



Seaway Compass



Security Tightened on Great Lakes St. Lawrence Seaway System

Shipping on the St. Lawrence Seaway, a major U.S.-Canadian maritime artery for bulk cargo into North America's industrial heartland, is moving without delay as inspections of foreign vessels and all tankers have begun in earnest. The two Seaway organizations are working closely with their respective Coast Guards, power authorities, police and customs officials on both sides of the border to ensure the safety and security of people and infrastructure under heightened security enacted jointly following the terrorist incidents of September 11.

Stepped up inspections of foreign-flagged vessels already present in the Great Lakes St. Lawrence Seaway System became standard in the immediate hours following the four plane crashes that day. Officials with the Saint Lawrence Seaway Development Corporation (SLSDC) in Massena have been working hourly in many cases with their counterparts across the river in Cornwall, the St. Lawrence Seaway Management Corporation (SLSMC). Upbound traffic has been delayed in Montreal's southeastern suburbs for inspections at Saint Lambert, the first of five Canadian locks overseen by the SLSMC.

Ship masters are required to provide SLSMC and SLSDC officials at least 24 hours in advance of arrival with a list of their four previous port calls. They must also present a crew list that details name, rank or rating, citizenship, date and country of birth and identification document numbers on mariner work papers widely referred to as Z-cards. Those lists are shared

with the U.S. and Canadian Coast Guard and Transport Canada.

The requirements for upbound tank vessels apply to U.S. and Canadian ships as well as foreign-flagged ones. Crew lists must be accurate and complete. Ships may be subject to additional inspections if they add or change crew members in transit. Every tanker must undergo a 'risk assessment inspection.' Inspectors have indicated that most boardings have been conducted quickly and all without significant incident. They point out that the additional scrutiny runs in most cases about 20 minutes.

Foreign downbound vessels have been delayed by U.S. Coast Guard officials in American ports, in the Soo Locks, or in the SLSMC's Iroquois Lock, if requested.

In Washington, Administrator Albert Jacquez has been busy coordinating frequently with Massena's Associate Administrator Sal Pisani on operational issues impacting security. Both men agreed that the security manager position left vacant recently when the incumbent, Joe Moore, retired needed to be filled on an expedited basis in light of current events.

"These are extraordinary times: we simply cannot wait for months to fill such a critical position, one that impacts the safety and security of our workforce, and concerns the protection of millions of taxpayer dollars invested in locks and other infrastructure," he said. As an interim fix, Moore was brought back temporarily to help oversee the stepped up security that has blocked

public access to the Visitors Center and restricted access with a substantial perimeter around the locks and Robert Moses-Saunders Dam.

In the 16 years he served as chief of security, Moore said the Seaway has never seen tighter security procedures than those now in effect. "We take the threat they pose very seriously and will do everything reasonably possible to protect people and property while keeping traffic moving," he said.

To date, no serious security infractions have been noted in the more than 40 inspections conducted. The SLSDC and SLSMC have issued Seaway notices available to shipping interests and the public on the binational web site. Simply visit the following address for more details: http://www.greatlakes-seaway.com/en/navigation/seaway_notices.html.

These announcements detail requirements that carriers have met largely without complaint.

Administrator Jacquez stated that he and his counterpart, Guy Véronneau, President and CEO of SLSMC review the security procedures regularly and act together after consultation with government and industry to determine if these procedures should be modified or strengthened in the coming weeks. ■

Building a Foundation for the Future of the Great Lakes St. Lawrence Seaway System

A study commissioned by the Saint Lawrence Seaway Development Corporation and carried out by Martin Associates of Lancaster, Pa., was released at a meeting of the American Great Lakes Ports Association (AGLP) in early August. The assessment shows tremendous U.S. Seaway System growth in employment, revenues and tonnage levels since the last comprehensive measurements taken in 1991. As part of a system-wide assessment that includes a fleet, squat and reconnaissance studies, the SLSDC is building the foundation for another successful century of the vital waterway.

