SUMMER 2011

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

ADMINISTRATOR'S COLUMN

Collister Johnson, Jr.

Two New Scientific Ballast Water Studies Confirm the Way Ahead

We may look back several years from now at the summer of 2011 and recognize this as the moment when a com - prehensive (and consistent) approach to regulating ballast water discharges in the United States finally entered the public

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More than a Trend: How Web 2.0 Technologies May Shore Up Seaway Stakeholders

Since the advent of the Internet and the World Wide Web in the 1990s, the everyday lives of the workforce have been greatly influenced by the changing nature and use of technology. In recent years, the Internet has evolved again through the emergence of the "Web 2.0". Capabilities inherent to new and social media technologies have become familiar in the *personal* lives of all citizens. Yet, the capacity of Web 2.0 technologies *for business* has not been fully exploited, though the potential is significant.

The moment has arrived. Now is the time for Great Lakes ports and St. Lawrence Seaway stakeholders to consider proactively utilizing Web 2.0 technologies for expanding business, developing trade, and collaborating with customers and constituents.

How does the "regular" Internet of the past differ from the "Web 2.0" internet? In one word: the Internet is no longer **STATIC**. The World Wide Web in its earliest form provided users with static — or frequently unchanging — information. Web pages would display business information, and interested Internet browsers could click from link-to-link to find additional content. The process of updating this information was arduous and required specific expertise.

Web 2.0 technologies, on the other hand, have made the Internet much more **INTERACTIVE**. A few fundamental applications have emerged with large user populations, with the capacity for dynamic and collaborative information sharing, and with the necessary underlying infrastructure to grow further in the years to come. For example, *Facebook* is a social net-working service where people and businesses alike can share information and identify mutual interests about the nature of their lives and work. *Twitter* is a microblogging website that allows users to share limited space, up-to-the-minute, informational posts about real-time events and infor-mation as it occurs. *YouTube* is a video-sharing service where users can upload, share and view videos of industry-related content.

The benefits of utilizing some or all of the available Web 2.0 technologies, including Facebook, Twitter, and YouTube, are potentially considerable. For example, the time and effort to learn about maintaining a Web 2.0 presence is minimal when compared to traditional web development; additional web development staff does not necessarily need to be hired. An organization's various 2.0 sites can be linked to limit any duplication of effort. Case in point, when a content manager posts information on Twitter, it can automatically update to the organization's Facebook "Wall". These are only two examples of some likely short-term benefits.

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consciousness. That framework will be built around the International Maritime Organization's (IMO) so-called "D-2 Standard" (10 or fewer organisms larger than 50 microns in a cubic meter of water). If that occurs, then it will be due in no small part to the findings of two scientific studies that were released in June and July of this year from the National Research Council (NRC) and from the Science Advisory Board (SAB).

Since 2008, the public discourse over ballast water discharges has focused on a number of key questions, including:

- How effective are the various ballast water discharge standards being proposed?
- What treatment technologies are currently available to meet the IMO or higher standards?
- Are there recognized procedures to verify compliance with these various standards?

The NRC and the SAB studies took on these questions and have provided direct, well-supported answers or at least detailed what further inquiry is needed to obtain the answer.

On June 2, 2011, the NRC of the National Academies released a report entitled: *"Assessing the Relationship Between Propagule Pressure and Invasion Risk in Ballast Water"* (NRC Study). The U.S. Coast Guard (USCG) and the U.S. Environmental Protection Agency (EPA) requested the report. The NRC study has provided several key conclusions. The study validated the scientific research that is underway to assess the risk of the introduction of aquatic nuisance species into the Great Lakes. Significantly, however, it noted that it is currently impossible, due to a "profound lack of data and information" for anyone to claim that they can determine what is an effective discharge limit. The report singled out California's "no detectable living organism" standard as having significant shortcomings since it focuses not on the actual protectiveness of such a standard, but merely the ability to count organisms at low densities.

Most importantly, in my view, the NRC study supported the use of the IMO standard as an excellent baseline—in the here and now—for determining ultimately what an effective discharge standard should look like. The study cited the widespread familiarity with the IMO standard, the fact that it provides a "significant reduction in concentrations beyond ballast water exchange", a significant amount of testing has already been done around that standard, and the current scientific and practical limitations of going beyond that limit. In effect, the NRC study recognized what a lot of people have been saying for a while: "We have to start somewhere, and the IMO standard is the place to start." You can find a copy of the NRC study at: http://www.epa.gov/npdes/pubs/nas_final_report_prepublication_version.pdf.

