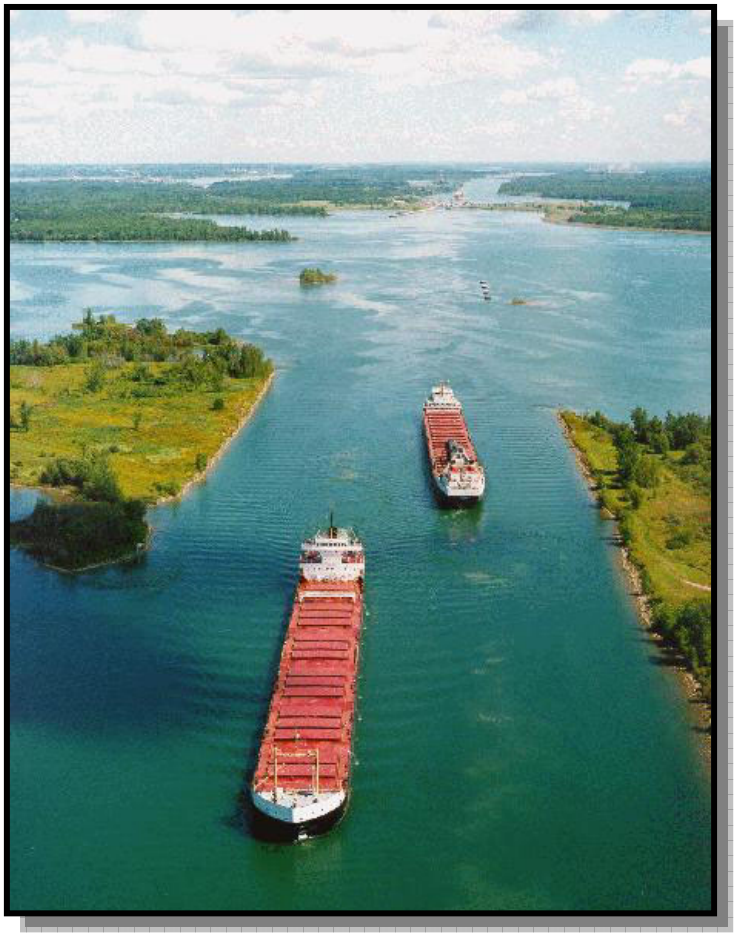
Priorities and Challenges



Terry Johnson

Administrator

U.S. Saint Lawrence Seaway Development Corporation

March 23, 2007

Tampa, Florida

SLSDC Policy Priorities for the Next Two Years

1. Take pro-active steps to resolve the problems posed by aquatic nuisance species

2. Promote Short Sea Shipping to mitigate transportation congestion

3. Ensure adequate capital funding for Seaway and Great Lakes infrastructure needs

Take Pro-Active Steps to Resolve the Problems Posed by Invasive Species

- Assist the development of Federal ballast water discharge standards
- Help develop technological solutions to the ballast water problem
- Continue to support the Great Lakes Maritime Research Institute
- Devise and facilitate funding solutions to implement ANS technology
- Reach out to the environmental community

New Ballast Water Web Site Page on greatlakes-seaway.com

Provides access to current reports, presentations, speeches, legislation and press releases on ballast water research and policy pronouncements from key players worldwide

Promote Short Sea Shipping to Mitigate Transportation Congestion

- Work to reduce impediments to Short Sea Shipping and promote this service utilizing the Great Lakes Seaway System

- Support H.R. 981 – Great Lakes Short Sea Shipping Enhancement Act of 2007 (Tubbs Jones/English) and H.R. 1499 – Short Sea Shipping Promotion Act of 2007 (Cummings)

- Testified at February 15 Short Sea Shipping hearing before the House Transportation and Infrastructure Committee

