

The 57th Navigation Season Comes to a Close

The Great Lakes St. Lawrence Seaway System's 57th navigation season came to a close when the last vessel to exit the Montreal/Lake Ontario section was the *Baie S. Paul*, which exited the St. Lambert Lock at 8:41 p.m. on December 30. The 2015 navigation season was 274 days long.

The 2015 season opened on April 2, about a week later than usual because of the frigid conditions in early spring, but with water temperatures well above the 10-year average, the season closed ice free.

Thirty-six million tons of cargo transited the waterway during the season, with grain at volumes well above the five-year average leading the way. The Seaway once again proved to be a key asset for farmers as they shipped their crops to markets at home and overseas.

The 2015 navigation season saw highs and lows in traditional cargoes that move through the Seaway System. Global demand for coal remained below last year's levels whereas general cargo

to and from international and domestic markets remained high with over a 100 percent increase. Project cargo and dry bulk materials to support the construction and manufacturing industry also remained in positive standings.

Iron ore shipments finished stronger in the last two months of the navigation season resulting in a three percent increase. A large amount of that tonnage was inbound to U.S. and Canadian ports that support local steel production

Cargo tonnage numbers for dry bulk commodities such as cement, stone, gypsum, and pig iron finished strong. Many of these products moved between U.S. and Canadian ports along the Seaway System and provide much needed support to the U.S. construction industry.

U.S. ports in the Great Lakes Seaway System saw increased shipments of windmill components, refinery equipment, generators, machinery and containerized goods. The amount of aluminum ingots also increased this navigation season.

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ADMINISTRATOR'S COLUMN

Great Lakes Waterway Conference



Betty Sutton
Administrator

The annual Great Lakes Waterways Conference held on February 9–10 in Cleveland provided a unique opportunity to gather with key leaders and stakeholders in the Great Lakes Seaway System

maritime industry. This year's conference program included CEOs of major vessel operating companies as well as top officials from the U.S. Coast Guard, the U.S. Army Corps of Engineers, the U.S.

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GUEST COLUMNIST

Anthony Foxx USDOT Transportation Secretary

Hello Seaway Stakeholders. In October, I traveled to Massena, N.Y., to join Saint Lawrence Seaway Development Corporation (SLSDC) Administrator Betty Sutton in honoring local emergency responders and the men and women of the SLSDC. When the cruise ship Saint Laurent struck a bumper at the Eisenhower Lock last June, their quick and effective response ensured that passengers were able to receive the medical care they needed, and the vessel itself was able to resume service in less than 48 hours.

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Maritime Administration, the Canadian Coast Guard, and both the U.S. and Canadian Seaway Corporations.

At the conference, I spoke about how the Great Lakes region, the "Opportunity Belt", is an economic powerhouse, representing the world's third largest economy with \$5.8 billion in annual economic output. The Great Lakes account for one fifth of the world's very precious fresh water. It is the **access to the water** that makes our region a thriving and influential destination, and an attractive option for global businesses looking to expand or relocate.

I emphasized how both the U.S. and Canadian Seaway Corporations have been working hard to increase waterborne transportation and stimulate robust trade across the Great Lakes St. Lawrence Seaway System. Through our joint marketing program, Highway H₂O, through the SLSDC's Great Lakes Regional Outreach program, and through our efforts to be a facilitator in linking business opportunities, we are working to take Great Lakes Seaway shipping to the next level. We are providing technical assistance, supporting business growth, educating interested stakeholders, assisting Great Lakes/Seaway ports, and functioning as a reliable resource, trusted asset, and dependable partner

to Seaway stakeholders worldwide. We are facilitating connections between our stakeholders and others who may not have yet realized how to use the Great Lakes Seaway System for their business.

I reminded the conference attendees that through the efforts of the Great Lakes Seaway Partnership, a newly developed binational education and public awareness organization, we are reaching out to new and dynamic audiences to deliver the message about the benefits of utilizing our binational waterway to move goods and cargo. These outreach and communication efforts have become a critical component of our trade and economic development efforts. Those with shipping needs are taking a fresh look at our area and at Great Lakes Seaway shipping as an option.

After providing a recap of our 2015 Seaway navigation season, I highlighted how important cargo diversification is to the collective success of our system. While overall tonnage shipped through the system in 2015 didn't reach past year's levels, activity at our ports was robust and there were plenty of good news stories around the Lakes including the rise in shipments of high value project cargo, dry bulk commodities, and general cargo. Furthermore, I noted that greater possibilities are already evident in the System as a result of the growth in regularly scheduled liner service to

Europe. In addition to more frequent service, additional cargo opportunities in the Seaway System are being realized.

