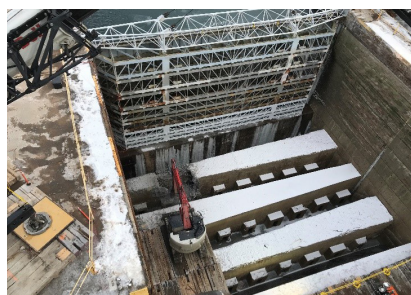


## GLS's Major Winter Work Projects: Over \$190 Million Invested Since 2009

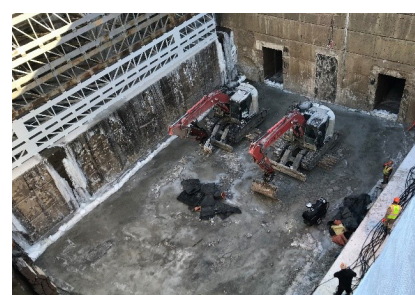
**Major projects for the winter 2022** non-navigation (work) season include replacing damaged concrete in the filling and emptying culvert valve recesses at Eisenhower Lock and the second phase of replacing the concrete diffuser structures at Eisenhower Lock.

The concrete rehabilitation work in the culvert valve recesses continues this winter with more removal and repair of damaged concrete surfaces. Similar to last winter at Snell Lock, a contractor is working in the “tear drops” of Eisenhower Lock, which are located at the furthest upstream end of the filling and emptying culverts. These recesses are called the “tear drops” because of the winding path the north and south culverts follow as they drop in elevation from the inlet area at the upstream miter gate sill to the bottom of the lock. The culvert path and the location of the work make it especially challenging for the contractor to install scaffolding and access these recessed areas to complete the concrete demolition and shotcrete repairs.

The replacement of the diffuser structures at Eisenhower Lock is underway. The diffusers play a critical role in the operation of the lock and have deteriorated since their original construction over 60 years ago. When the lock is lowered to allow a vessel to transit from upstream to downstream, approximately 22 million gallons of water are released from the lock in about 7



Existing concrete diffusers below downstream miter gates at Eisenhower Lock



Finishing demolition of second phase diffusers at Eisenhower Lock

CONTINUED ON PAGE 2

### DEPUTY ADMINISTRATOR'S COLUMN

#### Another “Non-Asterisk” Navigation Season



Craig H. Middlebrook  
Deputy Administrator

Do I ever tire of highlighting the consistency and predictability of the Great Lakes St. Lawrence Seaway Development Corporation's (GLS) operations? No –

in case you were wondering – I do not, and hopefully those of you who depend on the Seaway never tire of hearing that the waterway

CONTINUED ON PAGE 2

### GUEST COLUMN

#### Jonathan Lamb

#### President, Lake Superior Warehousing, Duluth Cargo Connect



It is February in Minnesota, and the harsh winter landscape outside my office window reminds me that the Aerial Lift Bridge in Duluth has no need to open for vessel traffic today.

As we all know, in a handful of weeks, that story will change. Along with many other ports and terminal operators on the

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### ALSO IN THIS ISSUE:

2021 Navigation Season Review: Great Lakes St. Lawrence Seaway System

New Supply Chain Video Premiere

2021 Port Infrastructure Development Grants Provide Funds for Great Lakes Ports

Notable Infrastructure Investments Strengthen Seaway Supply Chain Resiliency

Bipartisan Infrastructure Law Signed

The GLS Trade and Economic Development Strategic Plan

Seaway Trident Construction Update

Tribute to the late Adolph N. Ojard, former director of the Duluth Seaway Port Authority

Save the Date

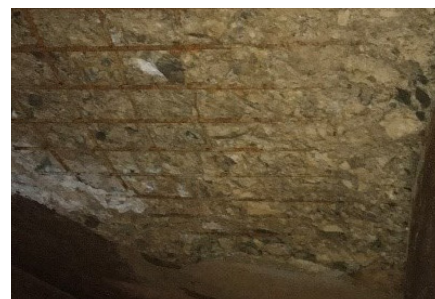
GLS'S MAJOR WINTER WORK PROJECTS:  
OVER \$190 MILLION INVESTED SINCE 2009  
CONTINUED FROM PAGE 1



View from below an inlet to the "tear drop" areas of the recessed culverts at Eisenhower Lock



Lifting new precast concrete diffuser "cap" into place at Eisenhower Lock



View of surface to be repaired with shotcrete in the recessed culverts at Eisenhower Lock

minutes. The diffusers control this massive release of water as the velocity of the flow is significantly reduced while passing through the diffusers before entering the downstream waterway. The first phase to replace the diffusers at Snell Lock is currently being planned to begin next winter after the closing of the 2022 navigation season. ■ ■ ■

