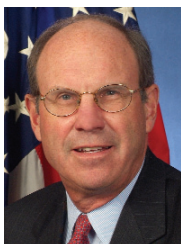




ADMINISTRATOR'S COLUMN



**Collister
Johnson, Jr.**

The Seaway at '50' — Changes in Store

On the eve of the Seaway's 50th Anniversary, I believe the Seaway, and the customers we serve, are living in a rare period of transformational change. Don't let the Seaway's relatively stable traffic levels fool you (Gross Register Tonnage (GRT) through the Seaway is only 2 percent lower than last year) — the commercial navigation industry and the world markets served

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www.greatlakes-seaway.com

Great Lakes Seaway Ports Report on 2008 Season

At almost the midpoint of the 2008 navigation season, the St. Lawrence Seaway tonnage numbers (through the end of July) suggest that the year looks similar to the 2007 outing at that point with freight down 2.5 percent and transits by less than one percent. Most bulk cargoes are performing well but grain and general cargo (iron and steel) are enduring a difficult year due to a strong euro/weak dollar, elevated freight rates, and (so far) stiff global competition.

Two bellweather Seaway commodities — iron ore and coal — are performing well above last year's pace. Iron ore, by far the individual cargo standout at more than 6.2 million metric tons (up more than 7 percent), along with coal is seeing strong upticks over last season's mark with more than 1.8 million mt, a jump of almost 11 percent. Coke, salt and chemicals are all enjoying double digit increases. The drag on an otherwise brisk season is the dramatic dropoff in imports of iron and steel to the tune of 26 percent.

The St. Lawrence Seaway Management Corporation's (SLSMC) new toll structure that began at the start of the season offers broader classification for domestic cargo; variable lockage fees; volume incentives for existing cargo customers; and a toll freeze through 2010. Officials with the SLSMC note a 20 percent reduction on tolls for cargo approved as new business. At the end of June, President and CEO Richard Corfe noted that "we are finding new pockets of opportunity" and "the marine mode continues to be the transportation mode of choice for project cargoes."

Project cargo continues to be a small but growing segment of Seaway tonnage. The meteoric rise in petroleum prices has fanned the flames of investment in renewable energy projects, and no sector is growing faster than wind energy. Meanwhile, Alberta tar oil sands projects continue full bore. The tarlike bitumen when mixed with diluent on-site is able to be pumped via pipeline to U.S. refineries in the Midwest. Strong demand has prompted major petroleum producers and pipeline companies to develop plans for shipments to the Gulf Coast.

Recent conversations with senior marine officials suggest that several ports are doing brisk business despite oftentimes difficult manufacturing realities confronting the automobile sector that dominates the region's factories. Despite this and other challenges, every port and terminal are eagerly addressing competitiveness issues and strategizing to expand markets.

Cleveland-Cuyahoga County Port Authority

Steel imports from Europe have taken a nose dive — down more than 30 percent — but Cleveland is nothing if not resilient and innovative. Port officials began welcoming barge loads of steel from Essar's (formerly Algoma's) factories at Sault Sainte Marie. They have also exported three shiploads (60,000 mt) to Brazil. Together, they have more than made up for the historic imports from Europe, said Maritime Director Stephen Pfeiffer.

"We're in the process of creating a new Port of Cleveland with state-of-the-art facilities," said Adam Wasserman, president and chief executive officer of the Cleveland-Cuyahoga County Port Authority. "The new Port will include a container facility, expanded bulk handling capabilities and

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U.S. Department of Transportation • Saint Lawrence Seaway Development Corporation

Seaway Compass



Administrator's Column, continued from page 1

by the Seaway's stakeholders are in the midst of unprecedented changes. So much so that I would venture to ask, "Are we at a tipping point?" I don't think it will be 'business as usual' for much longer.

A review of recent headlines reveals examples of the dynamic and fundamental industry and market changes that are underway. Here are some of the more noteworthy ones:

- The emergence of strong economies in the "BRIC" countries (Brazil, Russia, India, and China);
- The explosion in commodity prices, particularly the "Big 3" Seaway commodities; steel, iron ore, and grain;
- Unprecedented energy costs;
- Freight rates reaching once unheard of levels;
- The difficulties affecting North American heavy manufacturing, particularly the auto industry;
- The relative strength of the dollar vs. other currencies;
- Rising environmental awareness and activism including efforts regarding invasive species;
- Lack of attention to transportation infrastructure.