The Great Lakes Waterways Conference provided all those who attended the opportunity to share developments affecting the industry, to renew acquaintances, to do some networking, and to take with us a rekindled and energized outlook on the future.

The Corps of Engineers provided a Great Lakes Navigation System update, addressing fiscal year scheduled work and FY17 priorities as well as an update on the Soo Locks and other projects of interest. The Administrator for the Maritime Administration summarized various aspects of a National Maritime Strategy. U.S. and Canadian shipping company executives provided domestic fleet perspectives on the upcoming 2016 navigation season. Conference attendees also learned about the future of navigation technology from U.S. Coast Guard representatives. A panel of experts addressed the issue of ballast water management in an era of regulatory uncertainty. The Executive Director of the Conference of Great Lakes and St. Lawrence Governors and Premiers discussed the development of a collective strategy for the Great Lakes-St. Lawrence River Maritime Transportation System. In addition, keynote speakers focused on fleet renewal and on cyber security awareness. ■■■



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Shipments arrived from the Canadian port of Sept-Îles to U.S. Ports of Oswego, Toledo and Detroit. All three ports directly support U.S. local car manufactures.

Many of the Great Lakes ports had a great year and were busy with activity, here are just a few examples:

- The Port of Monroe received its first European cargo since the 1960s, signaling the port's initiation into the modern, global transportation industry. Spliethoff Lines container vessel out of Amsterdam unloaded its cargo of windmill blades for Ventower and 127 sections of 40-foot long pipe for the Ohio gas line. This shipment marked a milestone in the port's history and a preview of the kind of transportation services the port can offer more often in the years to come.
- The Port of Toledo-Midwest Terminals handled vessel loads of aluminum, steel, project cargo, coal, pig iron, petcoke, and salt. Shipments of other bulk materials, project cargo, grain, and aluminum were strong.
- The Port of Milwaukee's international cargo moved at a strong pace in 2015. Forty-seven international ships called on the Port of Milwaukee in 2015. Since 1996, Federal Marine Terminals has served as the Port of Milwaukee's general cargo stevedore, and last year ranked as the seventh highest overseas cargo volume during that tenure.

- Burns Harbor's exports through the Seaway exceeded imports for the first time in many months. The increased exports were in grain and other bulk products moving to Quebec for loading on larger vessels destined for Europe.
- The Port of Oswego continued to handle large loads of inbound aluminum shipments for the Novelis plant. The port also handled its first export of soybeans via the Seaway.
- During the 2015 season the Port of Duluth noticed gains in the amount of project cargo that landed on its docks. Two dozen vessels discharged wind turbine towers, nacelles and 49-meter blades for ALLETE Clean Energy's Thunder Spirit wind farm in North Dakota, plus components for that state's oil and gas industry.
- The Port of Cleveland increased cargo tonnage moved onboard the Cleveland-Europe Express, shipment of general cargo — imported steel, machinery and natural gas pipeline pipe — also increased.

Now that the navigation season has concluded, winter maintenance projects at the U.S. Snell and Eisenhower locks are underway. The maintenance of the U.S. locks is a year-round job and Seaway employees are diligently working to rehabilitate and modernize the Seaway infrastructure under the Asset Renewal Program. Saint Lawrence Seaway Development Corporation (SLSDC) personnel are busy completing annual inspections and maintenance/

repair work on various lock equipment and structures including the culvert valves, and miter gates. Working in coordination with the SLSDC, contractors continue to rehabilitate the miter gate operating equipment at Snell Lock, assist with upgrading automated control systems at both locks and install the hands-free mooring system concrete wall slots at Eisenhower Lock. The SLSDC is also excited to announce that the addition of lock wall safety railings at both locks during the 2015 navigation season was a success. The innovative railing design provided required fall protection for operational personnel while also supporting vessel mooring lines during transits as anticipated. ■■■■



Record Attendance at Annual Great Lakes Seaway Stakeholder Reception

The U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and the Canadian St. Lawrence Seaway Management Corporation (SLSMC) were honored to host the binational Great Lakes Seaway Stakeholder Appreciation Reception in Montreal in December 2015. The Appreciation Reception remains an excellent opportunity for networking with maritime industry leaders from around the world, and this year's event was the most well attended ever with over 250 people representing 10 different countries and three continents. SLSDC Administrator Betty Sutton and SLSMC President and CEO Terence Bowles spoke at the event, highlighting their shared vision for a strong and economically productive shipping season on the Great Lakes in 2016.

