

A New Seaway Supply Chain

There are a great many commodities and manufactured goods that transit through the Great Lakes St. Lawrence Seaway System each year. Many of these cargoes, such as iron ore, steel, and grain have been moving through the Great Lakes since well before the St. Lawrence Seaway's official opening in 1959.

Part of the mission of the binational St. Lawrence Seaway management teams is to be a catalyst for the development of new trade lanes into and out of the Great Lakes region. One example of a new supply chain that has emerged was visible earlier this navigation season with the first Seaway shipment originating from the new Konecranes dock facility in Manitowoc, Wis. Konecranes Nuclear Equipment and Services

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Grain



Steel kiln pieces



Iron ore at Midwest Terminal of Toledo

DEPUTY ADMINISTRATOR'S COLUMN

Never Take Reliability for Granted



Craig H. Middlebrook
Deputy Administrator

Reliability is as important to commercial success as are costs and revenue, but this fact is continually downplayed or ignored. If a transportation system isn't reliable, people

and firms are unwilling to invest in the present or future of that route. This is particularly true in maritime transportation, given the enormous size of investments needed.

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GUEST COLUMN

Erika S. Jensen

Executive Director, Great Lakes Commission



the GLC has brought together government and nongovernment partners to address issues of common concern and develop shared solutions to ensure the Great Lakes remain a valuable regional asset.

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A NEW SEAWAY SUPPLY CHAIN
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Division manufactures large scale, heavy duty, high-capacity lifting equipment for a wide array of global customers, primarily in the energy sector and military. Their headquarters is located in New Berlin, Wis.

In an effort to streamline the manufacturing process to be as cost-effective, efficient, and competitive as possible, Konecranes worked to identify a supply chain that could transport its finished machinery to customers without significant disassembly. The breakdown of a fully tested piece of equipment for shipment was determined to be a very costly and time-consuming process, and minimizing or eliminating this step would not only shorten the delivery time but reduce the labor cost for the company's products significantly.

The effort to re-engineer their supply chain led them in two directions. One was quite literally to the water's edge in Manitowoc and the other was to the office of the Great Lakes St. Lawrence Seaway Development Corporation (GLS).

In Manitowoc, they engaged with Broadwinds Heavy Fabrications, whose facility on the river has been manufacturing large wind tower sections and routinely delivering them to customers by tug and barge via the Great Lakes. Given the similar large footprint of their equipment, Konecranes sought to utilize the waterway for their supply chain. Directly adjacent to the Broadwinds facility was enough property for Konecranes to assemble, test, and load their heavy-lifting equipment onto water. Konecranes envisioned this "new" waterborne supply chain would meet their streamlining goal by allowing delivery of their equipment with only minimal breakdown.

With the dock location identified, Konecranes' next step was to engage in dialogue with the GLS to fully understand how the St. Lawrence Seaway operates

as a maritime gateway to global markets from the Gulf of St. Lawrence to the East Coast, and beyond. Once confident in how to utilize the Seaway to their fullest benefit, Konecranes proceeded to "build" this new waterborne supply chain.

In partnership, Konecranes and Broadwinds Heavy Fabrications applied for, and received, a Wisconsin Department of Transportation (WisDOT) Harbor Assistance Grant (HAP) for \$3.75 million to construct the necessary dock support area for their crane designs to be fully assembled, tested, and loaded onto water in Manitowoc. The work was completed in May 2021 with a christening event attended by Wisconsin Governor Tony Evers. Shortly thereafter, the loading of their first piece of crane equipment to move by water, a Navy Portal Jib, took place.

The 140-ton crane (lifting capacity at 65') assembly, nicknamed "Big Blue", weighed 2.7 million pounds and extended 221' in height with the boom fully extended. The \$54 million crane was rolled onto a deck barge almost fully assembled and departed on May 30, 2021 from Manitowoc. It set sail for its final destination, a U.S. Navy base in Maine, where it would be used for refitting Los Angeles

Class nuclear submarines performing a variety of heavy lifting duties associated with extending the service life of the U.S. Navy's fleet.

