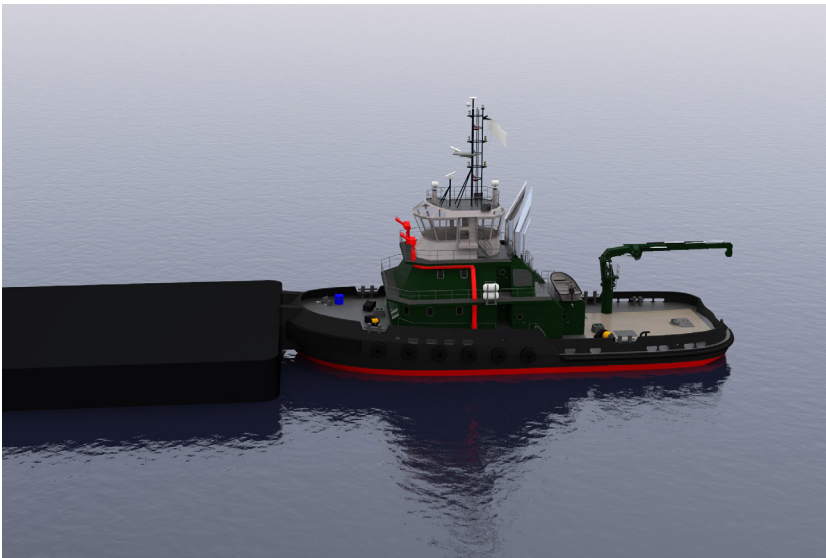


Asset Renewal Program Awards Final Contract for Fiscal Year 2017



A computerized rendering of the new ice breaking tug.

In late September, the Saint Lawrence Seaway Development Corporation (SLSDC) awarded its final Asset Renewal Program (ARP) contracts for fiscal year 2017 as part of its multi-year infrastructure rehabilitation and modernization of the SLSDC's lock infrastructure, vessels, facilities, and equipment in Massena, N.Y. In FY 2017, the SLSDC obligated \$27.9 million on 11 ARP projects, including \$19 million for the start of the SLSDC's tugboat replacement project (*included \$9.2 million in recovered funds from FY 2016*) and \$8.1 million for construction work for the hands-free mooring system installation at Snell Lock.

Gulf Island Shipyard, Jennings, LA., was awarded a contract to begin the construction of a new ice breaking class tug. This work includes the final production engineering, hull construction, and

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DEPUTY ADMINISTRATOR'S COLUMN

Big Data, meet Big Ships



Craig Middlebrook
Deputy Administrator

It often seems as if other transportation modes get all the attention when it comes to technological innovation. Whether its electric cars, autonomous trucks, positive train control, or the next leap forward in

quieter and more fuel-efficient jet airplane engines, it can seem like the commercial navigation industry is lagging in innovation if you go by what is reported on. Yet,

CONTINUED ON PAGE 2

GUEST COLUMNIST

Tom Brown

Executive Director,
Lorain Port Authority

Waterfront Opportunities Await in Lorain



If I were to tell you there are hundreds of acres of waterfront property situated on a deep-water navigational channel available for development, a lot of people would ask, "Which state?" What if I then told you these great opportunities are all available in one city?

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Seaway Corporations Host Binational Delegation at 2017 Breakbulk Americas in Houston

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as is often the case, the Great Lakes St. Lawrence Seaway System marine industry has been innovating at a dramatic pace in recent years, albeit in its usual quiet fashion. All three fleets within the System have been rapidly introducing new technologies into their existing vessels and in newly constructed ships that affect all aspects of their operations, including air emissions, ballast water discharge, fuel consumption, or advanced bridge management. Moreover, several carriers are beginning to install sensors on many of the most basic components of their ships to monitor fuel use, engine/machinery performance, speed/throttle, etc., gathering data to track and measure more and more aspects of their ships' operations. These real-time data are transforming the safety and operating performance of these fleets.

