

Seaway Ties Record For Longest Navigation Season

After opening the 2016 navigation season on March 21, 2016, the St. Lawrence Seaway closed on December 31, 2016, for a navigation season of 286 days. This ties the record first established in 2008 and matched in 2013 for the longest navigation season.

A total of 35 million tons of cargo transited the Seaway's locks in 2016. Grain movements posted a strong performance for a third consecutive season, contributing 11 million tons of the total and continuing to track well above the five-year average.

A total of 891 foreign flag vessel transits made it through the U.S. Seaway locks during the 2016 season, an increase of four percent when compared to the 2015 season.

The statistics for the 2016 Seaway navigation season underscore the importance of the Great Lakes St. Lawrence Seaway System to the economy of North America's 'Opportunity Belt'. Cargo shipments this past year supported manufacturing, construction, energy, agriculture, and other industries throughout

the Great Lakes region. In particular, the movement of containers and high value project cargo is an encouraging area for continued growth in the future.

Great Lakes ports had a busy year; imports of aluminum arrived at the Port of Oswego and Toledo-Lucas County Port Authority, windmill components remained steady at the Port of Ogdensburg, Toledo-Lucas County Port Authority and Ports of Indiana-Burns Harbor. The Port of Chicago, the Port of Cleveland, the Port of Detroit, Ports of Indiana-Burns Harbor and the Port of Milwaukee received bulk shipments of steel and high-value project cargoes consisting of machinery, mechanical presses and tanks for distilleries. The Port of Ashtabula in northeast Ohio handled large loads of rutile and ilmenite sand from Australia and Kenya.

Following are just a few of the highlights from around the Great Lakes, but there are others to mention and not enough room to list them all, but many major accomplishments took place in the 2016 navigation season:

CONTINUED ON PAGE 7

DEPUTY ADMINISTRATOR'S COLUMN

Safety and Reliability: The SLSDC's Game-Day Fundamentals



Craig Middlebrook
Deputy Administrator

In a world of constant change, the Saint Lawrence Seaway Development Corporation (SLSDC) is continually seeking to adapt and advance to fulfill its mission. Yet, we are only able to move

forward because we and our stakeholders can rely on the constancy of the Seaway's

CONTINUED ON PAGE 4

GUEST COLUMNIST

Anne Aylward Volpe Director, The National Transportation Systems Center

How Navigating the Seaway Built a Decades-Long Partnership and Led to Safer Waterways around the World

As director of the U.S. Department of Transportation's Volpe National Transportation Systems Center, I feel privileged every day to guide a multidisciplinary workforce that is having an impact on advancing innovation across all modes of transportation. One of our most valued partners for nearly four decades has been the Saint Lawrence Seaway Development

CONTINUED ON PAGE 6

ALSO IN THIS ISSUE:

Great Lakes Seaway Ballast Water Working Group Releases 2016 Report

A Basic Need for Safe and Efficient Navigation – Adequate Water

SLSDC's Asset Renewal Program (ARP) – Preparing the U.S. Seaway Assets for the Next Generation

SLSDC Supports Minority Serving Institutions

New Congress Update

U.S. and Canadian Stakeholders Returning to Breakbulk Europe 2017 as HwyH₂O

Workers Memorial Plaque in Place

Personnel News

Upcoming Events

Great Lakes Seaway Ballast Water Working Group Releases 2016 Report

The Great Lakes St. Lawrence Seaway Ballast Water Working Group (BWWG) has released the 2016 Summary of the Great Lakes Seaway Ballast Management Report. The report found that in 2016, 100 percent of ocean-going vessels bound for the Great Lakes Seaway from outside the Exclusive Economic Zone (EEZ) received ballast water management examinations before entering the Seaway. In total, 8,488 ballast tanks were assessed during 466 in bound ocean vessel transits. Inspectors found that 99 percent of all ballast tanks were in compliance with required salinity levels.

The BWWG is comprised of representatives from the U.S. Coast Guard, the U.S. Saint Lawrence Seaway Development Corporation, Transport Canada, and the Canadian St. Lawrence Seaway

Management Corporation. This unique binational group's mandate is to develop, enhance, and coordinate binational compliance and enforcement efforts to reduce the introduction of aquatic invasive species via ballast water into the Great Lakes St. Lawrence Seaway System.