These changes will surely affect the Seaway and its customers. Increasing energy costs, for example, while bringing negative repercussions nearly everywhere, could positively impact the Seaway. As high energy costs affect transportation, the cost per ton mile for using the marine mode becomes a real bargain. It is estimated that fuel use for moving a ton of cargo by truck is 20 miles per gallon, by rail is 435 miles per gallon, and by barge is as much as 1,000 miles per gallon. Our waterways are currently an underutilized alternative to congested surface routes, particularly at our nation's border areas. I believe we are on the cusp of the development of container shipping in the Great Lakes that will utilize short sea shipping services to move large volumes of goods to America's heartland. Moreover, as alternative energy sources are emerging, the Seaway stands to benefit from the increasing volume of project cargoes that support them, such as wind turbines.

Rising environmental awareness and activism are bringing increased scrutiny of the maritime mode, from invasive species to emissions to shipping's environmental footprint. How the industry reacts to this attention is

also being watched. Industry has been brought together by these challenges, is responding in a responsible and meaningful way, and will ultimately be better off because of it. Marine transportation has been proven to be the most environmentally friendly mode of transportation, though we are still working hard to convince many of that fact. For example, the new Seaway ballast water inspection regulations implemented this navigation season are finally being recognized as a proactive approach to our most vexing environmental challenge. Now, more than ever, the maritime industry must reaffirm our commitment to responsible stewardship of our environment and incorporate 'green' policies into every aspect of our operations. The Seaway System can turn the increased attention in the environmental arena into a positive, rather than a negative situation if we continue on a proactive path.

Industry efforts to modernize are critical during these times. Infrastructure renewal is on the agenda, and the Seaway's budget, still under Congressional review, will hopefully allow us to begin the long term asset renewal plan at the U.S. locks as soon as next year. The revised Canadian tariff structure is yet another example of proactive thinking. This innovative approach which combines targeted incentives, volume rebates and restructured fees is attracting new cargoes and offers a competitive fee structure to shippers and carriers. Together with the toll freeze, this promises to provide a significant increase in new business growth for the System. In addition, the application of state-of-the-art technology to our current infrastructure will maximize opportunities for users. The Seaway is pursuing draft optimization initiatives, which will allow vessels to take advantage of greater drafts to maximize use of the present System. All of these innovations and improvements are continuing at a steady pace, pointing to a system that builds on its strengths by welcoming new technologies and new ways of doing business.

The Seaway is ready to meet and profit from the fundamental changes underway. The Seaway is poised to take advantage of an expanding world economy. I am encouraged by the current people in place in the marine community, in both the government and the private sector, that have the vision to see the opportunities and the ability to capitalize on them. By fostering innovation and cooperation, by renewing what we have, and by modernizing, we are well positioned to enter into the next 50 years.

*Great Lakes Seaway Ports Report on 2008 Season,
continued from page 1*



The automated CBT iron ore loader system on the west side of the Cuyahoga River loads materials onto the ships.

general cargo handling area capable of providing roll-on-roll off as well as lift on lift off services.” Wasserman noted that based on their studies these capabilities will be essential to the future development of the region as a destination for businesses to locate and access the global marketplace.”

Erie-Western Pennsylvania Port Authority

The Port of Erie has handled four shipments of biofuels to the Low Country ports of Amsterdam-Rotterdam-Antwerp through the end of July 2008. The shipments from Lake Erie Biofuels, the state’s largest biodiesel producer, followed last December’s first-ever export of biofuel from the Great Lakes Seaway System. Each ship carries 5,000 metric tons or about 1.5 million gallons of the highly sought fuel.

Erie Shipyard has been busy building 8 deck barges, a 350 foot center dump barge and a 14,000 horsepower tug that will be moving a 750 foot self-unloading articulated barge. Port director Ray Schreckengost noted that tonnage is pretty much steady state with the previous year. He indicated that the port deals primarily with aggregates and sand and noted that timber and pulp from Canada are regular commodities.

Brown County Port & Waste Department

The Port and University of Wisconsin-Green Bay, with the support of local industry, is pursuing a Great Lakes Maritime Research Institute grant to study the feasibility of an intermodal port/land container facility. Dean

Haen, port director, noted that last year the port invested \$3.6 million in a new dockwall, dredging and crane unloading platform.

