



**The Great Lakes - St. Lawrence Seaway System**  
***Le réseau Grands Lacs - Voie maritime du Saint-Laurent***

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**SUMMARY REPORT**

**Green Shipping Corridor Network (GSCN) Collaborative Forum**  
**April 4, 2023 // Chicago, Illinois**

On Tuesday, April 4, 2023, the U.S. Great Lakes St. Lawrence Seaway Development Corporation (GLS) and the Canadian St. Lawrence Seaway Management Corporation (SLSMC) co-hosted the first-ever Collaborative Forum on establishing a Green Shipping Corridor Network (GSCN) on the Great Lakes St. Lawrence Seaway System. The Forum was held at the Crowne Plaza Hotel in Rosemont, Ill., adjacent to Chicago O’Hare International Airport.

At the COP 27 United Nations Climate Change Conference in November 2022, the U.S. and Canada jointly announced their intention to facilitate the development of a GSCN on the Great Lakes Seaway System as part of the Green Shipping Challenge.<sup>1</sup> Since then, U.S. and Canadian federal agencies have coordinated with state, provincial, local, private-sector, non-governmental, and indigenous peoples’ organizations to begin that process. This effort builds on the work established by the “Joint Statement by the U.S. Department of Transportation and Transport Canada on the Nexus between Transportation and Climate Change” released in February 2021.

The April 4 Forum had four primary goals:

1. Create a common body of knowledge to identify opportunities for voluntary collaboration efforts and implementation strategies, based on the best available science and technology;
2. Introduce to stakeholders the key personnel with direct oversight on the Great Lakes Seaway System and shipping policy;
3. Explore the physical and operational issues affecting GSCN development; and
4. Establish working groups for stakeholders to participate and collaborate to explore future solutions and near-term goals.

Nearly 100 individuals attended the Forum, including U.S. and Canadian officials from the U.S. Department of Transportation, U.S. Department of State, U.S. Coast Guard, U.S. Department of Energy, U.S. Environmental Protection Agency, Transport Canada, and the provincial Government of Québec. U.S. system stakeholders were also well represented, including the American Great Lakes Ports Association, the Lake Carriers Association, along with the Canadian Chamber of Marine Commerce and the international environmental certification organization Green Marine.

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<sup>1</sup> The Green Shipping Challenge encourages countries, ports, companies, and other actors in the shipping value chain to come forward with concrete announcements that will help put the shipping sector on a pathway this decade to align with the goal to limit global temperature rise to 1.5 degrees Celsius.

Maritime industry users of the System also attended, including the ports of Buffalo, Chicago, Cleveland, Detroit, Duluth, Lorain, Milwaukee, Toledo, and Windsor. Moreover, shipping lines that rely on System availability were onsite, including participation at the executive level by Gregg Ruhl, President and CEO of Algoma Central Corp. (St. Catharines, Ontario), and Mark Barker, President and CEO of Interlake Steamship Co. (Cleveland, Ohio), and other executives of leading North American shipowners such as Canada Steamship Lines (Montréal, Québec). A complete list of Forum attendees is attached.

### **Opening Remarks**

The Forum began with welcoming remarks delivered by Adam Tindall-Schlicht, GLS Administrator, and Terence F. Bowles, SLSMC President and CEO. The two speakers discussed how the U.S. and Canadian Seaway corporations successfully came together in the past to tackle pressing environmental concerns regarding aquatic invasive species carried by ballast water, and that such cooperation can be accomplished again to reduce greenhouse gas emissions and decarbonize maritime shipping. Both speakers emphasized the collaborative binational approach that will be necessary to establish and support a GSCN in the Great Lakes/Seaway region.

Administrator Tindall-Schlicht discussed how the shipping network on the Great Lakes Seaway System is uniquely positioned to serve as a global example of how to develop innovative strategies to decarbonize the maritime shipping sector and to showcase new technologies and methods to reduce global maritime emissions. He also encouraged participants at the Forum to identify concrete steps that can be committed to in the short term to help build momentum for larger decarbonization efforts in the years to come.

Mr. Bowles spoke on the challenges inherent in establishing a GSCN but noted that the parties present at the Forum have shown their willingness and commitment to take on such challenges by reducing their carbon footprints, embracing new technologies, and adopting environmentally friendly fuels. He also discussed the importance of leveraging data and sharing information to make ship transits more energy efficient by reducing transit times in the Great Lakes Seaway System, thus increasing cargo fluidity of the transportation supply chain while minimizing the time and energy that ships expend in transit.

