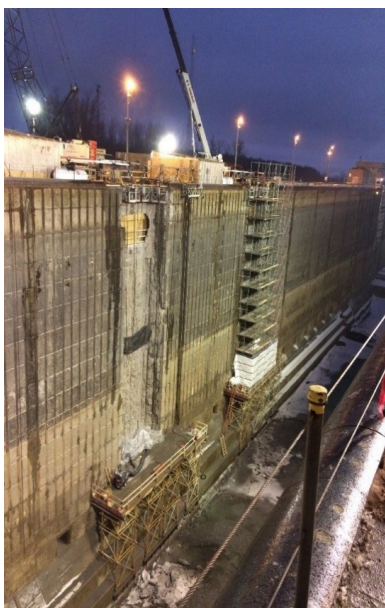


## U.S. Seaway Invests in Hands-Free Mooring Technology



Construction at the U.S. Eisenhower Lock near Massena, N.Y. in January 2017 to install the slots and rails for the hands-free mooring system.

During the 2017 winter season, the U.S. Saint Lawrence Seaway Development Corporation (SLSDC) completed the first major phase of a multi-year project to install hands-free mooring technology (HFM) at Eisenhower and Snell Locks. Similar to the Canadian St. Lawrence Seaway Management Corporation (SLSMC), the SLSDC is updating the way vessels transit the locks, which has not changed significantly since the opening of the Seaway almost 60 years ago.

The new technology allows commercial ships to transit faster and more efficiently, while also enhancing workplace and operational safety conditions. The HFM system uses vacuum pads, each of which provides up to 20 tons of holding force, mounted on vertical rails inside the lock chamber wall to secure a vessel during the lockage process. The HFM System keeps the vessel at a fixed distance from the lock wall as it is raised or lowered. The last step in the lockage operation consists of releasing the vacuum and retracting the pads so that the vessel is able to sail safely out of the lock.

The SLSMC first began testing the HFM technology in 2007 for potential use to replace the traditional practice of manually securing commercial vessels within the Seaway locks with mooring lines. Subsequent testing over the years led to the current fourth generation design, which includes three units with two vacuum pads on each unit, mounted on slots in the lock chamber wall.

CONTINUED ON PAGE 3

### DEPUTY ADMINISTRATOR'S COLUMN

#### A Healthy Display of Partnership



Craig Middlebrook  
Deputy Administrator

As the saying goes, relationships matter, especially when it comes to your neighbors, whether they live in the house — or country — next door. When it comes to “neighborliness”, no two countries in the world can match

the relationship between the United States and Canada. Whether it concerns the

CONTINUED ON PAGE 2

### GUEST COLUMNIST

#### Interview with Bruce Hodgson Director of Market Development St. Lawrence Seaway Management Corporation



**Bruce Hodgson**, Director of Market Development at the Canadian St. Lawrence Seaway Management Corporation (SLSMC) since November 2006, is responsible for attracting increased traffic through the Great Lakes St. Lawrence Seaway System

CONTINUED ON PAGE 5

### ALSO IN THIS ISSUE:

SLSDC Announces Pacesetter Award Winners for the 2016 Navigation Season

Seatrade Cruise Shipping Exhibition

SLSDC Spring Buoy Run

Binational Great Lakes Participation at Breakbulk Exhibitions Continue in 2017 and Beyond

Annual Calgary Seaway Day Networking Event

Opening of the Seaway's 59th Navigation Season

The 2017/2018 Great Lakes St. Lawrence Seaway System Directory

The Dwight D. Eisenhower Visitors' Center Officially Opens

Mark Your Calendars for the Annual Hwy H<sub>2</sub>O Conference

Seaway Corporations Updating Popular Geograpix Map of Great Lakes St. Lawrence Seaway System

Personnel News

Upcoming Events

ADMINISTRATOR'S COLUMN  
CONTINUED FROM PAGE 1

peaceful nature of their shared border or the high degree of economic integration of their economies, Canada and the U.S. are a model of how neighbors can work together for mutual advantage. Marine transportation plays a significant role in this relationship, and the Great Lakes St. Lawrence Seaway System is a part of the foundation that makes this a mutually beneficial partnership between countries.

