



## ADMINISTRATOR'S COLUMN



**Albert S.  
Jacquez**

*SLSDC  
Administrator*

### 2005 A Year Worth Remembering

As the year winds down, taking stock is the order of the day: it's time to review, with pride, our accomplishments in 2005. For me it has been a memorable year. Here's why. We began the year with an outreach program to North Country residents that continues today. In a mail-out to thousands living in St. Lawrence, Jefferson and Franklin counties we explained navigation opening date selection criteria, improvements in emergency response plans and equipment, and the importance of winter maintenance. We invited local, state and county elected officials and media reporters to monitor firsthand crucial winter maintenance

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## 2005 - Seaway Trade Mission: A Big Success

The Seaway's trade mission to the United Kingdom and Germany, a weeklong marketing effort to key international maritime organizations in London and the three Lower Saxony ports of Hamburg, Bremen and Brake, ended October 21. The U.S. and Canadian Seaway Corporations jointly led the annual foreign marketing effort that included industry marine executives from throughout the Great Lakes St. Lawrence Seaway System.



The trade mission offered delegates a unique opportunity to deliver the message that doing business with our System offers their companies invaluable strategic advantages. It also afforded them a chance to educate scores of decision makers with facts about season length, vessel draft, port infrastructure and inter-modal connections.

"We stressed our System's competitive benefits—safety, efficiency, reliability, superb service and, of course, access to a market 100 million strong," said Albert Jacquez, Administrator of the Saint Lawrence Seaway Development Corporation (SLSDC). "Over and over again, we provided specifics to diverse audiences about our System, details that may prove crucial in the selection of routes for bulk and general cargoes."

The delegates briefed international marine organizations on the challenges confronting and opportunities awaiting the Great Lakes St. Lawrence Seaway System. In London, Mr. Jacquez and his Canadian counterpart, Richard Corfe, President and CEO of the St. Lawrence Seaway Management Corporation (SLSMC) addressed the International Maritime Organization's (IMO) Division Director for Marine Environment on ballast water issues.

Discussions centered on the IMO's ballast water convention approved in February 2004 currently awaiting adoption by the requisite number of maritime nations for its entry into force. The Seaway chiefs discussed efforts by Fednav to test a prototype system to be placed onboard one of its vessels, currently in the system, which promises to help prevent further introductions of aquatic invasive species via ballast water tanks.

The delegation later met with senior representatives from the International Chamber of Shipping, Intercargo, European steel giant CORUS, the Passenger Shipping Association and the Baltic Exchange. At a press conference following those meetings, delegates talked up their objectives.

"We want everyone to know that short sea shipping opportunities are being studied intently throughout Highway H2O (the System's marketing name), and we can easily surge to double the tonnage that is shipped currently," said Mr. Jacquez. The Administrator noted that the capacity issues confronting several Gulf Coast ports in moving agricultural and steel commodities after hurricane damage are not showstoppers.

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# Seaway Compass



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performed in a de-watered lock chamber. They and the media reported to the public the significance of the difficult, yet essential work, that Seaway maintenance staff performs routinely to ensure infrastructure safety and reliability.

The Corporation coordinated frequently with Congressional and state governmental officials yearlong. The Administration's fiscal year 2006 budget proposal for our agency recommended a return to toll financing, an action requiring legislative concurrence. I vigorously advocated the proposal at two Congressional hearings, and worked closely with Secretary Mineta in submitting a comprehensive legislative package.

Though the proposal ultimately failed to pass, the Seaway Corporation understands and honors our duty to keep Congress fully informed on important activities. In August we flew Congressional staffers and senior DOT officials to Massena for a tour of our Operations Center. Staff officials also are keenly interested in the Corporation's role in addressing ballast water issues. I briefed Governor Bob Taft of Ohio, Chairman of the Council of Great Lakes Governors, on this key environmental issue for these states.

In 2005 we worked closely with our Canadian and partners on the ongoing 42-month Great Lakes Seaway navigation study. The executive Steering Committee held one meeting, and collectively the seven participating agencies published a Stakeholder Engagement Report and held workshops in Quebec City and Cleveland permitting diverse stakeholder response to the report.

Marketing the Great Lakes Seaway system as Highway H<sub>2</sub>O worldwide remains a priority. The Seaway Corporations and 16 binational port partners hosted four workshops, reaching out to industry to determine their needs in moving steel, automobile parts, forestry products, and containers by water. Canadian Seaway President Richard Corfe and I

led a delegation of senior marine industry officials to Europe to promote HWY H<sub>2</sub>O, encourage increased cruising opportunities here, and learn from them about exciting feeder ship operations thriving there which we hope to replicate.

During our discussions we received proposals from the Ports of Niedersachsen and BBC Shipping for strengthening our relationship via memorandums of cooperation. We are working closely with them now to make these suggestions a reality benefiting all.

This year we announced that seven ports and five terminals qualified for Pacesetter Awards due to increased international Seaway tonnage in 2004. Overall traffic tonnage figures to date are even with that pace. Thankfully, our two biggest commodity leaders, iron ore and grain, are up 7 and 4.5 percent, respectively.

