

Cruising on the Great Lakes



Victory I

The first cruise ship for the 2019 navigation season, the *Victory I*, transited the St. Lawrence Seaway System on May 12, 2019 en route to Toronto about a week earlier than in prior years. The 202-passenger cruise ship will conduct several more itineraries in the Great Lakes this year when compared to the 2018 navigation season.

This is just one of many signs that cruising on the Great Lakes St. Lawrence Seaway System (GLSLSS) is more robust than ever and that trend is predicted to continue for the next couple of years. This season brings eight cruise ships to the Great Lakes compared to seven cruise ships during the 2018 navigation season. This year, the inventory consists of the following: *Pearl Mist*, *Victory I*, *Victory II*, *Hamburg*, *Grande Caribe*, *Grande Mariner*, *Canadian Empress*, and the newest addition, the *Le Champlain*.

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DEPUTY ADMINISTRATOR'S COLUMN

On the Horizon

Plans for a New and Advanced Traffic Management System in the St. Lawrence Seaway



Craig Middlebrook
Deputy Administrator

The Seaway is celebrating its 60th anniversary this year, and our waterway has been an innovator and adopter of new technologies for much of its existence. I want to share with you what

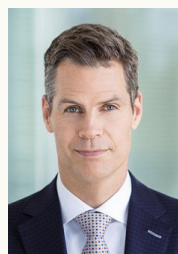
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GUEST COLUMNIST

Paul Pathy

President and CEO,
Fednav Limited

Honoring the Past and Looking Forward to the Future of Great Lakes Shipping



I am pleased that Craig has given me the opportunity to mark the 60th anniversary of the St. Lawrence Seaway, an engineering marvel that facilitates the trade and prosperity of the

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The Seaway at 60 — Historic Perspective — Cargo Trends



President Eisenhower and HRH Queen Elizabeth II opened the Seaway on June 26, 1959.

About this time sixty years ago, the joint U.S.-Canadian St. Lawrence Seaway navigation project linking the Great Lakes to global markets had just been completed. On April 25, 1959, the icebreaker *D'Iberville* began the first through transit of the St. Lawrence Seaway, which was officially opened by Queen Elizabeth and President Eisenhower on June 26.

In their remarks to over 50,000 spectators at the opening ceremonies, both spoke about the engineering accomplishments and the diplomatic significance of successfully carrying out the joint international project. Gross ship registered tons for this first navigation season amounted to 25.1 million.

Over the Seaway's first ten years of operations, certain traffic trends took shape, some unexpectedly. Bulk cargoes represented the largest percentage of Seaway traffic, having a greater share of the traffic than general cargoes, which railroads were moving more competitively. Grain traffic moving on the Seaway saw steady increases over this time, as had been expected, and is the most important product moving on the Seaway.



Icebreaker *D'Iberville* transiting the St. Lambert Lock in 1959. Photo Credit: St. Lawrence Seaway Authority

During the 1960s, grain shipments were about one third of the total cargo volume moving on the Seaway. Grain shipments consisted of about one-half wheat, one third corn and barley, with the rest comprised of other grains, primarily soybeans. Through the 1970s, grain shipments became more significant, representing 49 percent of total Seaway cargo volume by the end of the decade. By 1976, 80 percent of the grain shipped on the St. Lawrence Seaway was exported.

Iron ore shipments were notably the second most important commodity moving through the Seaway, though this tonnage was somewhat less than what had been predicted at the time the Seaway received approval. While mining experts had thought ore from the Mesabi range in Minnesota (at the Western end of Lake Superior) was being depleted, it in fact remained viable for use by U.S. steel manufacturers on the Great Lakes. Thus, expectations that ore from Canada's Quebec-Labrador mines north of the St. Lawrence River would move through the Seaway to meet the steel production industry's needs were not entirely fulfilled.