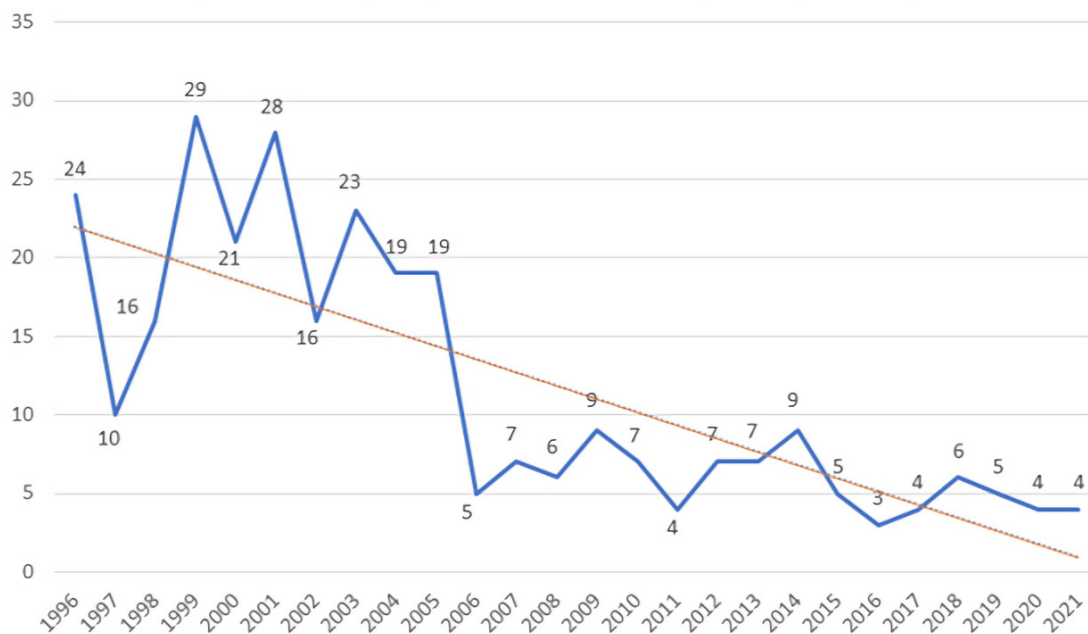
DEPUTY ADMINISTRATOR'S COLUMN  
CONTINUED FROM PAGE 1

– once again – just completed another navigation season where we met or exceeded every one of our key performance metrics (yawn!). In a world that's been marked by sudden, unexpected, and prolonged disruptions, the resiliency of the Seaway and the dependability of its operations is worth noting. A quick review of a few of the GLS's key performance indicators for the 2021 navigation season tells the familiar story:

**Safety** – Last season matched the 2020 season as one of the safest on record. Like the year before, the 2021 season only saw four ocean vessel incidents, the second fewest since 1996, when we started keeping these statistics.

CONTINUED ON PAGE 3

**St. Lawrence Seaway Ocean Vessel Incidents**  
(U.S. Seaway Traffic Control Sectors, 1996-present)



Great Lakes St. Lawrence Seaway Development Corporation (GLS)



Vessel transiting Snell Lock

**Delays** – Vessel delays in the U.S. sector of the Seaway were down 7 percent compared to the prior season (2317 hours vs. 2488 hours). This includes the total number of delays for all reasons, including the vessel's own decision to go to anchor during a transit.

**Lock Availability** – The U.S. locks were operational 99.9 percent of the time during the navigation season. The GLS locks were only down due to mechanical or other equipment failure for 8 hours and 20 minutes (500 minutes). As the Montreal-to-Lake Ontario section of the Seaway was open for 285 days or 410,400 minutes, that means the U.S. locks were not operational for just .0012 percent of the entire navigation season.



Great Lakes St. Lawrence Seaway Development Corporation (GLS)

**System Availability** – Taking into account any reason for not being available to navigation, human-related or not (i.e., weather), the U.S. Sector of the Seaway was open to navigation 99.5 percent of the time, a slight increase over last year (99.3). For the record, the most frequent delays (14 hours and 34 minutes) were caused by fog and wind.

In the future, when graphs and charts are used to portray the last two years of our lives, the data sets for 2020 and 2021 will likely include an asterisk to denote the COVID-19 era to explain why those years are so different compared to all the other years on the chart. That asterisk, however, won't be needed for data associated with the Seaway. Looking back at the Seaway's performance for 2020 and 2021 many years from now, you'd never know there was a pandemic raging across the globe. That lack of an asterisk is just another way of recognizing the incredible resiliency of the Seaway. It may also be another way to say the Seaway is "consistent and predictable", but after all the changes we've been through over the last two years, I'm all for being consistent and predictable. ■ ■ ■



GUEST COLUMNIST JONATHAN LAMB  
CONTINUED FROM PAGE 1

Great Lakes St. Lawrence Seaway, we in Duluth are part of a unique 2,300-mile inland waterway system that effectively touches what would be the 3rd largest GDP in the world if it were its own country. From my view here in Duluth as the farthest inland port in North America, it begs the question: is Duluth at the beginning or end of that system? Well, that's a matter of perspective.



Perspective applies to many things in life. Why is one university better than another? Why do you like living in a big city or a smaller community? Why do you prefer to have two children versus three or maybe none at all? Or why did your favorite sports team win or lose last night's game? There is always perspective.

Perspective applies to business philosophy. For many decades, the prevailing mantra has been that the sole responsibility of business is to bring value (profit) to its shareholders. However, the last couple of years has ushered in a more balanced debate

suggesting that greater importance should be placed on broader stakeholder value instead. Business Roundtable member executives advocated for such an approach beginning in the fall of 2019.



Here in Duluth, stakeholders of our terminal are many. Of course, they include the Duluth Seaway Port Authority (DSPA) and Lake Superior Warehousing (LSW) as the public-private working partnership that forms Duluth Cargo Connect. But that list of stakeholders also includes our customers, our employees, our transportation partners, suppliers and other agencies that support our operations.

