

ST. LAWRENCE SEAWAY  
VOIE MARITIME DU SAINT-LAURENT



## ADMINISTRATOR'S COLUMN



Collister  
Johnson, Jr.

### *It's Time to Renew*

I am pleased to report on the historic approval of funding for the U.S. Seaway Corporation's infrastructure renewal program. Following President Obama's signing on March 11 of the omnibus appropriations bill to fund the federal government for the remainder of fiscal year 2009, the Saint Lawrence Seaway Development Corporation (SLSDC) is initiating its planned 10-year Asset Renewal Program (ARP) this

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[www.greatlakes-seaway.com](http://www.greatlakes-seaway.com)

## Top Hits on Seaway's Parade

The events celebrating the 50<sup>th</sup> anniversary of the official opening of the St. Lawrence Seaway are scheduled for July 9–12 in Massena, New York. What better time to quickly review the SLSDC highlights of a half century of operations, policy decisions, traffic tonnage, and technology efforts? Here's our pick of the Top 10 events on the Seaway Hit Parade.

- **Canada and the U.S. Agree to Build the Seaway.** In 1954, the U.S. and Canada, through an exchange of diplomatic notes, agree to jointly construct and manage the Seaway. This joint transportation undertaking marks a binational partnership that is unique in the world, given the size and scope of the project.
- **Opening Day Ceremony June 26, 1959.** Millions of viewers worldwide saw Queen Elizabeth II, U.S. President Eisenhower, and Canadian Prime Minister Diefenbaker in Montréal, Canada, officially open the Seaway—and North America's heartland—to deepdraft, international maritime traffic.
- **Emergency Response Program (ERP).** In 1976, the Seaway became one of the first international waterways to develop a comprehensive, binational ERP. Every year, the Seaway's ERP brings together over 40 Canadian and U.S. federal, provincial, state, and local entities to protect the waterway's environmental integrity. Since 1976, the U.S. and Canadian Seaway entities have made full funding for ERP equipment and training a top priority.
- **Cargo Milestones Reached.** On June 1, 1983, the Seaway moves its one billionth metric ton of cargo (grain). In 1996, the two billionth ton of cargo (iron ore) transits through the Seaway on May 10. By the end of 2008 navigation season, the Seaway has moved more than 2.5 billion metric tons of cargo valued in excess of \$375 billion.
- **Enhanced Seaway Inspection (ESI) Program.** Enacted in 1997, the ESI is a ground-breaking international collaboration between Canada and the U.S. to inspect all ocean vessels in Montréal *before* they enter the



U.S. President Dwight D. Eisenhower signs Wiley-Dondero Act (or Seaway Act) on May 13, 1954. The U.S. joins Canada in the development of the Seaway. The Saint Lawrence Seaway Development Corporation (SLSDC) is created.

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

# Seaway Compass



*Administrator's Column, continued from page 1*

year to modernize the infrastructure of the U.S. portion of the Seaway System.

The enacted funding represents the SLSDC's largest appropriation ever, with more than \$17 million allocated to 17 ARP projects. Over the next decade, the ARP will focus on improving aging Seaway infrastructure, conducting maintenance dredging, investing in new technologies, purchasing new equipment, and refurbishing old facilities. This will be the first time in the Seaway's history that a coordinated effort to repair and modernize the U.S. Seaway infrastructure has taken place. It will also complement the asset renewal work already underway on the Canadian portion of the Great Lakes St. Lawrence Seaway System. None of the ARP projects will result in increases to the authorized depth or width of the navigation channel or to the size of the existing U.S. locks.

Many of the ARP projects will be focused on the revitalization of Snell and Eisenhower locks, including rehabilitation of the miter gates, replacement of the composite fendering, replacement of damaged concrete, and replacement of the operating machinery for the culvert valves. Antiquated maintenance equipment can now be upgraded. Replacing cranes, dump trucks, snow plows, backhoes, graders, front end loaders and shop equipment will help improve the ability of the workforce to carry out daily tasks. Funding will be utilized to stop the corrosion on many portions of the Seaway International Bridge structure to prevent the need for large-scale structural replacement in the future. The

Eisenhower Lock Highway Tunnel will also undergo improvements under the ARP.

In addition, damaged floating navigational aids will now be able to be upgraded or replaced. The Seaway Corporation is responsible for maintaining approximately 100 buoys and 50 winter markers. Upgrades of the Seaway's Global Positioning System/Automatic Identification System navigation technologies are also planned under the ARP to enable vessels to better identify hazards at times of limited visibility. Seaway System stakeholders all stand to benefit from the System enhancements and improvements that will occur over the next decade.

