



# Seaway Compass

Vol. 10

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Saint Lawrence Seaway Development Corporation  
[www.greatlakes-seaway.com](http://www.greatlakes-seaway.com)

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## U.S. and Canada Charge Ahead With Study *Memorandum of Cooperation Is Signed*

Secretary of Transportation Norman Y. Mineta and Canadian Minister of Transport Canada David M. Collenette signed a Memorandum of Cooperation (MOC) May 1 at the U.S. Department of Transportation (DOT) headquarters in Washington, D.C., that promises to have an enduring impact on both nations' marine transportation systems.

The agreement serves as a keystone document for future binational cooperation, and its first project is the Great Lakes St. Lawrence Seaway System Review (Review).

The reason for the agreement was recognition by both parties of the substantial economic and environmental importance of the Great Lakes St. Lawrence Seaway System (System). The MOC makes explicit what had been largely an unofficial yet de facto policy over decades of close cooperation between U.S. - Canadian transportation agencies for ensuring the integrity of the System. Both transportation executives concurred on the need for a safe, viable, reliable and efficient System that remains a vital part of the overall North American transportation infrastructure.

"I am delighted that the DOT and Transport Canada will be working closely together on this timely (Review)," said Mr. Mineta. "This MOC lays the groundwork for building a healthier, more efficient transportation system for this vital region of Canada and the United States in coming decades."

Transport Canada Minister Collenette echoed the importance of looking ahead to preserve an

important component of North America's transportation system while building on a history of cooperation and trust. "The Great Lakes St. Lawrence Seaway System is the result of a strong partnership that provides enormous benefit to both Canada and the United States," he said. "Planning to ensure the continued viability of this waterway requires collaborative approaches among the many stakeholders involved on both sides of the border."

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Seated left to right - David M. Collenette, Transport Canada Minister; Norman Y. Mineta, U.S. Transportation Secretary; standing left to right - Louis Ranger, Transport Canada, Deputy Minister; Major General Robert Griffin, Director of Civil Works, U.S. Army Corps of Engineers; and Albert S. Jacquez, Administrator, SLSDC.

# Great Lakes St. Lawrence Seaway Review Benefits

by Albert S. Jacquez, SLSDC Administrator



**W**hen Secretary of Transportation Norman Y. Mineta and Canadian counterpart Transport Canada Minister David M. Collette signed a

Memorandum of Cooperation (MOC) on May 1 probably few people other than maritime industry and government professionals recognized the longterm significance of this agreement. I believe that the MOC will ultimately be hailed as having had a profoundly positive impact on the transportation systems of both our nations.

This simple agreement expresses the intention of both agencies to collaborate and cooperate on transportation matters of mutual interest. One need not be a transportation expert to know that Canada and the United States share much more in common than simply friendship and the world's largest unguarded border. We boast the world's largest bilateral trade relationship of more than half a trillion dollars each year. Every day, an average of \$1.8 billion in merchandise crosses the border in both directions.

The Great Lakes St. Lawrence Seaway System Review (Review) is the first major project that will be implemented adhering to the MOC principles\* (for a fuller discussion of the MOC, see story on page 1). Both parties will identify factors and trends affecting the domestic and international marine transportation industries. The Review will assess current and future waterway requirements. It will evaluate the reliability and

condition of the waterway, which in turn will require the review of costs and benefits of maintaining our current infrastructure. Finally, the Review will look closely at the environmental issues in addition to the engineering and economic factors, so we can expect a comprehensive examination of what changes—if changes there will be—will mean.

What benefits will accrue from this Review? Supporters suggest that U.S. and Canadian iron ore producers, steel manufactures, farmers, consumers of electricity, consumers of overseas products, and producers of products for export overseas would all see lower prices and higher profits. The upcoming engineering, economic, and environmental analysis will be a first step making a determination whether the facts will support such a scenario. Completion of the Review is years down the road, however, and adoption of its findings and most importantly, actual implementation of them is for now at least, uncertain.

What benefit then can I point to as certain to result from the Review? That's simple—improved management. Cutting costs is a perennial issue for all industry executives, and the proven method of accomplishing this always formidable challenge is by rigorously examining every aspect of business. Valuable findings do not come only at the end of an exhaustive report; typically, they appear at key stages as managers, technicians, and operators begin to see data that suggests other options are available for minimal investment. Experience suggests that we can expect to begin reaping financial rewards as early as the end of the "baseline" engineering analysis, slated to be completed some 30 months out.

