

Visitor Center Grand Opening



Cutting the ribbon on a new visitor center at U.S. Eisenhower Lock in Massena, N.Y., on May 13, 2024 (L-R): Ross Levi, Vice President/Executive Director of Tourism, Empire State Development; David McMillan, Chairman, GLS Advisory Board; Ben Dixon, Executive Director, St. Lawrence County Chamber of Commerce; Town Supervisor Susan Bellor, Village of Massena, N.Y.; Deputy Secretary of Transportation Polly Trottenberg; William Mielke, Member, GLS Advisory Board; Administrator Adam Tindall-Schlicht, Great Lakes St. Lawrence Seaway Development Corporation (GLS); and Amy Stark, Visitor Center and Community Relations Manager, Great Lakes St. Lawrence Seaway Development Corporation.

On Monday, May 13, 2024, top U.S. Department of Transportation officials were on hand as the Great Lakes St. Lawrence Seaway Development Corporation (GLS) celebrated the grand opening of its new visitor center at the U.S. Eisenhower Lock in Massena, N.Y. The center will welcome visitors to the Seaway and provide a world class tourist attraction for the region.

The new visitor center represents a best-in-class example of a Federal net-zero emissions building: it is all-electric, meets the Biden-Harris Administration's [Federal Building Performance Standard](#) by eliminating the on-site use of fossil fuels, and uses 100 percent carbon-free electricity, as the center takes advantage of hydropower generated from the Seaway.

CONTINUED ON PAGE 2

ADMINISTRATOR'S COLUMN

Terry Bowles: A Champion of the Binational Legacy of the St. Lawrence Seaway



Adam Tindall-Schlicht
GLS Administrator



Terence (Terry) Bowles
SLSMC President & CEO

The Great Lakes St. Lawrence Seaway Development Corporation (GLS) and the St. Lawrence Seaway Management Corporation (SLSMC) have long exemplified the epitome of binational cooperation. As SLSMC President and CEO Terence (Terry) Bowles retired in mid-July after 14 years of dedicated service, it is fitting to reflect on the history, achievements, and the enduring partnership between these two pivotal agencies.

CONTINUED ON PAGE 3

GUEST COLUMN

Navigating Success: Building on Strength and Sustainability for the Seaway's Future in our shared Supply Chains



Allison Dane Camden
Principal Deputy Assistant Secretary for Multimodal Freight Infrastructure and Policy, U.S. Department of Transportation

Well-functioning and efficient supply chains are the foundation of American and Canadian economic strength, and the Great Lakes-St. Lawrence Seaway System is a critical contributor to the supply chain of many of our most important shared industries and export sectors. Ensuring the Seaway continues its role supporting key industries and supply chains while hastening the transition to a zero-emission freight system is a major goal of the U.S. Department of Transportation.

CONTINUED ON PAGE 4

ALSO IN THIS ISSUE

[Binational Ceremony Heralds 2024 Seaway Opening](#)

[Memos of Cooperation](#)

[Agricultural Export Developments in the Seaway System](#)

[Binational Vessel Traffic Data Sharing](#)

[Great Lakes Ports Promotional Videos Underway](#)

[2024 Cruise Season Update](#)

[International Seaway Fleet Renewal Well Underway](#)

[GLS Trade and Economic Development Activities: Recap and Look Ahead](#)

[Looking Ahead – Fiscal Year 2025 Outlook](#)

[Environmental Policy and Protection at GLS](#)

[Avoiding Spills in the Seaway](#)

[Swift Unified Response to Key Bridge Collapse: A Testament to Collaboration, Urgency, and Empathy](#)

[Celebrating the Secretary's Visit](#)

[Expanding Horizons](#)

[Pacesetter Awards Presented to U.S. Ports](#)

[GLS FY 2022 Annual Report Released](#)

[GLS Welcomes Jim Athanasiou as New President & CEO of SLSMC:](#)

[Personnel News](#)

[Careers](#)

[Save the Date](#)

VISITOR CENTER GRAND OPENING
CONTINUED FROM PAGE 1

"I am proud to announce the opening of the new Visitor Center at the Great Lakes St. Lawrence Seaway in Massena, New York," said Deputy Secretary of Transportation Polly Trottenberg. "The Great Lakes St. Lawrence Seaway System is a driver of economic development and job creation in the region. The new visitor center will not only serve as a cornerstone for tourism in the North Country region, but it will also allow tens of thousands of people from around the world to watch ships transit the lock and to learn about this vital part of the U.S. Marine Highway system."

"The grand opening of the new Seaway Visitor Center at Eisenhower Lock, which I worked hard to deliver funding to support, is a big day for our St. Lawrence River communities, and the culmination of a years-long effort to bring much-needed upgrades to an essential transportation link and tourist destination," said U.S. Senator Chuck Schumer.

"Each year, tens of thousands of tourists visit Massena to witness ships passing through the iconic Eisenhower Lock and now they will have the modern facility needed to make their visit one to remember. These upgrades will provide a major boon to tourism and give families a proper welcome with top-notch amenities. I fought to ensure this new Visitor's Center would open, and now it's ready to further revitalize the entire North Country, bringing economic energy to our downtown and scenic communities. I am proud to have fought for and delivered the \$6 million in federal funding that made this possible and will always work to boost our tourism economy in the North Country."

During the grand opening ceremony, Deputy Secretary Trottenberg and GLS Administrator Adam Tindall-Schlicht were joined by U.S. and Canadian dignitaries, along with a gathering of Great Lakes Seaway System stakeholders.

This modern facility not only showcases the Seaway's rich history, but is a major North Country destination, and is expected to draw over 100,000 visitors annually. As the new center opens its doors, the GLS invites the public to explore the past, present, and future of this vital waterway.

"As we celebrate the 70th anniversary of the Wiley-Dondero Act, which created the St. Lawrence Seaway, we reflect on the Great Lakes St. Lawrence Seaway System's performance and how it continues to highlight its resiliency and importance as a global maritime supply chain," said Adam Tindall-Schlicht, Administrator of the Great Lakes St. Lawrence Seaway Development Corporation. "Watching ships coming through the Lock is not only important to the economy of the area, but it holds cherished memories for many who have grown up or spent their summers here."

Since the grand opening on May 13, 2024, the new Seaway Visitor Center has received over 23,000 visitors from 47 U.S. states, 2 Canadian provinces, and 13 other countries. In its previous iteration, the Center served as a major tourist attraction for North Country residents and tourists visiting the region during the summer only.

The Visitor Center is open, and the team is thrilled to show what the Center has to offer. Visitors of all ages and interests are sure to find something memorable. Visit the [Seaway Visitor Center at Eisenhower Lock](#) for the latest hours of operation.

Follow the Seaway Visitor Center at Eisenhower Lock on [Facebook](#), [Instagram](#), and [seaway.dot.gov/explore/seaway-visitor-center](#). ●●●



U.S. Transportation Deputy Secretary Polly Trottenberg delivers the keynote remarks during the ceremony.

ADMINISTRATOR'S COLUMN: TERRY BOWLES
CONTINUED FROM PAGE 1

Since the inception of the Seaway in 1959, the GLS and SLSMC have worked together to manage and operate the Great Lakes St. Lawrence Seaway, a critical supply chain artery for North American trade. This collaboration has ensured the smooth and efficient movement of goods, bolstering economic growth and fostering strong U.S.-Canada relations. The Seaway stands as a testament to what can be achieved when two nations unite in purpose and vision, consistently delivering high standards of safety, security, and efficiency.

As President and CEO of the SLSMC, Terry Bowles has been a catalyst for many of the joint initiatives and innovations representative of the modern binational spirit. Ongoing use of the Automatic Identification System (AIS), now a worldwide standard, enhanced Seaway navigation safety and efficiency by providing real-time data on vessel movements. Under Terry's leadership, the SLSMC and GLS instituted the Draft Information System (DIS), which allows vessels to maximize cargo loads by accurately determining optimal draft, and he led the systemwide implementation of Hands Free Mooring at the Seaway locks, significantly improving safety and reducing transit wait times.

The Highway H2O program, the international marketing initiative binationally managed by the GLS and the SLSMC throughout Terry's tenure, continues to promote the Great Lakes Seaway System as a reliable, cost-effective transportation route, boosting trade and economic activity in the region. More recently, the SLSMC and Transport Canada ratified a new 20-year operating agreement this spring, ensuring long-term stability and operational continuity for the Seaway. This agreement underscores Canada's commitment to maintaining the Seaway as a vital economic corridor.

Throughout his tenure, Terry has been marked by strong relationships with GLS leadership. Former Administrator Terry Johnson often praised Bowles' collaborative spirit, noting how their joint efforts brought significant advancements to Seaway operations. Prior Administrator Betty Sutton highlighted Bowles' forward-thinking approach and dedication to innovation, while longtime Deputy Administrator Craig Middlebrook reflected on Bowles' unwavering commitment to safety and defending the interests of the Seaway.

I share the sentiments of previous GLS leadership and would add that one of Terry Bowles' hallmark achievements has been his engagement with stakeholders and Seaway users. Under Terry's leadership, the SLSMC team has fostered a sense of community and partnership across the Great Lakes Seaway region, including local, state, provincial, regional, federal, and international partnerships. This inclusive approach has been instrumental in maintaining high levels of satisfaction and cooperation among Seaway users.

Under Bowles' leadership, the GLS and SLSMC have also strengthened their joint administration of ballast water regulations, crucial for protecting the Great Lakes from invasive species. His dedication to this cause has helped safeguard the region's unique ecosystem while maintaining the Seaway's operational integrity.

Terry Bowles has been a staunch advocate for harnessing the full potential of the Seaway. His efforts have driven significant infrastructure investments to modernize the Seaway's assets and enhance its capacity and potential for increased cargo volumes. The SLSMC and GLS infrastructure programs, with over \$1 billion invested binationally over the last decade, stand as a testament to this commitment.

During Bowles' tenure, the Seaway has seen a dramatic decrease in vessel safety incidents. This achievement reflects our shared and relentless focus on safety, from implementing advanced technologies to fostering a culture of vigilance among Seaway staff and users. Terry Bowles' commitment to safety was particularly evident during the COVID-19 pandemic. His decisive actions ensured the safety of SLSMC workers and Seaway users while maintaining uninterrupted lock operations. This steadfast leadership provided much-needed stability and reliability during a period of global uncertainty, supporting the economies of both Canada and the U.S. via Seaway shipping.