For us, it is important that each stakeholder is contributing and benefitting from the work we do. While we are tied to a world class waterway system, we achieve little in terms of fluid cargo operations if we don't have good landside transportation partners (our four rail carriers and many truck lines) to seamlessly move freight in and out of our facility. Nor can we retain and grow our customer base without the dedicated

and talented individuals that form our team. Without them and the quality work they do, we would have no customers. Our vendors and suppliers keep us stocked with the materials we need to function at our best each day. And then there are our customers. We appreciate them for entrusting us with their cargo. They allow us to keep our workforce busy and provide revenue that, in turn, allows us to reinvest in the terminal's capacity and capabilities to expand services for existing customers and add others into the fold.

If we are doing our part to provide value to our customers' supply chains, all stakeholders are successful through mutually beneficial business and job creation. Our community also benefits from new investment by our customers in their facilities and workforce. While all of this may seem simple, it takes constant effort to balance benefit between all the stakeholders. Yes, maximizing profit is important, but it also can breed shortsightedness of near-term gain at the expense of long-term success. Together, DSPA and LSW work to achieve this balance of mutual benefit on a daily basis. It not only makes good business sense, but it's good policy. That's our perspective from Duluth. What's yours? ■■■

# 2021 Navigation Season Review: Great Lakes St. Lawrence Seaway System

Once again, the 2021 navigation season presented unprecedented challenges. And, once again the St. Lawrence Seaway's binational maritime supply chain rose to meet them, maintaining its high standards for safety and reliability. Increased traffic volume in several traditional cargo lanes contributed to an increase in Seaway tonnage over the 2021 navigation season. In total, 38,136,000 million tons of commodities moved through the Seaway in 2021, reflecting a 1.0 percent increase in Seaway-wide total tonnage compared to 2020.

Analyzing the cargo tonnage numbers, these were the categories that surged in the 2021 navigation season.

The top-performing cargos throughout the 2021 Navigation Season included:

**Iron Ore** — 6,954,000 metric tons; 14.38%\* increase

**Dry Bulk** — 11,260,000 metric tons; 6.89%\* increase

**Liquid Bulk** — 3,230,000 metric tons; 4.96%\* increase

**General Cargo** — 3,904,000 metric tons; 72.98%\* increase

*\*Percentages rounded to nearest tenth*

The 2021 navigation season opened with vessels unloading a variety of steel, including tin-plate for the food and beverage industry, slabs for processors, and aluminum for the automotive sector to multiple U.S. and Canadian ports. The ports of call included Hamilton, Cleveland, Toledo, Detroit, Windsor, Burns Harbor, Chicago, and Milwaukee and comprised a binational supply



Iron ore at Midwest Terminal of Toledo

chain network for North American manufacturers that was continuously re-stocking throughout the year.

Another outcome of the global rebound in manufacturing was the need for increased steelmaking. In the Great Lakes St. Lawrence Seaway System, this was evident in the increased demand for iron ore from Minnesota's Iron Range. The Lake Superior ports of Duluth-Superior, Two Harbors, and Silver Bay consistently loaded vessels not only for the U.S. steel industry but also for transit to Quebec where the ore was trans-shipped to meet international market demands.

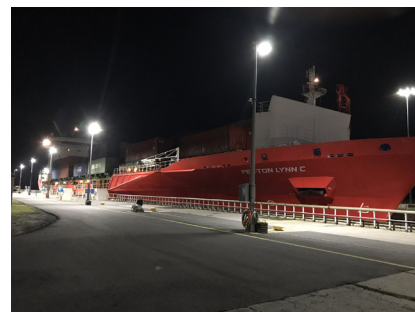
While the Great Lakes maintained its role as a dependable food supply chain sending soy, wheat, canola, corn, and other grains to global markets, both U.S. and Canadian grain export tonnage was impacted by severe drought conditions in the Western U.S. states and Canadian prairie. Overall, agricultural export volumes decreased in 2021 with one of the bright spots of the season being a rebound in the Eastern Lakes' soybean crop yields that were decimated by flooding in 2019.

## Seaway System Transits of Note:

There were two unique Seaway transits to highlight in the 2021 navigation season. First was Konecranes movement of a \$55 million, 170-ton gantry crane from Manitowoc, Wis., to the U.S. Navy base in Portsmouth, Maine. The other was the expanded container service within the Seaway System in 2021 with Spliethoff's Cleveland-Europe Express adding a dedicated container vessel, the *Peyton Lynn C.*, and the Port of Duluth gaining maritime container clearance approval through U.S. Customs Border Protection. The *Peyton Lynn C.* was fully loaded with containerized cargo on its final two Seaway transits from Antwerp into the Lakes, a testament to the success of this new service. In Toledo, the Cleveland Cliffs Direct Reduction plant was christened, opening a new supply chain within the Seaway System for iron ore being hauled by



The Tug and Tow, *Sara Dann* and "Big Blue" crane, with the U.S. Navy's gantry crane entering Eisenhower Lock. The 170-ton crane (lifting capacity at 65') assembly, nicknamed "Big Blue", weighed 2.7 million pounds and extending 221' in height with the boom fully extended.



At Eisenhower Lock, *M/V Peyton Lynn C.*, a container ship with a carrying capacity of 855 TEU. Her length overall (LOA) is 140.67 meters and her width is 23.54 meters.



U.S. lakers from Minnesota ports into Toledo. This also had a positive impact on Seaway tonnage with some of the iron processing scrap material transiting out of the System to be recycled.

