



DEPUTY ADMINISTRATOR'S
COLUMN



Craig H.
Middlebrook

*New Year —
New Investments —
New Confidence*

The new year brings a new outlook and renewed optimism for the upcoming season. Last year's increase of nearly four percent in tonnage, coupled with the new investments in port infrastructure, new vessels, and new technologies for the system, are noteworthy signs

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2012 Seaway Navigation Season Wrap Up

The 2012 St. Lawrence Seaway navigation season ended on New Year's eve, closing out the binational waterway's 285 day season with almost 2,400 commercial vessel transits and an estimated 38.9 million metric tons of cargo. The 3.7 percent increase in traffic volume, made possible by a busy end-of-season export run of Canadian grain. Iron ore and coal, historic mainstays of Seaway bulk cargoes, posted double digit increases (15 and 24 percent, respectively) and the similar strong showing by general cargoes (10 percent) stood as strong evidence that the economic rebound is steadily moving forward.

The season saw the arrival of several new vessels trading in the Great Lakes, renewing an aging fleet. The Fednav *Federal Satuski* attracted a crowd of admirers and wide-spread public attendance in Cleveland last December. Canada Steamship Lines Trillium Class vessel, M/V *Baie St. Paul* recently made her maiden voyage to the Great Lakes Seaway System, and Algoma's new 740-foot Equinox was launched in December. "These new vessels, part of a billion dollar fleet renewal effort by domestic and ocean carriers, combined with our marketing efforts which have recorded 10.6 million tons in new business over the past five years, underscore the Seaway's future potential," added Terence Bowles, the CEO and President of the Canadian St. Lawrence Seaway Management Corporation.

Bright spots in the season included movement of 3.7 million short tons of iron ore from Minnesota North Shore and Michigan Upper Michigan ports to Quebec City. The ore is transhipped there into larger vessels for movement usually to China. While overall tonnage for coal handled in the Lakes dropped roughly 25 percent according to the Lake Carriers' Association a good news story has been the development of an export market for the low sulfur Powder River Basin coal to Europe. The Midwest Energies Resources Co. (MERC) coal terminal in Superior, Wisconsin, shipped 1.372 million st last year to the Port of Quebec for transshipment and officials there noted in early January that they have guarantees for movement of at least 1.65 million st in 2013.

Competitiveness in the Great Lakes St. Lawrence Seaway System (GLSLS) received a huge boost with the introduction of the Draft Information System (DIS) in July 2012. The immediate benefit is the ability of commercial vessels to load additional cargo that essentially is equivalent to three inches of draft for Lakers. Over the course of a season, those extra hundreds of tons could add up to an additional million tons of freight if all vessels employ the new technology. "A vessel equipped with DIS can now precisely gauge the amount of water under the ship's keel, given satellite guided navigation combined with highly precise models of the channel floor," said Craig Middlebrook, Deputy Administrator of the U.S. Saint Lawrence Seaway Development Corporation.

The tonnage increases in iron ore, coal and general cargoes shipped into and out of the System and the introduction of newer vessels and technologies like DIS were clearly bright spots in 2012. The ports, as the natural nexus for trade activities, did not establish clear records in most cases, but several outstanding achievements merit close attention:

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

Seaway Compass



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

Deputy Administrator's Column, continued from page 1

of investment and growth. These system-wide investments from both the public and private sector, in both the U.S. and Canada, demonstrate a long-term commitment to shipping in the Great Lakes Seaway System.

