completed 2011 Seaway navigation year reported a 2.5 overall increase over the previous year's mark with 37.5 million metric tons handled. The season goes down in the record books as the longest ever at 284 days. While the numbers added up to a very typical Seaway season, the cargoes that attracted the most attention were not. Historically second-tier bulk cargoes displaced the usual bellwether commodities for honors.

Petroleum products, coke, salt, ores and concentrates, chemicals and scrap metals posted double digit jumps. No product fared better throughout the year than liquid petroleum cargoes like gasoline and fuel oil. Totals reached 2.3 million mt, rising to a 64 percent increase over the previous season. As a group, the usually low key "other bulk" category posted a sizable 19 percent jump to 14.7 million mt.

That welcome news helped soothe the drop in two of the Seaway 'big 3' cargoes — iron ore and grain. Both failed to match last year's totals with iron ore especially suffering a tough season. Coal totals fared better though they were largely flat, a carbon copy of 2010 season numbers at 3.7 million mt handled. Ontario imports of Powder River Basin coal dropped to reflect the province's anticipated historic transition to gas-fired, biomass power production. The coal and marine industry sectors were excited to find a new market which happens to be an old Seaway customer — Europe.

General cargoes, typically iron and steel products, reported significant gains (5 percent). Project cargoes were among the "all other" subset of this group that almost doubled with a 95 percent increase over the previous season. Large wind components like towers, blades, nacelles and hubs as well as petroleum/gas engineering equipment accounted for most of that high value project cargo. Though small in percentage of overall traffic tonnage handled, this category is among the most closely watched given its significant economic impact in the form of salaries, taxes and business revenues.



*A large piece of project cargo is transloaded from a Jumbo Shipping ocean vessel to barge at the Port of Indiana-Burns Harbor for delivery to the BP Refinery in Whiting, IN. The port has handled many large shipments over the last two years for BP's multibillion dollar expansion project.
(Photo provided by the Ports of Indiana)*

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

Seaway Compass



Administrator's Column, continued from page 1

What I see now is a System that is more coordinated than when I began this job five years ago. The many components that comprise our international waterway are now working together as a unit to ensure the safe and efficient transport of cargo.

For example, the joint U.S.—Canada Green Marine Program is addressing the need for industry to demonstrate environmental awareness and responsibility. Over the last five years, Green Marine has built a solid reputation for transparency and effectiveness and provided a mechanism to validate and reinforce the credibility of environmental program results. In addition, the Great Ships Initiative, in which a number of our stakeholders are partners, will soon become the only independent lab in the world for ballast water treatment testing in fresh-water—right here on the Great Lakes. Another example is Marine Delivers; since the launching of Marine Delivers last year, the public has a better understanding of how our System works and benefits their lives. This coordinated media and educational effort, involving our port communities and other stakeholders, has already proven its value on both sides of the border and will be a continuing source of credible, factual information that the media and the public increasingly relies upon.

Seaway stakeholder investments in the system are also good news for the future. The investment by Canadian operators of hundreds of millions of dollars in Seaway-sized new vessel construction is an extraordinary vote of confidence in the System. Canada Steamship Lines (CSL) has doubled its order of new self-unloading vessels to be used on the Great Lakes St. Lawrence Seaway. They are expecting delivery of a total of four 'Trillium Class' vessels between late 2012 and 2013. The Trillium Class vessels, designed specifically for CSL, have Seaway-maximum dimensions and are more fuel efficient and environmentally friendly than existing ships. Algoma Central Corporation has ordered 6 similar, specially designed 'Equinox Class' vessels to be delivered between 2012 and 2014. Algoma has also been contracted to manage 2 additional 'Equinox Class' vessels that have been ordered by the Canadian Wheat Board. This brings to 12 the number of new Seaway-sized vessels that have been ordered by Canadian carriers. Additionally, international operators are committing to new vessel builds. FedNav expects delivery of 2 new bulk carriers in 2012 and 2013. Polsteam expects delivery of 4 new bulk carriers in 2012. BBC Chartering plans to access up to 37 heavy lift vessels from four series (Oder, Bergen, Everest, and Amber) in the next two years based upon contract availability.