Of note on the Canadian side of the Lakes, the Western half of Toronto's Commissioner Street Bridge transited through the Seaway locks from Dartmouth, Nova Scotia to Toronto's waterfront in early May. The Eastern half followed in August. After completion, the bridge will be 152 meters in length, one of four shipments involved in a \$1 billion sustainability project that is designed

CONTINUED ON PAGE 6



Loaded onto the 243'7" *Glovertown Spirit* barge, the Western half of Toronto's Commissioner Street Bridge transited through the Seaway locks from Dartmouth, Nova Scotia to Toronto's waterfront in early May 2021.

to protect Toronto's port lands from excessive flooding.

#### Port Operations:

The 2021 navigation season was a mixed bag for ports in direct correlation to the cargo movements that transited through the Seaway. Grain-export ports like Duluth-Superior, Milwaukee, and Toledo were down in year-over-year Seaway tonnage despite some strong inbound cargo, including a record year for aluminum shipments into Toledo.

Conversely, Cleveland was up 87 percent in terms of year-over-year Seaway tonnage due to a significant increase in steel to support its manufacturing sector as well as increased containerized cargo resulting from Spliethoff's expanded liner service. 2021 was also strong for the



Port of Erie with five shipments of wind blades from Brazil and Spain.

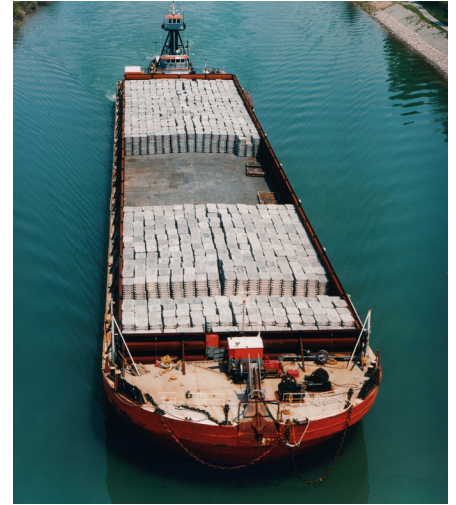
The Port of Oswego also increased its Seaway cargo, handling aluminum and asphalt movements through its facility. The Ports of Indiana – Burns Harbor was another beneficiary of increased manufacturing demand with steel tonnage increasing by 67 percent year over year. Likewise, the Port of Detroit handled 56 percent more Seaway



Windmill blades

tonnage across its docks – the increase consisting almost exclusively of steel products.

In addition to its strong Seaway export movement of iron ore, Duluth's Clure Public Marine Terminal increased its



Aluminum shipment in transit



Steel kiln pieces

handling of general cargo coming through the Seaway by 4.6 percent year over year. All told, it was another year of diverse cargo movement through the St. Lawrence Seaway's maritime supply chain, led by the strength of the steelmaking and manufacturing sectors.





## New Supply Chain Video Premiere



THE GREAT LAKES SEAWAY  
PARTNERSHIP

The Great Lakes Seaway Partnership has launched three installments of *American Anchor*, a series of short films highlighting key transportation supply chains and illustrating the global and regional impacts of Great Lakes Seaway shipping. On February 22, the anchor dropped on the third installment of *American Anchor*:

*Stories from the Great Lakes and St. Lawrence Seaway*. Watch the story behind wind energy and the supply chain here: *American Anchor* – [The Supply Chain of Sustainable Energy](#).

In case you missed it, the first *American Anchor* video was released on March 24, 2021 and illustrates the [steel making supply chain](#). The second *American Anchor* short film, released on May 5, 2021, highlights and explains [the agricultural export supply chain](#), beginning at farms across the Midwest and ending with consumer products such as pasta and bread.

The *American Anchor* series artfully captures the impact of Great Lakes shipping, the St. Lawrence Seaway, Great Lakes ports, foreign and domestic vessels, farmers, manufacturers, labor and the relationship of each to their local and global communities. [The American Anchor series is now available to watch online](#).

The Great Lakes Seaway Partnership is a coalition of leading US and Canadian maritime organizations working to enhance public understanding of the benefits of commercial shipping in the Great Lakes Seaway region of North America. Join the conversation through The Great Lakes Seaway Partnership's social channels on [Twitter](#), [Instagram](#), [Facebook](#), and [LinkedIn](#). ■ ■ ■

## 2021 Port Infrastructure Development Grants Provide Funds for Great Lakes Ports

The Port Infrastructure Development Program (PIDP) is a discretionary grant program administered by the U.S. Maritime Administration (MARAD). Funds are awarded on a competitive basis to projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. The program was created by Congress in 2010 but remained unfunded until FY2019. Since then the PIDP program has become a critical source of federal assistance to reconstruct docks, update cargo handling equipment, improve road and rail access, and expand landside storage capacity.



Great Lakes Ports continue to be beneficiaries of these grants. On December 23, 2021, US Department of Transportation (USDOT) Secretary Pete Buttigieg announced the award of more than \$241 million in PIDP funds for 25 projects to improve port facilities in 19 states and one territory. Four Great Lakes ports received \$16.7 million of those grants.

2021 Great Lakes Ports include the following:

**Port of Superior** received \$8.4 million to fund repairs to an unutilized facility in the port. The project will fund construction of a new sheet pile retaining wall, placement of tremie concrete behind the new wall to create a load-bearing surface, and installation of a concrete cap atop the new wall. Improvements also include rail and road work, a stormwater management system, utilities, a shop and office building, and dredging.



