

High Water Levels Necessitate Additional Safety Measures

This summer, the water levels on Lake Ontario and the St. Lawrence River again rose above the record high for this time of year that was set in 1952. Due to record inflows from Lake Erie and persistent precipitation around Lake Ontario in May and June, water levels on Lake Erie, Lake Ontario, and in the lower St. Lawrence River reached record levels. Widespread flooding occurred in Montreal and along the shores of Lake Ontario.

As in 2017 when a similar weather situation faced the area, a coordinated response was quickly organized and implemented to address conditions that impacted homeowners, businesses, commercial shipping, and other stakeholders. In response to these extraordinary water and weather events, the International Lake Ontario-St. Lawrence River Board (Board) increased outflows to provide relief to the shoreline property owners. On



Caution signs at Queens Quay Terminal as the high water levels in Lake Ontario leave portions of Toronto's waterfront flooded on May 31, 2019. Photo credit: Steve Russell, Getty Images

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DEPUTY ADMINISTRATOR'S COLUMN

The St. Lawrence Seaway at 60



Craig Middlebrook
Deputy Administrator

What was the world like in 1959? Were you even born? In fact, many of us were not, as the population of the United States was almost half of what it is today (178 vs 329 million). The U.S. Gross Domestic Product in 1959 was a "mere" half trillion dollars (vs. \$20.5 trillion in 2019!). The National

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GUEST COLUMNIST

Dean Haen Port of Green Bay Director

Two Decades of Considerable Change at the Port of Green Bay



When you've been the longest tenured port director on the Great Lakes as I have, you know that change is inevitable. When I started as the [Port of Green Bay](#) Director in 1999, I didn't know what the future held for our port and this industry. Looking back over the past 20 years, I now know that success happens

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when you work persistently and find ways to be grateful for the changes and turn them into opportunities.

One of the notable changes at the Port of Green Bay in the last 20 years has to do with dredged material. The Port of Green Bay is the third most heavily dredged port on the Great Lakes. We've always known that dredged material management is critically important. But we've changed the way we think about managing it by finding ways to not just remove dredge material but to use it in a beneficial way. As a result, we have completed clean-up of contaminants in the Fox River, opened two new Confined Disposal Facilities (CDF) and closed one CDF. Our Bay Port CDF was built as a beneficial reuse site, and progress has and is being made to repurpose the stored soils that used to be farm fields into productive uses. The [Cat Island Restoration Project](#) is using clean dredged material to recreate historic islands in the bay of Green Bay, which provide 272 acres of habitat for shorebirds, waterfowl, amphibians, turtles, invertebrates and furbearing mammals. [Renard Island](#) was an old CDF that we were able to successfully cap with clean dredged material, and it is now a 55-acre piece of waterfront property in Green Bay. We are working on creating passive and active recreation on the island for the benefit of our community.

Another situation that changed in these past few years was Northeast Wisconsin's access to petroleum. Prior to 2016, this area was primarily served by a petroleum pipeline from Milwaukee. This pipeline closed indefinitely in 2016, changing the landscape for the region and the port. The Port of Green Bay stepped in to help US Venture move diesel and gasoline into the market by way of vessel to help keep the consumer price of these products low. The rest of the demand for petroleum products is carried by truck into market. The Ports of Milwaukee and Green Bay are working together to create a virtual pipeline of steady ships (year-round) to supply the region with petroleum products. Keeping the port open during the winter has been a huge change and challenge, requiring ice breaking and public outreach efforts. Additionally, Wisconsin ethanol is now being exported outside the seaway for markets on the eastern seaboard.

The last historic change has been the termination of our regional intermodal facility that had been run by the Wisconsin Central Railroad. This change has negatively affected the cost of moving goods to market for our Wisconsin manufacturers, but the opportunity to reestablish an intermodal facility near the Port of Green Bay is closer than ever. An old coal-fired power plant at the mouth of the Fox River is being decommissioned, and it has immediate interstate highway and rail access. Additionally, the property



can accommodate two port users; one new or expanded existing terminal operator and one relocated existing terminal operator. The relocated terminal operator would move urban coal piles to a more industrial area. The loss of the power plant changes the landscape in Green Bay, while also creating the holy grail of port property (200+ acres) and growth opportunity.