The Saint Lawrence Seaway Development Corporation (SLSDC) is at the mid-point of the federally funded multi-year Asset Renewal Program (ARP). The infrastructure improvements are significant and already making a difference in the safety and efficiency of the System. The first four years of ARP funding totaled \$65.5 million on 43 ARP projects with another \$16 million estimated to be spent in FY 2013. The ARP work that has been completed includes maintenance dredging in the U.S. portion of the navigation channel, structural rehabilitation and corrosion prevention work on the Seaway International Bridge, gatelifter upgrades, upstream mitre gate rehabilitation at both the Eisenhower and Snell Locks, and a number of other structural and equipment repairs and replacements. The ARP work underway this winter is the most critical yet, with three large-scale projects requiring around-the-clock work; the installation of an ice flushing system at Snell Lock, the rehabilitation of the downstream miter gate rehabilitation at Eisenhower Lock, and on-going upgrades to valve operating machinery at both locks. If all goes as planned, the U.S. government will have invested upwards of \$175 million in total on the rehabilitation and modernization of the infrastructure.

Likewise, the Canadian Seaway Corporation has a five-year asset renewal plan underway totaling \$270 million, with \$62 million in funding for major maintenance in 2012 and 2013. Everything from concrete rehabilitation to replacement of lifting machinery to modernization is included in the extensive list of project work. The dollars invested each year ensure the long-term reliability of the Seaway and support the efforts by the ports and the private sector to move North American products and raw materials to global clients.

Efficient waterway and port infrastructure will continue to keep the maritime industry an important economic force and port investments are a key part of the good news story of 2012. In Cleveland, a new \$4.5 million rail loop linking the port with main lines nearby is expected to enable more efficient movement of heavy cargo. The addition of this intermodal ship-to-rail link will permit the seamless transfer of steel products to as far west as Wisconsin, broadening the reach of the port. The Port of Oswego has made investments this past year to improve the handling of aluminum ingots being moved to the Novelis aluminum sheet factory a few

miles away. Ultimately, the benefits of these port investments will be realized in the movement of more cargo and by attracting more ships.

We are excited that a billion-dollar fleet renewal is underway and the delivery of a number of new vessels that will be trading on the Great Lakes Seaway System has already begun. When major shipping companies like Fednav, Canadian Steamship Lines (CSL) and Algoma are investing millions of dollars to build new, state-of-the-art ships, vessels specifically designed for transiting the Great Lakes, that is a sign of confidence in the marine shipping industry, and in the future of the Great Lakes St. Lawrence Seaway System. Built with the latest technology, the new generation of vessels are safer, more environmentally friendly, have greater fuel efficiency, and are receiving wide acclaim.

Improvements in technology for the System also came on line last year that will help improve and grow the marine industry in the Great Lakes. The Draft Information System (DIS) was implemented system-wide in July and permits vessels equipped with the technology to safely handle more cargo by optimizing the use of the available water levels. This groundbreaking technology gives mariners real time information on current and projected distances between a vessel's keel and river bottoms. For vessels equipped with this technology, the DIS will allow them to travel the Seaway safely at a draft up to three inches more than the published maximum draft allowed.

These investments—in infrastructure, in vessels, and in technology—are critical to maintaining the long-term significance of the Great Lakes St. Lawrence Seaway System. The size and scope of the current public and private investments on both sides of the border are second only to the era of the Seaway's construction. Just as those fundamental investments contributed to decades of prosperity, today's major investments are laying the ground work for future growth.



2012 Season Wrap Up, continued from page 1

Ogdensburg

The Port of Ogdensburg basked in its second best wind component handling season ever, welcoming nine ships, 210 rail cars, and a thousand trucks to haul the more than \$100M cargo to the two construction sites. Truck traffic from the port to the Marble River Wind Farm in Churubusco, New York and the Green Mountain Power Project in Lowell, Vermont was intense for two months last summer as wind developers raced to get the turbines installed, and connected to the grid before collecting their tax credit. Ogdensburg Port Director Wade Davis said the activity accounted for almost one million dollars of direct economic impact to the local area.

Erie

Donjon Shipbuilding and Repair in Erie opened the season with a christening of its first tug-barge unit in 40 years. The *Ken Boothe, Sr.* tug and the self-unloading barge *Lakes Contender* joined the American Steamship Co. fleet.



