

The GLS Breaks Ground on a New Seaway Visitor Center

On Thursday, September 29, 2022, U.S. Transportation Secretary Pete Buttigieg and U.S. Transportation Deputy Secretary Polly Trottenberg joined the Great Lakes St. Lawrence Seaway Development Corporation (GLS) to break ground for a new Seaway Visitor Center at the U.S. Eisenhower Lock in Massena, N.Y. "From grain to steel, the Seaway delivers American goods to the world, and brings resources to our shores. This new visitor center will serve to build understanding of the Seaway's vital role in our economy and our history," said Secretary Buttigieg.

"The resounding success of the Great Lakes St. Lawrence Seaway is thanks to strong binational cooperation, and we are grateful for the hard work of the hundreds of U.S. and Canadian personnel who help keep this important economic engine running," said Deputy Secretary Trottenberg.

Secretary Buttigieg and Deputy Secretary Trottenberg were joined by Village of Massena, N.Y. Town Supervisor Susan Bellor, then-GLS Deputy Administrator Craig H. Middlebrook, The St. Lawrence Seaway Management Corporation (SLSMC) President and CEO Terence Bowles, Empire State Development Vice President/Executive Director of Tourism



Breaking ground on a new visitor center at U.S. Eisenhower Lock in Massena, N.Y. on September 29, 2022. (L-R): Ben Dixon, Executive Director, St. Lawrence County Chamber of Commerce; Ross Levi, Vice President/Executive Director of Tourism, Empire State Development; Tim Reddick, Vice President of Operations and Project Manager, Con Tech Building Systems; U.S. Transportation Secretary Pete Buttigieg; Deputy Administrator Craig H. Middlebrook, Great Lakes St. Lawrence Seaway Development Corporation; U.S. Transportation Deputy Secretary Polly Trottenberg; Town Supervisor Susan Bellor, Village of Massena, N.Y.; Grand Chief Abram Benedict, Mohawk Council of Akwesasne; and Terence Bowles, President and CEO, Canadian St. Lawrence Seaway Management Corporation.

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ADMINISTRATOR'S COLUMN

Our Time is Now

I was honored to take the Oath of Office as the eleventh Administrator of the Great Lakes St. Lawrence Seaway Development Corporation (GLS) on November 7, 2022, and I am proud to



Adam Tindall-Schlicht
Administrator

be serving the stakeholders, users, and customers of the binational St. Lawrence Seaway System on behalf of the Biden-Harris Administration. As Administrator,

one of my key priorities is to expand utilization of the Great Lakes Seaway System in a sustainable and resilient way. President Biden said at COP27 in Egypt that "a good climate policy is

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GUEST COLUMN

Helen Brohl, Executive Director of the U.S. Committee on the Marine Transportation System (CMTS), Seaway Family Everlasting



In 2006, I was named the first executive director of the U.S. Committee on the Marine Transportation System (CMTS);

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Ross Levi, St. Lawrence County Chamber of Commerce Executive Director Ben Dixon, Mohawk Council of Akwesasne Grand Chief Abram Benedict, along with a host of Seaway System stakeholders in attendance.

"This new Visitor Center will strive to educate the public on the history and the economic importance of Great Lakes St. Lawrence Seaway shipping and ensure that the joy of ship watching can be experienced by generations to come," said Craig H. Middlebrook.

Construction of the new Visitor Center is progressing, and the Corporation anticipates a fall 2024 Grand Opening. Be sure to follow the GLS on [Facebook](#), [Twitter](#), and [Instagram](#) for updates. ■ ■ ■



GLS Deputy Administrator Craig H. Middlebrook served as the program's Master of Ceremonies.

Photos from the Event



U.S. Transportation Secretary Pete Buttigieg delivers his keynote remarks during the ceremony.