When it comes to technological innovation, the Seaway has also been no slouch. The list of cutting-edge technologies implemented or soon-to-be introduced by the Seaway is impressive, including the Automatic Identification System (AIS), Draft Information System, and Hands Free Mooring technology. Most recently, in anticipation of the Intelligent Transportation Systems (ITS)

World Conference to be held in Montreal in November, the Seaway's navigation operations, specifically its vessel traffic management system, were the subject of an intensive review by the U.S. Department of Transportation's Volpe National Transportation Systems Center and the Federal Highway Administration's ITS Joint Program Office. The review and the detailed "Concept of Operations" paper from that review are attempts to think creatively and see where ITS technology could be applied to the Seaway's operations in a cost and operationally effective way. One serious proposal put forward is for a "Seaway Time of Arrival" or "SeaTA" system that could use already existing AIS real-time data to generate precise arrival time estimates between a vessel's current location and waypoints critical to the safety and efficiency of the Great Lakes Seaway System.

Ultimately, SeaTA could form the foundation of a more comprehensive traffic management system that could enable enhanced voyage planning and traffic management not only in the Seaway, but throughout the entire Great Lakes. It offers a range of potential functions and applications and multiple ways to gather and process data that could provide recommendations for course or speed changes to safely facilitate

maximum operational efficiency (e.g., reduce delays) while also respecting the interests of individual vessels (e.g., schedule, fuel usage). I want to stress that SeaTA at this point is only a "mere" proposal, firmly attached to the drawing board. But we at the Seaway like to dream, and given our track record of taking technological dreams and putting them into action, I'd say we're already on our way to our next technology innovation. You'll find the final Concept of Operations paper on our website once it is published in early November. ■■■

This issue of the *Seaway Compass* marks the last one to be graced by the skill and professionalism of its long-time editor, Joy "Sandy" Pasquariello, who is retiring after 35 years of public service, 15 of them at the SLSDC. Under Joy's careful eye and buoyant smile, the *Seaway Compass*—and most of the SLSDC's other publications—has earned a reputation as one of the best produced and most read newsletters in the Great Lakes region. Please let Joy know how much you've enjoyed her work over the years, and join me in wishing her all the best in her well-deserved retirement!

Update on the Great Lakes Seaway Partnership

The Great Lakes Seaway Partnership (GLSP) is continuing its efforts to educate, inform, and amplify the benefits of Great Lakes and Seaway shipping. The GLSP is comprised of the Lake Carriers Association, the American Great Lakes Ports Association, the Saint Lawrence Seaway Development Corporation, and Fednav, Ltd. Early next year, the

updated Great Lakes St. Lawrence Seaway System Economic Impact Study is expected to be released. Working with the firm, Shark&Minnow, based in Cleveland, the GLSP is coordinating an effort to widely distribute the results of the study. The firm was founded in 2013 and its expertise focuses on research and strategy, as well as messaging. The

GLSP is seeking to help increase awareness and enhance understanding of the Great Lakes Seaway System, particularly to new and relevant audiences, through the use of social media, videos, graphics, photos, and human interest stories for greater reach to the public. ■■■

procurement of engines and propulsion units. Tioga Construction Co., Herkimer, N.Y., was awarded a contract to complete the installation of the Hands Free Mooring (HFM) slots and railings at Snell Lock in two phases including demolition work during the 2018 winter shutdown period and slot construction work during the 2019 winter shutdown period. The HFM units for Snell Lock were received from the manufacturer during the 2017 navigation season while the HFM units for Eisenhower Lock have been scheduled for installation and commissioning during the 2018 navigation season.

Through the first nine years of ARP funding (FYs 2009–2017), the SLSDC has obligated \$139 million

on 48 separate projects. The completion of SLSDC ARP projects will extend the life of the U.S. Seaway infrastructure and reduce the risk of system delays to commercial navigation caused by lock equipment malfunction. In fact, since the completion of most major ARP projects related to lock operating machinery and equipment in 2012–13, U.S. lock malfunctioning delays have decreased by 70 percent (from 27 hours, 4 minutes in 2013 to 8 hours, 21 minutes in 2016). Furthermore, several ARP projects involve the implementation of new innovations and improved technologies for the operation of the Seaway infrastructure, resulting in reduced maintenance needs and operating costs to Seaway users.