Port of Duluth-Superior

**Port of Alpena** received \$3.8 million to support the City of Alpena as it partners with Lafarge Alpena to upgrade and modernize Lafarge Alpena's port and landside shipping facilities. Project improvements include berth dredging to increase the water depths within the port basin to satisfy larger vessels, stone dock demolition to increase the overall area for vessels to access the site, new mooring dolphins, the addition of a roof for a storage building, demolition of a storage building, and maritime security upgrades.



Port of Alpena

**Port of Marquette** received \$1.6 million to improve critical port infrastructure, dredge encroaching sediment to protect port infrastructure, and deposit dredge materials on shore to enhance coastal restoration and protect road infrastructure at the port.



Port of Marquette



Port of Cleveland

**Port of Cleveland** received \$3 million to conduct a harbor-wide and regional planning study for the Cleveland-Cuyahoga County Port Authority. The project addresses the port's comprehensive cargo handling, environmental, and economic development needs, in addition to regional-level planning goals.

On February 23, USDOT and MARAD announced the next notice of funding opportunity for the 2022 PIDP grants. Applications are being accepted for \$450 million in funding until May 16, 2022. This funding was a part of the recently enacted Bipartisan Infrastructure Law, and MARAD hopes to focus the grants on investments that will help to relieve supply chain constraints at American ports through investments in the near, medium, and long term.

[More information on PIDP can be found at MARAD's website.](#) ■ ■ ■



## Notable Infrastructure Investments Strengthen Seaway Supply Chain Resiliency

In reflecting on the past two St. Lawrence Seaway navigation seasons, one measurement of the Seaway System's performance has been strengthened in spite of the challenges – its resiliency. This can be seen not only in the tonnage that has transited the locks remaining so remarkably steady, but also in the Seaway's dependability as a vital maritime supply chain. Throughout a period, fraught with global supply chain disruptions, delays, and unrelenting uncertainty, the St. Lawrence Seaway has been "steady as she goes," serving global customers that depend on its performance to keep the economy moving and their populations fed.

The binational Seaway System has weathered these rough seas because of its planning and diligence in taking care of its assets. The GLS and the SLSMC have invested close to \$1 billion dollars in their asset renewal programs and new technology over the past decade. The reliability rate for lock accessibility (keeping the vessel flow through the locks moving) continues to be 99.5 percent or higher year after year. That level of performance would not be possible without the continuous investment in the infrastructure that keeps the lock doors opening and closing 24/7 from opening to closing of each navigation season. The one investment that is most demonstrative of the use of technology to improve efficiency and safety is Hands Free Mooring (HFM). The past two years have been the first full navigation seasons HFM has been in use at all the Seaway locks, both U.S. and Canadian. The timing was fortuitous given the unprecedented staffing challenges presented throughout the maritime industry during the global pandemic. Not only was safety improved through the use of this technology – eliminating the need to pass lines between ships and the locks – but it reduced the need to have direct contact between an international vessel crew and Seaway personnel.



Hands Free Mooring unit fully operational at Eisenhower and Snell Locks

The Seaways are not alone in investing in resiliency through infrastructure. Ports throughout the Great Lakes St Lawrence Seaway System have been, and continue to, repair, upgrade, replace, and expand their infrastructure to meet current needs and future demands. They have been supported in their efforts through multiple funding sources, including The Maritime Administration's (MARAD) Port Infrastructure Development Program (PIDP) & America's Marine Highways programs, Economic Development Administration (EDA) funding, state budget allocations, and state transportation funds like the Ohio DOT's Maritime Assistance Program (MAP) and Wisconsin DOT's Harbor Assistance Program (HAP).

Investments throughout the Great Lakes include:

**Port of Oshawa**, part of the Hamilton-Oshawa Port Authority, opened a new \$7 million Sollio Agriculture grain terminal with over 250,000 tons of storage capacity in 2020. In its first year of operation, it loaded six Seaway vessels, exporting 100,000 tons of Ontario grain to international markets.

**Port of Burns Harbor** has been one of the busiest on the Lakes with new infrastructure projects, including construction of a new 84,000 square foot dry bulk storage warehouse, a 1.65 acre dry bulk storage pad, 2 new rail yards, 1000' of refurbished dock wall, and a new truck marshalling yard to relieve traffic congestion within the port.

CONTINUED ON PAGE 10

NOTABLE INFRASTRUCTURE INVESTMENTS  
STRENGTHEN SEAWAY SUPPLY CHAIN RESILIENCY  
CONTINUED FROM PAGE 9

At the **Port of Cleveland**, the bulk handling terminal has extended their iron ore tunnel system to allow for more efficient handling and blending of cargos such as iron ore and aggregates including limestone. They are also refurbishing several damaged dock walls that were preventing use of dockside warehousing. Completion of this work will re-open this idled port indoor storage capacity.

**Toledo-Lucas County Port Authority** has acquired a new Liebherr LMH 550 Mobile Harbor Crane to improve its dry bulk cargo handling efficiency and is in the process of repairing its terminal dock wall that has needed refurbishment. A liquid bulk handling and storage system is being installed that will allow for more efficient throughput of those types of cargo at the port.

**Port of Oswego** in New York, with funding from the state of New York, has opened the \$16 million Central New York Agricultural Export facility. It has a USDA lab, scale, and newly expanded storage capacity of 22,000 MT which will fill a vessel to Seaway maximum draft. The port also has installed an automated system capable of loading/unloading both Seaway vessels or rail cars and a new bulk storage warehouse is under construction to expand their ability to handle those types of cargo.

