



Seaway Compass



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SEAWAY MANAGERS AND INDUSTRY LEADERS PROVIDE ROAD MAP FOR SEAWAY IN 21ST CENTURY

The Waterway Strategic Issues Forum (WSIF), an organization comprised of industry and government officials from throughout the Great Lakes St. Lawrence Seaway System, released a blueprint last month detailing how it proposes to improve the Seaway. The report provides a path to four goals that, together, form a vision for the future; improve Seaway management and reduce costs; increase tonnage; enhance long-term competitiveness; and secure government support for Seaway initiatives.

Although the report is just out, the U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and the Canadian St. Lawrence Seaway Management Corporation (SLSMC) have already made a good deal of progress implementing several of the report's recommendations. The report recommends that the SLSDC and SLSMC implement a vessel Automatic Identification System (AIS) and establish a binational website so that the delivery of all Seaway services can be managed from a single location.

AIS technology will become operational in the Seaway by the end of the year and carriage is scheduled to be mandatory within the Seaway by the summer of 2002. For details on AIS technology see the story at page

3. The binational website (www.greatlakes-seaway.com) became available to the public on February 26, 2001. Two additional releases, one in the next few weeks and one in the fall, will enhance the capabilities of the website. When the website is completed it will incorporate information gathered through AIS and Global Positioning System (GPS) technology. "By incorporating this technology we're achieving one of our four primary

goals, to improve Seaway management and reduce costs," said SLSDC Administrator Albert Jacquez.

Another goal identified by the WSIF is improved cooperation between the two Seaway governing bodies. Last month the SLSDC and SLSMC adopted a single strategic business plan aimed at achieving an unprecedented level of cooperation. See the full story below.

Road Map, continued page 2.

U.S. and Canada Jointly Enter Strategic Business Plan



President Véronneau and Administrator Jacquez brief SLSDC and SLSMC senior managers on the Joint Strategic Business Plan (Montreal, Canada - April 18, 2001).

(TORONTO, Canada - May 24, 2001) Top executives from both the U.S. SLSDC and the Canadian SLSMC briefed the SLSMC Board of Directors today on a strategic business plan developed jointly over the last six months. Although the two Seaway governing entities have, for many years, coordinated operational responsibilities, this is

the first time the two entities have planned in concert their most important business and marketing strategies. The plan will govern the agencies actions in key areas over the next three years. According to the plan, leaders of the two entities will meet regularly to revise and extend the plan.

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NEW CRUISE SHIP DESIGNED TO TRANSIT SEAWAY AND GREAT LAKES



A fife and drum trio at the christening of the cv Cape May Light. The Ship incorporates features recommended by the SLSDC so she may sail through the Seaway and Great Lakes.

(ALEXANDRIA, Va. – April 25, 2001) Delta Queen Coastal Voyages, a subsidiary of American Classic Voyages Company, today christened its first ship, the cv Cape May Light, in ceremonies attended by SLSDC Deputy Administrator Craig H. Middlebrook and Chief of Staff Anita Blackman. Following the ceremony, the Cape May Light set sail for Philadelphia, Pa. on a weeklong journey that showcased the Chesapeake Bay. The journey is one of 12 inaugural voyages for

this new American cruise line that will feature the Great Lakes, Canadian Maritime Provinces, the U.S. Eastern Seaboard, Belize, Costa Rica, Honduras, Mexico and Panama. The Cape May Light will transit the Seaway and make calls on a number of ports in Canada and New York in July 2001. Plans are to sail throughout the Great Lakes, all the way to Duluth, in 2002.

SLSDC Vessel Marine Design Consultant, Captain Joe Craig, began working more than a year

ago with the ship's builders, Atlantic Marine, Inc., to insure the Cape May Light and her sister ship, the Cape Cod Light, will be able to transit St. Lawrence River locks. Captain

“The concept behind Delta Queen Voyages is to show Americans the splendor of American ports. We can't do that without including the ports of the Great Lakes and the Seaway, America's fourth coast.”

American Classic Voyages Vice President,
Cornel Martin

Craig recommended adding a second fender to the ship's hull; mooring lines that extend from the ship's port and starboard sides rather than from the aft or bow; and modifications to the bridge wings. The addition of a second fender required additional internal support structures. The Cape May Light and the Cape Cod Light each cost approximately \$30 million to build. The modifications that will enable the ships to transit the Seaway and Great Lakes cost approximately \$600,000.

