

## Seaway Opens for the 57th Navigation Season



The official kickoff of the 57th Seaway navigation season. (from left) Chief Engineer David Michalowicz; SLSDC Administrator Betty Sutton; Captain Seann O'Donoghue; and SLSMC President and CEO Terence Bowles.

The 57th Seaway navigation season officially kicked off the morning of April 2, 2015 when the *CWB Marquis* entered St. Lambert's lock fully loaded with iron ore upbound to Ontario's port of Hamilton, and the nearby ArcelorMittal steel mill. The new Equinox vessel then headed for Thunder Bay, Ontario to pick up Canadian grain destined for export via transshipment on a larger ocean-going vessel via the lower Laurentian port of Trois-Rivières, Quebec.

The Seaway Corporations' management gathered for the opening day's festivities that accompany the momentous occasion. Joining them were several dozen senior officials from the marine transportation industry in the Great Lakes and key stakeholders of bulk and breakbulk industries like grain, coal, limestone, aggregate, and steel. These and other industries depend heavily on waterborne movement for safe, reliable and competitive movement of cargoes that annually exceed 160 million tons in the entire binational Great Lakes Seaway System.

"The Great Lakes St. Lawrence Seaway System provides global access to the heartland of North America, where opportunities abound," said U.S. Saint Lawrence Seaway Development Corporation (SLSDC) Administrator Betty Sutton. "Through a new Regional

CONTINUED ON PAGE 3

### ADMINISTRATOR'S COLUMN

## Introducing a New Public Education Program



Betty Sutton  
Administrator

Enabling the media, elected officials, and the general public to better understand commercial shipping in the Great Lakes Seaway System, and to better appreciate the relevance of the Great Lakes maritime community to their daily

lives, is an ongoing and worthwhile effort. That is why I am pleased to note the

CONTINUED ON PAGE 2

### GUEST COLUMNIST

## Randy Rogers Executive Director, Waukegan Port District



Randy Rogers

Lakes maritime industry again. ABSOLUTELY. As the new Executive Director of the Waukegan Port District, I am committed to re-starting commercial shipping in

CONTINUED ON PAGE 5

### ALSO IN THIS ISSUE:

- Cruise Shipping Miami
- SLSDC FY 2014 Annual Report Available
- Rehabilitation and Modernization Took Place At the Seaway Over the Winter Months
- Cruise Ship to Sail the Great Lakes St. Lawrence Seaway System
- Winners of the Robert J. Lewis Pacesetter Award for the 2014 Navigation Season
- Cleveland-Europe Express Liner Service Doubles
- Canada Steamship Lines Wins Operator of the Year Award
- Great Lakes Seaway Ballast Water Group Released Ballast Water Management Report
- Personnel News
- Upcoming Events

ADMINISTRATOR'S COLUMN  
CONTINUED FROM PAGE 1

creation of a new public education program.

With the participation of the U.S. Saint Lawrence Seaway Development Corporation (SLSDC), the American Great Lakes Ports Association, the Lake Carriers Association, and FEDNAV, Ltd., it is a binational public-private effort that brings together key industry players to work together to share information about the maritime industry in the public domain. This is a collaborative effort, born out of a fundamental belief that the Great Lakes-Seaway marine industry is best served when stakeholders work together cooperatively. This partnership is a collective effort bringing together Americans and Canadians, the Great Lakes trades and the Seaway, ports and carriers, and the public and private sectors.

The new program will strive to be a dependable, responsive, and inclusive program for educating the public on the commercial maritime industry. The mission of the new program is to

communicate detailed information about the Great Lakes St. Lawrence Seaway System maritime industry. This will be achieved by implementing an ongoing public affairs and education program that will foster a deeper understanding of the important role the industry plays in the lives of those who live and work in the Great Lakes region and throughout North America. The program will seek to provide valuable information and resources to a variety of stakeholder groups, including federal, state, and provincial government officials, news media, and the general public. Great Lakes-Seaway System customers, allied industries and trade associations, and academia will also be key audiences.