While acknowledging the tireless efforts of the Seaway shipping community throughout the year, the Seaway leadership also recognized two individuals for their significant contributions to Great Lakes shipping: Anita Blackman, former SLSDC Chief of Staff, and now at the National Highway Transportation Safety Administration (NHTSA), and Ron Johnson, Trade Development Director at the Duluth Seaway Port Authority, who retired in January.

The Great Lakes Seaway Appreciation Reception remains an opportunity to salute and say "thank you" to all those who support the movement of cargo through the Great Lakes Seaway System. The SLSDC and SLSMC look forward to seeing you again at the 2016 Stakeholder Appreciation Reception in December! ■■■



Terence Bowles, President and CEO, The St. Lawrence Seaway Management Corporation, and Betty Sutton, Administrator, Saint Lawrence Seaway Development Corporation.

President's FY 2017 Budget Request Includes \$36 Million for SLSDC

On February 9, the President's Budget request for Fiscal Year 2017 (beginning October 1, 2016) included \$36 million for the Saint Lawrence Seaway Development Corporation (SLSDC). The request level will allow the SLSDC to continue its day-to-day operations and maintenance of the U.S. portion of the St. Lawrence Seaway as well as fund nine projects included in the Seaway's on-going Asset Renewal Program (ARP).

The ARP budget request of \$17.3 million includes two major projects: (1) the continuation of the SLSDC's multi-year

project to replace the SLSDC's two operational tugboats — *Robinson Bay* and *Performance*; and (2) the installation of a hands-free mooring system at Snell Lock to match the system that will be installed at Eisenhower Lock and the Canadian Seaway locks. The new system, once fully operational at all U.S. and Canadian Seaway locks will enhance workplace safety, improve transit efficiencies, and increase system competitiveness.

Since 1987, the SLSDC has received nearly all of its annual revenues through a federal appropriation from the Harbor

Maintenance Trust Fund. Prior to 1987, the SLSDC was self-funded through U.S. Seaway tolls. The SLSDC's enacted FY 2016 appropriation was \$28.4 million. Budget information on the SLSDC, as well as the other U.S. Department of Transportation operating administrations, can be found at www.transportation.gov/budget. ■■■

GUEST COLUMNIST ANTHONY FOXF
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Our Department works tirelessly to promote and preserve the highest standards of safety in our transportation system, to prevent accidents from ever happening. But when accidents do occur, we need to have well-trained folks who are capable of mitigating damage and potentially even saving lives. We are grateful to have some of the most talented and disciplined SLSDC employees to take over in a difficult emergency situation. Our employees work vigilantly day in and day out ensuring that the waterway continues to be safe, efficient, and reliable.

While I was in Massena, I also saw some of the waterway itself while traveling aboard the SLSDC tug Robinson Bay, including the well-maintained locks and the confident operation of the SLSDC team. I have to tell you that the Seaway is truly a rare combination of quiet beauty and human activity. It's also a tremendous resource for the farms, mines, and manufacturers of the Midwest, ensuring that their freight has safe, efficient access to markets around the globe.

The Great Lakes and St. Lawrence Seaway System — particularly the U.S. locks — continues to be one of this Department's greatest assets, and perhaps our most unsung. The bi-national Seaway is a vital, environmentally sustainable artery for trade into and out of the United States and Canada. It promotes \$34.6 billion of economic activity, provides America's Opportunity Belt with access to world markets, and supports 227,000 jobs. The SLSDC stimulates trade economic development and delivers plenty of return value on America's investment in the Seaway — if the Great Lakes region were a country, it would rank as the world's third largest economy, behind only the U.S. and China.

Maritime transportation is also the most fuel-efficient, cost effective, and environmentally friendly way to move goods. I truly appreciate the service that the Seaway has provided since its opening in 1959, and I'm confident that the SLSDC will continue to provide that high level of service.

But this year, we are not only celebrating the high level of service provided by SLSDC employees — we are celebrating the high level of service provided by employees across the entire Department. That's because this year brings us to a special milestone in our history: the FIFTIETH ANNIVERSARY of the enactment of the United States Department of Transportation (USDOT). To mark this occasion, we are recognizing the crucial work that has been done by hundreds of thousands of public servants who have devoted their time and energy to making this country a better place during the past half century.

Everyone knows that 50th birthdays are a big deal, so instead of celebrating for one day or one month, USDOT will celebrate for an entire year. Each month, we'll host events, exhibits, and discussions that shine a spotlight on the critical work that our Department does to promote safety, expand access to opportunity, and harness innovation. To stay informed, follow us on social media and keep coming back to our 50th anniversary webpage at www.transportation.gov/50.

