

## Mid-Season Seaway System Review

As we pass the mid-point of the 2022 navigation season, the St. Lawrence Seaway System is once again showing its resilience and adaptability to global supply chain issues while maintaining the highest level of reliability. Though overall tonnage through the Seaway is down 8 percent year over year, due in no small measure to the drought-affected North American wheat crop in 2021, the System has several significant areas of strength within its maritime supply chain.

In a testament to the value of its exports, overall transits through the System are actually up 1 percent this season, as an increased number of “salties” coming into the System have helped to offset the reduced number of “lakers” taking wheat out of the System.

This increased inbound “salties” activity is the result of global demand for the readily available supplies of various bulk products within the Great Lakes St. Lawrence Seaway System, such as coke, potash, and available agricultural products such as corn and soybeans.

U.S. grain export movements through the Seaway, responding to this global demand, are up 29 percent so far this year led by increased volumes of soybeans and corn. Movements of note include the Port of Oswego’s new agricultural export facility shipping its first export vessels of soybeans and corn through the Seaway with several more scheduled this season. Overall, countries receiving these exports from the Lakes include Canada, Norway, Ireland, Gibraltar, Morocco, Scotland, Italy, Northern Ireland, Netherlands, Portugal, Puerto Rico, Tunisia, Germany, Japan, and Spain.

[CONTINUED ON PAGE 2](#)

### DEPUTY ADMINISTRATOR’S COLUMN

#### The Seaway’s Future is Bright

This is my last column for the *Seaway Compass*. After a fulfilling 34-year career



Craig H. Middlebrook  
Deputy Administrator

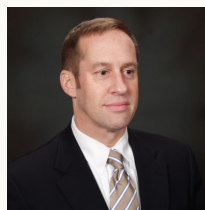
as a federal civil servant, with 27 years at the Great Lakes St. Lawrence Seaway Development Corporation (GLS), I am retiring. In my time at the

GLS, I have been honored to lead the Corporation on numerous occasions, including over the last 5+ years (my overall time as head of the GLS – 7 years and 6 months, but who’s counting?). A new Administrator is soon to be appointed, and I leave the GLS knowing

[CONTINUED ON PAGE 3](#)

### GUEST COLUMN

#### Steve Fisher, Executive Director, American Great Lakes Ports Association



It was 1995 and President Bill Clinton had just appointed a native Oklahoman and former railroad regulator named Gail McDonald to

be Administrator of the Saint Lawrence Seaway Development Corporation. Intent on teaching this outsider about the Seaway, our group paid Gail a visit at her offices in downtown Washington. It was there that I first met Craig Middlebrook, her chief of staff. While Gail went on to be an outstanding Seaway Administrator, I would argue that her most lasting contribution was Craig.

[CONTINUED ON PAGE 4](#)

### ALSO IN THIS ISSUE

[GLS Transitioning to All-Season Buoys](#)

[Posidonia: The International Shipping Exhibition](#)

[Congressional Action Update](#)

[Pacesetter Award Presented to U.S. Great Lakes Ports](#)

[Interlake Steamship Christens First New US-flagged Laker in Nearly 40 Years](#)

[GLS Participates in Joint Maritime Exercise](#)

[Personnel News](#)

[Save the Date](#)

Likewise, high global demand for coke has led to a 31 percent increase in overall tonnage through the Seaway so far in 2022. To date, 11 ports have loaded it for export including Duluth/Superior, Chicago, Indiana Harbor, Burns Harbor, Sandusky, Sault Ste. Marie, Detroit, Hamilton, Thunder Bay, and Toledo. Destinations include Canada, Brazil, Mexico, the United Kingdom, Norway, Belgium, Ireland, Northern Ireland, Portugal, France, and Morocco.

Similarly, high demand for potash has led to the Port of Thunder Bay seeing their export volume increase significantly this season with demand from countries including Brazil, Norway, Netherlands, United States, Columbia, Morocco, Italy, and Belgium.

The wind energy sector continues to utilize the Great Lakes maritime supply chain with an increase in wind energy movements. To date, over two dozen vessels have transited into the System with the Ports of Ogdensburg, Oswego, Buffalo, and Erie being the busiest in support of multiple renewable energy projects being constructed in Upstate New York. Other ports receiving wind energy cargo include Thunder Bay, Bay City, Duluth, Toledo, and Chicago. Points of origin for this equipment include Spain, India, South Korea, Malaysia, Argentina, and Turkey.

