



ACTING ADMINISTRATOR'S
COLUMN



Craig H.
Middlebrook

*Ballast Water
Regulation—Now in the
Implementation Phase*

The U.S. Environmental Protection Agency (EPA) published its final version of the new Vessel General Permit (2013 VGP) on March 29, 2013, almost exactly a year after the publication of the U.S. Coast Guard's (USCG) Final Rule on Ballast Water discharges.

continued on page 2

In This Issue:

- Guest Columnist
- Dwight D. Eisenhower Visitors' Center
Opened for the Season
- Secretary LaHood Visits the
Operational Staff in Massena,
New York
- Charlotte Mayor Anthony Foxx
Sworn In as 17th U.S. Secretary
of Transportation
- Navigation Season to Date
- SLSDC and SLSMC Advisory Board
Members Hold Meeting
- 2013/2014 Great Lakes St. Lawrence
Seaway System Directory
Now Available
- 2013 AAPA Communications Awards
Winners—3 Great Lakes Ports
- Port of Oswego Receives
Pacesetter Award
- HWY H₂O Participates in the
Breakbulk Europe Exhibition
- Personnel News
- Upcoming Events
- www.greatlakes-seaway.com

Sustainability—Seaway Turns Green, and Not with Envy (or Algae)

The Saint Lawrence Seaway Development Corporation (SLSDC) maintains a mission focus to serve the marine industry by providing a safe, reliable, efficient and competitive deep draft international waterway in cooperation with its Canadian counterpart. The SLSDC also understands the importance of doing so in a sustainable manner.

The definition of sustainability is widely accepted as an equitable balance between environmental, economic and social considerations in the maintenance and enhancement of a peoples' standard of living; without detriment to the environment or future generations' ability to achieve the same. In many circles this is also described as corporate social responsibility (CSR) and is sometimes called being green. The SLSDC takes CSR seriously and therefore continues work towards becoming a more sustainable, green and environmentally healthy infrastructure resource. Welcome news is that this work is paying dividends, and is recognized internationally.

Acting Administrator Craig Middlebrook continues to champion the SLSDC's efforts in achieving a more sustainable footprint. The SLSDC's sustainability programming can be viewed as a three pronged approach. Broad scale or innovative technology efforts such as the "Draft Information System" may enhance shipping efficiencies and safety throughout the Seaway. Targeted capital improvements, through the administration's asset renewal program, include facility/asset specific projects such as the administration building retro commissioning and the Snell Lock ice flushing system. Benefits derived from these projects include reduced building energy intensity and reduced need for application of fossil fueled equipment, respectively. Finally there are policy and/or procedural improvements, such as the implementation of alternate work schedules and telework programs that reduce emissions from commuting personnel. Refined operating procedures have also reduced the water intensity of SLSDC facilities by more than 30 percent. Benefits there include reducing related GHG production and conserving valuable water resources. Another significant success includes the reduction in fossil fuel consumption by SLSDC vehicles and equipment by more than 20 percent. As a capstone to green efforts, the SLSDC has adopted an ongoing improvement philosophy, not only towards sustainability, but towards a corporate culture that nurtures its development.



David Bolduc (middle), Executive Director, Green Marine Management Corporation, presents the Green Marine Performance Certificate to Craig Middlebrook (right), Acting SLSDC Administrator, and Jean Aubry-Morin (left), The St. Lawrence Seaway Management Corporation, Vice President, External Affairs.



Seaway Compass

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



THE SEAWAY IS NOW ON FACEBOOK! WWW.FB.COM/USDOTSLSDC

Acting Administrator's Column, continued from page 1

The 2013 VGP represents a significant step forward since 2006, when Northwest Environmental Advocates vs. EPA completely reshaped the U.S. ballast water discharge landscape. This permit is a major step towards greater certainty regarding how ballast water discharges will be managed in the United States by the federal government. After many years of work, the USCG and the EPA have now defined the new U.S. federal oversight regime, and the focus shifts from speculating over what that regime will look like, to how regulators will implement it and users will comply with it.