Since 2006, there has been no unmanaged ballast water entering the Great Lakes. In 2016, fewer than one percent of all international vessels were found to have ballast water on board that did not meet required salinity levels (30ppt). In these circumstances, these vessels retain the ballast water and residuals on board, treat the ballast water in an environmentally sound and approved manner, or return to sea to conduct a ballast water exchange. Vessels that were unable to exchange their ballast water/residuals

and were required to retain them onboard also received a verification exam during their outbound transit prior to exiting the Seaway. In addition, 100 percent of ballast water reporting forms were screened to assess ballast water history, compliance, voyage information and proposed discharge location. The verification efforts of the BWWG indicated that there was no non-compliant ballast water discharged in the Great Lakes Seaway System. The BWWG anticipates continued high vessel compliance rates for the 2017 navigation season. Since 2006, no new ship-borne aquatic invasive species has been introduced into the Great Lakes, the longest period of non-introduction on record.

Here is the link for the complete report.



A Basic Need for Safe and Efficient Navigation – Adequate Water

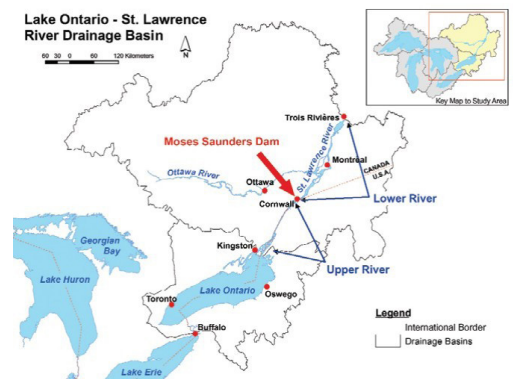
Water is crucial to safe navigation, as it is to most aspects of our human existence. Nowhere is this truer than on Lake Ontario and in the St. Lawrence River where adequate water levels and flows are critical to safe and efficient navigation. In January the International Joint Commission (IJC) implemented a new water level and flow plan for Lake Ontario and the St. Lawrence River – “Plan 2014.” As that plan is being implemented, it is important to understand how the previous plan was changed and what the future looks like under the new plan.

The Past — 1958DD

The IJC, the binational organization created under the United States – Canada Boundary Waters Treaty of 1909 (Treaty) to prevent or resolve boundary waters disputes, not only approved the U.S. and Canadian government applications to construct the Seaway, but also developed a water management plan in the mid-1950s, to direct and control the water flows and levels at the Robert Moses Saunders Dam. The Treaty recognized the critical importance of navigation in boundary waters by establishing an “order of precedence” for the IJC to adhere to when it manages levels and flows, placing navigation second in priority of uses. The plan developed by the IJC, Plan 1958DD, was ultimately put into place based on the criteria in a 1956 “Order of Approval” (Order). The Order and Plan 1958DD respected the Treaty’s order of precedence, thus meeting the needs of navigation. Over the years deviations from Plan 1958DD were needed to ensure safe vessel transits.



Moses-Saunders Power Dam



The Present — Development and Approval of Plan 2014

In 2000, the IJC undertook a five-year study of how to improve the plan which resulted in several proposed plans from 2006 until 2012. The Saint Lawrence Seaway Development Corporation (SLSDC) determined that these proposals would not provide the necessary level of safety for navigation. Due to this and other concerns raised by numerous stakeholders, the IJC went back to the drawing board.

In 2013 the IJC held public hearings and as a result developed a new proposal: Plan 2014. The IJC has characterized Plan 2014 as a way to protect navigation while benefiting the environment by restoring “more natural flows” to the St. Lawrence River to allow for more flooding during wet seasons and more restricted water flows during dry seasons. In June 2014, Plan 2014 and the accompanying Supplementary Order of Approval were presented to the two governments for their concurrence.