Port of Milwaukee

The Port of Milwaukee’s Federal Marine Terminal handled five shipments of wind mill components in the summer/fall of 2007 to Minnesota and Illinois. That brisk pace has slowed this year as previously supplied windmill farm sites are complete and new sites negotiate with suppliers and prepare for development, according to Gilles Plante, Manager of Federal Marine Terminal.



The FEDERAL POWER which came in June 2008 to the City’s heavy lift dock was unloading one of the generator parts for Algoma Energy. Cargo was transloaded to a lake barge for Algoma final destination.

“Through our marketing and customer relations efforts, we are optimistic that FMT and the Port of Milwaukee will participate in the transportation handling and logistics of wind power components for these future sites as early as the Fall of 2008 and throughout 2009,” said Plante.

The 2008 season so far looks fairly ordinary for the port says Betty Nowak, marketing director. “Most of our commodities are about where they should be. Two bright spots have been our shipment of a Bucyrus mining shovel through the Seaway on a McKeil Marine barge to Port Cartier, Quebec,” she said.

“We also shipped more than 3 million feet of stainless steel tubes (116 feet long) on two barges to the Tennessee Valley Authority in Spring City, Tennessee via the Mississippi River, saving our customer \$200,000.”

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*Great Lakes Seaway Ports Report on 2008 Season,
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Ogdensburg Bridge and Port Authority

No port in the System has seen a more stunning turnaround than the Port of Ogdensburg, New York. Ontario-based Canadian Renewable Energy Corporation chose this port as the staging ground for receiving 10 – 11 shiploads of Siemens wind turbines from Denmark in 2008. The 86 wind turbines will be offloaded at the Port of Ogdensburg and then reloaded onto barges for shipment to Wolfe Island in Lake Ontario. The wind farm project there has an estimated budget of \$410 million.



Unloading of the Siemens Turbines for the Wolfe Island project at the Ogdensburg Port Authority.

“We’re planning 86 – 100 barge trips to the island and are extremely pleased at the level of jobs and investment this project is generating in the community,” said Wade Davis, Executive Director. “It is a classic example of the role an active Seaway port should play in regional economic development.”

Working hard to attract even more cargo for the first upbound port on the St. Lawrence River after entering the Seaway is John Rishe, Director of Commercial and Industrial Development. “We have actively pushed our second annual Port Commerce Day (set for August 27) and also participated in the annual America Wind Energy Association conference in Houston where we met with dozens of potential customers who heard about our role in the Wolfe Island Wind Farm project which has helped to spread the word that Ogdensburg is a port with a bright future,” said Rishe.

Toledo-Lucas County Port Authority

“The Toledo-Lucas County Port Authority posted a 7.7 percent increase in Seaway traffic in 2007 earning them their fourth consecutive Robert J. Lewis Pacesetter Award, and traffic is looking good in 2008,” said Joe Cappel, Senior Manager of Business Development. Taconite, coal, and grain are the top three movers by tonnage. Toledo has diverse projects ongoing and successful outreach efforts for attracting and keeping new cargoes. For example, its Midwest Terminals of Toledo International (MWTTI) continues to receive pipe project cargo. For the third year in a row, Canadian carrier CANFORNAV is moving vessels loaded with giant 42" diameter pipe from Bremen, Germany. It’s destined for the second phase of the Rocky Express Pipeline construction that will extend the line from Wyoming to the West Virginia border. Cappel said five more vessels are slated to arrive in the summer and fall of 2008 (two arrived earlier this spring-summer).

“Each carries about 1,000 pipes that are offloaded with shoreside cranes, stockpiled, then loaded onto specialized rail cars with a Liebherr material handler employing a piece of vacuum equipment that simplifies loading procedures, speeding up the rate and improving dock safety,” he said. “We’re aggressively marketing our port for its location, infrastructure, and hands-on experience in the red-hot pipe market and other energy sectors.”

In other energy-related news, preliminary construction of a biodiesel refinery at MWTTI has commenced. American Biodiesel, LLC will operate the facility that will take in off spec biodiesel and refine it into a usable fuel, some of which will be consumed at the Seaport by cranes and other heavy equipment.



