



***Investing in the Seaway's Future
Cleveland Marine Community Day
February 25, 2009***



***Terry Johnson, Administrator
Saint Lawrence Seaway
Development Corporation***



**U.S. St. Lawrence Seaway
Asset Renewal Program
Capital Investment Plan
FY 2009-2013**



Seaway Turns “50”

- 2.5 Billion Metric Tons of Cargo
- \$2.7 Billion in Annual Transportation Savings
- 15 Lock Waterway – value \$40 Billion
- Impacts 150,000 Jobs
- \$12 Million /Day Wages
- \$9 Million Day in Business Revenues





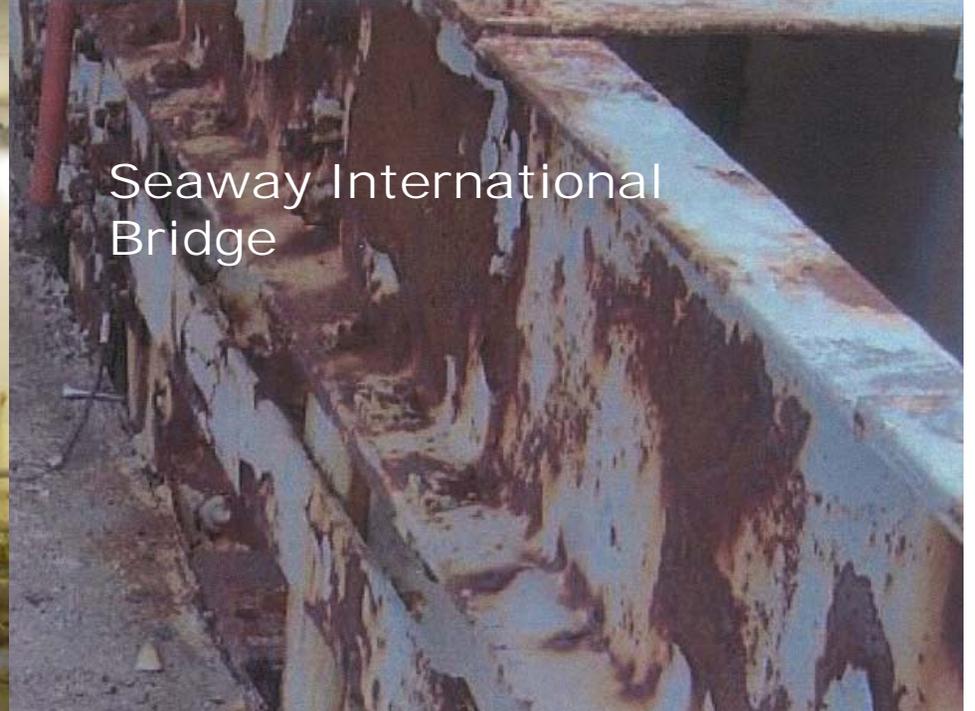
Lock Fendering



Lock Chamber Concrete



Eisenhower Lock
Highway Tunnel



Seaway International
Bridge



Asset Renewal Program

- 50 Projects
- 10 Years
- \$165 Million
- All Assets – Trucks to Locks to Fences



Highlights For The Next Five Years

- Upgrade Locks to Hydraulic Operation - \$40M
 - Parts for mechanical not made anymore

- Rehabilitate Seaway International Bridge - \$10.6M
 - Extensive Pitting and Corrosion





Highlights For The Next Five Years

- Upgrade/Replace Floating Plant - \$4.5 M
 - Tugs, Barges, Tenders

- Rehabilitate Eisenhower and Snell Locks – \$8M
 - Significant concrete spoiling in both locks