Coal was yet another top tier bulk commodity moving through the Seaway System. Coming across Lake Erie, it moved eastward through the Welland Canal for ultimate use by Canadian power and steel producers. With the 1974 oil crisis, it became a more significant US export.

General cargo traffic also factored importantly in the early years of Seaway operations. It comprised nearly 10 percent of all shipments on the Seaway by the mid-1960s. By 1971, it had increased to 17 percent, with a decline to occur thereafter. For the most part, these shipments went to the ports in Cleveland, Chicago, Detroit, Toledo and Milwaukee, and were linked to return shipments of grain. Nearly all the general cargo moving on the Seaway was overseas trade, with 75 percent of it comprised of manufactured iron and steel products. Though general cargo shipments were a smaller percentage of overall Seaway traffic, they were economically important due to their higher value. Other factors that impacted



Revolutionary technology: HFM unit from the Upper Control Tower at Eisenhower Lock

Seaway traffic included ship size, transportation policies in both Canada and the United States, the makeup of the fleets plying the Seaway and the Great Lakes, and the slow pace of port improvements to prepare for ocean shipping. Though these commodity trends have not changed dramatically over the course of 60 years, there is much that has changed at the Seaway.

Today, the Seaway is poised for the future with new technology, modernized infrastructure, increased international marketing efforts, and a stakeholder base that is committed to the long-term viability of the Seaway System. ■ ■ ■

GUEST COLUMNIST PAUL PATHY
CONTINUED FROM PAGE 1

Great Lakes, in both Canada and the United States. This offer is particularly timely, since Fednav celebrates its 75th anniversary this year and the history of our company is inevitably linked to the history of the St. Lawrence Seaway. In fact, Fednav really developed after 1959, the year the Seaway opened, focusing its business on trade to and from the Great Lakes. In fact, the first *Federal Pioneer* entered the locks during the opening year.

This year, we will be launching two new Lakes-suitable ships with names of important local landmarks, (*Federal St Laurent* and *Federal Montreal*), and today, more than half of our international fleet of 75 ships are able to navigate the locks and serve the Great Lakes market.

In addition to the Fednav fleet, Federal Marine Terminals (FMT) operates in five

terminals in the Great Lakes (Burns Harbor, Milwaukee, Hamilton, Thorold, and Toronto) where it handles millions of tons of cargo, ranging from steel to industrial and agricultural bulk cargoes. We see the future of shipping in the Great Lakes as positively as we did in 1959. Our investments in both Fednav's fleet and FMT terminals demonstrate our commitment to the markets the Seaway serves. We believe in innovation, service to clients, respect to our employees, and protection of the environment — the foundation of our business in the Lakes and around the world.

Lastly, I want to mention the exceptional collaboration of the SLSDC and its leaders. They are very attentive to their customers and are always ready to collaborate and develop shipping in the region. One of the examples of this commitment is the creation of the Great Lakes Seaway Partnership, which



includes, along with Fednav and the SLSDC, the ports and the US Lakers. This partnership brings forward the benefits of marine transportation in the Great Lakes, particularly to the elected officials and administrators of the eight Great Lakes states. This is an excellent example of private-public collaboration for the benefit of the entire region's economy.

Congratulations to the Seaway for 60 productive years and long life to the navigation system it serves. ■ ■ ■

CRUISING ON THE GREAT LAKES
CONTINUED FROM PAGE 1

Tourism is robust throughout the GLSLS this year, with Cleveland, Detroit, Mackinac Island, Milwaukee, Muskegon, Little Current, and Perry Sound seeing an uptick in the number of cruise ships calling in those locations. The Port of Cleveland will experience the largest increase with five cruise ships calling in the port for a total of 29 visits for the season.

Port Milwaukee is also seeing an increase with four cruise ships and a total of 11 port calls. Milwaukee has also established itself as a turn-around port for two cruise lines: Pearl Seas Cruises and Ponant Cruises. Another Lake Michigan port that will have an exceptional year is Muskegon, MI. Muskegon will have three cruise ships this year for a total of 13 visits.

