



Seaway Compass

U.S. Department of Transportation

Saint Lawrence Seaway Development Corporation

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Fall 2002

New AIS System Underway On Seaway

On September 5, the Seaway unveiled, in an historic ceremony in Montreal, the long-awaited introduction of the Automatic Identification System (AIS). Administrator Albert S. Jacquez, U.S. St. Lawrence Seaway Development Corporation (SLSDC), and President Guy Véronneau, Canadian St. Lawrence Seaway Management Corporation (SLSMC), co-hosted the ceremony that brought media attention to the significance of the Seaway's implementation of the maritime world's newest R&D navigation technology.

Administrator Jacquez stressed the landmark nature of the event. "This ceremony marks an important day for every mariner plying the St. Lawrence River and Great Lakes," he said. "AIS means a safer, more secure and efficient Seaway that can only spell long-term benefits for our future."

"The deployment of AIS has been long in the making, but it is a great stride forward in navigation safety and efficiency. The Seaway corporations

adopted the strategy of leveraging technology to modernize the system and regain our competitive advantage, and these cooperative efforts are beginning to pay off," said President Véronneau.

The revolutionary new navigation tool is a shipboard broadcast transponder system operating in a Very High Frequency (VHF) band capable of sending and receiving vital ship information. Data as varied as ship identification, heading, speed, length, beam, type, draft and cargo can be relayed in real-time from ship-to-ship, ship-to-shore and shore-to-ship. The AIS project evolved from the application of mature Global Positioning System satellite technology and differential GPS to vessel traffic service.

Development Corporation Engineering Director Steve Hung first realized the potential GPS offered for the Seaway, and back in 1993 he approached Department of Transportation's Volpe National Transportation Systems Center in Cambridge, Mass., with the idea.

Jacquez and Véronneau praised the vision, technical skills and tenacity of Hung, his Canadian counterpart, Pat Vincelli, Volpe Director Dr. Richard John and Volpe engineers led by Maurice (Mike) Moroney who successfully shepherded the project from

concept to reality in a timely, financially responsible manner.

A cost sharing agreement with the carrier users was reached in March 2001 for approximately one third of the total project costs. In the last two years, Seaway-Volpe Center team members completed installation of



Administrator Albert S. Jacquez makes CNN's Moneyline headline during AIS roll-out event.

antennas and conducted signal coverage testing. Just two months ago, the team successfully finished installation of shore station equipment and testing of AIS and Traffic Management System (TMS) integration, thereby reaching the Initial Operational Capability (IOC). The result was the world's first AIS-based TMS for an inland waterway.

At the ceremony, Administrator Ellen Engleman, Research and Special Programs Administration, stated "AIS will enhance the management of Seaway operations by sharing the

Highlights

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Seaway Trade Mission to France and Spain

The 2002 Trade Mission to France and Spain ended September 25 after a 13-day trip by the 12-person Great Lakes St. Lawrence Seaway (GLSLS) delegation. In that period, senior management officials representing government and the maritime industry conducted a series of meetings with European port and marine transportation counterparts in Paris, the two Norman ports of Le Havre and Rouen, before moving south to the Mediterranean coast and the Spanish port of Barcelona.

Arriving in Paris, the delegates spent two days in meetings with key French industry and government officials prior to touring the ports of Le Havre and Rouen, receiving briefings and returning the favor to their hosts. Located less than one day from Paris by barge traffic on the Seine River and only hours by truck and rail traffic, both ports are vital conduits to serving the needs of more

than 11 million people living within a 50-mile radius of the 'City of Lights.'

The trade delegation met with Cetrappa, part of the Louis Dreyfus Group which is one of the world's top ten bulk carriers. Representatives noted that Dreyfus shipping was busy on the Seaway in its first decade. Following Administrator Jacquez's presentation of the reconnaissance results of the Corps of Engineers Great Lakes Navigation Study, Cetrappa Operations Manager Pierick Leff, stated that a Panamax capable Seaway would attract Dreyfus business back.