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Road Map, continued from page 1.

Other goals, such as streamlining regulations and jointly promoting the Seaway with greater efficiency are clearly aimed at improving customer relations and making the Seaway as user friendly as possible.

The modernization of both the navigation system and related navigation services are also identified by the WSIF as goals. “The path to a modern Seaway

must be taken soon if we are to maintain the Seaway's competitiveness in the coming decades,” said Administrator Jacquez.

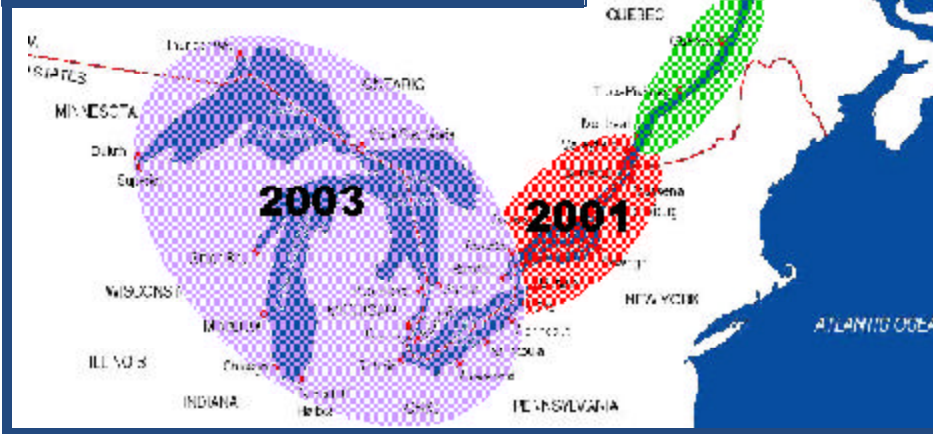
The SLSDC is contributing significant information to an ongoing U.S. Army Corps of Engineers Study of feasible options to modernize the Great Lakes and Seaway infrastructure. The SLSDC is also coordinating input from the SLSMC to insure the results of the study are

based on a complete survey of the binational System.

“The future of the Seaway is filled with challenges. The WSIF, with members representing the grain and steel industries, the ports and the domestic and international carriers, provides a useful blueprint to meet those challenges,” said Jacquez.

World's Port Authorities Hear of SLSDC Leadership in AIS Technology

A Timeline Showing AIS Coverage Achieved by 2003



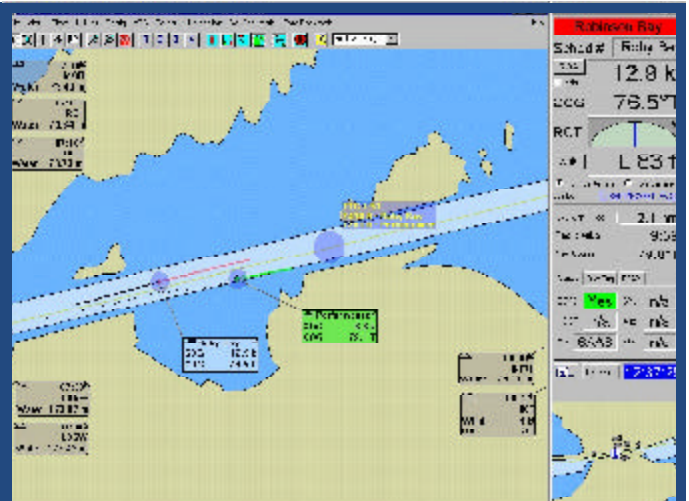
(Montreal, Canada - May 23, 2001)
In his appearance at the World Ports Conference today SLSDC Deputy Administrator Craig H. Middlebrook told representatives of 230 port authorities from 85 countries around the world that the new Seaway Automatic Identification System (AIS) will be the largest application of AIS technology in an inland waterway anywhere in the world. The new technology will enhance safety and lead to new efficiencies by providing Seaway users with an abundance of key information they can only get through this technology, according to Middlebrook.

