

## The Return of Cruise Ships to the Great Lakes

It's hard to grasp that the last cruise ship to sail in the Great Lakes was the *Hamburg* in September and October 2019, when it conducted two, 19-day fall foliage itineraries. When the *Hamburg* wrapped up its season and transited out of the Seaway System, our ports in the Great Lakes and the St. Lawrence River never anticipated that the next two navigation seasons would be without a cruise ship calling at their docks. So much momentum had been gained in growing the awareness of the Great Lakes as a destination for passengers, and those efforts were set to pay off, as 2020 was poised to be the busiest navigation season with nine cruise ships sailing in all five Great Lakes.

But the unbelievable happened – COVID-19, and the Great Lakes cruise industry was sidelined. Initially, it felt like the wind had been taken out of our sails, but we all quickly realized we needed to buckle down and continue the hard work to ensure

those cruise lines that had committed to sailing the Great Lakes in 2020 and 2021 would come back when the Canadian border reopened to foreign-flag cruise ships.

With those two years now behind us, Great Lakes ports and cities are welcoming the return of cruise ships to the Great Lakes. The kickoff of the 2022 season is like no other, with the earliest arrival of a cruise ship and the largest number of cruise ships to sail the Great Lakes within the first two months of the navigation season. In past years, the season didn't get underway until late May or early June, however, that trend changed when the *Viking Octantis* transited the Seaway on April 27. Following the arrival of the *Viking Octantis* was the *Ocean Navigator* on May 8; *Ocean Explorer* on May 9; and *Ocean Voyager* on May 11. By the last week of May, the *Pearl Mist* joined the other four ships as passengers disembarked in Clayton, N.Y. for a visit to the Antique

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### DEPUTY ADMINISTRATOR'S COLUMN

## DESTINATION: GREAT LAKES! A Time To Celebrate!



Craig H. Middlebrook  
Deputy Administrator

This edition of the *Seaway Compass* reads more like a travel brochure. With the arrival of state-of-the-art cruise ships to the Great

Lakes in never-before-seen numbers, this navigation season marks a watershed year in the growth of maritime transportation in the Great Lakes St. Lawrence Seaway System. The word is out that the Great Lakes Seaway System

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### GUEST COLUMN

## Kate Ferguson, Chair of the Great Lakes Cruising Coalition



Great Lakes cruising is alive in 2022! In fact, the Great Lakes and St. Lawrence Seaway are primed to see a continued uptick

in cruising activity in the future. At the Great Lakes Cruising Coalition (GLCC), we think we had a little something to do with the success. Let us review.

The GLCC promotes the Great Lakes St. Lawrence Seaway (GLSLS) system as a destination for the global cruise ship industry. Our members consist of

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**THE RETURN OF CRUISE SHIPS TO THE GREAT LAKES**  
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Boat Museum and Boldt Castle. All this activity in such a short amount of time has certainly created a lot of buzz on social media as bystanders along the shoreline notice the influx of activity, as well as the “wow” factor of the two newest cruise ships to the Great Lakes cruising fleet, the *Viking Octantis* and *Ocean Explorer*. In total, there will be nine cruise ships sailing the Great Lakes (eight foreign-flag and a Canadian-flagged) between April and October.

We welcome the return of Pearl Seas Cruises, who has been sailing the *Pearl Mist* in the Great Lakes since 2014. The *Ocean Voyager* and *Ocean Navigator*, which previously sailed under the *Victory I* and *Victory II*, are owned by American Queen Voyagers. The *Ocean Voyager's* first season in the Great Lakes was 2015, and the following was joined by the sister ship, the *Ocean Navigator*.

**Viking Octantis**

The 2022 cruise season kicked off in late April when the Norwegian-flagged *Viking Octantis* conducted its inaugural transit of the U.S. locks, en route to Toronto, Ont., where passengers were concluding a 12-day itinerary that commenced in New York, N.Y. Once in Toronto, new passengers boarded for an eight-day itinerary, that visited Point Pelee, Ont., Detroit, Alpena, and Mackinac Island, Mich., and Milwaukee, Wis.

At 665 feet long and 77 feet wide, the *Viking Octantis* is the largest passenger ship to transit the St. Lawrence Seaway. It accommodates 378-passengers, has 189 staterooms, and a crew of 250. The *Viking Octantis* will remain in the Great Lakes until early October and conduct 22 itineraries that cover all five Great Lakes.

**Ocean Explorer**

The second newbuild cruising the Great Lakes is the Nassau-flagged,

*Ocean Explorer*. Launched in 2021, the *Ocean Explorer* is 342 feet long and 60 feet wide and accommodates 162 guests, has 77 cabins, and a crew of 86. Operated by Vantage Cruise Lines, the *Ocean Explorer* made her inaugural transit through the St. Lawrence Seaway on May 9 en route to Toronto. Passengers onboard embarked on their itinerary in Montreal, Quebec, for a 13-day itinerary that concluded in Milwaukee.

The *Ocean Explorer* will conduct a total of six, 13-day itineraries this season, four are scheduled between May 9-June 18 and another two between September 5-28, 2022.

**Le Bellot & Le Dumont D'urville**

Ponent is back this season with two relatively new expedition cruise ships, the *Le Bellot*, launched in 2020 and *Le Dumont D'urville* in 2019. At 430 ft in

length and 59ft wide, these sister ships accommodate 184 passengers and 110 crewmembers. Both ships are making their inaugural visits in the latter part of the season, when the *Le Dumont D'urville* arrives in late August and *Le Bellot* in mid-September. Between the two ships, Ponent will conduct a total of 14 itineraries during the peak of the fall foliage on the Great Lakes Seaway System.



Ocean Voyager & Ocean Navigator



Pearl Mist



Hamburg



Viking Octantis



Ocean Explorer



Le Bellot & Le Dumont D'urville



Canadian Empress

DEPUTY ADMINISTRATOR'S COLUMN  
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is now a “must see” stop on the itineraries of cruising aficionados from around the globe.