The Liebherr material handler employs a piece of vacuum equipment that simplifies and speeds up loading procedures.

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Finally, Rep. Marcy Kaptur, (D-OH), led a 9-person delegation to the site of a proposed \$300 million greenfield terminal in Nova Scotia in June. A short sea shipping feeder line service into the Lakes — possibly to a container handling facility at Toledo — from Melford International Terminal at the Strait of Canso could prove to be a boon for the port. Since container shipping has been growing at roughly 7 percent annually for more than a decade, many Lake ports are eager to attract box service.

Duluth Seaway Port Authority

The Twin Ports of Duluth-Superior has long held the title of busiest port in the entire system by tonnage handled, and this year it's after its fifth consecutive year of volume increases. Port Director Adolph Ojard said that the year-to-date looks good with increases in coal, iron ore, limestone and windmill components, but that it's too soon to begin celebrating.

“Increasing tonnage will depend on the grain export market,” he said. “To date there has been very little activity in the grain export market and the season will again hinge on world supply and a potential bumper crop of wheat forecast for the Midwest.”

A precipitous drop in salties trading in the Lakes this year means less steel slabs, rods, coils, billets and the like for steel centers in Lakes Erie and Michigan steel ports. It also means less grain exports from Duluth which depends on the salties to boost trade.



Project cargo was taken off the JUMBO SPIRIT and transferred to railcars. These two pieces will be going to a Suncor Energy oil sands extraction project in Alberta.

Fortunately, the steel industry is enjoying another fine year globally to help offset that challenge. Industry watchers note that more taconite is moving from Iron Range ports (including Duluth) through the Welland Canal in Canadian lakers. Usually, U.S. lakers carry the ore to steel mills on Lakes Michigan and Erie. But the strong global demand has Canadian lakers downbound to the port of Quebec where they're transloading taconite pellets onto Panamax and Cape-size vessels for shipment to Europe and Asia.

Ojard noted that Duluth has sent taconite shipments to Algeria and China direct on Handy-size ships in 2006 and 2007, and this year to Italy.

The Lake Superior Warehousing terminal is handling wind cargo for four major manufacturers and moving multiple ships for each. An export to Brazil is slated for late August. “The robust business that we are experiencing today is due in no small part to the vision and technical expertise of former Director Gary Nicholson,” said Jonathan Lamb (acting director). Nicholson passed away earlier this summer from cancer after a lifetime of marine service in the Great Lakes.

The second half of the Seaway season will turn on the usual issues that defy easy management intervention: weather for the North American grain harvest that began in August; worldwide industry demand for steel driven increasingly by global economic forces; ocean freight rates and currency exchange fluctuations. There are however many issues where marine industry leadership can play a pivotal role. We need to tirelessly market this waterway to shippers overseas and domestically, constantly stressing the unbeatable value waterborne commerce offers. We must work patiently with legislators to remove impediments to marine efficiency, thereby improving a shared goal — economic growth. Tonnage is a valuable metric but it is only one of many. Focusing daily on restoring infrastructure, pioneering new markets, developing new partnerships, and meeting environmental challenges head on for long term success are equally part of the 2008 navigation season that each of us should be examining as part of the season's scorecard.

GUEST COLUMNIST

Stephen Burnett, President, Great Lakes Cruising Coalition



Great Lakes Cruising Coalition 2008 Air Safari Regional Inspection Visit

The Great Lakes Cruising Coalition is a binational organization with a mandate to return passenger cruising to the Great Lakes. Membership consists of port cities, towns and regions on the shores of the Great Lakes. Ex

Officio membership includes the province of Ontario, several U.S. states, the Saint Lawrence Seaway Development Corporation, and The St. Lawrence Seaway Management Corporation. The region is promoted by connecting with potential cruise firms and bringing to their attention the economic benefits of cruising on the Great Lakes. One of the most successful ways to achieve this is by bringing cruise representatives into the region for an in-depth look at our local attractions.

The 2008 Great Lakes cruise industry inspection visit successfully took place on June 13 – 24. Cruise firms in five countries were consulted and six firms eventually traveled 3,200 miles throughout the Great Lakes.