Project cargo handling returned to the Port of Erie in August when Erie Sand and Gravel Dock workers employing the port's crane moved several large pieces of a storage silo aboard a barge destined for Michigan. On the heels of that shipment, the *Federal Yukon* arrived with a 190mt transformer that was trucked to the Maritime State for use in power production.

Cleveland

Port of Cleveland officials have spent \$4.5 million to construct a rail loop linking the port with two Class 1 rail lines, CSX and Norfolk Southern. The major infrastructure investment is designed to lure more steel traffic into Cleveland, primarily from Europe, as shippers realize that dropping their cargoes here will result in fast, efficient delivery via rail to Midwest manufacturing sites. Because rail shipments can accommodate far more cargo than trucks, the intermodal link that had been missing at this port is viewed as key to jumpstarting increases in Cleveland's steel traffic.

Muskegon

The small western Michigan port of Muskegon stepped out of the shadows last June to show it is a player in the wind industry sector. First it exported two wind blade molds from the Energetx factory 30 miles south of the port to Bilbao, Spain. Shortly thereafter for a 10-week period the port's Mart Dock was a beehive of activity as seven ocean-going vessels arrived loaded with towers from South Korea and blades from Brake, Germany. The hubbub was all about getting scores of these oversized components unloaded, staged, and when ready, loaded onto trucks headed into the Beebe Wind Farm in central Michigan. The activity was hailed in local media as the most significant marine activity at the port since the opening of the St. Lawrence Seaway in 1959.

Port of Milwaukee

The Port of Milwaukee moved two P&H electric rope mining shovels to Russia last June for use in Siberian coal fields. Because the contract involved financing through the U.S. Export-Import Bank, American law requires the cargo be transported via a U.S. flagged vessel. The *Maersk Illinois* and its crew provided that service and the movement represented the first in three decades for the port.



Duluth Seaway Port Authority

The Twin Ports burnished its reputation as the top wind industry port in the System in 2012 with a variety of energy shipments. Four Wagenborg shiploads of Siemens 3 mw turbines and hubs from Europe were unloaded and trucked to Minnesota Power's Bison 2 and three wind farms in New Salem, North Dakota. Meanwhile, a backhaul cargo of LM Wind Power's blades manufactured in Grand Forks headed to Brazil via the port's breakbulk terminal.

The 2012 navigation season tonnage increases, vessel engines complete with improved fuel performance and emissions, and delivery of a promising DIS technology to improve safety and competitiveness—these are just three significant reasons for widespread optimism about the upcoming 2013 season.

HIGHLIGHTED GUEST

Helen Brohl, *Executive Director, Committee on Marine Transportation System*



The Saint Lawrence Seaway Development Corporation is a founding member of a federal inter-departmental forum called the Committee on the Marine Transportation System (CMTS). The purpose of the CMTS, established in 2004 and chaired by the Secretary of Transportation, is to create a partnership of Federal departments and agencies with responsibility for the Marine

Transportation System (MTS). The CMTS is directed to ensure the development and implementation of national MTS policies that are consistent with national needs and to report to the President its views and recommendations to improve the U.S. MTS. One of the greatest ongoing services provided by the CMTS is to provide a consistent forum for Federal agency administrators and Departmental offices to meet quarterly to stay abreast of priority issues within each MTS agency or office. Currently, over 25 federal agencies or offices participate in the CMTS.

The CMTS 2013 work plan will include enhanced engagement of MTS interests and stakeholders. The CMTS e-Navigation

Integrated Action Team (e-Nav IAT)—as part of its strategic outreach concerning the future of e-navigation has opened a national dialogue on the role of the Federal government in support of “eNavigation” and navigation services. The dialogue extends through February and can be found at <http://enav.ideascale.com>.

The CMTS MTS Infrastructure Investment Integrated Action Team just completed an interactive “Transportation Investment Map” that lists recent MTS-related Federal funding by geographic area: <http://www.cmts.gov/Maps/Index.aspx>. This multi-layered data map reports the diverse sources and levels of Federal funding to the MTS and intermodal connectors.