Port infrastructure investment has been steadily growing and is already making a difference in generating jobs and vessel and cargo activity. Over the past two years, the Toledo-Lucas County Port Authority has acquired two new mobile harbor cranes, a new material handler and a new dry bulk conveyor. In Hamilton, Ontario, the port experienced growth in agriculture and international trade last year, due in large part to expansions at the terminals there. The Cleveland-Cuyahoga County Port Authority recently won the approval of a new Strategic Action Plan and a 2012 operating and capital budget designed to grow the maritime business and make critical river renewal and infrastructure improvements. The investments by these and other Great Lakes ports are indicators of their commitment not only to their port communities, but to utilizing the Seaway to move cargo to customers around the world.

As you'll see in the following perspectives by six guest columnists, others share that belief. We've asked a group of key System stakeholders to share their observations regarding the System over the last decade. We are pleased to have the personal assessments of the following key individuals: John Baker (ILA), Steve Fisher (AGLPA), Ray Johnston (CMC), Bruce Bowie (CSA), Gerry Carter (CSL) and Robert Lemire (Great Lakes Pilotage Association).

In sum, the Great Lakes community is incredibly dynamic and I am confident the Great Lakes St. Lawrence Seaway System is positioned to adapt to ever-changing economic conditions.



2011 Navigation Season Wrap Up, continued from page 1

Another positive sign that the initial traffic figures revealed was an increase in the number of total transits through the Seaway. Some 4,225 vessel transits were recorded, a jump of almost 8 percent.

A brief rundown of traffic-related highlights achieved by U.S. ports in the Great Lakes Seaway System reflects the diversity of cargoes and reasons for increased optimism in 2012.

The Port of Indiana-Burns Harbor, historically the System's top steel handling port reported four wind component shipments including Repower towers from Indonesia handled by its Federal Marine Terminals. The Port of Burns Harbor moved 2 million tons of cargo in 2011, an increase of 10 percent over 2010. The port chalked up percentage increases in limestone (23), steel (18), fertilizer (61), coal (44) and salt (18).

The Port of Cleveland-Cuyahoga County handled 3.4 million tons of cargo with a 16 percent jump in general cargo and double that figure in bulk. Its Seaway performance included more than 338,000 tons of iron and steel—a 12 percent jump—while project cargo almost doubled (80 percent) as the port welcomed wind turbine components from Germany destined for Lincoln Electric in northeast Ohio.



The Port of Cleveland-Cuyahoga County welcomed the first ever wind turbine from Europe into the port. The Lincoln Electric Company wind turbine will be installed at the company's facilities in Euclid, Ohio. The length of the blades is 165 feet and the nacelle is 278 feet. When finished, the turbine will stand about 443 feet tall when measured to the tip of the blade.

The Detroit/Wayne County Port Authority imported more than 1.9 million mt of freight from Canada including about 85,000 tons of aluminum. Officials there said that the port handled about 195,000 tons of foreign cargo that had passed through the Welland Canal. In addition to the general cargo of iron and steel in the form of coils, bars, billets and wire, they also received two shiploads (125,000 tons) of coke breeze from Spain.

The Twin Ports of Duluth-Superior achieved a stellar year of iron ore tonnage with a 17 percent increase. Coal

shipments dropped by a fifth from five-year averages for this important commodity due to Ontario's transition to gas and renewables at the province's large power plants. Helping to offset the loss of that important interlake market, the port's Midwest Energy Resources Company Terminal signed a three-year contract to ship 1.5 million mt of Western coal annually through 2014 to Europe via the Port of Quebec.

The Port of Oswego saw continued growth in handling aluminum with Goldman Sachs joining others shippers such as Trafigura AG, Murabeni, Rio Tinto/Alcan and Glencore using the port's facilities. A new cargo has arrived at the Port of Oswego with the introduction of mill scale from a steel plant in Auburn, NY. Port Authority management reports final details were negotiated between them and Perdue Agribusiness, a development that could keep the company on site for another decade.