(L-R): GLS Deputy Administrator Craig H. Middlebrook presents U.S. Transportation Secretary Pete Buttigieg and U.S. Transportation Deputy Secretary Polly Trottenberg with a piece of the Eisenhower Lock wall by GLS to commemorate their visit to Massena for the new Seaway Visitor Center Groundbreaking Event.



The Visitor Center site.



Program speakers stand as the Massena High School band, chorus, and orchestra play "O Canada" and the "Star-Spangled Banner," and the United States Customs and Border Patrol Swanton Sector Honor Guard perform the Presentation of Colors.



(Front row, center) U.S. Transportation Secretary Pete Buttigieg; Deputy Administrator Craig H. Middlebrook, Great Lakes St. Lawrence Seaway Development Corporation; and U.S. Transportation Deputy Secretary Polly Trottenberg with the Massena High School administrators, along with the band, chorus, and orchestra that played "O Canada" and the "Star-Spangled Banner".

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Nate Jarvis (second from left), GLS Chief Engineer of Marine Services leads U.S. Transportation Secretary Pete Buttigieg (far left); then-Deputy Administrator Craig H. Middlebrook (not pictured), Great Lakes St. Lawrence Seaway Development Corporation; and U.S. Transportation Deputy Secretary Polly Trottenberg (third from left); and Terence Bowles (far right), President and CEO, Canadian St. Lawrence Seaway Management Corporation on a tour of the Seaway Guardian.



Paul Braden (far left), GLS Marine Transportation Supervisor, leads U.S. Transportation Secretary Pete Buttigieg (middle); then-Deputy Administrator Craig H. Middlebrook (not pictured), Great Lakes St. Lawrence Seaway Development Corporation; and U.S. Transportation Deputy Secretary Polly Trottenberg (far right); and Terence Bowles (not pictured), President and CEO, Canadian St. Lawrence Seaway Management Corporation on a tour of the Seaway Guardian.



Seaway Guardian



Following a tour of the GLS facilities, U.S. Transportation Secretary Pete Buttigieg (far left) addressed the GLS workforce.



(Front row, center) U.S. Transportation Secretary Pete Buttigieg; then-Deputy Administrator Craig H. Middlebrook, Great Lakes St. Lawrence Seaway Development Corporation; and U.S. Transportation Deputy Secretary Polly Trottenberg with the GLS workforce.

Renderings of the new Seaway Visitor Center at Eisenhower Lock in Massena, N.Y.



good economic policy,” and I believe the Great Lakes maritime community is poised to demonstrate the President’s vision to the world through partnership and collaboration.

The last few years have proven that, through decades of investment and system reliability, the Seaway is uniquely positioned to weather the upheaval of the global supply chain. Over the last 11 years, the U.S. and Canada have invested almost \$1 billion to modernize and rehabilitate Seaway infrastructure. But it hasn’t just been investments by the Seaway Corporations. Great Lakes ports – in both the United States and Canada – have aggressively developed new multimodal transportation projects. All told, at least \$230 million in federal funds has been invested at 16 U.S. Great Lakes ports since 2013 on maritime, multimodal, and intermodal projects. These investments have improved international supply chain reliability by increasing Great Lakes port capacity and resiliency, by enhancing operational efficiency, by reducing port emissions, and by stimulating new workforce opportunities in our communities.

In this edition of the *Seaway Compass*, we celebrate the first year since implementation of the Bipartisan Infrastructure Law (BIL). President Biden, with the support of the U.S. Congress, has made historic levels of waterway, multimodal, and other infrastructure funds available via the BIL. I strongly encourage all eligible Great Lakes stakeholders to continue pursuing generational opportunities made available by the BIL. Look no further than to those U.S. Great Lakes ports recently selected in the latest round of Port Infrastructure Development Program (PIDP) grants, which are also highlighted in the *Seaway Compass*. I extend my wholehearted congratulations to all recipients.