Trade missions are valuable forums for exchange of international opinions about national trade policies and how they impact regional markets such as the GLSLS system. One of the top importers of steel into the system is Arcelor, using FEDNAV ships. Arcelor representatives noted that steel tariffs have cut their business in half but

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L-R, standing –Steve Pfeiffer, Maritime Director, Port of Cleveland; Alkies Scourtellis, Managing Director Navitrans Shipping Agencies, Inc., Montreal, Quebec; Jean Philippe Lemaire, Commandant, Compagnie Des Iles Du Ponant; Albert S. Jacquez, Administrator, SLSDC; Guy Véronneau, President SLSMC; Jean-Pierre Nepveu, President & GM Port of Bécancour, Quebec; Réjean Leclerc, Counselor, Transport Quebec; sitting – Guy Berthiaume, VP, Servichem Inc., Ville Ste. Catherine, Quebec; Reynald Dallaire, Master Mariner SLSMC; Jean Fournier, President of the Board, Port of Trois-Rivières, Quebec; Scott Sigman, Chief Planning & Business Officer, Ports of Indiana; (not pictured) Rebecca McGill, Director, Trade Development, SLSDC

We'd Like to Hear From You

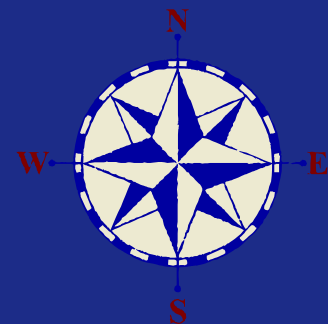
We would like you to send us the latest news about your organization, such as key personnel changes, new ventures, and unique ships and cargoes. We welcome color photos.

Also, please tell us topics or changes you'd like to see in the *Seaway Compass*.

Please send your typed copy and photos to:

Saint Lawrence Seaway
Development Corporation
400 7th Street, S.W., Room 5424
Washington, D.C. 20590
Attention: Joy Pasquariello

Or send by fax at (202) 366-7147.
You can also send the information
by e-mail to:
joy.pasquariello@sls.dot.gov



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nonetheless praised the system's excellent port rail connections efficient stevedores, and customer-friendly customs service. FEDNAV Europe reps cautioned delegation members that high port costs can push companies to reroute traffic.

Management Corporation President Guy Véronneau allayed concerns expressed by some that three additional inches of Seaway draft might be offset by decreased speed due to the vessel's squat. Vessels can maintain normal speed with the added draft, he said. Each added inch means one hundred more tons per typical Seaway sized vessel.

A staple of the system since its beginning days has been export of grain, especially to Europe and Africa. The delegation met with representatives from CAM Céréales and Union InVivo. CAM Céréales is a top customer for Duluth, one very familiar with the system. Attendees were eager to hear about the recent system stakeholder survey asking users their opinion about a 10-12 month season. Union InVivo, on the other hand, is an infrequent Seaway user, despite being the leading European purchasing, sales and service company for agricultural products. Their grain broker director noted that a 27 foot depth (only half a foot more than currently) would make this system more economical for them to use rather than the Mississippi River.

The delegation also met with representatives from European Propeller Clubs in France and Switzerland. Administrator Jacquez praised the attendees for their vast expertise and asked members to spread the message throughout their

respective regions and countries—the Seaway offers safe, efficient, reliable service at competitive prices.

Jacquez and Véronneau touted the recent implementation of the Seaway's latest navigation tool—the Automatic Identification System (AIS). AIS employs GPS satellite technology with radio transponder and integrates existing traffic management system data into a user-friendly, real-time system. They pointed out that the Seaway is the first inland waterway in the world to employ this technology and noted that it will be mandatory for commercial vessels beginning with the new navigation season slated to open March 25, 2003.