The Muskegon Chamber of Commerce has estimated the economic impact for this upcoming season to be \$300 million. Mackinac Island remains the most visited destination in the Great Lakes with seven of the eight cruise ships calling the Island for a total of 41 port visits.

Great Lakes cruising is attracting a lot of attention from cruise ship companies eager to provide passengers with a different approach to cruising. Many of the cruise lines are confirming that most of their passengers are from North America and are seeking intimate cruises with destinations closer to home. We are also seeing a trend in returning cruise lines with state-of-the-art, expedition cruise ships.



Le Champlain

After a 14-year absence from Great Lakes cruising, Ponant Cruises returns with its new Explorer Class yacht, the *Le Champlain*. Launched in 2018 in Norway, the *Le Champlain* has 92 state rooms, six decks and holds 184 passengers and 110 crew members. The *Le Champlain* is the first of several new vessels heading to the Great Lakes offering expedition cruising.

Expedition cruising is much like a traditional Great Lakes cruise, but with more emphasis placed on the experience ashore. The goal of an expedition cruise is to bring guests closer to nature. For example, the design of the cruise ships allows zodiac boats, kayaks, paddle boards or even swimming off the stern of the ship. Passengers can now be closer to wildlife and historical landmarks than ever before.

In 2020, the *Le Champlain* will be joined by a second exhibition ship, the *Hanseatic Inspiration*. Operated by Hapag Lloyd, the *Hanseatic Inspiration* will be launched in October 2019 in Norway and has 120 cabins, seven decks, holds 230 passengers and a crew of 170. Notably, Hapag Lloyd is another cruise operator returning after an eight-year absence. Hapag Lloyd operated the *C Columbus* (currently the *Hamburg*) in the Great Lakes between 1997–2011. ■■■

Hands-Free Mooring (HFM) Operations at Eisenhower Lock



In September 2018, the Saint Lawrence Seaway Development Corporation (SLSDC) commissioned its new Hands-Free Mooring (HFM) technology at the Dwight D. Eisenhower Lock in Massena, N.Y. The HFM technology at Bertrand H. Snell Lock was commissioned on June 6.

HFM is a technology developed to moor vessels in a lock chamber, using a system of vacuum pads and hydraulically-driven rams and arms. This technique holds the vessels in position inside the chamber without needing to manually deploy mooring lines, which creates a safer, faster, and more efficient transit for the customer as well as the lock crew. In the video, **SLSDC Lock Operations Division Chief Ryan Chatland** walks us through this process with the CSL St. Laurent: bit.ly/2ESJ21R. ■ ■ ■

DID YOU KNOW?

2019 Navigation Season

The SLSDC invested \$23 Million to install the technology in the U.S. Snell Lock and the U.S. Eisenhower Lock, revolutionizing the method for locking vessels through the Seaway and achieving the following benefits:

- Increased safety
- Lower costs
- Reduced transit times





VOLPE Center experts present new concepts for the future of vessel traffic management to a delegation that included SLSDC Deputy Administrator Craig Middlebrook and other SLSDC senior leadership.

DEPUTY ADMINISTRATOR'S COLUMN CONTINUED FROM PAGE 1

the Seaway is undertaking to modernize its vessel traffic management system to incorporate Big Data concepts and to benefit from them. We are only at the beginning stages of this initiative, but it is important that our stakeholder community has an early understanding of what we are seeking to achieve here, not only because of the complexity of this project and the need, ultimately, for the participation and support of our stakeholders, but also because the safety, efficiency, and environmental performance benefits that can be derived from this modernization effort are so enormous.

In the case of the Seaway, we are starting to see examples of Seaway users developing and using Big Data concepts in all kinds of ways. In assessing this new environment and the advances being made by our stakeholders, we at the Seaway decided several years ago that it was time to look more closely at how we manage vessel traffic in the Seaway.