The program will serve as an unbiased, credible source for information, focusing on three key areas: economy, environment, and safety. It is vital that stakeholders and the general public have access to the most accurate and current information concerning maritime commerce in our region. The bi-national Great Lakes St. Lawrence Seaway maritime industry supports 227,000 jobs in the U.S. and

Canada and annually generates \$35 billion in business revenue and \$5 billion in federal, state/provincial and local taxes. North American farmers, steel producers, construction firms, food manufacturers, and power generators depend on the more than 160 million metric tons of essential raw materials and finished products that are moved annually on the Seaway System.

A new website will soon be up and running that will host current maritime news, provide information about the maritime industry, allow quick access to data, and offer links to studies and brochures. The program will also share information via social media accounts.

I am excited about this new endeavor and trust that it will be embraced by our stakeholders and utilized by those who want to learn more about our industry. I have no doubt it will get the attention of wider audiences, foster greater public awareness, and ultimately make us all better partners. ■■■

## Cruise Shipping Miami

**This marked the 15th time** a delegation from the Great Lakes Seaway System participated in the annual Cruise Shipping Miami event (formally known as Seatrade) in Miami, Florida on March 17–20, 2015. A wide range of stakeholders from the Great Lakes promoted the system to current and potential users, as well as those individuals who were curious to learn more about the cruise ships that are sailing the Great Lakes. Conversations ranged from how long it takes for a cruise ship to transit through the lock to more general discussion about the five lakes and the most popular ports where cruise ships dock for the day.

Delegation members included: Mike Riehl, Port of Toronto; Noreen Cartwright, Province of Ontario; Peter Burgess, St. Lawrence Seaway Management Corporation; Stefanos Scourtellis, Navitrans; Ron Johnson, Port of Duluth; Steve Olinek, Port of Detroit; Linda Hart, Holland, Michigan, Convention Visitors Bureau; and Rebecca Spruill, Saint Lawrence Seaway Development Corporation.

The delegation members did an exceptional job marketing the System. Visitors to the information booth included travel agents, media, shore supply companies, ship owners and operators, and other ports from various counties that were interested in learning more about the cruise business on the Great Lakes. ■■■



The Great Lakes delegation for the 2015 Cruise Ship Miami conference.

SEAWAY OPENS FOR 57TH SEASON  
CONTINUED FROM PAGE 1

Outreach Initiative, we are working to expand our reach and role across the Great Lakes region—North America's 'Opportunity Belt,' she said. An example of that opportunity is the growth of the Cleveland to Antwerp breakbulk-container liner service by Dutch carrier Spliethoff from monthly to twice monthly delivery in 2015.

Administrator Sutton touted the vital role the Seaway and its workforce plays in 'helping our cities, states, and provinces in the Great Lakes region realize further economic growth and productivity.' She also championed the significant financial investments the SLSDC is making in infrastructure and new technologies through its Asset Renewal Program. "That is enabling the entire Great Lakes Seaway System to realize increased safety and efficiencies," according to Sutton.

On the Canadian side of the river, investments totaling half a billion dollars over a decade have been ensuring the waterway remains a vital transportation route for many decades to come. Terence Bowles, President and CEO of the St. Lawrence Seaway Management Corporation (SLSMC) noted the importance of ships, technology and markets to the audience.

"CWB's recent investment in ships underlines the importance of the St. Lawrence Seaway to Canada's agricultural industry," he said. "The Seaway serves as a vital transportation artery, enabling grain to be efficiently shipped both within North America and to more than 30 markets overseas." He noted that "as agricultural technology boosts production and global demand for grain intensifies, there is great opportunity for the Seaway to be increasingly at the center of Canadian and U.S. efforts to broaden exports."

SLSDC and SLSMC officials at St. Lambert lock presented the captain and chief engineer of the *Marquis* with token gifts marking their historic role at the helm of the first ship entering the Lakes in 2015. A brief ceremony at Snell Lock near Massena, N.Y. marked the opening of the new season for the two U.S. locks (Snell and Eisenhower) on April 3. The Malta-flagged saltie, *Adfines Star*, arrived loaded with a hydrocracker bottom destined for nearby Clarkson, N.Y.

