



# Seaway Compass

Vol. 12

U.S. Department of Transportation  
Saint Lawrence Seaway Development Corporation  
[www.greatlakes-seaway.com](http://www.greatlakes-seaway.com)

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## 50th Construction Anniversary Celebrated

August 10 marks a milestone in the history of the St. Lawrence Seaway: the 50th anniversary of the beginning of construction on U.S. soil of a project that connected Lake Superior with the Atlantic Seaboard. Dreamed of for centuries, the project became a reality five decades ago this summer. Fewer than five years were required to build the 'billion dollar project,' but the results have provided significant economic assistance to tens of millions who call home eight Great Lakes states and two Canadian provinces.

The Seaway has come a long way in its economic production and capabilities, and continues to increase business annually. A quick tour back in time to the earliest days of Seaway development gives us an idea of just how much our ancestors recognized the importance of an inland waterway connecting the St. Lawrence River with the world's greatest body of lakes. The New World was a magnet for pioneers eager to move West, and rivers were the continent's marine highways offering cheap transport of people and goods to rich farmland and emerging markets.

Sections of the waterway first began developing as early as 1680 with the digging of a small canal

east of Montreal. For the next 150 years a string of efforts improved upon those first shallow canals, and the completion of the Welland Canal soon after the Erie Canal in the 1820s attested to the demand for cheap, efficient marine transport to the continent's interior.

For most Americans, the concept of an actual Seaway System was born in 1892 when U.S. Representative John Lind of Minnesota supported a resolution brought to



*President Dwight D. Eisenhower signs the Seaway into existence on May 13, 1954. The Wiley-Dondero Act (the Seaway Act) authorized U.S. participation and created the Saint Lawrence Seaway Development Corporation.*

Congress calling for a joint U.S.-Canadian investigation into the feasibility of building a deep-draft waterway from the head of Lake Superior to the Atlantic Ocean. Congress passed the resolution, and three years later, the St. Lawrence River was agreed upon as a reasonable route. Engineers had long maintained that the construction of a Seaway was feasible, but economics and politics would not support that position for an additional half century.

*continued on page 4*

# The 2004 Navigation Season Begins...

by Albert S. Jacquez, SLSDC Administrator



The St. Lawrence Seaway opened for business March 25<sup>th</sup> amidst a flurry of controversy, primarily in New York's North Country, centering on environmental issues. Critics of March Seaway opening days dubbed them 'early openings' despite the fact that only 30 percent of the openings since 1973 have occurred in April.

The tempest swirled around a perceived potential for a petroleum or chemical spill when the river is covered with two inches or more of ice. Critics charged that the Seaway is ill-equipped to handle such a scenario. Few bothered to admit that in 46 seasons of marine operation there has never been a significant—much less major—oil spill by a commercial vessel on the St. Lawrence River in the opening weeks of Seaway operation.

Clearly, the professionalism exhibited by marine crews and Seaway employees should be cited as contributing to this enviable record. While nothing guarantees that incidents in winter like conditions—whether early or late in the season—could not occur in the future, the intense opposition now after decades of March openings does call into question why a fire alarm has been rung in the absence of smoke.

The Seaway Development and Management Corporations take great pains to improve existing Emergency Response Plans (ERPs), including dealing with winter weather conditions. Last February, we contracted for training from a member of the U.S. National Academy of Sciences Oil Spill R&D Committee. The three-day intensive training class examined response operations such as tracking-surveillance, using booms and skimmers, on-site burning and protection strategies. We received a written assessment of our plan and recommendations on how to improve it. Those suggestions have been implemented.

We constantly update and practice our ERPs and ensure that key interagency partners in the environmental and security communities on both sides of the border are involved. Our investment of more than \$2 million in the Seaway's vessel traffic control technology, the first waterway in the Western Hemisphere to field this revolutionary marine navigational tool, confirms a long commitment to personal and environmental safety and security.