Great Lakes Short Sea Shipping Enhancement Act of 2007

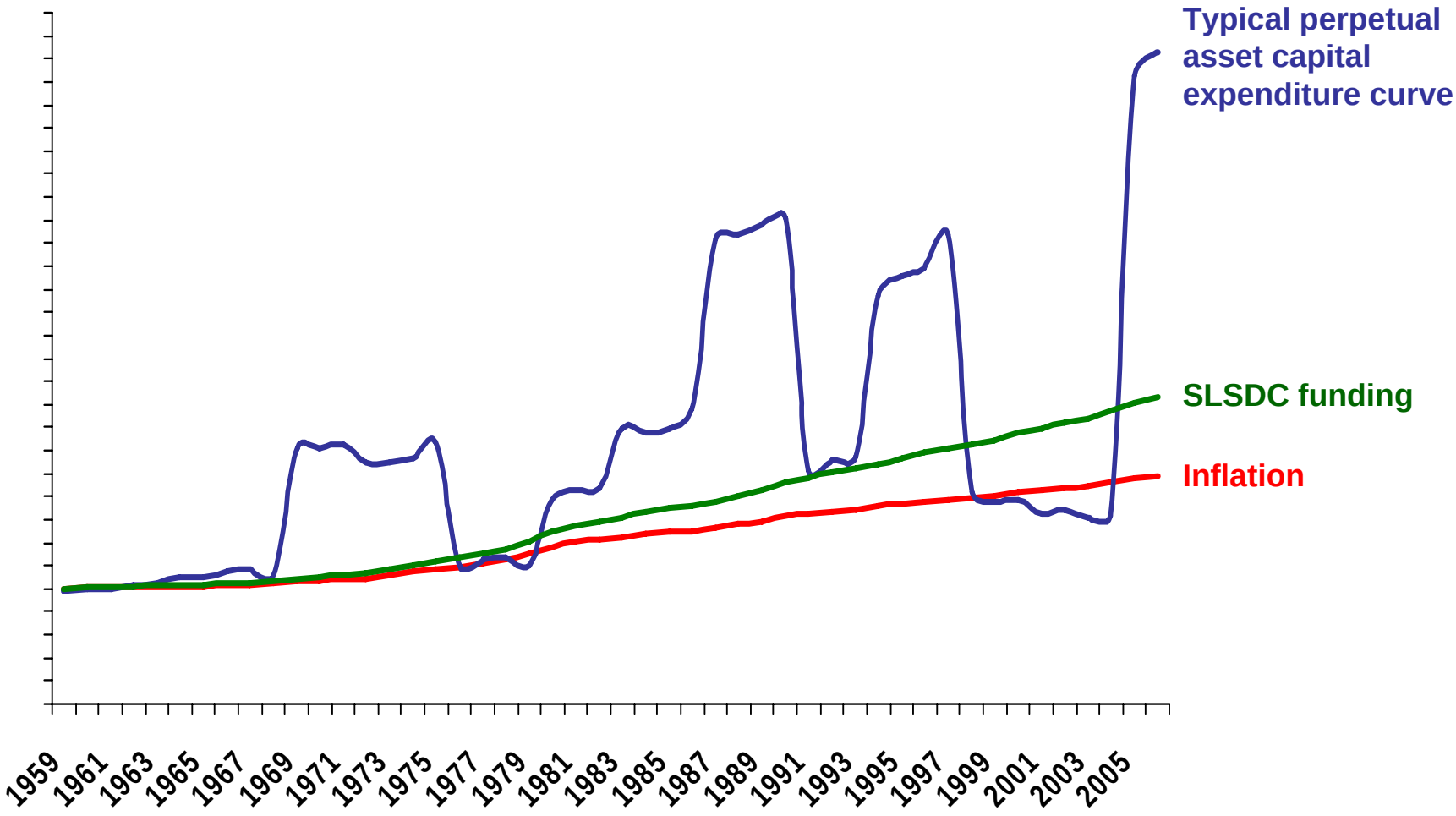
H.R. 981 would create a “win-win” situation for the public and private sectors. The legislation would:

- Clear the way for new shipping services to be offered on the Great Lakes, creating jobs in the maritime sector
- Enable commerce to flow more efficiently by offering trucks alternatives to congested highways
- Reduce the amount of wear and tear on the region’s roads by offering truck alternatives to congested highways
- Reduce air emissions and improve air quality by diverting trucks off congested highways