### **Open Discussion: “Why are we here? What is a Green Shipping Corridor Network?”**

The first event of the Forum was an open discussion to set out the themes to be discussed that day. The speakers included Paula Vieira (*Transport Canada*), Wendy Liberante (*U.S. Department of Transportation*), and Daniel Hubbell (*U.S. Department of State*). Following questions related to environmental data currently collected by the maritime industry, the participants discussed the need to establish and share baseline data specific to the Great Lakes/Seaway to assist stakeholders in understanding future technology and infrastructure demands. There was an expressed interest in exploring funding and investment opportunities to incentivize the adoption and deployment of decarbonization technologies.

## **Panel No. 1: “Future Trends in Great Lakes Marine Transportation”**

The first of three panels at the Forum focused on providing an overview of current shipping on the Great Lakes Seaway System and how future trends could impact the development of the GSCN. The panel was moderated by GLS Administrator Tindall-Schlicht, and the panelists included Steve Fisher (*American Great Lakes Ports Association*), Bruce Burrows (*Chamber of Marine Commerce*), Mark Fisher (*Council of the Great Lakes Region*), and Chris Hall (*Shipping Federation of Canada*).

Mr. Steve Fisher discussed the role that publicly owned port agencies have in achieving decarbonization goals. He spoke about how public ports can work with vessel operators by building the infrastructure needed to help carriers reduce their emissions, such as providing alternative fuels and shore power. Additionally, he discussed how ports should work to limit their own carbon footprint by examining emissions from port-side operations, such as trucks and port equipment. He concluded by urging the Forum organizers to remain engaged in the process by bringing experts together and working to identify best practices for stakeholders to adopt.

Mr. Burrows discussed how the GSCN can create new business opportunities for stakeholders, noting that increased attention to maritime supply chains in recent years has generated greater interest for both policymaking and investment. He stated that supplying alternative fuels with lower greenhouse gas emissions, such as liquid natural gas and biodiesel, is a potential growth opportunity for the private sector that can have a positive contribution to reaching net zero emissions.

Mr. Mark Fisher discussed some of the potential challenges to decarbonization efforts on the Great Lakes Seaway System. He discussed how institutional and regulatory barriers are an obstacle that needs to be overcome through binational regulatory cooperation. He also spoke about how aging infrastructure poses a challenge that must be approached from a longer-term perspective due to long construction times. He added that data sharing is a positive step to carbon reduction efforts but accessing relevant data from other sources must be improved.

Mr. Hall highlighted how certain vessels that do not operate on regular routes pose a challenge for the development of an effective GSCN because of their need to remain flexible. This reduces the rate at which they can adopt new technologies and fuels due to cost limitations on their businesses and basic availability of the alternative fuels.

Questions posed to the panel included whether the GSCN should have defined geographical boundaries and whether the goal of decarbonization by 2050 should be a shared goal for all participants. The panelists discussed how the interconnectedness of the Great Lakes Seaway System with other regional markets and systems requires a holistic approach that includes more partners and suppliers in the discussion. The panelists focused on the need to set an aspirational goal with flexible and attainable milestones along the way to encourage greater participation in the overall project.

## **Panel No. 2: “Decarbonization Opportunities in Shipping Today”**

The second panel at the Forum sought to examine current initiatives to incentivize green shipping and decarbonization in the shipping sector. The panel was moderated by Mr. Burrows, and included Mark Barker (*Interlake Steamship*), Guillaume Dubreuil (*Canada Steamship Lines*), Debra DiCianna (*Lake Carriers Association*), Kevin Stork (*U.S. Department of Energy*), and Isobel McClure (*Arup*).

Mr. Barker discussed how Great Lakes ship operators have made large strides in adopting new green technologies to refit their fleets, but hidden obstacles can pose challenges to decarbonization efforts, such as the availability of alternative fuels and inherent size limitations. Although there are promising technologies in development, private ship operators must invest their own funds in products and technologies that have not yet been tested widely in the maritime sector. He stated that the U.S. and Canada should work together to advance a joint infrastructure bill to coordinate funding to incentivize the adoption of such technologies in the private sector.