**Port of Monroe** has acquired a new crawler crane for use in the 2022 navigation season to handle breakbulk cargoes and has also received funding to invest in the Customs and Border Protection (CBP) required equipment necessary for import maritime container handling. The Port is in the process of securing additional funding to develop full container handling capability.

**Port Milwaukee** is constructing a \$31 million maritime export facility for agricultural products that will open by



Port of Oshawa



Port of Burns Harbor



Port of Cleveland



An LHM 550 Mobile Harbor Crane being unloaded at Toledo-Lucas County Port Authority.



Port of Oswego



Port of Monroe



Port Milwaukee



Port of Green Bay



Port of Duluth-Superior



Conneaut Port Authority



NOTABLE INFRASTRUCTURE INVESTMENTS  
STRENGTHEN SEAWAY SUPPLY CHAIN RESILIENCY  
CONTINUED FROM PAGE 10

Spring of 2023. It will expand the port's agricultural export capability and add enough new port rail trackage to handle unit train shipments into the dockside facility. Port Milwaukee had previously replaced the trackage in its two existing rail yards and at all its roadway rail crossings as well as completely refurbished its Liquid Cargo Pier to bring that maritime capability back online. A new cruise dock capable of docking a Seaway maximum size vessel is being built at the South Shore facility to expand the port's berthing capability.

**Port of Green Bay** has just completed the acquisition of Seaway-draft property on the mouth of the Fox River, the former site of a decommissioned power plant. Engineering and design work for this site will begin soon and, once completed, further infrastructure investment will be made to bring this property into the Great Lakes St. Lawrence Seaway maritime trade network.

In **Duluth**, the port has also been busy, building a new dockside laydown area for wind cargo handling, in time to support a record tonnage year for that cargo in 2020. The port has also acquired

additional dockside property which will be developed to further expand its cargo handling capability. In 2021, the port invested in the equipment necessary to meet U.S. Customs and Border Protection (CBP) requirements and be in full compliance as a maritime container clearing facility. Duluth joins Cleveland as the second container capable port in the Great Lakes. Along the City's waterfront entertainment center, the dock wall is being refurbished to handle Seaway maximum size cruise ship calls starting in the 2023 season.

Finally, the City of **Conneaut**, Ohio is working on a \$19 million project to improve connectivity between its waterfront and the City's industrial park property. Dedicated truck access between the City industrial park and its commercial waterfront dock is being developed and rail access into the industrial park property is being extended. Combined, this work will allow multimodal access between the City's industrial park and the waterfront, adding the value of Seaway maritime connectivity (and the international trade capability it brings) to the City's industrial park property.

This is a long, impressive, and, no doubt, incomplete list of recent or ongoing investments being made throughout the System. The Great Lakes St. Lawrence Seaway System finds itself in a state of continuous improvement, further evidenced by the latest infrastructure funding announcements for maritime projects at the Port of Superior (MARAD) and the Port of Chicago (State of Illinois). And, as you read this, the latest MARAD PIDP application period has opened, assuring even more infrastructure to come. Stay tuned.

These infrastructure projects are strengthening the Great Lakes St. Lawrence Seaway System from end to end. Not just stronger in durable terms, as concrete and steel tends to do, but in its resiliency.

In tandem, the investments already made and in process, along with those on the near horizon, are creating a maritime supply chain that will be more sustainable, more resilient, and more diversified in its capabilities, its capacities, in the services it provides, and in the customers and global markets it serves. ■ ■ ■

## Bipartisan Infrastructure Law Signed

### BIPARTISAN INFRASTRUCTURE LAW

On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law (BIL) also known as the Infrastructure Investment and Jobs Act (P.L. 117-58) into law. The legislation provides a \$1.2 trillion investment in building our nation's infrastructure and competitiveness. BIL will rebuild America's roads, bridges and rails, upgrade and expand public transit, modernize the nation's ports and airports, improve safety, tackle the climate crisis, advance environmental justice, and invest in communities that have too often been left behind. It will drive the creation of good-paying union jobs and grow the economy sustainably and equitably so that everyone gets ahead for decades to come.



BIL makes major investments to improve port infrastructure, inland waterway and coastal infrastructure, and land ports of entry along the border by providing \$17 billion across multiple Federal agencies. While there was no funding for the Great Lakes St. Lawrence Seaway Development Corporation included in the bill, Great Lakes St. Lawrence Seaway system communities and stakeholders will benefit from these historic investments.

The US Army Corps of Engineers (Corps) announced their Civil Works studies, projects, and programs they plan to implement during

CONTINUED ON PAGE 12



2022 with funding they received as a part of the BIL. The Corps has planned \$22.8 billion in projects for the year. This includes a historic number of operation and maintenance projects, including several Great Lakes harbor projects that will improve dredging and make breakwater repairs.

The Corps will complete and close out the new Soo Lock Project, a \$479 million investment, as well as complete and close out the major rehabilitation for the existing Soo Locks, a \$37.3 million investment. These projects will provide huge benefits to the Great Lakes – as the Soo locks carry 70 percent of Great Lakes Cargo. Additionally, the Corps announced it will complete the planning, engineering & design, and initiate construction of the Brandon Road Lock & Dam project in Illinois. This project is intended to control migration of Asian carp into the Great Lakes from the Des Plaines River.

The U.S. Maritime Administration (MARAD) received \$2.25 billion over five years for its Port Infrastructure Development Program (PIDP) program, and \$25 million in FY2022 for the America's Marine Highway Program. To date, ten Great Lakes Ports have received nearly \$93.7 million from the PIDP program. MARAD is currently accepting applications for \$450 million in PIDP grants for 2022 through May 16, 2022.