Very soon, the CMTS is expected to seek public input on an Arctic marine transportation system policy paper developed in response to a Congressional directive that the CMTS coordinate transportation policies in the U.S. Arctic. Other products include a “Compendium of Federal MTS Programs” that provides a quick visual reference on how Federal departments and agencies are engaged in supporting the MTS and a handbook on the sources of Federal funding to the MTS. Please visit the CMTS web site at <http://www.cmts.gov> often for updates on these and other CMTS activities.

With the recent passage of legislation in 2012 that formalizes the CMTS into law, you should hear even more about this valuable interagency partnership in support of the U.S. Marine Transportation System!

The St. Lawrence Seaway Management Corporation Welcomes Two New Board Members

The Canadian St. Lawrence Seaway Management Corporation (SLSMC) welcomes two new members to their board of directors—Georges Robichon and Timothy Dool.

Both were appointed to three-year terms. Mr. Robichon replaces board member Paul Gourdeau as the international carrier representative, and Mr. Dool will replace Ian MacGregor as the domestic carrier representative on the board. Mr. Robichon, former senior vice president and general counsel of the Montreal-based Fednav Limited, is retired but serves as special counsel, corporate secretary and board member of Fednav.

Mr. Dool was the president and CEO of Algoma Central Corp., St. Catharines, Ontario, for seven years before retiring in 2008.

New SLSDC Advisory Board Members Sworn In by the U.S. Secretary of Transportation

On January 23, 2013, U.S. Department of Transportation Secretary Ray LaHood swore in two new Saint Lawrence Seaway Development Corporation Advisory Board Members: William J. Mielke, of Wisconsin and Dr. Arthur H. Sulzer, Ed D. Captain USN (Ret) of Pennsylvania.

William J. Mielke is Chairman of the Board, President, and Chief Executive Office of Ruckert/Mielke, a consulting engineering company located in Pewaukee, Wisconsin. He has been a director of Bank Mutual Corporation since 2000, and its subsidiary, Bank Mutual, since 1988. Mr. Mielke is also a Fellow of the American Consulting Engineers Council and served as a diplomat of the American Academy of Environmental Engineers. From 2006 to 2007, he was a member of the Special Committee on the Great Lakes Water Resources Compact. Prior to that, he was a member of the Wisconsin Land Council from 1998 to 2003, and was a member of the Joint Architect-Engineer Committee on Federal Procurement of Engineering Services from 1987 to 1995, serving as Chairman for his last year on the Committee. Mr. Mielke earned a B.S. in Civil Engineering from the University of Wisconsin-Madison and is a registered Professional Engineer and Land Surveyor.



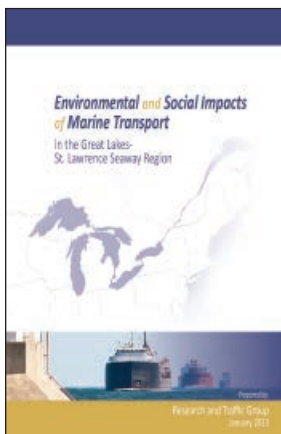
U.S. Secretary of Transportation, Ray LaHood, administers the oath to William Mielke, SLSDC Advisory Board member.



U.S. Secretary of Transportation, Ray LaHood, administers the oath to Captain Arthur Sulzer, SLSDC Advisory Board member, as his wife, Betsy holds the family bible.