By enacting this budget, President Obama and the U.S. Congress have recognized the vital importance of the St. Lawrence Seaway to the Great Lakes region and the North American economy. After 50 years of continuous use, however, the U.S. Seaway infrastructure needs significant capital investment. These projects will renew and modernize the U.S. portion of the Seaway System and by preventing failure of any aspect of its operation, keep it safe and efficient for many years to come. The Administration has chosen to reinvest in this transportation asset and we are excited about getting underway with our first projects.

A copy of the SLSDC's Asset Renewal Program Capital Investment Plan can be found at [www.greatlakes-seaway.com/en/pdf/SLSDC\\_Asset\\_Renewal\\_Plan.pdf](http://www.greatlakes-seaway.com/en/pdf/SLSDC_Asset_Renewal_Plan.pdf).

*Top Hits on Seaway's Parade, continued from page 1*

Seaway. The ESI program has improved the inspection, enforcement, and compliance process for safety and environmental regulations, while saving Seaway users time and money.

- **Seaway Recognized as a Top Public Works Project.** On March 23, 2001, the American Public Works Association recognizes the Seaway Project as one of North America's top ten public works projects of the 20<sup>th</sup> century.
- **Automatic Identification System (AIS).** In 2002, after a decade of research and development, the Seaway introduced the AIS into its vessel traffic management system. This marine GPS-based technology permits instantaneous ship-to-ship, ship-to-shore, and shore-to-ship communications and revolutionized vessel traffic control. The Seaway was the first major inland waterway in the world to require its customers to use AIS technology, which has since become the world standard.
- **Highway H<sub>2</sub>O Campaign.** In 2004, the U.S. and Canadian Seaway entities launch an international campaign to raise

the profile of the waterway as a safe, efficient, and environmentally friendly means of transporting goods to and from the heartland of North America. This effort supplements the Seaway's ongoing economic development program, which was initiated in 1985.

- **U.S. Seaway Passes Tougher Ballast Water Regulations.** In 2008, the Seaway introduces strict new ballast water management requirements for ocean-going ships. Today, with ballast water management requirements in the Great Lakes St. Lawrence Seaway System among the most stringent in the world, there is no unmanaged ballast water entering the Great Lakes on ocean-going ships.
- **Asset Renewal Program (ARP).** In 2009, the U.S. Seaway begins the first year of a multi-year effort to invest in the capital rehabilitation of the Seaway's transportation infrastructure. The ARP was developed following the work completed in 2007 for the U.S.-Canada Great Lakes St. Lawrence Seaway Study, which highlighted the need for renewing the aging marine infrastructure. The ARP calls for a \$165 million and includes a ten-year plan of 50 capital

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*Top Hits on Seaway's Parade, continued from page 1*

and maintenance investments including renovation of Snell and Eisenhower locks, the Seaway International Bridge, maintenance dredging, and operational systems.



*Aerial of Eisenhower Lock, October 13, 1956*

The anniversary celebration promises to be a memorable event, and we hope that you will be able to participate in the historic and fun activities during the weekend.



*Construction of Snell Lock, August 29, 1957*

#### HIGHLIGHTED GUEST

### John B. Adams, III, *Seaway Construction Project Engineer, U.S. Army Corps of Engineers and former SLSDC Chief Engineer*



John B. Adams, III started with the Seaway project after he graduated from Clarkson College of Technology in 1955 with a degree in Civil Engineering. At that time, creation of the Seaway was big news for the North Country. John grew up in Potsdam where everyone was very excited about the project. He had eight job offers when he graduated

from college but chose to go to work with the Buffalo District of the Corps of Engineers where he worked on the design of the St. Lawrence Seaway. A few months later, he was sent to Massena as a foundations engineer until he was drafted into the Army in 1956.

In March 1958, John was honorably discharged from the U.S. Army and resumed work with the Buffalo District Corps of Engineers as Project Engineer on the remaining construction of the St. Lawrence Seaway project.

One of John's memorable career highlights was actually attending the Montreal dedication ceremonies on June 26, 1959, which the Queen of England, then U.S. President Dwight D. Eisenhower and Vice President Richard M.

Nixon attended. "I was standing very close to them. It was a really exciting time," John said.

In 1960, the Army Corps of Engineers, the agency in charge of design and construction, turned over operation and control of the locks to the Saint Lawrence Seaway Development Corporation. For the next five years, John worked as an engineer for the Aluminum Company of America, until the Seaway called him back. "The opportunity came, and I always knew I'd come back," he said.

After 35 years, John decided to retire in 1994. He is extremely proud of being part of one of America's engineering marvels. "From the construction to the operation, I was here for the whole thing," said John. "It was the perfect job."