Today energy is a front page issue, so the transport of alternate energy platforms-wind turbines-through our waterway is worth noting. Seventeen ships have transported wind turbine blades and their huge tower bases to the port of Oswego where stevedores offloaded them onto trucks for delivery to the \$320 million Maple Ridge Wind Farm.

As the year ends, our System is benefiting from grain re-routed to it from Gulf Coast ports hit hard in America's most active hurricane season ever. So far 250,000 tons of grain has moved, and more may be coming in the final weeks.

This has been a good season. We have fulfilled key duties: providing safe, efficient, reliable transport of goods and passengers while tirelessly marketing for new cargoes and customers. A new waterway is beginning to bud with the coming spring. It is attracting more diverse cargoes, and offering our stakeholders a brighter future for decades to come.

*Trade Mission, continued from page 1*

Shippers should contact Great Lakes Seaway port officials to "discuss their needs and our capabilities," he said.

Hamburg, Germany's largest port, served as the base for the trade mission's last three days. Meetings with port and banking officials there and a tour of a huge container and break bulk terminal were followed by day trips to Bremen, the nation's southernmost deepwater port, and the nearby inland port of Brake.

Exciting, scenic cruises for those seeking pristine Georgian Bay vistas or the vibrant nightlife of major metropolitan cities like Chicago and Toronto awaits them, they said.

## GUEST COLUMNIST



**Georges Robichon**

*Senior vice-President and General Counsel Fednav Limited*

The lead article in the August/September 2005 edition of the Seaway Compass newsletter was headed, *Ballast - The GOOD, The BAD, and The UGLY*. Let me try to address the GOOD.

Confronted with the first Michigan state ballast water initiative in February 2000, Fednav made three decisions:

- To acknowledge in public that the concern about the introduction and spread of aquatic invasive species (AIS) through ships' ballast water was a valid concern, especially in the Great Lakes;
- To work with legislators to help craft legislation and regulations that would demonstrate a cooperative effort on the part of the shipping industry to work with responsible authorities to address the AIS problem; and
- To encourage the development of promising on-board treatment technologies by offering its vessels as platforms for installation and testing.

Michigan Act No. 114, *Public Acts of 2001*, which became law on August 6, 2001, represented the culmination of a significant effort by the Great Lakes shipping industry and state legislators to work together in order to encourage the development of practical and effective on-board treatment solutions. Senator Sikkema, the sponsor of the Michigan act, quite rightly takes pride in the fact that his legislation encouraged the shipping industry to offer vessels as platforms to test promising technologies. In Fednav's case, it installed a copper ion ballast water treatment system on the *Federal Yukon* and made the vessel, and an on-board facility to test various concentration levels of hypochlorite, available for testing by the Michigan Department of Environmental Quality.

The two Seaway corporations were also willing participants in this process by adopting regulations requiring ocean-going and domestic vessels transiting their locks to confirm adherence to the *Code of Best Practices for Ballast Water Management* of the Shipping Federation of Canada for ocean-going vessels and of the Lake Carriers' Association and the Canadian Shipowners Association for domestic vessels.

While the period from 2002 to 2004 witnessed something of a change in focus from environmental to security issues, the problems posed by the introduction and spread of AIS through the ballast water of vessels and otherwise, remained a concern of politicians, environmentalists, and the shipping industry. Fednav, continuing its leading role in efforts to find effective on-board treatment solutions, worked with the classification society, Det Norske Veritas, in examining non-biocide treatment options. In November 2004, Fednav concluded that of all the technologies examined, one being developed in Norway by MetaFil AS and known as the *OceanSaver Ballast Water Treatment System*, held out real promise of not only treating ballast water above the standards prescribed by the International Convention for the Control and Management of Ships' Ballast Water and Sediments but was likely to be found attractive to ship-owners because of its added benefit of impeding corrosion.

In February 2005, Fednav committed to acquiring a prototype of the OceanSaver System for installation on one of its Seaway-size bulk carriers and to support the research and development into that system by investing in MetaFil. The OceanSaver System and its three components of filtration, de-oxygenation, and hydrodynamic cavitation hold out real promise of being able to effectively, and in an entirely environmentally friendly way, treat ballast water above the standards prescribed by the IMO convention.



The *Federal Welland/ OceanSaver Project* is now well under way with the installation of the first two components on the *Federal Welland* in the Fall of this year and the expected installation of the third, and key, component, hydrodynamic cavitation, by mid-2006. The support being given to this project by the two Seaway corporations, MARAD, Transport Canada, and a number of Great Lakes ports reflects the commitment of key players in the Great Lakes to find a real solution to a difficult problem.

## Binational Seaway Website Sets a Record in Fiscal Year 2005

During FY 2005, the Seaway binational website ([www.greatlakes-seaway.com](http://www.greatlakes-seaway.com)), jointly owned and maintained by the SLSDC and the Canadian SLSMC, continued to record sizable year-to-year growth in site viewership and positive feedback. During the first nine months of FY 2005, the site received more than 1.9 million page hits, an increase of 58 percent versus the first nine months of FY 2004. In addition, the site posted an all-time record month in August 2005 with 196,000 pages.