The Tug *Sarah Dann* and "Big Blue" took six days to reach the St. Lawrence Seaway locks in Massena, N.Y. "Big Blue" transited through both the Snell and Eisenhower locks on June 5, 2021 to large gatherings of interested "boat watchers", who had been following the journey down the St. Lawrence River. After departing the last Seaway lock in Montreal, they headed out the Gulf of St. Lawrence and down the East Coast. Seventeen days after leaving the dock in Manitowoc, the Tug *Sarah Dann* and its "Big Blue" laden barge, arrived safely at the Portsmouth Naval Shipyard in Kittery, Me. on June 15.

This oversized cargo movement highlights the connectivity that the maritime supply chain through the St. Lawrence Seaway offers to heavy equipment manufacturers moving high value cargo. It is the first of what Konecranes expects will be a series of "customer deliveries", utilizing the St. Lawrence Seaway, each of which is sure to attract the attention of "boat watchers" throughout the System. ■■■



The Tug and Tow, *Sara Dann* and "Big Blue", with the U.S. Navy's gantry crane entering Eisenhower Lock

We all enjoy the safety and efficiency benefits of highly integrated and dynamic transportation logistics supply chains, while forgetting that these systems wouldn't exist if they were subject to the threat of unplanned stoppages or interruptions. We at the GLS work hard to meet and exceed our 99 percent lock and system availability goal because we know our stakeholders depend on this transportation route being reliably "rock-solid."

Just how important reliability is to the commercial health of the Seaway and its many stakeholders was recently analyzed in a detailed study by Martin Associates (*Economic, Environmental, and Societal Impacts of Restrictions to Commercial Navigation on the St. Lawrence Seaway*). The study's goal was to determine the economic, environmental, and social impacts of various water-level management scenarios that would, if implemented, require the shortening or interruption of the Seaway's navigation season. In response to historic high-water levels on Lake Ontario in 2017 and 2019, the International Joint Commission and its affiliates considered scenarios to increase water outflows to rates beyond those safe for commercial navigation. The study analyzed the impacts of four navigation season interruption scenarios: late opening, early closure, patterning (intermittent interruptions on a week-by-week basis), and an extended midseason closure (2-, 5-, and 8-weeks). For each interruption/closure scenario, four sets of impacts were analyzed: economic impacts, transportation cost penalties, environmental and social impacts, and costs to carriers. The study's methodology was based

ECONOMIC, ENVIRONMENTAL, AND SOCIETAL IMPACTS OF RESTRICTIONS TO COMMERCIAL NAVIGATION ON THE ST. LAWRENCE SEAWAY

November 2020

Analysis Completed by: **Martin Associates**
Economic and Transportation Consultants
Lancaster, Pa.



Prepared for:



**U.S. Saint Lawrence Seaway
Development Corporation**
Washington, D.C.



**Canadian St. Lawrence Seaway
Management Corporation**
Cornwall, Ontario

on an in-depth analysis of 40 U.S. and Canadian ports throughout the Great Lakes St. Lawrence Seaway System.

So, what did the study find? That forcing the Seaway to open late or close early or interrupt shipping entirely during the navigation season would have far-reaching and significant negative consequences. In the case of interrupting the navigation season, however, the consequences would be particularly significant and permanently undermine the future viability and competitiveness of the Seaway. It makes sense that an unplanned interruption to navigation would have widespread and long-lasting effects, because such a scenario directly undermines the reliability of that

transportation route. If a transportation system can't consistently deliver, that system's users will look elsewhere to move their goods. To assume you can suddenly interrupt an international transportation supply chain like the Seaway and then resume operations again with few or minor short-term and long-term consequences is naïve. The Seaway's reputation for reliability was built over decades of performance. Maintaining that reliability is essential to keeping the Seaway a safe and efficient waterway. ■ ■ ■

GUEST COLUMNIST ERIKA S. JENSEN
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The Great Lakes fuel a \$6 trillion regional economy, which would be the third largest in the world if it was a single country. More than 1.5 million U.S. jobs are directly connected to the lakes and those jobs generate \$62 billion in wages annually. The Great Lakes provide drinking water for more than 40 million people and hold 90 percent of the U.S. supply of fresh surface water. The importance of this resource to the region's economy, culture, and way of life, cannot be understated.