Also of note, there have been short sea shipping moves of wind towers through the Welland Canal section of the Seaway from the Port of Monroe in Michigan to the Port of Oswego Authority in New York in support of these projects.

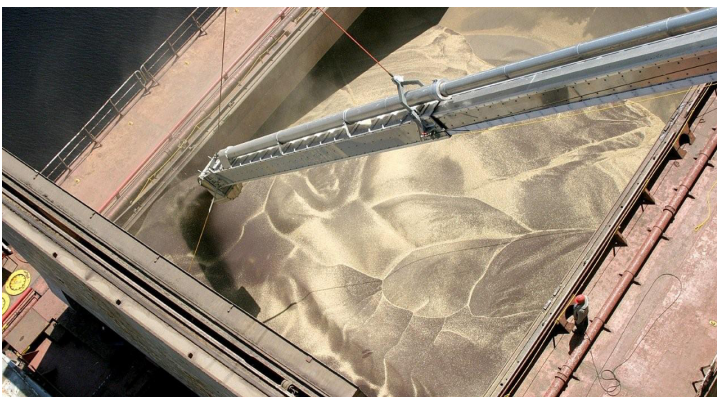
Container movements this year through the System are led once again by the Cleveland-Europe Express service between Antwerp and Cleveland operated by Spliethoff. This monthly service started in 2014 and since the summer of 2021 has been enhanced by the addition of an 897 TEU dedicated container vessel. Adding to this season's Seaway traffic is the Port of Duluth, in its first full season as a U.S. Customs-certified container clearing port, has already exported 200 containers of kidney beans to Europe.



Steel kiln pieces

Inbound steel, long a staple of the Seaway, remains a key mover in the 2022 season with overall tonnage transiting into the Great Lakes in support of the region's manufacturing sector currently 3 percent above the 2021 volume.

Overall, the St. Lawrence Seaway System continues to display its reliability and resiliency as a maritime supply chain. Despite the weather-impacted shortfall in wheat available for export, corn and soybean exports have increased significantly to meet changing supply and demand patterns overseas. Likewise, coke and potash exports have been available to meet these unforeseen changes in global demand. With a rebounding wheat harvest and strong soybean crop predicted this fall, the Great Lakes St. Lawrence Seaway System is poised for a busy "home stretch" in the 2022 navigation season. ■ ■ ■



Grain



Soybean



Then: Craig H. Middlebrook at Niagara Falls in 2005 during a then-SLSDC/ SLSMC Joint Strategic Meeting.



Craig H. Middlebrook (center) during a June 2022 visit to the SLSMC's St. Lambert Lock/Montréal headquarters with SLSMC President and CEO Terence Bowles (left) and SLSMC Vice President, External Relations Jean Aubry-Morin (right).

this person will lead an agency staffed with exceptionally talented and dedicated individuals that is more dynamic and effective today than at any time in its 63-year history. It has been the honor of a lifetime to work for over a quarter of a century at a public institution with individuals from the U.S. and Canada whom I respect and admire to accomplish projects and find solutions that make a meaningful difference in the everyday lives of tens of thousands of people throughout North America. Not bad for a kid from Long Island.

When I look back over the last 27 years, there are truly a multitude of significant and successful projects that so many of us have worked on together:

- Reducing the annual number of vessel incidents in the Seaway's U.S. Sector by over 86 percent;
- Maintaining an average lock availability rate of almost 99.9 percent in the U.S. Sector;
- Establishing the joint Seaway Vessel Inspection Program in Montréal in 1997;
- Harmonizing state ballast water standards through the Ballast Water Collaborative;
- Creating the binational Ballast Water Working Group;
- Implementing the ballast tank salt-water flushing requirement in 2006-2007 for all international vessels entering the Seaway;
- Protecting the Great Lakes from the introduction of aquatic invasive species through ballast water – since 2006, the longest period of non-introduction on record;
- Establishing the Great Ships Initiative ballast water testing facility in Superior, Wisconsin;
- Negotiating Plan 2014 to manage Lake Ontario and the St. Lawrence River water levels;
- Protecting the Seaway Corporations' legal authorities to set opening and closing dates;
- Publishing the groundbreaking 2013 and 2018 GLSLS Economic Impact Studies;
- Completing the first-of-its kind binational Great Lakes St. Lawrence Seaway Study;
- Establishing the GLS's Asset Renewal Program and the Seaway Infrastructure Program;
- Implementing the Automatic Identification System and the Draft Information System;
- Installing Hands Free Mooring technology at the Seaway's locks;
- Establishing the Green Marine program to improve environmental performance;
- Launching the Great Lakes Seaway Partnership public education initiative;
- Reaching an historic agreement with the Akwesasne Mohawk regarding the opening and closing dates of the Montréal-to-Lake Ontario section of the Seaway;
- Achieving 27 consecutive years of unqualified, "clean" financial audits for the GLS;
- Signing a new Collective Bargaining Agreement in 2021 with the GLS's unionized workers that established long-term fairness and stability in calculating wages;
- Reestablishing the U.S. Seaway's trade and economic development marketing program and creating the binational Hwy H<sub>2</sub>O marketing program;
- Facilitating the return of international cruise vessels to the Great Lakes;
- Constructing a new Seaway Visitor Center at Eisenhower Lock in Massena, New York;
- Initiating the development of the Voyage Information System (VIS) to modernize the Seaway's Vessel Traffic Management System; and
- Obtaining Congressional authority to correct the spelling of "Saint" to "St." in the official name of the Corporation.



GLS Deputy Administrator Craig H. Middlebrook providing remarks during the 15th annual Hwy H<sub>2</sub>O conference in Toronto.

Over the years, so many people in the U.S. and Canada have patiently mentored and shown me every kindness in support of my efforts to fulfill the GLS's mission to strengthen and advance the interests of the Great Lakes St. Lawrence Seaway System (GLSLS). To all my friends and colleagues at the U.S. and Canadian Seaway Corporations, and throughout the GLSLS, I am sincerely grateful for the opportunity to work with each of you. There are two people in particular I need to acknowledge: Gail McDonald, who passed away in 2020 and who asked me in 1995 to join her at the Seaway when President Clinton appointed her Administrator, and my first mentor at the Seaway, Bob Lewis, who passed away in 2000.

For a transportation nerd like me, who is also an unabashed lover of the French language, working at the Seaway has been a dream job. Of all the initiatives I have worked on over the years, I am most proud of the positive contributions I may have made to strengthen the collaboration and partnership with our Canadian counterparts. The St. Lawrence Seaway is, first and always, an international waterway, and it is only through binational respect, friendship, and cooperation that it can function and flourish.

Looking back is nice, but looking forward is better, and these collaborative accomplishments are significant because each makes the Great Lakes St. Lawrence Seaway System a little stronger and more resilient for the future. Those of you who know me or who are regular readers of the Seaway Compass know that among my favorite sayings is: "Focus on trend lines, not data points." If that is an accurate standard, then the Seaway's future surely looks bright. Au revoir mes chers amis! ■■■

GUEST COLUMN  
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In September of this year, Craig will retire from the U.S. Seaway after a 27-year career of service to our industry. At the 2022 summer meeting of the American Great Lakes Ports Association in Milwaukee, we took a few minutes to recognize Craig's service and accomplishments. I'd like to do the same in this brief article.



Craig has held many titles at the Seaway, including chief of staff, acting Administrator, and deputy Administrator; however, the most appropriate title is "leader." For 27 years working in partnership with past Administrators such as Gail McDonald, Albert Jacquez, Terry Johnson, and Betty Sutton, Craig has

provided the agency with stable, professional leadership to confront challenges and identify opportunities.

For example, to enhance navigation safety, in 2002 the U.S. and Canadian Seaways were among the first in the world to implement an automatic identification system (AIS) and require its use. Vessels with AIS transponders communicate their positions to Seaway traffic managers, and to each other. With a focus on Seaway infrastructure, the agency pursued Congressional authorization and appropriations for a multi-year Seaway Infrastructure



Craig H. Middlebrook, Deputy Administrator of the Great Lakes St. Lawrence Seaway Development Corporation at Eisenhower Lock in Massena, N.Y.