The Canadian and U.S. Seaway Corporations have the primary responsibility for managing vessel traffic within the Seaway. Since 2001, the Seaway has utilized Automatic Identification Technology (AIS) to manage vessel traffic.

This current technology has worked extremely well for almost 20 years. Indeed, the Seaway is one of the safest waterways in the world, and the adoption of AIS technology in 2001 is a big reason why. But, today, when each of us carries a location transponder in our pockets, it doesn't seem as innovative as it once was. While the advance from VHF to AIS was dramatic in technological terms, it did not fundamentally alter the way that navigation information was gathered or analyzed; most of the information displayed in the Seaway's AIS-based Vessel Traffic Management System (VTMS) is still input by hand, and the vessel traffic controller is the

only one analyzing the available data. In assessing our VTMS, and assessing how to modernize and improve it, we felt that making it a more “dynamic” system was essential, that is, making the system more predictive about where and when vessels would be located and having the ability to adjust, in real time, those projections when changes occurred to a vessel’s transit. Thus, the idea for a Seaway “Vessel Traffic Flow Management System” was born.

This idea for a Seaway Vessel Traffic Flow Management System follows the concept of Big Data: collect vast amounts of historical information related to vessel transits through the Seaway and analyze that information to assist the ability of vessel traffic controllers to peer into the future, so that they can make better decisions in the present.

In embarking on this project, the Seaway has a strong partner in the Volpe National Transportation Systems Center in Cambridge, Massachusetts. The Volpe Center has 50 years of experience in developing and deploying cutting-edge technologies to advance transportation innovations for the public good. Significantly, it was Volpe that designed and built the Seaway’s current AIS Vessel Traffic Management System. Volpe has also been at the center of developing the Air Traffic Flow Management System for the Federal Aviation Administration. This is the type of traffic management model we looked at in seeking to build a Vessel Traffic Flow Management System for the Seaway. In addition to having a working algorithmic navigation management model to refer to, we also possess the other essential element of a Big Data initiative — loads of historical data on ship movements through the Seaway. Our plan is to combine those two elements to build an initial prototype for the Seaway.

Such a system would enable extremely precise and accurate voyage planning capabilities for each vessel transiting throughout the entire Great Lakes St. Lawrence Seaway System. This would include precise departure and arrival times for each vessel, whether it departs from within or outside the System. It would provide the ability to gather and process data and provide recommendations for real-time course or speed changes to safely facilitate maximum operational efficiency, including scheduling vessel inspections, bridge closures, pilotage services, dock usage at ports, and Seaway lockages, while respecting the interests of individual vessels (e.g., schedule, fuel usage). Whenever a change in a vessel’s schedule occurs, due to weather, an incident, or other reason, the Vessel Traffic Flow Management System would automatically adjust the scheduling information for that vessel and for all the other vessels in the System as well. All the data input into the System would be done electronically, and using algorithms, that information would be analyzed in real time to allow for the safest and most efficient transit plan for each vessel. Access to that information would be available to authorized stakeholders (on the bridge and elsewhere). The list of such information would include: vessel and transit information (position, course, speed, size), estimated time of arrival and departure (to/from a port or anchorage), pilot availability, order of passing through, lock order turn, weather, waterway conditions, bridge status, meeting and passing information, speed limits, water flow rates and elevations, Seaway-imposed traffic restrictions, vessel destinations, port berth availability, and available icebreaking capabilities.