On July 12, 2011, the SAB, which reports to the U.S. Environmental Protection Agency, released its report entitled: "*Efficacy of Ballast Water Treatment Systems*" (SAB Study). The EPA Office of Water requested that the SAB provide advice regarding the effectiveness of existing technologies for shipboard treatment of vessel ballast water, how these technologies might be improved in the future, and how to overcome limitations in existing data. The SAB concluded that "there are currently ballast water treatment systems that are able to comply with the least stringent standard proposed by the USCG" (i.e., the IMO standard). However, due to technological, logistical, and personnel constraints imposed by shipboard operations, the SAB also concluded that "wholly new systems would need to be developed in order to meet more stringent proposed standards" (i.e., standards that are 100x, or 1000x more stringent than IMO).

It is particularly important to note that the SAB concluded that there are currently no procedures to verify compliance with standards more stringent than IMO. As a way forward, the study authors provide suggestions on how to improve current limitations of ballast water management using available ballast water treatment technology and verification protocols. You can find a link to a copy of the SAB report at: http://cfpub.epa.gov/npdes/vessels/programdevelopment.cfm.

The results of the NRC and the SAB studies are crucial components to forging a realistic way ahead to protect the Great Lakes against aquatic nuisance species and preserve the many benefits of commercial navigation, a good for many of us. They represent authoritative and objective contributions to the public discussion on ballast water. Thanks to these studies, this discussion can finally be governed by science and fact rather than conjecture and wishful thinking. The findings of these long-awaited studies are worth your review and attention.

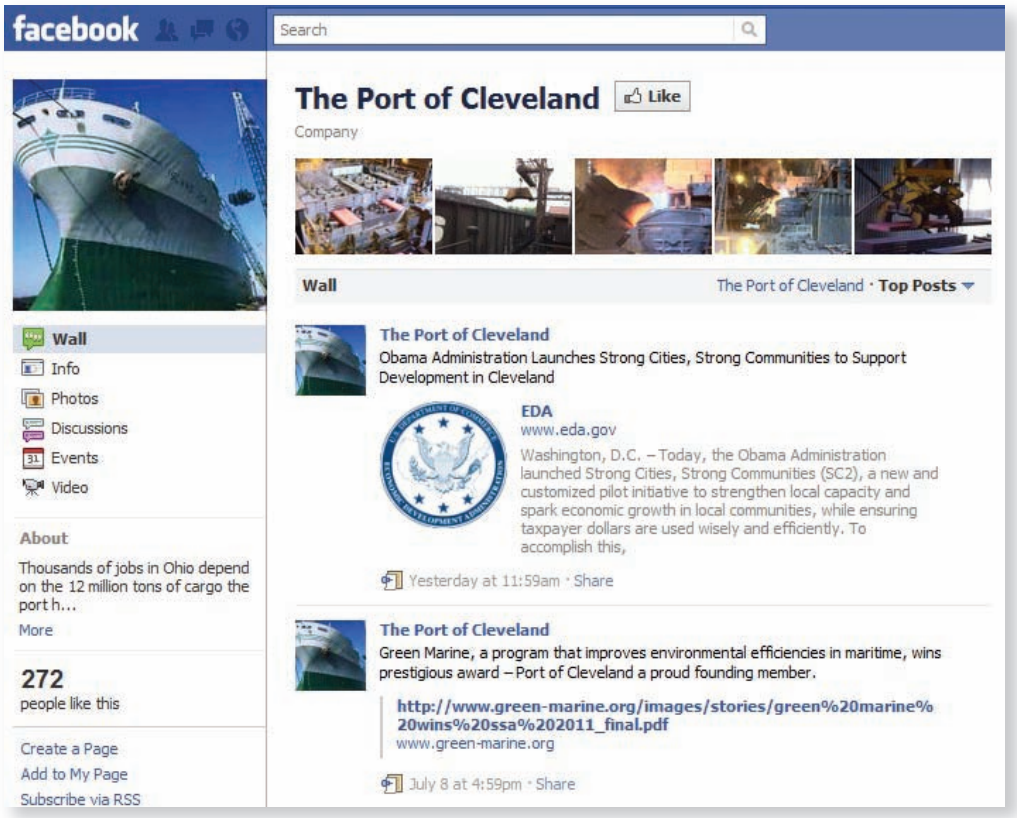
More than a Trend, continued from page 1

The possible long-term benefits are even greater: Web 2.0 technologies have become a legitimate, contemporary method for market information to be shared, for customers and constituents to collaborate and participate on the Internet, and for business content to be relayed in real-time, more dynamic and interoperable ways.