The site was launched in February 2001 as a unique public-private partnership and is the result of feedback from Seaway customers who requested a “one-stop” Internet site for locating U.S. and Canadian information related to transiting the Seaway System. It is intended to promote the binational system in an effort to generate new business.

## Congressional Tour



On August 25, Administrator Jacquez hosted a site visit of the SLSDC's Massena, N.Y. operational facilities for Congressional staff and senior Department of Transportation officials. The visit to the SLSDC's locks and facilities was an opportunity to acquaint key legislative and transportation professionals with critical functions the SLSDC performs daily. Seaway Corporation managers provided attendees with a personalized briefing of lock operations and vessel traffic control procedures as well as an overview of the maintenance operation. A demonstration of the Automatic Identification System was provided on board the *Robinson Bay* for the participants. The group had the opportunity to transit Eisenhower Lock and also observe the *M/V Halifax* making the lock transit. Participants were grateful for the opportunity to learn more about the Seaway System and to view the operations first hand.

## Highway H2O Workshops

On September 1, 2005, the two Seaway entities and the Duluth, Minnesota Seaway Port Authority co-hosted a Highway H2o Forest Products Workshop in Duluth. The workshop was designed to bring together forest industry transportation logistics professionals with representatives of the Great Lakes St. Lawrence Seaway marine industry to discuss best utilization of the Seaway System. The roundtable event, which drew more than 50 participants, provided forest product officials an opportunity to outline their industry transportation needs, while allowing marine service suppliers (terminal operators, marine carriers, port officials, trucking companies and labor representatives) to highlight current capacity and discuss barriers to utilizing marine transportation for regional Great Lakes shipments.

Two Seaway Corporations, Hamilton and Toronto Ports recently organized and sponsored The Container Shipping on the Seaway Conference, September 29-30, 2005, in Mississauga, Ontario. Approximately 130 participants focused on opportunities to optimize and increase the flow of containers through the Seaway System. Under the banner of the Highway H2o marketing campaign, the Container Shipping on the Seaway Conference examined the potential for moving containers via the container industry, bottlenecks and challenges facing the transportation sector, and Great Lakes and Seaway solutions to surface transportation. Also, held was a session on Europe's experience with container shipping and short-sea shipping.

## Summer at the Dwight D. Eisenhower Visitors' Center

The summer of 2005 was an exceptional one at the Dwight D. Eisenhower Visitors' Center. The weather was great this summer, which certainly was a factor in the crowds at the Visitors' Center. Over 41,000 stopped by to take advantage of this breathtaking view.

An observation deck is located atop the Center to provide spectacular views of the vessels, as they transit the Eisenhower Lock. Twenty-two million gallons of water are used during each transit to raise and lower ships more than 40 feet in less than 10 minutes. Primarily ocean and lake vessels transit the lock, with dimensions up to 740 feet in length, and a width, or beam, of up to 78 feet.



Visitors from around the world were treated to many unique transits at the Visitors' Center this summer. Eighteen ships loaded with wind turbine parts transited on their way to Oswego and ports in the Great Lakes as the areas incorporate wind generated power to their states. The Staten Island Ferry *Spirit of America* transited downbound on her way to Long Island, and the cruise ship *C Columbus* entered the Seaway en route to her first port stop in Toronto.



*Wind turbine parts transited on their way to Oswego.*



*The beautiful cruise ship Columbus entered the Seaway en route to her first port stop in Toronto.*

## Pacesetter Award Presentations



Associate Administrator Sal Pisani presented Tom McAuslan, Executive Director, Port of Oswego with the SLSDC Robert J. Lewis Pacesetter Award for their increased international cargo tonnage during the 2004 seaway navigation season. Pictured from left to right - board member Chris Dain, board chairman Steve Thomas, Associate Administrator Sal Pisani, SLSDC, Executive Director Thomas McAuslan, Port of Oswego, board member David W. Buske, board member Pam Caraccioli, and board member Ralph Jennings.



Albert Jacquez, Administrator, SLSDC, presented the SLSDC Robert J. Lewis Pacesetter Award to William McGiffert, Vice President & Chief Operating Officer, Hallet Dock Company, Gary Nicholson, President, Lake Superior Warehousing Company, and Adolph Ojard, Executive Director, Duluth Seaway Port Authority.

## Upcoming Events

### March

March 8 2006

Great Lakes Marine Community Day  
Cleveland, Ohio  
Info: racooper@d9.uscg.mil

April 4-6 2006

Remote Sensing Across the Great Lakes:  
Observations, Monitoring and Action  
Clarion Riverside Hotel, Rochester, New York  
Info: Kevin Yam, kyam@glc.org

### May

May 2-4 2006

Great Lakes Commission Semiannual Meeting  
Blue Harbor Resort in Sheboygan, Wisconsin  
Info: Tom Crane, tcrane@glc.org

May 14-19 2006

14th International Conference on  
Aquatic Invasive Species  
Key Biscayne, Florida  
Info: profedge@renc.igs.net