Mr. Dubreuil discussed how there is no single decarbonization solution that shipowners and operators can adopt for their entire fleet. He highlighted several initiatives and opportunities that are nonetheless promising, such as new ship designs with more efficient engines, alternative fuels, like biodiesel, that can be mixed with existing fuels, and real-time data collection from on-board sensors to monitor ship status and improve performance on a macro scale. He added that some technologies that could be promising may have hidden drawbacks (e.g., shore power, which does not supply enough energy for self-unloading ships), and that shipowners will need to be flexible with the methods they choose to implement.

Ms. DiCianna discussed how data sharing for greenhouse gas emissions and government incentives will be the main drivers for shipowners to begin to adopt green technologies. She mentioned that forcing the adoption of untested and new technologies on shipowners can have a negative impact on the shipping market, and that greater collaboration with ports, terminals, and ship operators will be needed for future support of decarbonization technology.

Mr. Stork spoke about the U.S. Department of Energy’s strategies to decarbonizing fuels in use by the maritime sector. He highlighted how liquid natural gas emits less greenhouse gas than traditional fuels, but that it will still need to be offset through biofuels to achieve a net zero emission goal for shippers. He mentioned that fuel use data in the maritime sector is still being analyzed in detail, and it is too early to say which solutions will be feasible and viable. Recently enacted U.S. laws (e.g., the Bipartisan Infrastructure Law and the Inflation Reduction Act) have provided grant opportunities and tax credits for ports and terminals, which can be utilized to increase the availability of low carbon fuel.

Ms. McClure discussed how there has been a recent increase in interest in decarbonization for maritime infrastructure in Canadian ports. She discussed the importance of better understanding relevant stakeholders that can assist in emission reduction efforts at ports, and how ports can develop strategies to source alternative fuels and provide them to ships.

Questions posed to the panel focused on the role of state, provincial, and federal agencies and entities in promoting, incentivizing, or regulating potential opportunities for decarbonization. The panelists agreed that regulatory barriers to adopting new technologies should be reduced, and states and provinces should seek to harmonize their regulations on a binational basis to eliminate disincentives and promote the growth of the GSCN. The panelists also discussed the importance of equitable government funding opportunities without relying on forcing technology adoption through methods such as carbon credits.

### **Panel No. 3: “Envisioning the Future Green Shipping Corridor Network”**

The third panel of the day explored potential long- and short-term solutions, that could be implemented to help decarbonize the Great Lakes Seaway System. The panel was moderated by David Bolduc of Green Marine, and the panelists included Jean Aubry-Morin (*SLSMC*), David Naftzger (*Great Lakes and St. Lawrence Governors and Premiers*), Debbie Murray (*Association of Canadian Port Authorities*), Kerith Iverson (*Government of Québec*), Tony Maietta (*U.S. Environmental Protection Agency, Region 5*), and William Friedman (*Cleveland-Cuyahoga County Port Authority*).

Mr. Aubry-Morin discussed how data collection on vessel operations and greater information sharing will be critical for decarbonization efforts. The ability of ship operators to optimize routing and manage performance in real time will reduce transit times and thus reduce emissions on a large scale.

Mr. Naftzger focused on how the solutions to decarbonization challenges will be shaped by the unique nature of the Great Lakes region. He discussed the collaborative efforts among states and provinces to support the maritime industry with targeted investments to incentivize development of environmentally friendly technologies, as well as studies to examine the development of regional decarbonization plans. The goal of these efforts would be to demonstrate that the Great Lakes Seaway System is quickly progressing towards decarbonization with tangible benefits for participants in the industry.

Ms. Murray discussed the vital role that port authorities and agencies would have in implementing the tools and technologies necessary to reach the goals of the GSCN. She focused on the infrastructure that ports provide to support greener ships, such as fuel sites and zero emission port vehicles, and how increased access to data helps ports manage ship traffic to reduce emissions. At the same time, she noted that commercial port authorities that are not state funded face challenges in obtaining financing to build infrastructure that would enable them to fully participate in the decarbonization transition.

Ms. Iverson discussed how the Government of Québec is planning to support the GSCN on the Great Lakes Seaway System through investments in projects that seek to mitigate the environmental effects of maritime shipping and improve data sharing capabilities to increase efficiency and safety. She stressed that binational collaboration with neighboring states and provinces is essential to maintaining competitiveness and overcoming the challenges that the maritime industry faces in pursuing decarbonization goals.