John said in the years when the project was being completed, 22,000 people were employed to assist with the construction. Rooms that were used to house workers were double shifted, one group would leave the rooms for work and another group would return to the rooms to get sleep. There was a lot of prosperity in the region. The Seaway has played an important role in providing an economic boost to Great Lakes port areas.

He was interviewed for the History Channel special called "Modern Marvels — The St. Lawrence Seaway and another Discovery Channel special. John enjoys speaking to school children about the Seaway and has made several presentations to different groups. He was honored to provide technical advice for a published book geared to school children about the Seaway. We are very excited to have John speak during our 50<sup>th</sup> anniversary celebration in Massena, New York on July 9 – 12, 2009.

John and his wife, Nancy live in Rochester and enjoy the outdoors.

## New Federal Ballast Water Inspection Process Report Issued

A new U.S. government report released today shows a notable increase in the number of ballast tank inspections of oceangoing commercial ships entering the Great Lakes St. Lawrence Seaway System from outside U.S. or Canadian waters. Ship operators also improved their compliance with ballast water requirements in 2008 compared with 2007, the report says.

The 2008 *Summary of Great Lakes Seaway Ballast Water Working Group* released by the U.S. Coast Guard examined the U.S.-Canada Great Lakes Seaway System ballast water ship inspection program. The report finds that 99 percent of all oceangoing ships bound for the Great Lakes Seaway System ports from outside U.S. or

Canadian waters in 2008 received a ballast tank exam, compared to 74 percent in 2007. The other 1 percent were screened by administrative measures. Moreover, the report found that 98.6 percent of all ships were in compliance with ballast water management requirements, compared with 95 percent in 2007.

The report was prepared by the Great Lakes Seaway Ballast Water Working Group (BWWG), which includes representatives of the U.S. Department of Transportation's Saint Lawrence Seaway Development Corporation (SLSDC), the U.S. Coast Guard Ninth District, Transport Canada, and the Canadian St. Lawrence Seaway Management Corporation. The group coordinates U.S. and Canadian enforcement and compliance efforts to reduce the introduction of aquatic invasive species in the Great Lakes via ships' ballast water.

A copy of the report can be found at [www.greatlakes-seaway.com](http://www.greatlakes-seaway.com).

## 2009 Seaway Trade Mission Destinations

The 2009 St. Lawrence Seaway binational Trade Mission heads to Sweden and Poland for a weeklong series of meetings with ship owners, operators, brokers, financiers, and builders, September 25 – October 3, 2009. Co-lead by the U.S. and Canadian Seaway Corporations, the trade mission delegation includes senior marine industry and government officials as well as agricultural, manufacturing and energy executives who seek to expand business opportunities in the Great Lakes Seaway System.

While in Sweden, the delegation will spend their time in the port of Gothenburg on Sweden's southwest coast. A Memorandum of Cooperation to increase trade between the Great Lakes Seaway System and the three West Ports of Sweden — Uddevalla, Gothenburg, and Varberg will be signed. During the visit to the historical maritime cities of Gdynia and Gdansk, the delegation will conduct meetings with each port authority, associations, and host an education seminar for the local maritime community leaders interested in learning about the Great Lakes Seaway System.

## Toledo-Lucas County Port Authority — American Recovery and Reinvestment Act

Ohio Governor, Ted Strickland, announced that The Toledo-Lucas County Port Authority was the recipient of funding from *American Recovery and Reinvestment Act* resources. Two of the four projects awarded in Lucas County were submitted by the

port authority and were among 149 priority transportation projects to be funded in Ohio. The port authority projects that received funding were the Toledo Shipyard Modernization and Crane and Reach Stacker Acquisition.

The port authority says a new high-speed crane and reach stacker will create jobs via the additional business that the port would be able to handle. It further contends the new equipment will significantly contribute to the improvement and modernization of America's National Transportation System in the Great Lakes Region.