Long-time readers of the *Compass* will know that one of my favorite sayings is: “Focus on trend lines, not data points.” While this development may look like it has “sprung up” in the last few years, in reality, the arrival this year of numerous marquee cruising companies and tens of thousands of passengers is the result of decades of effort by countless individuals on both sides of the border. Reopening the Great Lakes to the vibrant and growing international world of cruising has been a trend line that we have not only been following, but an effort in which the Great Lakes St. Lawrence Seaway Development Corporation (GLS) has also played a key role in developing, going all the way back to the late 1990’s. I remember vividly the arrival of the *C. Columbus* (now the *Hamburg*) to the Great Lakes Seaway System, and how it was hailed as the beginning of the rebirth of Great Lakes cruising. That beautiful vessel’s arrival marked the beginning of a new era, but few of us would have predicted that the flowers derived from the initial seedlings would take 25 years to bloom. As with most successful gardens, however, the best results come from hard work and patience. The GLS’s Trade and Economic Development team, led by Director Rebecca Yackley, deserve a particular shoutout for their work over the years to get our System to this enviable position.

The increase in the number of cruise ships coming to the Great Lakes is cause for great celebration for many reasons. Certainly, these vessels and their many passengers will bring economic benefits to the ports and communities they visit. A more subtle, but perhaps more impactful benefit is that they will raise the profile of the Great Lakes Seaway System’s maritime sector among the community at large. The commercial maritime sector in the Great Lakes St. Lawrence Seaway System annually moves close to 35 million tons of cargo safely and efficiently every year and supports more than 237,000 jobs and \$35 billion in economic activity in the U.S. and Canada. Despite everyone’s best efforts to educate non-maritime stakeholders on the importance of that activity, it is always an uphill battle. However, bring in one state-of-the art cruise ship through the locks or into port, and everyone rediscovers that they live next to one of the greatest maritime transportation routes in the world. The deluge of media coverage of the arrival of new cruise ships into the Great Lakes over the past several months is evidence of that interest. This increased attention transfers over to commercial navigation as well, and this is to the benefit of everyone who uses and depends upon waterborne transportation. More ships in the System are good for everyone, whether you’re in the cargo or passenger business. So, let us celebrate the reemergence of the Great Lakes as an international cruising destination. A rising tide does indeed raise all ships! ■■■

GUEST COLUMN  
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Great Lakes ports, vessel agencies, tourism entities and Seaway authorities. GLCC works seamlessly to encourage the growth of the domestic and international cruise industry by providing port and transit operational data, itinerary planning assistance, and facilitation with federal agencies, among other services.

GLCC also markets cruising on the GLSLS through digital, print, and trade show venues. Since the spring of 2020, the GLCC has appeared in internationally recognized publications such as *The Maritime Executive*, *Cruise Industry News*, *Seatrade Magazine*, and *Cruise and Ferry*. A new GLCC website, partnered with HwyH2O, commissioned in the autumn of 2021 (<https://hwyh2o.com/great-lakes-cruising/>) rejuvenated our members and provided hope in the face of the pandemic of a bright future of cruising. As pandemic fears diminished, our members traveled to attend and exhibit at two cruise trade shows (*Seatrade* 2021 & 2022) with a brand new, beautifully designed, exhibition booth provided by our partners at the Great Lakes St. Lawrence Seaway Development Corporation (GLS). Upcoming, in the 2022 Fall/Winter edition of *Cruise and Ferry* the GLCC and our Great Lakes destinations will be featured on the cover and detailed within the pages.

Celebrating the GLCC and the return of cruising in 2022 demonstrates that our years of marketing, partnership, collaboration, and patience through a pandemic are paying off for port cities around the Great Lakes. For this writer, watching the *Viking Octantis* sail on Lake Superior and under the Duluth Aerial Lift Bridge for the first cruise ship arrival in Duluth since 2013 was proof enough. The GLCC celebrates this victory with our members and GLSLS partners and looks forward to advancing additional partnerships in the years to come. ■■■

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**Ocean Voyager & Ocean Navigator**

During the fall of 2021, Victory Cruise Lines, who operates the *Victory I* and *Victory II*, was renamed American Queen Voyages. During the rebranding, the two Victory cruise ships, also received new names, the *Ocean Voyager* and *Ocean Navigator*.

The *Ocean Voyager (Victory I)* has been sailing the Great Lakes since 2015 and the following year, the *Ocean Navigator (Victory II)* joined the Great Lakes fleet. Both ships still fly the Flag of the Bahamas.

During the two years of down time, American Queen Voyages was busy with their rebranding and updating both ships, with new paint schemes, bedding, and furniture. Both ships returned to the Great Lakes during the second week of May and will remain in the System until mid-October. With a capacity of 202 passengers and 84 crew, American Queen Voyages offers over 30 itineraries that sail all five of the Great Lakes.

**Pearl Mist**

One of the longest-serving foreign-flag cruise ships on the Great Lakes has returned for its ninth consecutive season. Pearl Seas Cruises' *Pearl Mist* made its way through the Seaway in late May en route to Toronto. The passengers onboard were wrapping up a 16-day itinerary that commenced in Portland, Maine.

This season, the *Pearl Mist* will conduct 12 itineraries between May – September. The vessel carries 210-passengers and 70 crew. There are a variety of itineraries ranging from 7 – 11 nights, sailing four Great Lakes and the Canadian Georgian Bay.

**Hamburg**

Plantours brings the *Hamburg* back to the Great Lakes for another season. This cruise ship is such an icon on the Great Lakes, as it was built in 1997 specifically for navigating the Seaway's locks and channels. This season's itinerary is quite different than in the past because when the *Hamburg* arrives in September, the passengers onboard will be on a 121-day combination cruise titled the Artic – Great Lakes – Azores. Passengers embarked for this long journey in Hamburg, Germany, for port calls to Norway,

Svalbard, Iceland, Greenland, Canada, Great Lakes St. Lawrence Seaway, the Azores, Madeira, Canary Island, and concluding in Santa Cruz de Tenerife. That's quite an itinerary, and the Great Lakes captures 15 days of this 121-day adventure. The *Hamburg* is scheduled to arrive in the St. Lawrence Seaway on September 25.

**Canadian Empress**

Based in Kingston, Ont., the 66-passenger *Canadian Empress* is operated by Saint Lawrence Cruise Lines. The vessel was built in 1981 and has sailed the Canadian waters of the St. Lawrence River and Seaway, Thousand Island region and the Ottawa River for 40 years.

During the 2021 navigation season, the *Canadian Empress* was the only cruise ship to operate in the Seaway System. Being Canadian-flagged and carrying less than 60 passengers, it was able to call in Canadian ports.