There is much promise ahead. The Great Lakes region is poised to take advantage of both new and existing federal funds to invest in Great Lakes ports and to realize new business opportunities in a sustainable way. In both the United States and Canada, work continues toward increased project cargo movements for new regional businesses and investments. Work continues toward the development of a systemwide maritime network to move containers. Work is happening to support the energy transition with Seaway movements of wind energy cargo on every Great

Lake. As Administrator, I intend to partner domestically and internationally as a champion of these industry-led innovations, working to promote the Seaway as a reliable and sustainable system in collaboration with Seaway users and customers.

Projects like these, however, must include resiliency as a key component in infrastructure and economic planning to protect the Great Lakes from climate-related risks. Proactive and strategic climate adaptation will provide Great Lakes communities, ports, and businesses with the tools to bounce back from adverse effects and storm surge events. The smart investments being undertaken today across the Seaway System will limit supply chain disruption through maritime greening and emissions reduction goals. Again, I am committed to working collaboratively with Seaway stakeholders to identify feasible, concrete ways that will make the Great Lakes an example of a sustainable, green network for the world.

Realizing such opportunities is only possible by growing collaborative and robust partnerships, expanding those which have long sustained shipping on the Great Lakes. In this edition of the *Seaway Compass*, we hear from one such partner: Helen Brohl, founding Executive Director of the U.S. Committee on the Marine Transportation System (CMTS), ahead of her January 2023 retirement. Across decades of service, Director Brohl has been a friend and steward of Great Lakes shipping and the GLS. It is with endless gratitude that the GLS team salutes Helen with “fair winds and following seas”.

This is an exciting and inspired time for Great Lakes Seaway shipping. Secretary Pete Buttigieg and the U.S. Department of Transportation are committed to improving safety, creating jobs, promoting diversity and equity, protecting the environment, and fostering innovation. The U.S. and Canadian Seaway Corporations will continue working collaboratively to keep the System competitive through infrastructure renewal and technology innovation, to communicate the value of marine transportation for economic growth, and to pursue opportunities for cargo growth and diversification worldwide. Together, we are creating a Great Lakes Seaway System that is economically, socially, and environmentally sustainable. Our time is now. ■ ■ ■

an interagency maritime policy coordinating committee chaired by the Secretary of Transportation (www.CMTS.gov). For me, it was the culmination of years of bringing maritime stakeholders together, primarily related to the Great Lakes. The Great Lakes holds a special place in my heart and life – having grown up on the south shore of Lake Erie. After receiving my Masters-in-Science from Ohio State University in Great Lakes land and water use policy, I was fortunate to be named a NOAA Sea Grant Fellow and was placed on the

House Merchant Marine and Fisheries Committee – a committee that was later folded into the Transportation and Infrastructure Committee. What I remember most of that experience was how rarely the Great Lakes was called out in legislation and I took it upon myself to insert the reference anywhere it would be of benefit to this glorious natural resource.



After my NOAA fellowship on the Hill, I moved to NOAA's Coastal Management Program, working in the office that oversaw the Great Lakes states coastal management programs. This afforded me an opportunity to learn more about the other Great Lake states and the incredible work that each did to ensure protection of shorelines and access for everyone. It was in about 1985 that I read in a newsletter (remember – no Internet back then), that the new administrator of the Saint Lawrence Seaway Development Corporation, Jim Emery, was organizing an interagency roundtable to discuss mutual interests. The mention was a very short piece with little details. Coincidentally, one of the political appointees at NOAA came from New York State

and worked on Mr. Emery's campaign for the state senate. The meeting sounded interesting so I asked him if he could inquire with the Seaway office if I could attend as an observer. I was surprised and thrilled to learn that the NOAA contact called the Seaway and asked if NOAA could join that meeting and, by the way, he would be sending me as its representative! As I soon learned, Jim Emery had initiated a marketing campaign to promote the Seaway/Great Lakes and, not too long after, I was invited to join the marketing team.