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## Saint Lawrence Seaway Development Corporation Massena, New York

### *Celebration Weekend Schedule (as of April 2009)*

#### THURSDAY, JULY 9, 2009

- 7:00 pm** **An Evening to Honor Seaway Construction & Those Who Built It**  
**Location:** New York Power Authority's Frank S. McCullough, Jr. Hawkins Point Visitors Center  
**Featuring:** Dr. Claire Parham, author of *The St. Lawrence Seaway and Power Project*  
*—An oral history of the greatest construction show on Earth*

#### FRIDAY, JULY 10, 2009

- 3:00 pm – 5:00 pm** **Opening Ceremonies including: music and drill team performances; remarks from U.S., Canadian and Industry Dignitaries; Military Fly Over; Blessing of the Fleet; and Mohawk Prayer of Peace**  
**Location:** Dwight D. Eisenhower Lock/Visitors' Center
- 5:00 pm – 7:00 pm** **"Concert in the Park" sponsored by the Massena Chamber of Commerce featuring "Conrad Story Blues Band" (Bring your own picnic)**  
**Location:** Dwight D. Eisenhower Lock/Visitors' Center
- 6:00 pm – 9:00 pm** **Reception and Dinner Celebration (invitation only)**  
**Featuring:** Davis Helberg, Great Lakes historian and former Executive Director, Duluth Seaway Port Authority and Presentation of Trident "Guardian of the Seaway" Awards  
**Location:** Massena Country Club

#### SATURDAY, JULY 11, 2009

- 11:00 am – 1:00 pm** **50<sup>th</sup> Anniversary Celebration Parade**  
**Location:** Downtown Massena
- 2:00 pm** **Seaway Employee Recognition Picnic (invitation only)**  
**Location:** Massena Town Beach
- 1:00 pm – Dark** **A celebration of the Seaway-Power Dam Project sponsored by the New York Power Authority including: a craft show, music, entertainment and fireworks at dusk**  
**Location:** New York Power Authority's Frank S. McCullough, Jr. Hawkins Point Visitors Center

#### SUNDAY, JULY 12, 2009

- 10:00 am – noon** **Open House (displays, floats and entertainment)**  
**Location:** Dwight D. Eisenhower Lock/Visitors' Center

Note: No pets or alcohol allowed on Seaway property.

For more information contact: Vicki Garcia, Public Affairs Specialist, (315) 764-3208; [vicki.garcia@dot.gov](mailto:vicki.garcia@dot.gov)

[www.greatlakes-seaway.com](http://www.greatlakes-seaway.com)

## Recently Published Reports, Helpful Websites and Blogs of Note

*America's Ports and Intermodal System Report* (February 2009) prepared by the U.S. Maritime Administration. The report focuses on container port and terminal requirements; identifies key system-wide findings and challenges in the vital strategic areas of end-to-end freight shipment; and addresses water access, landside access and interstate rail and highways with port and terminals as the nexus.

A copy of the report can be requested: [ports.marad@dot.gov](mailto:ports.marad@dot.gov)

*International Watershed Initiatives: Implementing a New Paradigm for Transboundary Basins* (March 2009) prepared by the International Joint Commission. This third report to the governments of Canada and the United States on the International Watersheds Initiative (IWI) summarizes accomplishments and progress made in building local capacity for implementing a watershed approach along the international boundary. It also outlines the Commission's thinking on the future direction of the IWI, with recommended next steps.

A copy of the report can be requested by calling (202) 736-9000.

### Blogs

[www.seawaychannel.com](http://www.seawaychannel.com) The Seaway Channel provides news, critical information updates, and thoughtful commentary to those who care about the Great Lakes St. Lawrence Seaway System and the maritime industry in general. The Seaway Channel is an independent publication and is not affiliated with the U.S. Saint Lawrence Seaway Development Corporation, The St. Lawrence Seaway Management Corporation, the U.S. Army Corps of Engineers or any other agencies of the governments of the U.S. or Canada.

<http://bryantsmaritimeblog.blogspot.com> Denise Bryant: After graduating from the U.S. Coast Guard Academy, he served 27 years active duty, retiring as a Captain in 1995. While on active duty, he made three Arctic patrols (and was second to the icebreaking tanker MANHATTAN during its Northwest Passage transit in 1969). After law school, he served in a variety of legal assignments, including as the agency's Law of the Sea Officer. He supervised implementation of the Oil Pollution Act of 1990 (OPA 90). This project involved preparation of regulations relating to double hulls for oil tankers and vessel response plans, among others. In 1995, he joined the law firm of Haight Gardner Poor & Havens, specializing in the government regulation of ships. He advised clients worldwide on compliance with international, US, and state laws impacting vessel operation. He published via email to 5,000 readers worldwide the daily newsletter Maritime Items on governmental developments impacting the industry. In 2009, Mr. Bryant moved into maritime regulatory consulting. He continues to publish a daily newsletter, but it is now distributed via the Blog.

<http://shipwatcher.blogspot.com> Shipwatcher.com is a live window into the magic world of cruising. Simultaneously view the live cruise cams of ships from Cunard, Princess and P&O, while they're updated every 30 seconds. Find out vital statistics about your favorite ship, plot its current position on a map, and get all the latest news from other cruise lovers.