The 2022 schedule is in full swing and offers passengers a variety of cruises. Between May-October, the *Canadian Empress* will conduct more than 30 itineraries that range between 5-7 nights.



## Seaway Voyage Information System: The Next Step in Vessel Traffic Management

An initiative is underway to modernize the Seaway's vessel Traffic Management System (TMS) by developing a new "Voyage Information System" (VIS) to better manage vessel transits through the international waterway. The Canadian St. Lawrence Seaway Management Corporation (SLSMC) and the U.S. Great Lakes St. Lawrence Seaway Development Corporation (GLS) see VIS not only improving vessel traffic management, but also transforming vessel voyage planning in the Seaway and beyond.

In 2017, the Seaway Corporations collaborated with the U.S. Department of Transportation's Volpe National Transportation Systems Center to develop a Concept of Operations for a new vessel management tool, to provide more accurate estimated times of arrival (ETAs) for vessels. A tool that can accurately predict



Vessels in the Welland Canal (SLSMC)



GLS Vessel Traffic Control Center (GLS)

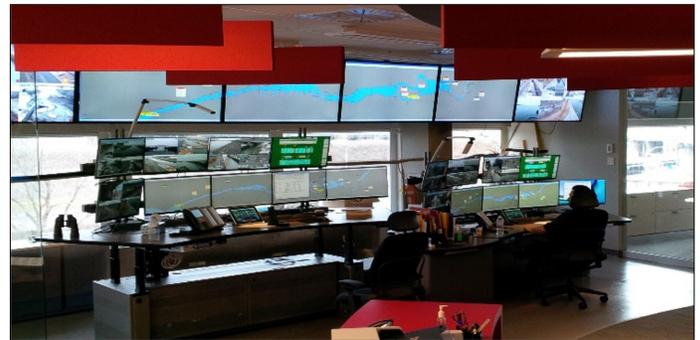
vessel arrivals has the potential to dramatically improve the safety and efficiency of vessel voyage planning for the Seaway's vessel traffic controllers, as well as for vessel operators, agents, pilots, terminals, stevedores, and ports. This initial concept has led to the current initiative – developing a Seaway VIS that can provide more accurate – and predictive – vessel ETAs. Despite being a new, and possibly revolutionary, navigation tool, the VIS will continue to rely on the Seaway's well-established and dependable TMS technology.

Currently, vessel traffic through the St. Lawrence Seaway is controlled by personnel operating from vessel traffic control centers located at the Canadian St. Lambert Lock, U.S. Eisenhower Lock, and the Canadian Welland Canal. The System is shared between the Seaway Corporations to provide ships with a seamless transit through Canadian and U.S. waters. The TMS is used to establish a transit plan for each vessel transiting the Seaway. The transit plan is automatically populated with static information about the vessel from the TMS database (e.g., vessel type, size, vessel owner) as well as specific transit related information (e.g., draft, cargo, pilot requirements), which is entered by the controller. Some information used by vessel traffic control personnel is still transmitted via VHF radio and entered manually into the TMS system.

Significant improvements to navigation safety and efficiency were made in 2002 when the Automatic Identification System (AIS) was brought online and fully integrated with TMS. Utilizing Global Positioning System (GPS) technology, any vessel equipped with an AIS transponder transmits its position to the Seaway Corporations as well as to other ships on the waterway equipped with AIS. The AIS broadcasts voyage-related information including ship location, speed, course, heading, rate of turn, and ETAs. Additionally, static information including ship name, ship

Maritime Mobile Service Identity (MMSI), ship type, size, draft, and destination is entered manually by the vessel and broadcast via AIS.

The use of TMS and AIS benefits both the Seaway Corporations and the vessel operators by reducing vessel delays, improving scheduling of lockages, pilots, and vessel tie-ups, allowing faster response times in the event of an accident/incident, providing the ability to monitor all vessel speeds to ensure compliance with Seaway speed limits, and providing for enhanced monitoring of vessels for safety and security purposes. Additional useful data are broadcast to vessel operators over AIS or TMS, including wind speed and direction, water levels and outflows, ice conditions, lock availability, bridge status, and pertinent safety-related messages, enhancing the ability of each ship captain and pilot to navigate the Seaway safely and efficiently. TMS also generates several reports for tracking such things as transits, delays, Enhanced Seaway Inspections (ESI), Canadian Seaway tolls, and incidents.



SLSMC Vessel Traffic Control Center (SLSMC)

As the Seaway Corporations develop the VIS, the TMS will be modernized in several significant ways. First, automating the entry of information and providing a platform for the efficient exchange of information with ships transiting the Seaway. Second, as better quality and more accurate information is shared between the Seaway Corporations and their users/stakeholders, more accurate ETAs will allow vessel operators to use this information to save fuel, reduce greenhouse gas emissions, and reduce staffing needs.

The VIS is based on the principle that the safety and efficiency of a Seaway transit can be enhanced by having additional information regarding the entirety of a vessel's voyage from its origin to its destination. During the initial phases of the VIS

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development, the Seaway Corporations plan to: 1) improve transit planning through historical transit data analysis; 2) incorporate the improved ETA data in the Seaway's TMS; 3) develop the Seaway Marine Connectivity Platform; and 4) demonstrate how the more accurate ETAs can improve operations at the Seaway's locks and bridges.

The current estimated vessel travel time between waypoints in the Seaway is based on a few standard criteria. By expanding this model to include more vessel characteristics, such as hull configuration, load condition/draft, river flows, and time of year/ weather to determine an average speed and applying advanced analytics to historical transit data from previous years, the predicted ETA accuracy will improve.

Ultimately, the VIS will develop accurate predictions over a period of several days. The further out in the future one goes, however, the more challenging it becomes to maintain prediction accuracy. Therefore, it will be essential to continuously measure the accuracy of predicated ETAs against the actual transit times of vessels. This will be a learning, iterative process, but a necessary one to provide accurate and reliable data to Seaway users as they plan their voyages. These enhanced predictions will be available through existing tools (e.g., the joint Seaway website, [greatlakes-seaway.com](http://greatlakes-seaway.com) or through AIS messages) and a future electronic data exchange platform and portals.