Whereas Global Positioning System (GPS) technology only shows captains the location of their own vessel, AIS indicates the position of one's own vessel, the position of other vessels in relation to one's own and detailed information about these vessels. The Seaway AIS system will provide information on vessel lockage schedules, lockage order,

visibility and weather information, water level, flow rates and Seaway's status advisories.

With all this information, Seaway traffic managers and users will be able to harmonize transits, dispatch pilots and schedule inspections with maximum efficiency and respond more quickly to incidents. The result will be an overall reduction in delays and enhanced safety. Middlebrook told the assembled audience that the SLSDC expects to achieve 24-hour all weather navigation throughout the Seaway season.

Information will be conveyed to Traffic Centers, vessels and visitors to the Seaway's binational website.



Potential annual savings to users are expected to reach \$300,000.

The St. Lawrence Seaway AIS system cost \$1.9 million (U.S.) to develop and implement. The SLSDC and SLSMC partnered with the U.S. Department of Transportation's Volpe Center, The Shipping Federation of Canada and The Canadian Shipowners Association in order to build the system. It is expected to be fully operational in the fall of 2001. All commercial vessels transiting the Seaway will be required to carry AIS transponders by April 2002.

The information gathered through AIS and GPS will be available to transiting vessels and traffic management centers. According to Middlebrook, the SLSDC and SLSMC will be making the information available to users of the Seaway's binational website at www.greatlakes-seaway.com. The SLSDC and SLSMC will partner with other agencies to extend AIS coverage throughout the Great Lakes.

National Transportation Week Events Show North Country Youth Seaway



To mark National Transportation Week (May 13-19, 2001), the SLSDC took North Country high school seniors on a cruise up the St. Lawrence Seaway aboard the SLSDC tug Robinson Bay. When the group reached Eisenhower Lock they received a tour of the Seaway's Vessel Traffic Control Center.

The seniors were part of the Massena High School Tech Prep Program, a partnership between the Massena Industrial Community, the State University of New York at Canton and the Clarkson University's School of Business. Tech-Prep Program directors describe the partnership as one that offers young people special hands-on learning opportunities and career related education through experiences in the workplace along side

professionals.

Several Tech-Prep students have been assigned to the SLSDC over the course of the 2000-2001 school year. They were asked to research information systems software that would meet the personnel and budget needs of the SLSDC. By conducting the required research, the students receive hands on experience dealing with distributors as well as Seaway employees.

SLSDC Associate Administrator Salvatore Pisani invited three special Jefferson Elementary students to join the seniors for the cruise. The elementary students were winners of the local National Transportation Week Poster Contest. The theme of this year's contest, generating sixty-seven poster entries, was "St. Lawrence Seaway...It Keeps America Moving".

Business Plan, continued from page 1.

The joint strategic plan recognizes that the two Seaway entities share four main goals: to manage the waterway as one seamless system for its customers; to increase trade; increase the Seaway's competitiveness and increase customer satisfaction. "We are systematizing collaboration with our Canadian counterpart to reduce duplications, and wherever possible, eliminate complications for our customers," said SLSDC Administrator Albert S. Jacquez.

Mr. Jacquez and SLSMC President, Mr. Guy Véronneau, briefed their management teams on the plan last month. Both teams are ready to invest themselves in the implementation of the plan. "This plan is innovative and we're ready to run with it," said Carol Fenton, SLSDC Director of Lock Operations. "We see this as the next logical step in the evolution of the Seaway. We cannot address the challenges of a shrinking Seaway-sized fleet and an aging infrastructure if we work in isolation," Jacquez added.

Cape May Light, continued from page 2.

Each year, the SLSDC and SLSMC provide drawing review services without charge to as many as 40 shipbuilders designing Seaway capable vessels.

The christening ceremony featured

keynote remarks by U.S. Secretary of Labor Elaine L. Chao, who assisted in the traditional breaking of a champagne bottle on the ship's hull. In keeping with the cruise line's "Americana" theme, the christening also included performances by the 75-member United States Naval

Academy Men's Glee Club and the presentation of colors by a fife and drum trio in colonial costume.

The Cape May Light, designed to resemble the famous coastal packet ships of the late 1800s, has 113 staterooms, including one named for the St. Lawrence Seaway.

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