The delegation visited the port of Le Havre on the Atlantic and got a chance to see up close why it is one of Europe's top five container ports. Their *Port 2000 Project* is pumping more than half a billion dollars of capital investments in inter-modal improvements. Rouen, Quebec's sister-city port, is better known for barge traffic and moving the bulk commodities that fuel and sustain the huge metropolitan market so close by.

The final three days of the Trade Mission were spent in Spain's Catalonian region. The destination was the all-purpose port of Barcelona that attracts containers, RO-RO, and bulk

cargo. The delegates met with Santiago Garcia - Mila, Director de Cooperacion Internacional. They focused on the port's strategic development plan through 2010 and noted long-term efforts to accommodate additional container traffic, as well as existing Seaway-sized cruise ships. The delegation honed in on bulk commodities such as steel and grain, and received a briefing on the port's impressive cruise ship capabilities.



The Port of Rouen

Before returning home, Seaway delegates hosted an information seminar for dozens of maritime industry leaders and decision makers. President Véronneau spotlighted economic benefits accruing to Iberian, Mediterranean and western European ports using the Great Lakes Seaway System such as proximity, affordable tolls, ISO 9002 certification, AIS, and a commitment to quality service.

The 2002 Trade Mission was a success, according to Trade Development Director Rebecca McGill. "We worked hard to market the Seaway and the entire System to European companies that are not as well informed of our benefits—close proximity, efficient service, affordable costs, reliability, superb safety and security records—as we'd like them to be," she said.

The Fall 2003 trade mission destinations are set for Belgium and we are exploring locations for either the Netherlands or Italy.



Port of Barcelona

Robert J. Lewis Seaway Pacesetter Award

Saint Lawrence Seaway Development Corporation (SLSDC) Administrator Albert S. Jacquez presented officials at the Ports of Indiana's Burns Harbor facility and the Federal Marine Terminal (FMT) its prestigious Robert J. Lewis Seaway Pacesetter Award. The presentation took place during a ceremony dedicat-

ing a new dock at Burns Harbor. Indiana Governor Frank O'Bannon and officials from throughout the state were present.

"Burns Harbor and FMT earned this award, our corporation's highest honor, because of the growth in their international tonnage in 2001," said Administrator Jacquez. "This award recognizes their hard work, strong management skills and untiring effort to meet their customers' needs by providing safe, efficient and reliable service."

The Robert J. Lewis Seaway Pacesetter Award is presented annually to the U.S. Great Lakes Seaway's ports and terminals that register increases in international overseas cargo tonnage

shipped through the Seaway during the navigation season. Originally known simply as the Pacesetter Award, the name change honors longtime Seaway trade specialist Robert J. Lewis, who died in 2001.

Burns Harbor posted more than a 12 percent jump in international tonnage handled in 2001 over the previous season with a final figure of over 983,000 short tons. The performance garnered the port its fifth Pacesetter Award.

"Our Burns Harbor/Portage facility has really established itself as the steel load-center on the Great Lakes," said William D. Friedman, executive director of the Ports of Indiana. "The port is located right in the heart of America's premier manufacturing and distribution region. We also have a great labor force, top-notch terminal management and an excellent working relationship among all parties at the port."



Administrator Albert S. Jacquez and Ken Massengill, Chairman, Indiana Port Commission.

Welcome To The Seaway System



James H. I. Weakley (left) has been selected to be the next President of The Lake Carriers' Association (LCA). He will succeed George J. Ryan when the latter retires after 20 years of service on January 15, 2003. Mr. Weakley began serving as President-Elect of LCA on October 1 to ensure an orderly succession. Weakley, a member of

the Coast Guard Reserve, recently left the position as Operations Manager with The Interlake Steamship Company. Lake Carriers' Association represents 11 American corporations operating 56 U.S. – flag vessels on the Great Lakes. LCA-registered vessels supply the Great Lakes region with more than 100 million tons of vital raw materials each shipping season.