That was the start of my appreciation of the GLS and the people who work there. I eventually moved from DOT to the Illinois International Port of Chicago, landing in 1996 with the U.S. Great Lakes Shipping Association. Upon reflection, it was my work with the Seaway where I practiced the art of developing partnerships, a skill I practiced often in future jobs. When DOT advertised for the first director of the CMTS with maritime and coalition building experience, it fit like a glove. It also rewarded me with an opportunity to collaborate, once again, with my Seaway family.



GLS Trade Outreach: A Busy Fall

The GLS Office of Trade & Economic Development has had a busy travel schedule this fall supporting its mission to grow awareness of – and increase international trade with – the Great Lakes St. Lawrence Seaway System. For three consecutive weeks, three separate trade shows provided unique opportunities for the GLS to increase the Seaway System's visibility to, and engage with, shippers.



From September 27-29, the GLS and SLSMC were joined by over two dozen Seaway stakeholders exhibiting in the Hwy H2O booth at the Breakbulk Americas Conference in Houston, Texas. Over 2,500 attendees to the conference included a variety of ports, terminal operators, ocean carriers, and North American-based freight forwarders. St.

Lawrence Seaway stakeholders participating included multiple Great Lakes ports from Hamilton-Oshawa (HOPA) and Valleyfield in Canada to the ports of Burns Harbor, Cleveland, Milwaukee, Toledo, Ogdensburg, Oswego, Monroe, and Duluth from the U.S.

The following week took the GLS overseas to the Antwerp XL Conference & Exhibition, held October 4-6. In Antwerp, the

GLS booth promoted the Great Lakes St. Lawrence Seaway System to over 3,500 attendees through a map and a video presentation. The exhibitors were comprised solely of maritime based organizations, and the GLS held discussions on all forms of maritime cargo from breakbulk to project cargo and including container shipping. The GLS was joined in their booth by representatives from the Port of Duluth-Superior, Port Milwaukee, and the Port of Valleyfield.

While in Antwerp, the GLS took time to meet with the Port of Antwerp to discuss a trade development outreach initiative in 2023 that would involve promoting the Seaway System's maritime supply chain into the Great Lakes to European freight forwarders moving freight into North America.

ANTWERP XL

Week three of the continuous trade development efforts was focused on the growth of U.S. agricultural exports out of the Great Lakes. The GLS traveled to exhibit at the U.S. Grains Council-organized Export Exchange on October 12-14 in Minneapolis, Minn. The GLS was also a sponsor of this agricultural conference whose 500 attendees included over 150

international buyers of grains such as corn and DDGs (Dried Distillers Grains). The GLS was joined in its Great Lakes St. Lawrence Seaway System booth space by the Ports of Duluth and Milwaukee. The GLS used this platform to engage with overseas buyers who were unfamiliar with the Great Lakes maritime system and its global connectivity. There were also networking opportunities with several grain traders in attendance who work with Great Lakes-based terminal operators to sell agricultural products internationally.



All together, these three events heightened the visibility of the Seaway System's role as a maritime supply chain providing access to and from the heart of North America to over 6,000 attendees on two continents. The new relationships developed at these venues provide the GLS and System stakeholders with opportunities for ongoing dialogue to increase global trade within the Great Lakes region. ■■■

One Year Anniversary of BIL

BIPARTISAN INFRASTRUCTURE LAW

The Infrastructure Investment and Jobs Act, also known as the Bipartisan

Infrastructure Law (BIL) had its one-year birthday on November 15, 2022. The \$1.2 trillion infrastructure law was signed by President Biden in 2021 and provides funding for rebuilding our roads, bridges, ports, and airports, upgrading public transit and rail systems, replacing lead pipes to provide clean water, cleaning up pollution, providing affordable, high-speed internet to every family in America, delivering cheaper and cleaner energy, and creating good-paying jobs.

On the anniversary, \$185 billion in funding and over 6,900 specific projects, reaching over 4,000 communities across all 50 states, D.C., and the territories, of the law's \$1.2 trillion has been announced across the Federal Government.