Great Lakes ports and other Seaway stakeholders are already using Web 2.0 technologies through many interesting approaches. The Port of Cleveland has a Facebook page that includes content about Ballast Water, the 2011 shipping season, vessel updates, port contact information, and features port photographs. At the Port of Green Bay, Facebook and Twitter is used to share traffic data and other information meant to encourage recreational and industrial knowledge of the region. For the Toledo Port Authority, Twitter is being used to share the latest news, media, and event information, and the Port of Milwaukee is using Facebook, Twitter, YouTube, and Flickr (an image/photo hosting website) in a sophisticated, multimedia approach.

Senior transportation officials are also using Web 2.0 technologies to expansively share new and important initiatives, including those that may affect Seaway stakeholders. U.S. Department of Transportation Secretary Ray LaHood maintains a presence on both Facebook (http://www.facebook.com/sec.lahood) and Twitter (http://twitter.com/RayLaHood). The Secretary's blog, the *FastLane* (http://fastlane.dot.gov/), has become a must-read source for Transportation-related information. The Secretary's use of all three services is interconnected, and the good work and market importance of the St. Lawrence Seaway has often been highlighted by Secretary LaHood through his comprehensive use of Web 2.0 technologies.

Web 2.0 technologies, however, can only be used *effectively* if they are used *strategically*. Researching the new tools available on the Internet is a critical priority before implementation. Interconnecting Web 2.0 technologies like Facebook, Twitter, and YouTube to existing webpages and historic Internet-based information will make the new content more relevant and seamless for interested browsers. Identifying an organization's capacity to learn and manage these tools is also a vital step. Most importantly, integrating Web 2.0 technologies into organizational business models and market outreach plans will prove most successful if the selected techno - logy, type of content, and frequency of use is compatible with the needs and interests of business stakeholders.



Use of Facebook, Twitter, and YouTube has become commonplace in everyday life, and the implementation of these and other Web 2.0 technologies for business are growing exponentially. The time has come for Great Lakes ports and other St. Lawrence Seaway stakeholders to consider how integrating Web 2.0 technologies may further support their mission, expand their trade, and promote new and more dynamic outreach to customers and constituents.

HMT Legislation Introduced

Legislation providing relief from the imposition of the Harbor Maintenance Tax (HMT) on non-bulk cargo moving through the Seaway and along our coastlines has been introduced in the 112th Congress. On April 14, Cong. Pat Tiberi (R-OH), together with Cong. Steven LaTourette (R-OH) and Cong. Brian Higgins (D-NY), introduced a bill identical to the prior legislation (H.R. 3486) in the 111th Congress. The new bill is H.R. 1533, the Short Sea Shipping Act of 2011. There are currently 17 cosponsors of the bill, including the Ranking Member of the House Ways and Means Committee, Cong. Sander Levin (D-MI) and the Chairman of the House Transportation and Infrastructure Committee, Cong. John Mica (R-FL). The House Ways and Means Committee has jurisdiction over the legislation and will ultimately have to approve it before it goes before the entire House of Representatives. Significantly, Cong. Tiberi is the Chairman of the Ways and Means Subcommittee on Select Revenue Measures, where the bill has been referred.

The bill would exempt coastwise, river and Great Lakes maritime transportation from the 0.125 percent ad valorem tax that is levied on vessels arriving at a U.S. port. It would also exempt cargo moving between the U.S. and Canada in the Great Lakes and St. Lawrence Seaway. The tax must be paid each time a vessel calls at a U.S. port. This has put the marine mode at a competitive disadvantage with other, non-shipping, transportation providers that do not have to pay it. Right now, there is little to no short sea shipping on the Great Lakes because the tax makes it too costly. By exempting this cargo from the HMT, jobs will be created as the burden on shippers moving cargo by water in the U.S. is removed. In particular, entrepreneurs are poised to begin ferry service across the Great Lakes if the HMT is lifted, and many have indicated that we are likely to see a flood of new investment in the Great Lakes region.