The most recent Bank of Montreal Economics report issued in April, "*Driving North American Growth and Trade*" (<http://bit.ly/2szHEcT>) highlights the economic importance of the Great Lakes St. Lawrence region, and the critical need for efficient cross-border cooperation. Here are some significant points from the report:

- The region's output ranks ahead of Japan, Germany, the U.K. and France, and it would rank as the third largest economy in the world if it were a country, behind only the U.S. and China.
- With economic output estimated at \$6 trillion in 2016, the region accounts for 30 percent of combined

Canadian and U.S. economic activity and employment, 51 million jobs, and more than half of Canada/U.S. cross border trade.

- The region's cross-border trade linkages are also immensely important. For example, the Great Lakes St. Lawrence states are Ontario and Quebec's largest trading partner, accounting for \$242 billion of total trade in 2016. That represents almost a third of total international trade among the two provinces.
- It's notable that 33 U.S. states count Canada as their largest export market, including all in the Great Lakes St. Lawrence region.
- It is clear that our two countries have worked hard to develop a critical trade relationship that has become the world's most successful example of bilateral commerce, supporting millions of jobs in each country. Close to \$2 billion a day in cross border trade flows between the U.S. and Canada. The role of the Great Lakes Seaway System in facilitating the flow of goods in the region is significant and is a positive economic driver on both sides of the border.

At the Seaway opening this year, as I watched the *CSL St-Laurent* waiting to enter the Seaway at the St. Lambert Lock in Montreal as the first vessel of the 2017 navigation season, I admired the beautiful mural that local Montreal artists had painted on the ship. It is a marvelous rendering, which commemorates the 150th anniversary of the Canadian Federation, and the 375th anniversary of the founding of the City of Montreal. This monumental mural, entitled 'The Sea Keeper' depicts a common sight along the St. Lawrence River — a Canada goose in flight — and represents the vessel sailing in harmony with the environment. Nature, like a flowing river, knows no boundaries, and in that way the mural also underscores the long history of the spirit of friendship and collaboration between Canada and the United States, which is symbolized by the Seaway.

I am continually grateful for the strong relationships that the U.S. and Canadian Seaway Corporations maintain and am reassured by the importance our two countries place on being good neighbors.



U.S. SEAWAY INVESTS IN HANDS-FREE  
MOORING TECHNOLOGY  
CONTINUED FROM PAGE 1

In May 2015, the Seaway's HFM technology was recognized by the Organization for Economic Cooperation and Development (OECD) with the Promising Innovation in Transport Award.

The SLSDC is completing the installation of HFM at Eisenhower Lock at the end of 2017. Once fully implemented at the U.S. and Canadian Seaway locks, HFM will produce a number of benefits involving workplace safety, carrier operating costs, lower emissions, transit efficiencies, and system competitiveness:

- Eliminates traditional linehandling operations with wire ropes, which increases the risk of incidents/injuries.
- Allows commercial users to reduce crew sizes and require less equipment necessary to meet current transit requirements.
- Reduces the time to transit one of the Seaway locks by approximately seven minutes each way — that's nearly two hours of potential time savings once installation through the entire system is complete.
- Allows commercial carriers to save on fuel costs and reduce air emissions.
- Increases the number of commercial ships capable of transiting the Seaway.
- Allows Seaway Corporations to utilize existing lock operations work crews on other priority projects, including routine maintenance. ■ ■ ■



Traditional wire rope linehandling at Seaway locks.



Hands-free mooring vacuum pads attached to sides of vessels for safe and efficient lock transits.





## SLSDC Announces Pacesetter Award Winners for the 2016 Navigation Season

**Six U.S. ports** in the Great Lakes St. Lawrence Seaway System earned the Saint Lawrence Seaway Development Corporation's (SLSDC) Robert J. Lewis Pacesetter Award for registering increases in international cargo tonnage shipped through their ports during the 2016 navigation season.