Last season's tonnage had been the best for the Seaway since 2008, a few hundred tons shy of 40 million metric tons, despite enduring the slowest April in decades because of heavy ice. This year's cold weather delayed opening almost a week, and while ice was thick enough to slow traffic its major impact was restraining intemperate optimism.

Expectations for a follow-up strong season are widespread for several reasons. Economists have long understood that Seaway tonnage is indicative of the broader economy and it is improving steadily. Strength in the U.S. market and strong improvements in the European economy bode well for Seaway shipments. For salties trading in the Lakes that means more iron and steel headed to steel ports like Burns Harbor, Detroit, Cleveland and Hamilton, Ontario. The U.S. automobile market is robust again using increased steel and aluminum which move efficiently by barge and ship. Salties arriving with steel typically leave loaded with grain from the key ports of Duluth, Milwaukee, Toledo, and Thunder Bay.

Seaway opening day draws attention to a fact too often missed by many outside the maritime industry: the Great Lakes Seaway System is a regional engine for jobs and growth responsible for 227,000 jobs and \$35 billion of economic activity. Whether general cargo, break bulk, bulk, containerized or project cargo, freight moves safely, reliably and efficiently on this unique system connecting global ocean trade with markets 2,300 miles inland. It is uncertain at this early date if the binational waterway will equal or better last year's 8 percent increase, but no one denies increasingly people are recognizing that the Great Lakes region is indeed North America's "Opportunity Belt". ■ ■ ■

## SLSDC FY 2014 Annual Report Available



The Saint Lawrence Seaway Development Corporation (SLSDC) recently published its FY 2014 Annual Report which can be viewed at: <http://www.greatlakes-seaway.com/en/pdf/fy2014ar.pdf>.

The report highlights some of the many accomplishments we achieved during the past fiscal year. The binational waterway provides the access to the cities, states, and provinces in the region, where trade opportunities abound. We will continue to engage in trade development and encourage greater economic opportunities for the people and businesses throughout the "Opportunity Belt" that depend on the Great Lakes. ■ ■ ■



# Rehabilitation and Modernization Took Place At the Seaway Over the Winter Months

**The U.S. Saint Lawrence Seaway Development Corporation (SLSDC)** continued its multi-year Asset Renewal Program (ARP) to rehabilitate and modernize the U.S. Seaway infrastructure in Upstate New York during the 2015 winter work period. This winter proved to be another record-breaking season with unpredictable weather and below-normal temperatures. Once again, the SLSDC's staff and contractor crews successfully worked long days (and nights) through very difficult conditions to complete the following project activities safely and on-schedule for the Seaway's official opening on April 2nd:

**1. Upgrading vertical lift gate controls at Eisenhower Lock.** The lock operator controls for the existing vertical lift gate (VLG) at Eisenhower Lock were integrated with the main automated programmable lock control system. The SLSDC's staff relocated and replaced the electrical hardware and software needed to deploy the new interactive computer screens for the lock operator workstation located at the upstream (westbound) control tower. The upgraded system now consolidates real-time control and status information for the VLG with the main lock control system operated by the SLSDC's lock operators and maintenance staff.

**2. Modifying lock culvert valves at Snell Lock.** The SLSDC is replacing all of the original filling/emptying culvert valves at both locks with new redesigned valves. There are four valves at each lock, and the redesign improves the hydrodynamic efficiency of the valves to compliment the upgraded valve operating machinery completed in FY 2013. Each steel culvert valve measures approximately 12 feet wide by 14 feet tall by 21 feet long and weighs 35,000 lbs. This winter, the SLSDC's staff modified and repainted two previously fabricated valves to comply with the redesign requirements and then installed the

valves at upstream Snell Lock. This work required removing one recently installed valve to complete additional modifications before reinstallation and also replacing an original valve with a second recently modified valve. The remaining six new valves are currently being fabricated and planned for installation during FY 2016.



Modifying lock culvert valves at Snell Lock. SLSDC maintenance personnel were prepared for the critical lifts required to replace a filling/emptying culvert valve.