Originating and ending in Toronto, the trip blended metropolitan and urban Great Lakes experiences with those of

rural and wilderness. The itinerary showcased well publicized attractions in our larger Great Lakes cities, with intimate communities such as Little Current, Parry Sound, and Mackinac Island. In Thunder Bay and Duluth, visitors experienced two thriving and culturally aware Lake Superior cities. Detroit's fantastic museums combined with Windsor's elegant wine country to provide a memorable and surprising day full of contrasting images.

One of the challenges we face in growing the Great Lakes cruise trade is the lack of in-depth knowledge amongst cruise industry planners. Our target audience was therefore the planners and owners of smaller, intimate cruise vessels, the mission being to deploy their quality ships into the Great Lakes.

The inspection visit was designed to showcase the vastness of the Great Lakes, its posing as the "last uncruised region of the world" and the uniqueness of our joint Canadian and U.S. product. This was delivered by the coalition membership, in large and intimate centers around the Great Lakes, meeting these visitors as they arrived and delivering their segment of the local hosting program. In some ports, this was simply a stroll around their waterfront followed by coffee with tourism officials; in other ports it was an overnight stay with a more complex sightseeing program.

There is no ideal season for running this trip and alternating between fall and late spring is appropriate. Cruise ships more or less chase the sun and operate in both hemispheres, in opposite seasons. Therefore, when one side of a firm is marketing and selling, another side of the firm is planning and contracting. It is against this complexity that we extend our invitations.

Dutch Runner Sailing in the System



After taking some time to conclude a deal on the German built, multi cargo *Dutch Runner*, Great Lakes Feeder Lines

(GLFL) has finalized the deal in Bremen. The ship began operating in the Great Lakes St. Lawrence Seaway System in July.

The *Dutch Runner* is a ro/ro/lo, double-skin, single-decker, fully-fitted container vessel with its own cranes and with a stern ramp leading to the weather deck. She is ice class 1D and has a deadweight capacity of 3,056 metric tons and a total container capacity of 221 TEUs.

GLFL President Aldert van Nieuwkoop said, "There have been many obstacles beyond our control which delayed this day, but we never doubted it would come to pass, and now look forward to raising the Canadian flag on her and operating this fine vessel in pursuit of the much talked about short sea shipping markets in Canada and the United States."

Seaway's Bid to Diversify its Cargo Base Gaining Traction



The St. Lawrence Seaway Management Corporation (SLSMC) announced that cargo incentives introduced at the beginning of the 2008 navigation season are bringing about a rise in new cargo movements. As of June 30th, over 295,000 tonnes of new cargo have transited the Seaway, generating \$610,045 in new revenues.

“We are finding new pockets of opportunity” said Richard Corfe, President and CEO of the SLSMC. “The marine mode continues to be the transportation mode of choice for project cargoes. In addition, we are seeking to establish our foothold in new industries as they begin to move product volume. Among the new cargoes transiting the Seaway are biofuels from recently established processing facilities bordering our waterway, and a bevy of project cargoes including wind turbines destined for sites throughout North America.”

The Seaway's total tonnage volume as of June 30th stood at 13.7 million tons, compared with 14.1 million recorded in the previous year. “We continue to face headwinds in certain sectors, most notably imported steel due to the decline in the value of the U.S. dollar, the slowing economy and the high price paid for steel in overseas markets,” Mr. Corfe said.

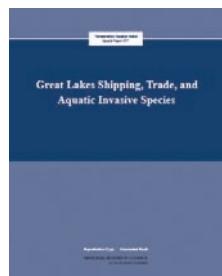
With domestic steel mills at full capacity, the demand for iron ore, coal and coke has increased markedly, including new export opportunities for these commodities. Coupled with stronger flows of road salt to replenish stocks depleted by a cold winter, bulk tonnage is strong,



resulting in a Canadian laker fleet that is running at full capacity. However, the lack of vessels coming into the System laden with imported steel has curtailed the amount of grain tonnage transiting the Seaway.

Closure of the St. Lawrence Seaway Not Needed to Fight Invasive Species, New Study Says

Closing the St. Lawrence Seaway to ocean-going vessels is not the answer to ending the further introduction of aquatic invasive species (AIS) into the Great Lakes, said a study by the National Academy of Sciences. The study drew praise from the U.S. Saint Lawrence Seaway Development Corporation (SLSDC).