The rationale for the limited exemption from the HMT is sound: stimulate container shipping, create jobs, bolster regional economies, alleviate congestion on our roadways, decrease pollution, utilize the most environmentally friendly method of transporting goods — and do all this without substantially decreasing revenue to the U.S. Treasury.

The bill is endorsed by major maritime trade associations, ports and labor organizations who are working hard to increase the number of cosponsors and provide the support necessary to get this legislation enacted.

Commissioning of the Tugboat *Ocean Ross Gaudreault*

Canadian shipping services provider, The Ocean Group, has named its newest tugboat for **Ross Gaudreault**, who recently retired as President and CEO of the Quebec Port Authority with over 25 years of experience in the maritime industry.

The *Ocean Ross Gaudreault*, a state-of-the-art tug, will be based in the Port of Quebec. It will take on daily harbor towing responsibilities and provide de-icing, escort, long and short distance towing, salvage and wreck removal services. This 30.8-metre ship is equipped with water cannons for firefighting with a capacity of 2,400 cubic meters per hour, equivalent to ten fire trucks. The *Ocean Ross Gaudreault* has a reinforced hull for ice navigation and can reach 5,000 BHP, which allows for a bollard pull of more than 60 tons.

Mr. Gordon Bain, President and CEO of Ocean, said "Ross Gaudreault has been a great ambassador and our port, our region and our river will benefit from the impact of his work for years to come."

"What an honor Ocean bestows on me!" said Mr. Gaudreault. "This company has been an invaluable partner during my career and its tugs have always provided the necessary support to maritime traffic and harbor operations in a secure and reliable manner. I am very proud to be part of its fleet!"

The tug, built at the East Isle Shipyard owned by Irving Group, was blessed and the traditional bottle of champagne broken on its hull in the presence of Messrs. Gordon Bain, President and CEO, Jacques Tanguay, First Vice-President and General Manager, both from Ocean, Mario Girard, President and CEO of the Quebec Port Authority, Ross Gaudreault and Ms. Chantal Belley, the ship's godmother. This blessing ceremony, a tradition in the maritime world since the year 1800, serves to protect the ship and its crew during voyages.

Fednav Adding Three Ships to Great Lakes Fleet

Fednav Ltd., Canada's largest ocean-going dry-bulk ship-owning and chartering firm, is investing about $100 million in three new vessels designed to trade on the Great Lakes St. Lawrence Seaway System.

The first, the Japanese-built *Federal Yukina* delivered in 2010, arrived via Montreal and the Seaway in Hamilton during the first week of June with a cargo of steelmaking materials. It adds capacity to Fednav's fleet of seaway-sized bulk carriers.

The second and third vessels in the series will be delivered in 2012 and 2013.

Family-owned Fednav is boosting the capacity of its Great Lakes fleet "because we're positive about the Seaway's long-term significance," said Paul Pathy, co-CEO. "It's the most economic and environmentally friendly way to move bulk cargo to and from the American heartland."

The *Yukina* and sister-ships are state-of-the-art and will be 12 percent more fuel-efficient than Fednav's existing fleet. The new high-tech engines will reduce emissions significantly.

The *Yukina* is now part of Fednav's fleet of seaway-sized bulk carriers that regularly transport specialized cargo to the Great Lakes region and take Canadian and U.S. grain and other bulk materials out to foreign markets. It can carry up to 35,000 tons.

National Maritime Day Celebrated in Port of Duluth-Superior Saluting Merchant Mariners and Maritime Industry

Maritime industry stakeholders, U.S. Merchant Marine veterans and current seafarers gathered on May 23, to celebrate National Maritime Day in the Port of Duluth-Superior. The luncheon program, sponsored by the Propeller Club of Duluth-Superior, was held at the Harbor Side Convention Center.

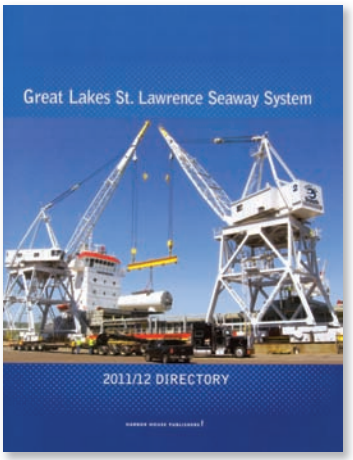
Keynote speaker was Jim Weakley, President of Lake Carriers' Association, one of the nation's oldest trade associations, which represents 17 American companies that operate 55 U.S.-flag vessels on the Great Lakes. His presentation, entitled "*Sailors, Ships and Security,*" pro - vided an overview of security from three perspectives — homeland, national and economic — and the integral role played by our domestic fleet.