To accomplish this, the Seaway Corporations will need planned voyage information earlier, prior to a vessel's departure from a port or entry into the Seaway. This will require a ship operator to share the vessel's "voyage plan" with the Seaway. The Seaway VIS will be developed to provide confidential and secure data exchange to protect potentially sensitive commercial data. Cybersecurity risk management will be a prime objective in the design and implementation of the VIS.

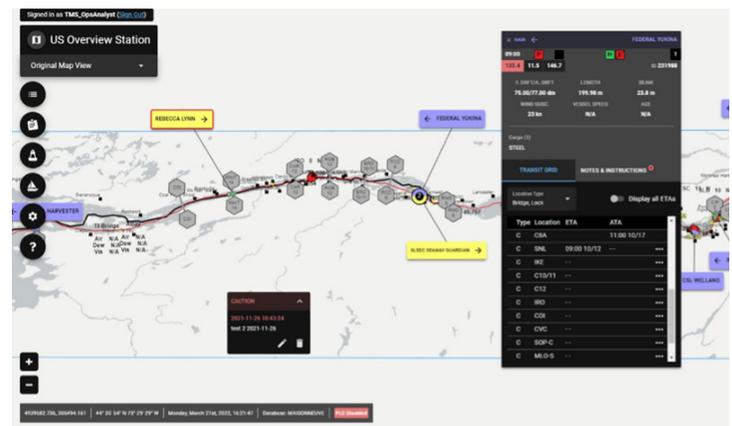
The Seaway Corporations plan to create a "Marine Connectivity Platform" that will connect the VIS with Seaway partners such as the Canadian and U.S. Coast Guards, pilotage authorities, port authorities, and vessel and fleet operators. This platform will allow for a secure data exchange. A different platform for information-sharing services will be available to the general public, which will include vehicles using the Canadian Seaway's lift bridges and pleasure craft transiting the locks.

To prevent redundant data entry in multiple systems, the VIS will be designed to integrate and be interoperable with other existing systems or systems that are being developed in the Intelligent

Transportation System (ITS) domain. An example of this will be the integration or interoperability with the National Maritime Single Window initiatives, port management or port community systems, and Vessel Traffic Maritime Information Systems (VT-MIS). Progressively, all data exchange with external parties will be done through the Marine Connectivity Platform.

The first phase of VIS is also an opportunity to continue the development of the Seaway's Electronic Navigation portfolio. Through this initiative, more information about the status of locks and bridges will be made available to the mariners through the Marine Connectivity Platform, AIS, and other communication channels. For the early phases of the VIS project, real-time data such as water levels, flows, movable bridge, and lock status will be communicated to the vessels. As the project progresses, experience will be gained on how to effectively share information on fog and ice delays, pilot availability, anchorage availability, speed restriction zones, buoy outages, virtual buoys, etc. The requirement for VHF communications at call-in points can also be made more efficient by exchanging information electronically.

The initial goal of the VIS project is to improve Seaway transits, but the potential applications of VIS beyond the Seaway are significant. In developing the Seaway's VIS, the SLSMC and the GLS want to ensure that the modernized Seaway TMS can align with efforts by other stakeholders to improve vessel traffic management throughout the Great Lakes St. Lawrence Seaway System. The successful history of AIS in 2002 provides a possible road map for how Seaway System stakeholders could leverage the information provided by a Seaway VIS to improve their operations. ■■■■



Seaway Traffic Management Display (SLSMC)

## The 64th Navigation Season Begins



(L-R): Craig Middlebrook, Deputy Administrator, U.S. Great Lakes St. Lawrence Seaway Development Corporation; Terence Bowles, President and CEO, St. Lawrence Seaway Management Corporation; Captain Peter Lynch, CSL Group; Louis Martel, President and CEO of CSL Group; Walter Sendzik, Mayor of the City of St. Catharines; Jim Bradley, Chair, Niagara Region; and Doug Hamilton, Chair of the 2022 Canada Summer Games at the opening of the St. Lawrence Seaway's 2022 navigation season. March 24, 2022. St. Catharines, Ont., Canada. Photo credit: The St. Lawrence Seaway Management Corporation (SLSMC)



The *CSL Welland*, with a commissioned work of art, "The Runners", painted on the 36,364 DWT bulk carrier, was the first ship to pass through the Welland Canal in St. Catharines, Ont., Canada on Thursday, March 24, 2022, marking the start of the 64th navigation season of the St. Lawrence Seaway. Photo Credit: The St. Lawrence Seaway Management Corporation (SLSMC)

On Thursday, March 24, the GLS joined with its binational partner, the Canadian St. Lawrence Seaway Management Corporation (SLSMC), to mark the opening of the Seaway's 64th navigation season. The opening ceremony of the binational waterway took place in St. Catharines, Ont., Canada. Canadian Transport Minister Omar Alghabra (who attended virtually), GLS Deputy Administrator Craig H. Middlebrook, and SLSMC President/CEO Terence Bowles welcomed the transit of the first commercial vessel of the season, *CSL Welland*.

"The Seaway System, and the people operating it, have kept goods moving efficiently and reliably to and from America's heartland when we needed them most," said U.S. Transportation Secretary Pete Buttigieg. "We're proud to open this year's navigation season for the Seaway System, and, with our Canadian partners, support this critical part of our economy and supply chain."

Visit the following link for more information on the official opening ceremony of the 64th navigation season: [2022 Seaway Opening Ceremony](#).

## GLS Names New Associate Administrator for Massena, New York Operations



Jeffrey Scharf  
Associate Administrator

On June 6, the Great Lakes St. Lawrence Seaway Development Corporation (GLS) announced that Mr. Jeffrey Scharf assumed the position of Associate Administrator of the GLS's Massena, N.Y. operations and facilities on June 5, 2022. The GLS Associate Administrator oversees the operation of the U.S. locks, vessel traffic control, and other programs involved with maintaining locks, facilities, and waters, and directs vessel speed enforcement activities balancing the needs of shippers, landowners, and other stakeholders which include private, commercial, sovereign Mohawk nation, Canadian and New York State entities.

GLS Deputy Administrator Craig Middlebrook stated, "Jeff has shown an extraordinary commitment to the GLS's mission and the welfare of its employees. The GLS and the entire Great Lakes St. Lawrence Seaway

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GLS NAMES NEW ASSOCIATE ADMIN FOR MASSENA, NY OPERATIONS  
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System is fortunate to have Jeff's leadership as he assumes this important new role."