Between 2006 and now, we have been preoccupied on where to start (“What should the initial standard be? To whom should it apply? When should it take effect?”) and on welcoming new “players,” i.e., EPA and the States, to the ballast water “table.” Behind each of these efforts lay countless hours of research, discussion, trial-and-error, frustration, and collaboration. The Great Lakes Ballast Water Collaborative has helped to facilitate some of these activities, and the SLSDC is grateful to all of our partners for making invaluable contributions to these efforts over the past four years. There are no “quick fixes” associated with ballast water discharges, either on the operational side or on the regulatory/permitting side, so our work continues.

The 2013 VGP has been keenly anticipated because it outlines how closely the elements of the EPA permit will harmonize with that of the USCG’s Final Rule. In several fundamental areas, the 2013 VGP aligns closely with that of the Final Rule. First, and most significantly, the 2013 VGP adopts the USCG’s standard for ballast water discharges, which is essentially equivalent to the International Maritime Organization’s (IMO) D-2 discharge standard. The significance of this alignment—while it may now look like a “sure thing” in hindsight—cannot be underestimated. Barely a year ago, it was not known if the Great Lakes States that had issued their own discharge permits would adopt the same discharge standard. But they now have, as have the EPA and the USCG. This alignment between the two major federal agencies responsible for overseeing ballast water discharges, along with the states, is the most crucial development in the drive for uniformity in overseeing ballast water discharges.

In other key areas as well the 2013 VGP more closely aligned its permit requirements with the regulations put forward by the USCG. On the matter of compliance deadlines, for example, the EPA’s deadlines for requiring ballast water treatment systems on board vessels now mirror those of the Coast Guard: December 1, 2013 for newly constructed vessels, and the first dry docking after January 1, 2014 for existing vessels with a ballast-tank

capacity between 1500–5000 cubic meters and after January 1, 2016, for vessels with a ballast-tank capacity over 5,000 cubic meters. Given the current lack of available treatment technologies, particularly for the freshwater environment of the Great Lakes, compliance with these deadlines will not be without significant challenges. The ambitiousness of these deadlines, however, is acknowledged in the 2013 VGP, which specifically references the availability of ballast water treatment systems (BWTS) as one of the criteria EPA will consider if modifications to the deadline are necessary.

When it comes to the Great Lakes St. Lawrence Seaway System, the 2013 VGP differentiates itself from the USCG final rule on two key points. Under the 2013 VGP, the EPA will require all vessels entering the Great Lakes from beyond Anticosti Island to install ballast water treatment systems by the first dry docking after 2016, and require the continuation of ballast water exchange or saltwater flushing even after approved BWTS are available and installed on ships entering the Great Lakes St. Lawrence Seaway System. These differences between the Final Rule and the 2013 VGP are noteworthy and are the clearest signal yet that we now find ourselves squarely in the “implementation phase”—it’s starting to get down to the nuts and bolts of “How exactly is this going to work?”

As we focus now on how to comply with the particular aspects of the 2013 VGP, it is important not to lose sight of the larger picture: the 2013 VGP has emerged out of a multifaceted process of increasing knowledge and understanding, and it is but one component (albeit an important one) of a larger framework for overseeing ballast water discharges. That process does not end with the publication of the 2013 VGP. This is where the Great Lakes Ballast Water Collaborative can continue to provide value by being a venue for information sharing and relationship-building that will be crucial during the ballast water regulation implementation phase.



HIGHLIGHTED GUEST

David Bolduc, Executive Director, Green Marine

Green Marine is a non-governmental organization initiative between Canada-U.S. aimed at implementing a marine industry environmental program throughout North America.



Improving Maritime Sustainability in the Great Lakes, St. Lawrence and Beyond

The Green Marine Management Corporation (GMMC) was very proud to present the Saint Lawrence Seaway Development Corporation (SLSDC) with its fifth certificate as

an active participant in Green Marine's bi-national environmental program. The certification ceremony was held during GreenTech 2013, Green Marine's annual conference, at the end of May.

Green Marine is a transparent, inclusive program that addresses nine key environmental issues, including air emissions, spill prevention, and environmental leadership. The program encourages its participants (ship owners and operators, ports, terminals, shipyards and Seaway corporations) to reduce their environmental footprint by taking specific, measurable actions and reporting on their progress.

All participants must complete a yearly self-evaluation and demonstrate their environmental performance based on numerous criteria. The performance indicators range on a scale from 1 to 5, with 1 representing regulatory compliance, and 5 reflecting leadership and excellence. Although Green Marine is a voluntary program, the results are subject to rigorous external verification.