When President Lyndon Johnson founded the U.S. Department of Transportation, he charged us with ensuring the safety of the traveling public and building the national transportation system that America deserves. Every day since then, the men and women of this department, especially those serving their country, have committed themselves to those tasks. As we mark the 50th anniversary of the creation



of the Department, let's renew our commitment to serving the American people, strengthen our resolve to use transportation as a tool to connect all people to opportunities, and rededicate ourselves to building a transportation system worthy of our nation's enormous potential.

HAPPY 50th DOT! ■■■

Port of Oswego and Port of Burns Harbor are Presented the Pacesetter Award

The **Robert J. Lewis Pacesetter Award** was instituted in 1992 to honor the achievements of Great Lakes ports that have registered increases in shipments of international cargo tonnage compared to the previous year.

Port of Oswego: The Port of Oswego received its Robert J. Lewis 2014 Pacesetter Award during the November 2015 Highway H₂O Conference in Toronto, Canada. The port achieved a 45 percent increase in international cargo tonnage shipped through the Great Lakes St. Lawrence Seaway System. Notable cargos that supported the tonnage increase were aluminum and petroleum products.

Port of Burns Harbor: The Port of Burns Harbor received its 12th Robert J. Lewis Pacesetter Award, shipping 777,000 tons of freight through the Seaway, a 62 percent increase over the previous navigation season. The Port handled more shipments in 2014 than any year since the port opened in 1970.

The port's terminal operator, Federal Marine Terminals (FMT), set new records in 2014, handling more than double the previous year's volumes. FMT and the port's labor force worked extended operating hours and weekend shifts to meet the shipping demands during several high-traffic months.

The port is a preferred inland hub for project cargo, which included beer tanks, wind turbines, and fuel processing equipment. A great example is the 29 beer fermentation tanks that were shipped from Germany through the port to Lagunitas Brewing Co, in Chicago. ■■■



Left to Right: Betty Sutton, Administrator, SLSDC presenting the Pacesetter Award to Terrence Hammill, Chairman, Board of Directors, and Zelko Kirincich, Executive Director and CEO, Port of Oswego, New York.



SLSDC Administrator Betty Sutton (right) presented the Robert J. Lewis Pacesetter Award to (left to right): Rich Cooper, CEO for the Ports of Indiana; Rick Heimann, Port Director, Burns Harbor; and Governor Pence.

HwyH₂O Continues Outreach to Europe in 2016

The **U.S.** Saint Lawrence Seaway Development Corporation (SLSDC) and Canadian St. Lawrence Seaway Management Corporation (SLSMC) are pleased to announce that multiple delegations of Great Lakes St. Lawrence Seaway (GLSLS) stakeholders will be traveling to Europe throughout 2016 to pursue developing business and networking opportunities with those companies interested in shipping to North America via the Great Lakes.

HwyH₂O will continue its tradition of hosting an exhibition booth at the Breakbulk Europe Conference to be held in Antwerp, Belgium from May 23–26, 2016. Breakbulk Europe is the largest educational forum in the world addressing the needs of traditional breakbulk and project cargo logistics and has proven to be an invaluable opportunity for Great Lakes stakeholders to cultivate new and existing business. Look for the HwyH₂O delegation at booth # 919H4! More information is available at <http://www.breakbulk.com/events/breakbulk-europe/breakbulk-europe-2016/>.

Great Lakes stakeholders interested in participating in SLSDC/SLSMC facilitated international meetings can email hwyh2o@seaway.ca for more information. International businesses and other stakeholders worldwide seeking more information about networking with the HwyH₂O delegations to Europe can email Adam Schlicht, SLSDC Great Lakes Regional Representative, at adam.schlicht@dot.gov and/or Vince D'Amico, SLSMC Manager of Market Development at vdamico@seaway.ca.

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11th Annual HwyH₂O Conference

The U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and Canadian St. Lawrence Seaway Management Corporation (SLSMC) hosted the 11th Annual Conference from November 18–19, 2015 in Toronto. The theme of this year's event was "*Competitive. Progressive. Seamless. Your cargo on the move with HwyH₂O.*" it was the best attended and most sponsored in HwyH₂O history. Highlights are available online at <http://hwyh2o-conferences.com/>.

The conference included presentations from SLSDC Administrator Betty Sutton, Deputy Administrator Craig Middlebrook, and Great Lakes Regional Representative Adam Schlicht. The conference remains an important event for Great Lakes St. Lawrence Seaway (GLSLS) stakeholders that utilize HwyH₂O for international trade development. Attendees provided preliminary positive feedback



that the conference remains an excellent opportunity for networking and for understanding current trade dynamics across the GLSLS.