The Port of Green Bay reported an excellent year with more than 2 million tons handled and about 300,000 tons moved through the Seaway. During the season, 188 ships, a third more than last season, brought in 25 percent more tonnage. Gypsum, pet coke, and salt were the key commodities according to port officials.

The Port of Monroe welcomed the grand opening of Ventower outside its gates last summer. The wind tower facility built with federal and state funds on a brownfield site is in the prototype stage now with 35–50 employees but expects to ship towers in the Lakes in 2012. Meanwhile the port handled a fraction less than 2 million mt of cement, coal, and limestone.

The Toledo-Lucas County Port Authority experienced an 18 percent decrease in international shipments through the waterway but marked major infrastructure investments in the 2011 season. Midwest Terminals of Toledo received a new \$4 million material handler that will be used for bulk and general cargo. The port authority finished the new rail line at its Ironville Terminal in August, while Midwest is working with the port authority on an \$18 million infrastructure upgrade improving operations and manufacturing-logistics at the new dock.

Now that the 2011 season has ended there's work to be done before the 2012 season can get underway. At the Seaway, the locks undergo their annual dewatering and intensive inspection with required concrete repair to keep all parts in good working order. Several large-scale lock rehabilitation projects part of the SLSDC's Asset Renewal Program (ARP), are underway at the two U.S. locks (Eisenhower and Snell) in Massena, N.Y. In addition, this winter, U.S. Great Lakes shipping companies are investing \$75 million for vessels maintenance and repair. The Great Lakes Commission says that some Lakers will see their engines overhauled to conform with tougher air emissions standards.

GUEST COLUMNISTS

We have asked several Great Lakes industry leaders to take a look at the System over the past decade and send us a few observations that strike them when they compare the Great Lakes St. Lawrence Seaway System today with then.

John D. Baker,
*President (Emeritus),
 Great Lakes District Council,
 International Longshoremen's
 Association*



From my perspective with more than 50 years on the Fourth Seacoast, I can say that this is one of the most interesting times to be involved in the Great Lakes-Seaway maritime industry. These are challenging times for our industry. The Great Lakes economy has been slow to rebound from the lingering recession and the Great Lakes employment

rate is still above the national average and far too high. Some radical environmental groups and state regulators seeking to curry their favor seem to have declared war on our industry and the hundreds of thousands of family members that depend on Great Lakes maritime industry jobs.

Our struggle to stay afloat during hard economic times has made it difficult for leaders in our industry to get together and take common action on a number of public policy issues. All this has been happening when communication, consultation and cooperation among the major stakeholders in the Great Lakes Seaway System is more important than ever. If there is any positive coming out of the recent difficult economic times, it is a realization that greater cooperation among carriers, shippers, labor, and ports is in everyone's interest to secure more cargo, economic activity, and most importantly, jobs for the Lakes. That's the reason that the Great Lakes District Council-ILA took the lead in co-founding the Great Lakes-Seaway Coalition. The Coalition has brought together the representatives of the Canadian, U.S. and other federal governments, vessel owners, vessel agents, cargo interests, terminal operators, public port

authorities, organized labor and academia to work together for one purpose: to advance maritime commerce on the Great Lakes Seaway System.

We've found that there is real value in bringing the people in our industry back together for a common purpose. The strength of the Great Lakes Seaway has always been in the people who work in it and bringing them together only magnifies and leverages that strength.

Another positive development has been the efforts on both sides of the border to maintain the reliability of the navigation infrastructure and to maximize the navigation season. The governments of both the United States and Canada have put "their money where their mouth is" when it comes to reinvesting in the Seaway's infrastructure. The Seaway has maintained a reliability rate close to 100 percent for the last decade, and this has allowed commerce to flow unimpeded despite the many weather challenges of our region. Extending the shipping season up at the Soo Locks and through the St. Lawrence Seaway has helped move more cargo and sustain more jobs in the Midwest region. Last year we had the longest navigation season in the Seaway's history and that helps our system grow.