Established in 1992, the SLSDC Pacesetter Award annually recognizes the achievements of those U.S. Great Lakes Seaway System ports that increase international tonnage shipped through the St. Lawrence Seaway in comparison to the previous year. Since the award was first issued 25 years ago, the SLSDC has distributed more than 125 Pacesetter Awards to 14 different U.S. Great Lakes Seaway ports.

U.S. Transportation Secretary Elaine L. Chao said, "U.S. Great Lakes Seaway System ports play a vital role in supporting trade and economic growth for the United States. The strong performance of these ports means greater movement of goods, generating thousands of jobs and billions of dollars in economic activity."

The six recipients of the Pacesetter Award for increased international trade in 2016 are: Port of Green Bay (Wis.); Port of Duluth (Minn.)-Superior (Wis.); Toledo-Lucas County Port Authority (Ohio); Port of Milwaukee (Wis.); Port of Buffalo (N.Y.); and Ogdensburg Bridge and Port Authority (N.Y.).

"On this 25th anniversary of the SLSDC Pacesetter Awards, the SLSDC congratulates the six Great Lakes ports for being recognized as Pacesetter Award recipients for their achievements during the 2016 Seaway navigation season," said SLSDC's Deputy Administrator Craig H. Middlebrook.

"Earning the Pacesetter Award does not happen by luck — it is achieved because of the hard work, dedication, and vision of the committed teams of professionals at these ports." ■■■■



SLSDC Associate Administrator Tom Lavigne (left) presented Mayor Tom Barrett (middle) and Paul Vornholt, Port Director, Port of Milwaukee the Robert J. Lewis Pacesetter plaque. This was their 12th time receiving this prestigious award.



SLSDC Chief of Staff, Wayne Williams (left) presented the Robert J. Lewis Pacesetter plaque to Paul L. Toth (middle), President and CEO, Toledo Lucas County Port Authority; and James (Jim) Tuschman (far right), Chairman, Board of Directors during their annual "Update to the Community" event. This was their 16th pacesetter award.



SLSDC's Adam Schlicht, Great Lakes Regional Representative presented Dean Haen (left), Director of the Port of Green Bay and Tom Klimek (middle), President of the Brown County Harbor Commission with their 13th Robert J. Lewis Pacesetter Award.

through promotion under the Hwy H<sub>2</sub>O brand. Mr. Hodgson leads a team of Canadian trade and market development specialists dedicated to marketing the System to the world. Hwy H<sub>2</sub>O is jointly managed by the SLSMC with the U.S. Saint Lawrence Seaway Development Corporation (SLSDC). Mr. Hodgson was interviewed by Adam Schlicht, the SLSDC's Great Lakes Regional Representative, based in Cleveland, Ohio.

**Adam Schlicht (AS):** You have been an international champion of shipping on the Great Lakes St. Lawrence Seaway System (GLSLS) for over ten years now. What has changed the most?

**Bruce Hodgson (BH):** I am constantly impressed with new and developing trade opportunities throughout Hwy H<sub>2</sub>O. Since the Seaway opened to international traffic in 1959, the old adage of “steel in/ grain out” remains true and resilient. The modern Seaway provides opportunities for the historic commodities of our System, but also for diversified traffic — steel, stone, steel slabs, and project cargoes such as windmill components. The introduction of container shipments to the Port of Cleveland via Spliethoff’s “Cleveland-Europe Express” is another indication of the Seaway’s bright future on both sides of the border.

**AS:** During your tenure, the Hwy H<sub>2</sub>O brand has become the signature international marketing brand for the GLSLS. Why is Hwy H<sub>2</sub>O so effective?

**BH:** We are stronger in numbers, and the Hwy H<sub>2</sub>O approach is proactive. Having U.S. and Canadian Great Lakes ports work in synergy via Hwy H<sub>2</sub>O allows each to cumulatively identify trade and market opportunities simultaneously. The vast resources of Hwy H<sub>2</sub>O membership provides our partners with the chance to work domestically and internationally with ease. Our participation in the Breakbulk conferences each year is one such

example. In both Houston (Breakbulk Americas) and in Antwerp (Breakbulk Europe), the GLSLS has been able to develop a more robust market presence in the past ten years than ever before. The team of Canadian and American professionals supporting Hwy H<sub>2</sub>O initiatives are some of the best in the business. I am proud to work with colleagues so committed and passionate about increasing traffic through the Seaway System.