Creating plans is not always enough – it also requires that all the stakeholders understand the value of the investment and the method in which it is carried out. A case in point: in 1879, Baron Godin Le Pinay proposed his engineering designs for the construction of the Panama Canal. His plan included the artificial lake and a series of locks which were later used in the U.S. construction of the canal. While his plans served as the foundation for the monumental project, it did not include his recommendation for 200-foot-wide locks. For years, until the construction began in 1903, the Baron was mocked for his lock-and-lake idea. Now, more than a century later, the Panama Canal Commission is taking up his recommendation for wider locks.

The Great Lakes St. Lawrence Seaway System is at a similar crossroad. To accommodate a greater percentage of the world's fleet — and to ensure another century of growth for jobs, revenues and tonnage — we must make some critical decisions based on solid data. The series of studies will help the Saint Lawrence Seaway Development Corporation, its Canadian partner, and stakeholders throughout the System make plans to capture a greater share of global trade.

The study estimates the economic impact of the Seaway System on 16 port communities in eight states. A computer model captured the specific impact on commodity mix, labor and port productivity. In 2000, the U.S. Great Lakes Seaway System moved 192 million tons, nearly 70 million more than in 1991. The number of people it employed directly also grew significantly, more than doubling from 44,628 to 98,117 jobs.

More than 54,000 additional related jobs with firms exporting international and shipping domestic cargo depend heavily on the U.S. Great Lakes Seaway System. All told, some 152,508 American jobs

were identified last year as reliant upon marine cargo and vessel activity in this keystone system.

“As with any economic investment, the prudent investor looks at the long-term picture. The figures contained in the 2001 Economic Impact Study show that the Great Lakes Seaway System continues to deliver — for its port cities, for the region and for our nation,” said SLSDC Administrator Albert Jacquez.

AGLP President John Jamian said, “Speaking on behalf of the U.S. ports on the Great Lakes, we are proud to contribute to the economic

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Following the release of the economic impact study, SLSDC Administrator Albert S. Jacquez (back row, second from right) escorts representatives of the American Great Lakes Ports Association to meet with Transportation Secretary Norman Y. Mineta (front center) in Washington, D.C. Pictured are (left to right): Rebecca Martin, Erie-Western Pennsylvania Port Authority; Peter McCarthy, Indiana's International Port at Burns Harbor; William Friedman, Indiana Port Commission; Jim Campbell, Canadian Chamber of Maritime Commerce; Davis Helberg, Seaway Port Authority of Duluth; DOT Secretary Mineta; John Loftus, Toledo-Lucas County Port Authority; John Jamian, Detroit-Wayne County Port Authority; Eric Reinelt, Port of Milwaukee; Steve Fisher, American Great Lakes Ports Association; SLSDC Administrator Jacquez; and Ray Schreckengost, Erie-Western Pennsylvania Port Authority.

SLSDC Deputy Administrator Meets with Great Lakes St. Lawrence Mayors

SLSDC Deputy Administrator Craig H. Middlebrook recently addressed the 2001 Conference of International Great Lakes St. Lawrence Seaway Mayors. The theme of the Mayors' conference was "making waves globally." The Mayors, in recognizing that tourism is one of the fastest growing industry sectors worldwide, want to increase the number of cruise ships that sail the Great Lakes St. Lawrence Seaway. The Mayors passed a resolution calling upon the U.S. and Canadian federal governments to accelerate efforts to streamline and harmonize Great Lakes Seaway System regulations impacting cruise ship transits. Middlebrook responded to the mayors' concerns and set out for them several SLSDC endeavors already underway.

The SLSDC has led efforts to simplify cruise ship transits of the System by working with several government agencies to harmonize their regulations and policies. The SLSDC also assists builders of cruise ships to design vessels that are capable of transiting the System's locks. SLSDC assistance is provided without charge.

Delta Queen Coastal Voyages recently added two ships to its fleet that incorporate features recommended by the SLSDC to enable the ships to transit the System's locks.