During the two-year government review, the SLSDC supported changing the water level plan to broaden the interests served by the new plan while protecting the safety and efficiency of navigation. An area of consistent focus was the anticipated impact of future dry seasons under Plan

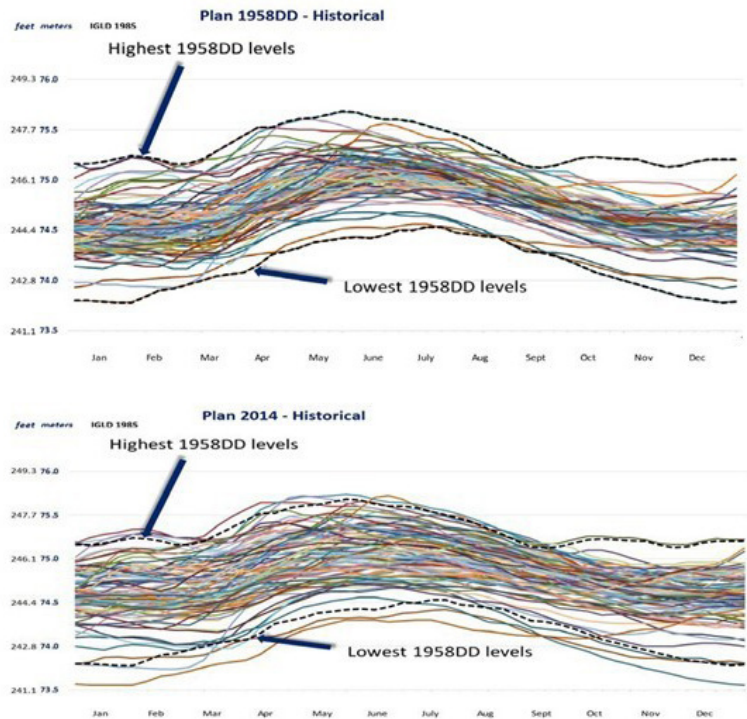
2014. If water levels were to drop too low, navigation safety could be adversely affected in the Seaway and thus violate the Treaty. Ultimately, the two governments agreed to established specific water level (“trigger”) points at which the Seaway will be able to obtain a major deviation from Plan 2014 to provide for safe transits through the Seaway.

In a joint concurrence letter accompanying the Canadian and U.S. revised Order of Approval the IJC communicated the specific trigger levels to the IJC as well as an understanding that the Order will be implemented in a manner that observes the Treaty’s order of precedence. These specific level triggers, as well as Plan 2014, and the Order of Approval can only be changed with the concurrence of both governments. These key components seek to ensure that the SLSDC will be able to fulfill its mission by allowing for safe and efficient navigation in the St. Lawrence Seaway.

After approval by the U.S. and Canada, the IJC issued the Order in December 2016.

The Future – Implementation of Plan 2014

The implementation of Plan 2014 began in January. The IJC created a new board, the International Lake Ontario - St. Lawrence River Board, to manage and execute the plan. Additionally, an adaptive management plan to monitor and evaluate the new plan’s impacts will be utilized. The SLSDC was an active participant throughout the 16-year process to ensure that commercial navigation will be provided with the necessary water levels to safely and efficiently transit the Seaway. Going forward, diligent monitoring of Plan 2014 is a must, to ensure that it is implemented in accordance with the Treaty. “Water is life,” as the saying goes, and without adequate water, there would be no viable navigation in the St. Lawrence Seaway. ■ ■ ■



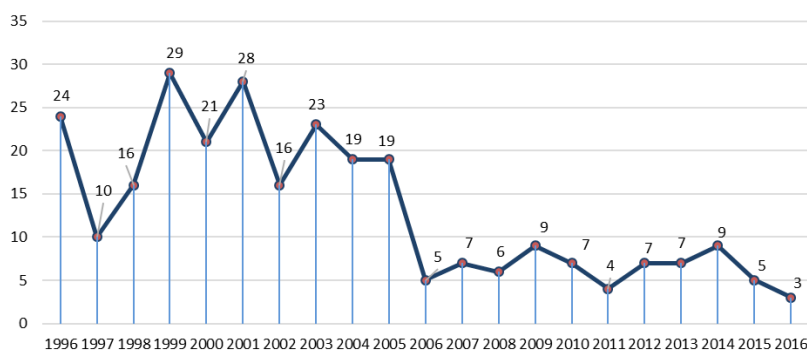
Plan 2014 vs. Plan 1958DD

safety and reliability performance. The ability of the Seaway to accommodate and encourage innovation and increases in maritime cargo rests first and foremost on its ability to move ships safely and reliably. While we are always looking for ways to innovate, we never take our focus off of these fundamental measurements of our performance.