**AS:** And don’t forget Alan Taylor, the European representative for Hwy H<sub>2</sub>O based outside London. He is an amazing resource for identifying trade opportunities into the Great Lakes Seaway System. Tell me about your leadership approach. What are some tips or insights you can offer for new and existing customers of the Seaway System?

**BH:** I believe very much in a collaborative approach internally and externally. Hands-Free Mooring is an excellent example of this collaboration; we have included all Seaway customers and stakeholders in the development and implementation of HFM. Full implementation of HFM at the Canadian and U.S. Seaway locks is a major technological advancement that will benefit Hwy H<sub>2</sub>O customers immensely. Lockage times will be decreased. More “salties” will have the opportunity to enter the System than ever before. HFM offers increased System capacity. The work of the SLSMC and SLSDC to successfully deploy HFM is remarkable. Our team is committed to our efforts of aligning Hwy H<sub>2</sub>O with like-minded organizations and further expanding our business growth initiatives.

**AS:** How would you like to see Hwy H<sub>2</sub>O grow in the next ten years?

**BH:** The Hwy H<sub>2</sub>O team is constantly seeking new ways to provide benefit to our membership and to promote the System. In 2017, we are hoping to re-launch our webinar and workshop series with renewed vigor on both sides of the border.

Each year, the Hwy H<sub>2</sub>O membership also identifies numerous “initiatives”, specifically identified trade or marketing targets for the System within that shipping season or beyond. In 2016, our U.S. grain initiative led to a 21 percent increase in traffic through the Seaway locks, an impressive feat. Our membership subcommittee is currently devising an approach for expanding Hwy H<sub>2</sub>O membership to the many folks that want to join but have not yet had the opportunity. We want to enable all Great Lakes stakeholders with the information and tools they require to see their business expand!

**AS:** Hwy H<sub>2</sub>O includes port partners and members from both the U.S. and Canada. Why is the binational relationship so important going forward?

**BH:** When a vessel enters our System for a voyage, it will cross the Canadian/U.S. border 27 times in the St. Lawrence Seaway alone. The SLSMC and SLSDC have one set of regulations, which reduces any barriers of entry. It is important operationally and also from a business growth perspective; we are able to market the System as one supply chain to and from the Heartland of North America.

**AS:** Anything else you wanted to share?

**BH:** The Hwy H<sub>2</sub>O Annual Conference is forthcoming! It will again be held this year at the Hilton Toronto Airport Hotel, beginning November 14. The Conference has witnessed record attendance year after year. It truly is the best annual opportunity for industry thought leaders and experienced marine specialists in Great Lakes commerce to converge, engage, and network while sharing industry trends and marketing intelligence. I hope the readership of the *Seaway Compass* joins us this year in Toronto! ■■■

## Seatrade Cruise Shipping Exhibition



Stephen Burnett, Great Lakes Cruising Coalition explains Great Lakes cruising opportunities to potential customers.

The SLSDC and several other Great Lakes Seaway System stakeholders participated and exhibited at the annual Seatrade Cruise Shipping Exhibition in Ft. Lauderdale, Fla., in March. The goal of attending the conference was to market and promote the Great Lakes St. Lawrence Seaway System to cruise ship owners and operators. Booth traffic was steady and delegation members were approached by multiple cruise ship owners, operators, charterers and influencers with specific initiatives to bring added cruise inventory into the Great Lakes. Discussions focused on the current state of affairs for the cruise ship *Pearl Mist*, *Victory I*, and her sister ship the *Victory II*, which will make its debut in 2018. Other discussions focused on three additional cruise lines that we can expect to see in the Great Lakes in the next couple of years — Ponent Cruise Lines, SilverSea Cruises, and Absolute Nevada — the newest owner of the cruise ship *Americana*, formerly the *Yorktown* which last sailed the Great Lakes in 2013.