"In Jeff's various roles at the GLS over the past 10 years, he has proven himself to be an effective leader and a supportive colleague. Jeff has played a critical role over the last two years in helping to guide the Corporation's Massena operations through all the challenges and uncertainties that have confronted us during the pandemic. Jeff has the necessary leadership skills and qualifications to lead us forward," Middlebrook said.

Jeffrey Scharf joined the GLS in 2012 and has served as the organization's Director of Engineering and Maintenance since 2016. He led the GLS team responsible for managing the Corporation's facilities, which include two locks and operating equipment, navigational aids and channels, buildings, grounds, utilities, and roadways. Mr. Scharf was also instrumental in the planning and execution of the GLS's Seaway Infrastructure Program. He earned degrees in civil engineering from the Massachusetts Institute of Technology (undergraduate) and Stanford University (graduate).



## 2021 Pacesetter Awards Announced for U.S. Ports

Six U.S. ports in the Great Lakes St. Lawrence Seaway System earned the GLS's Robert J. Lewis Pacesetter Award for registering increases in international tonnage shipped through their ports during the 2021 navigation season. The GLS annually recognizes U.S. Great Lakes ports that increase international tonnage shipped through the St. Lawrence Seaway compared to the previous year. Since the award was first issued 30 years ago, the GLS has distributed over 160 Pacesetter Awards to different U.S. ports in the Great Lakes Seaway System. The six recipients of the Pacesetter Award for 2021 are the **Ports of Indiana – Burns Harbor (Ind.); Port of Chicago (Ill.); Port of Cleveland (Ohio); Detroit/Wayne County Port Authority (Mich.); Erie-Western Pennsylvania Port Authority (Pa.); and Port of Oswego Authority (N.Y.).**

The Pacesetter Award name was officially changed in 2001 to posthumously honor the noteworthy career of former GLS Logistics Director Robert J. Lewis, who was instrumental in developing and implementing the GLS's trade development program. The award serves to raise awareness among the wider community about how important ports are as assets to the local, regional, and national economy. Great Lakes ports are working harder than ever to handle more commerce safely and efficiently.

## Seatrade Cruise Global

The Great Lakes St. Lawrence Seaway Development Corporation (GLS) and Great Lakes Cruising Coalition (GLCC) participated in the annual Seatrade Cruise Global, April 26-28, in Miami, Fla.

Attendance at the three-day event was close to pre- COVID-19 levels with increases in both exhibitors and conference attendees. The Great Lakes information booth was busy throughout the event and noted a total of seven cruise lines stopping by to discuss their current and future operations on the



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Great Lakes, as well as new cruise lines seeking information on how they can get their cruise ships into the Great Lakes. Captain Peter Burgess from the St. Lawrence Seaway Management Corporation and GLS's Rebecca Yackley spent a significant amount of time discussing regulations for transiting the locks and channels of the St. Lawrence Seaway and the design of a cruise ship

to utilize hands free mooring. The GLS facilitated a meeting between American Queen Voyagers (AQV) and U.S. Customs and Border Protection. The focus on the meeting was biometric facial recognition technology and how AQV should proceed with their partnership with CBP to install this equipment on the two ships cruising the Great Lakes.

SEATRADE CRUISE GLOBAL  
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The GLCC hosted an evening information session and reception with current and potential cruise lines to discuss their individual destinations, port capabilities, and services to assist cruise ships and passengers while in the Great Lakes. Also present at the event were several trade publications seeking information about Great Lakes cruising, which cruise lines were sailing in 2022 and the types of shore excursions for passengers.

Attendees included: David Gutheil, Port of Cleveland; Jazmine Jurkiewicz, Port Milwaukee; Cindy Larson, Muskegon Lakeshore Chamber of Commerce; Julie Gerczak, Discover Green Bay; Tricia Hobbs, City of Duluth; Lucie Amundsen, Duluth Entertainment Convention Center; Paul Pepe, Tourism Thunder Bay; Aaron Bensinger, Central Marine; Jamie Tollis, World Shipping; Stefanos Scourtellis, Navitrans; and Colin Conrad, FK Warren.



Great Lakes St. Lawrence Seaway System delegation at the 2022 Seatrade Cruise Global conference in Miami, Fla.

The GLS has secured its location on the trade show floor for next year's Seatrade Cruise Global, May 1-4, 2023. ■■■

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## Binational Seaway Ballast Water Regulations Working

A recently published, peer-reviewed scientific article has given independent scientific validation to the success of the ballast water management regulations implemented by the Canadian and the U.S. Seaways.

The ballast water management requirements in the Great Lakes and the St. Lawrence Seaway system have been the most stringent in the world. Since 2007, all international vessels arriving at the Seaway must comply with a comprehensive regulatory framework including saltwater flushing to remove or disable organisms in ballast tanks, detailed documentation, inspections, and civil penalties for violations. The binational partnership between the U.S. Coast Guard (USCG), Transport Canada, and the U.S. and Canadian Seaway Corporations, the Great Lakes Ballast Water Working Group (BWWG), was formed to implement this regime, and ship inspectors from the four members of the BWWG board every foreign vessel entering the Seaway to ensure compliance, which is consistently high (99 percent).

Dr. Anthony Ricciardi and Dr. Hugh J. MacIsaac, two respected aquatic invasion scientists in the Great Lakes region, compared aquatic species invasion rates and shipping data for three different regulatory periods in the Great Lakes; pre-regulation (1981-1993, prior to 1993 mandatory ballast water exchange); the partial regulation period (1994-2006, ballast water exchange enforcement, but without including no pumpable ballast on board or NOBOB ships); and total regulation (2007-2019, ballast water exchange for all ships, including NOBOBs). They conclude that the binational management regulations implemented by the U.S. and Canada are likely the primary, but possibly not only, reason for the dramatic reduction in the apparent invasion rate for the Great Lakes-St. Lawrence River basin.

The report states, "To our knowledge, the 2006/2008 regulation is the only case of a policy intervention that is linked to a massive reduction of the invasion rate of a large aquatic ecosystem. Since the current regulations were implemented, the overall rate of discovery of new non-native species declined by 84.6 percent compared to the partial regulation period. No other equivalent period of time in the documented history of the Great Lakes basin since 1835 has had fewer invaders discovered than the period of 2007-2019, and not since the Second World War has there been as few ballast water invasions ... recorded over a 13-year period."