**3. Concrete Repairs at both Locks.** Concrete repair is a recurring project during the U.S. Seaway's ARP. This winter there were two locations requiring major repairs before re-submerging the locks for the 2015 navigational season. Deteriorated concrete was removed and replaced by the SLSDC's staff at the downstream (eastbound) south culvert valve recess of Snell Lock and at the downstream miter gate pintle bases of Eisenhower Lock. This work required customized work platforms and weather protection measures to ensure the quality of the concrete repair installations.

**4. Upgrading lock control PLC cabinets at both Locks.** After many years of ad hoc installations of lock monitoring and control network hardware, the SLSDC's staff completed a planned consolidation of

infrastructure by relocating and replacing existing network hardware and building centralized network panels at both locks. Whenever possible, the existing hardware was repurposed for the project to minimize electronic waste and control costs. The new panel installations allow for future network expansions and are currently accommodating the addition of network monitoring systems for the recently upgraded emergency generator sets at both locks.

**5. Blast cleaning and painting miter gates at Snell Lock.** The upstream and downstream miter gates at Snell Lock were blast cleaned and painted with a new vinyl paint system by a contractor this winter. The project required the contractor to work around-the-clock to remove the gate hardware and fenders, blast clean the steel gate structures, apply the new vinyl paint system and finally reinstall the hardware and fenders. The contractor also erected several stories of scaffolding on the upstream and downstream sides of both miter gates to support tarp enclosures that were needed to continuously control the working temperature and humidity conditions.



Blast cleaning and painting miter gates at Snell Lock. The contractor had to erect scaffolding and tarps to create a containment enclosure used to help control temperature and humidity conditions during the project.

REHABILITATION AND MODERNIZATION  
CONTINUED FROM PAGE 4

**6. Rehabilitating miter gate gear drives at Eisenhower Lock.**

The original miter gate operating equipment was rehabilitated by a contractor at Eisenhower Lock during this winter, and the remaining equipment at Snell Lock is planned for rehabilitation during the 2016 winter work period. There are four miter gate operating equipment recesses at each lock. The contractor was required to remove the miter gate bull gears and gear drives, refurbish or replace any deteriorated equipment parts as needed, and reinstall the rehabilitated gears and drives at Eisenhower Lock before the final completion and testing.



Rehabilitating miter gate gear drives at Eisenhower Lock. The contractor needed to maintain precise tolerances during the installation procedure to ensure proper alignment of the operating equipment.

New automated lubricating systems were also installed at each miter gate operating equipment recess to enhance the SLSDC's preventative maintenance procedures.

After another successful winter work period, the SLSDC is looking forward to further progress of the multi-year ARP this coming year. Anticipated projects include completing the miter gate operating machinery rehabilitation at Snell Lock, installing infrastructure for the vessel vacuum mooring system at both locks and completing the final design review of the tug replacement for the Robinson Bay. The United States continues to make significant investments to ensure the long-term health and vitality of the Great Lakes Seaway System, complementing similar investments being made by Canada, the St. Lawrence Seaway Management Corporation (SLSMC) and many other Seaway System stakeholders, including ports, terminals and carriers. ■■■

GUEST COLUMNIST RANDY ROGERS  
CONTINUED FROM PAGE 1

Waukegan. Although, we have two other lines of business—an 850 slip marina and the Waukegan National Airport—the Port District is working hard to ensure commercial shipping makes a comeback in 2015. Once the weather improves, the U.S. Army Corps of Engineers will continue dredging the outer harbor and entrance channel. LaFarge and National Gypsum, both located at the port, remain interested in re-starting commercial shipping as it will benefit their businesses and the region.

Additionally, there are other companies who have expressed an interest in using Waukegan to support shipping operations, with both bulk and project cargoes, and/or basing assets within the harbor. The Waukegan Port District is a viable harbor, and WILL be open for business soon.