The SLSDC's ARP is resulting in not only modernized infrastructure and new equipment to ensure the long-term

reliability of the St. Lawrence Seaway, but it is also having a positive and significant impact on the Upstate New York economy. In fact, approximately half of the ARP funds obligated during the program's first nine years were awarded to contractors and companies within the region. In addition to these contracts, the ARP is producing \$1.5–\$2.5 million in additional economic benefits to the region (local permanent and temporary hires, local spending on supplies and equipment, lodging, meals, etc.) each year. ■■■

HwyH₂O to Offer Information Webinar in Partnership with U.S. Committee on Marine Transportation System

At the request of Great Lakes St. Lawrence Seaway (GLSLS) stakeholders in both the United States and Canada, the Saint Lawrence Seaway Development Corporation (SLSDC) and St. Lawrence Seaway Management Corporation (SLSMC) are proud to be re-launching the HwyH₂O webinar series, providing interested HwyH₂O and Great Lakes stakeholders with tools, information, and expertise on the latest business development, market analysis, and international economic development insights. The first HwyH₂O is currently scheduled for Tuesday, December 12, 2017 and will be hosted online via webinar in coordination with the U.S. Committee on the Marine Transportation System (CMTS), a partnership of U.S.

Federal government departments and agencies tasked with ensuring the “development and implementation of national MTS policies consistent with national needs”. The CMTS recently released its third edition of the *Federal Funding Handbook for Marine Transportation System Infrastructure*, which provides insight into 80+ authorized Federal multimodal transportation infrastructure funding, financial, and technical assistance programs. HwyH₂O webinar participants will gain invaluable perspective on available funding resources for North American infrastructure projects in the MTS. The HwyH₂O webinar series is expected to include an array of U.S.- and Canadian-centric topics and will continue in 2018 and

beyond. Details for accessing the December 2017 webinar will be released in the weeks to come; interested individuals may contact the SLSDC's Great Lakes Regional Representative Adam Schlicht via email at: adam.schlicht@dot.gov. ■■■



GUEST COLUMNIST TOM BROWN
CONTINUED FROM PAGE 1

Well that city is Lorain, Ohio, and it is a blank canvas ready for imagination, re-creation, and development.

When I was appointed to be the new director of the Lorain Port Authority in March of this year, I made it a mission of mine to sell Lorain every day. In order to sell Lorain, however, you need to have an understanding of what Lorain was while more importantly envisioning and believing in what a new Lorain can be.

Lorain boasts a very rich history of ship building, steel production, and many forms of manufacturing that utilized this harbor to drive commerce and industry. These major industries created a wonderful opportunity for immigrants from all around the world to come to Lorain to find a career and create a home. The lasting legacy of that movement resulted in a city that still embraces the different nationalities and cultures that shaped Lorain, which is proudly known as The International City.

Gone now are the majority of industries that once drove the economy of not only Lorain but the region. Who remains are

the survivors that still use this harbor and its resources to move products throughout the Great Lakes. Lorain's future will greatly be determined by the waterfront properties acquired by the Port, the City, and private parties that are ready for development. Situated at the mouth of the Black River on the southern shores of Lake Erie, Lorain offers a combination of available parcels and current dock operators eager to accommodate a variety of shipping needs. Opportunities exist in Lorain and the Lorain Port Authority stands ready to assist you in exploring the many parcels that are ready for growth.

Our willingness to personally work with businesses or developers who look to forge new or green industries that may not fit in larger ports is resilient. While our port will always be home to traditional uses and cargo, we offer a unique opportunity for start-ups to create new businesses and jobs for today's global economy.

In addition to industrial uses, Lorain's waterfront has many opportunities for recreational, residential, lodging, and service-based industries. The historic Lorain Lighthouse welcomes boaters,

kayakers, paddle-boarders, and shuttle and ferry boat passengers to a harbor and river in which commerce innately coexists with nature. World-class fishing and birding opportunities highlight the restoration efforts accomplished in recent years and further illustrate the variety of opportunities that await you in Lorain.

If you have never been to Lorain, I would love the opportunity to tell you about it. If you have not been to Lorain recently, then I would love the opportunity to show you our waterfront from a renewed perspective. Either way, understand that development is on the horizon in Lorain, Ohio, and the Lorain Port Authority is prepared to assist you in every way possible.