Highlights from one year include the U.S. Maritime Administration (MARAD) announcing \$700 million to fund 41 port projects in 22 states and one territory to improve our nation's port infrastructure and strengthen national supply chains. The U.S. Army Corps of Engineers (USACE) announced \$3.9 billion to strengthen supply chains and improve harbors and waterways for 16 construction projects across 10 states and Puerto Rico, and the U.S. Environmental Protection Agency has sent \$115 million to

accelerate the cleanup of Congressionally designated Areas of Concern throughout the Great Lakes region.

Additionally, the U.S. Department of Energy announced \$2.3 billion in formula funding to States, Tribal nations, and territories to strengthen and modernize America's power grid and launched the \$10.5 billion Grid Resilience Innovation Programs (GRIP) to enhance the resilience and reliability of the power grid. The U.S. Department of Housing and Urban Development, Federal Communications Commission, U.S. Department of Agriculture, and the Department of Commerce are all actively pursuing actions that will increase broadband and high-speed internet across the country to help support communities and connect people to distance learning, telehealth, and commerce opportunities. More information on where BIL funding is going can be found [here](#) and [here](#).

BIL will provide funding for an additional four years. ■■■



Great Lakes Ports Awarded PIDP Funds

Great Lakes ports are benefitting from the increase in infrastructure funding from the Bipartisan Infrastructure Law (BIL). U.S. Maritime Administration's (MARAD) Port Infrastructure Development Program (PIDP) are awarded on a competitive basis to projects that improve

the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. In FY2022, the Bipartisan Infrastructure Law (BIL) appropriated \$450 million to the PIDP. An additional \$234 million was made available to the program under FY2022 Consolidated Appropriations Act. Finally, reallocated funds from the FY2021 PIDP program also remained available for use, resulting in a total of more than \$703 million in FY2022 PIDP grant funding available for award.

On October 28, 2022, the program announced 41 grants to ports in 23 states. Of the projects funded, four were at Great Lakes ports totaling \$64.43 million:

- *Port of Cleveland* – \$27.2 million for warehouse modernization, stormwater infrastructure, a maintenance facility, and port electrification.



- *Port of Green Bay* – \$10.13 million for site development work to convert a former power plant site into a new cargo handling facility.
- *Port of Monroe* – \$11.1 million for wharf redevelopment, sheet pile replacement, reconstruction of a slip, and port electrification improvements.
- *Port of Detroit* – \$16 million for enhanced rail connections, dry-bulk storage areas, warehouse construction, dock repairs, liquid bulk storage facilities, and a new fueling berth.

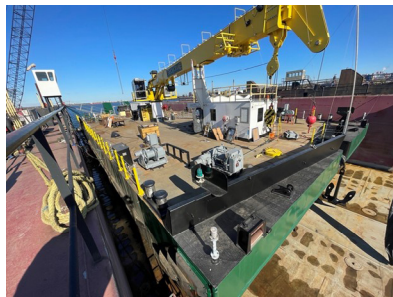


Since Congress began providing funding for PIDP in 2019, 12 Great Lakes ports have received more than \$158 million in funding for a variety of projects. Additional information regarding the PIDP program can be found [here](#). ■ ■ ■

GLS Buoy Barge Refit



Before: Towing Vessel, Robinson Bay, pushing Buoy Barge ("BPL 6704")



Buoy Barge ("BPL 6704") in Dry-Dock during Refit period

As of November 2022, the GLS's *Buoy Barge*, "BPL 6704," completed a major re-fit and drydock period. As many know, the barge is utilized to lift, transport, maintain, and deploy navigation buoys in the St. Lawrence Seaway. GLS has utilized the barge for several years to remove floating aids to navigation (buoys) prior to closing the Seaway for the winter and placing them back in service in the spring prior to the Seaway opening.