The opening ceremony included a "Presentation of Colors" by local area Coast Guard units followed by the reading of proclamations from Minnesota Governor Mark Dayton and Wisconsin Governor Scott Walker, Duluth Mayor Don Ness and Superior Mayor Bruce Hagen, plus comments by Roy Fredin, Vice President of the U.S. Merchant Marine Viking Chapter. Prior to the keynote address, a brief memorial service in honor of *all* mariners was conducted by Rev. Tom Anderson, Twin Ports Ministry to Seafarers.

Keynote speaker, Jim Weakley, President of Lake Carriers' Association speaking at the National Maritime celebration in Port of Duluth-Superior.

National Maritime Day commemorates the first steam vessel crossing of the Atlantic Ocean on May 22, 1819, when the *SS Savannah* sailed from her home port in Georgia bound for Liverpool, England. Established to recognize the value and importance of this nation's maritime indus-try, it evolved into a day to honor merchant mariners for their legacy of service and sacrifice — having safeguarded our country and its trade corridors during World War II and other armed conflicts around the world. Today, Maritime Day is observed as a ***combined salute*** to merchant mariners *and* the entire maritime industry — focusing attention on the benefits maritime brings to America's economy, trade, national security, employment, recreation, and quality of life.

Great Lakes St. Lawrence Seaway System 2011/2012 Directory Now Available



As the Great Lakes St. Lawrence Seaway System moves into a new era of investing in infrastructure, new ships and innovative technology, the Saint Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Management Corporation (SLSMC) are pleased to introduce the ***2011/2012 Great Lakes St. Lawrence Seaway System Directory*** published by Harbor House Publishers (www.harborhouse.com).

The publication details all facets of the System, including Seaway operations, commodities, ports, and service providers. Harbor House Publishers has provided a comprehensive directory of contacts that will serve both as a practical guide for those already using the System and as a useful reference for those who are searching for a safe and competitive shipping route to the heartland of North America. The digital version is searchable, and provides links taking readers directly to partner websites (www.greatlakes-seaway.com/directory).

A new feature added this year is a Quick Response Code (QR). It is a specific matrix barcode that is readable by dedicated QR barcode readers and camera telephones. The code consists of black modules arranged in a square pattern on a white background. (see page 3)

If you would like to receive a copy, please email Joy Pasquariello a request at: joy.pasquariello@dot.gov.

Teachers Explore Great Lakes Maritime Transportation

Twenty teachers from Michigan, Wisconsin, and Ohio explored the historical, economical and environmental aspects of Great Lakes shipping in Door County, Wisconsin, June 20–24, 2011. Participants learned about the challenges of managing the Port of Green Bay from Port Director Chuck Larscheid, visited a NOAA weather station to learn about marine weather forecasting, and toured the Sturgeon Bay shipyard. Visits to lighthouses, the Wisconsin and Door County Maritime Museums and a variety of speakers and hands-on maritime activities rounded out the week's schedule.

Eleven teachers from Michigan, Maryland, and Illinois spent a week at Michigan Technological University (MTU) from June 27–July 1 developing their navigational skills so they could take it back to their students. Now in its second year, the Teaching Math Through Navigation Teacher Institute is taught by mariner and MTU math professor emeritus, Stephen Roblee. Teachers spend the morning in the classroom learning nearshore marine navigation, including finding position, DED reckoning, chart-reading, using a compass, and making speed, time, and distance calculations. Afternoons are spent aboard the *R/V Agassiz* on the Keweenaw Waterway where classroom learning is put into practice.

Note: These summer teacher institutes are funded with grants from the Great Lakes Maritime Research Institute (www.glmri.org) at University of Wisconsin-Superior and University of Minnesota Duluth, and from CFIRE at the University of Wisconsin-Madison http://www.wistrans.org/cfire). For more information contact Joan Chadde, Michigan Tech Center for Science & Environmental Outreach, jchadde@mtu.edu.