Bowles has been a vocal advocate for the economic impact of the Seaway. He worked tirelessly to ensure that local, state, provincial, federal, and international leaders understand the vital role the Seaway plays in facilitating trade and supporting economic growth. This advocacy has been critical in securing ongoing support and investment in Seaway infrastructure and operations for over a decade.

As a steward of the Great Lakes maritime economy, Terry Bowles leaves a legacy of transformative leadership, steadfast commitment to safety and innovation, and a deep dedication to fostering binational cooperation. Under his guidance, the Great Lakes Seaway System has not only navigated numerous challenges but has also set new standards of excellence in marine transportation. The partnership between the GLS and SLSMC has stood as a beacon of successful binational collaboration for seven decades. During the most recent chapters of Seaway history, Terry Bowles' leadership has been instrumental in achieving remarkable milestones and setting the stage for continued success going forward. As we celebrate Terry Bowles' contributions and look to the future, the Seaway legacy of cooperation, innovation, and dedication to excellence will endure.

Fair winds and following seas, Terry, and thank you. ●●●



Program speakers stand as the Massena High School Symphonic Choir and band play "O Canada" and the "Star-Spangled Banner," and the U.S. Coast Guard 9th District performs the Presentation of Colors.



New Seaway Visitor Center at Eisenhower Lock in Massena, New York



As the Principal Deputy Assistant Secretary for Multimodal Freight Infrastructure and Policy at the U.S. Department of Transportation (DOT), I'm thrilled to introduce myself and the Office of Multimodal Freight Infrastructure and Policy to readers of the GLS's Compass Newsletter. Our office, created by Congress and President Biden in the historic Bipartisan Infrastructure Law, is tasked with carrying out the national multimodal freight policy, and helping identify infrastructure improvements, operational innovations, and government policies to increase productivity, efficiency, safety, security, and resiliency of multimodal freight transportation.

The economic impact of the Seaway is substantial. Waterborne commerce through the entire Great Lakes-St. Lawrence Seaway System supports over 350,000 well-paying jobs in the United States and Canada and generates \$50 billion in economic activity across both nations. These figures underscore the Seaway's importance not only to the North American transportation network but also to the livelihoods of countless individuals and the overall economic health of both countries.

It's exciting to hear the first and second quarter results of the 2024 Seaway season show steady month-over-month gains, with increased vessel transits and tonnage movement reflecting a promising start. As of the end of June, nearly 12.2 million metric tons transited the System, slightly above five-year average records for the same period last year. These steady gains demonstrate the resilience, predictability, and sustainability of the binational St. Lawrence Seaway System. This new season provides an opportunity to build upon the exceptional 3.4 percent increase in cargo tonnage last year, further cementing the Seaway's role in North American intermodal connectivity and supply chain integration world-wide.

As DOT continues to promote growth through multimodal freight efficiency, we are committed to doing so in an environmentally sustainable way. The binational initiative to create a Green Shipping Corridor Network for the Great Lakes-St. Lawrence Seaway is a testament to our dedication to decarbonizing shipping in this region while realizing its full capacity. We at DOT fully support GLS's efforts to facilitate meaningful progress towards a zero-emission freight system, ensuring that the Seaway remains a model of sustainable and responsible commerce.

In support of evaluating future infrastructure investment needs, our Office is developing the National Multimodal Freight Network and the National Freight Strategic Plan to help shape federal investment in freight infrastructure and provide guidance to state and local governments and the private sector on how to achieve our mutual goals of an efficient, resilient, and sustainable freight system. Our waterways, including the Great Lakes and Seaway system, are essential components in how freight moves both today and in the future.

Supporting freight operations in real time is another major objective of the multimodal freight office. Major supply chain disruptive events such as the collapse of Francis Scott Key Bridge and the partial closure of the Port of Baltimore have highlighted both the critical importance of shipping networks like the Seaway as well as the value of information sharing among stakeholders to successfully navigate unexpected challenges.

Working directly with industry, my office established the Freight Logistics Optimization Works (FLOW) initiative, a data sharing platform offering ocean carriers, ports, terminal operators, container chassis providers, railroads, and beneficial cargo owners the ability to share their sensitive data anonymously to offer all participants a more transparent view into the freight system. Currently, the FLOW initiative is focused on import container trade, but we hope to expand over time to export containers and eventually other commodities.

The FLOW initiative has provided invaluable data to forecast current capacity and throughput against future demand, helping participants anticipate changes in the supply chain and take proactive steps to mitigate delays. Our public-private partnerships have grown to include 75 members, and we continue to collect, aggregate, and anonymize information to improve supply chain resilience, reduce inflation, and enhance our response to disruptions. This new supply chain data, previously unavailable to either government or industry, is a game-changer in our efforts to strengthen the supply chain.

The FLOW [initiative](#), the National Multimodal Freight Network, and National Freight Strategic Plan, are just some of the efforts being brought to bear as part of a whole of government approach the Biden-Harris Administration is bringing to reinforcing our nation's Supply Chains. In November, the President announced the White House Council on Supply Chain Resilience, bringing together DOT and other federal agencies to focus on these critical issues. The Office of Multimodal Freight Infrastructure and Policy is continuing to partner with the Great Lakes-St. Lawrence Seaway Administration and our other DOT colleagues to ensure that the Seaway supports economic growth and environmental sustainability. I join U.S. Seaway Administrator Adam Tindall-Schlicht, U.S. Transportation Secretary Pete Buttigieg, President Joe Biden and Vice President Kamala Harris, and many others in our commitment to supporting and strengthening the Seaway as a vital artery of trade and global commerce, ensuring it continues to benefit the United States and Canada for generations to come. ●●●

About the Author:
Allison Dane Camden serves as the first-ever Principal Deputy Assistant Secretary for Multimodal Freight Infrastructure and Policy at U.S. Department of Transportation. She was previously at the Washington State Department of Transportation (WSDOT), where she served in a variety of executive roles, including as Deputy Assistant Secretary for Multimodal Development and Delivery, where she helped lead a team of 800 professionals in eleven divisions that worked daily to drive sustainable, integrated, equitable, multimodal transportation solutions across Washington. Prior to her time at WSDOT, she spent nearly a decade on Capitol Hill, where she worked as a policy advisor to three members of Congress, including four years as Professional Staff for the Committee on Transportation and Infrastructure.

Binational Ceremony Heralds 2024 Seaway Opening

March 22 marked the commencement of the 66th navigation season for the Great Lakes St. Lawrence Seaway System (Seaway System). The opening ceremony held in St. Catharines, Ontario, Canada, welcomed the transit of the season's inaugural commercial vessel, Algoma Central Corporation's [MV ALGOMA SAULT](#), a Seawaymax self-unloading bulk carrier constructed in 2017.

Among the dignitaries present were U.S. Department of Transportation's Deputy Assistant Secretary for Multimodal Freight Infrastructure and Policy, Allison Dane Camden, Great Lakes St. Lawrence Seaway Development Corporation (GLS) Administrator Adam Tindall-Schlicht, and Canadian St. Lawrence Seaway Management Corporation (SLSMC) then-President/CEO Terence Bowles.

"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, along with our Canadian partners, support this critical part of our economy and global supply chain."

"As we celebrate the 70th anniversary of the Wiley-Dondero Act this year, the Great Lakes St. Lawrence Seaway System's performance continues to highlight its resiliency and importance as a global maritime supply chain," said Administrator Adam Tindall-Schlicht. "An exceptional reliability record and significant investment in infrastructure and technology are enhancing efficiencies and have kept the Seaway System safe, sustainably minded, and competitive. We look forward to building on last season's accomplishments."

Captain Robert Loveless and Chief Engineer Stephane Gilbert expertly navigated the [MV ALGOMA SAULT](#) through the Welland Canal, bound for Lake Superior, as the first vessel of the 2024 Seaway season. ●●●



(L-R): Terence Bowles, then-President and CEO, Canadian The St. Lawrence Seaway Management Corporation; Stéphane Gilbert, Chief Engineer, Algoma Central Corporation; Robert Loveless, Captain, Algoma Central Corporation; and Adam Tindall-Schlicht, Administrator, U.S. Great Lakes St. Lawrence Seaway Development Corporation at the opening of the St. Lawrence Seaway's 2024 navigation season. March 22, 2024. St. Catharines, Ontario, Canada. Photo credit: The St. Lawrence Seaway Management Corporation (SLSMC)



Algoma Central Corporation's 729' MV ALGOMA SAULT, a Seawaymax self-unloading bulk carrier built in 2018, was the first ship to transit through the lock in St. Catharines on Friday, March 22, 2024, marking the start of the 66th navigation season of the St. Lawrence Seaway. Photo Credit: The St. Lawrence Seaway Management Corporation (SLSMC)

Memos of Cooperation



Felix Jahn (left), Managing Director at Oldenburgische Industrie and Rebecca Yackley (right), Director of Trade and Economic Development at the Great Lakes St. Lawrence Seaway Development Corporation sign the Hwy H2O Memorandum of Agreement between Hwy H2O (initiated by GLS) and the German ports of Niedersachsen earlier this week.

In the last year, the Great Lakes St. Lawrence Seaway Development Corporation led the way to formalize three international partnerships on behalf of Highway H2O and its members. In September 2023, GLS Office of Trade and Development Director Rebecca Yackley, on behalf of Hwy H2O, signed a Memorandum of Cooperation MOC with the Seaports of Niedersachsen, Germany. In March 2024, GLS Administrator Adam Tindall-Schlicht signed a Memorandum of Cooperation with the Ports of Genoa, Italy. In May 2024, Tindall-Schlicht signed a Memorandum of Cooperation with the Port Authority of Bilbao, Spain. The GLS was joined by stakeholders from Port Milwaukee and Port of Monroe in Bilbao, Spain. While touring the Bilbao Port, the US delegation witnessed the ship *Jamno*, unloading 10,000 tons of wheat which had been loaded in Duluth, Minn.