The last ten years has been a challenging time when it comes to the issue of ballast water, as the Environmental Protection Agency (EPA) and the states have entered the "regulation game." But this challenge has also forced people to cooperate more on finding solutions to the problem of invasive species. The no ballast on board (NOBOB) flushing regulations instituted by the Transport Canada and the Seaway have greatly increased the protection of the Great Lakes against invasions. This challenge has also reminded people and lawmakers how important the Great Lakes Seaway System is and what is at stake economically if too many cooks are allowed in the kitchen to regulate ballast water.

Finally, I have to mention one issue that has not gotten any better over the past ten years: dredging. The lack of funding for dredging projects on the Great Lakes has reached a point where it is fair to say that it is a crisis. There was a time over the last decade, where it looked like we on the Great Lakes were finally starting to get our fair share out of the Harbor Maintenance Trust Fund to dredge our ports. Unfortunately, that trend has reversed itself and we're now in a worse situation than we were. I'll close where I started: cooperation. If we can cooperate on this issue as we have on the others I've mentioned here, then we'll get the dredging money we need for the next ten years.

Bruce Bowie, President, Canadian Shipowners Association



Having been involved with the Seaway system in various capacities for over 20 years, I was very pleased to have the opportunity to write about the many changes that have occurred over the last decade. Much has changed but I have been asked to focus on three observations over that period.

My first observation is that the environmental and social

importance of the Seaway system has become clearer and clearer. More and more people have begun to recognize that this safe and green marine transportation highway has 14 times fewer accidents and 10 times fewer spills than rail, 75 times fewer accidents and 38 times fewer spills than trucks on a tonne-km basis. In terms of efficiency and CO₂ emissions, marine is 2–3 times better than rail and 8–10 times better than trucks. Most of the ports and the marine carriers that operate in the Seaway system have implemented the world-leading Green Marine program to ensure even better environmental performance going forward.

Secondly, the huge economic importance of the Seaway system has now been recognized with the publication of the recent economic impact study which demonstrated that the Great Lakes Seaway system supports more than 227,000 jobs in the region and generates \$34 billion in business revenue.

And now for the third observation, not nearly as encouraging. Despite the fact that Seaway users have been leaders in implementing safety management systems, improved marine security system and advanced navigation systems, and leaders in bringing the most efficient and environmentally friendly new vessels into the Seaway system (12 new ships over the next 2 years), the regulatory barriers to efficient marine transportation are accelerating at a phenomenal pace.

If the Seaway system is to continue to provide the social, environmental and economic benefits that have become so abundantly clear, the regulatory community will need to develop regulations that are technically achievable, commercially feasible and consistent throughout the system. Is this too much to ask?

Gerry Carter, President of Canada Steamship Lines



I will be retiring on March 31st this year after 10 years as President of Canada Steamship Lines and when I look back over the last 10 years, the changes over that period are incredible. The three most remarkable changes are as follows:

Firstly, the management corporations both U.S. and Canadian have transformed from bureaucratic Seaway operators to Marine industry leaders thanks to Terry Johnston and Dick Corfe/Terry Bowles and their respective teams. Both corporations are a model for binational cooperation and industry stewardship. Their participation in the marine community as well as industry initiatives such as Green Marine and Marine Delivers has set an example and helped bring together an industry that was fragmented. As a result service levels are at an unprecedented high.

Secondly, the industry has gone from flying under the radar and getting the job done to becoming an obsession by Non-Governmental Organizations (NGO) and certain Government agencies such as the Environmental Protection Agency (EPA). It would seem that the shipping industry has become a target and being blamed for all that is evil even though science proves the opposite. As a result, the industry has to expend enormous energy and invest millions in correcting this false perception.

Lastly, five years ago, the industry was faced with a dilemma of aging fleets and few if any fleet renewal options. Over the past 18 months, as a result of duty removal, stronger Canadian dollar and plunging new build prices in China, the industry has taken delivery or has on order 15 new vessels worth over 700 million dollars. This is only the beginning of by far the largest investment ever made in the Canadian marine industry and is a great indication of the future of the industry.