Delegation members representing the Great Lakes St. Lawrence Seaway System were Stefane Scourtellis, Navitrans Shipping Agency; Cindy Larson, Muskegon (Mich.) Chamber of Commerce, Noreen Cartwright, Government of Ontario; Peter Burgess, SLSMC; Ian MacMillan, Sault Ste. Marie, Ont.; Stephen Burnett, Great Lakes Cruising Coalition; and Rebecca Yackley, SLSDC. ■■■

---

## SLSDC Spring Buoy Run

The annual spring buoy run to commission the floating aids to navigation within the U.S. sectors of the St. Lawrence River began on March 24. The Saint Lawrence Seaway Development Corporation's (SLSDC) Marine Division completed the Spring Buoy Run on April 7 when the final buoy was commissioned for the navigation season above Eisenhower Lock, in Massena, N.Y. After getting underway from the Marine Base, the Tug *Robinson Bay* — pushing the corporations buoy barge — and the light Tug *Performance* proceeded upbound to Ogdensburg Harbor, commissioning buoys along the way. Because of the heavy ice conditions along the river between Massena and Waddington, N.Y., the crew slowly worked their way up-river, commissioning between 10–15 buoys per day. In total, 105 buoys and 7 lights between Massena and Cape Vincent, NY, including seven buoys on Lake Ontario were commissioned.



This operation coincides with the U.S. and Canadian Coast Guard Annual Operation Spring Restore, which occurs throughout the St. Lawrence Seaway system at the beginning of each navigation season. Unlighted winter markers, which were commissioned in December and take the place of the lighted floating aids, were removed for the regular sized 7-foot by 17-foot red and green lighted buoys. In addition to the buoys, seven lights were also placed in commission. These seven permanently fixed aids are not protected by a large mooring cell as most other fixed lights are and are more susceptible to damage from ice flows. The crew will remove these lights in December to protect the integrity of the unit. ■■■



## Binational Great Lakes Participation at Breakbulk Exhibitions Continue in 2017 and Beyond

**Under the binational** Hwy H<sub>2</sub>O international marketing brand, the U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and Canadian St. Lawrence Seaway Management Corporation (SLSMC) have long participated in annual Breakbulk Transportation Conference and Exhibitions in both Europe and in North America. This year is proving no exception, as Breakbulk events continue to provide attendees with a singular opportunity for networking and business development with terminal operators, logistics providers, carriers and representatives involved in the movement of general and breakbulk cargoes worldwide, including steel, machinery and project cargo, lumber and paper, among other commodities.

A delegation of both U.S. and Canadian Great Lakes St. Lawrence Seaway System stakeholders recently participated in the Hwy H<sub>2</sub>O delegation at the 2017 Breakbulk Europe Conference, which again took place in Antwerp, Belgium in April. Representatives from the SLSDC, SLSMC, the Hamilton Port Authority, Port of Valleyfield, Port of Cleveland, Ports of Indiana–Burns Harbor, Port of Oswego, the Thunder Bay Port Authority, and Valport Maritime Services collaborated jointly promoting shipping throughout the Great Lakes Seaway System while respectively identifying new and important trade opportunities for the future.

The positive momentum will continue at the upcoming 2017 Breakbulk Americas event, which will again take place at the George R. Brown Convention Center in Houston, Texas from October 17–19. The 2017 event in Houston is already proving to have record attendance and strong Great Lakes participation, continuing to compliment the Seaway Corporations' ongoing market and business development outreach to freight forwarders, logisticians, and other supply-chain decision makers in Texas. The SLSDC and the SLSMC are also currently planning supplementary activities concurrent to Breakbulk Americas, further expanding Hwy H<sub>2</sub>O's mission to expand international understanding and interest in shipping throughout the Great Lakes Seaway System.

For more information, please visit the Breakbulk Americas website at <http://www.breakbulk.com/events/breakbulk-americas-2017/>.

