



**Mr. Terence F. Bowles, President and Chief Executive Office,
The St. Lawrence Seaway Management Corporation
Remarks for 63rd Opening of the St. Lawrence Seaway
Monday, 22 March 2021, St. Lambert Lock, Montréal, Canada**

Distingués invités, membres des médias et collègues de la Voie maritime, merci d'être ici avec nous aujourd'hui pour célébrer l'ouverture de la 63^{ième} cérémonie d'ouverture de la Voie maritime du Saint-Laurent

Distinguished guests, members of the media, Seaway colleagues, both here in Canada and in the United States, good morning and thank you for joining us as we celebrate the opening of the St. Lawrence Seaway's 63rd navigation season.

This is my 10th opening ceremony. It is always exciting to welcome back ships to the Seaway, and is a tangible sign of the arrival of spring.

I would like to start by acknowledging the presence of the Honorable Omar Alghabra, Canada's Minister of Transport. His counterpart, the Honorable Pete Buttigieg, U.S Secretary of Transportation, could not join us in person, but we will be hearing from him via video in a few minutes. Je suis également heureux d'accueillir Mme Chantal Rouleau, ministre déléguée aux Transports du Québec, ainsi que le maire de la Ville de Saint-Lambert, Monsieur Pierre Brodeur.

As well, my thanks to Louis Martel, President and CEO of the CSL Group, for scheduling the CSL BAIE-ST-PAUL's first voyage of the season to coincide with our opening ceremony in St. Lambert. Louis, ton équipe a fait un travail formidable pour préparer le navire. Et quel beau navire : un bel exemple des navires modernes qui rendent notre mode de transport le plus vert de tous!

La Voie maritime est une voie de transport essentielle. Cela s'est avéré d'autant plus vrai avec l'arrivée des restrictions reliées à la COVID-19, et alors que le transport de marchandises vers les marchés devenait de plus en plus difficile.

2020 will be a year to remember. Not just because of the world-wide economic uncertainty, but because it forced all of us to draw on our resiliency and determination to stay focused on what we had to do:

- keep each other and our workplaces safe to ensure our vital waterway stayed open and fully operational to deliver essential goods and other cargoes to world markets.

Despite the pandemic, we ended the 2020 season at almost 38 million tonnes, which closely matched the traffic results of 2019. Compte tenu de l'impact de la pandémie mondiale, nous sommes très heureux de nos résultats sur le plan du trafic, quelques 38 millions de tonnes ce qui égale nos résultats de l'an passé.

Economists are now forecasting rebounds in trade and industrial production, with the OECD projecting global GDP growth of 5.6% this year. The Canadian economy is projected to grow 4.7% in 2021, the US 6.5% and Europe 4.0%. Stimulus actions being taken by the Canadian and U.S. Governments will undoubtedly contribute towards this increased trade activity as well as the global vaccine rollout picking up speed.

Nous sommes confiants que l'accélération de la vaccination permettra d'assouplir les mesures de confinement actuellement en place et contribuera à soutenir la croissance – Et je l'espère aussi, un retour à une vie un peu plus normale pour nous tous.

Seaway activity serves as a bellwether for the economy. Cargo moving over the combined Great Lakes / Seaway System supports over 329,000 jobs and \$59 billion of economic activity in Canada and the United States. We are indeed a very major contributor to the "Blue Economy".

Au fil des ans, la Voie maritime est devenue plus accessible pour les navigateurs. Nous sommes aujourd'hui un système de transport digne du 21^{ème} siècle et à l'avant-garde de la technologie. The two Seaway Corporations have been at the forefront in employing leading-edge technology in the marine industry. Examples include:

- Implementing the first inland waterway Automatic Identification System for precise satellite monitoring of ships.
- Developing a Draft Information System which provides 3-D channel modelling and enables ships to carry up to an additional 400 tonnes of cargo per voyage.
- Implementing hands free mooring, which eliminates tie-up lines for most vessels, improves security and reduces lockage times.
- Implementing remote operation of our Canadian locks from central control rooms in St. Lambert and in St. Catharines.
- Optimizing Seaway navigation by incrementally lengthening the season, which today typically extends from the third week of March to late December in the Montreal Lake Ontario section, and into the first week of January in the Welland Canal. As a result, carriers have additional sailing days each season.

Looking ahead, we know that the present day Seaway locks and channels can accommodate more than the existing volume of traffic. How can we make the most of this available capacity? We need to keep working together to address the key challenges facing our industry: keeping costs competitive, adapting to evolving technologies, the need for continued investments in ports and modern ships, ensuring we continue to meet ever more stringent environmental and social expectations and, of course, attracting a diverse and high performance workforce.

I want to underline that our waterway is bi-national, and that the unique relationship and enduring partnership between the Canadian and U.S. Seaway Corporations is at the heart of our continued success over the years. My thanks go to Deputy Administrator Craig Middlebrook and his team at the GLS for their efforts.

Wrapping up, I am confident that the St. Lawrence Seaway, thanks to its strong safety, reliability and efficiency is in an excellent position to effectively serve its stakeholders in 2021, and for the decades to come.

En terminant, je suis confiant que la Voie maritime, grâce à notre solide performance en termes de sécurité, de fiabilité et d'efficacité, est en excellente position pour servir efficacement ses partenaires en 2021 et pour les années à venir.

Je vous remercie ! Thank you! Let me now introduce you to The Honourable Omar Alghabra, the Canadian Minister of Transport:

- Prior to taking on this role in January, he was Parliamentary Secretary to the Prime Minister for Public Service Renewal, and to the Deputy Prime Minister and Minister of Intergovernmental Affairs.
- His background is in mechanical engineering and, of course, the Seaway has a significant engineering component to its operations, so he may find our operations of particular interest.
- Before entering public life, he worked with various private sector energy-related companies.

Minister Alghabra welcome to the Seaway!

I wish the CSL Baie-St-Paul and her crew a speedy and safe voyage.

Je nous souhaite à tous une saison de la navigation profitable et productive.