Efficiency is the hallmark of any well-run organization and it depends in no small measure on coordination. The Seaway Corporations—the U.S. Development and the Canadian Management Corporation—have long cooperated on operations, traffic management, navigation aids, operating dates and trade development and marketing programs. The Review permits us to extend our daily coordination with maritime and transportation professionals from the U.S. Army Corps of Engineers, the Office of the Secretary of Transportation and Transport Canada.

Improving efficiency demands adopting technology. Great Lakes self-unloaders have saved millions of dollars in the Great Lakes System since their adoption three decades ago. The latest example of bilateral Seaway management cooperative R&D is in action today—the Automatic Identification System (AIS). The Seaway requires mandatory carriage of the AIS onboard commercial ships transiting its waterway.

Knowledge is power, and the more we know about the entire System, each port and terminal, and their infrastructure, the better able management is to judge where there are inefficiencies, redundancies, and missed opportunities. Bolstering intermodal linkages or consolidating competing operations can have far reaching effects. For now, the Review findings are on our horizon, but no one should doubt that pursuing this study will bring them more sharply into view. The sooner we lift anchor the faster we will reach our destination.

# Great Lakes Cruising

## *Following in the Footsteps of Charles Dickens and Mark Twain*

by Mike Doran, Director of Port Operations, Port of Toronto



It's April 24, 1842 and Charles Dickens is on his grand tour of "North America" cruising across Lake

Erie en route to Buffalo. Dickens records in his diary ... "She was a fine steamer, four hundred tons burden, named the Constitution, with very few passengers aboard and had bountiful and handsome accommodations."

Later that century, on July 17, 1895 Mark Twain traveled on his "At home around the world" tour, boards the S.S. Northland in Cleveland bound for Mackinac. Twain wrote "All that has been said of this fine ocean ship on the Great Lakes is not exaggerated. Across Lake Erie to the Detroit River, Lake St. Clair and the St. Clair River is a most charming trip."

Cruising - perhaps more accurately described as using the Great Lakes for transportation, had been happening long before this, but in 1865 it took on a more formal aspect when Anchor Line, formerly Erie & Western Transportation Co., was formed. Then in 1868 Detroit & Cleveland Navigation was founded and not long after in 1883, Canadian Pacific expanded into this business with the building (in Scotland) of the Alberta, the Algoma and the Athabasca.

From this time until the early 1970's, Great Lakes cruise and transportation lines emerged, merged, failed and succeeded, much in the same way that we currently see the "big boys" of the 2000's merging, failing and succeeding elsewhere. Many cruise ships were built and names from the past still resonate on the harbour walls of Great Lakes ports, where ships such as the Noronic, the Northland, City of Cleveland, Sandbee and the Cape Eternity arrived - decked out in bunting, bands playing and thousands waving from the harbour walls.

Fast forward to the early 1990's when several commercial ports on the Great Lakes joined together and funded an initiative to revive the long dormant international cruise industry on the same Great Lakes which Dickens and Twain along with thousands of others cruised. Founding members of this modern bold initiative were Toronto, Duluth, Oswego, Milwaukee, Chicago, Detroit, Toledo and Erie.

This initiative has now emerged as the Great Lakes Cruising Coalition

(GLCC) and has been expanded to embrace destinations on



Cruising brochures from days gone by.



both sides of the U.S. and Canadian border. Participants now represent commercial ports, cities, towns, communities, U.S. states, the Province of Ontario and both the Washington, D.C. based Saint Lawrence Seaway Development Corporation and the Canadian based St. Lawrence Seaway Management Corporation.

The mission of the GLCC is to bring back passenger cruising into all the Great Lakes and to eventually see port calls and shore excursions across the entire system. To achieve this, the board of the GLCC has empowered an executive director to pursue a business plan, which recognizes the need for more shipping inventory and parallel with this, an increase in tour operators who are capable of chartering those ships. This process is supported by an enthusiastic and talented membership in the Coalition, and biannual meetings are held to update members and validate the direction of the plan.