Additionally, the 2018 Breakbulk Europe Conference will offer participants new

opportunities for outreach, collaboration, and market development as the Exhibition will be transferring to a new host city: Bremen, Germany. Bremen, the eleventh most populous city in Germany, is a commercial and industrial city along the River Weser, a new and significant cultural and economic home for Breakbulk Europe. The event is currently scheduled to take place from May 29–31, 2018, and the Hwy H<sub>2</sub>O team looks forward to sharing additional delegation information in the future.

For more information, please visit the Breakbulk Europe website at <http://www.breakbulk.com/events/breakbulk-europe-2018/>.

For those interested in participating at Breakbulk Americas or Breakbulk Europe as part of the Hwy H<sub>2</sub>O delegation, please contact SLSDC Great Lakes Regional Representative Adam Schlicht ([adam.schlicht@dot.gov](mailto:adam.schlicht@dot.gov)) and/or SLSMC Administrative Assistant for Market Development Kelly DiPardo ([KDipardo@seaway.ca](mailto:KDipardo@seaway.ca)) for more information. ■■■



---

## Annual Calgary Seaway Day Networking Event

**In March**, numerous U.S. and Canadian organizations, including the SLSDC and SLSMC, jointly sponsored the 26th Annual Calgary Seaway Day Networking Event at the Fairmont Palliser Hotel. Other participating sponsors included Port of Thunder Bay, Fednav International, Marmot Canada Western, BBC Chartering Canada, Spliethoff/BigLift shipping, Logistec Stevedoring, Hansa Heavy Lift, Chamber of Marine Commerce (Canada), Duluth Cargo Connect, the Duluth Seaway Port Authority, and AAL Shipping. With over 100 attendees, Calgary Seaway Day is the foremost opportunity for Great Lakes St. Lawrence Seaway stakeholders to network with freight forwarders, supply chain logisticians and providers, and other representatives working in the Province of Alberta. ■■■

## Opening of the Seaway's 59th Navigation Season



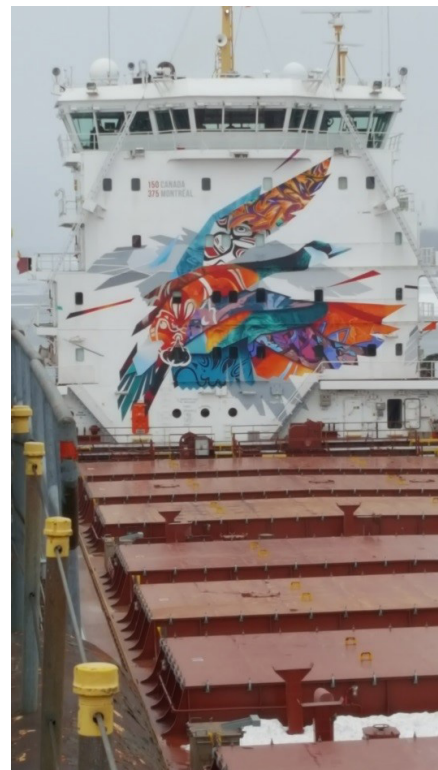
Official opening ceremony delegation.

The official opening ceremony of the St. Lawrence Seaway's 2017 navigation season took place at the St. Lambert Lock in Montreal on Monday, March 20. Deputy Administrator Craig Middlebrook, Canadian Transport Minister Marc Garneau, and SLSMC President and CEO Terence Bowles spoke at the ceremony.

Mr. Middlebrook highlighted the Seaway's safety and reliability record. Last season

was one of the safest in the Seaway's history, with a lock availability rate of 99.9 percent.

As a tribute to Canada's 150th anniversary and the 375th anniversary of the City of Montreal, the first vessel of the navigation season, the *St-Laurent* featured a gigantic work of art commissioned by Montreal-headquartered Canadian Steamship Lines. Over the course of three weeks in