The report also states that, "This case is an encouraging example of binational response to a transboundary problem, whose apparent success was achieved through rigorous application of an evidence-based, operationally feasible management solution involving participation by governments, the shipping industry, and academia from both countries." The authors believe that the regulation has

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**BINATIONAL SEAWAY BALLAST WATER REGULATIONS WORKING  
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likely prevented several disruptive invasions, and it is their opinion that ballast water exchange should be maintained as a requirement for ships entering the Great Lakes in the future, even if performance standards requiring ballast water treatment systems are imposed on all inbound ships.

The Seaway Corporations have previously received validation of the effectiveness of its ballast water regulations and inspection program. This new, independent scientific validation from Dr. Ricciardi and Dr. MacIsaac is the most comprehensive and definitive analysis to date that verifies the effectiveness and success of this important binational environmental program.

You can read the report here: Ricciardi, A. & MacIsaac, H. J. (2022). Vector control reduces the rate of species invasion in the world's largest freshwater ecosystem. Conservation Letters, e12866. <https://doi.org/10.1111/conl.12866>

You can read the most recent Ballast Water Working Group Report here: [https://greatlakes-seaway.com/wp-content/uploads/2022/03/2021\\_BW\\_Rpt\\_EN.pdf.pdf](https://greatlakes-seaway.com/wp-content/uploads/2022/03/2021_BW_Rpt_EN.pdf.pdf) ■■■



## GLS FY 2021 Annual Report Released

In March 2022, the Great Lakes St. Lawrence Seaway Development (GLS) presented its 58th consecutive unmodified audit opinion, dating back to its first financial audit in 1955. This annual management report and financial audit of the GLS is for the Fiscal Year (FY) ending September 30, 2021 and highlights several major projects completed to rehabilitate and modernize our infrastructure including: obligating \$10.9 million on 30 projects and ongoing construction of the new GLS tug *Seaway Trident*, which will be the companion tug to the *Seaway Guardian*, measuring 60 feet in length overall compared to the *Guardian's* 118 feet, but will have many of the same design characteristics as the *Guardian*. Like the *Guardian*, it will be ice-classed and have twin azimuthing stern drives (ASD) propelled by twin Caterpillar diesel engines. The vessel will also be equipped with an ice scraping arm to help clear the lock walls of ice. Construction of the vessel is scheduled to be completed in 2022.

**Read the entire Report here: [bit.ly/FY2021AnnualReport](https://bit.ly/FY2021AnnualReport).**

## 2022 PCB Future Projects Conference & Exhibition

On April 6-7, the inaugural PCB Future Projects Conference & Exhibition took place in Houston at the George R. Brown Convention Center and featured over 50 exhibitors from the maritime logistics industry ranging from ports, stevedores, and ocean carriers to freight forwarders and specialized cargo handling companies involved in the breakbulk (non-containerized) and industrial project sectors.

The Great Lakes St. Lawrence Seaway Development Corporation (GLS) was represented by International Trade Specialist Peter Hirthe

who joined Ken Carey, Manager of Business Development, for the St. Lawrence Seaway Management Corporation (SLSMC) to exhibit under Hwy H<sub>2</sub>O, promoting Great Lakes trade through the bi-national St. Lawrence Seaway System. The Great Lakes System was further represented at the conference with stakeholders in attendance and/or exhibiting including the Port of Antwerp, Federal Marine Terminals (FMT), Quebec Stevedoring (QSL), Logistec, Hamilton-Oshawa Port Authority (HOPA), Pinnacle Logistics, BBC Chartering, and Spliethoff/Big Lift.

Presentations at the conference reflected current challenges within the global maritime supply chain. Topics addressed included integrating resiliency into sustainable supply chains, capacity vs cost in the new normal, challenges and opportunities for the Global MPP Fleet, vessel supply and wind energy cargo demand in an emerging global wind energy market. All of these subjects are relevant to trade within the Great Lakes St. Lawrence Seaway System.

The conference was the first opportunity for many of the participants to travel and meet in-person in over two years. Foot traffic at the Hwy H<sub>2</sub>O booth provided a wide range of opportunities for the bi-national GLS-SLSMC Seaway team to interact with attendees. Topics ranged from educating shippers unfamiliar with maritime operations in the Great Lakes to early insights on cargo movements forthcoming in the 2022 Seaway navigation season.

Another takeaway from conference dialogue was as an expectation that wind energy cargo movements would be strong into New York and Michigan early in the 2022 season. Looking beyond 2022 also bodes well for the Great Lakes region as a whole with multiple energy related projects being prepared for vessel delivery during the 2023-2024 seasons. As evidenced by the overall quality of the discussions held, PCB Future Projects was successful in providing a long-awaited opportunity for the U.S. and Canadian Seaways to engage directly with key maritime logistics professionals. ■ ■ ■



## FY 2022 Government Funding Bill Passes

On Tuesday, March 15, 2022, the President signed into law H.R. 2471, the “Consolidated Appropriations Act, 2022,” which provides full-year funding through September 30, 2022 for projects and activities of the Federal Government. In addition to containing all the individual appropriations measures for FY2022, it included supplemental appropriations for Ukraine activities. Additional funds for COVID-19 response were not included in the bill.

GLS received \$300,000 more than the FY2022 President’s Budget Request, for a total appropriation of \$38 Million. \$14.5 million is for the Corporation’s Seaway Infrastructure Program, and \$1 million is to be used for trade and economic development activities. Additionally, the bill authorized GLS to use unobligated balances from previous years’ Asset Renewal Program funds for the Seaway International Bridge.

The signing of the FY2022 appropriations means that USDOT was finally able to begin work on a number of new programs that were authorized in November when the President signed the Bipartisan Infrastructure Law, but that were on hold until the new budget was signed.