In 2023, the GLS reengaged with the Seaports of Niedersachsen and Port of Genoa at the Transport Logistics Trade Fare in Munich, Germany. All parties agreed to update the current MOC with the Hwy H2O, which were originally executed in 2006 and 2008, respectively. As trade between the Great Lakes and the Port of Bilbao region held steady, with inbound wind energy and project cargo from Bilbao and outbound agriculture from the Great Lakes, it was quickly realized during Breakbulk Europe 2023 that both regions working cooperatively could achieve more.

These agreements establish mutually beneficial cooperation in the areas of trade facilitation and expansion, joint marketing and promotion, exchange of data and best practices, training and skill development programs, collaborative research and development, and environmental cooperation and sustainability. Each region has agreed to host a link to Highway H2O's website on its own website, and Highway H2O will reciprocate in kind to further promote these partnerships.

**MEMOS OF COOPERATION
CONTINUED FROM PAGE 5**

The GLS arranged follow-up meetings for Seaway stakeholders with all three regions during the annual Breakbulk Europe exhibition in Rotterdam, Netherlands, on May 23-24, 2024. Additional stakeholder meetings are being planned to occur during [Breakbulk Americas](#), to be held in Houston October 15-17, 2024



Discussions with Ports of Genoa since the signing of the MOC reflect immediate opportunities to grow export agriculture tonnage from U.S and Canadian ports and project cargo imports arriving from Genoa. Discussions with the Port Authority of Bilbao and the Seaports of Niedersachsen since the signing of the MOCs include a desire from Spanish and German companies to visit the Great Lakes ports for additional, in-depth meetings in 2025.

In addition to these planned events, the GLS looks forward to identifying and implementing additional opportunities that will grow collaboration and trade between the Seaway and its partners. As Administrator Tindall-Schlicht noted at the MOC signing with the Bilbao Port Authority, the signing of these MOCs is only the beginning of greater things to come. ●●●



(L-R): Ports of Genoa – Western Ligurian Sea Port Authority Government Commissioner Paolo Piacenza and GLS Administrator Adam Tindall-Schlicht shake hands after signing a MOC with the intent to further business relations in an effort to increase both cargo and international cruise traffic into the Great Lakes via the St. Lawrence Seaway.



Great Lakes St. Lawrence Seaway Development Corporation Administrator Adam Tindall-Schlicht (right) was proud to sign a MOC with Bilbao Port's director of Operations, Commercial, Logistics and Strategy, Andima Ormaetxe (left). The MOC aims to improve mutual collaboration, explore the development of commercial relations between both territories, and exchange information.

**Agricultural Export Developments
in the Seaway System**



Stakeholders throughout the Great Lakes St. Lawrence Seaway system continue to build out infrastructure to better serve the agricultural growers and exporters of the region.

Adding redundancy and resiliency to the system's maritime supply chain through port containerization is well underway in the system. Joining the two Great Lakes ports with U.S. Customs (CBP) container handling service, Duluth, Minn. and Cleveland, Ohio, will be the Port of Monroe, Mich. in 2025 and the Port of Burns Harbor, Ind. in 2026. Both Monroe and Burns Harbor have received approval from U.S. Customs and are in the process of constructing their facilities.

Having a network of U.S. ports in the Great Lakes able to clear import maritime containers at these four strategic locations will provide another export lane for the agricultural sector in the region. Once this container network is fully operational in 2026, exporters will have local access to empty import containers which they can then utilize to export their products to global markets. Their role in the network's success is critical as exports provide balance to the container supply chain.

The expansion of this Great Lakes container network will complement the system's traditionally strong bulk export capability. This sector too has seen significant investment over the past several years with new geographic locations added, increasing the bulk export capacity of the system overall.

These new additions include the DeLong Agricultural Maritime Export Facility at Port Milwaukee which is in its first full Seaway season of operation. It joins the Port of Oswego, New York's grain export terminal as facilities newly built since the start of this decade. A third new option for U.S. growers exporting out of the system has arisen out of Hansen-Mueller's 2022 purchase and reactivation of the General Mills elevator at the Port of Duluth. Together, these facilities add a new layer of export capability that book-ends the system East to West, from Lake Ontario to Lake Michigan to Lake Superior.

And there are two more developments on the near horizon that will further expand agricultural export capacity in the Great Lakes St Lawrence Seaway system. The Port of Burns Harbor's grain export facility, formerly operated by Cargill, will soon be under new management. The Port issued a Request For Proposal (RFP) for the facility and is in final discussions with a new tenant. And just a few weeks ago, in August, Parrish & Heimbecker, Ltd. (P & H) formally announced their plans to build a new agricultural export facility at Picton Terminals in Ontario. Construction of this new facility will break ground this Fall and begin operations in 2026.

CONTINUED ON PAGE 7

**AGRICULTURAL EXPORT DEVELOPMENTS IN THE SEAWAY SYSTEM
CONTINUED FROM PAGE 6**

To increase awareness of these investments and the global supply chain connectivity they offer through the Great Lakes St Lawrence Seaway system, the GLS Office of Trade and Economic Development, in partnership with the Canadian SLSMC, has ongoing engagement with several U.S agricultural organizations. Chief among these are the [Specialty Soya and Grains Alliance](#) (SSGA), the [U.S. Soybean Export Council](#) (USSEC), the [National Grain and Feed Association](#) (NGFA), and the [U.S. Grains Council](#). The Seaways are focused on keeping growers and exporters up to speed on the new export options and capabilities coming online throughout the region's Great Lakes ports and terminals. ●●●

Binational Vessel Traffic Data Sharing: A Historic Agreement to Enhance Safety & Efficiency on the Great Lakes Seaway System

On April 11, a landmark event took place in Quebec, Canada, as the Canadian Coast Guard (CCG) Central Region, the Great Lakes St. Lawrence Seaway Development Corporation (GLS), the St. Lawrence Seaway Management Corporation (SLSMC), and the United States Coast Guard Ninth District (USCG) signed a Cooperative Vessel Traffic Service (CVTS) Memorandum of Understanding (MOU). This pivotal agreement marks a significant step forward in maritime safety and efficiency for the Great Lakes Marine Transportation System (MTS).



(L-R): Admiral Jon Hickey, commander, USCG Ninth District; Terence Bowles, then-President and CEO, SLSMC; Marc-André Meunier, Assistant Commissioner, CCG's Central Region; and Adam Tindall-Schlicht, Administrator, GL, after signing a Cooperative Vessel Traffic Service (CVTS) Memorandum of Understanding (MOU) in Quebec, Canada on April 11.

Strengthening Partnerships for Safer Navigation

The MOU underscores the critical importance of a unified information-sharing system designed to enhance collaboration in data exchange, improve situational awareness, and minimize the risk of human error in maritime traffic management. This collaborative effort is poised to revolutionize the way maritime traffic is managed across the Great Lakes, ensuring safer and more efficient navigation.

"This MOU is another great step in our continued, cooperative commitment to the safe and efficient movement of goods and services through both the U.S. and Canada," stated Rear Admiral Jon Hickey, Commander of the Ninth Coast Guard District.

A Ceremony Marking Progress

The signing ceremony was a testament to the commitment of the involved parties, featuring key representatives: Marc-André Meunier, Assistant Commissioner of the CCG Central Region; Adam Tindall-Schlicht, Administrator for the GLS; Terence Bowles, President and CEO of the SLSMC; and Rear Admiral Jon Hickey of the USCG Ninth District.

Marc-André Meunier emphasized the significance of this agreement, saying, "The signing further strengthens our partnerships with the US Coast Guard, Great Lakes St. Lawrence Seaway Development Corporation, and the St. Lawrence Seaway Management Corporation. Vessel traffic management across the Great Lakes and St. Lawrence River is a vital service, and our continued collaboration will ensure safe and efficient navigation across these inland waters."

Advancing Maritime Operations

The MOU aims to provide comprehensive asset visibility and foster system harmonization, significantly enhancing maritime safety and efficiency. It also highlights the necessity for unified responses to maritime emergencies, which will reduce ship and resource delays, cut costs for maritime commerce, and maximize environmental performance.

Terence Bowles, President and CEO of the SLSMC, expressed his support, stating, "The SLSMC welcomes this step to support traffic management coordination between partner agencies in Canada and the U.S. The MOU will further enhance safety and security on the Great Lakes St. Lawrence Seaway Green Shipping Corridor – a key link in the North American supply chain."

A Tradition of Cooperation

While the USCG, CCG, GLS, and SLSMC have a long history of maritime cooperation, this MOU formalizes their commitment to unified information sharing. Adam Tindall-Schlicht, GLS Administrator, remarked, "The Seaway has a long history of implementing technological innovations to improve the safety and efficiency of its operations. This formal agreement with trusted bi-national partners will improve the vessel transit experience by enhancing workplace safety, lowering operating costs for carriers, and achieving greater efficiencies in freight movement."

Towards a Unified Future

The Great Lakes Cooperative Vessel Traffic Service (CVTS) represents a forward-thinking approach to interconnectedness, aiming to boost safety, security, and economic efficiencies within the Great Lakes MTS. This historic agreement sets the stage for a more collaborative and efficient maritime future, benefiting both the U.S. and Canada.

As these organizations continue to work together, the Great Lakes region stands to become a model of maritime excellence, showcasing the power of partnership and innovation in ensuring safe and efficient navigation. ●●●

Great Lakes Ports Promotional Videos Underway



You spoke, we listened: filming at ports is underway! In May 2024, [FedWriters](#), awardee of a multiyear marketing and public relations outreach contract to promote international utilization of the Great Lakes St. Lawrence Seaway System, began filming in the Ports of Oswego and Ogdensburg. These ports are the first of 21 locations to be featured in the videos.

The videos will be used as marketing and educational tools for potential users of the Great Lakes Seaway System. They will serve as a virtual tour of each American port that participates in commercial or cruising activity, showcasing the unique and defining activity at each port while also showing collectively how best to utilize the System overall. The videos will be hosted on the GLS website and provided to stakeholders for their own use and distribution.