Stephen Mosher (left) was named new port director for the Ports of Indiana – Burns Harbor/Portage. Mosher comes to Northwest Indiana from Texas, where he served as vice president for Brown Water Marine Service, Inc. Burns Harbor annually ships more than 2 million tons of cargo by

deepwater vessels on the Great Lakes/St. Lawrence Seaway and by barges on the Inland Waterway System. There are 30 companies located at Burns Harbor and over 1,000 workers. The port's economic activities generate more than 3,400 total jobs, \$144 million in annual wages and an economic impact of \$585 million per year.

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knowledge of vessel movements,” she said. “It will enable Seaway operators to maintain information on hazardous shipments within the system, facilitating emergency response to accidents and incidents with the result of enhancing maritime security.”

The new president of the Shipping Federation of Canada (SFC), Richard Le Hir, and the Canadian Shipowners Association (CSA) president Don Morrison praised the implementation of AIS by the Seaway entities. The CSA and the SFC contributed more than half a million dollars to the implementation of AIS.

Le Hir noted that “ships transiting the Seaway will have essentially the same information at their disposal – displayed on an electronic chart – as that of a Seaway traffic controller,

“In sleet, fog, snow, torrential downpours, ice, heavy winds – AIS is on the bridge delivering the crew vital data.”

Administrator Albert S. Jacquez

enabling pilots and bridge teams to assist in the decision making process to an extent that has never before been possible.” Morrison called for the U.S. and Canadian Coast Guards to follow the Seaway decision to install the necessary shore-based equipment to support the system throughout the entire Great Lakes St. Lawrence Seaway. “We need AIS in all geographic areas of our system, not just in the Seaway itself,” he said.

Repeatedly, speakers drew attention to three major benefits of AIS for Seaway users—safety, security and efficiency. The safety aspects of AIS were the driving force behind its development. In poor weather such as fog, snow, sleet, strong winds and driving rain, AIS offers a valuable

adjunct to radar and provides a host of useful information to the ship’s bridge, all at a moment’s notice.

In today’s security conscious post 9-11 environment, the ability to identify vessel location to within meters, and cargo and crew details within seconds is a great assistance to vessel traffic controllers. Additionally, the ability for emergency response crews to obtain this information greatly reduces the environmental damage that may result in case of an accident or criminal action.

Fleet management efficiency offered by AIS was cited by several as yet another important example

of how the Seaway is committed to providing customers with the tools to help ensure a faster, easier transit than ever. Jacquez noted that AIS “will reduce delays and improve logistical

management of ship and dock assets.” The resulting efficiency will lower the cost of doing business throughout the Seaway.

Implementation of AIS throughout the 423-mile Seaway from Montreal to Long Point, Ontario in eastern Lake Erie is scheduled for Opening Day of the 2003 navigation season on March 25. One very important task still remains to be ironed out by December this year—drafting of the mandatory carriage rule. Seaway entities at this time are proposing that all

vessels that require pre-clearance have a 300 gross tonnage or greater, or carry more than 50 passengers would have to be equipped with an AIS transponder onboard to transit the Seaway.



Dave Phinney of Volpe shows Shipboard AIS to Dr. Richard John, Volpe Director (far left), shipowners and Transport Canada representatives on SLSDC tug Robinson Bay.



SLSDC Administrator Albert Jacquez (center) introduces RSPA Administrator Ellen Engleman at Montreal ceremony after acknowledging Volpe National Transportation Systems Center’s crucial contributions to AIS. Also pictured is SLSMC President Guy Véronneau.

Update for Seaway Nightcast Subscribers

The Saint Lawrence Seaway Development Corporation (SLSDC) recently announced the termination of the daily Seaway Nightcast application. However, after several meetings with stakeholders and customer feedback sessions on the web site, it became apparent that our users still would like to receive the Nightcast information. Reacting to our customers needs, the SLSDC and the Canadian St. Lawrence Seaway Management Corporation is reintroducing the information previously provided in the Seaway Nightcast program as part of the Cargo Matching application on the binational Great Lakes Seaway System web site, www.greatlakes-seaway.com.