One highlight of the Coalition plan is an annual visit to Seatrade in Miami, which is the premier cruise-only trade show and marketplace for this industry. Coalition members are able to meet owners and operators of cruise companies and discuss charter potential and routing with tour operators at the show. It was significant at the March 2003 Seatrade that members heard a great deal about the move from international cruising to what is now termed as "Homeland Cruising"... a move which describes the security concerns of the cruise traveler and recognizes the growing

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## MOC Signing

The minister went on to note that the MOC signing "further enhances collaboration between our two agencies to evaluate the future needs of the St. Lawrence Seaway and the transportation infrastructure on which it depends."

The MOC resulted after months of discussions by marine transportation and transportation officials from both nations. The endorsement by the U.S. Army Corps of Engineers of its Reconnaissance Study Report provided impetus for the MOC. One of the challenges of that study was the imperative of obtaining binational cooperation before making any significant improvements to the existing system infrastructure. With Canada owning 13 of the 15 locks in the St. Lawrence Seaway System and much of its infrastructure, a U.S. go-it-alone approach improving U.S. locks at Eisenhower and Shell was understood to have limited overall value to shippers.

The multiyear Great Lakes St. Lawrence Seaway Review will study possible improvements to the waterway's commercial navigation infrastructure, such as ports, dams, harbors, and locks. An intensive cost benefits study examining existing and potential markets and alternate routes will be another essential component of the study. The third anchor of the review will include a detailed environmental assessment resulting from suggested improvements.

The Great Lakes St. Lawrence Seaway System annually handles more than 200 million tons of cargo, contributes over \$6 billion to the economies of both countries and directly supports more than 150,000 jobs in Canada and the United States.

In addition to working to ensure the long-term integrity of the System, DOT and Transport Canada will collaborate to identify factors and trends affecting the domestic and international marine transportation industries; assess current and future transportation requirements for the

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"This MOC lays the groundwork for building a healthier, more efficient transportation system."

Secretary Norman Y. Mineta

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waterway; evaluate the reliability and condition of the waterway, including the costs and benefits of maintaining the existing infrastructure; and assess the environmental, as well as the engineering and economic factors associated with undertaking any feasible capital improvements.

The project will involve five entities: Transport Canada, the U.S. Department of Transportation, the U.S. Army Corps of Engineers (ACOE), the Canadian St. Lawrence Seaway Management Corporation (SLSMC), and the Saint Lawrence Seaway Development Corporation (SLSDC). Joining the two transportation ministers for the ceremony in the Nassif Building were Administrator Albert Jacquez, SLSDC and Major General Robert Griffin, Director of

Civil Works with the Army Corps of Engineers.

Administrator Jacquez cautioned supporters and opponents of the Review from jumping to conclusions regarding the Study. "We have not predetermined enlargement of the locks and deepening of the channels, nor have we limited the baseline study from looking at future improvements," said Jacquez. "The MOC calls for an assessment of the System's current and future infrastructure requirements to maintain safety, reliability, viability and efficiency."

No ending date for the Review has been set yet, although Seaway officials note that the initial engineering phase addressing current and future infrastructure requirements for the System infrastructure is slated to run 30 months. Cost estimates for the multi-year review and how funding would be apportioned have not yet been determined, and Jacquez noted that "any estimates would be speculative until an initial assessment of the current and future requirements is completed."



Administrator Albert Jacquez addresses specific questions regarding the Great Lakes St. Lawrence Seaway Review.

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### Great Lakes Cruising

popularity of North America with its many exciting and vibrant cruise destinations. This result is the emergence of drive/cruise vacations versus fly/cruise.

The revival of international cruise ships in the Great Lakes began in 1997 with the arrival of Hapag Lloyd's "C. Columbus". Following its successful first year, more ships were attracted to the Great Lakes each year. Some notables were: Le Levant in 1998, Seabourn Pride in 1999 and in 2001 the U.S. owned Cape May Light whose sister ship Cape Cod Light was to join her in the Lakes in 2002. However, the negative impact on the cruise industry following September 11, 2001, set back the progress that had been made. Now we are recruiting new ships and promoting the marvelous destinations and the Great Lakes as a safe vacation in the middle of North America. The ships will be coming, the tour operators are excited and the destinations are ready. Cruising on the Great Lakes is ready to boom again.



## Welcome to the Seaway



Adolph N. Ojard was named Executive Director of the Duluth Seaway Port Authority on April 1. He succeeds Davis Helberg who retired on March 31 after more than 24 years as Duluth port director. "I look forward to working in the maritime community, having progressed during the last 30 years from labor and union president to executive positions in rail, inland barging and Great Lakes shipping" Ojard said.