Mr. Maietta discussed how the U.S. Environmental Protection Agency (EPA) is planning on supporting decarbonization efforts at Great Lakes/Seaway ports through grants and rebates via the Inflation Reduction Act. The intent of EPA's grants is to support the installation of zero emission port equipment and support port authorities and agencies with planning and permitting efforts. The EPA is actively soliciting feedback on how it can further contribute to the decarbonization goals of the regional maritime industry.

Mr. Friedman discussed that the GSCN has the potential to increase commerce on the Great Lakes Seaway System. He stressed that the current system is not operating at its potential full capacity, and that a strategic outlook is necessary to capitalize on the momentum and to potentially open the discussion to a greater modal shift toward maritime freight.

Questions posed to the panel included whether promotion of a modal shift in freight traffic toward maritime shipping should be a part of the GSCN strategy. The panelists discussed the need to maintain a neutral posture on issues concerning other modes of transportation while optimizing and promoting the maritime shipping industry's emissions reductions. The panelists agreed on the need for better data sharing to understand wider trends in shipping traffic and to promote the maritime supply chain's efficiency and resiliency.

### **Breakout Sessions on Alternative Fuels and Digitization**

Two breakout sessions — Alternative Fuels and Electrification, and Operational Efficiencies and Digitization — were held to brainstorm green shipping ideas, develop strategies to identify infrastructure needs and funding requirements, and establish working partnerships to follow up on goals and solutions to pursue.

The Alternative Fuels and Electrification session gathered ship operators and port authorities together to discuss emission reduction strategies that can be adopted in the short term. The participants discussed strategies on how to adopt and supply biodiesels as an attainable five-year goal for the regional industry. Adopting biodiesels in this timeframe would enable ship operators to meet their emission reduction goals, while ports would be able to ensure that their infrastructure is harmonized with the needs of ship operators and to capitalize on local supplies of agricultural products necessary to develop the fuel. The participants expressed interest in continuing discussions to include more ship owners and operators and fuel suppliers.

The Operational Efficiencies and Digitalization of the Corridor session focused on performance management and data tracking methods that can be used to improve freight efficiency and thereby reduce greenhouse gas emissions. The participants discussed new technologies in development to improve efficiency in vessel traffic flow and cargo movements in the Great Lakes Seaway System, as well as strategies to benchmark industry emissions, measure emission reduction progress, and improve the exchange of data.

## **Next Steps and Final Thoughts**

The final discussion of the day recapitulated the themes and goals of the Forum and sought to explore next steps. Ms. Vieira, Ms. Liberante, and Mr. Hubbell, representing the U.S. and Canadian Governments, discussed the ways in which the governments could support the maritime industry's decarbonization efforts, such as by facilitating future discussions, coordinating actions to support development, reducing regulatory barriers, conducting studies to determine the feasibility of strategies, and bringing in a wider audience to explore new perspectives.

The Forum concluded with closing remarks from Mr. Bowles and Administrator Tindall-Schlicht. Both thanked the audience for their attendance and stressed that further work with partners and stakeholders in both the U.S. and Canada will be necessary to continue the GSCN initiative. The speakers discussed the need to establish working groups to explore future solutions and consider preparations for a second forum.

## **Attendee Feedback and Future Plans**

Feedback from attendees, both on-site and following the event, showed that the April 4 Forum was exceptionally well received as an informative and constructive first step in establishing the GSCN. Stakeholders expressed substantial support for the U.S. and Canadian Governments to continue their role as conveners and supporters of future conferences.

Forum participants recommended the formation of two GSCN working groups to discuss future developments, explore decarbonization strategies, and develop opportunities for greater collaboration. The first working group will be formed to examine multiple fuel solution decarbonization avenues for Seaway system users and recommend both transition and longer-term alternatives including biofuel use for Great Lakes/Seaway ships, with input from both port authorities, engine/equipment manufacturers and ship operators. A second working group will be formed to examine; transportation supply chain fluidity, system performance management and data tracking/sharing methods, including vessel fleet management, cargo flow optimization, and greenhouse gas emissions tracking. These working groups will convene in the next 2-4 months.