Recognizing that a healthy, productive and functioning Great Lakes system is critical for the region, the GLC tackles issues that include reducing the threat of harmful algae; supporting maritime navigation infrastructure; preventing damaging invasive species from entering

the Great Lakes; building resilient coastal communities; and protecting and ensuring clean drinking water for all citizens across the basin. The GLC addresses these issues through its ability to convene, collect and share information, build consensus, and speak with a common voice on regional priorities.

Each year, the GLC communicates its priorities for U.S. federal programs and funding to the U.S. Congress and presidential administration. This work, conducted in coordination with other regional agencies and organizations, contributed to several important legislative wins at the end of 2020, including important updates that will ensure full spending of the Harbor Maintenance Trust Fund with a set-aside for the Great Lakes.

Over the next year, the GLC will embark on a strategic planning process that will identify the key services, activities, and outcomes our agency will focus on over the next five years. An important area of focus in the plan will be identifying opportunities to advance a healthy and

resilient Great Lakes region. The GLC is already taking concrete steps toward a resilient future through the actions of a standing committee on climate resilience comprised of experts and decision-makers from across the region. Leveraging the significant environmental and logistics benefits of maritime transportation will be a key factor in securing a resilient and vibrant region over the long-term. The GLC is committed to helping coordinate those efforts for the benefit of the entire region.

The GLC is committed to its role as a trusted partner that convenes the leaders, experts, and stakeholders invested in sustainable management of Great Lakes water resources. Moving forward, the GLC will continue to work collaboratively with our many partners to solve complex problems and ensure that the Great Lakes remain a valuable and beneficial resource for the diversity of people and communities across the region. ■■■



Featured Columnist: Thomas Rayburn, Vice President, Lake Carriers' Association



I'm retiring at the end of September, but I feel young enough that I wonder if I'm being a bit rash. There are still things to do. I think about

the Great Lakes, its various and varied organizations, and the people and personalities that drive ecologic restoration, environmental protection, and economic vitality. I am thankful to have been a part of the Great Lakes community.

In my 35-year or so career I have spent 25 of them living in the Great Lakes basin: Chicago, Ann Arbor, and Cleveland. Of those 25 years, the majority were spent working for organizations directly focused on Great Lakes issues: Great Lakes Commission (GLC), U.S. Coast Guard (USCG) District 9, and Lake Carriers' Association, where I am extremely fortunate to wind down this phase of my career.

In the Great Lakes, I have worked with some of the most dedicated, intense, and focused individuals and organizations. "Impassioned" is the word that keeps running through my head about the collective work of dozens and dozens of groups and so, so many people. It has been exhilarating, and at times trying. But together, we make these Lakes better.

We may feel our paths diverge, our missions conflict, and our constituencies are so very different, but the lines, angles, and intersections of interests and goals for the Great Lakes are just facets of a complex system. Not many of us



LAKE CARRIERS' ASSOCIATION

would be employed if it was easy. We all have our personal and organizational priorities for our vision of the Lakes.

True gains in the Great Lakes were made with a holistic integrity when we jointly identified, planned, and implemented the straightforward or intricate projects focusing on outcomes. We left our cubicles, home offices, ivory towers, and insular constituencies to constructively engage others with different views and goals. How often have we heard the term "regional collaboration"? It's just lip service without cooperation and progressive give and take.

But a frustrating component of Great Lakes management can be the intransigence of myopic ideology. We need to listen and to hear each other. Economically, culturally, and environmentally what we do here in the Great Lakes matters. We need to all remember that we don't individually own our waters, we share them. We work best when we work together, not at odds.

I'm finishing this stage of a career having worked with some of the best people I have ever met. I have been able to work with fantastic organizations driving technological advances, environmental protection, responsible use of our shared waters, and economic sustainability: Great Lakes Observing System, Thunder Bay National Marine Sanctuary, Great Lakes Seaway Partnership, Great Lakes Maritime Task

Force, Cuyahoga River Area of Concern, Great Lakes Panel on Aquatic Nuisance Species, and of course the Great Lakes St. Lawrence Seaway Development Corporation (GLS) to name some.