In closing, the changes over the last ten years, is nothing compared to the changes that will happen in the next ten years. If we are to succeed, we must stay together as an industry and speak with one voice.

Steve Fisher,
*Executive Director, American
Great Lakes Ports Association*



During the past decade, we've witnessed a multiplicity of investments in the Seaway. Capital resources have been directed toward equipment and infrastructure. Human resources have been directed toward collaboration and creative change.

No one should underestimate the importance of the Saint Lawrence Seaway Development

Corporation's asset renewal program. This ten-year plan will repair, rehabilitate and modernize aging Seaway infrastructure. Of equal importance are the investments being made by the Army Corps of Engineers to rehabilitate the Poe and MacArthur Locks at Sault Ste Marie. These public sector investments are being matched by extraordinary private sector investments in new ships. Together, these projects represent an enormous commitment to the future of the entire navigation system.

The last ten years have also been characterized by a trend of enhanced industry collaboration. Unprecedented partnerships have led to the creation of Green Marine, Marine Delivers, the Ballast Water Collaborative and the Great Ships Initiative. Each of these efforts is a reflection of industry leaders working in partnership to effect positive change in the new millennium.

With regard to the environment, I think we now "get it." Like all industries, the Great Lakes-Seaway shipping industry operates under an unwritten, yet very real, social contract to "do no harm." Industry leaders understand that environmental performance is just as important as fiscal performance. Competing modes are reducing their environmental footprint. We have no choice but to do the same.

Our industry's ability to come together and tackle challenges has made us stronger. If the past decade is any indication, the Great Lakes-St. Lawrence Seaway marine industry has many good days ahead.

Raymond Johnston,
*President, Chamber of
Marine Commerce*



*A Transformational
Period*

This past decade has been a transformational period for the Great Lakes-St. Lawrence Seaway navigation system.

On the economic front, a multitude of initiatives have been put in place to bolster system efficiency

and create a competitive business environment that is now attracting new types of cargo and fostering additional international trade routes. The two Seaway management companies have invested in infrastructure upgrades and technology such as hands-free mooring, Automatic Vessel Identification Systems and automated bridges that have made the system safer and more cost efficient. Cargo shippers are benefiting from new system efficiencies realized through increased dimensions and deeper draft now available for vessels navigating the waterway.

We are also seeing a new era of environmental consciousness that takes a results-based approach to solving some of our greatest challenges. The Great Lakes-Seaway system now has the most stringent ballast water regulations in the world with inspections carried out on every ship to ensure compliance. As a result, no new invasive species due to ballast water have been discovered since 2006. In addition, Great Lakes-Seaway stakeholders put in place Green Marine, an award-winning environmental program that aims to continuously improve industry performance in areas like air emissions and cargo residue. The rapid expansion of the Green Marine program into all corners of Canada and the U.S. during the past year is testament to its credibility and ability to influence change.

Perhaps the most striking development during the past decade for the Great Lakes St. Lawrence Seaway System is the heightened level of collaboration of its stakeholders — a network of industry, government and the environmental interests — working together and committed to ensuring the economic success and environmental sustainability of this world-class gateway for the decades to come.

Robert Lemire, Chief Executive Officer, Great Lakes Pilotage Authority



Marine Pilotage in Canada celebrates its 40th anniversary in 2012 operating as Federal Crown Corporations. The four Atlantic Provinces are operated by the Atlantic Pilotage Authority, with the St. Lawrence River east of St. Lambert Lock controlled by the Laurentian Pilotage Authority. The Pacific West Coast is the jurisdiction of the Pacific Pilotage Authority and

the Great Lakes Pilotage Authority in cooperation with the U.S. Coast Guard has oversight of all pilotage services in the Great Lakes Region.