The study, *Great Lakes Shipping, Trade, and Aquatic Invasive Species*, concluded that closing the Seaway could not guarantee prevention of further invasives such as zebra and quagga mussels as non-ship-related vectors would continue to allow AIS into the Great Lakes. Closing the Seaway to even one category of traffic would likely reduce economic competition, raise consumer prices, and increase greenhouse gas emissions. As a result, “The committee's evaluation of the effects of closing the seaway to transoceanic shipping led it to conclude that this action would be not only high risk but also an impractical and unsatisfactory compromise.”

“The National Academy of Sciences (NAS) has confirmed that the idea of closing the Seaway is legally unfeasible, politically unrealistic, and economically disastrous for the U.S. and Canada,” said SLSDC Administrator Terry Johnson. “Closure would damage trade, increase surface congestion, provoke negative environmental impacts, and still fail to prevent future non-native species from entering the Great Lakes,” Johnson said.

A 13-member committee of U.S. and Canadian scientists, engineers and academics conducted the study, which began in 2004. The group recommended nine actions to enhance global trade in the region and end ship-borne introductions of AIS into the Great Lakes. One of these would require all vessels entering the Great Lakes to take protective measures similar to those currently required for transoceanic vessels.

In March 2008, the SLSDC issued regulations that followed Transport Canada's lead in requiring saltwater flushing for all foreign-flagged vessels fully loaded with cargo entering the Seaway from outside the 200-mile Exclusive Economic Zone. This action was cited by the report as an example of the type of effective ballast-water management practice that is required.

The NAS Study, *Great Lakes Shipping, Trade and Aquatic Invasive Species*, is available online at http://www.trb.org/news/blurp_detail.asp?id=9267

Binational Effort One Step Closer to a New Border Crossing Between Windsor and Detroit

The Honorable Lawrence Cannon, Minister of Transport, Infrastructure and Communities, and the Honorable Stockwell Day, Minister of Public Safety, welcomed the technically and environmentally preferred location of the new inspection plazas and bridge crossing between Windsor and Detroit presented by the binational study team.

This recent announcement is an important milestone that represents the results of years of technical studies, analysis and community input by the Detroit River International Crossing (DRIC) study teams on both sides of the border. Over the coming months, the DRIC study teams will continue preparation of final environmental assessment documents for submission to approval authorities in each country.

“The Government of Canada recognizes the importance of an efficient, effective and secure Windsor-Detroit trade corridor, as well as the need to move ahead with the development of a new border crossing for this region,” said Minister Cannon. The locations of the inspection plaza and new bridge brings us a step closer to an end-to-end transportation solution that will support international trade and, therefore, enhance the economies of Windsor, Essex County, Ontario and Canada.”



“Increasing border crossing capacity while ensuring efficiency and security are key priorities for our government,” said Minister Day. “The Prime Minister raised the issue of congestion at major border crossing points, such as Windsor-Detroit, with U.S. President George Bush at the Leaders’ Summit in New Orleans in April.”

The development of additional border crossing capacity at Windsor-Detroit not only will ensure that trade between Canada and the United States prospers but will also create jobs on both sides of the border.

The vast majority, 62 percent, of Canadian and U.S. bilateral trade crosses the Canada-U.S. border by land. Each day, 36,000 trucks cross our shared border, more than one-quarter of these at Windsor-Detroit, making it the busiest commercial land border crossing in North America. In fact, the total bilateral trade crossing at Windsor-Detroit is greater than all the trade that exists between the U.S. and Japan.

Update on International Joint Commission (IJC) Water Flow Study

On March 28, 2008, the International Joint Commission (IJC) released a new proposal “dubbed” Plan 2007 that would change the way the Lake Ontario — St. Lawrence River water levels are regulated. The public was invited to participate in several hearings held throughout the region as well as provide written comments during a public comment period that ended on July 11. The Commission will now consult with the U.S. and Canadian governments to seek their concurrence before making a decision whether to change the current regulation

plan. Transcripts from the hearings and the written comments received can be viewed at <http://www.ijc.org/en/activities/losl/transcripts.php>



Maritime Industry Loses a Great Leader

After a brief, but well fought battle with cancer, Gary W. Nicholson, age 62, of Maple Grove, Minnesota, passed away on June 28. Gary was the President of Lake Superior Warehousing Company, Inc. and was involved in many clubs and professional organizations, including the Grunt Club, Propeller Club, TDA, Minn. Warehousing Association, RICA.