With each of these changes, we've chosen to see them as opportunities for the Port of Green Bay. With continued persistence and gratitude, we're excited for the changes yet to come. ■■■

Economic Impact of the Seaway

The U.S. and Canadian Seaway

Corporations have worked hard over the past decade to increase the competitiveness of the binational waterway, and we have been successfully increasing the amount of cargo moving through the Seaway, as evidenced by last year's seven percent increase in overall cargo over 2017 — the highest tonnage level since 2007. To gauge the direct economic impacts of commercial navigation generally, the Seaway Corporations have completed two comprehensive, peer-reviewed, binational studies over the past eight years that assessed the significant overall economic benefits of commercial navigation to the U.S. and Canada. Moreover, each of these

studies looked specifically at the economic impacts of Seaway-related commercial navigation.

The 2011 study found that \$33.6 billion in economic activity depended upon cargo transiting ports on the Great Lakes Seaway System. In the 2018 study, we performed a similar review looking at economic impacts of cargo that transits both the St. Lawrence River and the Welland Canal sections of the Seaway.

The [2018 analysis](#) is slightly different in that it includes Welland Canal cargo. The 2018 analysis found that commercial navigation that transits the St. Lawrence

River and Lake Ontario sustains 92,661 jobs (32,855 U.S. and 59,806 Canadian) and almost \$13 billion in economic activity. If the amount of overall economic activity supported by Seaway navigation, \$13 billion, is divided by the average length of the Seaway's navigation season, 280 days, the average daily economic activity number supported by the Seaway would be calculated at \$46.4 million per day, making it vital that the Seaway remains a consistently safe and reliable waterway.

The full 2018 study can be found at www.seaway.dot.gov. ■■■

Overall Economic Impact: At A Glance

237, 868k jobs



\$14.2B personal income



\$15.2B cargo value



\$35B business revenue



\$6.6B tax revenue



143.5 mmt cargo volume

U.S. American Great Lakes Ports Meeting in Green Bay, WI

This year the **Port of Green Bay (WI)** was the host to the annual summer meeting of the American Great Lakes Ports Association (AGLPA), and once again the meeting provided participants with extensive information on various topics related to shipping on the Great Lakes St. Lawrence Seaway System. The two-day event (August 8–9) included numerous presentations relevant to the Great Lakes Seaway System. Attendees represented port authorities, shippers, various associations/organizations, and federal agencies. As with each AGLPA meeting, it provided an opportunity to reconnect with long-standing stakeholders and meet newcomers to the group. ■■■



**AMERICAN
GREAT LAKES PORTS
ASSOCIATION**

HIGH WATER LEVELS NECESSITATE
ADDITIONAL SAFETY MEASURES
CONTINUED FROM PAGE 1

June 13, the Board increased the outflow rate to 10,400 cubic meters per second (cms), the highest rate that still allows for safe commercial navigation.

Throughout this time, it has been necessary for the U.S. and Canadian Seaway Corporations to implement a number of significant operational measures and transit requirements for ships in order to mitigate the impacts of the high water velocities and ensure continued safe navigation in the St. Lawrence Seaway. Operational safety measures that have been instituted include: speed controls in sections of the St. Lawrence River; a prohibition on meeting or passing of vessels during the high flow conditions in certain areas; and directions to operate at

the lowest safe speeds to minimize vessel wakes, particularly when navigating close to shore. In addition, a tug was positioned at the Canadian Iroquois Lock to assist vessels entering the lock. Although vessel transit times have increased due to these mitigation measures, current navigation conditions are safe with the measures that are in place. These are the same mitigation measures that were implemented in 2017 during the high water level/outflow conditions. In 1993, when outflows were increased above 10,400 cms briefly, records indicate there was significant downstream erosion and other impacts that occurred at that outflow rate.