Our hope is to develop a tool that can accurately predict the entire voyage of a vessel from origin to destination and allow

for the scheduling of all interactions that vessel will require along its voyage. This would allow for a broader, more systemic management of traffic. Vessel management and scheduling could be better optimized across the entire GLSLSS. For example, safety and efficiency could be improved by adjusting vessel speeds well in advance of a vessel’s arrival at a certain waypoint to facilitate passing lock entries. Moreover, if we had precise and accurate System-wide travel time estimates, ports could better manage their facilities to coordinate vessel arrival times to coincide with available berths. The ultimate goal, as it is in everything we do at the Seaway, is to improve the safety and efficiency of every transit. A modernization of this scale is a heavy lift, and will require not only the development of new vessel traffic management technologies, but also a fundamental rethinking of how we manage traffic within the Great Lakes St. Lawrence Seaway System. If we are successful in this attempt to harness the benefits of Big Data for the Great Lakes Seaway System, we will redefine vessel traffic management in our Region. It’s an extremely ambitious goal. But, I dare say that we at the Seaway like to dream and given our track record of taking technological dreams and putting them into action, I’d humbly say that our focus on this future project is worth paying attention to. ■■■

SLSDC and Great Lakes Cruising Partner at Seatrade

The annual Seatrade Exhibition

continues to be recognized as the largest cruise industry gathering in the world, and this year's event attracted the highest number of attendees in its 35-year history. For the 19th consecutive year, the Saint Lawrence Seaway Development Corporation (SLSDC) and the Great Lakes Cruising Coalition (GLCC) hosted a 24-member delegation from the Great Lakes St. Lawrence Seaway System. Each member had numerous opportunities to discuss their specific interest and highlight the many reasons why cruising in the Great Lakes is growing faster than ever before.

Visitors to the information booth included: cruise ship owners, operators, travel agents and logistics operators. Discussions ranged from the current state of affairs for the cruise ships *Pearl Mist*, *Victory I & II*, *Hamburg*, *Grande Caribe*, *Grande Mariner*, *Canadian Empress*, and the newest ship to the Great Lakes fleet, *Le Champlain*. Seatrade continues to provide the best opportunity for marketing the five amazing lakes to the decision-makers in the cruise ship industry. The message conveyed by our GLCC participants was heard throughout the conference: cruising the Great Lakes provides passengers with the opportunity to explore North America's history, landmarks and geological masterpieces.

The following members from the GLCC participated in this year's event: Stephen Burnett, GLCC; Julie Salter-Keane, City



Pictured from left to right: Brenda Krainik, Green Bay Convention Visitors Bureau; Cindy Larson, Muskegon Chamber of Commerce; Anna Tanski, Visit Duluth; and Kate Ferguson, Port of Duluth.

of Kingston, ON; Will Friedman and David Gutheil, Port of Cleveland; Sylvie Vachon, Yolande Masse, Yves Gilson and Tony Boemi, Port of Montreal; Cindy Larsen, Muskegon Chamber of Commerce; Brenda Krainik, Green Bay Convention and Visitors Bureau; Ian MacMillan, Destination Northern Ontario, Jennifer King-Callon & Dan Hollingsworth, Sault Ste. Marie, Ontario; Kate Ferguson, Port of Duluth, Anna Tanski, Visit Duluth; Bruce and Kelly O'Hare, Port of Little Current; Stefane Scourtellis, Navitrans; Jackie Csiszar, World Shipping, Aaron

Bensinger, Central Marine Logistics, Colin Conrad and Dan Karageorge, F.K. Warren Ltd & McLean Kennedy, Rebecca Yackley, SLSDC and Peter Burgess, St. Lawrence Seaway Management Corporation.

The 2020 event will take place April 21-23 in Miami, FL. ■■■

2018 Pacesetter Awards Presented to U.S. Ports

Eight U.S. ports in the Great Lakes St. Lawrence Seaway System earned the SLSDC's Robert J. Lewis Pacesetter Award for registering increases in international tonnage shipped through their ports during the 2018 navigation season. The SLSDC annually recognizes U.S. Great Lakes ports that increase international tonnage shipped through the St. Lawrence Seaway compared to the previous year. Since the award was first issued 27 years ago, the SLSDC has distributed nearly 150 Pacesetter Awards to different U.S. ports in the Great Lakes Seaway System.