The other two lines of business remain important for the port. The Port District

has installed new amenities at the marina that we hope will attract new boaters to Waukegan. The Port District is also working on some exciting new business development projects that will improve the waterfront and hopefully contribute to bringing more people and boaters to Waukegan Harbor.

The Port District has plans to build a \$100 million runway extension at the Waukegan National Airport. The airport is critical to the region, and as a designated 'reliever airport' for Chicago's O'Hare International, the airport supports over 250 jobs at the airport and creates an annual economic impact of over \$85 million. Waukegan's strategic location, mid-way between Milwaukee and O'Hare, provides a prime location for several regionally-based Fortune 500 companies to locate their aviation departments. These companies, along with other Fortune 500 companies who also utilize the Waukegan National Airport, provide significant economic benefit to Lake County

and the region. The Port District is working to capitalize on this utilization to expand the runway to better service these stakeholders and thus contribute more economic value to the region.

Bottom line—the Waukegan Port District has a bright future and we look forward to once again joining other regional ports in supporting maritime commerce on the Great Lakes. ■■■



## Cruise Ship to Sail the Great Lakes St. Lawrence Seaway System

**The 2015 Great Lakes cruising season** has never looked so good, with an increase in the number of ships and about 20 more voyages compared to the prior navigation season. That's great news for passengers seeking the unique experience of sailing on the Great Lakes Seaway System on small cruise ships. This is also good news for the ports that will host the visit of a cruise ship. Great Lakes cruise ships provide economic benefits for communities on the Lakes as a result of shore excursion programs, that can both help attract ships and earn revenues where the ships call. Marine handling services that include pilotage, bunkering, and passenger services also provide significant benefits to the local economy. Ships sailing the Great Lakes is a win-win situation for passengers and local port communities.

This year six cruise ships will sail the Great Lakes Seaway System. Those ships are the *Pearl Mist*, *Hamburg*, *Saint Laurent*, *Grande Caribe*, *Grande Mariner* and the *Canadian Express*. The cruising season commences in mid-May with the arrival of the *Saint Laurent* and concludes in early October with the departure of the *Hamburg*.

The newest ship to the Great Lakes this year is the *Saint Laurent*, formally known as the *Cape May Light*, which last sailed the Great Lakes in 2001. The vessel was funded under the Maritime Administration's Title XI program and built specifically for the Great Lakes; however following the first season in the Great Lakes, the parent company Delta Queen Voyages filed bankruptcy and the vessel returned to the yards in Jacksonville, FL. Following about a decade of inactivity, the vessel was acquired by Haimark Cruise Line, who spent more than \$3 million to refurbish the ship. The *Saint Laurent* has 105 staterooms, carries 210 passengers and will sail an estimated 20 voyages between May and September.



The *Saint Laurent*

The *Saint Laurent* will call in Chicago, Mackinac Island, Sault Ste. Marie, Little Current, Windsor, Port Weller, Kingston, Clayton and Montreal.

Pearl Seas Cruises returns to the Great Lakes this year with the *Pearl Mist*. The ship has 108 state rooms and carries 210 passengers. The vessel arrives in the Great Lakes in July and will conduct 7 voyages ranging between 7–14 nights. While in the Great Lakes Seaway System, the *Pearl Mist* will visit Toronto, Clayton, Welland Canal, Windsor, Perry Sound, Little Current, Sault Ste. Marie, Mackinac Island, Holland, MI, and Chicago.

The largest cruise ship in the Great Lakes fleet and most recognized by local ship watchers is the *Hamburg* (formally the *C Columbus*). The *Hamburg* is owned and operated by Plantours and will sail the Great Lakes again this year with a 16-night voyage in late September through early October. For many years, the *Hamburg* has sailed during the fall foliage and the majority of the passengers onboard are German. The vessel accommodates 420 passengers and calls in Montreal, the Welland Canal/ Niagara, Windsor, Tobermory, Little Current, Chicago, Traverse City, Mackinac Island, and Kingston.