How we choose opening dates is logical, straightforward and prudent; it simply reflects a commonsense policy of trusting science and the past. In the last three decades winters in this region have tended to be milder than those in previous decades. That's not my opinion, it is the judgment of meteorologists at the U.S. Weather Service. Similarly extended onset of subfreezing weather in December forming ice has occurred later in the last three decades than the previous ones, permitting Seaway closing dates to extend from early to late December.

The opening and closing date selection process is therefore sound, deliberative and fair. Both Seaway Corporation leaders must concur on a given date reflecting the binational nature of this waterway. We do so only after receiving detailed information from governmental organizations in Canada and the United States tasked with providing accurate, up-to-date, meteorological and water level data. We confer with the maritime community to determine the demand present in spring. We also offer state and provincial officials an opportunity to voice their concerns and to be briefed after we have reached a decision.

Weather and water conditions, the completion of lock maintenance, impact on the environment, and the anticipated need for the Seaway's services are all considered before deciding whether to open the locks on time or to delay if conditions require this for safety. Our safety record is impeccable and is due largely to the extensive operational planning, emergency response preparation, and careful implementation that go into the Seaway's opening procedures.

Each year the Great Lakes St. Lawrence Seaway System generates on the U.S. side alone more than \$3.4 billion in business revenue, helps sustain more than 150,000 transportation-related jobs, and generates taxes—local, state and federal—of more than \$1 billion. Each day the Seaway is not open reduces those numbers commensurately. The lion's share of these benefits not surprisingly accrues to the eight Great Lakes states, and New York benefits as well as its neighbors.

When the Seaway opened on time, tens of thousands of Americans returned to the work of moving the American economy. As long as the safety of mariners, the environment and their cargo are not at risk, we will continue to open when the conditions, not the calendar, warrant.

## Port of Detroit Poised For Better Days

*W. Steven Olinek, Deputy Director, Detroit/Wayne County Port Authority  
Chairman, Great Lakes Cruising Coalition*



Things are changing for the better along the Detroit River. By July 2005, the Detroit/Wayne County Port Authority (DWCPA) plans to have a new headquarters building on the downtown waterfront. It's been a long time coming.

Detroit, like most other Great Lakes ports, suffered significantly under the recently remitted, federally imposed steel "safeguards." That, combined with a flagging domestic automotive industry and a static national economy, depressed Detroit's port business. One of the good things that occurs during such times, however, is people get to reflect on how they got there and how they can uncork the creativity necessary to convert today's wish list into tomorrow's reality. So it's been in the Motor City.

Plans rooted a decade ago are having a positive effect, changing things for the better on Detroit's downtown waterfront. General Motors' (GM) acquisition of the city's landmark Renaissance Center for its corporate headquarters was the first. With that initial investment and GM's subsequent multi-million dollar refurbishment of both their complex and adjoining riverfront properties, a huge piece of the puzzle was in place. The second event, though significantly smaller in overall scope and cost, has even greater potential for affecting positive change, at least from the Port Authority's perspective.

In 1998, the DWCPA, with the help of U. S. Senator Carl Levin (MI) was awarded a \$6 million TEA-21 grant to construct a riverfront facility. Local match monies and an additional grant from the state pushed the total available budget for this project to \$11 million. This spring, the DWCPA will break ground on its Public Dock and Terminal project, which will include new Port offices, adjacent to GM headquarters. The Port Authority hopes to attract various excursion vessels, cross-river ferries and Great Lakes cruise ships – traffic that currently calls Detroit sporadically, if at all.

While the potential of the Great Lakes cruise trade is unknown, I believe it to be in the best interest of all Seaway stakeholders to work for its success. At the very least, cruise ships serve as an

attractive, even romantic counterpoint to the frequently raised image of the rusty-hulled "salties" plying the Great Lakes, defiling our waters by their mere presence. Their positive PR value, alone, like a well-placed highway billboard, is immeasurable. It's also within the realm of possibility that the Great Lakes, like Alaska of the 1960s and 1970s, may become "the next big thing" in cruise destinations. Whatever the future holds, we need to promote this trade as assiduously as we do the freight side of our business – operational, economic and security challenges notwithstanding. In Detroit, we're readying ourselves for whatever lies ahead.