Ensure Adequate Capital Funding for Great Lakes/Seaway Infrastructure Needs

- Work with Congress and the Administration to “raise the profile” of the Great Lakes Seaway System and its infrastructure needs
- Demonstrate how the Great Lakes Seaway System has been historically underfunded for infrastructure, maintenance and dredging needs, compared with the other U.S. waterway systems

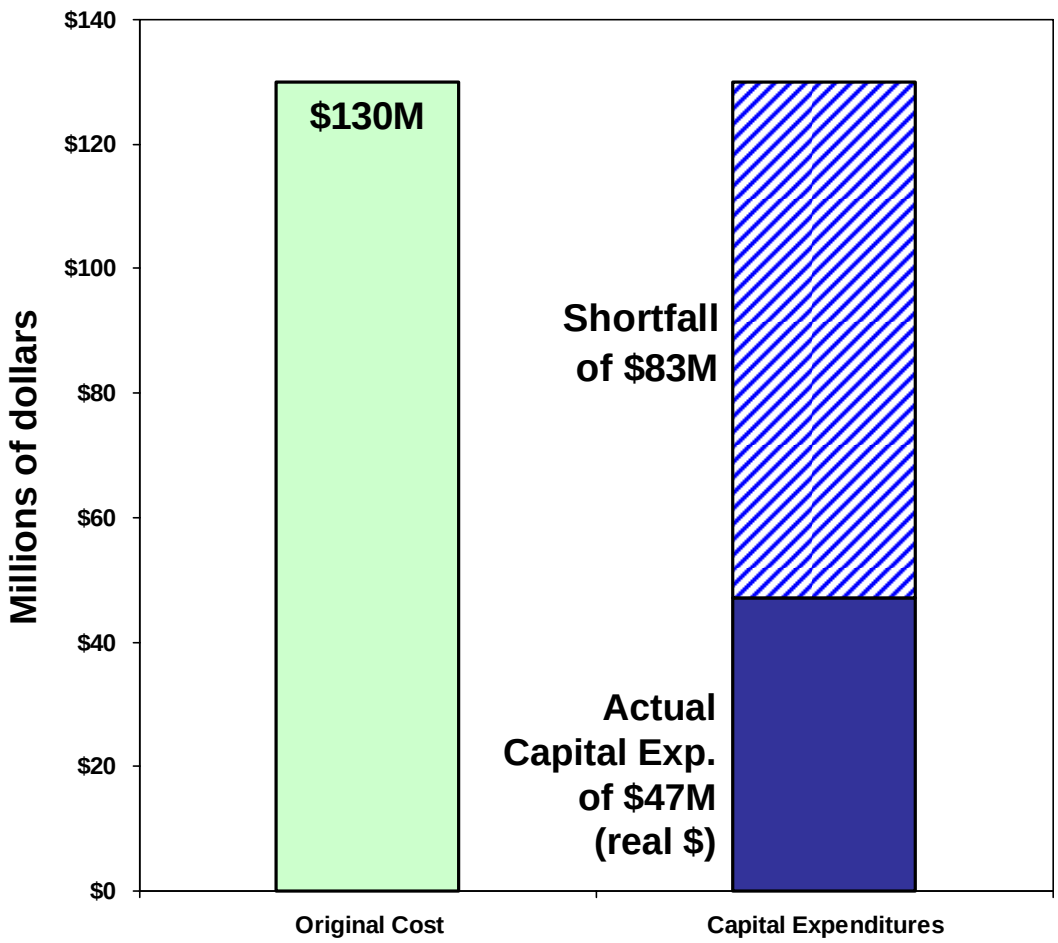
There is a fundamental disconnect between SLSDC annual funding and capital needs