The Seaway's safety record is remarkable, and it's worth taking a minute to recognize how the safety performance of the Seaway has improved over the years. The SLSDC has seen the number of international vessel incidents in its sector of the Seaway steadily decrease over the last 20 years. This trend culminated in the 2016 navigation season being one of the safest on record, with only three incidents recorded in the U.S. Sector of the Seaway. This positive development can be attributed to several factors including the implementation of a consolidated U.S.-Canadian Enhanced Ship Inspection (ESI) Program in Montreal in 1997, the development of the Seaway's Automatic Identification System (AIS) vessel traffic management technology, exceptionally skilled SLSDC lock operations and maintenance staff, and professionals, including pilots and vessel officers and crews, and a major fleet renewal program implemented by the Seaway's international carriers. The chart above speaks for itself.

The measurement of the reliability of the SLSDC's locks is equally impressive. For the 2016 Navigation Season, U.S. lock availability, accounting for all disruptions (weather, vessel incidents, as well as infrastructure breakdowns) was 99.7 percent, and over the past ten years that rate has been 99.85 percent. Those reliability numbers are critically important, not only for the Seaway's users, but also for the SLSDC itself. If we know that we are delivering safe and reliable transportation services, we can build on that performance to serve our stakeholders in other ways.

Ocean Vessel Incidents by Year
(U.S. Traffic Control Sectors)



The SLSDC's safety and reliability performance reinforces the success of the SLSDC's asset renewal infrastructure modernization program. Part of this program includes work on developing state-of-the-art technologies for use throughout the Seaway, in particular, the implementation by both Seaway corporations of the Hands-Free Mooring (HFM) technology at each of the Seaway's locks. The HFM technology can further increase the safety performance of the Seaway, while dramatically improving the efficiency of vessel lockages (as much as ten minutes in transit time could be saved; per vessel, per lock).

By staying safe and reliable, the Seaway can continue to focus on economic development initiatives, such as the binational Highway H₂O program. We are constantly looking for ways to work together with Seaway System stakeholders to increase the utilization of our waterway. The waterway's exceptional record of safety and performance facilitates this effort. By identifying new business opportunities and facilitating new connections, we are seeing promising results in the U.S., in Canada, and abroad.

Our ability to continually deliver a safe and reliable transportation experience also allows us to improve our environmental performance as well. In that context, the significance of the recent approval of a new water management plan for

Lake Ontario and the St. Lawrence River cannot be overstated. In December 2016, after nearly 16 years of scientific study, public engagement, and governmental review, the International Joint Commission approved a new water level and flow plan for Lake Ontario and the St. Lawrence River: Plan 2014. This plan replaces one that has been in place since the 1950s. Because water flows and levels can significantly impact the safe and efficient operation of navigation in the Seaway, the SLSDC worked closely with U.S. and Canadian governmental counterparts to develop a plan that would not adversely impact the ability of vessels to safely and efficiently transit the waterway. The goal over many years of work was to develop a plan that would ultimately allow for safe commercial navigation while protecting and improving the environment.

The SLSDC's safety and reliability record is the foundation on which we build success in other areas of our mission. With the new baseball season upon us, allow me a baseball reference to bring home this point. Successful baseball teams are built on sound fundamentals: strong defense, effective pitching, and clutch hitting. For the SLSDC, safety and reliability are our game-day fundamentals. By executing these tasks successfully and consistently, we're able to score runs in all aspects of our game/mission. With the 2017 navigation season upon us, let's "play ball!" ■■■

SLSDC's Asset Renewal Program (ARP) – Preparing the U.S. Seaway Assets for the Next Generation

In 2009, the Saint Lawrence Seaway Development Corporation (SLSDC) led a series of celebrations to mark the 50th anniversary of the binational St. Lawrence Seaway. At this time it was celebrating the first half-century of Seaway commercial navigation, which has moved 2.5 billion metric tons of cargo moved to and from the Great Lakes and world markets, the SLSDC also launched its Asset Renewal Program (ARP) to rehabilitate and modernize its infrastructure in Massena, N.Y.