On the non-passenger cargo side of things, the DWCPA is developing what will become the first truly public port facility in the Port of Detroit, about a mile downriver from the passenger terminal. While the transaction is still pending and has endured a number of fits and starts over the years, the deal should be consummated soon. Planned improvements include razing a long-vacant 10-story warehouse which will increase the terminal's ability to receive ships and discharge cargo. Rail service, long-absent from the former Detroit Marine Terminals site, is also planned. Besides improving general cargo handling capabilities, the Port Authority is laying the groundwork to not only increase cross-dock tonnage, but to diversify the mix of freight traditionally handled by Port of Detroit terminal operators, as well. Extensive promotional efforts will be undertaken in the future to market the new and improved Port of Detroit.

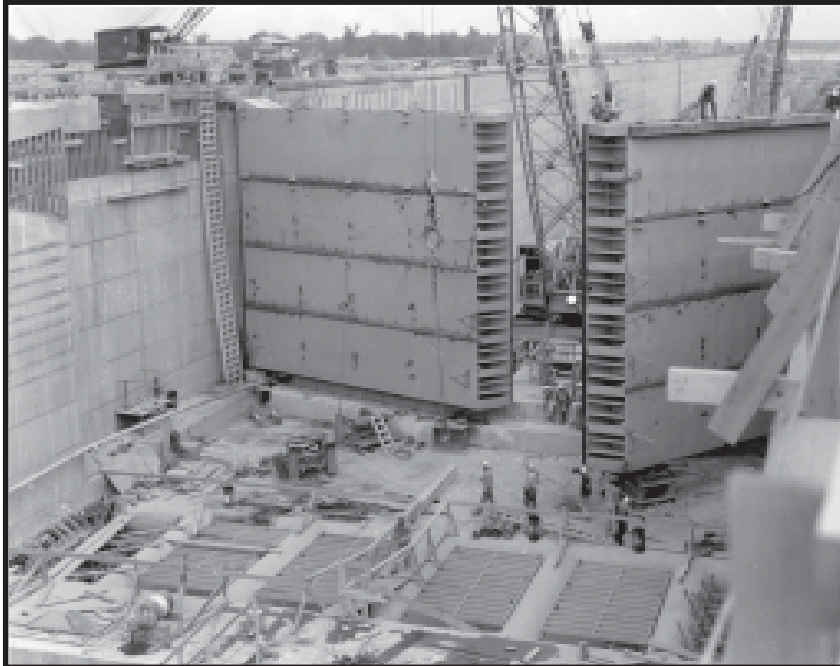


*The Port of Detroit.*

*continued from page 1*

## 50th Construction Anniversary

Two world wars and the Korean conflict would come and go before the Congress and President concurred with Canada on the critical importance of constructing a Seaway. The Canadian government took steps to begin construction of the waterway on its own, establishing the St. Lawrence Seaway Authority and planning for a joint Seaway and power project with the Province of Ontario.



*Snell lock under construction on August 29, 1957.*

Discovery of huge iron ore deposits in Labrador and Quebec dovetailed with the concerns of the Truman and Eisenhower Administrations to have adequate steel making sources in a Cold War world. A once reluctant America was convinced at long last of the wisdom in participating with Canada in constructing the Seaway.

By 1951 the St. Lawrence Seaway Authority Act (SLSA) and the International Rapids Power Development Act were being created to allow Canadians to begin navigation work from Montreal to Lake Ontario, as well as in the Welland Canal. By 1954 the SLSA was formally established with authorization to acquire lands for, construct, operate and maintain a deep draft waterway between the port of Montreal and Lake Erie, and the international bridges that cross it.

Plans for the new Seaway were well underway when President Eisenhower signed the Wiley-Dondero Act (Seaway Act) on May 13, 1954, into law. The act established the Saint Lawrence Seaway Development

Corporation (SLSDC) as the U.S. agency to work with the SLSA in the construction, maintenance and development of the waterway. The SLSDC selected the U.S. Army Corps of Engineers to serve as planning and construction agent for the navigation project. The Corps' construction role included work in the Thousand Islands section and dredging the South Channel.