I would like to believe that I am an irreplaceable component of the Lakes. I'm not. None of us are. We are vital instruments during our time on the Lakes, but there is always the next thing and person coming along. That is critical and wonderful. The Great Lakes are not static and neither should our approaches be to managing this resource. We stand on the shoulders of those who came before us, to paraphrase Sir Isaac Newton.

There are so many folks with whom I had hoped to grab a beer and thank as my retirement approached. Plans changed with COVID. Meetings were postponed, cancelled, or turned virtual which is disquieting but necessary, I understand. But I know our interests are better served when we can meet in person. When that might next happen is a real crapshoot.

Not unlike many of you, I swim, sail, kayak, camp, work, and live on the Lakes. The Great Lakes are home. I will be around. I'm volunteering with a few water-focused organizations locally and regionally. When next you're in Cleveland, look me up. There are great restaurants here, so much live entertainment, wonderful recreational opportunities, amazing history, and a dynamic city finding its way and place.

Thank you, all. ■■■

2021 Wisconsin Commercial Ports Annual Meeting



On August 4–5, the Wisconsin Commercial Ports Association (WCPA) annual meeting took place in Washburn, Wis. on the shore of Lake Superior.

Great Lakes St. Lawrence Seaway System port stakeholders present included Port Milwaukee, the Port of Green Bay, the Twin Ports of Duluth-Superior, the City of Manitowoc, and the City of Sturgeon Bay. The Great Lakes St. Lawrence Seaway Development Corporation (GLS) was represented as were other Federal agencies, including the Maritime Administration (MARAD) Great Lakes Gateway, the U.S. Army Corps of Engineers, and U.S. Coast Guard Sector Lake Michigan. From the State of Wisconsin, the Wisconsin Economic Development Corporation (WEDC), Wisconsin Department of Transportation (WisDOT), the Department of Administration, and the Department of Natural Resources were in attendance.

A Port Roundtable touched on a variety of activities underway at the state's ports, including Port of Green Bay's acquisition of property at the mouth of the Fox River on Green Bay, an update on the construction status of The Delong agricultural export facility at Port Milwaukee, the dock christening and first waterborne shipment of a \$54 million Konecranes portal jib from the City of Manitowoc that transited the St. Lawrence Seaway in June headed to Maine, the Fincantieri shipyard expansion work underway in the City of Sturgeon Bay, and the relocation of the C. Reiss coal dock across the harbor from Duluth to Superior.

Presentations given at the WCPA meeting included a Harbor Assistance Program (HAP) update from WisDOT Harbors and Waterways Program Specialist Mike Halsted, who announced that the state received five applications for this cycle, which will award \$7.5 million in HAP grants. Wisconsin DNR Water and Sediment Resources Management Specialist Jim Killian reviewed the port projects his agency is

involved in with respect to beneficial use of dredge material as well as the CDF project in Milwaukee, which will allow for the areas of concern in Milwaukee's three rivers to be cleaned up. Additionally, long term resiliency planning in relation to changing water levels will now be a priority for the DNR in its work with ports.

Wisconsin Coastal Management Program Manager Mike Friis' presentation discussed his involvement as Co-Chair of the Regional Maritime Entity of the Great Lakes St. Lawrence Governors and Premiers, including the organization's Maritime Strategy goal to double trade in the Great Lakes which will benefit the commercial ports within the state. Also, Interlake Steamship Vice President of Marketing and Marine Traffic Brendan O'Connor provided an update on the *M/V Mark Barker*, which is currently under construction in Sturgeon Bay, as well as the impact the vessel will have on business as the first U.S.-flagged bulk carrier to be built in the Great Lakes in 35 years. ■■■

GLS Participates in Boom Deployment Exercise

On August 25, 2021, a multi-agency boom deployment exercise was held at the Massena, N.Y. intake. Agencies in attendance were the U.S. Great Lakes St. Lawrence Seaway Development Corporation (GLS), the United States Coast Guard (USCG), Akwesasne Mohawk Tribal environmental divisions from the U.S. and Canada, Akwesasne Mohawk Tribal Police, New York State Department of Environmental Conservation (NYSDEC), and the United States Coast Guard Auxiliary.