The modifications represented only about 2 percent of the overall cost of building the new luxury cruise ships, and Delta Queen executives considered the investment well worth it to expand the number of American ports these ships can reach. The SLSDC also publishes a manual that conveniently sets out the information needed by a cruise ship transiting the System. In addition, this year the SLSDC published for the first time, a brochure marketing the Great Lakes St. Lawrence Seaway as a cruise ship destination. SLSDC executives attending the Seatrade Cruise Shipping Convention in May, the largest cruise industry trade show, distributed the brochure. While at the convention they also promoted the System to a number of cruise executives from around the world. ■



Former MARAD Official Named as New SLSDC Public Affairs Specialist



The SLSDC's Washington Office of Congressional and Public Affairs welcomed new employee Tim Downey July 30. A public affairs specialist formerly assigned to the U.S. Maritime Administration for the past two years, Downey brings more than 14 years of public affairs experience and almost five years service in congressional affairs. Retirement of the SLSDC's public affairs spokesperson of 25 years, Dennis Deuschl, in May and the decision of Phil Skillman, director of Congressional and Public Affairs, to leave government briefly thereafter means Downey is the acting chief temporarily.

The native of Mobile, Ala., has spent all of that time in the Washington D.C. area working for several Department of Defense agencies prior to joining DOT in 1999. He served recently as a speechwriter for the Commander, Naval Sea Systems Command and formerly as a public affairs specialist for the Army's Military Traffic Management Command. During most of the last decade he worked in public affairs and congressional affairs positions with the On-site Inspection Agency in northern Virginia handling international arms control issues.

Downey's liberal arts educational background includes a B.A. from the University of South Alabama and an M.A. from the University of Tennessee at Knoxville. ■

SLSDC Trade Development Meeting in Chicago Highlights Promotional and Operational Initiatives

The SLSDC held its latest semi-annual Trade Development Meeting in Chicago August 23 to update stakeholders and discuss new initiatives. Led by SLSDC Administrator Albert Jacquez, the group of 26 recapped past missions and strategized on issues ranging from aquatic nuisance species to the recent release of the U.S. Great Lakes St. Lawrence Seaway economic impact study.



Twenty-six Great Lakes Seaway System stakeholders attended the SLSDC's August 23 Trade Development meeting

Aquatic Nuisance Species

Administrator Jacquez opened the daylong meeting by addressing innovative approaches to reduce the introduction of aquatic nuisance species and outlined plans to begin testing in 2002. The Michigan Department of Environmental Quality, under a new state law, will assess industry ballast water management practices. The Michigan Department of Environmental Quality, under new State law, will assess both industry ballast water management practices and efforts to find an effective ballast water treatment method. The Department will also determine if these practices and efforts have been made conditions of passage on the St. Lawrence Seaway by the Canadian Saint Lawrence Seaway Management Corporation and the SLSMC.

Seaway Studies

The Trade Development meeting recapped progress to date on several major studies that the SLSDC is coordinating and cooperating on, principally the U.S. Army Corps of Engineers' Great Lakes Navigation Study. The Reconnaissance Phase focuses on four major areas: infrastructure; cost engineering analysis; economic benefits analysis; and environmental impact. The first two have been completed while the latter two are expected to be finished by the year's end.

The draft deepening Squat Study results to date confirm the present rule of 2 to 2.5 feet of squat being used in the Seaway as being very close to the findings. The next phase will use the squat prediction model to identify problem areas and establish methods for solving them.

The Vessel Fleet Analysis study conducted by Lloyd's Maritime Information Services of London is set for release sometime this fall. The study addresses needed infrastructure improvements that would allow larger and newer vessels to transit the Seaway system.

Progress continues on the Automated Identification System (AIS), said Jacquez. AIS Network Control and Data Communication Software Development was completed last June. Final Seaway AIS implementation takes place in May with follow-on full operation set for July 2002.

Trade Missions

Administrator Jacquez and the Director of Trade Development Rebecca McGill briefed the attendees on the results of the spring trip to Poland and Norway. Terming the mission a 'complete success,' the Administrator hammered home the Seaway System's long-term

objectives to several audiences. The goal is to increase the number of transits, increase the amount of cargo, and boost reliability and safety, he said. They talked about the upcoming trade missions set for Spain, Portugal and North Africa and noted that making real-time shipping information available on the Seaway's bi-national web site will greatly increase interest.