Ojard spent more than 30 years with various affiliates of the United States Steel Corporation, and served from 1999 through 2001 as general manager of both the Duluth Missabe and Iron Range Railroad (DM&IR) and the then-USS Great Lakes Fleet. For the past year he has acted as business development director of Kreh Ojard and Associates, a fixture among the region's engineering firms since 1984.



Mr. Richard (Dick) Corfe was recently named the St. Lawrence Seaway Management Corporation's President and CEO. He succeeds Guy Véronneau who retired March 31. Mr. Corfe has held various executive positions with the Seaway over a period of some 20 years, making substantial contributions to the waterway's safety and reliability, and modernizing its infrastructure management. He has been involved in all aspects of waterway operations, including traffic control, ship inspection and customer agreements. Since 1995, Mr. Corfe has been a member of the Corporate Management Committee, where he plays a

significant role in determining and implementing the strategies necessary to meet the objectives of the Corporation.

Mr. Corfe obtained a degree in Mechanical Engineering from City University in London, U.K., and a diploma in Industrial Administration from Aston University in Birmingham, U.K. He became a U.K. Chartered Engineer (CEng) and member of the Institute of Mechanical Engineers (MIMech Eng) in 1972. He received his Professional Engineer (PEng) designation in Ontario in 1979 and became a Certified Management Accountant (CMA) in Ontario in 1986. Before joining the Seaway, Mr. Corfe held executive positions in the rubber and tire industry in Britain, France, and Canada.

# The Seaway Opens For Business

## 45th Navigation Season Begins

The 2003 navigation season of the St. Lawrence Seaway officially opened March 31 at St. Lambert Lock in Montreal when the bulk freighter REGINA OLDENDORFF, under charter to Fednav, transited the lock upbound for Toronto with its load of sugar from Central America.

The Canadian Shipowners Association (CSA) president Don Morrison and Shipping Federation of Canada (SFC) president Richard Le Hir participated in the event. Fednav International Ltd., the largest carrier in the Great Lakes St. Lawrence Seaway System, was represented by President John Peacock.

Dick Corfe noted the importance of the Automatic Identification System (AIS) to the Seaway. Its mandatory implementation began March 31 for commercial vessels and he characterized its arrival at this time as "fortuitous." His background as Vice President of the Maisonneuve Region and Corporate Process Leader for Infrastructure Maintenance, responsible for all engineering standards, systems and planning, has prepared him for the challenging role of leading the SLSMC at this important juncture in its history.



The following are just a few brief comments from the opening day ceremony as they reflect the topics discussed and hopefully give a flavor of the varied interests expressed at this event.

"Meeting the many challenges has been exciting and deeply satisfying, and I have

worked with some excellent and dedicated people," said Guy Véronneau.

Left to right - Albert S. Jaquez, Administrator, SLSDC; Captain Paul Jeffrey; and Dick Corfe, President and CEO, SLSMC stand in front of the REGINA OLDENDORFF.

Ceremonies for the Seaway opening in Montreal drew more than a hundred people to St. Lambert Lock to hear remarks from Canadian and U.S. maritime leaders.

Overseeing the 45<sup>th</sup> opening day event were the two Seaway organizations, the St. Lawrence Seaway Management Corporation (SLSMC) and the Saint Lawrence Seaway Development Corporation (SLSDC). The principal speaker for the SLSMC was executive Vice President Richard Corfe, but outgoing President and CEO Guy Véronneau presided on this last day of his five-year tenure.

"I am both pleased and proud to pass the wheel on to Richard Corfe. He knows the Seaway inside out, and I know he has the backing of our outstanding corporate team."

"The Seaway met its business plan targets again, for the fifth and final year of our first business plan," said Dick Corfe. "Again this year, we are able to offset our mandatory two percent toll increase with a one percent rebate."

Le Hir, SFC president, noted that this year "marks the historic arrival of AIS in Canadian waters, with the Seaway now having the distinction of being the first waterway in North America requiring ships to carry an

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REGINA OLDENDORFF transiting through St. Lambert Lock in Montreal on Opening Day, March 31, 2003.