In the last decade, technological improvements have marked the major change in how the Seaway is operating. The Seaway introduced Automatic Identification System (AIS)

to better control vessel traffic and control transit times. The Great Lakes Pilotage Association (GLPA) pilots have followed suit and have invested over \$2 million in providing all its marine pilots personal pilotage units with state of the art navigation tools/charts to keep up with the technological advancements in the field. This initiative has resulted in safer, more-timely and more efficient transits for foreign ships trading in the Great Lakes. Pilots have better information on traffic patterns as well as navigational related information permitting them to make better decisions and reducing the likelihood of marine incidents as is shown in the reduction in incidents since 2001 (85% reduction).

I also have noticed in the last decade more industry, stakeholder and government integration and consultation in dealing with the Seaway's goal of improving the system for the users. This sharing of information has created synergies and has made a definite change and has improved the delivery of marine services in the Great Lakes system.

One last observation worthy of mention is the apparent realization of all stakeholders (service providers) that effective team work and cooperation is required by all to continue to improve the current system. These improvements must assure the protection of the sensitive environment within a cost beneficial system operating in a commercial world.

Last Vessel of the 2011 Navigation Season

On December 29, *M/V Algoma Spirit* was the last vessel to transit the U.S. Eisenhower Lock in Massena, NY, officially closing the U.S. portion of the binational waterway. The Saint Lawrence Seaway Development Corporation met its core performance goal in 2011 with a system availability rate for the U.S. Seaway sector of 99.5 percent.

The St. Lawrence Seaway's positive momentum remained intact in 2011, with tonnage volumes rising by 2.5% to reach an estimated 37.5 million tons. Trade patterns exhibited a number of changes, most notably with iron ore and coal becoming export commodities due to strong overseas demand. Grain volumes decreased overall by some 64% due to a decrease in the amount of U.S. grain moving via the Seaway. Strong increases in the volume of bulk liquids, salt and metal contributed to an overall cargo increase of 930,000 tones for the System's 2011 season.



M/V Algoma Spirit cleared Eisenhower Lock in Massena, NY at 11:10 p.m. ending the 2011 navigation season.

A Busy Time at the Seaway

Following the end of the 2011 navigation season on December 30, the Saint Lawrence Seaway Development Corporation (SLSDC) maintenance and engineering crews began preparing for several large-scale lock rehabilitation projects at the two U.S. locks (Eisenhower and Snell) in Massena, N.Y. During this winter non-navigation period, there are 10 firms under contract with the SLSDC working on various projects at the two locks as part of the SLSDC's 10-year, \$180 million Asset Renewal Program (ARP). This represents the largest number of contractors working at the U.S. Seaway locks at one time since their construction in the late 1950s.

This winter's major projects at the two U.S. locks includes the rehabilitation of the upstream miter gate at Snell Lock, improvements to the emergency vertical lift gate at Eisenhower Lock, and miter gate machinery hydraulic upgrades at both locks, replacing the original operating system designed by the U.S. Army Corps of Engineers.

"We have a very limited window of time in which to complete these important lock upgrades and improvements," said SLSDC Director of Engineering and Maintenance/ARP Program Manager Thomas A. Lavigne. "SLSDC staff and contractor crews are working collectively this winter to ensure that both ARP projects and our annual preventative maintenance program activities are completed successfully — all before we get ready to open for business again in the spring."

These improvements are critical to ensuring the SLSDC's long-term commitment to Seaway customers of a safe, reliable, and efficient waterway and lock system. During 2011, the U.S. sector of the St. Lawrence Seaway, including the two U.S. locks, was available to commercial users 99.5 percent of the 284-day season.



The ARP, which began in 2009, includes 58 projects focusing on the infrastructure renewal of the U.S. Seaway assets, including the two U.S. locks, the south span of the Seaway International Bridge, and the navigation channel, as well as SLSDC-owned buildings, property, and equipment. None of the ARP investments will result in increases to the

authorized depth or width of the navigation channel or to the size of the two existing U.S. Seaway locks.

The program is the first major effort to rehabilitate and modernize the U.S. Seaway infrastructure in the waterway's history. Prior to the start of the ARP in FY 2009, only \$47 million in capital expenditures had been cumulatively invested in the U.S. Seaway locks since they opened in 1959. Through the ARP's first three years (FYs 2009–11), the Corporation was able to maintain the original schedule and overall cost estimates. Total obligations during the first three years of the ARP were \$50 million on 39 separate projects.