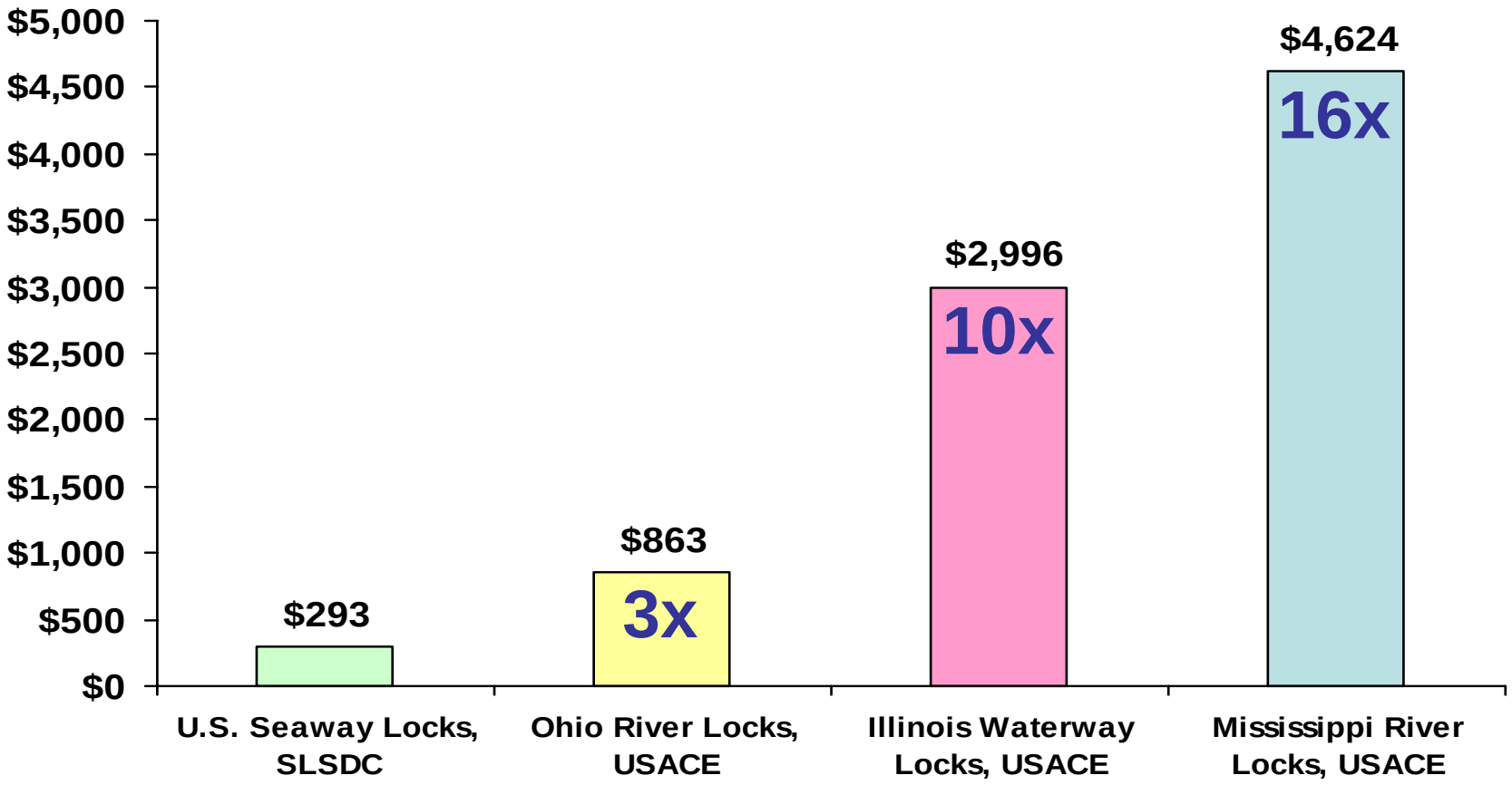
Source: SLSDC Financial Reports, U.S. Bureau of Labor Statistics
CPI data, and transportation infrastructure funding models

Asset Replacement Costs Compared to Actual Capital Expenditures

- The U.S. portion of the St. Lawrence Seaway was built in the late 1950s at an original cost of $130M.
- The useful life of a lock is approximately 50 years.
- An infrastructure asset, such as a lock, needs a capital investment of at least its original cost over that 50-year period in order to sustain itself.
- Only $47M (real $) in capital expenditures have been invested in the U.S. Seaway locks since 1959.