## Five Vessels will Return to Cruise the Great Lakes in 2003

Reprinted from Great Lakes Seaway Review

The Great Lakes will have five vessels of ferocious cruises in 2003, all of which have operated regularly in the Lakes in recent years. And even though the cruise industry worldwide had been battling a market softened by the threat of terrorism and a weak economy, most observers of the Great Lakes cruise trade are confident that the revival of Lakes cruising will continue.

We're keeping our fingers crossed that the economy will rebound and we'll have a stronger year," said L. Thomas Conlin, CEO of the Great Lakes Cruising Co. (GLCC) of Ann Arbor.

GLCC is marketing cruises on all five vessels operating in the Lakes in 2003, including Le Levant which will be the largest cruise ship in the Lakes at 327 feet.



Le Levant Cruise Ship

GLCC has further consolidated its position as the leading cruise marketer on the lakes by adding for the first time two vessels of the Warren, Rhode Island-based American Canadian Caribbean Line (ACCL) to its fold. ACCL is a specialist in inland water cruises and a familiar Great Lakes caller for many years.

GLCC is also handling for the first time Nantucket Clipper, operated by Clipper Cruise Line of St. Louis. This

207-foot, 1984-built vessel first came into the Great Lakes in 1995 and has offered cruises in the system each summer since.

GLCC is also marketing cruises for the Canadian firm Heritage Cruises on its small cruise vessel Georgian Clipper.

St. Lawrence Cruise Lines (SLCL), Inc. bases its operations in Kingston, Ontario on Lake Ontario and specializes in inland waterway routes on the St. Lawrence and Ottawa Rivers. SLCL operates Canadian Empress, a 108-foot steamship replica.

One new vessel expected in 2004, according to Christopher Wright, president of the Mariport Group, is a luxurious 347-foot exploration type ship named Orion, which is currently under construction in Germany. The 106-passenger ship has a launch date of November, 2003 and is scheduled to make eight Great Lakes cruises in 2004 between Montreal and Milwaukee.

### Passenger Ship the Once Sailed the Great Lakes

This vessel was the most beautiful of all the ships in the Detroit & Cleveland fleet. Her parlors, 21 in all, were exquisitely furnished and the 477 staterooms were fitted out with the latest equipment. For close to 40 years, this ship sailed between Detroit, Cleveland, and Buffalo. The ship lay idle in 1950 as the company had gone out of business. In 1956, the vessel was sold for scrap. During the winter of 1956-57, she was dismantled by the Union Wrecking Company at Detroit.

The upper works were stripped and the hull scrapped at Hamilton, Ontario, by the Steel Company of Canada.

(Photo from the Collections of Chris Andrie)



City of Detroit III, steel-hulled passenger side wheeler, built in 1912 for the Detroit & Cleveland Navigation Company by the Detroit Shipbuilding Company, Wyandotte, Michigan.

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## The Seaway Opens For Business

AIS transponder that meets IMO (International Maritime Organization) standards." The SFC and the CSA are jointly celebrating their 100<sup>th</sup> anniversary this year.

"A key contributor to our common success is greater coordination between marine agencies, industry and governments," said Don Morrison, CSA president. "A more coherent and coordinated management of the Great Lakes and St. Lawrence marine environment means better utilization of resources, more strategic investments in important areas such as technology deployment, higher levels of safety and a more efficient, more competitive service to shippers.

Fednav International Ltd. President John Peacock commended the Seaway as "a vital transportation link to both Canada and the United States. It has commercial and strategic value, and it is a symbol of our time-honored tradition of working together for our mutual benefit."

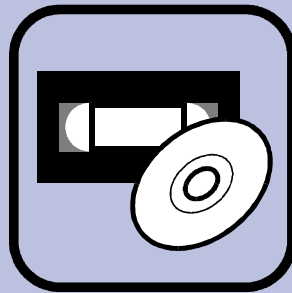
Seaway opening day tradition dictates sharing a memento with the captain and chief engineer of the first vessel through the lock. Administrator Albert S. Jacquez, SLSDC, had the honor of presenting the REGINA OLDENDORFF'S Captain Paul Jeffrey with a compass and a pen and pencil set for engineer Bogdan Krawczyk.

After a long, hard winter, the 2003 Seaway season has begun and all sights are set on moving cargo at an improved pace over last year.