Dr. Arthur H. Sulzer, Ed D. Captain USN (Ret), is President of Arthur H. Sulzer Associates, Inc., a position he has held since 2001. From 1974 to 2005, Captain Sulzer served in the U.S. Navy. His active duty assignments included Operation Iraqi Freedom and Operation Enduring Freedom, where he commanded the United States Naval Ship *Comet*. In 2003, Captain Sulzer joined several colleagues to open Maritime Academy Charter High School. He was the Manager of Industrial Relations for Keystone Shipping Company from 1996 to 2003 and was Vice President of Operations for the Sea Line Company from 1987 to 1988. Captain Sulzer has taught at various institutions including the Great Lakes Maritime Academy, Calhoun Marine Engineers Beneficial Association Engineering School, State University of New York Maritime College, and the U.S. Merchant Marine Academy. He is a United States Coast Guard Licensed Ships Master and Third Assistant Engineer with extensive commercial sailing experience. Captain Sulzer earned a B.S. in Marine Transportation and an M.S. in Transportation Management & Maintenance from the State University of New York Maritime College. He received an M.B.A. in Finance from Hofstra University and an Ed. D. from the University of Pennsylvania.

New Great Lakes/Seaway Modal Comparison Study Finds Marine Transportation Fuel Efficient and Cleanest Mode of Transportation



In early February, a new Great Lakes Seaway System modal comparison study was publicly released by a binational consortium of public and private sector stakeholders, including the SLSDC. The study, *The Environmental and Social Impacts of Marine Transport in the Great Lakes-St. Lawrence Seaway Region*, highlights that Great Lakes ships are more fuel-efficient and emit

fewer greenhouse gases per ton/kilometer than land-based alternatives. The study was performed by the Canadian transportation consulting firm, Research and Traffic Group.

The analysis shows that a shift of cargo carried by marine vessels on the Great Lakes Seaway System to road and/or rail routes would lead to increased levels of traffic congestion, higher infrastructure costs to maintain highways, and significantly greater levels of noise. To provide the

most meaningful analysis of the marine mode, report findings are presented for three fleet categories: (1) Seaway-size fleet (Canadian domestic carriers and Seaway-sized international vessels); (2) U.S. fleet (U.S. domestic fleet predominantly operating in the Upper Great Lakes); and (3) Combined Great Lakes-Seaway fleet (Seaway-size fleet and U.S. fleet).

The report is designed to provide marine stakeholders, transportation planners, and government policymakers with an assessment of the potential environmental and social impacts that could occur if cargo carried by marine vessels on the Great Lakes Seaway System shifted to road and/or rail modes of transportation.

The study examined the external impacts that can be compared between rail, truck, and vessel, including fuel efficiency, greenhouse gas (GHG) emissions, criteria air contaminant (CAC) emissions, traffic congestion, infrastructure impacts, and noise impacts.

The report also found that new ship designs and engine technology being introduced to the Great Lakes fleet over the next few years will only serve to increase these benefits. In particular, the Great Lakes Seaway System fleet overall is expected to achieve significant reductions in emissions with a 32 percent decrease in GHG emissions, an 86 percent reduction in nitrogen oxides (NO_x) emissions, a 99 percent reduction in sulfur oxides (SO_x) emissions, and an 85 percent reduction in particulate matter (PM) emissions.

To download a copy of the study, visit www.greatlakes-seaway.com.

Fednav and CSL receive International Bulk Journal Awards

The Fednav Group and Canada Steamship Lines (CSL) were both honored with the International Bulk Journal Award (IBJ award) at the Elysée Hotel in Hamburg, Germany. The IBJ award recognizes excellence in the maritime bulk industry.

Fednav received the IBJ Award for Bulk Ship Operator of the Year. The award highlights Fednav's contribution to maritime trade, as well as its leadership in the implementation of higher industry operating standards including efficiency, environmental protection, and safety.

CSL received the IBJ Award for Bulk Ship of the Year for its innovative *Baie St. Paul* self-unloading Laker. Presented to the year's most outstanding individual bulk ship or newly built vessel, the award recognizes the operational efficiency, design innovation, and superior safety and environmental features that set the *Baie St. Paul* apart from other vessels.

New Vessels Arrive in the Seaway System

During the last three months of the 2012 navigation season, three new vessels conducted their maiden voyage into the Great Lakes Seaway System. These vessels came straight from the shipyards in China and Japan, and are recognized as award winning, state-of-the-art vessels that offer a number of environmental benefits.