U.S. Environmental Protection Agency (EPA) received \$1 billion for the Great Lakes Restoration Initiative. EPA announced that the BIL funding, paired with continued annual appropriations from Congress, will completely fund the work needed to address 22 of the remaining 25 hot spots, known as “areas of concern,” by the end of 2030. The Great Lakes Restoration Initiative was started in 2010 to clean up major historic pollution in waterways around the Great Lakes. Additional information about the projects being funded is expected from EPA in the coming months. Visit the White House website for more information on [BIL implementation](#). ■ ■ ■

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## The GLS Trade and Economic Development Strategic Plan

After eighteen months of stakeholder engagement, virtual listening sessions, note-taking, drafting, revising, reviewing, and submitting, the Great Lakes St. Lawrence Seaway Development Corporation's (GLS) Trade and Economic Development Strategic Plan (Strategic Plan) was approved by Congress in August 2021.

The marketing initiatives depicted in the Strategic Plan utilizes the increased funding provided by Congress to grow

cargo tonnage in U.S. Great Lakes St. Lawrence Seaway System (GLSLSS) ports. The plan lays out three distinct pillars for the GLS's Office of Trade & Economic Development (OT&ED) to focus their efforts on: Raising System and Regional Awareness, Promoting Great Lakes Cruising, and Increasing Business Intelligence.

The same week the plan was approved, the OT&ED briefed many of our stakeholders at the American

Great Lakes Port Association (AGLPA) Summer meeting in Burns Harbor, Ind. Positive feedback was provided as well as additional ideas to further develop marketing initiatives laid out in the plan.

With the guidance from our stakeholders, GLS Director of Trade and Economic Development, Rebecca Yackley and GLS International Trade Specialist Peter Hirthe hit the ground running.

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## Raising System and Regional Awareness

An enhanced trade show program has been developed that takes the GLS and Great Lakes Seaway System stakeholders all over the globe. For example, this past December, the GLS and stakeholders exhibited at the CleanPower Conference and Exhibition in Salt Lake City, Utah. This event brought together one of the Seaway's key trade groups – wind energy manufacturers and their logistics providers. With the 2020 navigation season having over 100 ocean vessels arrive with wind energy cargo to over a dozen ports, this was a key venue for growing cargo tonnage.



This year, the GLS will host information booths at four well-known maritime exhibitions. Each of these events listed below provide the opportunity to raise the awareness of the GLSLSS and offers our stakeholder's direct access to maritime networks with our traditional trading partners in Europe, North Africa, and the Middle East and growing areas in the Mediterranean and Asia:

- **Transportation Go!, Milwaukee, Wis., March 3-4, 2022**
- **Project Cargo Breakbulk, Houston, Texas, April 4-6, 2022**
- **Breakbulk Europe, Rotterdam, The Netherlands, May 17-19, 2022**
- **Posidonia, Athens, Greece, June 6-10, 2022**
- **Breakbulk Houston, Houston Texas, September 27-29, 2022**
- **Antwerp XL, Antwerp, Belgium, October 4-6, 2022**

The approach to gain more recognition within commodity-based organizations/associations has grown substantially. To date, the GLS has membership in the following:

- **Specialty Soya and Grains Alliance**
- **National Grain and Feed Association**
- **U.S. Grains Council**
- **National Customs Brokers & Forwarders Association of America**
- **CleanPower (formerly American Wind Energy Association)**

These national trade associations represent shippers of various types of cargos that currently move throughout the GLSLSS. As members, the GLS is afforded the opportunity to raise awareness of the system as a maritime supply chain for moving cargo to global markets and facilitate discussions between association members and U.S. Great Lakes stakeholders. Membership also allows the GLS to participate in quarterly meetings, annual trade shows and placement in marketing materials and directories.

In early March, the GLS membership with SSGA provided a unique opportunity to sponsor and present at the Transportation Go! Conference in Milwaukee, Wis. This also opened the door for our stakeholder to present and discuss their capabilities and new initiatives to increase agriculture exports with growers in the region.



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## Promoting Great Lakes Cruising

The second pillar of the Strategic Plan provides direct support in growing the number of cruise ships and passengers in the Great Lakes Seaway System. For decades, the OT&ED has been dedicated to working with Great Lakes ports and tourism offices, federal agencies, cruise lines and various organizations like the Great Lakes Cruising Coalition (GLCC), Great Lakes St. Lawrence Governors and Premiers – Cruise the Great Lakes, and Cruise Lines International Association (CLIA). The additional funding has provided the opportunity to enhance marketing materials, increase awareness in industry publications directed towards ship owners, operators, and itinerary planners and in 2023, a Great Lakes trade mission targeting current and potential cruise lines.



Seatrade Cruise Global in Miami, Fla. continues to be our top marketing opportunity, and past exhibitions have resulted in several of the cruise lines that operate in the Great Lakes. The past September, Seatrade was held in person again and the GLS & GLCC members were there waving the Great Lakes flag. Seatrade provided a great opportunity for our delegation to showcase the new marketing display while gaining quality time with visitors as they explored the Great Lakes through our visual aids. Two new videos showcasing the many destinations passengers can visit during a Great Lakes cruise were playing throughout the show and the private conference room captured impromptu meetings. Seatrade Cruise Global 2022 is right around the corner and back on its traditional spring schedule. With COVID becoming more manageable, a larger Great Lakes delegation is anticipated as well as more international cruise lines.