## Video Now Available - A Vital Waterway

The new Seaway video/DVD, *The Great Lakes St. Lawrence Seaway System - A Vital Waterway*, captures on film the grandeur and economic



importance of the Great Lakes St. Lawrence Seaway System. Marketing our System to the maritime industry and the general public on film offers a first-hand opportunity to experience some of the stunning shoreline vistas, bustling ports, and marine infrastructure that make this North America's inland waterway par excellence.

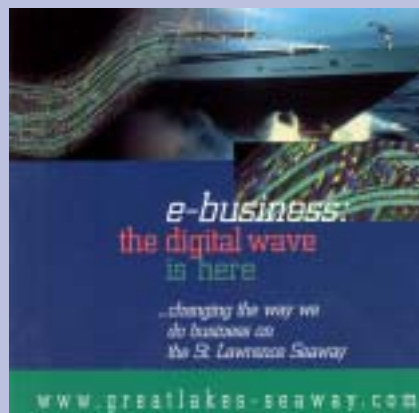
If you would like to receive a copy please contact:

Saint Lawrence Seaway Development Corporation  
Anthony Chica at (202) 366-0091  
[info@sls.dct.gov](mailto:info@sls.dct.gov)

The video is also available on our binational web site, [www.greatlakes-seaway.com/en/aboutus/competitiveness.html](http://www.greatlakes-seaway.com/en/aboutus/competitiveness.html).

## Binational Web site

The binational web site, [www.greatlakes-seaway.com](http://www.greatlakes-seaway.com), continues to attract new users from across the globe. April logged in a record breaking 122,030 hits!



If you haven't had the time to check out the web site, do so now! A suite of on-line business applications will save you both time and money. Calculating shipping costs, searching for new cargoes, obtaining up-to-the minute data on your ship's trip and cargo status, or checking your Seaway account - all with just a few clicks of your mouse.



## Seatrade Cruise Convention a Huge Success *Miami, Florida*



Stephen Burnett, Executive Director, Great Lakes Cruising Coalition; Rebecca McGill, Director Trade Development, SLSDC, and Sylvie Moncion, Director of Communication, SLSMC are ready to greet new customers.

The Saint Lawrence Seaway Development Corporation's (SLSDC) Administrator Albert Jacquez, Trade Development and Public Affairs Director Rebecca McGill and Marine Specialist Tom Rausch attended the annual Seatrade Cruise Convention in Miami, Florida on March 3-7 to promote the Great Lakes Seaway System as an attractive cruise vessel market. SLSDC also provided on-site technical support for cruise ships operating in the System. Over the past few years, the SLSDC, in concert 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.

## SLSDC Officials Attend the Great Lakes Congressional Breakfast

*Sponsored by Great Lakes Commission  
Northeast-Midwest Institute*



Representative Steve LaTourette, Co-chair, House Great Lakes Task Force, addresses the crowd.

On March 20 Administrator Albert Jacquez, and his executive Management Team attended the Great Lakes Congressional Breakfast held at the Rayburn House Office Building in Washington, D.C. This long-standing annual tradition provided a great opportunity for the region's policymakers and opinion leaders, as well as Members of Congress and staff, to share priorities and plans for Great Lakes restoration, protection and management.

## 2002 Navigation Season Pacesetter Award Winners

Four Great Lakes ports and one terminal are eligible to receive the Robert J. Lewis Pacesetter Award presented annually by the Saint Lawrence Seaway Development Corporation (SLSDC).

The Ports of Milwaukee, Wis., Burns Harbor, Ind., Cleveland-Cuyahoga County Port Authority, Ohio and Ogdensburg Bridge and Port Authority, N.Y. posted international tonnage increases that made them eligible for the prestigious award. Lake Superior Warehousing Company in Duluth, Minn. also showed an increase last navigation season.

The Robert J. Lewis Pacesetter Award highlights the impressive accomplishments of port and terminal officials throughout the Great Lakes St. Lawrence Seaway System who have posted increases in cargo despite challenging economic conditions. Positive publicity and recognition amongst peers for excellence in management practices are the welcome results of winning a Pacesetter.

"Posting growth figures last year was an uphill battle throughout the Great Lakes St. Lawrence Seaway System, so this award is a tribute to the excellent management displayed at these ports and this terminal," said SLSDC Administrator Albert Jacquez. "The common denominator is a superb workforce and commitment to customer satisfaction."