Given the highly dynamic, interconnected, and competitive international transportation system of which the Seaway is a part, the ability to sustain safe commercial navigation during these challenging

conditions is paramount to preserving the reliability and overall competitiveness of the waterway. While the water levels are now receding, the Seaway Corporations continue to work closely with the Board and the International Joint Commission to determine the most appropriate and effective approach going forward.

It is apparent that the extensive nature of the high water challenges experienced over the past few years point to a need for greater resilience among all stakeholders. Commercial navigation interests are fully committed to being a part of a process that explores, over the longer term, how to adapt to the reality of variable and unpredictable weather conditions. ■■■

Port Infrastructure Grants Available from U.S. DOT

Earlier this summer, the Department of Transportation announced the opportunity for ports to apply for discretionary grant funding under the Port Infrastructure Development Program. Congress provided \$292.7 million in funds under this program to be issued to public agencies and used for a variety of port improvements including intermodal infrastructure, terminal equipment, cargo handling technology, and wharf construction. The program provides planning, stakeholder

engagement, operational and capital financing, and project management assistance to ports and port stakeholders to improve their capacity and efficiency.

While \$92.7 million of the funding made available for FY 2019 is reserved for the 15 largest U.S. container ports, Great Lakes ports are still eligible to apply. The Department will evaluate projects using criteria which include leveraging federal funds, project costs and benefits,

project outcomes, project readiness, and domestic preference. The Department will also consider geographic diversity when selecting grant recipients.

The deadline to submit a grant application for the Port Infrastructure Development Program is 8:00 pm EDT, September 22, 2019. Further information is available at <https://www.maritime.dot.gov/PIDPgrants> or email ports@dot.gov. ■■■

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 (N.Y.), the Port of Oswego (N.Y.), 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. ■ ■ ■



Rebecca Yackley (far right), International Trade Specialist at the Saint Lawrence Seaway Development Corporation, presented the award to Cindy Larsen (far left), President of Muskegon Lakeshore Chamber of Commerce and Chuck Canestraight, President of Port City Marine Services.



Thomas Lavigne (left), Associate Administrator, Saint Lawrence Seaway Development Corporation, presented the Pacesetter Award to Paul Lamarre (right), Director, Port of Monroe.



Thomas Lavigne (left), Associate Administrator, Saint Lawrence Seaway Development Corporation, presented the Pacesetter Award to Paul Toth (right), President & CEO, Toledo-Lucas County Port Authority.



Thomas Lavigne (left), Associate Administrator, Saint Lawrence Seaway Development Corporation, presented the Pacesetter Award to Wade A. Davis (right), Executive Director, Ogdensburg Bridge and Port Authority.

Port of Ogdensburg Poised for Sizable Export Growth

Shipments of wood pellets to Denmark from the Port of Ogdensburg are making news in upstate New York and the shipping community. In July, the first export shipment of industrial grade wood pellets from Ogdensburg moved to a biomass plant in Denmark, to be used for power production. This new export market has the potential to substantially increase growth in trade of this commodity, providing a boost to North Country area suppliers as well as the port. Local industries and the surrounding community stand to benefit from the economic development potential this new commerce can bring.

To facilitate handling of the additional overseas freight, the Ogdensburg Bridge and Port Authority is receiving funding

from a number of sources to modernize and further develop their port and rail infrastructure. The port is receiving \$800,000 in federal funding from the U.S. Department of Transportation for rail improvements allowing the acquisition of a railcar unloading conveyor, stock-piling conveyor, two front-end loaders and a vessel-loading conveyor. The new acquisitions will allow for bulk loading and unloading, making use of the port more cost effective for shippers.