Four years of construction saw round-the clock work in oftentimes brutal winter conditions. Four Montreal-area bridges were modified without disrupting traffic. New channels were dug and existing ones dredged. Power development requirements demanded flooding over 100 square miles of land requiring entire communities to be resettled.

Construction work began in January 1955 and was completed by the spring of 1959, though dredging continued throughout the System three years. When finished, the project cost just over \$470 million! The SLSDC issued revenue bonds up to \$140 million to finance its program, and the SLSA followed a similar course. By international agreement, it was determined that the Seaway must pay for itself in 50 years by the collection of tolls from its users.

Construction concluded and the Waterway opened to traffic on April 25, 1959, with the ice breaker "D'Iberville" making its first transit of the Seaway. On June 26 Queen Elizabeth and President Eisenhower officially opened the Seaway, with dedication ceremonies being held the following day in Massena, NY, with the Queen and Vice President Nixon.

In 1986 the U.S. Congress passed the Water Resources Development Act, converting SLSDC from a self-financing to an appropriated agency, thus eliminating the U.S. portion of Seaway tolls. A decade later a ceremony marked the passage of a vessel carrying the two billionth ton of cargo through the Seaway. The value of this low cost bulk freight and general cargo (principally iron ore, coal, grain, steel and iron) had surpassed more than \$400 billion and continues to grow today.

The Seaway System remains an engineering victory offering exceptional benefits to shippers, vessel owners and operators. We are working harder than ever to continue delivering on the promise of even greater capability through an ongoing assessment of current and future Seaway infrastructure needs.

## 67th International Joint Conference *A Perspective on the Waterway*

On February 15-17, 2004, in Tampa, Florida, Albert S. Jacquez, Administrator, Saint Lawrence Seaway Development Corporation (SLSDC) and Rebecca McGill, Director of Trade Development and Public Affairs, SLSDC participated in the 67th International Joint Conference of the Canadian Shipowners and Lake Carriers' Association. Administrator Jacquez participated in a panel discussion called a "Perspective on the Waterway."



*Panel members, left to right – Albert S. Jacquez, Administrator, Saint Lawrence Seaway Development Corporation; Richard Corfe, President & CEO, St. Lawrence Seaway Management Corporation; Keith Robson, President & CEO, Hamilton Port Authority; Marcel Rivard, President & CEO, Upper Lakes Group, Inc., and Lt. Colonel Thomas Magness, Commander, Detroit District, U.S. Army Corps of Engineers.  
(Photo taken by Jim McRae, Griffintown Media Inc.)*

## Great Lakes Day in Washington, D.C.

The Annual Great Lakes Day in Washington, D.C. began on March 3, 2004. This popular tradition provides a great setting for those involved and interested to meet and discuss priorities and plans for Great Lakes restoration, protection and management, hosted by the Great Lakes Commission headquartered in Ann Arbor, Michigan. The day-long event is packed with intriguing exchange of information and positive feedback and dialogue in regards to current and future projects taking place.

After the Great Lakes Congressional Breakfast, policymakers, opinion leaders, Members of Congress and staff gathered for an interactive Great Lakes Issues Briefing. Among the important topics discussed were the regional initiatives of Annex 2001, National Aquatic Invasive Species Act and Great Lakes Water Quality Agreement. Commission officials also had an opportunity to present their federal legislative and appropriations priorities for the 108<sup>th</sup> Congress.



## "Highway H<sup>2</sup>O"

Commuters along one of North America's busiest highways will soon see an effort by the St. Lawrence Seaway Management Corporation (SLSMC) to highlight the benefits of using marine as a transportation option, now and in the future. In a multimedia campaign, the SLSMC has launched a billboard, radio and newspaper profile and awareness campaign called "Highway H<sup>2</sup>O" and will focus on the ever increasing surface mode congestion in Southern Ontario and the ability of marine transportation to help ease traffic congestion and pollution in the region.