The start of the ARP in 2009 represented the first time that a comprehensive effort had been undertaken to rehabilitate and modernize the Seaway infrastructure owned, operated, and maintained by the SLSDC. The projects and equipment included in the ARP address various needs for the two U.S. Seaway locks, the Seaway International Bridge, maintenance dredging, operational systems, and Corporation facilities and equipment. None of the ARP investments results in increases to the authorized depth or width of the navigation channel or to the size of the two locks.

Through the first eight years of the ARP (FYs 2009–2016), the SLSDC has spent \$120 million on 48 separate projects. Many of the highest priority projects related to the two U.S. Seaway locks were addressed during the early years of the ARP, and in recent years the SLSDC has focused on projects related to new tugboats and the installation of hands-free mooring technologies at the U.S. locks to match the system being installed at the Canadian Seaway locks.

The SLSDC's ARP is resulting in not only modernized infrastructure and new equipment to ensure the long-term reliability of the St. Lawrence Seaway, but it is also having a positive and significant impact on

the upstate New York economy. In fact, approximately half of ARP funds obligated during the program's first eight years were awarded within the upstate New York region. In addition to these contracts, the ARP generates, on average, \$1.5–\$2.5 million in additional economic benefits to the region (local permanent and temporary hires, local spending on supplies and equipment, lodging, meals, etc.) each year.

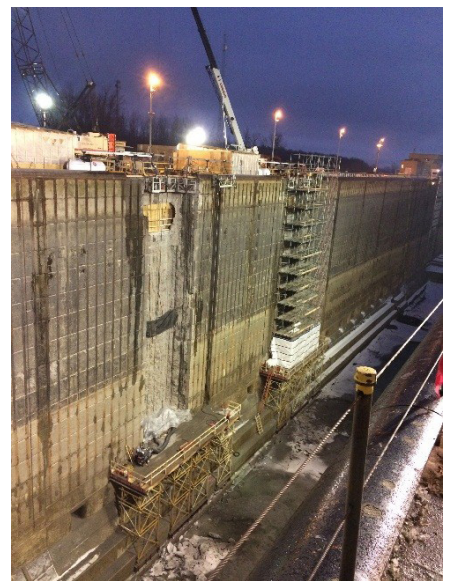
The Canadian Seaway locks along the St. Lawrence River are identical in age and design to those owned by the SLSDC. In the past decade prior to the SLSDC's ARP, the Canadian Government began addressing its own Seaway asset capital reinvestment needs. Together, the SLSDC and SLSMC have spent more than \$480 million over the past five years (2012–2016) on asset renewal projects. Many of the lock-related ARP improvements at the U.S. locks parallel activities either completed, underway, or planned at the Canadian Seaway locks.

These significant investments clearly demonstrate the commitment of the United States and Canada to the long-term health and vitality of the Great Lakes Seaway System, complementing similar investments being made by many other Seaway System stakeholders, including ports, terminals, and carriers. In fact, a January 2015 report found that since 2009 nearly \$7 billion has been spent or is planned to be spent on asset renewal and infrastructure improvements in the Great Lakes St. Lawrence Seaway navigation system by both the public and private sectors, including the SLSDC.

The SLSDC's ARP continues to address the SLSDC's infrastructure renewal needs with the goal of extending the life of the U.S. Seaway infrastructure and reducing the risk of system delays to commercial navigation caused by lock equipment



Eisenhower Lock miter gate rehab.



Installing the Hands-Free Mooring slots at Eisenhower Lock.

malfunction. In addition, several ARP projects involve the implementation of new and improved technologies for the operation of the Seaway infrastructure, resulting in reduced maintenance needs and operating costs to Seaway users.

For more information on the SLSDC's ARP, visit: www.greatlakes-seaway.com/en/management/slsdc/asset/index.html. ■ ■ ■



Corporation (SLSDC). I am pleased to have this opportunity to recount a brief history of Volpe and SLSDC, and to share some exciting work we are doing together today.