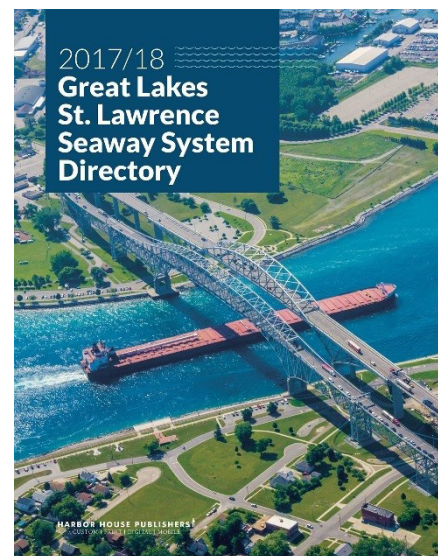


February-March, four urban Montreal artists worked together to create the mural — The Sea Keeper. Check out the video clip documenting how the 196.sq.m original work-of-art was created. (<http://bit.ly/2nY0BGs>) ■■■

## The 2017/2018 Great Lakes St. Lawrence Seaway System Directory

The 2017/2018 Great Lakes St. Lawrence Seaway System Directory is now available at: <http://www.harborhouse.com/digital/systemdirectory>.

The Directory details all facets of the System, including Seaway operations, commodities, ports and service providers. As publisher, Harbor House has endeavored to provide a comprehensive directory of contacts to serve as a practical guide for both current and prospective users of the waterway. ■■■





# The Dwight D. Eisenhower Visitors' Center Officially Opens

## The Saint Lawrence Seaway Development Corporation's (SLSDC)

Dwight D. Eisenhower Visitors' Center, located at the U. S. Eisenhower Lock, opened Friday, May 26 and will remain open daily, including weekends, through Labor Day, September 4. The Visitors' Center hours of operation are from 9:00 a.m. to 9:00 p.m. daily.

A Seaway Workers' Tribute event to honor all Seaway workers past and present was held at the Visitors' Center on Friday, June 2. The program included a candle lighting ceremony to honor and recognize those workers who lost their lives during the construction of the St. Lawrence Seaway in the 1950s.

The SLSDC Visitors' Center at the Eisenhower Lock provides tourists and ship watchers with an observation deck where they can view commercial vessels and cruise ships from around the world as they transit the lock. Guides are available to provide additional information to tourists. Hundreds of ships from all over the world make thousands of transits through the St. Lawrence Seaway annually.

The Massena Chamber of Commerce operates a gift shop featuring items from local vendors and Seaway memorabilia, and provides tourist information to visiting guests. The gift shop is open Monday through Friday from 10:00 a.m. to 8:00 p.m., and Saturday/Sunday from 9:00 a.m. to 8:00 p.m. Due to security measures, visitors will be asked to leave all packages, bags, backpacks etc. in their vehicles.

For those necessary items that need to be carried into the viewing area, you may be asked to present them for inspection or have them checked by a metal detecting wand. This will be conducted at a manned checkpoint as you enter the Visitors' Center area from the parking lot. The Center may be periodically closed to visitors at the discretion of the SLSDC. The top deck is open to the public.

For up-to-date information on estimated vessel transit times, call (315) 769-2422 for a voice recording of that day's projected lockage schedule. Additional information is on the website at <http://www.greatlakes-seaway.com/en/navigating/map/index.html>. This map updates every 15 minutes with details on those ships currently in transit within the Seaway System. To obtain specific lock information, visit our Vessel Transit Information page (<http://www.greatlakes-seaway.com/R2/jsp/R2.jsp?language=E&loc=VT00.jsp>) and pull down the Order of Turn information. This offers real-time information on those vessels preparing to enter any of the locks. ■ ■ ■



## Mark Your Calendars for the Annual Hwy H<sub>2</sub>O Conference

The 13th Annual Hwy H<sub>2</sub>O Conference will take place November 14–16, 2017 at the Hilton Toronto Airport Hotel. This year, the well-established event, as organized by the U.S. Saint Lawrence Seaway Development Corporation (SLSDC), Canadian St. Lawrence Seaway Management Corporation (SLSMC), and a binational conference committee of U.S. and Canadian delegations, will have a slightly different format to further enhance interaction, networking and learning. The revised day and a half format provides new and returning attendees with multiple opportunities for another impactful Hwy H<sub>2</sub>O Conference experience. The Hwy H<sub>2</sub>O Conference is the *only* annual event designed by System stakeholders and dedicated to growing business throughout the

Great Lakes St. Lawrence Seaway System — you'll want to be there to help drive growth and development for your business!