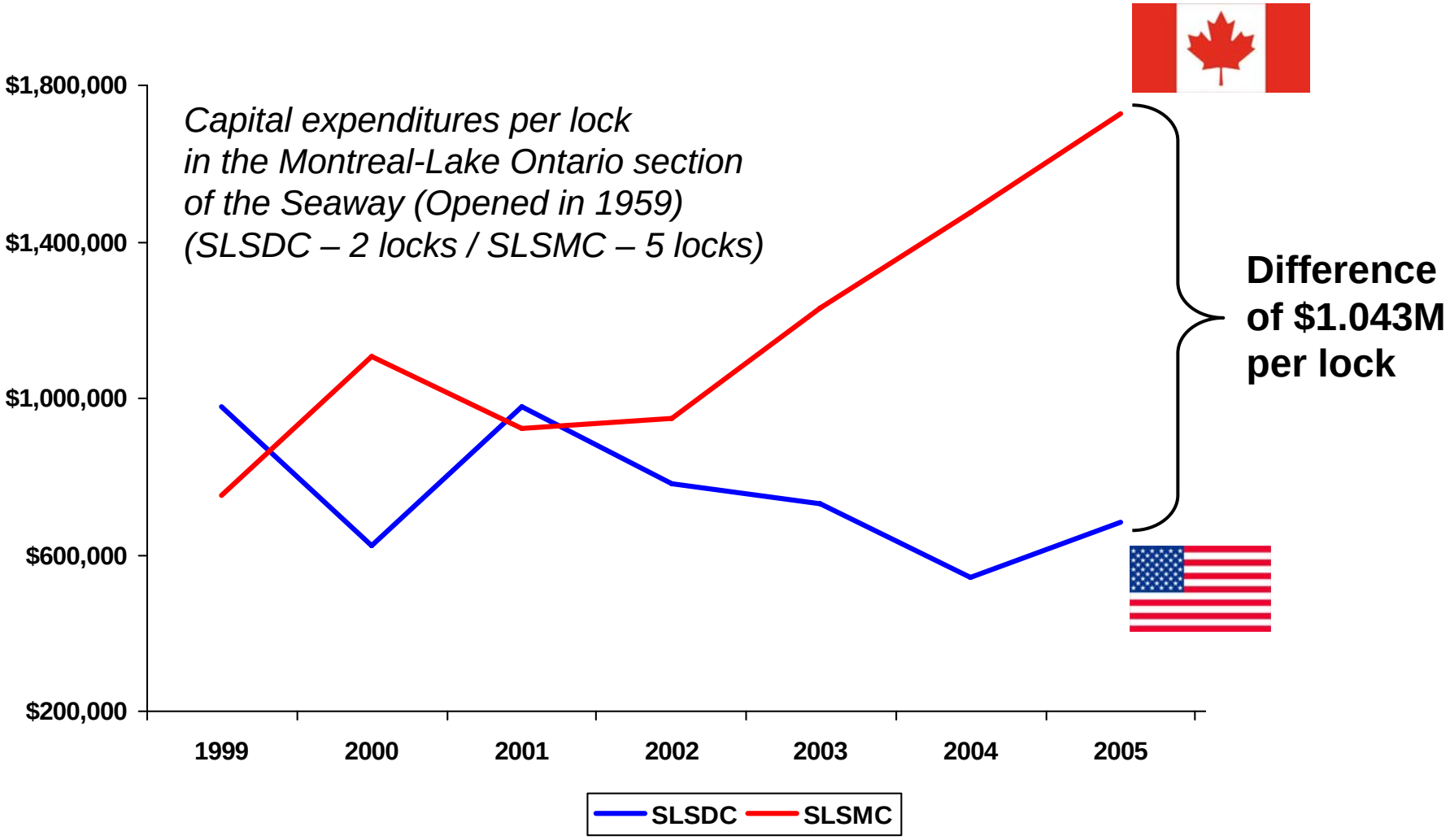
Funding for Seaway Capital/O&M has lagged far behind other U.S. waterway systems