### Websites

<http://www.nemw.org/GSI/index/htm> Great Ships Initiative (GSI): The specific objective of the GSI is to accelerate research, development and implementation of effective ballast treatment systems for ships that visit the Great Lakes from abroad. The website includes reports of testing on new ballast water treatment systems.

<http://www.glerl.noaa.gov/re/Programs/ncrais/glansis.html> National Oceanic and Atmospheric Administration (NOAA) National Center for Research on Aquatic Invasive Species (NCRAIS) Great Lakes Aquatic Nonindigenous Species Information System (GLANSIS): This database provides targeted access to the information, especially collection records for established Great Lakes nonindigenous species in the Nonindigenous Aquatic Species database. Species are assessed for inclusion in the database on a case-by-case basis. The present database targets species that are not considered to have been native to any part of the Great Lakes basin.



## Congressman Dave Obey Welcomes the Economic Opportunity in Northern Wisconsin

Congressman Dave Obey (D-WI), who as Chairman of the House Appropriations Committee was the lead architect of the Obama economic recovery package, announced that the budget signed by the President includes numerous items to help improve economic opportunity in northern Wisconsin.

Two of the items that will impact the Great Lakes region are:

- **\$950,000 for the Great Ships Initiative — Ballast Water Research:** The funding will be used to continue research

to test and develop ballast water treatment technology to resolve the problem of ship-mediated invasive species in the Great Lakes St. Lawrence Seaway System.

- **\$950,000 for the Great Lakes Maritime Research Institute:** The funds are intended to continue an authorized project to develop and improve economically and environmentally sustainable maritime commerce on the Great Lakes through applied research at institutions throughout the region, including Michigan, Ohio, Indiana, New York, Minnesota and Wisconsin. The Great Lakes Maritime Research Institute was one of 8 National Maritime Enhancement Institutes established in June 2005. Its work is overseen by an advisory board that includes the U.S. Maritime Administration, U.S. Army Corps of Engineers, U.S. Coast Guard, the Saint Lawrence Seaway Development Corporation, and Great Lakes ports and shippers.

## Seaway Personnel Changes

**Sean Connaughton**, former Administrator, U.S. Department of Transportation, Maritime Administration, recently joined the American Bureau of Shipping as Corporate Vice President for Government Affairs. He will act as the society's primary liaison with national governments at senior levels, establishing and maintaining close working relationships with the principal executive and legislative bodies that influence maritime policy as it relates to safety and classification issues.

The bulk of his career was spent with the A.P. Moller Group (Maersk Shipping Lines) where he served in various positions in the U.S. and spent five years managing their operations in Prague, Czech Republic.

Since August 2008 Paul Toth has been the Toledo-Lucas County Port Authority's interim president.

**Patrice Pelletier** has recently left the Montreal Port Authority. The board of directors has created a selection committee to find a replacement. In the meantime, the board has named Sylvie Vachon, as acting President and CEO.



*Michael J. Stolarczyk*

Business Development — Americas to take the position with the Toledo-Lucas County Port Authority. In his role with Exel, Mr. Stolarczyk helped create client alliance solutions from warehousing through distribution.

**Michael J. Stolarczyk** has been selected as the new President and CEO of The Toledo-Lucas County Port Authority.

He was most recently employed by Exel Inc., a contract logistics provider in the Americas with over 500 sites throughout the U.S., Canada and Latin America. He resigned from his position as a Senior Director,



## Upcoming Events

### May

May 20–21

**Green Tech 2009 — Green Marine Annual Conference**  
Toronto Canada  
Contact: [www.green-marine.org](http://www.green-marine.org)

### June

June 10–11

**Great Lakes Wind Collaborative  
2nd Annual Meeting**  
Milwaukee, WI  
Contact: Kristina Donnelly; [kdonnelly@glc.org](mailto:kdonnelly@glc.org)

### July

July 9–12

**SLSDC 50<sup>th</sup> Anniversary Celebration  
in Massena, New York**  
Contact: Joy Pasquariello; (202) 366-0480,  
[joy.pasquariello@dot.gov](mailto:joy.pasquariello@dot.gov)

July 22–24

**Port Security Seminar and Expo**  
Houston, TX  
Contact: (703) 684-5700, [info@aapa-ports.org](mailto:info@aapa-ports.org)

### September

September 29–30

**Great Lakes Commission Annual Meeting**  
Erie, PA  
Contact: Tim Eder; [teder@glc.org](mailto:teder@glc.org)

### October

October 25–29

**AAPA Annual Convention**  
Galveston, TX  
Contact: (703) 684-5700, [info@aapa-ports.org](mailto:info@aapa-ports.org)