



Seaway Compass



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Did You Know?

Editor's Note: The following facts about the Great Lakes St. Lawrence Seaway System recently were cited by the American Great Lakes Ports Association.

- ◆ The Great Lakes Seaway System is home to almost one-half of both the American and Canadian population. The region it serves has the five largest steel producing states in the country, accounting for 70 percent of total U.S. production. Further, almost one-half of the Fortune 500 Industrial Companies are headquartered in the region.
- ◆ The 2,000-mile-long Seaway System is responsible for annual cargo exceeding 200 million net tons. This cargo is carried by 75 U.S. lakers, 90 Canadian lakers, nearly 1,000 saltwater vessels, and 50,000 barges connected to the rivers that feed this system. Fanning outward from this international artery are 40 provincial and interstate highways, which in turn link 15 major ports and 50 regional ports with consumer products and industries all over North America.
- ◆ For every imported metric ton of steel, \$250 in economic impact is created for a Great Lakes community in the form of personal income, taxes, and related revenues.
- ◆ The passenger cruise industry is emerging once again on the Great Lakes. It is estimated that in 2001, Great Lakes ports can expect to service 14,000.

Seaway Posts Another Solid Year in 2000

The St. Lawrence Seaway's 42nd navigation season came to its close on Dec. 26, when the final ship, M/V JADE STAR, exited the water route. This completed a 275-day shipping season that began March 27.

As soon as the last ship sailed out, SLSDC workers began draining the U.S. locks at Massena, N.Y., to begin the annual lock maintenance program (see story on page 3).

Preliminary cargo estimates for the 2000 season showed that total cargo transiting the Seaway's Montreal-Lake Ontario section reached 35.4 million metric tons, a 3 percent decrease in comparison to 1999.

SLSDC Administrator Albert S. Jacquez noted, "We are pleased that the Seaway this past season was able to register another solid transportation performance. Once again we were able to maintain our reputation as one of North America's most safe and reliable trade routes."

Estimates as of December, 2000, showed that grain, traditionally the Seaway's highest volume cargo each year, was at 12.5 million metric tons – a decrease of 7 percent. Jacquez explained that the decline largely reflected the effects of low water levels in the upper Great Lakes. ■

Seaway's 2001
Navigation Season
Begins March 23 –
the Earliest Opening
Date in its
History.



Pisani Named SLSDC Associate Administrator

The SLSDC has selected Deputy Associate Administrator Salvatore L. Pisani, 48, to be Associate Administrator and Resident Manager – the most senior SLSDC management post in Massena, N.Y. He succeeds Erman J. Cocci who retired last September.

Pisani joined the SLSDC in January after serving 17 years with the Ogdensburg (N.Y.) Bridge and Port Authority as Deputy Executive Director. In that post he was responsible for all operating functional areas. He also was instrumental in the development of the Council of Upstate Ports of New York – an advocacy group for four New York State ports (including Ogdensburg,

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In Memoriam

Robert J. Lewis 1936-2001

Robert J. Lewis, 64, a senior management employee at the SLSDC's Washington office, died of cardiac arrest on Jan. 6 at the home of his eldest daughter in Los Angeles.

Affectionately called "Lewie" by his friends, Bob served with the SLSDC for 28 years. His first duties with the SLSDC were as Director of the former Office of Systems and Economic Analysis. Later, he was Director of the former Office of Trade and Traffic Development. Prior to his retirement in January 1999, he was Director of the Office of Development and Logistics. Lewis rejoined the SLSDC in September 1999 on a part-time basis as a senior consultant to Administrator Jacquez.

While at the SLSDC, he was the primary source for Seaway trade and economic statistics. He developed the SLSDC's international trade promotion activities, and, most recently, he authored the corporation's performance and strategic plans. He also represented the SLSDC on numerous Department of Transportation study panels.

In 1977, he earned the Secretary of Transportation's Silver Medal for his leadership in SLSDC Seaway toll negotiations with Canada, and he earned a second Silver Medal in 1996 for his contributions to the SLSDC's Performance Based Organization proposal.

He is survived by two adult daughters, Tracy and Laura, and a brother, Edwin. ■

Pisani Named as Top SLSDC Official in Massena, N.Y.

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Oswego, Buffalo and Albany).

SLSDC Administrator Albert S. Jacquez noted: "Sal is uniquely qualified to assume the duties of Associate Administrator.

His 20-plus years of experience in the maritime industry and his in-depth knowledge of the SLSDC and New York's North Country make him a highly valuable asset to our organization."

Prior to his post in Ogdensburg, Pisani served three years as manager of trade development and marine operations at the Niagara Frontier Transportation Authority in Buffalo, N.Y. He holds a bachelor's degree in marine transportation from the New York Maritime College in Fort Schuyler, N.Y. ■



Ex-Navy Attorney Named SLSDC Senior Official



Philip M. Skillman, formerly Legislative Counsel to the Secretary of the Navy, has assumed the duties of Director of SLSDC's Office of Congressional and Public Affairs in Washington, D.C.

In his new post, Skillman will act as the SLSDC's representative to intergovernmental groups such as Congress and the Great Lakes

state legislatures, and to stakeholders concerned with environmental and trade issues affecting the Great Lakes St. Lawrence Seaway System. He will also be keeping SLSDC Administrator Albert S. Jacquez informed of important legislative proposals and the concerns of public interest groups.