The M/V *Federal Satsuki* owned and operated by Fednav, transited the U.S. locks on October 13, 2012, en route to the Port of Hamilton to load grain. After her voyage across the Atlantic the vessel visited the ports of Hamburg and Bremen, Germany and then Antwerp, Belgium before returning to the Seaway System in mid-December with a load of steel bound for the Port of Cleveland. This marked the first U.S. port of call for the M/V *Federal Satsuki* where it was honored by representatives from the Port of Cleveland, local city officials and Fednav executives.

The second Fednav new build entered the U.S. locks on November 29, 2012, en route to the Federal Marine Terminal at the Port of Hamilton. The M/V *Federal*

Mayumi also built at Oshima Shipyard in Japan is the sister ship to the *Federal Satsuki* and the third new Fednav saltie to operate in the Seaway System since the maiden voyage of the M/V *Federal Yukina* in 2011. To date, three of the nine newbuilds under contract have entered the System with the remaining six to be delivered over the course of the next four years.

The M/V *Baie St. Paul*, the first of four new Trillium Class self-unloading Lakers, arrived at the Port of Montreal, Quebec on December 1, 2012, following her maiden voyage from Jiangyin, China. CSL provided tours on board the vessel to highlight new technology designed for operational and energy efficiency, reliability and environmental protection. After departing the Port of Montreal, the M/V *Baie St. Paul* transited to the Port of Duluth to load iron ore for transshipment to the Port of Quebec. Currently, the ship is docked at the Port of Montreal awaiting the beginning of the 2013 navigation season.

The new 740-foot Algoma Equinox was launched in December. This is the first of a series of eight ships that will be built at this yard. This Equinox Class series will include eight vessels consisting of four gearless bulk carriers and four self-unloading bulk carriers.

SLSDC/SLSMC Host the Annual Stakeholder Appreciation Reception

The annual Stakeholder Appreciation Reception took place in Montreal, December 6, 2012. This marked the 13th consecutive year for the Seaway reception and the largest attendance to date. The reception coincides with many other events taking place during the week known as Grunt Club. This year marked the 78th year that Montreal's Marine Community hosted its annual events surrounding Grunt Club providing many opportunities for our stakeholders to increase trade throughout the Great Lakes Seaway System.

The two Seaway Corporations, the Saint Lawrence Seaway Development Corporation and The St. Lawrence Seaway Management Corporation, have held the reception for many years, and are pleased to see the number of participants grow each year. Representatives from every sector of the maritime industry attended this year's reception including; domestic and international carriers and shippers, agents, brokers, freight forwarders, terminal operators and both U.S. and Canadian Federal and Provincial government representatives.



Terence Bowles (left), President and CEO, The St. Lawrence Seaway Management Corporation and Craig Middlebrook, Deputy Administrator, Saint Lawrence Seaway Development Corporation, welcome the stakeholders to the joint Stakeholder Appreciation Reception.

A Recap of the Robert J. Pacesetter Award Winners

Last spring, the Saint Lawrence Seaway Development Corporation announced the winners of its Robert J. Pacesetter Award for the 2011 navigation season. This annual award is presented to U.S. Great Lakes Seaway System ports that register an increase in international cargo tonnage shipped through the Seaway over the previous navigation season.

The four ports that earned the 2011 Pacesetter Award were: Cleveland-Cuyahoga County Port Authority; Port of Green Bay; Port of Indiana-Burns Harbor; and Port of Chicago.

In the next few weeks our Trade Development Office will be distributing the 2012 navigation season survey, so keep an eye out for it. If you do not receive the information, please contact Christopher Connolly; (202) 366-0439 or email him at chris.connolly@dot.gov.

New Congress Update

The fall elections have brought a number of changes to the Congressional leadership for the Great Lakes region. The 113th Congress was sworn in on January 3, 2013 and most of the new Members have settled into their offices.