In 1979, SLSDC tapped Volpe to develop a precise all-weather navigation system using electronic monitoring devices. As satellite and communications technology improved, Volpe and SLSDC engineers upgraded the Seaway's navigation capabilities, safety, and situational awareness using the Automatic Identification System (AIS)—which, since 2000, the International Maritime Organization has required vessels to have. This marked the first time AIS was used on an inland waterway anywhere in the world.

Using AIS, cargo ship owners realize reduced transit time and fuel consumption, safer operations and precise

awareness of weather conditions, and real-time ship-to-ship communications. SLSDC Deputy Administrator, Craig Middlebrook, was an integral part of vessel-tracking modernization efforts, and we continue to appreciate him as a strong partner in our agencies' collaboration.

But AIS navigation technology did more than just provide benefits to Seaway users—the Seaway was a proving ground for AIS technology that is now used around the world.

Building on the success of AIS along the Seaway, the U.S. Navy and Volpe rolled out vessel-tracking on a global scale as part of the Maritime Safety and Security Information System (MSSIS). More than 70 countries now use MSSIS, which tracks tens of thousands of vessels globally, all day, every day. MSSIS improves situational awareness and has been integral in disaster relief efforts, drug smuggling enforcement, and anti-piracy efforts, particularly for nations in Africa—and it all began on the Seaway.

For the past year-and-a-half, SLSDC and Volpe staff have looked into how innovative technologies can solve challenges and help pursue opportunities on the Seaway, with funding from U.S. DOT's Intelligent Transportation Systems-Joint Program Office. Volpe analysts produced two key discussion papers.

The first paper—"St. Lawrence Seaway: Overview of Safety Efficiency, Operational, and Environmental Issues"—found that new transportation technologies can help the Seaway maximize use of the available water column, optimize lock entry speeds, and optimize the Seaway overall.

The second paper—"St. Lawrence Seaway: Potential Opportunities for the Application of Information and Communication Technologies"—found that because of the Seaway's established AIS vessel-tracking system, there may be opportunities to use location data to produce precise estimates of when vessels will reach key waypoints, and help SLSDC personnel make proactive traffic management decisions.

It's always exciting for Volpe staff to collaborate with the Seaway on improving safety and efficiency for North America's vital water highway. That's in part because SLSDC is such a unique federal agency—one of two in U.S. DOT that operates an important component of our national transportation system. It's also because Volpe and SLSDC have had such an impactful and long history of innovation. Volpe looks forward to continuing this partnership for decades to come. ■■■