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GLS PARTICIPATES IN BOOM
DEPLOYMENT EXERCISE
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The exercise utilized the GLS and USCG vessels in a joint boom deployment. It coordinated a shut-off of the Massena, N.Y. freshwater intake. Boom was towed by the vessels and anchored to the river bottom. This boom deflection method would allow any hazardous sediment to be deflected away from this essential location.

The USCG Auxiliary employed their watercraft as safety vessels, keeping all recreational boats away from the boom.

The Akwesasne Mohawk Tribal Police provided a mobile emergency control truck which helped facilitate all communications between agency teams.

New York State Assemblyman Mark Walczyk (R-NY) attended as well and rode along with the GLS Marine crew.

The success of this exercise conveys the great partnerships between the participating agencies. Whenever an opportunity to train together is presented, each team has always done an outstanding job collaborating to ensure every safety measure is performed while protecting this great marine resource. ■■■



Boom across the throat of the Intake



On the Great Lakes St. Lawrence Seaway Development Corporation vessel; left to right: GLS employees Kevin Smith, Jamie Currier, Mark Burke, and Paul Braden; Assemblyman Walczyk (far right)



U.S. Coast Guard TANB vessel from Atlantic Strike team



Left to right: N.Y. State Assemblyman Mark Walczyk (R-NY); Captain Lexia Littlejohn, Commander, U.S. Coast Guard Sector Buffalo; and Christopher Guimond, Director, Lock Operations and Marine Services, Great Lakes St. Lawrence Seaway Development Corporation



U.S. Coast Guard towing boom



All three U.S. Coast Guard TANB vessels



U.S. Coast Guard and U.S. Coast Guard Auxiliary vessels staging boom



Akwesasne Mobile Command truck



Two U.S. Great Lakes St. Lawrence Seaway Development Corporation Nav-aids work vessels

GLS Begins Transition to All-Season Buoys

The Great Lakes St. Lawrence Seaway Development Corporation

(GLS) Marine Services Division has plans to replace all 101 seasonal floating aids to navigation with all-season buoys over the next several years. An all-season buoy is one that is designed with special lighting and battery equipment to survive entrapment under the ice. These models are designed to remain in service throughout the year and can be left in place — with an annual visual inspection — for up to three years before it needs to be removed and thoroughly inspected, to include the mooring.



Great Lakes St. Lawrence Seaway Development Corporation's Ice Buoys

The potential benefits of all-season buoys include enhancing the efficiency of the System, reducing vessel costs by eliminating the need for seasonal buoy changes, increasing employee safety, and reducing carbon emissions. Moreover, being able to maintain the buoys throughout the season will keep the Corporation's tugs local at the Locks and available to assist during ice conditions.

Presently, the GLS Marine Services Division sets sail upriver twice per year, pushing the buoy barge to begin the

commissioning or decommissioning process. During the decommissioning in mid-December, the vessel and crew sail to Cape Vincent, N.Y. before beginning any work. They work from west to east, picking buoys along the way. This process of starting from the west-end allows the pilotage authorities to continue using single pilots a few extra days versus if we were to start removing buoys from the east and working west.

In the spring, it is necessary to hold off on commissioning the buoys until the ice is no longer a factor in moving them around making them unreliable.

Once the all-season buoy project is completed, the GLS Marine Services Division should no longer need to embark on the biannual buoy run. Having the all-season buoys deployed throughout the System will allow the Division to maintain those buoys all season long and in much fairer weather, utilizing small craft to visually inspect each buoy. If necessary, the new *Seaway Guardian* tug is capable of working buoys and their moorings from the stern of the vessel without the need to push the barge.