Events of September 11 have postponed the Seaway Trade Mission to the Iberian Peninsula and Maghreb Nations, previously set for this spring now planned for the fall of 2002.

McGill and the Administrator discussed ongoing cruise ship initiatives. They noted that the SLSDC and the Great Lakes Cruising Coalition (GLCC) would participate in the 2002 Seatrade Cruise Shipping Convention in Miami. The Seatrade Cruise Shipping Convention is recognized as one of the leading cruise industry exhibitions, and has been established as the international meeting place for every aspect of the cruise ship trade. ■



SLSDC Administrator Jacquez responds to questions from stakeholders during the meeting

Economic Impact Study Highlights

- ◆ Maritime activity generated \$3.4 billion in business revenue to firms providing transportation and cargo handling services.
- ◆ 43,968 directly employed residents of the region received \$1.6 billion in wages and salaries. The increase in direct jobs was 30 percent as compared to the 1991 figures, surpassing the national increase in employment for that same period by 50 percent.
- ◆ Shipping iron ore created the largest job impact, followed by coal, iron and steel products, and sand and gravel/aggregates.
- ◆ Iron and steel products produced the largest job impact on a per ton basis.
- ◆ The Seaway System's economic activity generated \$1.3 billion in local, state and federal tax revenue for 2000.
- ◆ For the 2000 shipping season, the Seaway System provided \$1.2 billion in cost savings to steel mills, utilities and other key industries located in the eight-state Great Lakes region.
- ◆ Ore, coal, grain, cement, stone and aggregates, salt, and iron and steel products accounted for 88 percent of Seaway tonnage.

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vitality of America's gateway to the Atlantic. A decade of hard work, binational cooperation and spirited competition is clearly in evidence. We commend all Great Lakes Seaway System stakeholders for the strong growth in jobs, revenues and tonnage."

Administrator Jacquez shared his vision for modernizing the Seaway System and provided highlights from the report that underscore the importance of the System to our nation's economy.

Underscoring the importance of the Great Lakes Seaway System, the report says, "without this transportation system, it is unlikely that these industries, providing nearly 37,000 direct jobs, would have initially located in the Great Lakes area, nor could they maintain the current operations at competitive costs."

The study incorporates the data and analysis from 16 U.S. Great Lakes Seaway System ports: Ashtabula, Ohio; Buffalo, N.Y.; Burns Harbor, Ind.; Chicago, Ill.; Cleveland, Ohio; Conneaut, Ohio; Detroit, Mich.; Duluth, Minn./ Superior, Wis.; Erie, Pa.; Gary, Ind.; Green Bay, Wis.; Lorain, Ohio; Milwaukee, Wis.; Ogdensburg, N.Y.; Oswego, N.Y., and; Toledo, Ohio.

The SLSDC plans to use the economic impact analysis as a tool to assist future port development and for system-wide modernization planning. The study outlines the analysis of specific business sectors and ports, commodities, and methodologies for deriving the employment, revenue, income, and tax impacts. The complete study is available online: <http://www.greatlakes-seaway.com/>. ■

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SLSDC Administrator -- Albert S. Jacquez

Seaway Traffic Results (Montreal-Lake Ontario section through August 2001)

	<u>Tonnage (mt)</u>	<u>+/- vs. 2000</u>
Total Cargo	16,585,000	(12%)
Grain	5,634,000	(5%)
Government Aid	0	--
Iron Ore	5,343,000	(8%)
Coal	259,000	31%
Other Bulk	3,714,000	(2%)
Iron and Steel	1,251,000	(54%)
Steel Slabs	273,000	(15%)
Other General	103,000	(16%)
Containers	7,000	(39%)
	<u>Transits</u>	<u>+/- vs. 2000</u>
Total Transits	1,449	(14%)
Loaded Transits	1,026	(12%)
Ballast Transits	423	(17%)