



SLSDC Hosts Successful AIS Technology Demonstration

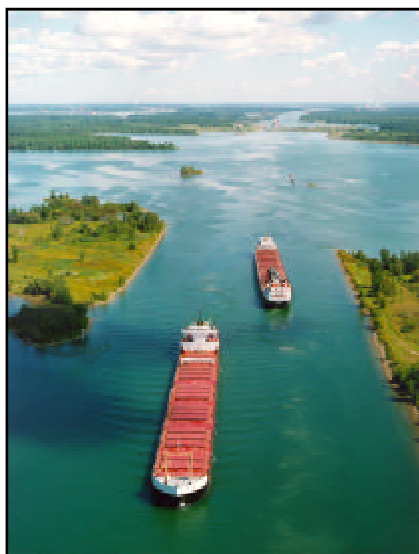
Members from the Department of Transportation's John A. Volpe National Transportation Systems Center in Cambridge, Massachusetts, traveled to the Saint Lawrence Seaway Development Corporation's (SLSDC) operations facilities in Massena, New York, during the week of September 24, to conduct system testing and support a technical demonstration of the new Seaway Automatic Identification System (AIS) technology.

The events of the week culminated with the successful demonstration of AIS technology on September 29 in Massena to invited guests, including SLSDC Administrator Jacques, Canadian St. Lawrence Seaway Management Corporation President Guy Véronneau, U.S. Coast Guard, Seaway pilots authorities, electronic chart display system manufacturers, and local and national media.

Attendees were briefed on plans for implementing AIS, attended a viewing of the Vessel Traffic Control Center at Eisenhower Lock, and had the opportunity to preview actual AIS technology on board the SLSDC's tug, Robinson Bay.

When fully operational, the AIS system will provide continuous digital communications coverage throughout the Seaway. The system enables automatic vessel position reporting from AIS equipped vessels to the Seaway Traffic Management System (TMS). In turn, the shore-side AIS network will provide Vessel Traffic Services (VTS) information, such as wind speeds, water levels, visibility and lock schedules to transiting ships.

The three major milestones achieved by the demonstration were: 1) the demonstration of ship-to-ship, ship-to-shore, and shore-to-ship communications using the latest available AIS transponder equipment;



2) the successful integration between AIS and TMS for the exchange of vessel position reports and VTS

information; and 3) a demonstration of the enhanced value of AIS as a tool to improve the safety and efficiency of transits when ships are equipped with AIS that works in conjunction with electronic chart display systems.

The next major goals for completing the Seaway AIS project are:

1) completing the Seaway AIS messaging format and specifications document and 2) developing and expanding the capabilities of the shore-side AIS network to provide continuous coverage from Montreal to Lake Erie. This effort will include extensive software development for AIS message routing and shore-side data network control.

In addition, the procurement and installation of AIS and data communications equipment at shore-station sites along the Seaway will commence once AIS compliant transponders are available, which is expected in early 2001. The new AIS system is expected to be fully implemented in July 2001. ■

Seaway Entities Work Together in Developing Real-Time Web Site

The SLSDC is working with the Canadian St. Lawrence Seaway Management Corporation on the development of a binational real-time Internet web site for Seaway users. The new site will offer current and perspective users with information such as real-time weather conditions, water levels, estimated transit times and transportation costs, and precise location of vessels in the System. In late May, the two entities awarded a contract to IBM-Canada to perform a feasibility study for the new site.

On August 21, IBM-Canada presented its final report to SLSDC and SLSMC officials. A new agreement with IBM-Canada for the development and implementation of the web site is currently in progress. A new site is expected to be available by the start of the 2001 Seaway navigation season, with all features of the site available in the late 2001. ■

SLSDC 23rd Trade Mission Targets Traditional European Markets

In September, the Saint Lawrence Seaway Development Corporation (SLSDC) completed its 23rd Seaway Trade Mission, targeting key European trading hubs. The mission, led by Administrator Albert S. Jacquez, made stops in London, England, and Rotterdam and Amsterdam, The Netherlands. In each city, the binational mission delegation met with a variety of shipping and trade officials, including executives from the insurance industry and Baltic Exchange in London to discuss safety-related issues.

Administrator Jacquez noted, "London is considered by many to be the center of world shipping and it unquestionably exerts enormous influence on international shipping standards and finance. Rotterdam is Europe's largest seaport and is a major receiver and transshipper of Seaway cargoes. In London we focused on both trade promotion and educating the maritime insurance industry about the Seaway's stellar safety record. In The Netherlands trade promotion was a priority."