- Rehabilitate Eisenhower Lock Tunnel - \$1M





\$64,000 Question



**Will The Seaway Serve As A
Distribution Channel For
Containers?**



Melford Terminal Site Location, Location, Location



Strait of Canso



**Causeway
Lock
Size**

**24.4 m Wide
9.8 m Depth
250 m
Length**

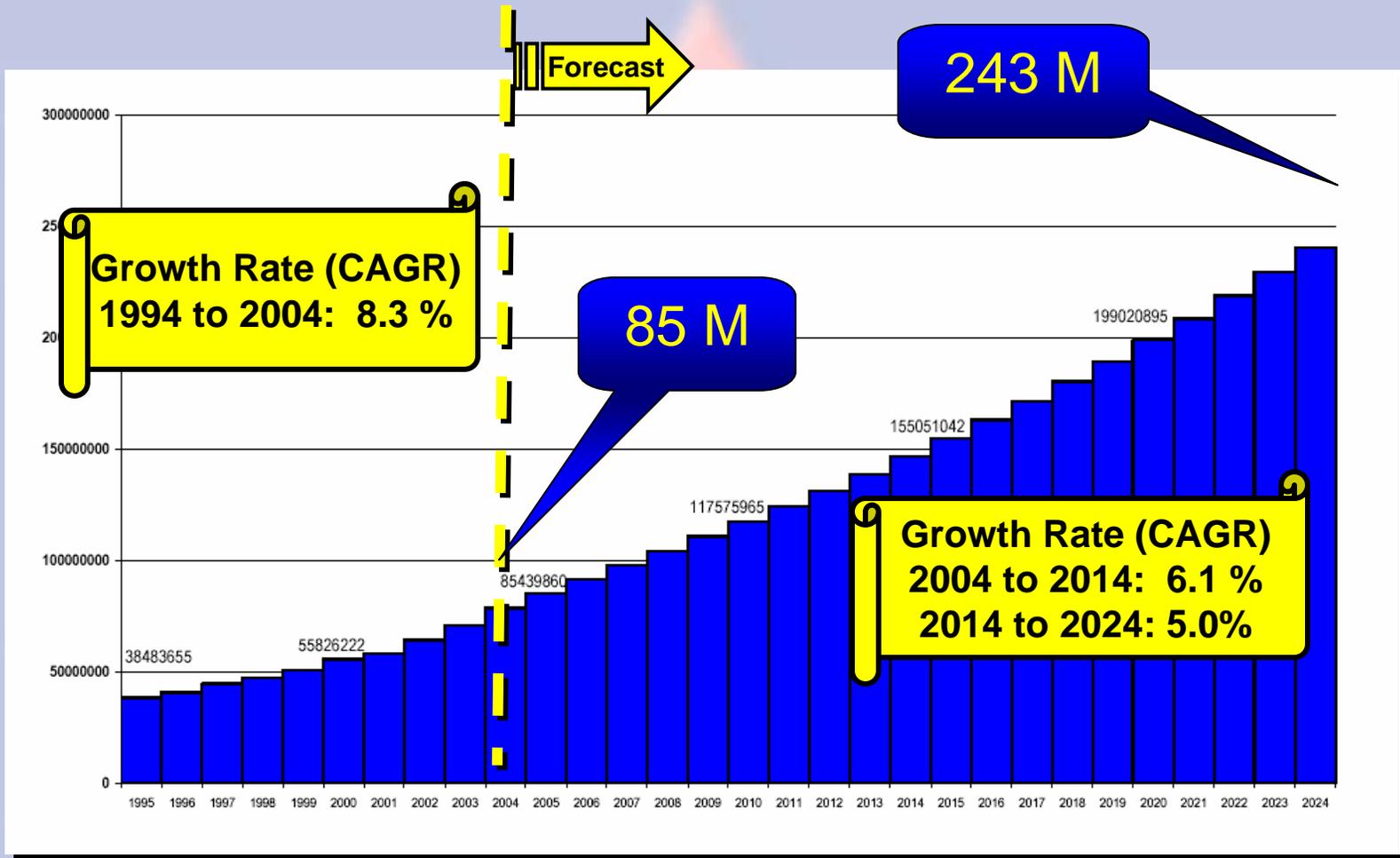


Terminal Site

**Canso Causeway, Strait of Canso
Nova Scotia, CA**



World Container Forecast to 2024 in TEUs (186% Increase in Next 20 Years)





World Container Ship Evolution



1st Generation (Pre-1960 - 1970)



2nd Generation (1970 - 1980)



3rd Generation (1985)



4th Generation (1986 - 2000)

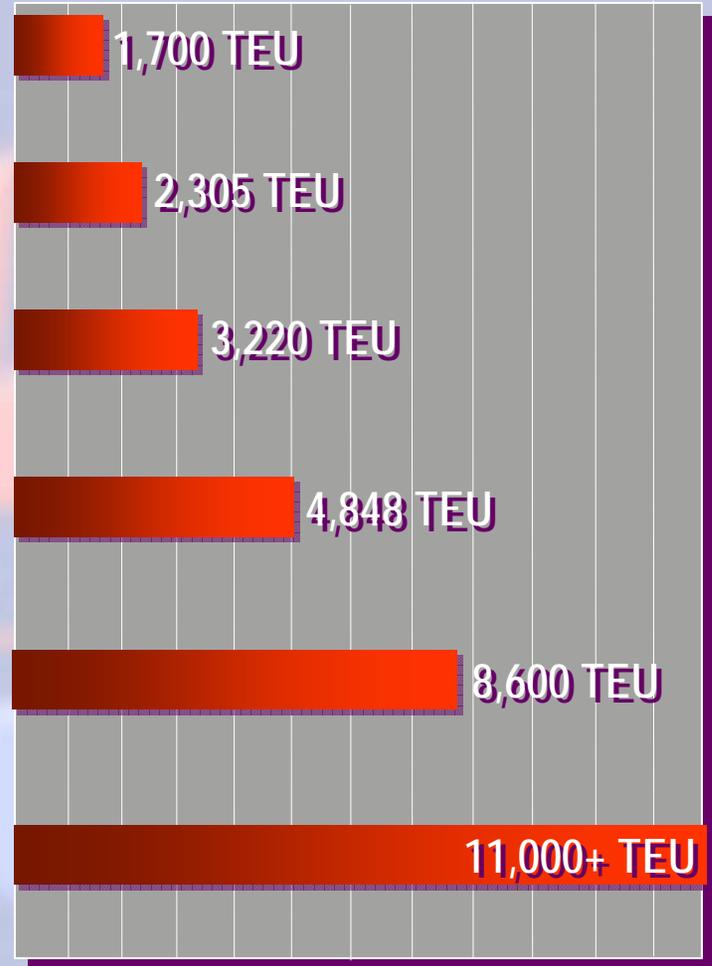


5th Generation (2000 - 2005)



6th Generation (2006-2012)

TEU Capacity





Melford International Terminal Forecasted Container Throughput

Year	Units	TEUs
2010	611,000	1,038,700
2015	876,000	1,489,200

Great Lakes Feeder Opportunity



- **Most Direct Transshipment Route From Suez, Europe-Great Lakes**
- **Terminal Design Optimizes Vessel to Vessel Transfer**
- **100 % Security Scanning**
- **On Site Customs**
- **Greenfield Infrastructure Development Opportunity**