One of the key requirements for the refit was for the barge to be modified to accommodate the different bow design of the new-build towing vessel, *Seaway Guardian* that was delivered in late 2020. Other key requirements for the barge were to extend the useful service life for additional years as well as to improve the safety and efficiency of its operation.

The barge, "BPL 6704," is a 150 ft. long x 60 ft. wide x 10 ft. deep U. S. Army Corps of Engineers' DeLong Jack-up pier barge that was modified by the U. S. Coast Guard (USCG) for setting and removing buoys. It is equipped with a bow thruster and pedestal crane. The barge has been in operation since 1984 and originally designed to operate with the towing vessel *Robinson Bay*. ■ ■ ■



Buoy Barge ("BPL 6704") post refit



After: Towing Vessel, *Seaway Guardian*, pushing Buoy Barge ("BPL 6704") post refit



After: Towing Vessel, *Seaway Guardian*, pushing Buoy Barge ("BPL 6704") post refit

Rear Admiral Joanna Nunan Announced as Superintendent of U.S. Merchant Marine Academy

On November 12, 2022, the U.S. Department of Transportation and the Maritime Administration announced the historic appointment of Rear Admiral Joanna M. Nunan (U.S. Coast Guard, Ret.) as the next superintendent of the U.S. Merchant Marine Academy (USMMA). Nunan, who spent more than three decades in the U.S. Coast Guard, has commanded units at every level both afloat and ashore. On December 8, 2022, Rear Admiral Nunan assumed her new role at the Academy.

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Rear Admiral Nunan retired earlier this year as the Coast Guard's Deputy for Personnel Readiness. In that role, she oversaw the Coast Guard's entire personnel enterprise, including the recruitment, training, support, and retention of all active duty, reserve, and civilian personnel. She also supervised the Coast Guard Academy and served on its Board of Trustees.

Previously, Rear Admiral Nunan served as the Assistant Commandant for Human Resources. In that role, among her many responsibilities, she helped spearhead efforts to expand diversity and inclusion in the Coast Guard, including formulating policy changes focused on increasing the retention of women in the service. She also served as a member of the Coast Guard's Sexual Assault Prevention, Response, and Recovery Committee.

Earlier in her career, she served as the Military Advisor to Department of Homeland Security Secretary Jeh Johnson and as the Military Assistant to Department of Transportation Secretary Norman Mineta. She also served more than nine years at sea—including commanding two buoy tenders—and previously served as the Commander of the Ninth Coast Guard District and as Commander of Coast Guard Sector Honolulu.

A Bridgeport, Connecticut native, Nunan graduated from the Coast Guard Academy in 1987 and received her Master of Business Administration from Rensselaer Polytechnic. She also obtained three Coast Guard merchant mariner licenses, including Master of vessels of not more than 1,600 gross tons and 3rd Mate on vessels of unlimited tonnage. ■ ■ ■



U.S. Coast Guard photo of Rear Admiral Joanna Nunan (Ret.)

Save the Date

January 20, 2023



84th Annual Dinner & General Meeting of the Marine Club

Toronto, Ont.

Info: <https://themarineclub.org/>

Save the Date

January 20, 2023



Breakbulk Middle East

Dubai World Trade Centre, Dubai

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

March 6, 2023



PCB Future Projects 2023

Houston, Texas

Info: https://www.ajot.com/events/event_details/2023-pcb-future-projects

March 27-30, 2023



Seatrade Cruise Global

Fort Lauderdale, Fla.

Info: <https://www.seatrade-cruise.com/seatrade-cruise-global-2023>

April 19-21, 2023



JOC Breakbulk & Project Cargo Conference

New Orleans, La.

Info: <https://events.joc.com/breakbulk/index.html>

May 22-25, 2023



American Clean Power Association

CLEANPOWER Conference & Exhibition

New Orleans, La.

Info: <https://cleanpower.org/expo/>

June 6-8, 2023



Breakbulk Europe

Rotterdam Ahoy, Rotterdam

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