Mission participants included representatives from the Canadian St. Lawrence Seaway Management Corporation; Cleveland-Cuyahoga County (Ohio) Port Authority; Duluth (Minnesota) Seaway Port Authority; International Longshoremen's Association; and Navitrans Shipping Agencies, Montreal, Quebec. ■



Members of the Seaway Trade Mission delegation tour new Ceres Paragon Terminal during stop in Amsterdam, The Netherlands. Pictured (l to r) are Capt. Joe Craig, SLSDC; Camille Trépanier, SLSMC; Administrator Albert Jacquez, SLSDC; Stephen L. Pfeiffer, Maritime Director, Cleveland-Cuyahoga County Port Authority; Anne Richard Schaafsma, Managing Director, Ceres Paragon Terminal B.V.; and Davis Helberg, Executive Director, Duluth Seaway Port Authority.

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SLSDC Revisits "Listen-In" Format to Generate Feedback and Ideas

Since late August, the SLSDC has completed five Seaway "Listen-In" sessions with one-day events. The sessions were conducted at Indiana's International Port at Burns Harbor in Portage, Indiana on August 31, Duluth Seaway Port Authority on September 7, Cleveland-Cuyahoga County Port Authority on October 17, Detroit-Wayne County Port Authority on October 24, and Toledo-Lucas County Port Authority on October 26.

The "Listen-In" series was first used by SLSDC management in the early 1980s as a way to generate feedback on Seaway operations and management and generate new ideas in the area of trade development.

Attendees at the five "Listen-In" sessions included representatives

from the various maritime sectors of each port community (port officials, terminal operators, agents, commodity forwarders, and labor interests).

The purpose of the meetings was to solicit comments and input from port community representatives regarding the SLSDC's role in improving the Seaway System's competitiveness. In addition, the sessions allowed SLSDC officials to highlight several of its current and planned activities, including implementation of AIS/GPS technologies, creation of a new binational Seaway web site, and upcoming trade development initiatives. ■

Great Lakes Seaway System Food Aid Issues

by Melissa Hecht, Special Counsel, SLSDC

The SLSDC has continued to study and promote ways of encouraging food aid shipments to foreign countries to transit the Great Lakes Seaway System. In FY 2000, total planned food aid amounted to 6.9 million metric tons.

Currently, the majority of food aid is sent on U.S. flag carriers operating out of ports in the Gulf of Mexico. The cargo preference laws require that 75 percent of food aid be carried on U.S. flagged, owned, and operated vessels. Because of the lack of U.S. flag carriers capable of transiting the Seaway, the Great Lakes Seaway System has typically had a difficult time competing for aid cargo.

Several years ago, legislation changed some aspects of the P.L. 480 Title II program, which governs donations of processed, break-bulk commodities to meet humanitarian food needs in foreign countries.

These changes in essence "reserved" 25 percent of Title II cargo to carriers operating from Great Lakes ports, including intermodal terminals at these ports, whenever the cargo would have the lowest landed cost (commodities plus transportation) at that port, computed

without regard to U.S. vs. foreign flag rates.

There are some U.S. carriers who operate large vessels that are not able to provide service to some foreign ports without the use of foreign feeder vessels and thus are not given "priority" over direct all U.S. flag service when cargo is awarded. However, by routing cargo through an intermodal terminal at a Great Lakes port, these carriers are able to compete for the 25 percent of cargo reserved for the Great Lakes.

Consequently, this further shrinks the amount of cargo that foreign flag vessels operating in the Lakes can potentially carry. However, some foreign carriers have aggressively competed for aid cargo in FY 2000, with the result that three bids have been awarded to foreign carriers this past year, all departing from the port of Milwaukee. Needless to say, this is just a drop in the bucket given the overall volume of food aid cargo awarded in FY 2000.

The SLSDC continues to work in conjunction with MARAD to identify U.S. flag vessels that are Seaway sized, and to approach the owners about the idea of transporting food aid

from Great Lakes ports versus the Gulf.

For more information on food aid issues related to the Great Lakes Seaway System, contact Melissa Hecht at the SLSDC in Washington at (800) 785-2779. ■

BTS Produces Monthly Transportation Indicators

Transportation Indicators is produced monthly by DOT's Bureau of Transportation Statistics (BTS) to provide timely and easily accessible information about the transportation sector and its impact on the economy and society for transportation decisionmakers. BTS provides information on more than 70 trends.