Have I mentioned that I really want you to come to Lorain...? ■■■



Seaway Corporations Host Binational Delegation at 2017 Breakbulk Americas in Houston

The U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and Canadian St. Lawrence Seaway Management Corporation (SLSMC) again hosted a binational delegation of Great Lakes St. Lawrence Seaway (GLSLS) stakeholders as the HwyH₂O delegation at this year's Breakbulk Americas Conference and Exhibition in October 2017 in Houston, Texas. The HwyH₂O booth has been a fixture at Breakbulk events for well over a decade, providing exhibitors and visitors alike with up-to-date information about shipping, marine traffic, and maritime activity into the heartland of North America. Visitors this year included an array of cargo owners, ocean carriers, freight forwarders, and other industry veterans committed to growing project cargo and breakbulk shipments throughout the GLSLS. The week culminated in a HwyH₂O-hosted networking reception during the week, which was attended by 150+ attendees from around the world actively engaged in expanding international trade throughout the Great Lakes corridor. The SLSMC's Director of Market Development, Bruce Hodgson, was interviewed by the Breakbulk Conference to discuss the Seaway's innovative Hands Free Mooring (HFM) technology, which has the potential to increase international accessibility to



Breakbulk Americas binational delegation: (L-R) Joe Cappel, Toledo-Lucas County Port Authority; Chris Blessing, Midwest Terminals; Erica Grilli, Fednav; Adam Schlicht, SLSDC; and Dave Gutheil, Cleveland-Cuyahoga Port Authority.

the GLSLS to 8,000 international vessels by 2019. The interview is available online at <https://youtu.be/fnS4nbFth9Y>.

HwyH₂O participants at the Breakbulk Americas 2017 included: the Cleveland-Cuyahoga County Port Authority (U.S.), the Duluth Seaway Port Authority (U.S.), Lake Superior Warehousing (U.S.), Midwest Terminals of Toledo (U.S.), Oshawa Port Authority (Can.), Port of Valleyfield (Can.), Port of Milwaukee (U.S.), Thunder Bay Port Authority (Can.), Toledo-Lucas County Port Authority

(U.S.), Valport Maritime Services (U.S.), the SLSMC, and the SLSDC.

The HwyH₂O booth and binational delegation of exhibitors will again be available to meet with interested Great Lakes customers at the forthcoming 2018 Breakbulk Europe Conference and Exhibition, expected to be held in Bremen, Germany beginning May 29, 2018. For those with immediate interest, please contact the SLSDC's Great Lakes Regional Representative Adam Schlicht via email at: adam.schlicht@dot.gov. ■■■

Congressional Staffers Visit the Massena, New York Operations

Late this summer, the Saint Lawrence Seaway Development Corporation (SLSDC) hosted five staffers from the Congressional appropriations committees for a site visit of the Massena, New York operations. The staffers who have the SLSDC responsibility in their portfolios, represented the House and Senate appropriations committees from both the majority and minority staffs.

Associate Administrator Tom Lavigne led the day-long visit, which included a tour of all the facilities, viewing of a commercial ship transiting Eisenhower Lock, a ride aboard the *Robinson Bay* tugboat and transit through Eisenhower Lock, and a first-hand look at equipment and infrastructure included in the SLSDC's Asset Renewal Program. ■■■

Seaway Advisory Board Meets with Great Lakes Stakeholders in Milwaukee



SLSDC Advisory Board delegation standing in front of the host port—Port Milwaukee. (L-R, back row: Wayne Williams, SLSDC; Chris Guimond, SLSDC; Paul Vornholt, Port Milwaukee; Nancy Alcalde, SLSDC; Peter Hirthe, Port Milwaukee; Adam Schlicht, SLSDC; front row: Arthur Sulzer; William Mielke; David McMillan; and Craig Middlebrook, SLSDC.