The latest results, released in May 2013, show impressive progress by SLSDC. The corporation achieved the highest level of performance for curbing greenhouse gases, and very good results in terms of spill prevention and environmental leadership.

Both the American and Canadian Saint Lawrence Seaway corporations were among the founding members of the environmental program designed for the St. Lawrence — Great Lakes region in October 2007. The corporations played a key role in Green Marine's success by participating in the program's initial development and continuously taking part at the decision-making table. SLSDC's former Administrator, Terry Johnson, co-chaired GMMC's Governance Board for five years, starting in 2007; and Terence Bowles, The St. Lawrence Seaway Management Corporation's (SLSMC) president and CEO, is an administrator on the current GMMC Board of Directors.

In 2010, Green Marine significantly strengthened its position as the marine industry's most important environmental initiative in North America by expanding the program beyond the St. Lawrence-Great Lakes region to include marine transportation companies operating or based anywhere in Canada or the United States.

As Green Marine broadens its geographic scope, it retains its initial goal of reducing the marine industry's environmental footprint. It has become one of the most comprehensive environmental programs for the marine industry in the world today:

- Participants form the widest range of marine stakeholders, namely: ship owners and operators, port authorities, terminal operators, Seaway corporations, shipyards, ferry, tug and barge operators, as well as others.
- Green Marine's action plan currently addresses nine major environmental issues.
- The program creates the opportunity for NGO and governmental participation.
- Certification involves regular independent verification.
- Transparency is promoted through public reporting of all individual company results.

Green Marine is clearly being recognized as a rigorous, effective sustainability program for the North American marine industry. In 2011, the environmental program received the prestigious Sustainable Shipping Award for the *Green Shipping Initiative of the Year*. The award handed out in London, England, acknowledges the program's international credibility and relevance.

Priorities for the coming months will include strengthening Green Marine's presence in the United States. Major strides have already been achieved with the Port of Seattle — a leader among American ports for environmental stewardship and energy efficiency — signing on as a Green Marine participant in the spring. The Port of Seattle is the first U.S. port outside the Great Lakes region to join the program.

Green Marine is also working to develop a closer relationship with key marine industry organizations, including the American Association of Port Authorities.

SLSDC is also championing the program. Acting Administrator Craig Middlebrook has facilitated meetings with several agencies, including the U.S. Coast Guard, the U.S. Maritime Administration, U.S. National Oceanic and Atmospheric Administration, and Committee on Marine Transportation System. The goal is to raise awareness about the positive impacts derived from the participants' voluntary commitment to continually improving their environmental sustainability.

The program is expected to continue to expand, resulting in an even stronger bi-national presence along every coast, and pursuing a wider range of sustainable development imperatives. Spearheaded by committed members, such as SLSDC, Green Marine is successfully changing the face of the marine industry and how it is addressing the sustainability challenge.

Dwight D. Eisenhower Visitors' Center Opened for the Season

The Saint Lawrence Seaway Development Corporation's, Dwight D. Eisenhower Visitors' Center, located at the U.S. Eisenhower Lock, opened June 28, 2013, and will remain open daily, including weekends, through Labor Day, September 2, 2013. The Visitors' Center hours of operation are from 9:00 a.m. to 9:00 p.m. and it is free to the public.

The Seaway Visitors' Center at the Eisenhower Lock provides tourists and ship watchers with an observation deck where they can view commercial vessels and cruise ships from around the world as they transit the lock. Guides are available to provide additional information to tourists. Hundreds of ships from all over the world transit the St. Lawrence Seaway annually. They carry a wide variety of cargoes including grains, iron ore, coal, steel stone, steel slabs, and project cargoes.

Due to security measures, visitors are asked to leave all packages, bags, backpacks etc. in their vehicles. For those necessary items that need to be carried into the viewing

area, you may be asked to present them for inspection or have them checked by a metal detecting wand. This will be conducted at a manned checkpoint as you enter the Visitors' Center area from the parking lot. The Center may periodically close to visitors at the discretion of the Saint Lawrence Seaway Development Corporation. The top deck is open to the public.