Conference highlights include:

- Condensed day and a half format to maximize your valuable time
- Early registration and first evening welcome reception
- Interactive modules structuring on the second day
- Engaging and knowledgeable speakers
- Presentations focused on business growth for the Great Lakes St. Lawrence Seaway System
- Inspiring keynote speaker



For more information about the conference, please visit <http://www.hwyh2o-conferences.com/>, follow us on Twitter at <https://twitter.com/hwyh2o>, or follow interactive material across social media via #hwyh2oCon2017. ■ ■ ■

## Seaway Corporations Updating Popular Geografix Map of Great Lakes St. Lawrence Seaway System



At the request of several stakeholders through the international Hwy H<sub>2</sub>O marketing brand, the U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and the Canadian St. Lawrence Seaway Management Corporation (SLSMC) have asked Geografix Communications to create a third edition of the popular *Hwy H<sub>2</sub>O/Great Lakes & St. Lawrence Seaway System Geopictorial™* map. This unique mapping project has become one of the most well-established and successful tools for the promotion of Hwy H<sub>2</sub>O and all organizations associated with the marine industry in the Great Lakes St. Lawrence Seaway on a regional, national and international level.

The purpose of the map is to creatively identify and display the transportation industry's key players on a striking Geopictorial™ graphic of the whole Great Lakes region and St. Lawrence Seaway System, seeking to promote

the advantages of marine transportation and the opportunities therein. An electronic demonstration of the current map is available online at <http://www.geografix.ca/map/gl2>.

The new map is scheduled to be published not later than spring 2018, and GLSLS stakeholders should have already been contacted via by Geografix Communications with participation information for the update. For more information, please contact Toufix Amir, Geografix project lead, via email at [ta@geografix.ca](mailto:ta@geografix.ca). SLSDC Great Lakes Regional Representative Adam Schlicht ([adam.schlicht@dot.gov](mailto:adam.schlicht@dot.gov)) and SLSMC Administrative Assistant for Market Development Kelly DiPardo ([KDipardo@seaway.ca](mailto:KDipardo@seaway.ca)) are also available via email to answer any questions. ■ ■ ■



## Personnel News



In March 2017, **Mr. Thomas Brown** took over executive directorship at the Lorain Port Authority from Mr. Richard Novak, who retired after 30 years of service.

Before joining the port, Mr. Brown was the fire chief with 28 years of service at the Lorain Fire Department. His background also includes six years with the Ohio Army National Guard where he attained the rank of Sergeant.

In addition to his leadership roles on the executive board for the Local #267 Lorain Professional Firefighters,

Mr. Brown has 15 years of service with the Lorain Port Authority board of directors. His previous positions encompass vice chairman, chairman and numerous committee responsibilities. Mr. Brown assisted in a number of successful projects including the Black River Landing, mile-long pier renovation, the Jet Express, Lorain's Tour Boats, and the Rockin' on the River Concert Series.

Welcome to the Great Lakes Seaway System family! ■■■

## Upcoming Events

### July

July 11–12

#### **American Great Lakes Ports Association Summer Meeting**

Duluth, Minnesota

Contact: <http://www.greatlakesports.org/wp-content/uploads/2017/05/AGLPA-2017-Summer-Mtg-Notice.pdf>

### August

August 2–4

#### **Ohio Conference on Freight**

Columbus, Ohio

Contact: <https://ohiofreight.org/about/>

### September

September 1, 2017

#### **Great Lakes Seaway Partnership Capital Day**

Lansing, Michigan

Contact: [info@greatlakesseaway.org](mailto:info@greatlakesseaway.org)

September 19–20

#### **Great Lakes Commission Meeting**

Duluth, Minnesota

Contact: <http://projects.glc.org/meeting/>

### October

October 17–19

#### **Breakbulk America**

Houston, Texas

Contact: <http://www.breakbulk.com/events/breakbulk-americas-2017/>