Administrator Jacquez noted: "Because the Seaway is a vital part of the Great Lakes economy and community, our communications with many stakeholders in the operation of the Seaway are crucial to our success. Phil's experience with the Congress, and foreign and state governments has prepared him well for his new duties."

Most recently, Skillman was a government relations consultant with the Jefferson Consulting Group in Washington, D.C., where he worked as a lobbyist, representing several Internet companies. From 1990-97, he served on active duty as a Naval officer, finally selected to the rank of Lieutenant Commander.

Prior to joining the Jefferson Group, he was Legislative Counsel to the Secretary of the Navy in Washington, D.C. In that post, he worked with Congress, and various Executive Branch departments and foreign governments. He also worked on the announcements of Navy base closings and realignments, and he closely coordinated with South Carolina government officials to arrange for the display of the Civil War submarine HUNLEY in the Port of Charleston.

He earned a bachelor's degree in political science in 1987, and his law degree in 1990, both from the University of North Carolina at Chapel Hill. ■

AGLPA Suggests Recommendations for New Army Corps Study on the Great Lakes Seaway System

The American Great Lakes Ports Association (AGLPA) recently sent four key recommendations to the U.S. Army Corps of Engineers regarding the areas that should receive focus in the Corps' Great Lakes Navigation Study, which was authorized through the 1999 Water Resource Development Act. The recommendations follow:

- 1) "...that the primary focus of the Study be the maintenance and modernization of the St. Lawrence Seaway itself and related channels and ports throughout the system. The feasibility, costs and benefits of an expansion of the Seaway locks – in width, depth and length – to accommodate larger vessels should be analyzed. Specifically, we are asking for expansion and/or replacement of the existing 15 Seaway locks."
- 2) "We support the proposal of the Lake Carriers' Association to examine the feasibility of deepening connecting channels and ports to a depth of at least 29.5 feet. Although the width of channel and locks presents problems of its own, the primary limiting dimension in the system is the depth of water in a channel or lock. Industry has proven in times of higher water levels (over low water datum) that they can effectively use their vessels at deeper drafts and that shippers benefit from these larger loads. As water levels have returned to historic levels, shippers are forced to load their vessels much lighter, erasing economies of scale and creating safety concerns where shallow spots emerge throughout the system. Maintaining adequate channel and harbor drafts become more crucial when you consider for every one-inch of reduction in depth, a 1,000 foot freighter forfeits approximately 270 tons of cargo. This loss of cargo must be made up with more trips, which creates greater fuel consumption and increased cost incurred by both the shipper and customer, thus becoming inefficient for everyone."
- 3) "Sediment build-up on channel and river bottoms adds new problems, many of which could be reduced with proper planning and erosion control techniques. A study of the Cuyahoga River in Cleveland found that 54 percent of sediment build-up was from upland erosion. Lake Erie and the Detroit River Livingston Channel also demonstrate the need to increase channel depth. To identify where this is occurring, more research and studies need to be completed that include funding options, through various engineering techniques. By controlling this problem early, we can avoid high-cost maintenance in the future."
- 4) "Finally, we strongly urge the Corps of Engineers to invite the Government of Canada and the Canadian maritime industry to fully participate in the Study as an equal partner. The Great Lakes St. Lawrence Seaway System is a binational waterway. Much of the infrastructure is in Canadian territory. If this study is to be of future use, it cannot be an "American study." Canadian participation and buy-in will help to ensure that both governments respond to the study's recommendations. We are happy to work with the Corps to facilitate communication with Canadian stakeholders and policymakers." ■

Winter Work in Progress at U.S. Seaway Locks

After the final ship of the season cleared the U.S. locks at Massena, N.Y., on Dec. 25, the SLSDC began its annual winter lock maintenance program. This year's work is concentrated on Snell Lock.

The SLSDC Maintenance Office is continuing its Five-Year Maintenance Plan by concentrating on lock operating equipment, including machinery, control and power, and structures. This entails inspection and repairs, recurring preventive maintenance and maintenance related to the Five-Year Plan and other concerns expressed by a recent U.S. Army Corps of Engineers report.

In addition, at Snell Lock remedial concrete replacement is being conducted, as well as the drilling of concrete cores to define future concrete repairs that may be

necessary. Our team is repairing cracks in the miter gates and replacing asbestos containing control wires with non asbestos containing wires. Stabilizing cannons have also been replaced on Snell's culvert valves. Eisenhower Lock has undergone routine inspections and general maintenance. ■



“Seaway Compass” Readership Survey

Please take a few minutes to complete this questionnaire about our newsletter – a user information publication produced by the Seaway Corporation. Completed surveys should be returned to the editor, Dennis Deuschl, by fax (202-366-7147). If you prefer to return this survey by mail, the address is: SLSDC, Suite 5424, 400 Seventh St., S.W., Washington, D.C. 20590.

1. How often do you read *Seaway Compass*?

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5. Please indicate any changes or new ideas (i.e., more features, individual profiles, photos, charts, stats, etc.) you would suggest for *Seaway Compass*.

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