The Cargo Matching application provides a means for agents, owners, operators and managers to advertise available vessels and cargoes in need of transport. In addition to that service, a new application called Seaway NavCast Report will provide subscribers with daily information on upbound and downbound vessel transits at the U.S. Eisenhower Lock in Massena, NY. Information includes: vessel name, flag, agent name, length, width, lock exit time, and destination. This service will only be available on-line through the web on a subscription basis.

The annual subscription rate for the Cargo Matching service, including the Seaway NavCast Report, is \$300 Canadian. The annual sub-

scription rate for the entire e-business 'suite', which includes Cargo Matching, Cost Calculator, and Vessel Transit Information (for qualified subscribers), is \$1,000 Canadian. For more information on subscribing to any of the e-business applications, contact the E-Business Administrator at (613) 932-5170, ext. 3285, or send an e-mail to ebusiness@seaway.ca. You may also visit the web site for additional subscription information.

www.greatlakes-seaway.com

Seaway Employee Honored by the Secretary of Transportation

On September 11, 2002, the Saint Lawrence Seaway Development Corporation Marine Transportation Specialist Terrance (Terry) Jordan, Jr. received a "9-11" Medal from the Secretary of Transportation Norman Mineta.

The ceremony commemorated the losses suffered one year ago in the terrorist attacks and provided a forum for the Secretary to praise the outstanding achievements of specific departmental employees in the aftermath of that event.

Jordan was singled out for having played a key role in implementing a risk assessment screening protocol to ensure the safety and security of the St. Lawrence Seaway System, which includes the two U.S. Seaway locks near Massena, NY. In

addition to the new risk assessment screening, foreign vessels must undergo an inspection for safety and required Seaway equipment prior to entry into American waters.

Jordan is the senior U.S. Seaway inspector who helps ensure full compliance with all U.S. safety and security requirements. He has participated in hundreds of risk assessment screenings of foreign vessels in the past year.

"Our Seaway team is committed to performing a simple but extremely important job: helping verify that foreign commercial vessels crews are who they claim to be and ensuring they have the appropriate papers confirming their port calls," said Jordan.



Terrance (Terry) Jordan receives a well deserved pat on the back from the Secretary of Transportation Norman Mineta.

History Was Made...



Great Lakes passenger cruise ships pass through the Eisenhower Lock at Massena, New York, on June 26, 1959, enroute to Montreal to witness Queen Elizabeth and President Eisenhower officially open the Seaway the following day. The ships returned to Massena on June 27 when Vice President Nixon welcomed the Queen at Eisenhower Lock. The aerial view shows the pioneer passenger cruise ships, *SS South American* and *SS North American*. The Cleveland Press and the Cleveland Chamber of Commerce chartered the *South American* while the Chicago Association of Commerce and Industry chartered her sister ship for the “Meet the Queen Cruise.” The ships were landmarks on the Great Lakes for 40 years, and were operated by Chicago, Duluth and Georgian Bay Transit Company, of Chicago.

Emergency Response Exercise

The Saint Lawrence Seaway Development Corporation’s (SLSDC) annual emergency response exercise was both successful and unusually comprehensive this year. The SLSDC’s first post 9/11 exercise involved 21 U.S. and Canadian local, state, provincial, and federal agencies that have been designated in the Seaway’s Emergency Response Plan to assist in any emergency situation along the St. Lawrence River.

The exercise involved a simulated terrorist attack on our U.S. lock facilities and required close coordination between federal, state and local agencies.

The annual training and emergency response exercises are an example of the Seaway’s commitment to the protection of the St. Lawrence River.

DID YOU KNOW?

➔ The St. Lawrence Seaway is one of the world’s most comprehensive inland navigation systems. Initial construction began in 1954 and involved cooperation from the Canadian and American governments. It was officially opened in 1959. On average, 50 million tons of freight is transited each year by the Seaway.