Technology also exists that would allow the GLS to affix an Automatic Identification System (AIS)-equipped lantern on a single buoy that can be programmed and will broadcast an AIS signal position for up to five other aids to navigation. When a broadcast signal is sent for the position of, and in addition to, a physical aid, this is referred to as a Synthetic Aid. If a signal is sent to mark an area without a physical aid in place, it is referred to as a Virtual Aid.

One specific use of this technology could be tested on Lake Ontario. Ideally, the synthetic component would be added to our physical buoys on Lake Ontario and begin broadcasting the signal for them from a remote buoy or station, thus creating synthetic buoys on Lake Ontario. After a one-year trial period, and hopefully receiving favorable comments from the users, we could remove the physical buoy while continuing to broadcast the signal, consequently changing the aid to a virtual buoy. Doing this would eliminate the need for the day spent commissioning and decommissioning buoys out on Lake Ontario.



Ice buoys at GLS's Marine Services ready for deployment

GLS currently has eight all-season buoys deployed in the river at various locations. There are six more ready for deployment, leaving 87 buoys that need replacement. The Marine Services Division could begin the replacement process in 2022 with the six buoys we already have on hand. With the proposed replacement rate of 12–17 per year, the project could potentially be completed by 2028. ■■■

U.S. Great Lakes Ports Meeting in Burns Harbor



**AMERICAN
GREAT LAKES PORTS
ASSOCIATION**

The Ports of Indiana – Burns Harbor was the host of the annual American Great Lakes Ports Association (AGLPA) Summer meeting, held August 24–25, 2021. The annual meeting kicked off with welcoming remarks from Vanta Coda, Chief Executive Officer, Ports of Indiana, followed by a run of show and updates on various port and maritime related activities by Steve Fisher, Executive Director, AGLPA.

Attendees of the meeting represented a wide range of Great Lakes stakeholders, including port directors, terminal operators, and representatives from various economic development and maritime related associations and organizations.

Presentations were given by the Great Lakes St. Lawrence Governors and Premiers, Victory Cruise Lines, Office of Great Lakes Pilotage, U.S. Coast Guard, U.S. Army Corp of Engineers, Lake

Carriers' Association, and the American Association of Port Authorities.

GLS Deputy Administrator Craig H. Middlebrook presented the annual Great Lakes St. Lawrence Seaway Development Corporation's (GLS) Robert J. Lewis Pacesetter Award to Vanta Coda, CEO, Ports of Indiana – Burns Harbor and Paul Lamarre, Port Director, Port of Monroe for the increase in international cargo tonnage during the 2020 Navigation Season.

GLS Director of Trade and Economic Development Rebecca Yackley and GLS International Trade Specialist Peter Hirthe presented an overview on the

Corporation's Strategic Marketing Plan and conducted an open floor discussion on current marketing efforts by the GLS and future marketing opportunities that could enhance the current marketing plan.

Other activities that took place over the course of the two-day event included a tour of the Ports of Indiana – Burns Harbor, remarks from Indiana Governor Eric Holcomb about the economic impact the Ports of Indiana – Burns Harbor has on the region as a result of its connectivity to the Great Lakes St. Lawrence Seaway System (GLSLSS), and an exceptional opportunity to reconnect with our GLSLSS stakeholders. ■■■



Craig H. Middlebrook (right), Deputy Administrator, Great Lakes St. Lawrence Seaway Development Corporation, presented the Pacesetter Award to Vanta Coda (left), Chief Executive Officer, Ports of Indiana.



Craig H. Middlebrook (right), Deputy Administrator, Great Lakes St. Lawrence Seaway Development Corporation, presented the Pacesetter Award to Paul Lamarre (left), Director, Port of Monroe.

Pacesetter Award Virtually Presented to U.S. Great Lakes Ports



This summer, Deputy Administrator Craig H. Middlebrook provided virtual presentations of the GLS's Pacesetter Award to the [Lorain Port and Finance Authority](#), [Port Milwaukee](#), the [Ogdensburg Bridge and Port Authority](#), and the [Toledo-Lucas County Port Authority](#). The GLS annually

recognizes U.S. Great Lakes ports that increase international tonnage shipped through the St. Lawrence Seaway compared to the previous year.