Additionally, \$18 million in funds recently awarded from the State of New York will allow the port to begin a project to deepen and extend its docking facilities. When completed, this will enable the port to service more than one ship at a time and to handle a wider variety of cargo



simultaneously. The port's expansion plans open up new business opportunities. The increased possibilities for the shipment to global markets of commodities produced in the region, and the jobs this commerce can generate, is particularly promising. ■ ■ ■

DID YOU KNOW?

2019 Navigation Season — Hands Free Mooring (HFM) Highlights

Increased safety

- HFM increases safety with fewer “snap backs” of mooring cables or mooring lines. There are also fewer lock crew and onboard ship crew injuries due to muscle strains, etc.
- 98 percent of the fleet that transits the two U.S. locks are found to be HFM compatible.

Lower costs

- Due to HFM, captains and crews have additional time to dedicate to other ship-board responsibilities.
- HFM is much faster overall than traditional tie-up methods, and that greater efficiency translates into cost savings.

Reduced transit times

- Vessels using HFM can reduce transit times by approximately 7 minutes as compared to traditional methods, which will save over 3 hours on a round trip transit through the Seaway.



U.S. Customs and Border Protection / Great Lakes Stakeholder Round Table Discussion — Chicago, Illinois

On July 10, 2019, U.S. Customs and Border Protection (CBP), the Saint Lawrence Seaway Development Corporation (SLSDC), the American Great Lakes Ports Association (AGLPA), and the Conference of Great Lakes and St. Lawrence Governors and Premiers (CGLSLGP) hosted a roundtable discussion on cruise ship clearance procedures into U.S. Great Lakes ports of entry for 2019 and beyond. The meeting provided industry leaders with the opportunity to discuss current cruise ship activity for 2019, future growth, and new technology and facility requirements for clearing passengers.

The meeting kicked off with CBP providing details on the recently updated “Cruise Ship Passenger Processing Standard Operating Procedure” (SOP), and for the first time ever, the Great Lakes now has a dedicated section in the procedures.

The Great Lakes, St. Lawrence River, and connecting waterways will require standard CBP processing at the first port of arrival in the U.S. and subsequent vessel arrivals from a foreign port or place, regardless of whether the arrival is a port of call or final debarkation, using a Modified Cruise Passenger Processing procedure. The modified process eliminates the biometric/biographic query of the individual and it also allows the use of multiple I-94 forms. CBP did caution the meeting attendees that nothing in the new guidance precludes area CBP Port Directors from developing local cruise ship processing procedures based on operational needs, availability of

resources, risk assessment, as well as state and regulatory requirements.

For those Great Lakes cruise lines that clear multiple times during a single itinerary, modified processing is an important improvement that will result in time and cost savings. At the ports of Detroit and Sault Ste. Marie, passengers are bussed under police escort to the land border crossing for processing. Modified processing will now allow CBP agents to clear passengers at the ship, eliminating the bus ride to the border.

Also discussed was CBP’s Travel Verification Service (TVS) — a cloud-based facial biometric matching service that enables safe, secure and fast identity verification. This matching service is envisioned to replace the need to manually check paper travel documents by providing an automated identity verification process everywhere a traveler shows their travel documents. TVS operates off a Wi-Fi connection and can be installed on the ship and/or the cruise terminal. TVS is currently being tested in four seaports: Miami, Ft. Lauderdale, and Port Canaveral in Florida and in Bayonne, New Jersey. Additionally, TVS is being tested onboard several cruise ships. CBP is engaged with cruise lines to incorporate facial recognition technology into arrival processes as well as to improve data sharing between CBP and the cruise line. Initially, TVS was intended solely for the Closed Loop Program; however, cruise lines operating in the Great Lakes have been given the opportunity to partner with CBP for the installation onboard their ships. The two cruise lines that attended

the meeting — Victory Cruise Lines and Pearl Seas Cruises — are exploring their options for TVS onboard their ships.