These videos have been planned for several years, born from stakeholder feedback on how best to utilize additional funds earmarked for trade development and marketing that GLS received in 2021 with the explicit purpose of increasing international utilization of the Seaway System. Due to the extensive scope of the multiyear marketing contract, GLS's vendor selection process was lengthy and detailed, with the final awardee announced in April 2024.

Filming at each location will require coordination between the ports, GLS employees, and members of the FedWriters team. Each port who will be filmed should have already been contacted individually for this coordination. Filming is expected to be finished in late Fall, with post-production completed over the winter. Please contact Jazmine Jurkiewicz, International Trade Specialist at the GLS, via email at jazmine.jurkiewicz@dot.gov with any immediate questions. ●●●

2024 CRUISE SEASON UPDATE CONTINUED FROM PAGE 8

In addition, the GLS Office of Trade and Economic Development has been actively engaged in initiatives with U.S. Customs and Border Protection to facilitate discussions surrounding passenger clearance at ports. These conversations focus on exploring ways to use biometric clearance systems on cruise ships, particularly for passengers entering the United States as the first port of entry from Canada. GLS is playing a key role in bringing together U.S. Customs and port stakeholders to strategize efficiencies in the clearance process. Positive discussions have taken place, and there is optimism about continuing these efforts to enhance the passenger experience in the Great Lakes region.

Forecasting growth for the 2025 season, good news came from the Cruise Canada New England (CCNE) Symposium. At this event, Victory Cruise Lines CEO John Waggoner announced a recent acquisition of two former American Queen Voyages Great Lakes vessels, which will be re-branded as Victory Cruise Lines and returned to operation in the Great Lakes. Welcome news indeed!

From the enthusiasm shared by industry, stakeholders, and passengers alike, GLS anticipates a consistently strong final few months of the 2024 season and further optimism looking into future years ahead for cruising on the Great Lakes Seaway System. ●●●



At Seatrade Cruise Global in Miami, Fla., (L-R): Paul Pepe, Aaron Bensinger, Stef Scourtelis, Theresa Nemetz, Corey Garceau, Rebecca Yackley, Ryan Inman, Adam Tindall-Schlicht, Mary Glad, Alex Lasry, Jazmine Jurkiewicz, Amanda Reitz, John Dunn. Not pictured: Cindy Larsen, Dave Guthell, John Jamian, Travis Jackson

2024 Cruise Season Update

As the 2024 cruise season progresses, the Great Lakes continues to gain interest as a premier destination for travelers seeking unique maritime experiences. Early reports of the 2024 cruise season shows that Great Lakes ports are experiencing robust vessel traffic and passenger visits. Many cruise ships are operating at an estimated 80-85% capacity. The typical cruising season in the Great Lakes, which runs from April to October, has been marked by steady demand and growing interest in regional itineraries. This trend reflects the continued appeal of the area as a unique and desirable cruising destination.

The 2023 season was a record-setting year for cruising on the Great Lakes. With seven cruise lines operating ten vessels, approximately 160,000 passengers visited various destinations across the Great Lakes.

The 2024 season has seen a slight reduction in the number of cruise vessels and passengers due to the insolvency of American Queen Voyages earlier this year. Despite this, six cruise lines sail a total of eight vessels, providing an estimated 140,000 passenger visits to Great Lakes ports. Despite the reduction in the number of vessels, passenger counts were not as severely affected as initially feared and the continued interest in the Great Lakes itineraries remains strong.



At CLIA Cruise Week Europe in Genoa, Italy, (L-R): Rebecca Spruill Yackley, GLS Director, Trade and Economic Development; Kelly Craighead, President and CEO, CLIA - Cruise Lines International Association; GLS Administrator Adam Tindall-Schlicht; Jazmine Jurkiewicz, GLS International Trade Specialist; and Sylvonica Madlock, GLS Executive Officer.

The continued enthusiasm in Great Lakes destinations remains. This is evidenced by new port calls added by cruise lines this year, each providing a variety of unique adventures for their passengers. These new locations are in Georgian Bay and the Inside Passage of Lake Superior. The new Ontario, Canada locations include Flowerpot Island, Red Rock, Rosspoint, Slate Island, and Terrace Bay.

Much of these successes can be tied to the continued marketing efforts spearheaded by various organizations throughout the Great Lakes. For the Great Lakes St. Lawrence Seaway Development Corporation (GLS), the continued partnership with Cruise Lines International

Association (CLIA) has been catalytic. It has provided access to cruise line executives through participation at events like CLIA's Ports & Destinations Dialogue (Hamburg, Germany – September 2023), CLIA Cruise Week (Genoa, Italy – March 2024), and CLIA at Seatrade (Miami, Fla. – April 2024). In particular, Seatrade remains the world's largest cruising exhibition. This year the GLS hosted a 16-member delegation that raised the awareness of the Great Lakes as a destination of choice. A new venture for promoting Great Lakes cruising was also spearheaded by the GLS through exhibiting at Seatrade Europe (Hamburg, Germany – September 2024). It was a smaller audience than Seatrade Global, but as the only North American exhibitor, the GLS delegation saw the caliber and quality of the conversations expand. And lastly, representatives from the GLS Office of Trade & Economic Development met with cruise line and trade publications at Cruise Canada New England (CCNE) Symposium (New York, N.Y. - June 2024). The one-on-one conversations focused on the Great Lakes as a growing destination for passengers.



At Seatrade Cruise Global in Miami, Fla., (L-R): Maria Cartier, Matt Grimes, and Kate Ferguson.

International Seaway Fleet Renewal Well Underway

This decade has seen a new generation of ocean vessels, or "Salties", being built to operate within the Great Lakes St Lawrence Seaway system. While historically this has been done to retire vessels at the end of their useful life and replace their tonnage capacity, there is another critically important element of the vessel transitions taking place today. Vessel owners are taking advantage of fleet renewal as an opportunity to invest in new vessel designs and technologies to both increase their fleet's sustainability footprint as well as its operational efficiency.

There are several fleet investments underway today by Seaway stakeholders that will impact the Great Lakes St Lawrence Seaway system for decades to come. One of them is BBC Chartering's announcement of its plans to build ten (10) new Lakermax MPP heavy lift vessels by 2026. These vessels have been specifically designed to operate within the Great Lakes St Lawrence Seaway system, and they are being built to offer improved fuel efficiency as well as a reduction in GHG emissions of 30 percent per freight ton loaded.

Another ocean carrier whose vessels are familiar to shipwatchers in the Seaway system is Royal Wagenborg. The company has just added the third of four new Easymax designed multipurpose vessels, the *Alexia*, to their fleet. Along with her sister ship the *Maxima*, the *Alexia* was christened by Queen *Maxima* of the Netherlands on June 14 in Delfzijl, Wagenborg's home port. It is worth noting that the Easymax vessel design has superior fuel efficiency and is rated highest in the global energy efficiency design index for vessels. The fourth vessel of this design is currently under construction and due in service by next year.

Royal Wagenborg and BBC Chartering are far from the only Seaway ocean vessel stalwarts upgrading their fleets. Joining them are Montreal-based Fednav and Poland-based Polsteam, both of whom are reinforcing their long-standing commitment to servicing the Great Lakes St Lawrence Seaway system through new build vessel investment.

In addition to Fednav's three newest handysize lakers delivered in 2023-2024, including the *Federal Indiana*, the *Federal Thunder Bay*, and the *Federal Hamilton*, another eight lakers have been identified as on order and due for service in 2026. Once delivered, these newbuilds will bring Fednav's fleet of handysize vessels to over fifty, a number significant in and of itself.

Polsteam's renewal program is also well underway with their new vessels, the *Dabie* and *Koprowo*, both having entered the Lakes on their maiden Seaway voyages this season. These vessels represent a new generation of twelve super-eco Great Lakes bulk carriers that Polsteam is building for service in the Lakes. Each of these vessels will improve on fuel efficiency with the first eight having engines running on low-sulphur fuel and the final four able to burn emission-free green methanol.

Another of the regular Seaway carriers with a fleet expansion program of new build lakes-fitted vessels underway is Bulgaria-based Navibulgar. They have seven new laker-max vessels under construction for delivery by the end of 2026 which will bring their total laker capable fleet to twenty-three.

These are merely the latest examples of Seaway stakeholders charting a new course for the future of Seaway shipping. New and ongoing vessel investments within the Great Lakes can be expected in coming Seaway navigation seasons.

Collectively, the impacts of this era's "Turning over a new fleet" within the Seaway system will improve overall performance efficiency and increase sustainability, providing tangible "value add" benefits to the Great Lakes Green Shipping Corridor Network well beyond the tonnage capacity these vessels bring to the Great Lakes St Lawrence Seaway fleet. ●●●




CONTINUED ON PAGE 9

GLS Trade and Economic Development Activities: Recap and Look Ahead

Event Round-Up (April – September 2024)

The Great Lakes St. Lawrence Seaway (GLS) system has achieved significant milestones in trade and economic development over the past six months, bolstering its mission to increase utilization of the Seaway System for global commerce. These activities demonstrate GLS's commitment to connecting North America's heartland with the world.

Trade Winds Conference – Istanbul, Turkey (May 12-15, 2024) The GLS Office of Trade and Economic Development (OTED) team actively participated in this major U.S. government-led trade mission. The event hosted 230 participants, and the team had the opportunity to facilitate conversations between Turkish companies and American firms, to discuss expanding trade through the Seaway System. Discussions focused on leveraging the Seaway for Turkish exports, particularly in the logistics and cement sectors. This event strengthened international connections, fostering potential for future collaborations.

 **Trade Mission – Bilbao, Spain (May 15-20, 2024)** Administrator Adam Tindall-Schlicht led a delegation to Spain, where a Memorandum of Cooperation MOC was signed with the Port of Bilbao. This agreement underscores GLS's focus on promoting environmental stability while enhancing trade relationships. The mission also engaged local businesses to encourage cargo routing through the Seaway, leading to commitments for increased use by energy project cargoes.

 **Breakbulk Europe – Rotterdam, Netherlands (May 20-24, 2024)** The GLS and Great Lakes Seaway System stakeholders exhibited at this prominent European trade event, emphasizing the Seaway's capability to handle oversized cargo. Meetings with shippers and ocean carriers from Europe led to exciting discussions which focused on project cargo opportunities and new vessels specifically built for the Seaway System.