The eight recipients of the Pacesetter Award for 2018 are the Duluth Seaway Port Authority (Minn.), the Erie-Western Pennsylvania Port Authority (Pa.), Port Milwaukee (Wis.), the Port of Monroe (Mich.), the Port of Muskegon (Mich.), the Ogdensburg Bridge and Port Authority (NY), the Port of Oswego (NY), and the Toledo-Lucas County Port Authority (Ohio).

The Pacesetter Award serves as a way to raise awareness among the wider community about how important ports are as assets to the local, regional, and national economy. With 41 million tons of cargo moved through the Seaway last year, representing a seven percent increase over 2017, Great Lakes ports are working harder than ever to handle more commerce safely and efficiently. ■ ■ ■



Left to right: Craig H. Middlebrook, Deputy Administrator, Saint Lawrence Seaway Development Corporation, Bill Mielke, Member, Advisory Board, Saint Lawrence Seaway Development Corporation & Chief Executive Officer, Ruekert & Mielke, Mayor Tom Barrett, City of Milwaukee and Adam Schlicht, Director, Port of Milwaukee.



Thomas Lavigne (center), Associate Administrator, Saint Lawrence Seaway Development Corporation presented the Pacesetter Award to Amy Tresidder (far left), Chairperson, Port of Oswego Board of Directors and William W. Scriber (far right), Executive Director, Port of Oswego Authority.



Craig H. Middlebrook, Deputy Administrator, Saint Lawrence Seaway Development Corporation presented the Pacesetter Award to Deb DeLuca, Director, Duluth Seaway Port Authority.

U.S. DOT BUILD Grants Available to Ports

The U.S. Department of Transportation has announced a Notice of Funding Opportunity to apply for \$900 million in discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. Fiscal Year 2019 BUILD Transportation grants are for investments in surface transportation infrastructure and will be awarded on a competitive basis to projects with significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transpor-

tation. Up to 50 percent of this funding is intended to be awarded to projects located in rural areas that align well with the selection criteria. The criteria give special consideration to projects that emphasize improved access to communities in rural areas. This includes projects that improve infrastructure conditions, address public health and safety, promote regional connectivity, facilitate economic growth or competitiveness, deploys broadband as part of an eligible transportation project or promote energy independence.

Selection criteria encompass safety, economic competitiveness, quality of life, state of good repair, innovation and partnerships with a broad range of stakeholders. The maximum grant award is \$25 million and no more than \$90 million can be awarded to a single state. The deadline to submit an application for the FY2019 BUILD Transportation Discretionary Grants program is 8:00 pm EDT on July 15, 2019. More information is available at transportation.gov/BUILDgrants. Applications must be submitted through Grants.gov. ■■■

CGLR Hosts the Annual Great Lakes Economic Forum

The Great Lakes Region, which is shared by the United States and Canada and comprised of eight states and the Canadian provinces of Ontario and Quebec, is the economic engine of North America. In fact, with an economic output worth about US\$6.6 trillion in 2018, the Region would represent the third largest economy in the world if it were a country.

SLSDC Deputy Administrator Middlebrook was a keynote speaker at this year's event in Cleveland and discussed the bright future of the Great Lakes Seaway System — North America's "Fourth Sea Coast". The annual Great Lakes Economic Forum is the foremost gathering of leaders from all levels of government, industry, academia, and the non-profit sector in the Great Lakes who are committed to finding new ways of creating a more favorable climate for



GREAT LAKES
ECONOMIC FORUM
CLEVELAND | MAY 6-8, 2019

commerce, trade, investment and innovation in the Region while improving the prosperity and well-being of the Region's citizens and protecting our shared environment for future generations.

"We are living in a transformative moment as the Seaway turns 60 this year. Yet, there is one constant that we always begin and end our day with: our focus on safety and reliability," said Deputy Administrator Middlebrook.