House

For the Great Lakes region, there were a few changes of note:

- *Minnesota — 8th Congressional District (Duluth)*
Rep. Chip Cravaack (R) lost reelection to former Congressman Rick Nolan (D). Rep. Cravaack had defeated Rep. Jim Oberstar two years ago, served on the House Transportation and Infrastructure Committee, and was a strong supporter of the Great Lakes shipping industry.
- *Ohio — 16th Congressional District (suburban Cleveland/Akron)*
Rep. Jim Renacci (R) defeated Rep. Betty Sutton (D). Redistricting had thrown the two legislators into the same district. Rep. Sutton had been a strong supporter of the Great Lakes shipping industry.
- *Illinois — 11th Congressional District (southwest Chicago suburbs)*
Former Congressman Bill Foster (D) defeated Rep. Judy Biggert (R). Rep. Biggert had supported efforts to prevent closure of the Chicago waterway system.
- *Ohio — 14th Congressional District*
David Joyce (R), a prosecutor from the Cleveland suburbs, was elected to fill retiring Rep. Steven LaTourette's (R) seat and has secured a seat on the House Appropriations Committee.

Senate

Three strong supporters of the Great Lakes maritime industry were reelected:

- *Minnesota*
Senator Amy Klobuchar (D) defeated State Rep. Kurt Bills 65% to 31%.
- *Ohio*
Senator Sherrod Brown (D) won the race against State Treasurer Josh Mandel (R) 50% to 45%.
- *Michigan*
Senator Debbie Stabenow (D) defeated former Congressman Peter Hoekstra (R) 58% to 38%. Senator Stabenow has been the Senate champion of numerous maritime measures, including S. 1964 in the 112th Congress, legislation to exempt short sea shipments from the Harbor Maintenance Tax.

There are two newly elected Great Lakes Senators:

- *Indiana*
Rep. Joe Donnelly (D) defeated Richard Mourdock (R) to replace retiring Sen. Richard Lugar (R).
- *Wisconsin*
Rep. Tammy Baldwin (D) defeated former Governor Tommy Thompson (R) to replace retiring Sen. Herb Kohl (D).

Committee Assignments

Some relevant changes of note include:

- *House Transportation and Infrastructure Committee*
New Chairman — Rep. Bill Shuster (R-PA).
- *House Appropriations Subcommittee on Energy and Water Development*
New Ranking Member — Rep. Marcy Kaptur (D-OH).
- Senator Sherrod Brown (D-OH) has secured a seat on the *Senate Finance Committee* — with jurisdiction over the HMT legislation.

2012 Navigation Season Comes to a Close

The last Laker *John B. Aird* cleared Eisenhower Lock at 1750 on December 29, heading to Thunder Bay, Ontario in ballast.

Built in 1999, the 384-foot tanker Stella Polaris cleared Snell Lock on December 26 at 1725 in ballast. She is registered in the Netherlands and was headed to the Port of Riga, Republic of Latvia.



Connecticut Maritime Association Conference

The Saint Lawrence Seaway Development Corporation's (SLSDC) Office of Trade Development will showcase the Great Lakes St. Lawrence Seaway System at the upcoming Connecticut Maritime Association's 28th Annual Exhibition and Conference (CMA) in Sanford CT, March 18–20, 2013. This will mark the first time the SLSDC will exhibit at this event. The conference and exhibition provide an excellent opportunity to raise the profile of the Great Lakes Seaway System with an audience of domestic and international shippers, carriers, freight forwarders, brokers and international regulatory agencies to include BIMCO, INTERCARGO and INTERTANKO.

This year's theme for the CMA Conference is Shipping 2.0—The Road to Recovery. Speakers will address: Ship sizes, propulsion options, shifting cargo trade routes, China's development path, U.S. energy variables, Mid-East politics, environmental regulations, finance uncertainty, mature economies versus emerging markets in trade development, vessel values, derivatives and private equity.