Posidonia – Athens, Greece (June 3-8, 2024) GLS staff exhibited at Posidonia, the world's largest exhibition for the global shipbuilding industry, attracting over 28,000 visitors from 100 countries. This year's event represents the fourth time the GLS has hosted a binational delegation and exhibited in the U.S. Pavilion. GLS staff met with carriers about system capabilities, the potential to increase cargo via the Seaway, and plans for new vessels specifically built for service in the System.

Momentum Workshops – Chile (June 10-13, 2024) GLS joined bilateral discussions with Chilean officials to share best practices in supply chain optimization and green corridors, which align with global sustainability efforts. These workshops were pivotal in raising awareness of the Seaway's role in international logistics.



SelectUSA Investment Summit – National Harbor, MD (June 23-26, 2024) GLS participation in this summit was key to attracting foreign direct investment to the Great Lakes region. The event enabled the GLS team to showcase the Seaway's economic impact and strengthen ties with international investors interested in North American supply chains.

Port Infrastructure Development Program (PIDP) Grants GLS has supported the application of PIDP grants by several Great Lakes ports. These grants aim to modernize infrastructure, including electrification, shore power, and rail connectivity. This initiative is essential for improving the region's capacity to handle growing trade volumes efficiently and sustainably.

UK-Great Lakes Green Corridor Delegation Visit (July 21-26, 2024) In collaboration with the United Kingdom (UK) Consul General in Minneapolis, GLS welcomed a delegation of 12 UK maritime stakeholders to various Great Lakes locations, including Cleveland, Duluth, and Minneapolis. This visit was focused on establishing a green shipping corridor between the UK and the Great Lakes. The visit built on a February 2024 mission to the UK and facilitated discussions about creating environmentally sustainable trade routes between the two regions.

Soy Connex International Conference – San Francisco, CA (August 19-21, 2024) GLS met with American soy exporters and international soy buyers at the U.S. Soy Export Coalition's annual conference, which drew attendance from 700 industry leaders from 60+ countries. GLS participation provided opportunities to educate international buyers and sellers on the advantages of utilizing the Seaway.

Trade Mission to Amsterdam, Rotterdam, and Antwerp (September 1-7, 2024) A GLS-led delegation, including Administrator Adam Tindall-Schlicht and other GLS staff, visited strategic partners in Europe to promote exports, particularly for U.S.-grown soybeans and specialty grains. The delegation's meetings with the U.S. Soya and Specialty Grains Alliance aimed to enhance the export potential of U.S. agricultural products through the Seaway System, further strengthening North America's trade connections with Europe.

Port of Monroe's Freight Forward 2024 (September 19, 2024) GLS participated in this inaugural event in Monroe, Michigan, which brought together freight forwarders and economic development agencies to discuss infrastructure improvements and trade opportunities. GLS staff presented on the benefits of using the Seaway System, followed by one-on-one meetings with attendees to discuss potential collaborations. ●●●

Looking Ahead – Fiscal Year 2025 Outlook (October 2024 and Beyond)

As GLS enters its Fiscal Year 2025, its trade and economic development agenda continues to build momentum, with a strong focus on expanding global reach and enhancing infrastructure across the Seaway System. Please contact the GLS if you are interested in joining or learning more.



Antwerp XL Trade Show – Antwerp, Belgium (October 7-11, 2024) GLS will participate in the Antwerp XL Exhibition, a premier event for the breakbulk and project cargo industry. This strategic event will allow GLS to promote the Seaway's capabilities, engage with European stakeholders, and explore new business opportunities for oversized cargo movement between Europe and the Midwest.

Export Exchange Trade Show – Fort Worth, TX (October 7-9, 2024) The GLS team, along with stakeholders, will exhibit at the U.S. Grains Council's annual show designed to connect international grains buyers with U.S. suppliers. GLS participation will reinforce opportunities to export U.S. agricultural products through the Seaway System.

Breakbulk Americas – Houston, TX (October 15-17, 2024) The GLS team will exhibit at Breakbulk Americas, connecting with key industry players in the North American project cargo sector. This engagement is crucial for increasing trade volumes through the Seaway and enhancing North American supply chain efficiency.

USDA Foreign Agriculture Service Trade Mission – Morocco (December 2-6, 2024) With Morocco's growing demand for U.S. agricultural products, this trade mission represents an opportunity to strengthen the Seaway's role in agricultural exports. Meetings with importers from Morocco and West Africa will position the Seaway as a critical trade route for agricultural commodities.



Breakbulk Middle East Trade Show – Dubai, UAE (February 9-12, 2025) In 2025, GLS will expand its presence to the Middle East by attending the Breakbulk Middle East Trade Show. This new market exploration will allow GLS to promote the Seaway to potential users in the region, creating opportunities for future collaboration and trade.

Cruise Week Europe 2025 – Genoa, Italy (March 10-15, 2025) As part of its efforts to promote sustainable cruising, GLS will attend Cruise Week Europe event to meet with cruise line executives and reinforce the Seaway's role in the global cruise market. These efforts aim to position the Great Lakes as a premier cruise destination, aligning with green shipping initiatives.

Trade Winds 2025 – South America (April 6-10, 2025) With growing trade opportunities in South America, the GLS will join the Trade Winds event in Sao Paulo, Brazil to foster new business connections, focusing on promoting the Seaway for South American cargo flows. This strategic engagement will expand the Seaway's global influence.

The upcoming fiscal year will see GLS continue its mission of fostering global trade and enhancing the utilization of the Great Lakes St. Lawrence Seaway System. By building on established relationships and pursuing new opportunities, GLS will drive growth in cargo volumes, support sustainable practices, and strengthen its position as a critical trade route for North America.

Through its past and upcoming activities, GLS is firmly aligned with its mission to increase the efficiency, utilization, and global recognition of the Great Lakes St. Lawrence Seaway System, ensuring its sustained economic contribution to the region and beyond. ●●●

Environmental Policy and Protection at GLS

The Great Lakes St. Lawrence Seaway Development Corporation (GLS) has a vision to lead the Great Lakes St. Lawrence Seaway System (the Seaway) "as the safest and most efficient, competitive, technologically advanced, and environmentally responsible marine transportation system in the world."

That's a tall order:

The most environmentally responsible marine transportation system in the world.

I started a new position in December as GLS's first Environmental Protection Specialist. To get started, I needed to understand what GLS does every day and what environmental policy and protection means to GLS. I read my job description, I talked to our leaders and my colleagues, and I looked closely at our Mission, at our Vision, at our current and past environmental activities, and the environmental challenges and opportunities facing GLS as part of the Seaway. There is a lot to take in, and the firehose is still blasting. So, I have borrowed a maritime mantra from Finding Nemo's Dory: "Just keep swimming, just keep swimming..."

Eight months later, I'm still swimming—unpacking environmental issues throughout the Great Lakes Region and asking how they affect the Seaway. This is what I have found so far:

Green Shipping

The biggest environmental topic on everyone's minds today is climate change, and in the world of maritime commerce that means decarbonizing shipping. The GLS and our Canadian partners at the St. Lawrence Seaway Management Corporation (SLSMC) are actively coordinating stakeholder discussions about the Green Shipping Corridor Network (GSCN), an international effort to reduce greenhouse gas (GHG) pollution from shipping in the Seaway.



Scott Blackburn
GLS Environmental Protection Specialist

CONTINUED ON PAGE 12

ENVIRONMENTAL POLICY AND PROTECTION AT GLS CONTINUED FROM PAGE 11

International shipping accounts for 2-3 percent of global CO2 emissions, and if shipping were a country, it would be the 8th largest emitter of GHGs. So green shipping corridors are developing around the world to explore cleaner maritime fuels, low and zero emission vessels, alternative propulsion systems, and the availability of port infrastructure to support these transitions. The U.S. and Canada committed to a GSCN in the Seaway at COP 27, and together we have convened the following:

- **April 4, 2023** – [First](#) GSCN Collaborative Forum in Chicago
- **August 29, 2023** – Performance Management Working Group meeting in Washington, D.C.
- **September 7, 2023** – Fuel Solutions Working Group meeting in Montreal
- **February 27, 2024** – GSCN Virtual Stakeholder Meeting
- **May 6, 2024** – Second GSCN Collaborative Forum in Montreal



As Environmental Protection Specialist, I am participating in these events, engaging with our partners around the Great Lakes region, talking with DOT climate change teams, and tracking new research and policy. Next steps will include charting a course to actualize the goals and objectives of the GSCN and continuing to grow the network of partners.

Aquatic Invasive Species

Alien critters sneaking into the Seaway sounds like the plot to a science fiction movie, but the invasion is real. Completion of the locks on the St. Lawrence in 1959 allowed more and bigger ships into the Seaway, creating new opportunities for the invaders.

The Great Lakes-St. Lawrence River basin has been called the world's most invaded freshwater system. In 2008, the United States followed Canada (2006) in mandating that all ships conduct open ocean ballast tank flushing to ensure that even residual ballast water is salty enough to be unlivable for freshwater organisms hitching a ride. GLS and its binational partners in the Great Lakes Seaway Ballast Water Working Group (BWWG) inspect ships entering the Seaway System through the Port of Montreal to ensure compliance with ballast water regulations and reduce the introduction of aquatic invasive species.

I am engaging the ballast water and invasive species research and policy communities and have attended two international meetings in recent months. New Ballast Water Management Systems (BWMSs) are literally coming onboard to solve the problem by meeting standards for allowable numbers of organisms in ballast water. But recent studies have shown they are not yet adequate to consistently meet standards, particularly in the challenging conditions of the Seaway. The International Maritime Organization (IMO) Ballast Water Convention and the Canadian regulations both require a ship to meet Convention standards starting September 8, 2024. The U.S. is not a signatory to the IMO Ballast Water Convention but has proposed similar performance standards under our Vessel Incidental Discharge Act (VIDA), expected in final form this fall. Ironing out international differences to achieve regulatory compatibility across the Great Lakes and Seaway will be critical. In a recent wrinkle, the U.S. Federal Maritime Commission reopened an investigation into potential adverse impacts of Canadian regulations on U.S.-flagged lakers; however, there is hope for a resolution through temporary exemptions while the ironing continues and the U.S. regulations are finalized. The complexities of preventing and controlling aquatic invasive species are profound and the international conversation is resonating loudly around technology, economics, and ecology. There will be more to come but, in the meantime, the U.S. and Canadian regulations both continue to require ballast water exchange as a primary means of preventing introduction of new invasive species to the Great Lakes.