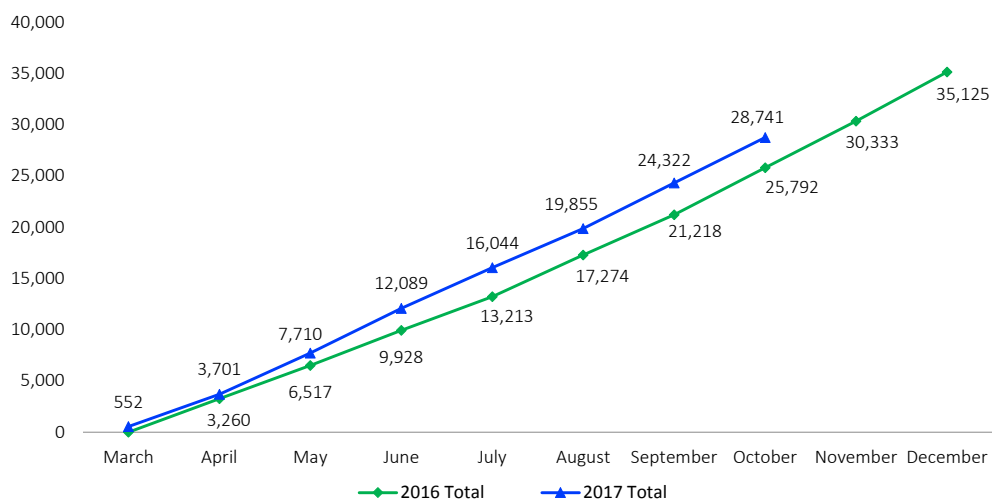
On October 30–31, 2017, representatives from the Saint Lawrence Seaway Development Corporation (SLSDC) Advisory Board were on-site in Milwaukee, WI for their annual in-person meeting. The Board elected to host its 2017 in-person sessions in Milwaukee to emphasize the SLSDC's significant role facilitating maritime freight movement throughout the Great Lakes and corresponding economic development initiatives across the entire Great Lakes St. Lawrence Seaway System, but particularly for the state of Wisconsin and the Milwaukee area.

The SLSDC Advisory Board members who attended included Board Chairperson and Duluth resident David McMillan, William Mielke from Waukesha, Wisconsin (who hosted the session), and Dr. Arthur Sulzer from Philadelphia, Pennsylvania.

In addition to the scheduled quarterly meeting where Board members received informational updates from SLSDC senior managers, the Board and SLSDC Deputy Administrator Craig Middlebrook toured Port Milwaukee. The agenda included briefing sessions with senior officials at Port Milwaukee, a tour of the facilities, terminals and operations at the port, meetings with port stakeholders and representatives of local businesses, and a presentation on maritime education and workforce development. The group saw first-hand the robust activity at the port and learned about future plans for further growth opportunities at this bustling port. ■ ■ ■

SLSDC Facts and Figures at a Glance

Cumulative Cargo, 2016 vs. 2017
St. Lawrence Seaway Comparative Cargo Traffic
(thousands of metric tons)



The 2017 Seaway navigation season has seen an increase in overall cargo traffic every month, as high as 21.8% in June. If this trend continues, we can expect to see an overall increase of 11.23% for the navigation season.

Personnel News



Kelly Knight Craft is the new U.S. Ambassador to Canada. In 2007, President George W. Bush appointed Ambassador Craft as an alternate delegate to the United Nations General Assembly. This significant policy and diplomatic responsibility allowed her important experience for her role as U.S. Ambassador to Canada.

Ambassador Craft is a graduate of the University of Kentucky (UK) and holds an Honorary Doctorate from Morehead State University. She and her husband, Joe Craft, who is also a Kentucky native and UK graduate, share six children and ten grandchildren.



On August 2, John Loftus left his position as executive director of the Detroit/Wayne County Port Authority, after his three-year contract expired. **Kyle Burleson** will serve until February 1, 2018 while the board of directors seeks a permanent replacement.

Kyle Burleson began his professional career working in the office of Congresswoman Candice Miller after graduating from college. Beginning as a Legislative Assistant handling Great Lakes and environmental issues, among others, he moved through the ranks and eventually reached the position of Special Assistant. After several years in Washington,

Mr. Burleson decided to return to his home state of Michigan to attend law school at the University of Detroit Mercy. Upon graduating from law school, he returned to Rep. Miller's office to serve as Legislative Director of the Congresswoman's office, primarily handling transportation and infrastructure issues, as well as Great Lakes and environmental issues. Mr. Burleson served as Legislative Director until he was pulled once again back to his home state where he has remained ever since.

Mr. Burleson is a 2005 graduate of the University of Michigan in Ann Arbor and is a 2010 graduate of the University of Detroit Mercy School of Law. He is licensed to practice law in the State of Michigan. ■ ■ ■

Upcoming Events

November

November 30

Great Lakes Stakeholder Reception

Montreal, Canada

Contact: chelsea.champlin@dot.gov

January

January 19–20

79th Annual Dinner of The Marine Club

Toronto, Ontario

Info: <http://www.themarineclub.org/events/79th-annual-dinner-annual-general-meeting/>

February

February 6–7

Great Lakes Waterways Conference

Cleveland, OH

Info: <http://www.maritimemeetings.com/great-lakes-waterways-conference.php>