The Center is located off Route 37 in Massena, N.Y. Turn right at the traffic light at the St. Lawrence Centre Mall main entrance if approaching westbound or left if heading eastbound. The Visitors' Center entrance is 1.5 miles on the right.

For up-to-date information on estimated vessel transit times, call (315) 769-2422 for a voice recording of that day's projected lockage schedule. Additional information is on the website at <http://www.greatlakes-seaway.com/en/navigating/map/index.html>. This map updates every 15 minutes with details on those ships currently in transit within the Seaway System. To receive specific lock information, visit our Vessel Transit Information page (<http://www.greatlakes-seaway.com/R2/jsp/R2.jsp?language=E&loc=VT00.jsp>) and pull down the Order of Turn information. This offers real-time information on those vessels preparing to enter any of the locks.

Secretary LaHood Visits the Operational Staff in Massena, New York

On May 23, 2013, Secretary Ray LaHood, joined by Deputy Secretary John Porcari, Captain David Murk, DOT's Senior Maritime Safety and Security Advisor, and Saint Lawrence Seaway Development Corporation (SLSDC) Acting Administrator Craig Middlebrook visited SLSDC employees in Massena, New York.

After 4½ years as the U.S. Secretary of Transportation, Mr. LaHood made a special trip up to Massena, NY before his tenure came to an end on July 1, 2013. He wanted to personally thank the employees and tell them how impressed he is with our operation and safety record. He told employees at an all hands meeting that DOT is committed to preparing the U.S. Seaway locks for the future and it is clear that this vital infrastructure is in good hands.



Secretary LaHood and Deputy Secretary Porcari with SLSDC employees in Massena, N.Y.

Charlotte Mayor Anthony Foxx Sworn In as 17th U.S. Secretary of Transportation



Left to right — Judge Nathaniel Jones, U.S. Secretary Anthony Foxx, Samara Foxx, Hillary and Zachary Foxx.

Charlotte Mayor Anthony Foxx was sworn in as the nation's 17th Secretary of Transportation by Judge Nathaniel Jones in a private ceremony at U.S. Department of Transportation headquarters on July 2, 2013. The ceremony was attended by Foxx's wife, Samara, and their two children, Hillary and Zachary, and used a Bible belonging to Secretary Foxx's great-grandparents, Peter and Ida Kelly. Secretary Foxx worked for Judge Jones as a law clerk for the U.S. Sixth Circuit Court of Appeals after law school and invited Judge Jones to administer the oath of office today.

Secretary Foxx spent his first full day meeting employees and holding meetings on important issues facing the Department, including transportation safety and hurricane and severe weather preparedness. Foxx was confirmed by the full U.S. Senate in a unanimous vote of 100-0 on June 27.

In a written message to all employees, Foxx underscored his commitment to safety: "Safety will remain our top priority at DOT. At the same time, I will work to improve

the efficiency and performance of our current transportation system while building the infrastructure we need for future generations," said Secretary Foxx. "In doing so, I look forward to bringing my 'on the ground' experiences as a mayor, while embracing the tremendous knowledge, skill and ingenuity of the DOT workforce and our many stakeholders."

As Secretary of Transportation, Foxx leads an agency with more than 55,000 employees and a \$70 billion budget that oversees air, maritime, and surface transportation.

Prior to his confirmation, Foxx served as the mayor of Charlotte, North Carolina, from 2009 to 2013. During that time, he made efficient and innovative transportation investments the centerpiece of Charlotte's job creation and economic recovery efforts. These investments included extending the LYNX light rail system, expanding Charlotte-Douglas International Airport, and starting the Charlotte Streetcar project. Prior to being elected mayor, Foxx served two terms on the Charlotte City Council as an At-Large Representative, where he chaired the Transportation Committee.

Foxx is an attorney and has spent much of his time in private practice. In addition to his work as a law clerk, Foxx served as a trial attorney for the Civil Rights Division of the U.S. Department of Justice and as staff counsel to the U.S. House of Representatives Committee on the Judiciary.

Foxx received a law degree from New York University's School of Law as a Root-Tilden Scholar, the University's prestigious public service scholarship. He also earned a bachelor's degree in History from Davidson College.