Sustainability – Green Marine

Sustainability is rooted in the idea that social, economic, and other human requirements depend on our natural environment—coexisting productively with nature is necessary to our well-being. How do we improve sustainability? One answer is [Green Marine](#), the leading environmental performance certification program for North America's maritime industry, founded in 2007. GLS was an early participant in the program and, along with almost 500 other partner members, we seek to improve our environmental performance every year.

Green Marine brings together members from different backgrounds that all share the same objective: to improve the maritime industry's environmental performance through concrete and measurable actions. Participants complete a self-evaluation annually using Green Marine's performance indicators, and every two years the results are externally verified by an accredited expert. Thanks to our Massena operations team, GLS completed our evaluation and verification this year and, with the Canadian St. Lawrence Seaway Management Corporation (SLSMC), achieved a combined overall average performance of 4.6 (out of 5)—the global average across all partners is 2.9. So, the GLS scorecard for sustainability is excellent.

Moving forward, our team will work to find ways for improvement. I recently represented GLS at the Green Marine-Green Tech conference in Halifax to hear about new technologies and innovative solutions in maritime sustainability. The many cross-disciplinary conversations and world-wide lens on ideas for greener maritime commerce were inspiring. The GLS will continue our efforts to improve environmental performance across the board and push those scores upward every year.

Carbon-Pollution-Free Electricity

Reducing GHG emissions associated with energy production is a growing international priority. President Biden's [Executive Order 14057](#) requires the U.S. government to achieve 100 percent carbon pollution-free electricity



CONTINUED ON PAGE 13

ENVIRONMENTAL POLICY AND PROTECTION AT GLS CONTINUED FROM PAGE 12

(CFE) on a net annual basis by 2030. To this end, GLS is operating almost exclusively on carbon pollution-free hydroelectric power from the Moses-Saunders Dam—we are ahead of most other Federal agencies and on target to meet the President's mandate, as well as DOT's Sustainable Buildings Policy requirements.

The GLS will operate on 100 percent carbon pollution-free electricity by 2030. Our unique CFE status among Federal agencies is due to original agreements that were part of the construction of the Seaway and the Moses-Saunders Dam in the late 1950s. Over 90% of our electricity comes directly from the Moses-Saunders Dam and power station through an agreement with the New York Power Authority.

I am working with our operations team in Massena and DOT sustainability experts to ensure DOT can give us full credit under departmental policy for our CFE. We will continue to improve our energy efficiency where we can, and with the transition to a new Administration building, the GLS will achieve 100% CFE.

Other Seaway Environmental Issues

There are many other environmental issues of concern across the Great Lakes region and as Environmental Protection Specialist, I am engaging and prioritizing these for GLS. A few of the prevailing issues are:

- **Common Tern habitat** – Common terns have undergone a decline in numbers within the Seaway and GLS supports habitat restoration on our navigation cells.
- **Asian Carp** – The Great Lakes are at risk from several species of Asian carp, which compete with native fish. The GLS is participating in the ICRCC (Invasive Carp Regional Coordinating Committee) to support plans to keep these fish out of the Great Lakes basin.
- **Water Quality** – The Great Lakes hold 20% of the earth's fresh surface water, so water quality is a critical and complex issue in the Seaway at affects us all through a variety of pathways.

The GLS will continue to engage environmental issues touching the Seaway, while also tracking the changes and updates to environmental policy. Most recently, an update to the National Environmental Policy Act (NEPA) regulations was published and I will be working to update the GLS's agency NEPA regulations in the coming year. In all, I'm excited to lead the environmental conversation at GLS, grow my knowledge and involvement in issues across the Great Lakes region, and develop a plan for GLS to be the most environmentally responsible marine transportation system in the world.

Let's dive into the rest of 2024...Just keep swimming! ●●●

Avoiding Spills in the Seaway

The GLS operates with a vision of the Great Lakes St. Lawrence Seaway System as the safest and most environmentally responsible marine transportation system in the world. Preventing unsafe incidents and avoiding chemical spills of any kind are a top priority. But accidents happen. A damaged ship can result in fuels, oils, or other contaminants entering the water. Preparation for such an event helps to ensure an efficient and effective response that minimizes potential for environmental impacts.

On July 16 and 17, the GLS gathered with other Seaway operators—USCG, NOAA, USFWS, Environment Canada, USDOJ, and others—in Watertown, N.Y. for a two-day collaborative *Maritime Disruption Exercise*:

- **Day 1** – Classroom discussion of initial assessments and shoreline cleanup priorities. We discussed applications of the Environmental Response Management Application (ERMA), the Environmental Response Index (ESI), the Automatic Identification System (AIS), Search and Rescue (SAR), the USFWS Information for Planning and Consultation (IPaC) system, and the Canada-U.S. Joint Marine Contingency Plan Great Lakes Annex (CANUSLAK).
- **Day 2** – Field exercise on the St. Lawrence River. We engaged a sample spill scenario and completed a Shoreline Cleanup Assessment Technique (SCAT). SCAT is a first opportunity to critically evaluate potential impacts and inform an immediate plan of response. Also, a practice boom deployment was implemented—in the event of a spill, the boom would prevent contaminants in the water from reaching important shoreline resources.

In all, the exercise was a resounding success. It emphasized the importance of preventing Seaway incidents while elevating our preparedness to deal with one. If we are faced with the urgency of an unlikely worst-case scenario, we will be a step ahead toward protecting the valuable resources in and along the Great Lakes St. Lawrence Seaway. One participant aptly captured the entire maritime disruption exercise in two words:

"Minimize regrets." ●●●



Practice boom deployment.



Joint Maritime Disruption Exercise delegation gathered in Watertown, New York.

Swift Unified Response to Key Bridge Collapse: A Testament to Collaboration, Urgency, and Empathy



A group of officials, including Transportation Secretary Pete Buttigieg and Deputy Secretary Polly Trottenberg, gathered alongside emergency personnel to observe the site of the Francis Scott Key Bridge accident in Baltimore. The group stands alongside the Patapsco River with the collapsed bridge in view.



When the [Francis Scott Key Bridge](#) in Baltimore collapsed on March 26, and subsequently the [Port of Baltimore](#) closed, this tragic event posed a significant challenge to both local commuters and the national supply chain. However, the swift and collaborative response exemplified the power of a whole-of-government approach, demonstrating urgency and seamless coordination among various agencies and stakeholders. This effort ensured the safety of the public and the continuity of commerce, proving that resilience and agility are key in overcoming such catastrophic events. However, the response was immediate and multifaceted, underscoring the significance of preparedness, collaboration, and empathy in times of crisis.

This extraordinary event brought together federal, state, and local agencies, alongside private sector partners, to ensure the swift restoration of vital transportation routes and maintain the efficient movement of cargo. To recap and celebrate these efforts, the U.S. Department of Transportation created a video on the Key Bridge response. To watch, visit [this link](#). Additionally, for real-time updates and relevant information on the recovery process, visit the official recovery website [here](#).

To watch the U.S. Department of Transportation's video on the Key Bridge response, [visit this link](#). Additionally, for real-time updates and relevant information on the recovery process, visit the official recovery website [here](#).

Immediate and Empathetic Action

From the moment the bridge collapsed, there was an immediate response from various first responders and emergency services. The safety and well-being of those affected were prioritized, with swift actions taken to secure the area and provide necessary aid. The initial focus on human safety and the reverence for those who lost their lives set the tone for the entire recovery process, underscoring the importance of empathy in crisis management.

Whole-of-Government Collaboration

The response to the collapse was marked by a robust whole-of-government effort. Federal, state, and local agencies, including the [U.S. Coast Guard](#), [U.S. Department of Transportation](#), [Maryland Department of the Environment](#), private industry response operators, [U.S. Army Corps of Engineers](#), [Maryland Transportation Authority](#), and [Maryland State Police](#), just to name a few came together to form a Unified Command. This coordinated effort ensured that resources were allocated efficiently, and recovery plans were implemented without delay.

In a significant demonstration of federal support, the U.S. Department of Transportation's [Federal Highway Administration](#) announced the immediate availability of \$60 million in "quick release" Emergency Relief (ER) funds for the Maryland Department of Transportation to rebuild the bridge. Additionally, the [Biden-Harris Administration](#) approved an initial \$3.5 million in emergency dislocated worker grant funding, further supporting cleanup and recovery activities. These grants not only facilitated immediate recovery efforts but also provided workers with training and upskilling opportunities, ensuring long-term resilience.

Ensuring Supply Chain Continuity

The collapse had the potential to severely disrupt the supply chain, but the agility and collaboration of various stakeholders ensured minimal impact. The Port of Baltimore, a crucial hub for cargo movement, faced significant challenges, but thanks to the concerted efforts of logistics companies, trucking firms, and port authorities, the movement of goods continued efficiently. The reopening of the main shipping channel on June 10 marked a significant milestone, with port operations returning to normal and demonstrating the resilience of the supply chain.

CONTINUED ON PAGE 15

SWIFT UNIFIED RESPONSE TO KEY BRIDGE COLLAPSE CONTINUED FROM PAGE 14

Cross-Regional Collaboration

Collaboration extended beyond Maryland, with ports in Virginia, New York, New Jersey, Pennsylvania, Delaware, and Georgia stepping up to accommodate the increase in diverted cargo. This regional cooperation highlighted the agility and adaptability of the supply chain, ensuring that cargo found alternative gateways into the United States without significant delays. The seamless reallocation of cargo underscored the importance of strong partnerships and collaborative efforts in maintaining supply chain continuity.

Looking Ahead: Lessons in Preparedness and Collaboration

The response to the Key Bridge collapse serves as a powerful reminder of the importance of preparedness, collaboration, and empathy in the face of unexpected challenges. It highlights the need for continuous investment in infrastructure resilience and the cultivation of strong partnerships across government and private sectors. As well as showcasing the value of a coordinated, whole-of-government approach in ensuring public safety and maintaining economic stability.