Attendees expressed a strong interest in a second forum with more attendees and participating stakeholders. Suggestions included inviting more private sector marine stakeholders, including ship owners and operators, current and potential fuel providers, cruise lines, engine manufacturers, shippers, and suppliers of decarbonization tools (such as marine solar and electric vehicle technologies). Participants also expressed a desire to see more participants from the public sector, including additional U.S. and Canadian federal and state/provincial agencies, as well as municipal and tribal stakeholders.

In response to positive feedback from attendees, the Seaway corporations have begun planning for a second GSCN Collaborative Forum to be convened in the next 6-9 months. The second forum will build upon the successes and achievements of the first forum and provide participants the opportunity to collaborate with a wider range of industry stakeholders and policymakers. The timeline will allow the two working groups to commence activities, establish sub-deliverables, and present their recommendations on their respective topics at the second forum.

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*Attachment 1 – GSCN Collaborative Forum Agenda, April 4, 2023*

*Attachment 2 – List of Forum Attendees*





The Great Lakes - St. Lawrence Seaway System  
*Le réseau Grands Lacs - Voie maritime du Saint-Laurent*

## Green Shipping Corridor Network (GSCN) Collaborative Forum

**Tuesday, April 4, 2023**

Crowne Plaza Chicago O'Hare Hotel (Rosemont, Ill.)

**Sponsors:** U.S. Great Lakes St. Lawrence Seaway Development Corporation (GLS)  
Canadian St. Lawrence Seaway Management Corporation (SLSMC)

**7:30 a.m. Coffee and Registration**

**8:00 a.m. Welcome from Forum Sponsors**

- **Adam Tindall-Schlicht**; Administrator, GLS
- **Terence F. Bowles**; President and CEO, SLSMC

**8:15 a.m. "Why are we Here? What is a Green Shipping Corridor?"**

Goal: Set the Stage for Today's Meeting

Topics: U.S. and Canadian climate goals; measuring GHG reductions; international partnerships; and Forum goals

- **Paula Vieira**, Transport Canada
- **Wendy Liberante**, U.S. Department of Transportation
- **Daniel Hubbell**, U.S. Department of State

**8:45 a.m. Future Trends in Great Lakes Marine Transportation (Panel)**

Goal: Provide an overview of shipping on the Great Lakes Seaway System today

Topics: Cargo and commodity opportunities; supply chain resiliency; Great Lakes as "relief valve"; and decarbonization as a business model

- **Adam Tindall-Schlicht**, Administrator, GLS (**Moderator**)
- **Steve Fisher**, American Great Lakes Ports Association
- **Bruce Burrows**, Chamber of Marine Commerce
- **Mark Fisher**, Council of the Great Lakes Region
- **Chris Hall**, Shipping Federation of Canada

**10:00 a.m. Break/Networking**

**10:30 a.m. Decarbonization Opportunities in Shipping Today (Panel)**

Goal: Provide an examination of decarbonization and green shipping initiatives underway

Topics: Existing initiatives, studies, and investments

- **Bruce Burrows**, Chamber of Marine Commerce (**Moderator**)
- **Mark Barker**, Interlake Steamship
- **Guillaume Dubreuil**, Canada Steamship Lines
- **Debra DiCianna**, Lake Carriers Association
- **Kevin Stork**, U.S. Department of Energy
- **Isobel McClure**, ARUP