Key issues that were discussed included the nuts and bolts and future of the Great Lakes auto sector, taking the Great Lakes aerospace sector to new heights, growing more food sustainably in the Great Lakes for a hungry world, creating a more favorable business climate through regulatory reform and alignment, transitioning to a circular economy, and much, much more. Please visit greatlakeseconomicforum.com for more details about the Great Lakes Economic Forum. ■■■

Binational Great Lakes Participation at Breakbulk Exhibitions Continues

The Hwy H₂O information booth was abuzz at the Annual Breakbulk Europe Exhibition and Conference in Bremen, Germany May 21–23, 2019. The sheer volume of visitors continues to show a strong and growing interest in transporting breakbulk and oversized cargo to the Heartland of North America.

Our representatives worked hard in the booth and on the floor meeting with many of our current and potential customers. Breakbulk Europe is the global hub for the entire industrial project supply chain, including the world's foremost manufacturers, oil and gas companies, carriers, ports, logistics firms, specialized transporters and related service providers. It was estimated that this year's event was attended by approximately 11,000 professionals from more than 120 countries.

The St. Lawrence Seaway Management Corporation (SLSMC) the Saint Lawrence Seaway Development Corporation (SLSDC) and Hwy H₂O port partners have participated in Breakbulk Europe since the initial event in 2006. This exhibition is one of the biggest tools in our marketing toolbox and consistently shows solid results. Representing the Hwy H₂O in Bremen were: Tim Heney, Port of



Great Lakes Delegation at the 2019 Breakbulk Europe Exhibition and Conference in Bremen, Germany.

Thunder Bay; Paulo Pessoa, McKeil Marine; Ian Hirt, Port of Burns Harbor; Adam Schlicht, Milwaukee; Pete Kramer, Lake Superior Warehousing, Terry Berthiaume & Teresa Boutet, Mortem Limited; Jean-Philippe Paquin, Isabelle Viau, & Roland Czech, Port of Valleyfield; Frank Dunn & Russell Kerr, Valport

Maritime Services; Michel Tosini & Matt McPhail, Federal Marine Terminals; Alan Taylor, Hwy H₂O; Bruce Hodgson & Ken Carey, SLSMC; and Rebecca Yackley, SLSDC.

Breakbulk Europe will return to Bremen, Germany May 26–28, 2020. ■ ■ ■

JOIN THE #SEAWAYSYSTEM CONVERSATION...

The Seaway's social media network has fully expanded to Twitter and Instagram. Follow us on Twitter [@SeawayUSDOT](https://twitter.com/SeawayUSDOT), Instagram [@seawayusdot](https://www.instagram.com/seawayusdot), and Facebook [@USDOTSLSDC](https://www.facebook.com/USDOTSLSDC) for the latest news and updates on the Great Lakes Seaway System.

New Tug Construction Update



Construction on the new tug continues to progress, which includes the fitting-out process. Fitting-out involves the installation of all piping systems, including: all fuel, oil, fresh water, sewage, compressed air, and firefighting water systems, as well as all cableways, and exhaust and ventilation trunks. The Z-Drive installation is nearly complete. Only the lower end propeller units are being prepared for installation. The two main engines and three generator sets have been mounted onto their foundations. The remainder of the main engine and generator installation will continue over the coming weeks. This process includes connecting all piping, wiring, and exhaust trunks to each piece of equipment, as well as aligning each engine to its respective Z-drive and connecting the shafts.

A major milestone was reached in the construction process in May: the erection of the superstructure, which contains the deck house and wheelhouse to the main hull, forming a complete vessel. The superstructure has been completely welded to the hull and the remainder of the joiner process is ongoing.



Main Hull



Superstructure

Blasting and painting of the vessel will begin in the coming weeks, preparing the vessel for launch in July. Once the new tug is delivered to Massena and placed in service, it will ultimately replace the

Robinson Bay and take over the primary duties of pushing the Corporation's barges, navigation aid servicing, ice management, pollution response, and vessel assistance. ■ ■ ■

SLSDC Spring Buoy Run

The annual spring buoy run to commission the floating aids to navigation within the U.S. sectors of the St. Lawrence River began on April 10. The Saint Lawrence Seaway Development Corporation's (SLSDC) Marine Division completed the Spring Buoy Run on April 20 when the final buoy was commissioned for the navigation season above Snell Lock.