Navigation Season to Date

U.S. grain tonnage through the Seaway through June increased 46 percent to 470,000 mt (metric tons) over figures posted last year when drought plagued America's wheat, corn and soybean farmers. A return to normal grain performance and a solid rise in petroleum products (up nearly eight percent) with respectable increases from liquid chemicals, potash, scrap metal and pig iron in modest quantities have been the bright spots for the first third of the waterway's navigation season. Overall tonnage through the binational waterway has dipped a dozen points from 2012's tally and vessel transits similarly are down almost nine percent.

The Seaway's top three commodities—iron ore, grain and coal—lagged to date. Iron ore, is 15 percent below last season's pace at 3.3Mmt (million metric tons). A sluggish steel industry globally depends heavily on iron ore as an essential feedstock. Though many U.S. automobile companies posted fine performances through midyear, commercial construction has been flat. Many iron ore and steel analysts say China's failure to meet double digit growth targets for the first time in a decade underscore the key role of manufacturing in a global economy.

Canadian grain is grappling with a 12 percent drop due in part to too much rain. Historically Canada ships at least double the tonnage of U.S. farmers. The expectation is that grain tonnage will pick up substantially (weather permitting) as U.S. corn acreage planted this year was the most since 1936 according to the U.S. Department of Agriculture, and some of that corn will be harvested in North Dakota due to changing weather patterns.

Coal runs third this year with 1.6Mmt moving through Seaway locks. About one-third of that amount is low sulfur, Powder River Basin coal. Railed to Superior, Wisconsin, it moves onboard Canadian lakers to the port of Quebec then transships to Europe on larger vessels. The interlake coal trade between the U.S. and Canada has dropped quickly as Ontario completes its multiyear transition to non-fossil fuel sources for power. Domestically, power companies faced with stricter air emissions standards have been closing aging coal plants and opting for new, cheap gas fuel facilities—eliminating demand for waterborne coal.

General cargoes have struggled to keep pace with last year, experiencing a 14 percent fall as iron and steel commodities bob around half a million tons. Still, high value project cargo shipments spark hope that 2013 will improve. Hansa Heavy Lift's M/V Amur loaded wind components in Antwerp destined for Duluth in July. The company is seeking to establish regular liner service to Duluth and Thunder Bay later this summer. The Port of Milwaukee shipped a Joy Global's P&H mining shovel to Mexico in June. Intermarine's U.S. flagged vessel, M/V Ocean Crescent, made its first voyage into the Lakes, and loaded the model 4100 shovel for export to the Pacific port of Manzanillo.

With the early season volatility and remaining two-thirds of the season it is too early to predict final tonnage figures for 2013.



Milwaukee Stevedore loads one of 243 pieces of giant P&H shovel on board M/V Ocean Crescent.

SLSDC and SLSMC Advisory Board Members Hold Meeting

For only the third time in the 50+ years of the St. Lawrence Seaway, representatives from the Advisory Boards of the U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and the Canadian St. Lawrence Seaway Management Corporation (SLSMC) met on May 22, 2013, in Montreal, Q.C. The meeting included an operational overview of the SLSMC's facilities near St. Lambert Lock, discussion on a number of important and ongoing policy issues affecting Great Lakes-St. Lawrence Seaway (GLSLS) System stakeholders, and binational networking.

At the gathering, featured speakers included SLSMC President & CEO Terence F. Bowles, who presented a historic overview of the role and importance of the St. Lawrence Seaway and the organizational significance of the respective Advisory Board members. SLSDC Acting Administrator Craig H. Middlebrook reiterated the importance of binational cooperation and coordination to maintain the economic vitality of the Seaway System. SLSMC Advisory Board President Jonathan Bamberger and SLSDC Advisory Board President David McMillan thanked the participating attendees and the staff members involved in coordinating the event and committed to hold joint Advisory Board meetings with more frequency in the future.

Members of the SLSDC Advisory Board are nominated by the President of the United States and confirmed by the Senate, are selected for their extensive professional experience in a variety of industry, environmental, academic, and maritime activities. All four current members of the

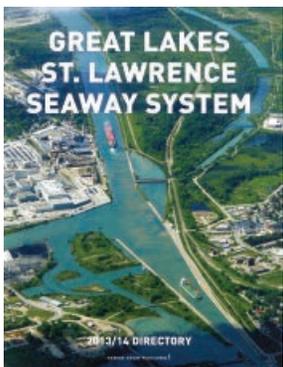
SLSDC Advisory Board were present in Montreal, including Board Chairperson David McMillan, a senior Vice President at ALLETE, Inc. in Duluth, Minnesota; Member William Mielke, President and CEO of Ruekert-Mielke, Inc. in Waukesha, Wisconsin; Member Wenona Singel, Professor at Michigan State University in East Lansing, Michigan; and Member Dr. Arthur Sulzer, President of Arthur H. Sulzer Associates, Inc. in Glen Mills, Pennsylvania.