The U.S. Department of Transportation’s Maritime Administration (MARAD) received an additional \$234.3 million for Port Infrastructure Development Program (PIDP) grants. Added to the \$430 million received under the Bipartisan

Infrastructure Law, the total available funding is now up to \$684.3 million, to be awarded on a competitive basis to projects that improve the safety, efficiency, and reliability of the movement of goods into, out of, around, or within a port. This marks the largest annual funding for PIDP in its history and will help improve our supply chains, speed up the safe, efficient, and reliable movement of goods, and ultimately work to make goods more affordable for Americans. PIDP grant applications for FY2022 were due on May 16. Additional information on PIDP can be found here: <https://www.maritime.dot.gov/PIDPgrants>.

MARAD also received an additional \$14.8 million for the America’s Marine Highway Program. Added to the \$25 million received from the Bipartisan Infrastructure Law, the total available for the program is now \$39.8 million. America’s Marine Highway Program supports the increased use of the nation’s navigable waterways to relieve landside congestion, provide new and efficient transportation options, and increase the productivity of the surface transportation system. Applications for the America’s Marine Highway Program were due on June 17. Additional information on the program can be found here: <https://www.maritime.dot.gov/grants/marine-highways/marine-highway>.



## Spring Buoy Run

On April 4, the 2022 Spring Buoy Run began for the commissioning and deployment of floating navigational aids for approximately 100 nautical miles along the St. Lawrence River, beginning at U.S. Buoy Number 1, in the vicinity of Cornwall Island, Canada, to Allan Otty 2 Buoy, within the eastern section of Lake Ontario.

The planned start date was determined by analyzing long-term and daily ice forecast monitoring, in addition to physical observations within the area of operation. In the penultimate week of January 2022, there was ice throughout the river, however, the ice was still mostly mobile. Then, at the end of January, much of the ice in the Seaway developed to be fast for the first time in several years. The ice within the Seaway and connecting waterways commenced to break up in the second to third week of March with open water conditions predicted by early April.

Despite some delays elsewhere in the commissioning of aids to navigation throughout the Great Lakes and connecting waterways by various entities, in the afternoon of April 12, the GLS's 63rd annual Spring Buoy Run concluded without incident, ahead of schedule and with an overall average of 99 percent reliability and availability of marine assets.

The operation had set out with three key goals: no incidents regarding personnel, property, and equipment, a greater than 97 percent reliability rate, and availability of equipment as well as completion of the operation within the framework of the pre-planned schedule. Key to the success of the operation was early planning with stakeholders for a realistic start date, an execution team possessing key competencies, and the reliability of the GLS's proven equipment.

The buoy run operation began upon departure from the GLS Marine Base near upper Snell Lock and proceeded upriver with overnight stops in the Port of Ogdensburg and Clayton. The frequent monitoring of weather, ice melt/flow, water-level, ship traffic, river flow rates, and visibility were all key factors in aiding decision makers to determine the optimal timing for the most efficient commissioning of floating aids to navigation within Galop Island, American Narrows, Cape Vincent/Lake Ontario, and Cornwall Island areas. Progress throughout the operation ran ahead of schedule with efficiencies gained by the barge crew in loading, discharge, and deployment of aids as well as the reliability of equipment, along with the favorable weather conditions.

The execution team for the operation included a complement of 14 experienced personnel from GLS Marine Services, Lock Operations, and Heavy Equipment Divisions. Team members displayed the key competencies of being safety-focused, having good judgement and decision-making, job knowledge and interest, along with teamwork. The operation insisted on excellence in occupational safety and the shared the mission of achieving superior versus satisfactory job performance. The team had the top priority of following safety rules and procedures to avoid known hazards in the work environment and meet the established goals. Having the aforementioned tools in place led to an incident free operation along with better-than-expected results.

For the spring 2022 commissioning of floating navigational aids, the GLS towing vessels, *Robinson Bay* and *Performance* along with the GLS Buoy Barge (BPL "6704") were utilized. The fleet of assets utilized were chosen based on compatibility to the operation, past success, and reliability. The past



Commissioning navigational aids from U.S. Buoy Number 1 in the vicinity of Cornwall Island Canada to approximately 100 nautical miles up the St. Lawrence River to Allan Otty 2 Buoy within the eastern section of Lake Ontario.

success of the respective assets dates to the late 1950's, 1960's, and 1990's eras respectively. The assets despite their lifecycle maturity did, once again, prove their success by achieving an overall average of 99.5 percent reliability and availability based on hours in the field of operation. The GLS Marine Engineering Operating Team members were able to sustain the long-term reliability and availability of the marine assets in line and in support of the Seaway System.

The campaign would not have been possible without the support of the following GLS employees:

GLS Director of Lock Operations and Marine Services, Chris Guimond, GLS employees: Matt Aldous, James Canfield, Ryan Claxton, Jamie Currier, Benton Doyle, Nate Jarvis, Mike Keegan, Jessie Kozak, Dalton Lottie, Brett Mahoney, Troy Savage, Kevin Smith, and Tucker Stutzman.

Also integral to the success of the 2022 Spring Buoy Run were the following organizations: Ogdensburg Bridge & Port Authority, The Inn at Gran View, Village of Clayton, N.Y., and the 1000 Islands Harbor Hotel. ■■■

## 2022 JOC Breakbulk & Project Cargo Conference

On April 25-27, the Journal of Commerce (JOC) hosted the 2nd annual Breakbulk & Project Cargo Conference in New Orleans, La., at the Hilton New Orleans Riverside. Six hundred and twenty-five (625) attendees gathered for an agenda focused on all facets of maritime activity related to cargo in the breakbulk (non-containerized) and industrial project sectors.

JOC Events

BREAKBULK &  
PROJECT CARGO

Attendees arrived from throughout the United States and Europe and there was a strong presence from Gulf of Mexico ports such as Houston and the host city New Orleans. For many attendees, this was their first in-person meeting in over two years – since the COVID-19 pandemic curtailed the networking events. Business cards were exchanged instantaneously as networks have changed through retirements, job changes, and transfers. New friendships were formed and old ones rekindled.

GLS was represented at the conference by Martin Welles, Executive Officer, and Peter Hirthe, International Trade Specialist. Other Great Lakes system stakeholders present included Port Milwaukee, the Port of Antwerp, Tata International, Federal Marine Terminals, as well as multiple freight forwarders and ocean carriers who do business in the Seaway system.