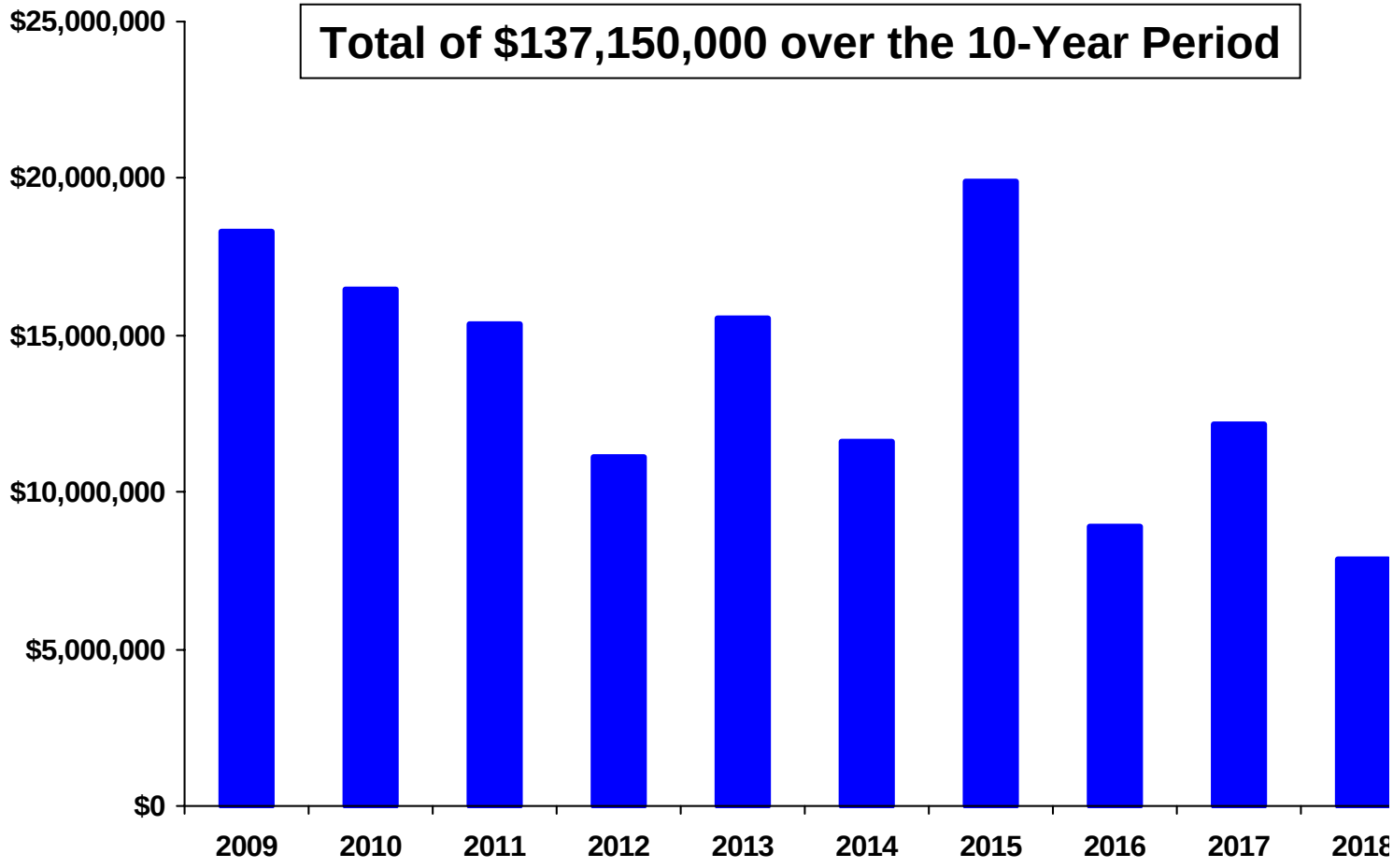
Capital/O&M Expenditures per Millions of Ton Miles

(Five-Year Average – 2001-2005)

SLSDC capital expenditures are below Canadian SLSMC investments



Infrastructure and Maintenance Needs 2009-2018



Infrastructure and Maintenance Needs 2009-2018

Seaway Locks	$ 65,250,000
Corporation Equipment	34,000,000
Navigation Channel Dredging	15,000,000
Corporation Facilities	14,850,000
Aids to Navigation	2,600,000
Miscellaneous Projects and Personnel	5,450,000
TOTAL	**$137,150,000**