Having TVS onboard a cruise ship does not eliminate the need for passenger facilities, which is one of the biggest challenges for U.S. Great Lakes Seaway System ports. However, TVS can provide flexibility in the type of facility that is being developed. At this time, it is not mandatory for cruise lines to install TVS on their ships. A cruise ship calling at a U.S. Great Lakes port without TVS will require passengers and crew to clear back into the U.S. at a compliant clearance facility. The SLSDC is working closely with CBP and all Great Lakes Seaway System cruise lines to facilitate the advancement of TVS.

In total, 39 stakeholders attended the meeting, including industry representatives from the Great Lakes ports of Cleveland, Detroit, Muskegon, Chicago, Milwaukee, and Duluth and agents for Victory Cruise Lines, Pearl Seas Cruises, and Plantours. Additionally, CBP was represented by officials from its headquarters in Washington, D.C., as well as three field offices — Buffalo, Chicago, and Detroit. Based on feedback from attendees, the roundtable organizers are planning to host a similar meeting in the summer of 2020. ■■■

Highway System consisted of under 10,000 miles (vs. 164,000 miles today), and the jet engine in commercial aviation was still a new technology. Top summer song? In 1959, it was “Lonely Boy” by Paul Anka. In 2019, Lil Nas X’s “Old Town Road” tops the Billboard charts. Even from just a quick glance at these comparisons, you can see how much the world has changed over the past 60 years.

Sixty years ago, the binational dream of a deep-draft waterway into the heart of North America became a reality when the St. Lawrence Seaway opened in 1959. While the world of 1959 was very different from that of today, the Seaway is as relevant today as it was 60 years ago. Why? Because the Seaway’s mission is as valid today as it was when President Eisenhower was in office: provide a safe, efficient, and reliable transportation connection between the markets of North America’s heartland to the world.

When it comes to safety, the Seaway is among the safest transportation routes in the world. In the U.S. Sector of the Seaway, the most recent five-year period between 2014 and 2018 was the safest on record (an average of 5.4 incidents/year vs. 20 incidents/year between 1996 and 2000). No mode of transportation is more efficient than water, and a Seaway-sized ship can move the same amount of cargo as 963 trucks or 301 rail cars. That same ship is also almost twice as energy efficient as a train and nine times as efficient as trucks. When it comes to reliability, the U.S. Seaway locks have maintained an average availability rate of 99.8 percent over the last 10 years — not bad for a 60-year old!

How has the Seaway been able to stay relevant over the decades, despite the enormous changes it has confronted?

The simple (but by no means easy) answer is by staying consistently focused on several fundamental priorities. Staff may change, but our priorities remain. U.S. Transportation Secretary Elaine L. Chao, when she took the helm of the Department of Transportation, enunciated three priorities: safety, infrastructure, and innovation. This is the best summary, I believe, of the strategic priorities that the Seaway has consistently emphasized over the years to remain a vital waterway.

If there has been one priority that has guided us through the last six decades, it has been the need to focus on safety, and I would submit that our safety record reflects that unwavering emphasis. When it comes to infrastructure, we have always taken pride in maintaining and modernizing the transportation assets under our responsibility. The SLSDC just completed the first 10 years of its Asset Renewal Program and has invested more than \$150 million in rehabilitating and modernizing our locks, channel, and bridge infrastructure. Together with what the Canadian St. Lawrence Seaway Management Corporation (SLSMC) has invested in its infrastructure, almost \$1 billion dollars has been invested in Seaway infrastructure over the last 15 years! Finally, despite being “born” in the 1950’s, the Seaway has been a leader in innovative technologies. The Automatic Identification System, the Draft Information System, Hands Free Mooring, and now the development of a modernized vessel traffic flow navigation system, are among the cutting-edge technologies that the Seaway has developed over the years. Despite turning 60, we’re always looking for safer, smarter, and faster ways to go about our business.