Eight U.S. ports earned the Pacesetter Award for the 2020 navigation season. In addition to the four ports that received recorded messages, the other recipients were the Port of Buffalo (N.Y.), the Conneaut Port Authority (Ohio), the Port of Monroe (Mich.), and the Ports of Indiana – Burns Harbor (Ind.). Since the award was first issued 28 years ago, the GLS has distributed 155 Pacesetter

Awards to different ports in the Great Lakes Seaway System.

In the recorded messages, the Deputy Administrator congratulated each port director and their respective teams for their commitment to keeping the port thriving. The Pacesetter Award serves as a way to raise awareness among a wider community about how important ports are to their local, regional, and national economies. Congratulations to all eight ports that earned the 2020 award! ■■■

Conneaut Port Authority Recognized for Increased Shipping

On August 30, federal, state, and local officials gathered at the Conneaut Port Authority in Conneaut, Ohio to celebrate the Port's increase in international shipping.

Deputy Administrator Craig H. Middlebrook was joined by U.S. Representative Dave Joyce (R-OH) to mark the first time that the Conneaut Port Authority has earned the Pacesetter Award.



Great Lakes St. Lawrence Seaway Development Corporation Deputy Administrator Craig H. Middlebrook gives remarks during the Conneaut Port Authority Pacesetter Award Ceremony.



Banner commemorating the first Conneaut Port Authority Pacesetter Award Ceremony



U.S. Representative Dave Joyce (R-OH) gives remarks during the Conneaut Port Authority Pacesetter Award ceremony.



Craig H. Middlebrook (left), Deputy Administrator, Great Lakes St. Lawrence Seaway Development Corporation, presented the Pacesetter Award to Conneaut City Manager Jim Hockaday (center) and Executive Director of the Conneaut Port Authority George Peterson (far right).

In his message during the event, Deputy Administrator Middlebrook thanked Conneaut City Manager Jim Hockaday and Executive Director of the Conneaut Port Authority George Peterson for their tremendous leadership at the Port. Mr.

Middlebrook also acknowledged the port's importance to the broader Great Lakes St. Lawrence Seaway System.

"Earning the Pacesetter Award does not happen by luck — it is achieved because of the hard work, dedication, and vision of the committed team of professionals at the Port of Conneaut," said Deputy Administrator Middlebrook.

During the 2020 navigation season, the port handled over 2.6 million metric tons of international freight through the St. Lawrence Seaway, representing a 100 percent increase in cargo tonnage over 2019 figures. ■■■



Conneaut Port Authority

Theodore Too Tugboat Transits Eisenhower Lock; Seaway Visitors' Center Opened Early for Public Viewing

On July 8, the iconic *Theodore Too* tugboat arrived at Eisenhower Lock in Massena, N.Y., and the Seaway's Eisenhower Lock Visitors' Center opened early to allow the public to view the tug's transit through the Lock. *Theodore* is a life-size version of the model used as the lead character in the children's television series that aired on CBC in Canada from 1993 to 2001 and on PBS in the United States. From 2000 to 2020, the full-sized *Theodore* was a popular sight on Halifax Harbour and offered tours. In 2020, the tug's owners announced they were going to sell *Theodore* to fulfill a similar tour and educational role on the Great Lakes, based from the large port of Hamilton, at the head of Lake Ontario, southwest of Toronto.

Theodore began his long journey on June 11 and was scheduled to arrive in Hamilton on July 18. He visited other ports in Nova Scotia, Prince Edward Island, and Quebec before beginning the climb through the St. Lawrence Seaway locks at St. Lambert and Beauharnois, Que., near Montreal. *Theodore* was moored at Cornwall Harbour from July 6–8, when he gave Americans a closer look by passing through the Eisenhower and Snell locks before returning to Canadian waters at the Iroquois locks. Other stops on the St. Lawrence River in Ontario included Prescott, Brockville, and Kingston before entering Lake Ontario. ■■■



Locals gathered at the Dwight D. Eisenhower Visitors' Center on Thursday to watch the iconic tug arrive at the Eisenhower Lock. The Visitors' Center opened early to allow the public to view the tug's transit through the lock. *Theodore* is 65 feet long, 22 feet wide, weighs 105 tons, and is powered by a 400 horsepower CAT diesel engine. His draught is 10 feet.