Participants take a break from their busy week to pose for a picture at the U.S. Coast Guard Station at the Sturgeon Bay Canal.

M/V Gott Repowering Project Completion

In 2010, Great Lakes Maritime Research Institute was awarded a $750,000 U.S. Environmental Protection Agency (EPA) Region 5 Midwest Clean Diesel Initiative grant to help defray the costs of repowering the *M/V Edwin H. Gott*, a 1,000-foot Great Lakes ore carrier. Great Lakes Maritime Research Institute (GLMRI) partnered with Key Lakes 1, Inc., a major Great Lakes vessel operator, for this year-long project to reduce air emissions. The two former 16 cylinder Enterprise engines were replaced with eight cylinder engines that conform to EPA Category 3 Tier 2 engine emission requirements. The original engines were installed in 1979 and were still running but could never be retro-fitted to meet the new EPA air emission standards.

The M/V Edwin Gott's old enterprise engines

Each of the two new MAK/Caterpillar 8M43C engines will produce about 7200 Kilowatts (9650 horse power). *M/V Edwin H. Gott* is now the most powerful vessel on the Great Lakes. These engines are expected to operate in the vessel for decades.

On March 25th, the *M/V Edwin Gott* underwent sea trials to test her new engines and systems in a variety of evaluations required by the U.S. Coast Guard and the American Bureau of Shipping. On March 26th, she initiated her maiden voyage with her new engines.

SLSDC and the SLSMC hold Joint Strategic Meeting

On May 11–12, 2011, the Saint Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Management Corporation (SLSMC) held their fifth Joint Strategic Meeting in 3 years at the U.S. Department of Transportation (DOT) Headquarters in Washington, D.C. Senior managers representing both binational organizations were in attendance, including SLSDC Administrator Terry Johnson and Terence F. Bowles, participating in his first Joint Strategic Meeting as President of the SLSMC.

Over the course of the two-day meeting, discussions focused on coordination between the SLSMC and SLSDC for continued service improvement, including follow-up on a number of mutually agreed upon priorities established at earlier Joint Strategic sessions. Other Joint Strategic Meeting topics included:

- SLSDC's function as a federal government agency and Operating Administration of DOT;
- Ongoing environmental and operational policy impacts, including wind energy initiatives and other updates stemming from the Ballast Water Collaborative;
- Methodologies for better developing, understanding, and sharing Seaway competitiveness statistics and other economic impact data;
- Common business, media, and marketing coordination between the SLSDC and SLSMC;
- The SLSDC's Asset Renewal Program and other technological advancements in the System; and
- New and ongoing opportunities for increased market development and trade participation for U.S. and Canadian Seaway stakeholders, including the Hwy H_20 and Marine Delivers programs.

At the conclusion of the Joint Strategic Meeting, Mr. Johnson and Mr. Bowles reaffirmed the importance of continual integration between their two organizations as well as the significance of holding additional Joint Strategic Meetings in the future. The next Joint Strategic Meeting is tentatively scheduled for early winter 2012.

Quebec Mining Boom Underway

The mining boom underway in Quebec has attracted relatively little attention when one considers the scope of activity that is underway there. The province's officials noted earlier this spring that 2011 looks to set a record of $2.9 billion investment, a 17 percent jump over last year's record setting performance. The heart of ore mining here has always been the Labrador Trough and the action centers around the border with Labrador near Schefferville. The area is quietly moving from mining town to money town status.

North America's largest iron ore pellet producer, Cliffs Natural Resources, headquartered in Cleveland, Ohio, purchased Consolidated Thompson Iron Mines Limited for $4.9 billion. Two other major steel companies that do business in the Great Lakes via the Seaway are investing billions of dollars in the region: Tata and ArcelorMittal. The former is working with a Canadian mining company in developing a $5 billion Taconite Iron Ore project while the latter is investing more than $2 billion at Mont Wright and Port Cartier.

What's behind the current mining boom? China. Its steel factories crave more and more iron ore as it continues another decade of double digit growth. While most of its seaborne tonnage arrives from Australia and Brazil, increasingly Quebec's North Shore Port of Sèpt-Iles is a vital stop for ships feeding its furnaces. With a 30 million mt of

ore exported today, that figure could triple by 2020 if today's prices remain high. This port will be among only a handful able to accommodate the world's largest dry freighters afloat, ChinaMax ships. With their seven holds fully loaded (388,000 mt), these ships demand 75 feet draft to leave port without scraping bottom.