The SLSMC Advisory Board consists of members selected to represent a variety of provincial and/or industry-specific interests. Current members include Jonathan Bamberger, Chairman; Terence F. Bowles, President and CEO; Robert Armstrong, Ontario Provincial Government Representative; Wayne Devlin, Grain Representative; Tim Dool, Domestic Carrier Representative; Ralph Mercier, Quebec Provincial Government Representative; David L. Muir, Federal Government Representative; Georges Robichon, International Carrier Representative; and James Wilson, Steel and Iron Ore Representative.



SLSDC Advisory Board Chairperson David McMillan, member William Mielke, and SLSDC Acting Administrator Craig Middlebrook attend a briefing on hands free mooring technology, facilitated by SLSMC Guy Yelle, Vice President, Operations.

2013/2014 Great Lakes St. Lawrence Seaway System Directory Now Available



The Saint Lawrence Seaway Development Corporation (SLSDC) and The St. Lawrence Seaway Management Corporation (SLSMC) are excited to deliver the 2013/2014 Great Lakes St. Lawrence Seaway System Directory.

The Directory details all facets of the system, including Seaway operations, commodities, ports

and service providers. Like the carriers, the Seaway is engaged in research and development of lock enhancements to further build upon the System's strong record of reliability and efficiency, enabling carriers to offer a highly competitive and environmentally-sustainable means of moving cargoes to and from North America.

With the publication, Harbor House Publishers has endeavored to provide a useful reference for those who are searching for a safe and competitive shipping route to the heartland of America.

The digital version can be viewed and searched at <http://www.harborhouse.com/sales/maritime/info>.

If you would like a print copy, please email kyle.savage@dot.gov.

2013 AAPA Communications Awards Winners — 3 Great Lakes Ports

The American Association of Port Authorities (AAPA), a trade association representing leading port authorities throughout the Western Hemisphere, has selected 26 seaports to be recognized for exemplary communications projects and programs at its annual convention and awards luncheon this fall.

“When port authorities communicate strategically with their many audiences, including their communities, business leaders and policymakers, they’re better able to show their tremendous value as economic development and jobs drivers,” said Kurt Nagle, AAPA’s president and CEO. “This competition helps our member ports by rewarding effective communications and highlighting best practices and lessons learned.”

The 2013 AAPA Communications Awards Program, which had a May 1 deadline for entries, utilized 36 professional public relations practitioners from the Washington, D.C. area who cumulatively spent more than 144 hours over a period of two weeks judging the 15 classifications of entries, ranging from advertisements and periodicals to videos and websites.

Based on the number of points awarded each entry by the judges, 28 submissions from 14 ports received an Award of Excellence, while 52 submissions from 18 ports scored an Award of Distinction, and 19 submissions from seven ports earned an Award of Merit.

The Cleveland-Cuyahoga County Port Authority received the following awards:

- Award of Excellence (Miscellaneous) for their Following the Freight, a 3-part series
- Award of Excellence (Overall Campaign) for their Building Connections
- Award of Excellence (Periodicals) for their Port of Cleveland eNewsletter
- Award of Excellence (Social/Web-based Media), for their Public Engagement on Twitter and Facebook

The Ports of Indiana received the following awards:

- Award of Distinction (Directories/Handbooks) for their 2013 Indiana Logistics Directory.
- Award of Excellence (Periodicals) for their *Portside Magazine*
- Award of Distinction (Websites) for their website — www.portofindiana.com

The Port of Green Bay received the following award:

- Award of Excellence (Periodicals) for their *Portside Magazine*

To see all of the winning entries in the 2013 AAPA Communications Awards Program, go to: <http://www.aapa-ports.org/Programs/content.cfm?ItemNumber=692&navItemNumber=697>.