Personnel News



In July 2021, **Erika Jensen** was appointed to serve as executive director of the Great Lakes Commission. As executive director, Ms. Jensen directs

operations, manages relations with the Commission's Board of Directors and Commissioners, oversees policy and advocacy efforts, and collaborates with the agency's numerous partners to advance strategic regional priorities, among other duties.

Prior to her appointment, Ms. Jensen directed the Commission's aquatic invasive species (AIS) program. In that role, she served as coordinator for the Great Lakes Panel on Aquatic Nuisance Species and Invasive Mussel Collaborative and was the Commission's designee to the U.S. federal Aquatic Nuisance Species Task Force.

Ms. Jensen has been a member of the Commission staff in various roles since 2006. She has a master's degree in environmental management from Duke University and a bachelor's degree from Michigan State University.



Thomas Rayburn will be retiring as Vice President of Lake Carriers' Association on September 30. Mr. Rayburn joined Lake Carriers' Association in 2015,

having spent a number of years as Program Manager for EnSafe, Inc. Before that, Mr. Rayburn 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.

Mr. Rayburn has spent the majority of his career focusing on Great Lakes environmental initiatives, programs, and compliance. He will assist in onboarding a new Director of Environmental and Regulatory Affairs once the candidate has been selected.



In August 2021, **Dr. Jordan L. Knox** joined the Great Lakes St. Lawrence Seaway Development Corporation (GLS) as an International Trade Specialist.

Originally from the Pacific Northwest, Dr. Knox moved to Washington, D.C. after spending most of his career in the apparel industry in Seattle where he worked in the retail, wholesale, and promotional sectors for over six years. Upon relocating to Washington, D.C., Dr. Knox served in a variety of capacities at the U.S. Department of State, including positions in the Bureau of Energy Resources, the Bureau of Administration, the Foreign Service Institute, the Bureau of Consular Affairs, and the Bureau of Economic and Business Affairs.

Dr. Knox holds a Doctor of Business Administration Degree in International Trade from City University of Seattle. During his doctoral studies, Dr. Knox traveled across Canada and the U.S. presenting research at academic conferences about domestic apparel exports and the conditions in which they thrive. Dr. Knox has also published several research articles on the revitalization of U.S. apparel manufacturing and the effects offshoring has had on the U.S. apparel industry.

Additionally, Dr. Knox is Adjunct Faculty in the Africana Studies Program at Eastern Washington University in Cheney. ■ ■ ■



DID YOU KNOW?

2021 Mid-Season Seaway Infrastructure Program (SIP) Highlights

- The dredging projects to increase the navigational depths for the new *Seaway Guardian* at GLS facilities in Massena, N.Y. have been completed.
- Construction of the new *Seaway Trident* has been ongoing during the national health emergency this season. Delivery of the new tug is now expected in early 2022.
- The *Grasse River* has recently returned to Massena, N.Y. after an extended stay in Montreal, Que. assisting the Canadian SLSMC while their gatelifter barge, *Hercules*, was in dry dock undergoing modifications and repairs.



Save the Date

September

September 27–30

Seatrade Cruise Global

Miami, Fla.

<https://www.seatradecruiseglobal.com/en/home.html>

Note: The conference generally occurs in the spring and has been rescheduled to the fall.



September 28–30

Breakbulk Americas

Houston, TX

<https://americas.breakbulk.com/Home>



October

October 12–14

Great Lakes Commission

Annual Meeting

Virtual

<https://www.glc.org/meetings/annual>



December

December 7–8

American Wind Energy Association—

CLEANPOWER Conference

Tradeshow and Business Development

Indianapolis, Ind.

<https://cleanpower.org/expo>



April

April 2022

Hwy H₂O

Toronto, Canada

<https://hwyh2o-conferences.com/>

Note: The conference generally occurs in the fall and has been rescheduled to Spring 2022.