Safety, infrastructure, and innovation have been our guideposts for the past 60 years and will remain so. The Seaway has also been blessed with dedicated

staff and inspired leadership over the years that has consistently placed the focus on these important priorities. The list of SLSDC Administrators, SLSMC Presidents, DOT Secretaries, Transport Ministers, and Members of Congress and Parliament who have led and supported the Seaway over the past 60 years would take up several pages. Yet, fortune has smiled on the Seaway by the quality of the individuals who have occupied those roles and who have carried out their responsibilities with such dedication. They, like those who conceived of and built the Seaway, firmly believed in its enduring mission of connecting North America to the world in the safest, most efficient, and most reliable means possible. ■■■



New Tug Construction Update



Seaway Guardian

Construction on the *Seaway Guardian* continues to progress and is currently at 85 percent complete. The hull from the waterline was recently painted the traditional Seaway colors of green and white. The bottom portion of the hull will be painted when the vessel is transferred to the transporter, which will move the tug from her current position onto the drydock for launching.

Outfitting of the deck house and main hull continues. All windows have been installed, sealing off the interior of the vessel to the environment. With this complete, workers have begun the outfitting of the interior in full earnest. Insulation has been hung in all the interior compartments as well as the first layer of the decks being poured. Electrical cables are being ran throughout all the compartments and awaiting final connection to their associated equipment.

In the wheelhouse, the main operating consoles have been installed on their foundations and are now awaiting cable termination. The fire monitors have also been mounted outboard the wheelhouse. On the main deck, the winches and anchor windlass have been mounted on their foundations. The foundations for the aft wood deck have also been installed.

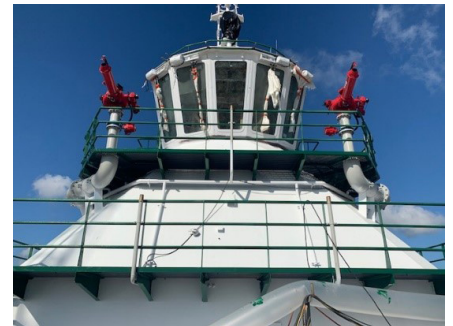
In the engine room, the main engines have been aligned with the Z-drives and now await the final connection of the shafts. Final alignment of the fire pumps to the main engines is in progress. All exhaust piping has been installed and welded together from the main engines up to the stacks.

The lower Z-Drive units have been installed, completing the Z-Drive installation. The crane HPU and starter arrived at the yard and have been installed. The pedestal and crane will arrive in late August and will be installed upon arrival, completing the crane installation.

There is still a lot of work to be done, and the shipyard has been working hard to provide the SLSDC with a quality tugboat. The *Seaway Guardian* launched during the week of August 19, and dock trials are expected to begin in early September. ■■■



Lower Z-Drive units (size comparison to a person standing 5'9")



Fire Monitors

Seaway's 60th Anniversary Celebration

The SLSDC will be hosting a public event to commemorate the Seaway's 60th Anniversary on Tuesday, September 24 from 11:30 am–12:30 pm at the Dwight D. Eisenhower Lock/Visitors' Center in Massena, N.Y. The event will include dignitaries from the U.S. and Canada, including federal, state, and local representatives, as well as stakeholders from the commercial navigation industry.



In addition to commemorating the Seaway's 60th anniversary, the event will provide an opportunity to acknowledge publicly the successful completion of several long-term infrastructure projects by the Department and the SLSDC that directly support the Secretary's priorities of safety, infrastructure, and technological innovation.

If you are able to join us in Massena, please RSVP to SLSDC@dot.gov by Friday, September 13. Further information is available on our public flyer at bit.ly/30FZnja. ■ ■ ■

Personnel News



In June 2019, the American Association of Port Authorities (AAPA) unanimously chose **Christopher J. Connor** as the

association's next president and chief executive officer.

Connor, the former Global CEO of Wallenius Wilhelmsen Logistics (WWL), will begin transitioning into his new role on September 23, eventually succeeding Kurt Nagle, AAPA's president and CEO since 1995. Nagle, who announced last October his intention to retire in the fall of 2019, will step down from his post on October 16, the final day of AAPA's 2019 Annual Convention and Expo in Norfolk, VA.