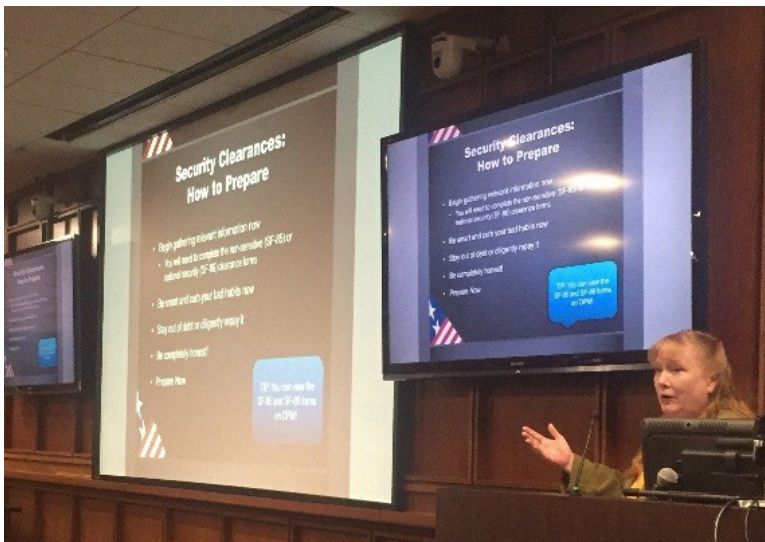


**SEAWAY TIES RECORD FOR LONGEST
NAVIGATION SEASON**
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- **Ports of Indiana-Burns Harbor:** Nearly \$2.5 million was invested in port infrastructure in 2016 including dredging and adding stabilization stones to two berths increasing the number of docks capable of handling full Seaway draft vessels. To improve multimodal connections, the port also replaced 2,000 feet of rail track and rehabilitated three rail turnouts.
- **The Port of Cleveland:** The port continues to see steady volumes on imported steel from Europe, while consistently bringing on new customers via the Cleveland Europe Express (CEE), particularly in the container sector. They are also seeing increased interest in the project cargo market and commodities to support the auto industry.
- **The Port of Duluth-Superior:** Grain shipments increased 18 percent ahead of last year's shipping season.
- **The Port of Green Bay:** Petroleum products and limestone are the two commodities with year-over-year increases. The port received 1,812,143 metric tons of cargo in 2016. As the westernmost port on Lake Michigan, railroad companies and major trucking firms continue to utilize the port.
- **Port of Milwaukee:** For the third consecutive year the port had strong inbound Seaway tonnage, supporting the Midwest manufacturing sector through steel and heavy-lift equipment. Coupled with substantial export growth (52 percent) of Wisconsin agricultural exports over 2015, the port saw strong growth in Seaway tonnage (440,000 tons from 290,000 tons in 2015), making 2016 a banner year for utilizing the Seaway System.
- **Port of Ogdensburg:** During the summer months the port received windmill components, including nacelles, hubs and towners. The wind energy products are headed to the new Jericho Rise Wind Farm project in upstate New York.
- **Port of Oswego:** A ship operated by Spliethoff made its first port call to the port in November 2016. This was the first time a container vessel had ever called at the port. The ship arrived with machinery and brewery equipment from Germany. Additional shipments of this type are scheduled for 2017.

It is encouraging to see the Seaway's joint marketing efforts are generating new opportunities in the global marketplace and to see more businesses realize the value of utilizing the Great Lakes Seaway System. ■■■

SLSDC Supports Minority Serving Institutions



SLSDC HR Director, Deb Perkins, provides MATC students helpful federal government career information.

In our continuing support to the Minority Serving Institutions (MSIs) in the Great Lakes Region, the Offices of Civil Rights and Human Resources coordinated and delivered an in-person and web-based presentation on federal hiring practices. In late fall, Saint Lawrence Seaway Development Corporation (SLSDC) Human Resources Director, Deb Perkins, and Program Support Specialist, Chelsea Champlin, traveled to the Milwaukee Area Technical College (MATC) in downtown Milwaukee, Wisconsin. Ms. Perkins provided MATC students and members of the public a wealth of information about the federal government, career pathways and locations, pay, and the federal hiring process. She also discussed what motivates individuals to work for the Federal Government, as well as the resources available to learn more about federal sector jobs. More than 50 individuals attended in person or online. At the close of the event, attendees came up to ask further questions and many expressed their gratitude. ■■■

New Congress Update

On January 3, 2017, members were officially sworn into office. While organizational meetings of the committees are still underway, there are a number of noteworthy changes with respect to the makeup of the House and Senate Great Lakes delegation.

There are two new Great Lakes Senators: Illinois Senator Tammy Duckworth (D) takes over the seat formerly held by Senator Mark Kirk, and in Indiana, Senator Todd Young (R) succeeds Senator Dan Coats who retired.

In the House of Representatives, Rep. Mike Gallagher (R-WI) succeeds Rep. Reid

Ribble who retired; Rep. Jack Bergman (R-MI) succeeds Rep. Dan Benishek who retired; and Rep. Paul Mitchell (R-MI) succeeds Rep. Candice Miller who ran for another office.

With regard to leadership of important House and Senate Committees, here are some changes for the new Congress:

- **House Transportation and Infrastructure Water Resources and Environment Subcommittee** – Representative Garret Graves (LA) is the new Subcommittee Chairman, replacing Rep. Bob Gibbs (OH) who was term limited as Chairman.