Because of the heavy ice conditions along the river, as well as the need for the *Robinson Bay* to assist with ice management around Eisenhower and Snell Locks, the start of the run was delayed about a week following the official opening of the 2019 season. After getting underway from the Marine Base, the Tug *Robinson Bay* — pushing the corporations buoy barge — and the light Tug *Performance* proceeded upbound to Ogdensburg Harbor, commissioning buoys along the way.

The crew slowly worked their way up-river, commissioning between 10–15 buoys per day. In total, 103 buoys in 10 days, working from just below Snell Lock, near Cornwall Ontario and out into Lake Ontario.

This operation coincides with the U.S. and Canadian Coast Guard Annual Operation Spring Restore, which occurs throughout the St. Lawrence Seaway system at the beginning of each navigation season. Unlighted winter markers, which were commissioned in December 2018 and take the place of the lighted floating aids, were removed for the regular sized 7-foot by 17-foot red and green lighted buoys. In addition to the buoys, seven lights were also placed in commission.

These seven permanently fixed aids are not protected by a large mooring cell as most other fixed lights are and are more susceptible to damage from ice flows. The crew will remove these lights in December to protect the integrity of the unit. ■ ■ ■



Preparing to commission LB 211 while being overtaken by CCG vessel



Commissioning LB 14 near the Seaway International Bridge



Passing under the 1000 Island Bridge

“Seaway 60 Spotlight” — Episode 2



As part of the activities to mark the 60th anniversary of the St. Lawrence Seaway this year, the SLSDC is featuring a series of videos to highlight the binational system and its remarkable stakeholder community. This video features a conversation with Deputy Administrator Middlebrook and Tina Kimble, Director of Government Affairs and Regulatory

Compliance for Tata Steel, which has been a regular customer of the Seaway since it opened in 1959. Ms. Kimble shares her thoughts on the 60-year history of this partnership and some interesting highlights about Tata Steel's operations. Via the following link, you can watch a condensed version of this “Seaway 60 Spotlight”: bit.ly/2Zloyqf.

Any Great Lakes Seaway System stakeholders that will be in Washington, DC at some point in 2019 are invited to participate in the “Seaway 60 Spotlight” video features. Please contact Nancy Alcalde (Nancy.Alcalde@dot.gov) if you are interested in filming an interview with the Deputy Administrator while you are in DC. ■■■

Personnel News



In May 2019, Port of Monroe Director **Paul C. LaMarre III** was appointed to the Maritime Transportation System National Advisory Committee. The two-year appointment was made by Transportation Secretary Elaine L. Chao. The panel provides advice and recommendations to the Secretary of Transportation on matters relating to U.S. maritime transportation and its integration into other aspects of the country's transportation system. It is composed of up to 30 leaders from commercial transportation firms, port and water stakeholders, labor, and federal, state and local public entities.



Save the Date

August

August 8–9

American Great Lakes Port Association Summer Meeting

Green Bay, WI

<http://www.greatlakesports.org/>

August 7–9

Ohio Conference on Freight

Cleveland, OH

<https://www.ohioconferenceonfreight.com/>

August 15–16

Wisconsin Commercial Ports Association Annual Meeting

Superior, WI

<https://www.wcpaports.org/annual-meetings>

August 20–22

U.S. Soy Global Trade Exchange

Cleveland, OH

<https://www.grainconference.org/2019-agenda>

September

September 25

Seaway 60th Anniversary Celebration

Massena, NY

<https://www.seaway.dot.gov/>

<http://www.greatlakes-seaway.com/en/>



**AMERICAN
GREAT LAKES PORTS
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