- 12:00 p.m. **Lunch/Networking**
- 1:00 p.m. **Envisioning the Future Green Shipping Corridor Network (Panel)**  
Goal: Explore solutions, now and in the future  
Topics: Vessel lifecycle, bunkering and future fuels, transition equity, port design, coastal resiliency, etc.
- **David Bolduc**, Green Marine (**Moderator**)
  - **Jean Aubry-Morin**, St. Lawrence Seaway Management Corporation
  - **David Naftzger**, Great Lakes and St. Lawrence Governors and Premiers
  - **Debbie Murray**, Association of Canadian Port Authorities
  - **Kerith Iverson**, Government of Quebec
  - **Tony Maietta**, U.S. Environmental Protection Agency Region 5
  - **William Friedman**, Port of Cleveland
- 2:15 p.m. **Brainstorming Green Shipping (Facilitated Breakout Sessions)**  
Goal: Define early adoption on the Great Lakes  
Topics: Infrastructure needs and funding; policy and regulatory frameworks; partnership and benefits; and quantification of outcomes
- Vessel Operator and Port Emission Reductions: Alternative Fuels and Electrification –  
**Steve Fisher & Paul Topping** *Facilitating*
  - Operational Efficiencies and Digitalization of corridor –  
**Jean Aubry-Morin, Elizabeth Fox** *Facilitating*
- 3:30 p.m. **Break/Networking**
- 3:45 p.m. **Reports from Facilitated Breakout Sessions**  
Goal: Define actionable opportunities and potential challenges
- 4:15 p.m. **Next Steps on the Great Lakes**  
Goal: State and provincial views concerning early adoption on the Great Lakes  
Topics: Pathways, partnerships, and other opportunities
- **Paula Vieira**, Transport Canada
  - **Wendy Liberante**, U.S. Department of Transportation
  - **Daniel Hubbell**, U.S. Department of State
- 4:30 p.m. **Final Thoughts: Establishing a Working Group**  
Goal: Establish a working group  
Topics: Attendee and organizer appreciation; consider second Forum; and identify early adopters
- Terence F. Bowles; President and CEO, SLSMC
  - Adam Tindall-Schlicht; Administrator, GLS
- 4:45 p.m. **Conclusion**

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**Green Shipping Corridor Network Collaborative Forum**  
**Attendees List**  
**April 4, 2023**  
**Chicago, Illinois**

<b>FIRST NAME</b>	<b>LAST NAME</b>	<b>TITLE</b>	<b>ORGANIZATION</b>
Frank	Acevedo	Mobile Source Program Manager	EPA – Region 5
Aaron	Annable	Consul General	Government of Canada
Jean	Aubry-Morin	Vice President, Corporate Sustainability	St. Lawrence Seaway Management Corporation
Mark	Barker	President	Interlake Steamship Company
Gino	Becerra	Vice President, Ontario	QSL Canada
Jean-Francois	Belzile	Harbour Master and Director, Marine Operations	Montreal Port Authority
Lea-Ann	Bigelow	Director, Green Trade	U.S. Customs and Border Protection
David	Bolduc	Executive Director	Green Marine/Alliance Verte
James	Bond	Director	ABS Canada
Terence	Bowles	President and CEO	St. Lawrence Seaway Management Corporation
Kerith	Brand	Public and Governmental Affairs Attaché	Québec Government Office in Chicago
Anthony	Brandano	Vice President	Lakes Pilots Association
Eric	Brown	Senior Advisor for External Relations	Great Lakes Commission
Tom	Brown	Executive Director	Lorain Port and Finance Authority
Bruce	Burrows	President	Chamber of Marine Commerce
Joseph	Cappel	VP, Business Development	Toledo-Lucas County Port Authority
Maria	Cartier	Market Development Manager	Port Milwaukee
Danielle	Chesky	Senior Policy Officer	Embassy of Canada
Sandra	Chiri	International Outreach Manager	Ocean Conservancy
Brent	Dancey	Director, Marine Climate Action	Oceans North
Deborah	DeLuca	Director	Duluth Seaway Port Authority
Debra	DiCianna	Director, Environmental and Regulatory Affairs	Lake Carriers' Association
Guillaum	Dubreuil	Director, External Affairs and Government Relations	Canada Steamship Lines
Alisa	Fine	Community Planner	U.S. Department of Transportation
Steve	Fisher	Executive Director	American Great Lakes Ports Association