As long as commodity prices for iron ore, nickel and zinc remain high, the boom will continue. When the prices drop, the good times may not go away if the Plan Nord unveiled by Quebec Premier Charest earlier this spring works as planned. This 25-year strategic plan for the vast, sparsely populated interior of the province calls for an $80 billion (Canadian) economic development program that will build new roads, ports, rail lines and connect remote communities to electrical grids. Mining Quebec's many riches is expected to pay for much of it, along with hydropower from dams on the La Romaine river.

2011 National Export Strategy Finalized

Most Great Lakes Seaway stakeholders who follow Administration priorities like President Obama's National Export Initiative know that the Department of Transportation (DOT), and the Saint Lawrence Seaway Development Corporation (SLSDC), are working with other federal agencies to double exports by the end of 2014. The President set that goal in a State of the Union address in 2009 and the first report to the Congress was released last fall detailing progress. A hot-off-the-press National Export Strategy report is gathering attention on how the interagency team can systematically improve on the achievements to date. The National Export Strategy (NES) and the National Export Initiative (NEI) are both about exports, but they have different purposes.

The 2011 NES report is the first annual report on progress since the September 2010 Report to the President on the NEI. The NES is the detailed plan that specialists in trade, policy, transportation and logistics develop for implementing the NEI. The NEI seeks to double U.S. annual exports of goods and services. If that seems simple, remember that in 2010 America's exports totaled $1.84 trillion and supported more than 9 million jobs.

How will the NES accomplish such a task? The 2011 Strategy focuses on four areas to increase exports: collaboration with states, cities and border communities; technologies in high-growth sectors; improving data and benchmark standards; and removing trade barriers. For most American stakeholders in the Great Lakes St. Lawrence Seaway System, the NES and NEI boil down to the waterway's top U.S. export — grain. While doubling U.S. grain tonnage by 2014 may be a high bar to jump, progress is clearly occurring. Tonnage is up 26 percent in 2010 vs. 2009; and through June 30, 2011 the figures look even stronger at 127 percent compared to the previous year's count.

Personnel News

John A. McWilliam, former chief executive of the Toledo-Lucas County Port Authority for more than three decades passed away on April 27. He was 81.

Mr. McWilliam began working for the port authority in 1958 as an attorney. He rose in rank and was named President in 1979. During his tenure, the port grew in prominence as the St. Lawrence Seaway as opened and the inland shipping industry grew in importance. While McWilliam was in charge, the port also acquired Toledo Express Airport, Toledo Executive Airport and set numerous shipping records. He retired in 1988.

Mr. McWilliam is survived by his wife, Patricia and three children, two granddaughters and a sister.

C. Thomas Burke, former port director for Cleveland Port Authority and Duluth Seaway Port Authority, passed away on May 24, 2011. Mr. Burke served distinguished careers in both public service and the private sector, and more recently he served as President and CEO of Middle East Chapter of the International Propeller Club in Dubai, UAE.

He is survived by his wife, Elizabeth Ross and her daughter, and his five children, and 13 grandchildren.

John Jamian, is Detroit/Wayne County Port Authority's new Executive Director. He started June 1, and originally served in that role from 1997 to 2001.

Mr. Jamian replaces Curtis Hertel, Sr., left the Port Authority in August 2010.

Mr. Jamian left the port previously to become Executive Director of the Armenian Assembly of America, a post held until President Bush appointed him Deputy Administrator for the U.S. Department of Transportation's Maritime Administration. He was in that federal position, as Deputy and then acting Administrator, from 2003 until 2006. Since then he's been a partner at the West Bloomfield Township Office of Jamian, McElroy & Hamlin LLC, a government affairs consulting firm.

Welcome back John!

Upcoming Events

September

September 20–21
Great Lakes Wind Collaborative 4th Annual Meeting
Detroit, Michigan
Contact: John Hummer; jhummer@glc.org

September 20–21
2011 Ohio Conference on Freight
Toledo, Ohio
Contact: http://tmacog.org

September 22–23
GLMRI, Fall Meeting
Duluth, Minnesota
Contact: www.glmri.org/news

November

November 8–9
Highway H_20 Conference
Toronto, Canada
Contact: Kelly DiPardo; (905) 641-1932, ext. 5377 or
www.hwyh20-conferences.com