## Robert J. Lewis Pacesetter Award

### *Dramatic Increases Shown in Tonnage*



*Pictured left to right – Carol Kelso, Brown County Executive; Tom Kuber, President of K & K Warehousing, and Craig Middlebrook, Deputy Administrator, Saint Lawrence Seaway Development Corporation.*

Posting a dramatic increase in international tonnage has earned the Port of Green Bay, Wisconsin, and K&K Warehousing Inc. terminal the prestigious *Robert J. Lewis Pacesetter Award*. Craig Middlebrook, Deputy Administrator, Saint Lawrence Seaway Development Corporation presented the award to officials Brown County Executive Carol Kelso and K&K Warehousing President Tom Kuber.

The Port of Green Bay shipped almost 2 million metric tons (mt) of cargo in 2003, and posted a 100 percent increase over the previous year in international freight shipped through the Seaway. The K&K Warehousing Green Bay terminal received shipments of roughly 24,000 mt of paper pulp through the Seaway. Along with its sister Menominee terminal, K&K reflected an increase of 23 percent over 2002 traffic numbers.

Two Great Lakes ports and four terminals earned the Pacesetter Award in 2003. The other port winner included Cleveland-Cuyahoga County Port Authority, OH. Other terminals showing gains were Hallet Dock Company in Superior, WI, and Federal Marine Terminals in Milwaukee and Cleveland.

## Welcome to the Seaway



The St. Lawrence Seaway Management Corporation has appointed Aldert van Nieuwkoop to a newly created position of Director, Market Development. He will identify business opportunities and work with partners in the marine industry to bring new cargoes and increase traffic to the Great Lakes Seaway System.

His last position was Vice President, Sales and Contracts, at Global Marine UK Ltd. of Aberdeen, Scotland, where he took a leadership role in building company sales growth and strategic alliance initiatives.

Mr. van Nieuwkoop will be based in St. Catharines, Ontario. He is multilingual and holds Degrees in Marine Engineering, Naval Architecture, Shipping Economics and is currently completing a Queens MBA degree.

## Seaway Compass Coming to Your Computer

**Starting this Summer the Saint Lawrence Seaway Development Corporation's *Seaway Compass* newsletter will no longer arrive via the U. S. Postal Service, but instead will be delivered right into your computer's mailbox.**

**The Office of Trade Development and Public Affairs focuses on marketing the Great Lakes St. Lawrence Seaway System to the broadest possible audiences.**

**An on-line newsletter permits us to do this in the most cost effective manner.**

**If you need to update your email address, please contact Joy Pasquariello at (202) 366-0091 or via email at [joy.pasquariello@sls.dot.gov](mailto:joy.pasquariello@sls.dot.gov).**



## Seatrade Cruise Convention

The Saint Lawrence Seaway Development Corporation's (SLSDC) Administrator Albert Jacquez, Trade Development and Public Affairs Director Rebecca McGill attended the annual Seatrade Cruise Convention in Miami, Florida on March 15-17 to promote the Great Lakes Seaway System as an attractive cruise vessel market. Over the past few years, the SLSDC, along with various Great Lakes Seaway port authorities, the Great Lakes Cruising Coalition, state and local governments, and tourist associations, has focused a segment of its trade development program on attracting cruise vessels into the Great Lakes.



*Left to right – Rebecca McGill, Director of Trade Development and Public Affairs, Saint Lawrence Seaway Development Corporation, and Sylvie Moncion, Director of Marketing and Communications, St. Lawrence Seaway Management Corporation.*

## Trade Mission Piraeus, Greece

The Saint Lawrence Seaway Development Corporation (SLSDC), our Canadian counterpart, The St. Lawrence Seaway Management Corporation (SLSMC), and Transport Quebec will cosponsor the Seaway's 27th Trade Mission to Piraeus, Greece to participate in Posidonia 2004, on June 7-11, 2004. This event is one of the largest and most prestigious maritime conventions and exhibitions in the world.