This event has underscored the value of a coordinated approach, where every stakeholder plays a crucial role in maintaining the efficiency and stability of our transportation networks. As we move forward, the lessons learned from this incident will guide future efforts to enhance the resilience of our infrastructure and ensure the seamless movement of cargo, even in the face of adversity.

The commitment to rebuilding and supporting Baltimore every step of the way remains unwavering, with a focus on creating a stronger, more resilient infrastructure for the future. ●●●



FHWA Administrator Shaile Bhatt and Governor of Maryland, Wes Moore.



Transportation Secretary Pete Buttigieg shaking hands with the Governor of Maryland, Wes Moore.

Celebrating the Secretary's Visit: Strengthening the Heart of America's Supply Chain through Great Lakes Ports

This summer, several Great Lakes ports, had the honor of welcoming U.S. Transportation Secretary Pete Buttigieg for a tour that underscored the vital role ports in the region play in bolstering national and global trade. GLS Administrator Adam Tindall-Schlicht accompanied by fellow GLS team members Peter Hirthe, Great Lakes Regional Representative, and Jazmine Jurkiewicz, International Trade Specialist, facilitated the Secretary's visit along with the Secretary's team of U.S. Department of Transportation policy staff. Secretary Buttigieg's visit highlighted the transformative impact of the Bipartisan Infrastructure Law (BIL) on Great Lakes ports and the subsequent growth in global trade and supply chain fluidity, particularly the ports in Menominee, Manitowoc, and Milwaukee.



U.S. Transportation Secretary Pete Buttigieg toured the Menominee Port in Michigan's Upper Peninsula and spoke with employees at the port.

Menominee: A New Era of Opportunity

The Secretary's tour began in Menominee, Michigan, where he visited the KK Integrated Logistics (KKIL) terminal at the Port of Menominee. Here, the spotlight was on a groundbreaking project funded by a \$21.25 million RAISE grant. This investment is set to reconstruct a deteriorated dock wall, install new rail spurs, and enhance cargo handling equipment, all aimed at revitalizing the port's infrastructure.

The improvements in Menominee are more than just structural; they symbolize a renewed commitment to strengthening regional economies. By enhancing the port's efficiency and capacity, the project will reduce heavy truck traffic, cutting emissions and promoting environmental sustainability. These upgrades will allow the port to better support renewable energy industries such as wind energy, which are vital to the region's economy and America's clean energy future.

CONTINUED ON PAGE 16

Manitowoc: Supporting American Manufacturing

Next, Secretary Buttigieg visited Manitowoc, Wisconsin, where he explored the operations of KoneCranes/Broadwind and Briess Malt & Ingredients. These companies exemplify the diverse industrial base supported by the Seaway. KoneCranes has already built and shipped a new crane for the U.S. Navy and preparing to send another two cranes through the Seaway in 2025, showcasing the port's role in supporting national defense. Meanwhile, Briess Malt, a key player in the food and beverage industry, relies on the Seaway to maintain its supply chain, ensuring that its products reach markets efficiently.

The visit to Manitowoc highlighted how the Seaway not only supports local manufacturing but also contributes to the broader goal of revitalizing American industry. By facilitating the movement of essential goods, the port plays a critical role in the resurgence of domestic manufacturing, a cornerstone of the national economy.

Milwaukee: A Hub for Agricultural Trade

The final stop on Secretary Buttigieg's tour was Milwaukee. He started the day speaking with Midwest farmers at a breakfast where they discussed investments and needs. Next, Jackie Q. Carter, Port Director, hosted a roundtable at the Port of Milwaukee. This visit sparked important discussions with port terminal operators about economic development, port operations, infrastructure needs, and collaborative opportunities. Projects supported by vital federal port infrastructure funding were a highlight of the discussions.

The Secretary visited and spoke at the fully operational Agricultural Maritime Export Facility. This facility, funded through MARAD's Port Infrastructure Development Program, is operated by DeLong and is a game-changer for the region's agricultural sector. Farmers are now able to export dried distillers' grain (DDGs), corn, soy, and other commodities more efficiently, opening new markets and driving economic growth. Vessels of grain are moving direct from the heartland of North America to global markets from this new export facility.

The Secretary also participated in a media event with port stakeholders and regional leaders including Milwaukee Mayor Cavalier Johnson. The Secretary had the opportunity to speak to the Seaway's role in enhancing agricultural trade and answer questions from the public. By providing a reliable and efficient export route, the port is helping to sustain the livelihoods of local farmers and contributing to the global agricultural supply chain.



Administrator Tindall-Schlicht delivers remarks during a news conference at the DeLong Co. grain export facility in Port Milwaukee. Looking on from left to right: Jackie Q. Carter, Port Director, Port Milwaukee; Milwaukee Mayor Cavalier Johnson; U.S. Transportation Secretary Pete Buttigieg; and port officials.

Administrator Tindall-Schlicht delivers remarks during a news conference at the DeLong Co. grain export facility in Port Milwaukee. Looking on from left to right: Jackie Q. Carter, Port Director, Port Milwaukee; Milwaukee Mayor Cavalier Johnson; U.S. Transportation Secretary Pete Buttigieg; and port officials.

A Bright Future for Great Lakes Ports

Secretary Buttigieg's tour of these Great Lakes ports was more than a series of visits; it was a celebration of the significant strides being made to strengthen the region's economic backbone. The Bipartisan Infrastructure Law is not only modernizing infrastructure but also fostering growth in global trade development, supporting agriculture, and ensuring supply chain fluidity.

Looking to the future, the continued investment in Great Lakes ports will be crucial in maintaining and expanding America's trade capabilities. These ports are not just gateways to the world; they are vital components of a resilient and thriving national economy. Secretary Buttigieg's visit has reaffirmed the importance of the Seaway in supporting this vision and the ongoing renaissance of the Great Lakes region. ●●●

Expanding Horizons: A Recap of the UK-Great Lakes Reverse Trade Mission

July 21-27, 2024 – The Great Lakes-St. Lawrence Seaway System welcomed a distinguished trade delegation from the United Kingdom (UK), marking a pivotal moment in the expansion of maritime trade between the two regions. This reverse trade mission, spanning Cleveland, Ohio, Duluth, and Minneapolis, Minnesota, followed an earlier visit by Great Lakes officials to UK ports in May 2024. The mission aimed to strengthen the already burgeoning relationship between the UK and the Great Lakes, leveraging the potential of this underutilized waterway system to enhance global trade.

Building on a Strong Foundation

The seeds for this initiative were planted in 2022 when UK Consul General in Chicago, Alan Gogbashian, met with Minnesota Governor Tim Walz to discuss expanding maritime trade. The Great Lakes-St. Lawrence Seaway System offers a unique opportunity to boost cargo flow between the UK and North America. The ports of Cleveland and Duluth, the only American Great Lakes ports currently with containerized



U.S. Transportation Secretary Pete Buttigieg and Administrator Tindall-Schlicht tour the Port of Manitowoc with port officials.

EXPANDING HORIZONS CONTINUED FROM PAGE 16

cargo capabilities, are at the forefront of this expansion, aiming to establish direct trade lanes to the UK.

This delegation tour was designed to further integrate UK ports into the Great Lakes Seaway, emphasizing the environmental benefits, reduced shipping times, and improved supply chain resilience that the route offer.



Key Events and Discussions

The week-long mission was filled with strategic discussions and site visits, bringing together key stakeholders from both regions.

- **Cleveland, Ohio:** The delegation began in Cleveland, where participants engaged in a working group roundtable with local leaders and Port of Cleveland officials. The focus was on the Cleveland Europe Express, a service by the Dutch ocean carrier Spliethoff, which connects the Great Lakes with European markets. A tour of the port followed, highlighting infrastructure improvements funded by the Bipartisan Infrastructure Law (BIL) and showcasing operations that support this growing trade route.
- **Duluth, Minnesota:** In Duluth, the delegation participated in another roundtable with the Duluth Seaway Port Authority and local leaders. Discussions centered around Duluth Cargo Connect, a crucial part of the region's logistics network, and the port's role in facilitating trade through the Great Lakes Seaway System. A port tour provided insight into the operational capabilities and potential for expansion through BIL-supported projects.
- **Minneapolis, Minnesota:** The tour concluded in Minneapolis with a roundtable discussion featuring state economic development officials and representatives from the U.S. Commercial Service. The focus was on the renewed and emerging partnership between the U.S. Commercial Service and the GLS, with an emphasis on fostering international trade through Great Lakes ports and exploring business-to-business development opportunities.

A Strategic Interest

The United Kingdom's interest in this initiative is driven by several key factors:

- **Sustainability:** Shipping via the Seaway System reduces carbon emissions by 40-60% compared to traditional rail and truck routes through the East Coast.
- **Faster Shipping:** The all-water route from Duluth to the UK takes only two weeks, compared to up to six weeks via East Coast ports.
- **Improved Cash Flow:** Faster delivery times result in quicker payments and better cash flow for businesses.
- **Supply Chain Resiliency:** Adding this route strengthens supply chain resilience, particularly during backlogs and disruptions at larger coastal ports.
- **Personalized Service:** Smaller Great Lakes ports offer boutique services, ensuring timely handling of goods.

Looking Ahead: Binational Engagement & All Cargo

Moving forward, the GLS will help facilitate additional binational participation, ensuring that the effort is all-inclusive in both the United States and Canada. Additionally, the scope of the project will be expanded to include containerized, bulk, and breakbulk cargoes.

In the longer term, efforts will be made to engage UK businesses with existing Great Lakes relationships, promoting the route as a greener supply chain option. The US and UK governments aim to further involve Canadian counterparts in the initiative while expanding the involvement of other Great Lakes ports, such as Monroe, Michigan, and Burns Harbor, Indiana. Quantifying the environmental benefits of maritime shipping and diversifying cargo types will be essential to encouraging shippers to choose the Seaway over traditional road transport.