Presentations given at the conference included a global economic outlook with implications on the project cargo sector, an update on the container supply chain issues and impacts on the breakbulk sector, an overview of the multi-purpose and project cargo vessel (MPV) fleet's availability and rates with forecasted trends, and discussions of the state of the energy transition and the impact on oil and gas prices of recent global events, data sharing and visibility in the supply chain, and project logistics in the "new normal." ■■■

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## GLS Headquarters Has Moved into USDOT Headquarters



After 10 years at 55 M Street SE (2011-2021), the GLS's Washington, D.C. Headquarters staff has

relocated to the 6th Floor of the USDOT headquarters. While, the office is currently still undergoing renovations, you will soon be able to visit us at 1200 New Jersey Ave SE, Suite W62-300.

Additionally, the USDOT Headquarters has recently been renamed after two trailblazing Secretaries, the first African-American Secretary and the first Asian-American Secretary. On Friday, May 6, 2022, the President

signed into law a bill naming the USDOT headquarters the William T. Coleman, Jr. and Norman Y. Mineta Federal Building.

Secretary Coleman was appointed by President Ford. He was the second African-American to become a Cabinet Secretary, serving from 1975-1977. His tenure at DOT oversaw the first comprehensive national transportation policy study by USDOT, allowing the supersonic Concorde to land in the U.S., and requiring a cost-benefit analysis of mandatory air bags in new automobiles.

Secretary Coleman was born in Philadelphia and took time away from Harvard Law School to enlist in the Army Air Forces in 1943. He returned to graduate first in his law class in 1946 and became the first African-American to



Secretary Coleman

clerk for the U.S. Supreme Court. As an attorney, he played roles in three major civil rights cases before the Supreme Court, including *Brown v. Board of*

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Secretary Mineta

*Education*, and *McLaughlin v. Florida*, the predecessor case for *Loving v. Virginia*, which banned race-based legal restrictions on marriage. In 1995, he received the presidential medal of freedom. Secretary Coleman died on March 31, 2017. He was 96.

Secretary Mineta became the first Japanese-American Cabinet official in 2000 as the Secretary of Commerce. He is USDOT's longest serving secretary from 2001-2006. He oversaw the USDOT response to the 9/11 terrorist attacks, including making the decision to ground all aircraft in the U.S. Secretary Mineta worked to create the Transportation

Security Administration prior to it being transferred to the newly formed Department of Homeland Security. He frequently told reporters, "there are no Democratic or Republican highways, no such thing as Republican or Democratic traffic congestion."

Secretary Mineta was born in San Jose, Calif. and became a San Jose City council member and later Mayor. In 1974, he was elected to the House of Representatives, and served for 10 terms. He was key in crafting the Intermodal Surface Transportation Efficiency Act of 1991, which set modern US transportation policy. He was also integral to the passage of the Civil Liberties Act of 1988 which authorized reparations to survivors of Japanese interment. Secretary Mineta was 10 when he and his family were forcibly relocated to Heart Mountain, Wyo. following the bombing of Pearl Harbor. On May 3, 2022, Norman Y. Mineta died. He was 90. As Secretary Buttigieg wrote, "Secretary Mineta may be gone, but we live in a nation shaped by his legacy." ■■■■

## Personnel News

On April 19, **U.S. Coast Guard Rear Admiral Joanna Nunan** retired from the Deputy for Personnel Readiness position under the Deputy Commandant for Mission Support at USCG HQ in Washington, D.C.

Ashore, Rear Admiral Nunan held senior positions in two different Cabinet offices and served in the following roles: Military Advisor to the Secretary of Homeland Security and Military Assistant to the Secretary of Transportation. She was Chief of Staff at the Force Readiness Command, Sector Commander in Honolulu, Hawaii, and Deputy Sector Commander in San Juan, Puerto Rico. Most recently, she commanded the Coast Guard's Ninth District, which encompasses the Great Lakes and St. Lawrence Seaway region, an area that encompasses eight states, a 1,500 mile international border, and a workforce of over 6,000 Coast Guard active duty, reserve, civilian, and auxiliary men and women.

On May 5, the U.S. Coast Guard (USCG) Sector Buffalo performed a change of command ceremony to formally transfer responsibility of Sector Buffalo from **USCG Captain Lexia Littlejohn** to **USCG Captain Mark Kuperman**. Captain Littlejohn will now be stationed in Washington, D.C., working directly with the Commandant of the USCG.



Rear Admiral Joanna Nunan



Captain Lexia Littlejohn



Captain Mark Kuperman



Admiral Linda L. Fagan

PERSONNEL NEWS

CONTINUED FROM PAGE 14

Captain Lexia M. Littlejohn assumed the duties of Commander, Coast Guard Sector Buffalo on June 28, 2019. In this role, she oversaw 15 subordinate units with an assigned area of responsibility stretching from the St. Lawrence Seaway, westward through Lakes Ontario and Erie to Lorain, Ohio, including Niagara Falls and portions of the Finger Lakes region and Erie Barge Canal.

On May 6, **USCG Captain Mark Kuperman** assumed command of USCG Sector Buffalo. As Sector Commander, he is responsible for COTP, FMSC, FOSS, OCMI, and SMC authorities in Lake Erie, Lake Ontario, and collaborating closely with St. Lawrence Seaway partners. Captain Kuperman's previous role was as Deputy Commander, Sector Anchorage. His previous assignment at Sector Anchorage involved coordinating with the U.S. Navy SSBN community as program manager for the Maritime Force Protection Program, the largest reimbursable program in the Coast Guard.

On June 1, **U.S. Coast Guard Admiral Linda L. Fagan** became the first woman to assume the role of Commandant of the Coast Guard. Fagan assumed the duties as the 27th Commandant following her service as the 32nd Vice Commandant. As Vice Commandant, Fagan served as the Chief Operating Officer, responsible for executing the Commandant's Strategic Intent, managing internal organizational governance, and serving as the Component Acquisition Executive. Fagan is the Coast Guard's first woman to hold the rank of four-star admiral. ■ ■ ■

## Save the Date

September 27-29



**Breakbulk Americas**

Houston, Texas

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

October 4-6

The logo for Antwerp XL consists of the text "ANTWERP | XL" in white, bold, sans-serif font, set against a red rectangular background.

**Antwerp XL**

Antwerp, Belgium

Info: <https://www.antwerpxl.com/>

November 15-17



**Hwy H2O Conference**

Toronto, Ont.

Info: <https://hwyh2o.com/home/>