Blount Small Cruise Ship Adventures owns and operates the cruise ships *Grande Caribe* and *Grande Mariner*. Both ships have 44 cabins and carry 88 passengers and during the 2015 navigation season will conduct a total of 13 voyages ranging between 8 and 16 night cruises. The following Great Lakes ports will be visited: Chicago, Milwaukee, Manistee, Mackinac Island, Beaver Island, Wyandotte, Sturgeon Bay, Cleveland, Buffalo, and Oswego.

The smallest cruise ship sailing the Great Lakes St. Lawrence Seaway is the *Canadian Empress*. The small but mighty ship is owned by St. Lawrence Cruise Lines and was constructed in 1981, carries 66 passengers and is 108' in length. The *Canadian Empress* calls only in Canadian ports and has been sailing between Quebec City and Kingston, Ontario for three decades.

The 2015 cruising season is full of options for passengers seeking unique cruises on the Great Lakes and the St. Lawrence Seaway and our port cities are poised to reap the benefits that passengers bring to their economy. ■■■



## Winners of the Robert J. Lewis Pacesetter Award for the 2014 Navigation Season

**We are excited to announce** eight winners of the Robert J. Pacesetter Award for the 2014 navigation season. The Saint Lawrence Seaway Development Corporation (SLSDC) recognizes U.S. ports in the Great Lakes St. Lawrence Seaway System that increase the amount of international cargo tonnage handled during the each navigation season compared to the previous year.

The eight winners of the Pacesetter Award for the 2014 season are:

- Cleveland-Cuyahoga County Port Authority
- Duluth Seaway Port Authority

- Erie-Western Pennsylvania Port Authority
- Illinois International Port District of Chicago
- Port of Indiana-Burns Harbor
- Port of Milwaukee
- Port of Oswego Authority
- Toledo-Lucas County Port Authority

“The Great Lakes Seaway System realized a 7.6 percent tonnage increase from 2013 to 2014, a strong performance that reflects the increasing strength of the overall economy,” said SLSDC Administrator Betty Sutton. “Marine transportation remains a catalyst for jobs and productivity for the local economies

where these ports are situated and throughout the Great Lakes region.”

Commodities accounting for almost all of the increases in international cargo handled by the eight Pacesetter port winners included asphalt, petroleum products, aluminum, steel, and grain. High value project cargo such as locomotive cars, electrical transformers and fermentation tanks were also handled during the 2014 navigation season.

Congratulations to our Pacesetter Award winners! ■■■

---

## Cleveland-Europe Express Liner Service Doubles

**The Cleveland-Cuyahoga County Port Authority** and Spliethoff Group has decided to double the frequency of the service, the only direct, scheduled maritime service from the Great Lakes to Europe.

The innovative liner service was launched last year to leverage the Port of Cleveland's strategic location and infrastructure to create a direct maritime link between

the Midwest and global markets. Early bookings for 2015 are robust, and a planned awareness campaign coupled with improvements to terminal efficiency and capacity will combine to position the liner service for an impressive shipping season.

“The Port's new agreement with Spliethof is a sure sign that the Cleveland-Europe Express is gaining traction in the market,”

said Will Friedman, President and CEO of the Cleveland-Cuyahoga County Port Authority. “We already compete on transit time and cost, and now we offer the frequency of sailings to meet the needs of the market. The Port built this service to provide Ohio exporters with a better alternative to congested coastal ports and railroads, and now is the time for them to start using the Ohio gateway to the world.” ■■■

---

## Canada Steamship Lines Wins Operator of the Year Award

**Canada Steamship Lines (CSL)** was recognized as one of “the best and brightest in North American shipping,” winning the Inland/Coastal/Lakes Operator of the Year award at the 2015 Lloyd's List North American Maritime Awards Dinner in Montreal.