The indicators fall under two broad categories: those that provide context about the economy and society in which transportation functions, and those that convey interesting information about an aspect of transportation.

Transportation Indicators is published on BTS's Internet site at www.bts.gov/transtu/indicators/. ■

Martin Associates Awarded Contract to Conduct U.S. Great Lakes Seaway System Economic Benefits Analysis

The SLSDC recently awarded a contract to Martin Associates of Lancaster, Pa., to conduct an economic impact analysis of the Seaway transportation route to the U.S. Great Lakes Seaway System and port communities throughout the eight states bordering the System.

Martin Associates conducted previous economic benefit analyzes for the SLSDC in 1992 and 1995 and is considered a leader in measuring economic benefits in the U.S. and Canadian maritime port community, having conducted more than 30 port and marine terminal benefit analyzes.

In addition to the traditional impacts that will be measured, Martin Associates will also measure the transportation cost savings of the key commodity moves. The study will identify the key origin and destination moves of each major cargo for each port. Based on this analysis of each major cargo flow, Martin Associates will be able to quantify the transportation cost savings that utilization of the Great Lakes Seaway System routing offers. The report will be completed in March 2001. ■

AIS Technology Panel Highlights DOT Secretary Slater's October International Transportation Symposium

U. S. Secretary of Transportation Rodney E. Slater hosted a three-day conference in Washington, D.C., in October to discuss the future of transportation with transport ministers and heads of state from around the world and nearly 1,000 attendees representing all modes of transportation.

The three-day conference, entitled the "International Transportation Symposium: Moving to the 21st Century – Best Practices of Today and Lessons for Tomorrow" was designed to help create the global transportation system of the 21st century and to allow attendees to learn from one another by exchanging ideas, strategies and information.

The SLSDC hosted the Symposium's maritime transportation technology panel focusing on best practices in the area of maritime navigation technology, specifically, the development of Automatic Identification System (AIS) and Global Positioning System (GPS) technologies and applications of the Electronic Chart Display Information System (ECDIS). Some of the themes explored were adoption of an International Maritime Organization (IMO)-Universal AIS standard, current implementation of AIS and ECDIS technology, challenges/costs encountered in developing next generation of technology, benefits of this navigation technology; and the status of current AIS projects around the world.

Panelists included SLSDC Administrator Albert S. Jacquez; Dr. Richard John, Director, Volpe National Transportation Systems Center, Cambridge, Massachusetts; Captain Wilson Chua, Chief Hydrographer, Maritime and Port Authority of Singapore; Mr. Henry Stec, Director of Electronics and Telecommunications, Panama Canal Authority; Captain Jim Pound, Senior Marine Superintendent, Algoma Central Marine, St. Catherines, Ontario, Canada; and U.S. Coast Guard Rear Admiral (Retired) Rudy Peschel, U.S. Representative, Saab Celsius TransponderTech AB, Key Biscayne, Florida.

A report highlighting the presentations made at the SLSDC's maritime transportation technology panel is available free of charge on CD-ROM. To obtain a copy, please call Kevin O'Malley at (800) 785-2779. ■



U.S. and Canadian Seaway Entities Seek to Combine Forces to Improve Waterway Management and Trade Development

A working group made up of representatives from the U.S. and Canadian Seaway entities has formed to develop by November 2000 a joint marketing plan, aligned with the Great Lakes Seaway System vision and strategic objectives. This mandate includes obtaining input and support from the various System stakeholders and the establishment of a review process and measurements to assess the effectiveness of the plan's implementation. Goals of the plan include: improve waterway management as one seamless system and increase trade, competitiveness and customer satisfaction. ■

Seaway Traffic Results

*(Montreal-Lake Ontario section
through October 2000)*

	<u>Tonnage (metric tons)</u>	<u>+/- vs. 1999</u>
Total Cargo	27,632,000	1%
Grain	9,160,000	(4%)
Gov't Aid	10,000	(88%)
Iron Ore	8,332,000	(4%)
Coal	302,000	29%
Other Bulk	5,595,000	7%
Iron and Steel	3,692,000	26%
Steel Slabs	360,000	11%
Other General	164,000	(12%)
Containers	18,000	78%
	<u>Transits</u>	<u>+/- vs. 1999</u>
Total Transits	2,322	(5%)
Loaded Transits	1,651	1%
Ballast Transits	671	(16%)