Additional information about the Connecticut Maritime Association and the Conference and Exhibition can be found at the following link: www.shipping2013.com. If you would like to attend the conference and participate in the Great Lakes Seaway System exhibition booth, please contact Rebecca Spruill, Director Trade Development, (202)-366-5418 or rebecca.spruill@dot.gov.

Maritime Treasures Find a New Home

Michelle Cortwright, Publisher of *Great Lakes/Seaway Review*, donated her father's collection of historical images and documents to the Thunder Bay Sanctuary Research Collection in Alpena, Michigan.

Cortwright's father, Jacques LesStrang, founded *Great Lakes/Seaway Review* in 1969 and served as Editor-in-Chief for 24 years. He achieved worldwide recognition as an author and expert on the Great Lakes St. Lawrence Seaway System, writing six books on a variety of subjects, including international trade and maritime history.

The archive is his personal collection of documents and photographs from the construction of the St. Lawrence Seaway and the first two decades of operation.

"When my father passed away in 2001, I brought his Great Lakes collection back from California for safekeeping,



Publisher Michelle Cortwright and magazine founder, Jacques LesStrang, look over a section of an early edition of Great Lakes/Seaway Review. (photo courtesy of Michelle Cortwright)

knowing that someday we would donate it to an archive," Cortwright said. "It was important to me and my family that his Great Lakes legacy be preserved as a collection and be available for use by future generations who are interested in the Great Lakes St. Lawrence Seaway System."

C. Park Labadie, Historian for the Thunder Bay Sanctuary Research Collection, said "LesStrang's collection is impressive and fills a significant historical gap in the research collection, which has focused on 19th Century Great Lakes shipping until now."

Personnel News



The Ports of Indiana named **Rick Heimann** as the new port director for the Port of Indiana-Burns Harbor effective January 16, 2013. Mr. Heimann recently served as the sourcing manager, specializing in rail and water transportation, for ArcelorMittal USA in East Chicago.

Prior to joining ArcelorMittal USA, Heimann served as transportation manager for AK Stell and the sales manager for a barge line, The Ohio River Co. He holds a bachelor's degree in business administration from St. Joseph's College and an MBA from Xavier University.

Welcome to the Great Lakes St. Lawrence Seaway System Rick!

The Duluth Seaway Port Authority named **Jeff Borling** Director of Industrial/Economic Development, effective January 1, 2013. Mr. Borling joins the port authority after nearly seven years with Area Partnership for Economic Expansion (APEX), handling the agency's research and communications efforts. Since 2010, he has served as Director of Business Development for the Itasca Economic Development Corporation (IEDC), headquartered in Grand Rapids, Minnesota.

Danielle T. Chesky, is the new Director, Great Lakes Washington Program, for Northeast-Midwest Institute.

Upcoming Events

March

March 1, 2013

Great Lakes Shallow Draft Recreational Harbor Stakeholder Meeting

Detroit, MI

Contact: Renee Thomas, (313) 226-2201;
renee.j.thomas@usace.army.mil

March 6, 2013

22nd Annual Seaway Day Reception

Calgary, Alberta

Contact: Ron Johnson at (218) 727-8525

March 14-18, 2013

Connecticut Maritime Association Conference

Stamford, CT

Contact: Rebecca Spruill; (202) 366-5418;
rebecca.spruill@dot.gov

March 19-20, 2013

Shortsea Shipping, Current and Future 2013

Montreal, CA

Contact: http://www.hwyl2o.com/pdf/news130104_shortsea_shipping2013.pdf

March 18-21, 2013

Seatrade

Miami, FL

Contact: Rebecca Spruill; (202) 366-5418;
rebecca.spruill@dot.gov

May

May 14-16, 2013

8th Annual Breakbulk Europe 2013

Antwerp, Belgium

Contact: Kelly DiPardo (905) 641-1932, ext. 5377;
kdipardo@seaway.ca

May 15, 2013

PORTSECURE 2013

Ottawa, Ontario

Contact: www.portsecure.ca