“This recognition solidifies CSL and its new generation of Trillium Class vessels as the market leaders in safe, efficient and environmentally responsible shipping in the Great Lakes St. Lawrence Seaway,” said CSL President Allister Paterson. ■■■

## Great Lakes Seaway Ballast Water Group Released Ballast Water Management Report

In February, the Great Lakes Ballast Water Working Group (BWWG) released its 2014 Summary of Great Lakes Seaway Ballast Water Management report which examines the U.S.-Canada Great Lakes Seaway System ballast water ship inspection program. The report was compiled by the Great Lakes Seaway System Ballast Water Working Group, consisting of the Saint Lawrence Seaway Development Corporation, the St. Lawrence Seaway Management Corporation, Transport Canada – Marine Safety & Security, and the U.S. Coast Guard. The working group's mission is to harmonize ballast water management efforts among the group members. This is the strictest ballast water management enforcement regime in the world, as it requires that every ballast water tank of every international vessel entering the Seaway be inspected. In 2014, 99 percent of all international vessels entering the Seaway were in compliance with Seaway regulations requiring that water in ballast water tanks be at least 30 parts salt per thousand parts increasing: 2014 (99%), 2013 (99%), 2012 (98%), 2011 (97%), and 2010 (94%). During 2014, 100 percent of the ships bound for the Great Lakes from outside the EEZ received a ballast tank exam. Vessels that had not conducted a ballast water exchange or saltwater flushing were required to either retain the ballast water and residuals on board, treat the ballast water in an environmentally sound and approved manner, or return to sea to conduct a ballast water exchange. The work of the BWWG ensures that no unmanaged ballast water enters the Great Lakes from international vessels.

For more information and a link to the full report, please go to: <http://www.d9.uscgnews.com/go/doc/4007/2458846/>. ■■■

## Personnel News

Waukegan Port District has a new General Manager—**Randy Rogers**. Mr. Rogers is a U.S. Naval Academy graduate and spent 11 years in the Navy serving in the Pacific and the Middle East, holding positions in operations, logistics and communications. The next 21 years were spent at the U.S. Maritime Administration. During this time, he also attended the U.S. Naval War College and received his master's degree in National Security and Strategic Affairs.

Mr. Rogers' plans include promoting commercial shipping at the port, offering improvements at the marina and expanding the runway at the Waukegan National Airport.

**Ken Bloch Soerensen** was appointed President and CEO of Algoma Central

Corporation, on April 1, 2015. He succeeds Greg Wight, who retired on March 31 after 35 years with Algoma.

Mr. Soerensen is a native of Denmark, most recently based in Dubai. He began his career with 18 years at A.P. Moller/Maersk, where he was General Manager of several global operating units. Following his years with Maersk, Mr. Soerensen served as CEO of Swiss Federal Railways Cargo and, from 2005 to 2009, was CEO of United Arab Shipping Co. For two years, he represented the industry on regulatory matters in the European Union as the Executive Director of the European Liner Affairs Association in Brussels. Most recently, he was Managing Director and Partner in IPSA Capital Limited. ■■■

## Upcoming Events

### May

May 5–6, 2015

#### **St. Lawrence River Institute of Environmental Sciences—22nd Annual River Symposium**

Cornwall, ON

Contact: <http://riverinstitute.ca/river-symposium/program-speakers>

May 17–22, 2015

#### **34th Binational Trade Mission**

Antwerp, Belgium

Contact: Gina Delle Rose-Ash; (905) 641-1932 x 5438 or [gdelleroseash@seaway.ca](mailto:gdelleroseash@seaway.ca)

May 20–22

#### **Canada-U.S. Maritime Gateway 2015 Conference**

Ottawa, ON, Canada

Contact: <https://ers.snapuptickets.com/ers/online-registration-conference-form.cfm?event=1210&lan=eng>

May 27–29, 2015

#### **Green Marine—Greentech 2015 Conference**

Seattle, WA

Contact: <http://www.green-marine.org/greentech>

### June

June 12–14, 2015

#### **Leadership Summit of the Great Lakes and St. Lawrence Governors and Premiers**

Quebec City, Canada

Contact: <http://www.cglg.org/events/governors-and-premiers-meetings/2015-governors-and-premiers-leadership-summit/>

### July

July 21–23

#### **American Great Lakes Port Association Meeting**

Muskegon, MI

### September

September 14–16, 2015

#### **Ohio Freight Conference**

Cincinnati, OH

Contact: <http://www.ohiofreight.org/OCF.htm>