Conclusion

The UK-Great Lakes Reverse Trade Mission represents a significant milestone in enhancing the role of the Great Lakes-St. Lawrence Seaway System in international trade. By fostering stronger ties with the UK and exploring new trade routes, this initiative paves the way for future collaborations with key trading partners across the European Union, the Middle East, and North Africa. As these efforts continue, the Great Lakes are poised to play an increasingly vital role in global commerce, bringing economic growth and environmental benefits to both regions. ●●●

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Pacesetter Awards Presented to U.S. Ports During 2024 Annual Conference of the American Great Lakes Ports Association (AGLPA) in Chicago



On August 9, 2024, Administrator Adam Tindall-Schlicht presented the annual Great Lakes St. Lawrence Seaway Development Corporation's (GLS) Robert J. Lewis Pacesetter Award in-person to the Illinois International Port District (Ill.) and the Port of Green Bay (Wis.) during the Annual Conference of the American Great Lakes Ports Association (AGLPA) in Chicago.

During the award presentations, Administrator Tindall-Schlicht highlighted the Port of Green Bay's 166 percent increase in international tonnage over the previous shipping season and the Illinois International Port District's 113 percent increase over the 2022 navigation season.

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.

The GLS Administrator also delivered keynote remarks during the 2024 Annual AGLPA Conference that covered a broad range of topics including the Seaway System's Green Shipping Corridor Network and the growth of the Great Lakes Cruise Sector.

Learn more about the AGLPA's Annual Conference at <https://www.greatlakesports.org/annual-conference/>. ●●●



Adam Tindall-Schlicht (right), Administrator, Great Lakes St. Lawrence Seaway Development Corporation, presented the Pacesetter Award to Dean Haen (left), Director, Port of Green Bay, during the Annual Conference of the American Great Lakes Ports Association in Chicago.



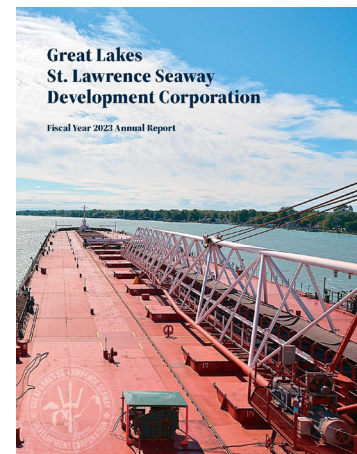
Adam Tindall-Schlicht (right), Administrator, Great Lakes St. Lawrence Seaway Development Corporation, presented the Pacesetter Award to Erik Varela (left), Executive Director, Illinois International Port District, during the Annual Conference of the American Great Lakes Ports Association in Chicago.

GLS FY 2022 Annual Report Released

In August 2024, the Great Lakes St. Lawrence Seaway Development (GLS) presented its 60th 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, 2023 and highlights several major projects. Under the [Seaway Infrastructure Program](#) (SIP), the GLS completed a number of capital projects aimed at modernizing and maintaining its infrastructure. These projects not only extend the lifespan of our critical assets but also enhance operational efficiency and reduce maintenance costs. The addition of the ice-class tugboat, Seaway Trident, further reinforces our commitment to operational excellence. This vessel, which will perform maintenance work and routine upkeep of aids to navigation, enhances our capacity for maintenance and ice management in the St. Lawrence River region.

Additionally, the release of the most recent economic impact study reaffirms the pivotal role of maritime commerce on the Great Lakes Seaway System in driving the North American economy forward. With \$36 billion in economic activity, supporting over 241,000 jobs and generating almost \$18 billion in wages, regional waterborne commerce remains a cornerstone of economic vitality and growth.

Read the entire Report here: <https://greatlakes-seaway.com/wp-content/uploads/2024/08/fy2023ar.pdf> ●●●



GLS Welcomes Jim Athanasiou as New President & CEO of SLSMC: A Renewed Commitment to Binational Success

The Great Lakes St. Lawrence Seaway Development Corporation (GLS) is delighted to extend a warm welcome to Jim Athanasiou, the newly appointed President and CEO of the St. Lawrence Seaway Management Corporation (SLSMC). As of July 12, 2024, Mr. Athanasiou has taken the helm of SLSMC, bringing with him over 15 years of extensive experience and a proven track record of innovation and leadership within the Seaway system.

Mr. Athanasiou's Seaway journey included key roles in business improvement initiatives, including the Seaway Modernization Program, where he led a team that implemented hands-free vessel mooring and remote operations for locks and bridges. This work stands as a testament to his forward-thinking approach, collaborative nature and commitment to improving the efficiency and safety of Seaway operations.

In his previous role as Vice-President of Engineering and Technology, Mr. Athanasiou's strategic oversight was instrumental in negotiating a 20-year Management, Operation, and Maintenance Agreement (MOMA) with the government of Canada. His deep understanding of the Seaway's complex operations, coupled with his innovative spirit, positions him as an ideal leader to steer the SLSMC into the future. "I'm confident that collectively, we can unlock the full potential of our binational system, focusing on growth and mutual success," Mr. Athanasiou has shared, reflecting his dedication to the future of the Seaway.

In fact, GLS and SLSMC share a long-standing and successful partnership, one that has been the cornerstone of the Great Lakes-St. Lawrence Seaway System's success. This binational collaboration has facilitated the seamless movement of over 200 million metric tons of cargo annually, underscoring the critical role of the Seaway in supporting economic growth and job creation on both sides of the border.

Adam Tindall-Schlicht, Administrator of GLS, expressed his enthusiasm for working alongside Mr. Athanasiou, noting, "We are thrilled to welcome Jim into this leadership role. His extensive experience and proven commitment to the Seaway's mission make him a valuable partner as we continue to advance our shared goals of innovation, sustainability, and economic prosperity."

The Great Lakes-St. Lawrence Seaway System is more than just a trade route; it is a symbol of the enduring partnership between Canada and the United States. As we look to the future, the continued collaboration between GLS and SLSMC will be essential in driving forward the innovations and strategies needed to maintain the Seaway as a vital economic engine for both nations.

GLS is confident that with Jim Athanasiou at the helm of SLSMC, the Seaway will continue to thrive as a model of binational cooperation. We look forward to working closely with our partners at the SLSMC to ensure that this vital corridor remains a beacon of innovation, sustainability, and success for years to come. ●●●



The St. Lawrence Seaway Management Corporation

Personnel News

On May 2, 2024, the White House [nominated](#) Matt Kaplan to serve as the first federal co-chair of the Great Lakes Authority (GLA). This nomination requires Senate confirmation.

The GLA was authorized by Congress in 2022 and will be governed by a nine-member board, with one member appointed by the President, and one appointed by each of the Governors of the eight Great Lakes states. The new federal agency will promote regional economic development.

Earlier this year, Congress appropriated \$5 million to begin the process of standing up the organization. The Biden Administration has requested an additional \$5 million for the program in FY2025.

Kaplan has been a long-time advocate of Great Lakes ports, shipping, economic development and environmental protection. As a longtime member of Congresswoman Marcy Kaptur's (D-OH-09) staff, Kaplan worked extensively on advancing the interests of the entire Great Lakes region in Congress and throughout the federal government.

Kaplan was a key advisor to Congresswoman Kaptur in her leadership of the Energy and Water Appropriations Subcommittee, the Bipartisan and Bicameral Great Lakes Task Force, and in drafting the legislation to create the Great Lakes Authority. In that role, he worked with stakeholders from industry, labor, academia, and communities across the Great Lakes on issues such as managing invasive species, marshaling federal resources for economic development and developing alternative energy opportunities.

Kaplan also taught and mentored undergraduate students in a politics course at Oberlin College.

Kaplan currently serves as a Senior Attorney at the Natural Resources Defense Council where he coordinates federal strategy on regenerative agriculture. He previously served as an Honors Attorney at the U.S. Department of Justice, and as a law clerk for the senior judges of the District of Columbia Court of Appeals. He is a graduate of the University of the District of Columbia David A. Clarke School of Law and Oberlin College. ●●●



Careers:

Great Lakes St. Lawrence Seaway Development Corporation (GLS)

The following job postings can be found on [USAJOBS \(www.usajobs.gov\)](https://www.usajobs.gov):

Financial Technician (Pathways Recent Grad) GS-05/06/07

Location: Massena, N.Y.

Close Date: September 25, 2024

Vacancy Announcement (GLS.FMA-2024-0005): <https://www.usajobs.gov/job/804305300>

Marine Transportation Specialist (Ship Inspector) GS-2150-13

Location: Massena, N.Y.

Close Date: October 1, 2024

Vacancy Announcement (GLS.LO-2024-0001) <https://www.usajobs.gov/job/753123900>

Safety and Occupational Health Manager GS-0018-12/13

Location: Massena, N.Y.

Close Date: October 11, 2024

Vacancy Announcement (GLS.AA-2024-0001): <https://www.usajobs.gov/job/754583600>

Marine Transportation Supervisor (Vessel Master) GS-2150-14

Location: Massena, N.Y.

Close Date: October 29, 2024

Vacancy Announcement (GLS.LO-2024-0002): <https://www.usajobs.gov/job/757996400>

Marine Transportation Supervisor (Deputy Vessel Master) GS-2150-13

Location: Massena, N.Y.

Close Date: October 29, 2024

Vacancy Announcement (GLS.LO-2024-0003): <https://www.usajobs.gov/job/802565300>

Electrician (OST) WG-2805-10

Location: Massena, N.Y.

Close Date: November 22, 2024

Vacancy Announcement (GLS.LO.2024-0004): <https://www.usajobs.gov/job/806211700>

Human Resources Specialist (Employee-Labor Relations) GS-0201-13/14

Location: Massena, N.Y. or Washington, D.C.

Close Date: November 26, 2024

Vacancy Announcement (GLS.FMA-2024-0006): <https://www.usajobs.gov/job/807033500>

General Engineer (Electrical) GS-0801-13 Direct Hire

Location: Massena, N.Y.

Close Date: December 11, 2024

Vacancy Announcement (GLS-ENG-2024-0002): <https://www.usajobs.gov/job/776388100>

Save the Date

October 8-10, 2024



Antwerp XL Conference and Exhibition

Antwerp, Belgium

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

October 15-17, 2024



Breakbulk Americas

Houston, Texas

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

November 12-14, 2024



Hwy H2O Conference

Toronto, Ont.

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