## Increasing Business Intelligence

The third and final pillar of the Strategic Plan is to improve business intelligence. This refers to new studies, analysis on import/export data, trade reports that support business development opportunities and contracting with subject matter experts for insight on current and potentially new commodities for the GLSLSS. The GLS is looking for opportunities to partner with the AGLPA and its members on analysis projects that can directly benefit the Great Lakes Seaway System.



These are some of the steps the GLS has taken to date to implement the Strategic Plan. It is an ongoing effort and there are several initiatives currently being teed up for this year including development of Virtual Port Tours, a new Trade Mission Program, a cost competitiveness study of the System, and an Economic Impact Study of Cruising on the Great Lakes economy.

As we move forward, one key aspect of the Strategic Plan is that it is a “living document” with the ability to evolve if the GLS’s ongoing stakeholder engagement yields promising ideas or initiatives based on changing market conditions and/or time-sensitive opportunities. The GLS stands prepared to consider adding new, or modifying existing, initiatives within the Strategic Plan resulting from its open dialogue with stakeholders when they fall within our mission to promote systemwide trade and economic development. ■ ■ ■



## Seaway Trident Construction Update



Conceptual design of the new GLS tug, *Seaway Trident*

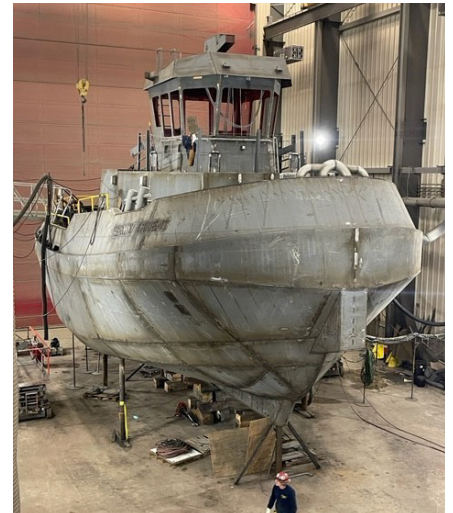
Production continues on the GLS's newest tug, *Seaway Trident*, which was announced last year and is now estimated at more than 50 percent complete.

This new HT-60 harbor tugboat will carry out a variety of maintenance duties on the U.S. portion of the St. Lawrence Seaway, including routine maintenance

of lock gates, maintenance of aids to navigation, emergency response, and removal of accumulated ice from lock walls. The aft deck crane is on-site and awaiting installation. Electrical, joiner work, and painting is underway.

The HT-60 design is intended to improve tug performance in terms of maneuverability and barge handling, operator visibility, and crew safety. The *Seaway Trident* will also produce lower emissions than the current Seaway tug, *Performance*, which the Trident is replacing.

The vessel was designed by Glosten Associates in Seattle, Wash. and is being built by Washburn & Doughty in East Boothbay, Me. It will have twin azimuth stern drives (ASD) propelled by twin Caterpillar diesel engines. The vessel was designed in accordance with the



Current production of the *Seaway Trident*

Baltic Ice Class IC and will be equipped with an ice scraping arm to help clear the lock walls of ice. GLS expects construction to be complete and delivery of the tug in summer 2022. ■■■

## Tribute to the late Adolph N. Ojard, former director of the Duluth Seaway Port Authority



Adolph N. Ojard

A prominent individual in the Great Lakes maritime industry has died. Adolph N. Ojard passed away on December 30, 2021, at a hospital in Augusta, Ga., surrounded by his family. He was 72 years old.

Ojard served as the Executive Director of the Duluth Seaway Port Authority as well as president of the American Great Lakes Ports Association.

The son of a tugboat captain, he spent his career working a number of jobs in the industry.

Following his time with the Duluth Seaway Port Authority, Ojard retired with his wife, Leigh Ann, to Georgia, to be closer to their two daughters.

The current Executive Director of the Duluth Seaway Port Authority, Deb DeLuca, called Ojard a strong advocate for the port:

"In addition to being a vibrant personality with deep roots on the North Shore, Adolph was a strong advocate for the Port of Duluth-Superior and the Great Lakes-St. Lawrence Seaway System. Maritime and railroad business threaded through his entire life, beginning with his boyhood days aboard the Edna G tugboat and early jobs with the Duluth, Missabe, and Iron Range Railway. He became a true giant of the port world and an absolute original. We're grateful for his thoughtful leadership of the Duluth Seaway Port Authority and his contributions to our region. We'll miss him greatly." ■■■

## Save the Date



### March

March 24

#### **Opening Ceremony of The Great Lakes St. Lawrence Seaway System 2022 Navigation Season**

Welland Canal, Ont.

<https://greatlakes-seaway.com/en/>



### April

April 4-6

#### **Project Cargo Breakbulk**

Houston, Texas

<https://www.pcb-expo.com/>



April 25-28

#### **Seatrade Cruise Global**

Miami, Fla.

<https://www.seatradecruiseglobal.com/en/home.html>



### May

May 17-19

#### **Breakbulk Europe**

Rotterdam, The Netherlands

<https://www.europe.breakbulk.com/Home>



### June

June 6-10

#### **Posidonia**

Athens, Greece

<https://posidonia-events.com/>



June 8-10

#### **Green Marine – Green Tech Environmental Conference**

Montreal, Que.

<https://green-marine.org/greentech/>



June 26-28

#### **Great Lakes Economic Forum 2022**

Chicago, Ill.

<https://councilgreatlakesregion.org/great-lakes-economic-forum-2022/>