<b>FIRST NAME</b>	<b>LAST NAME</b>	<b>TITLE</b>	<b>ORGANIZATION</b>
Mark	Fisher	President and CEO	Council of the Great Lakes Region
Elizabeth	Fox	Director, Congressional and Public Relations	Great Lakes St. Lawrence Seaway Development Corporation
William	Friedman	President and CEO	Port of Cleveland
Aaron	Garnier	Lieutenant Commander	U.S. Coast Guard
Benoit	Giroux	Policy Advisor, Ports and Seaway Policy	Transport Canada
Allison	Glass	Senior Advisor	U.S. Department of Transportation
Gillian	Grant	Counsellor (Transportation)	Embassy of Canada
Prashanth	Gururaja	Program Manager, Maritime Shipping	ClimateWorks Foundation
Christopher	Hall	President and CEO	Shipping Federation of Canada
Colin	Henein	Manager/Senior Policy Advisor	Transport Canada Marine Policy
Jason	Hill	Regional Manager for Western Hemisphere	U.S. Department of Transportation
Ian	Hirt	Vice President, Operations	Benchmark Marine Agency
Peter	Hirthe	International Trade Specialist	Great Lakes St. Lawrence Seaway Development Corporation
Aaron	Hoskin	Senior Manager	Transport Canada
Adrian	Howe	Energy Analyst	U.S. Department of State
Daniel	Hubbell	Policy Analyst	U.S. Department of State
Mira	Hube	Director, Environment	Algoma Central Corporation
Jamie	Hypnarowski	President	Port of Buffalo
LaToya	James	Public Affairs Specialist	Great Lakes St. Lawrence Seaway Development Corporation
Jazmine	Jurkiewicz	International Trade Specialist	Great Lakes St. Lawrence Seaway Development Corporation
Misty	Klann	Program Planning Specialist	U.S. Department of Transportation – Federal Highways Association (FHWA)
Christopher	Kolodziej	Principal Energy Systems Analyst	Argonne National Laboratory
Etienne	Landry	Maritime Security Consultant	Laurentian Pilotage Authority
Wendy	Liberante	Deputy Director, Office of International Transportation and Trade	U.S. Department of Transportation
Mario	Limoges	Québec Government Delegate in Chicago Midwest	Québec Delegation in Chicago

<b>FIRST NAME</b>	<b>LAST NAME</b>	<b>TITLE</b>	<b>ORGANIZATION</b>
Maria	Limonciello	Port Manager	Illinois International Port District of Chicago
Sylvonica	Madlock	Executive Officer	Great Lakes St. Lawrence Seaway Development Corporation
Anthony	Maietta	Environmental Protection Specialist	EPA – Region 5
Tiffany	McClelland	Assistant Director	Lorain Port and Finance Authority
Isobel	McClure	Maritime Engineer	ARUP
Brian	McCoy	Illinois Marine Transportation Program Planning	Illinois Department of Transportation
Delaine	McCullough	Shipping Emissions Campaign Manager	Ocean Conservancy
Adrian	Mitterhuber	Vice President	Sterling Fuels Limited
Maguessa	Morel	Executive Director	Ontario Marine Council
Debbie	Murray	Senior Director	Association of Canadian Port Authorities
BJ	Murray	Section Chief of Marine Programming and Planning	Illinois Department of Transportation
Dave	Naftzger	Executive Director	Great Lakes and St. Lawrence Governors and Premiers
Kay	Nelson	Director, Environmental and Public Policy	Northwest Indiana Forum
Nicolas	Poirier-Quesnel	Manager, Government and Community Relations	St. Lawrence Seaway Management Corporation
Christopher	Popjoy	Business Development	QSL America – Chicago
Gregg	Ruhl	President and CEO	Algoma Central Corporation
Steven	Salmons	Chair	Ontario Marine Council
John	Schmidt	Program Manager	Great Lakes and St. Lawrence Governors and Premiers
Mark	Schrupp	Executive Director	Detroit/Wayne County Port Authority
Matt	Smolek	Acquisitions, Mergers, and Business Development	Logistec
Kevin	Stork	Technology Manager	Department of Energy, Vehicle Technologies Office
Robert (Mike)	Sullivan	Director, Great Lakes Gateway Office	Maritime Administration
Tim	Tilghman	Military Officer	U.S. Coast Guard
Adam	Tindall-Schlicht	Administrator	Great Lakes St. Lawrence Seaway Development Corporation
Paul	Topping	Director, Regulatory and Environmental Affairs	Chamber of Marine Commerce

<b>FIRST NAME</b>	<b>LAST NAME</b>	<b>TITLE</b>	<b>ORGANIZATION</b>
Kevin	Tyskiewicz	Senior Manager, North American Logistics and Operations	Tata Steel
Erik	Varela	Executive Director	Illinois International Port District of Chicago
Paula	Vieira	Director General of Environmental Policy	Transport Canada
Jim	Weakley	President	Lake Carriers' Association
Katie	Wells	Manager, Environmental Stewardship and Quality	Interlake Maritime Services
Rebecca	Yackley	Director, Trade and Economic Development	Great Lakes St. Lawrence Seaway Development Corporation