Connor joined WWL in 1994 and held several key commercial and operational positions prior to being named Chief Executive Officer in 2013. Prior to joining WWL, Connor worked for Crowley Maritime Corporation for seven years

and United States Lines for six years. During his more than 35 years in ocean shipping and logistics, Connor has worked and lived in Asia and Europe as well as the U.S.



On June 6, 2019, **Rear Admiral Donna L. Cottrell** assumed command of the U.S. Coast Guard's Ninth

District from Rear Admiral Joanna Nunan at a ceremony in Cleveland. RADM Cottrell is the senior Coast Guard Commander for the Great Lakes and St. Lawrence Seaway, an area that encompasses eight states, a 1,500-mile international border, and a workforce of over 6,000 Coast Guard active duty, reserve, civilian and auxiliary men and women. In addition to the Admiral, new senior staff arrived this summer including: Captain Ben Cooper, Chief of Staff; Captain Kevin Floyd, Chief of Prevention; Captain Greg Tlapa, Chief of Response and Captain Steve Walsh, Chief of Planning & Force Readiness.



In June 2019, **Maj. Gen. Robert F. Whittle, Jr.** took command of the Great Lakes and Ohio River Division, today, during a

ceremony presided over by Lt. Gen. Todd T. Semonite, 54th Chief of Engineers and Commanding General of the U.S. Army Corps of Engineers, in Cincinnati.

Whittle, who previously served as Commandant for the U.S. Army Engineer School located at Fort Leonard Wood, Missouri, pinned on his second star moments prior to assuming command from Maj. Gen. Mark R. Toy. As the new LRD commander, Whittle is responsible for directing federal water resource development in the Great Lakes and Ohio River basins with infrastructure valued at over \$80 billion through seven engineer districts totaling over 4,200 people operating through a seventeen-state area.

In the summer of 2019, the St. Lawrence Seaway Management Corporation (SLSMC) announced several leadership appointments.



Effective July 2019, **Pierre Morin** was appointed to the position of Manager, Government and Community Relations.

This new position will focus on external stakeholder relations; engagement with communities in the footprint of the Seaway and governmental relations.

Prior to joining the Seaway, Mr. Morin spent 27 years with Canada Post in progressively more senior roles, most recently as Manager, International Relations.



Following the retirement of Stephen Kwok, **Mr. D'Arcy Wilson** was promoted to the role of Vice President, Operations

after having served for 3 years as General Manager, Operations, Niagara Region.

In August 2019, the SLSMC announced that Frank Hummell, Paul Gourdeau, and Greg Wight were appointed to the SLSMC's Board of Directors.



In April, **Frank Hummell** was appointed by the Province of Ontario to fill a vacancy on the Board. Mr. Hummell's

background is in education, having served many years in various teaching and administrative positions, including the role of principal at one of Ontario's largest adult, alternative and continuing education schools.



At the SLSMC's 2019 Annual General Meeting (AGM), **Paul Gourdeau**, Senior Vice President

of Fednav Limited, was elected to the SLSMC Board of Directors by the international carrier group, replacing Georges Robichon. Mr. Gourdeau's career with Fednav spans a diverse range of assignments. He is currently responsible for all commercial and operational management aspects of Fednav's International fleet.



At the same AGM, **Greg Wight** was elected to the SLSMC Board by the domestic carrier group, replacing Tim Dool. Mr. Wight worked for Algoma Central Corporation for many years and ended

his career in 2015, with his retirement as President and CEO. ■ ■ ■

Save the Date

October

October 8–10

Breakbulk Americas

Houston, TX

<https://www.americas.breakbulk.com/>

[Home](#)



October 9–11

Great Lakes Commission Annual Meeting

Quebec City, QC

<https://www.glc.org/meetings/annual>



November

November 12–14

Hwy H₂O

Toronto, ON

<http://www.hwyh2o-conferences.com/>