Port of Oswego Receives Pacesetter Award

Saint Lawrence Seaways Development Corporation’s Acting Administrator Craig Middlebrook presented the 2012 Robert J. Lewis Pacesetter Award to the Port of Oswego for their 4 percent increase of their international tonnage shipped through the Great Lakes St. Lawrence Seaway. This is the 11th time the Port of Oswego has received this award, which commenced in 1992.

A single commodity made up the total international tonnage for 2012, aluminum ingots arriving onboard McKeil’s tug/barge *Alouette Spirit* and *Niagara Spirit* from the Port of Sept-Îles, Quebec. The majority of the aluminum was bound for the Novelis Aluminum manufacturing plant.

The aluminum accounted for 14 shipments, an increase of 200 percent when compared to 2011, more than 188,000 metric tons, and an economic impact of approximately \$620 million.



Left to right — Craig Middlebrook, Acting Administrator, SLSDC; Jim Patka, Acting Port Director, Oswego Port Authority; Terence Hamilton, Chairman of the Board, Oswego Port Authority and Thomas Gillen, Mayor of Oswego.

HWY H₂O Participates in the Breakbulk Europe Exhibition

The Hwy H₂O information booth was a buzz at the 8th Annual Breakbulk Europe Exhibition and Conference in Antwerp, Belgium, on May 14–16, 2013. This year's theme was "Tapping Emerging Markets" which highlighted the future of the breakbulk/heavy lift transportation sectors. There was no doubt that the Great Lakes Seaway System was one of the top emerging markets recognized by many of the conference participants who visited the Hwy H₂O information booth.

Each delegate at the Hwy H₂O booth was confident that participation in the Breakbulk Exhibitions, whether in Europe, North and South America, or Asia conferences, offers our Great Lakes Seaway System the optimal opportunity for making new contacts resulting in an increase in cargo tonnage. This is our bread and butter — it's where we have the chance to meet with many of the industry leaders most relevant to our business, those looking to move breakbulk

and heavy lift project cargo via maritime conveyances to North America's heartland.

The Hwy H₂O information booth sponsored by The St. Lawrence Seaway Management Corporation (SLSMC), and the Saint Lawrence Seaway Development Corporation (SLSDC) and port partners/members has participated in all eight exhibitions. This year, representing the Great Lakes Seaway System was Tim Heney, Port of Thunder Bay; Will Friedman and David Gutheil, Port of Cleveland; Paulo Pessoa, McKeil Marine; Alan Taylor, Hwy H₂O; Bruce Hodgson, SLSMC; and Rebecca Spruill, SLSDC. Even though there were 200 exhibitors and 5500 participants at the conference, the Hwy H₂O booth was never lost in the crowd.



Personnel News

Rear Admiral Michael Parks' three-year command of the Ninth U.S. Coast Guard District came to an end on June 27. For RADM Parks, the Ninth District Command is his last as a uniformed Coast Guard flag officer. The change of command also marked his retirement after 31 years of active service in uniform.

He was replaced by RADM Fred Midgette, who comes to the job of Ninth District Commander from his previous position as military advisor to the Secretary of the Department of Homeland Security. Prior to that assignment in Washington, D.C., Midgette served as Chief of Staff to Parks at Ninth District Headquarters in Cleveland.



Upcoming Events

September

September 12–13

Ohio Conference on Freight

Sandusky, Ohio

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

September 22–23

Great Lakes Wind Collaborative 6th Annual Wind Conference

Columbus, Ohio

Contact: <http://www.glc.org/energy/wind/conf2013.html>

September 23–26

Breakbulk North America

New Orleans, Louisiana

Contact: <http://www.breakbulk.com/breakbulk-global-events/americas/breakbulk-americas-2013>

October

October 9–10

Indiana Logistics Summit

Indianapolis, Indiana

Contact: https://www.eventreg.purdue.edu/ec2k/CourseListing.asp?master_id=1930&course_area=1071&course_number=141&course_subtitle=00

October 13–17

American Association of Port Authorities (AAPA) Annual Convention

Port Canaveral, Florida

Contact: <https://aapa.getregistered.net>

November

November 13

9th Annual HWY H₂O Conference

Toronto, Canada

Contact: <http://www.hwyh20-conferences.com>