In addition to improving the long-term integrity of the Seaway System, the ARP has also had a positive economic effect on the Upstate New York region. Approximately 70 percent of the ARP funds obligated during the program's first three years, totaling nearly \$35 million, were awarded within the Upstate New York region. In addition to these contracts, the ARP is producing approximately \$2.5 million in additional economic benefits to the region (local permanent and temporary hires, local spending on supplies and equipment, lodging, meals, etc.) each year.

No Toll Increase for Seaway in 2012

The St. Lawrence Seaway Management Corporation (SLSMC) announced that there will be no toll increase in 2012. The decision to extend the toll freeze was made in an effort to maintain the momentum underlying the Seaway's market development initiatives.

SLSMC President and CEO Terence Bowles voiced his support for the toll freeze. "We are striving to reduce system costs and bring more cargo into the System. The extension of the toll freeze and of the various incentive programs represents tangible steps toward meeting these objectives."

SLSDC Robert J. Lewis Pacesetter Award Surveys Distributed to Great Lake Ports

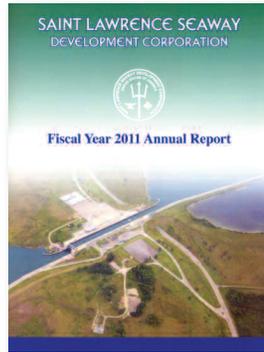
The Saint Lawrence Seaway Development Corporation (SLSDC) is looking forward to awarding the Robert J. Lewis Pacesetter Award for the 2011 navigation season. In order to do so, the SLSDC has recently sent out its

annual survey to identify potential recipients. The Pacesetter Award was instituted to honor the achievements of ports aggressively marketing international exports and imports. The award recognizes ports that increased their international tonnage shipped through the St. Lawrence Seaway in comparison to the previous year. The deadline to get your survey in is February 24, 2012, and once all the surveys are returned we will be able to determine the winners. Completed surveys may be sent in by fax to Chris Connolly at (202) 366-7147 or email (Chris.connolly@dot.gov).

SLSDC FY 2011 Annual Report Completed

The Saint Lawrence Seaway Development Corporation (SLSDC) recently released its FY 2011 Annual Report and has posted it on our binational website—<http://www.seaway.ca/en/pdf/fy2011ar.pdf>.

Performance throughout FY 2011 on the Seaway highlighted employee commitment to accomplishing our



core mission of ensuring safe, efficient, reliable service on North America's premier inland deep-draft waterway. The Corporation accomplished many outstanding achievements which are described in the report.

A Look Back to the Beginning

The following was taken from the first press release ever issued from the Saint Lawrence Seaway Development Corporation:

124 Ships Transit U.S. Locks—First 4 Days of 1959 Season

Massena, N.Y. (April 29, 1959) The new St. Lawrence Seaway is in business.

The 1959 Navigation Season for the 600-mile deep-draft waterway, Montreal to Toledo, officially opened on Saturday, April 25, at 8:00 a.m.

By midnight of the fourth day, Tuesday, April 28, a total of 124 ships transited the United States Section of the Seaway, including the 10-mile Wiley-Dondero Ship Channel. Lockages through the American Dwight D. Eisenhower and Bertrand H. Snell Locks totaled 90, as canals around 250 feet long were locked through in tandem whenever possible. A total of 119 vessels will pay tolls, excepting only the government buoy tenders.

Operations were on a round-the-clock basis. Over an 88-hour stretch, the ships paraded through the locks at Massena, N.Y. on a average of every 43 minutes.

Thousands of visitors to the public overlooks at the American locks witnessed the passage of 35 big ships over 300 feet long, including both lakers and ocean-going ships.

Upcoming Events

February

February 22–23

Great Lakes Waterways Conference
Cleveland, Ohio

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

May

May 22–24

Breakbulk Conference
Antwerp, Belgium

Contact: http://breakbulkevents.com/index.php?section=breakbulk_europe_2012