- **Senate Environment and Public Works Committee** – with the retirement of Ranking Member Barbara Boxer (CA), Senator Tom Carper (DE) takes over as the top Democrat.
- **Senate Commerce, Science and Transportation Committee** – Senator Todd Young (R-IN) joins the Committee.
- **Congressional Great Lakes Task Force** – Rep. Bill Huizenga (R-MI) will be a co-chair of the Task Force, along with Rep. Sean Duffy (R-WI), Rep. Marcy Kaptur (D-OH), and Rep. Louise Slaughter (D-NY). ■■■

U.S. and Canadian Stakeholders Returning to Breakbulk Europe 2017 as HwyH₂O

A delegation of officials from both the U.S. and Canada will represent the Great Lakes St. Lawrence Seaway (GLSLS) System at Breakbulk Europe in 2017. To be held again in Antwerp, Belgium, this year's event will run from April 24–26, 2017, and the GLSLS will exhibit binationally under the internationally-recognized HwyH₂O logo. For more than a decade, Breakbulk Europe has served as the networking hub for industry professionals who do business in Europe with over 7,600 participants at Breakbulk Europe 2016. Exhibitors and sponsors include cargo owners, ocean carriers, freight forwarders, ports/terminals, heavy haulers, equipment companies and more that are involved in this specialized industry which provides for exceptional networking opportunities, especially for those interested in the Seaway System.

For more information about meeting with Great Lakes stakeholders at Breakbulk Europe or to join the HwyH₂O exhibition, please email SLSDC Great Lakes Regional Representative Adam Schlicht at adam.schlicht@dot.gov. For more information about the opportunities available at Breakbulk Europe, please visit <http://www.breakbulk.com/events/breakbulk-europe/breakbulk-europe-2017/> ■■■

Workers Memorial Plaque in Place

On June 3, 2016, the Saint Lawrence Seaway Development Corporation (SLSDC) recognized the sacrifices of those who lost their lives during the building of the Seaway with a memorial ceremony in their honor. As part of the ceremony a memorial plaque was unveiled and placed in a temporary location. This past November a permanent home was designated for the plaque — affixed to an actual piece of the original Eisenhower Lock wall. The plaque is now displayed in the Security Building at

the Visitors' Center in Massena, New York. The concrete monument is approximately 24" x 36" and weighs around 200 pounds.

This beautiful monument is a fitting way to honor and remember those individuals who sacrificed so much to make the Seaway what it is today. We should never take for granted the many conveniences afforded us by living in this great country. Among the greatest of those conveniences is our transportation system. ■■■



Deputy Administrator Craig Middlebrook and former Administrator Betty Sutton displaying the workers memorial plaque at the SLSDC Visitors' Center.

Personnel News

It is with tremendous sadness that we share the news of Laura Blades's passing. Laura peacefully passed away in her home on January 11, 2017 in Potomac, Maryland after a years-long battle with lung cancer. Laura worked tirelessly at the Great Lakes Seaway Partnership as the Director of Public Affairs. We know many of you will miss her monthly calls to the ports, asking to share your good news stories. She was truly a Great Lakes Seaway advocate and we will miss her dearly.



Bruce Burrows: Mr. Burrows was appointed President of the Chamber of Marine Commerce in December 2016. Most recently, he was with TACTIX Government Relations and Public Affairs where he led their 'Transportation and Infrastructure' practice.

Mr. Burrows draws on strong advocacy skills and close to 35 years of experience in the transportation and industrial sectors. He held progressively senior positions at Canadian Pacific in Canada and Europe, before serving as a senior executive at the Railway Association of Canada, including as Acting President and CEO.

A graduate of Upper Canada College and Queen's University with a business degree, he is also a credited member of the Institute of Logistics and Transport.



Robert Turner: Mr. Turner was appointed Vice President, Operations, for the Chamber of Marine Commerce in January 2017. He has extensive experience both aboard ships and in federal government regulatory development.

Mr. Turner is a certified Master Mariner with nine years of sea time, including as First Mate for Canada Steamship Lines and as a tug Captain for the St. Lawrence Seaway. He has an Honors Bachelor of Science degree from Western University and a Marine Navigation Technology Diploma from Georgian College. ■ ■ ■

Upcoming Events

March

March 14–16

Great Lakes Commission Meetings

Washington, DC

Info: <http://projects.glc.org/greatlakesday/>

March 14–16

Seatrade Cruise Global

Ft. Lauderdale, FL

Info:

<http://www.seatradecruiseglobal.com/>

April

April 24–26

Great Lakes Economic Forum

Detroit, MI

Info: <http://www.greatlakeseconomicforum.com/>

April 24–26

Breakbulk Europe 2017

Antwerp, Belgium

Info: <http://go.pardot.com/l/272542/2016-12-20/yg9>