➔ Maritime activity on America’s GLSLS system generated \$3.4 billion of business revenue to firms providing transportation and cargo handling services in 2000. More than 150,000 jobs have been traced to the movement of millions of tons of cargo moved on the system that year. The system carries bulk cargo such as grain, iron ore, coal and petroleum products and general cargo such as containers, steel and machinery.



Upcoming Events

October

- 30-Nov 1 **Maritime Security Council International Maritime Security Summit Overview – Washington DC**
Maritime Security Council [maritimesecurity.org]
- 30 **Great Lakes Recreational Water Quality Association Annual Meeting – Chicago, IL**
Contact: Christine Manninen at manninen@glc.org or call (734) 665-9135

November

- 19 **Automatic Identification System (AIS) Conference – Seattle, WA**
Universal Automatic Identification System [<http://www.uais.org>]
- 21 **St. Lawrence Day – Montreal, Quebec**
Contact: Marc Gagnon, e-mail – sodes@st-laurent.org [www.st-laurent.org]
- 26 **Ontario Marine Day – Toronto, Ontario**
Contact: Mr. Jim Campbell (613) 233-8779 or e-mail: jcampbell@cmc-ccm.com Chamber of Maritime Commerce [www.cmc-ccm.com]

December

- 6 **Grunt Club Dinner at The Hilton Montreal Bonaventure – Montreal, Quebec**
Contact: Mr. Wade Wilson, phone (514) 282-3470
- 8 **National Grain and Feed Association (NGFA) 31st Annual Country Elevator Council Meeting, 6th Annual Feed Industry Council Meeting and Trade Show – St. Louis, MO**
Information (202) 289-0873, e-mail: ngfa@ngfa.org

January 2003

- 16 **Chamber of Maritime Commerce Board of Directors' Meeting – Toronto, Ontario**
Contact: Chamber of Maritime Commerce [www.cmc-ccm.com]
- 17 **The Marine Club Annual Dinner at the Royal York Hotel – Toronto, Ontario**
Contact: Mr. Walter Stewart, Algoma Central Marine, phone (905) 708-3833
- 17 **American Great Lakes Ports (AGLP) / International Association of Great Lakes Ports (IAGLP) Annual Winter Meeting – Toronto, Ontario**
Contact: Steve Fisher, Executive Director, AGLP – (202) 625-2102

The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly-owned government corporation created by statute May 13, 1954, to construct, operate and maintain that part of the St. Lawrence Seaway between the Port of Montreal and Lake Erie, within the territorial limits of the United States.

The SLSDC Office of Congressional and Public Affairs publishes the *Seaway Compass* bimonthly. Questions, comments, suggestions or submissions for future editions should be addressed to the editor at the following address:

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www.greatlakes-seaway.com

Note: The SLSDC no longer has a post office (P.O.) box address. Please use the above address for all correspondence with the *Seaway Compass*.

Seaway Traffic Results (Montreal-Lake Ontario section through September 2002)

| | <u>Tonnage (mt)</u> | <u>+/- vs. 2001</u> |
|------------------|---------------------|---------------------|
| Total Cargo | 18,472,000 | (-6.65%) |
| Grain | 5,520,000 | (-18.58%) |
| Government Aid | 26,000 | (0.00%) |
| Iron Ore | 5,304,000 | (-14.15%) |
| Coal | 235,000 | (-9.06%) |
| Other Bulk | 4,565,000 | (-2.90%) |
| Iron and Steel | 1,899,000 | (28.86%) |
| Steel Slabs | 780,000 | (153.43%) |
| Other General | 132,000 | (70.22%) |
| Containers | 10,000 | (-11.68%) |
| | <u>Transits</u> | <u>+/- vs. 2001</u> |
| Total Transits | 1,743 | (-0.63%) |
| Loaded Transits | 1,161 | (-6.60%) |
| Ballast Transits | 582 | (13.89%) |