The Seaway delegation will staff an informational booth, conduct one-on-one meetings, and host an official program for approximately 130 international maritime executives. During the course of events associated with Posidonia 2004, Seaway officials will highlight the Great Lakes St. Lawrence Seaway System's outstanding record of safety, efficiency and reliability in addition to its most recent operational and technical enhancements.

Maritime Industry Executives interested in participating in the mission delegation should contact SLSDC, Director of Trade Development and Public Affairs, Rebecca McGill at (202) 366-0091 or [rebecca.mcgill@sls.dot.gov](mailto:rebecca.mcgill@sls.dot.gov).

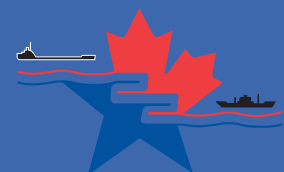
## The Seaway Opens for Business

*photo taken by Jon Evans*



*The first ship to begin the 2004 Navigation season at the Welland Canal was the Captain Henry Jackman. Pictured left to right – Chief Engineer Eric Zielonka, Captain Brett Walker, and Albert S. Jacquez, Administrator, Saint Lawrence Seaway Development Corporation.*

*The 2004 navigation season opened on March 25 when the Canadian laker M/V Cedarglen passed through Eisenhower lock with a load of soy meal pellets downbound from Windsor to Quebec City.*



## Upcoming Events

### June

- 1-3      **2004 Canada/New England Cruise Symposium – Bar Harbor, ME**  
Info: Stacy Kennedy (514) 842-6776, [www.cruisemaineusa.com](http://www.cruisemaineusa.com)
- 1-4      **World Canals Conference – St. Catharines, ON**  
Info: [www.worldcanals2004.com](http://www.worldcanals2004.com)
- 7-11     **27th Binational Trade Mission - Posidonia 2004 Exhibition – Piraeus, GR**  
Info: Erica Flores or Rebecca McGill (202) 366-0091, [www.greatlakes-seaway.com](http://www.greatlakes-seaway.com)
- 22      **Chamber of Maritime Commerce Annual General Meeting – Montreal, QC**  
Info: Raymond Johnston (514) 426-0475, [info@cmc-ccm.com](mailto:info@cmc-ccm.com)
- 26-28   **1st Annual Hamilton Port Authority Port Days – Hamilton, ON**  
Info: Brent Kinnaird (905) 525-4330 ext. 249 or [bkinnaird@hamiltonport.ca](mailto:bkinnaird@hamiltonport.ca)

### July

- 2      **Port of Valleyfield Regatta – Valleyfield, QC**  
Info: (450) 373-4021
- 11-14   **Watershed 2004 Bi-Annual Conference – Dearborn, MI**  
Info: (703) 684-2400 ext. 7010 or [watershed04@wef.org](mailto:watershed04@wef.org)
- 14-16   **2004 Annual Conference of the International Association of Great Lakes and St. Lawrence Mayors – Chicago, IL**  
Info: Steve Thorp, [sthorp@glc.org](mailto:sthorp@glc.org)
- TBA     **Great Lakes Ports Lobby Day – Washington, D.C.**  
Info: Steve Fisher (202) 625-2102
- 30 - August 2   **Port Colborne Marine Day – Port Colborne, ON**  
Info: (905) 835-6644
- 30 - August 2   **Tall Ships 2004 Port of Halifax – Halifax, NS**  
Info: Nicola McGuinnes (902) 426-1059 or [marketing@portofhalifax.ca](mailto:marketing@portofhalifax.ca)
- 30 - August 2   **Halifax Port Days Port of Halifax – Halifax, NS**  
Info: Nicola McGuinnes (902) 426-1059 or [marketing@portofhalifax.ca](mailto:marketing@portofhalifax.ca)
- 30 - August 2   **46th Annual Meeting/Conference of the ACPA – St. John's, Nfld**  
Info: Gary Leroux (613) 232-2036 or [leroux@acpa-ports.net](mailto:leroux@acpa-ports.net)

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.

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