The 12th Annual HwyH₂O Conference will be held November 16–17, 2016 in Toronto. Individuals interested in joining the 2016 Conference Planning Committee are welcome to email hwyh2o@seaway.ca for more information.



Left to Right: Craig Middlebrook, Deputy Administrator, SLSDC; Adam Schlicht, Great Lakes Regional Representative, SLSDC; Zelko Kirincich, Executive Director and CEO, Port of Oswego; and Benoit Nolet, Manager, Corporate Operational Services, SLSMC.



HwyH₂O Launches Modernized Website

A new HwyH₂O website has been launched! The updated site includes a fresh and modern look, making critical HwyH₂O information available across multiple mobile platforms — from the desktop to the tablet and other mobile devices. Highlights include updated web features such as:

- An updated map of the Great Lakes region and real-time information about HwyH₂O Port Partners and Members.
- A "Route Calculator" which helps stakeholders determine transit time and distance estimates from Great Lakes ports to/from international port destinations.
- A "Scheduled Services" calendar, which provides published information about vessel availability throughout the Great Lakes St. Lawrence Seaway System (GLSLS).
- A "Toll Incentives" application, which provides stakeholders with information on the latest HwyH₂O programs, incentives, and rebates for carriers calling in the Great Lakes Region.

The updated HwyH₂O is available at <http://www.hwyh2o.com/>. ■■■



Rear Admiral Ryan Visits the Seaway

Rear Admiral June Ryan's recent visit to the local United States Coast Guard (USCG) Marine Safety Detachment in Massena included a tour of the Saint Lawrence Seaway Development Corporation's traffic control center, a look at winter work projects, and meetings with U.S. and Canadian Seaway officials to discuss common goals, challenges and priorities.

Rear Admiral Ryan assumed duty as the Ninth Coast Guard District Commander in June 2015. She is the senior Coast Guard Commander for the Great Lakes and Saint Lawrence Seaway, an area that encompasses eight states, a 1,500 mile international border, and a workforce of over 6,000 Coast Guard active duty, reserve, civilian and auxiliary men and women. ■■■

Personnel News

Ron Johnson, Trade Development Director, Duluth Seaway Port Authority, retired in January after 18 years at the Port.

Mr. Johnson has gone on countless Seaway trade mission, promoted the Port and its capabilities and guided trade teams and business groups through the Duluth waterfront. He will be a huge loss to the Great Lakes St. Lawrence Seaway System, and we thank him for his tireless efforts and enthusiasm.

He hopes to spend more time with his grandchildren, raise funds for the Barnum Dollars for Scholars endowment program, pursue photography and maybe even write a book. We wish you well Ron and happy sailings.

Thomas Lavigne, Saint Lawrence Seaway Development Corporation (SLSDC), was recently selected as the new Associate Administrator and Resident Manager in Massena, N.Y. Since joining SLSDC in 1980 as a Civil Engineer, Tom has worked his way up from an operational engineer to the Director of Engineering and Maintenance.

As the Associate Administrator and Resident Manager, he will manage lock operations, maintenance, marine services, safety, engineering, strategic planning and administration services. Congratulations Tom!

Robert Lewis-Manning has left Canadian Shipowners' Association and is now the President of the Chamber of Shipping of British Columbia, replacing Stephen Brown who retired earlier this year.

Robert holds a degree in Political Science and a Masters of Business Administration and is a former senior officer with 24 years of experience in the Royal Canadian Navy, where he has also gained extensive international experience in policy roles in the United Kingdom and Canada. He is excited to return to the West Coast where he has maintained a resident in Victoria, BC. ■■■

Upcoming Events

March

March 3-4

25th Annual Calgary Seaway Day

Calgary, Canada

Contact: Kate Ferguson,
kferguson@duluthport.com

March 14-17

Seatrade Cruise Global

Fort Lauderdale, FL

Info:

<http://www.seatradecruiseglobal.com/>

April

April 24-26

Annual Great Lakes Economic Forum

Toronto, Canada

Info: <http://www.greatlakeseconomicforum.com/>

May

May 16-19

Association for Iron and Steel Technology Conference

Pittsburg, PA

Info: <https://www.aist.org/conference-expositions/aistech>

May 23-26

Breakbulk Europe

Antwerp, Belgium

Info: <http://www.breakbulk.com/events/breakbulk-europe/breakbulk-europe-2016/>