Gary was always filled with positive energy and good cheer. He had a no-nonsense honesty respected by both his industry colleagues and Washington policy makers. He will be missed by his friends and associates throughout the United States, Canada and Europe. Rest in peace Gary, you are already greatly missed.

Gaining Perspective — Technology Puts 3-D Imaging on the Bridge

The next wave of navigation technology is about to change the way mariners view the Great Lakes St. Lawrence Seaway — quite literally — and all users of the waterway will benefit.

Robbert van Eijle is president of Indusol Industrial Control, developers of 3D-Navigator, a high performance, real time marine navigation software. It displays chart information in the traditional way, in a perspective view, in an elevated view from above and behind the ship and in a bathymetrical or underwater view. The underwater view in particular has caught the attention of Great Lakes stakeholders.

Based in Ste-Ursule, Quebec (near Trois-Rivieres), van Eijle's Indusol created 3D-Navigator to provide a view of underwater topography using data fed into its graphic rendering engine and viewed via Electronic Chart Display and Information System on a ship's bridge. Unlike electronic charts, however, the 3D-Navigator system allows mariners to have an intuitive and natural perception of the vessel's environment — for example, having objects appear smaller as distance increases. An officer can see everything in real time from the bridge, from above or behind the vessel and underneath. The system works by processing the information it receives, including:

- The vessel's draft at the beginning of a voyage;
- The speed of the vessel, showing changes in squat (downward pressure at the stern) as the ship's speed increases;

- S-57 chart data, with the latest and most accurate charts provided in Canada by the Canadian Hydrographic Service (CHS) and in the U.S. by the National Oceanic & Atmospheric Administration (NOAA);
- And current water levels received via Automated Information System (AIS) from shore stations.

Canada Steamship Lines, a division of the CSL Group (CSL), has green-lighted the installation of 3D-Navigator fleet-wide, with full roll out expected by the end of the summer. CSL played an active role testing the system on board its ships for the past two years and recovering data.

"Shipping is still the most efficient, economical and environmentally friendly way of moving cargo," van Eijle said. "The more cargo moves on the water, the fewer trucks we'll see on the road. In a sense, I was lucky when I started developing 3D-Navigator because I had the opportunity to design a system that enhances the built-in advantages of marine transportation. I knew this was a tool the industry would embrace because it fits its profile."



Seaway Personnel Changes



Paul Toth, Jr.

Paul Toth, Jr., has been appointed as the interim president for the Toledo-Lucas County Port Authority.

Mr. Toth currently serves as Vice President of Technical and Financing Services for the Toledo-Lucas County Port Authority. His responsibilities include overseeing all planning, engineering, development, and construction activities associated with the Port Authority's multi-modal facilities.

Mr. Toth has been employed with the Toledo-Lucas County Port Authority for 19 years, serving in several capacities during his career. He served as Director of New Project Development and Technical Services and also served as Director of Airports for the Port Authority prior to being appointed to his current position in January 2007.

Mr. Toth earned a Bachelor of Science degree in mechanical engineering from the University of Toledo and is a registered professional engineer in the state of Ohio. He is also a graduate of the University of Toledo's Graduate School of Business earning a Master's degree in business administration, specializing in finance.

Upcoming Events

September

September 21 – 25

2008 Annual American Association of Port Authorities (AAPA) Convention

Anchorage, AK

Contact: www.aapa-ports.org

October

October 14 – 16

19th Annual Breakbulk Transportation Conference & Exhibition

New Orleans, LA

Contact: <http://www.portno.com>

October 26 – 29

27th International Submerged Lands Management Conference

Traverse City, Mich.

Contact: Becky Pearson, Great Lakes Commission;
bpearson@glc.org; or call at (734) 971-9135

November

November 7 – 15

St. Lawrence Seaway Binational Trade Mission
Italy and Turkey

Contact: Rebecca McGill; (202) 366-0091;
rebecca.mcgill@sls.dot.gov

December

December 4 – 5

74th Annual Grunt Club Dinner and SLSDC Stakeholder Reception

Montreal, Canada

Contact: Rebecca McGill; (202) 366-0091;
rebecca.mcgill@sls.dot.gov