Named after former SLSDC trade development specialist Robert J. Lewis, the Pacesetter Award highlights the accomplishments of U.S. Great Lakes ports and terminals that register increases in international overseas cargo tonnage shipped through the Seaway when compared to the previous navigation season.

The winning ports and their percentage increases in 2002 by order of gains were Ogdensburg (34), Milwaukee (25), Cleveland (18), and Burns Harbor (3). Lake Superior Warehousing Terminal posted a 29 percent increase. Burns Harbor led all ports in tonnage handled with more than 922,000 metric tons shipped.



# History of the Great Lakes Seaway

## *It all began...*

Ten thousand years ago, as the great glaciers of the last Ice Age melted, they left behind a unique legacy in the center of North America – five inland seas that hold 20 percent of all the world's fresh surface water. These inland seas are the Great Lakes – Superior, Michigan, Huron, Erie and Ontario – connected to the Atlantic Ocean by the St. Lawrence Seaway System.

The Great Lakes with their hundreds of coves and inlets, and the many islands within them, together provide more than 10,000 miles of coastline to enjoy and explore. Their timeless beauty is endlessly varied and full of contrasts. Some of the most ancient bedrock on the planet, close to 3 billion years in age, cradles parts of the Lakes. At the north end of Lake Superior, the earth's crust is still recovering from the last glaciers, rising in some areas at a rate faster than that of any active North American mountain range. The upper lakes are home to moose, elk and wolves, while the more civilized coastlines of the lower lakes feature gently rolling farmland, sand dunes, heritage towns and the sophisticated urban delights of some of the world's great cities.

Access to the Great Lakes from the Atlantic Ocean is gained via the St. Lawrence Seaway System. Beginning in 1680 with the digging of a small canal east of Montreal, work on sections of the waterway continued until engineering victory was completed in 1959.

Today, the Seaway serves as a busy conduit for international trade. Ocean vessels and Lakers share the waterway with smaller pleasure craft, over the span of a 9.5-month navigation season.





## Upcoming Events

### May

28-June 6 National Transportation Week 2003 – Edmonton, Alberta  
For more information: [www.ntw2003.ca](http://www.ntw2003.ca)

### June

4-6 5th Edition of the Canada/New England Cruise Symposium  
For more information: (418) 848-0092; email: [acsl@sympatico.ca](mailto:acsl@sympatico.ca)

11 Chamber of Maritime Commerce Annual General Meeting – Montreal, QE  
Info: (613) 233-8779; e-mail: [info@cmc-cm.com](mailto:info@cmc-cm.com)

15-17 CSA/LCA (Canadian Shipowners Association/Lake Carriers Association) International  
Joint Conference – Niagara on the Lake, ON  
Info: (613) 232-3539; [www.shipowners.ca](http://www.shipowners.ca)

16-18 2003 Annual Meeting of the International Association of Great Lakes & St. Lawrence Mayors  
St. Catharines, ON  
Contact: Steve Thorp (734) 971-9135; email: [sthrop@glc.org](mailto:sthrop@glc.org)

25-26 Great Lakes Conference – Sault Ste. Marie, MI  
Info: [www.glc.org](http://www.glc.org); email: [davisna@tetratedn-ffx.com](mailto:davisna@tetratedn-ffx.com)

### July

TBA Great Lakes Ports Lobby Day – Washington, D.C.  
Contact: Steve Fisher (202) 652-2102; email: [safsaf@aol.com](mailto:safsaf@aol.com)

### July

13-18 28th Annual Summer Ports, Waterways, Freight and International Trade  
Conference – Portland, OR  
Contact: Shane Sargent (905) 835-2901; email: [shanesargent@portcolborne.com](mailto:shanesargent@portcolborne.com)

### August

1-4 Port Colborne 25th Annual Marine Day – Ontario, CA  
Contact: Shane Sargent (905) 835-2901; email: [shanesargent@portcolborne.com](mailto:shanesargent@portcolborne.com)

23-27 Association of Canadian Port Authorities Annual General Meeting – Trois-Rivieres, Quebec  
Contact: Gary LeRoux (613) 232-1421ext. 230; email: [leroux@igrq.com](mailto:leroux@igrq.com)

### September

28-Oct. 3 2003 American Association of Port Authorities (AAPA) Annual Convention – Curacao, Netherlands  
Info: (703) 684-5700; email: [info@aapa.ports.org](mailto:info@aapa.ports.org)

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 Trade Development 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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