Program (SIP). With more than one hundred million invested since 2009, the program has improved both reliability and resiliency of the waterway – and stimulated the economy of Upstate New York.

Craig immersed himself in the complex and arcane procedures by which the St. Lawrence River is managed by the International Joint Commission (IJC). While availability of the waterway is taken for granted by many stakeholders, Craig has understood how Lake Ontario water levels and St. Lawrence River flows impact the reliability and safety of navigation.

Working closely with navigation stakeholders, Craig helped lead the creation of the Great Lakes Seaway Partnership, a public affairs and information program working to share data and communicate the value of the Seaway system to the public, policy makers and the media.



THE GREAT LAKES SEAWAY  
PARTNERSHIP

Perhaps Craig's greatest contribution was leading the agency's response to the invasive species problem. Since discovery of the zebra mussel in Lake St. Clair in 1988, Seaway shipping has been under pressure to limit the introduction and spread of

foreign species via ballast water operations. Lacking progress, environmental organizations, media and others called for closure of the Seaway. This erosion of public support was the greatest threat the Seaway System ever faced.

Craig led efforts to launch the Ballast Water Collaborative, an effort to bring the regional shipping industry, environmental stakeholders, scientists, and state regulators together to find solutions. Craig also led efforts to implement the Seaway's requirement that ships conduct saltwater flushing of their ballast tanks prior to entering the System. Since 2006, this requirement has been supported by aggressive monitoring and testing. The Seaway's saltwater flushing rules have had an enormous impact on the health of the Great Lakes. Since implementation, no new invasive species have been discovered in the Great Lakes attributable to shipping.

While I am most aware of Craig's good work on these public policy challenges, I know he first and foremost prioritized something that we, in the maritime industry, rarely think about and generally take for granted – routine lock operations and the needs of the dedicated workforce in Massena. I know Craig felt that if Massena operations failed, the rest didn't matter – and he was certainly right.

Few people have had such a considerable impact on the St. Lawrence Seaway and the community of stakeholders who depend upon the waterway. I know Compass readers will join me in wishing Craig all the best in retirement.

## GLS Transitioning to All-Season Buoys



Great Lakes St. Lawrence Seaway Development Corporation's Ice Buoys

The Great Lakes St. Lawrence Seaway Development Corporation (GLS) Marine Services Division is in the process of replacing all 101 seasonal floating aids to navigation with all-season buoys over the next several years. Presently, GLS has deployed 13 all season buoys and have another 16 on order to be delivered in late fall of 2022 for deployment in the 2023 navigation season. By 2024, 30 percent of the GLS buoys will be all-season buoys. With the proposed replacement

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GLA TRANSITIONING TO ALL SEASON  
BUOYS  
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rate of 12-17 per year, the project could potentially be completed by 2028, if not sooner.

An all-season buoy is designed with special lighting and battery equipment to survive entrapment under the ice. These models are designed to remain in service throughout the year and can be left in place – with an annual visual inspection – for up to 3 years before it needs to be removed and thoroughly inspected.

The potential benefits of all-season buoys include enhancing the efficiency of the System, reducing vessel costs by eliminating the need for seasonal buoy changes, increasing employee safety, and reducing carbon emissions. Moreover, being able to maintain the buoys throughout the season will keep the Corporation's tugs local at the Locks and available to assist during ice conditions.

Presently, the GLS Marine Services Division sets sail upriver twice per year, pushing the buoy barge to begin the commissioning or decommissioning process. During the decommissioning in mid-December, the vessel and crew sail to Cape Vincent, N.Y. before beginning any work. They work from west to east, picking buoys along the way. This process of starting from the west-end allows the pilotage authorities to continue using single pilots a few extra days versus if we were to start removing buoys from the east and working west.



Ice buoys at GLS's Marine Services ready for deployment.

In the spring, it is necessary to hold off on commissioning traditional buoys until the ice is no longer a factor.

Once the all-season buoy project is completed, the GLS Marine Services Division should no longer need to embark on the biannual buoy run in March and December. Having all-season buoys deployed throughout the U.S. Sector will allow the Division to maintain those buoys all season long and in much fairer weather, utilizing small craft to visually inspect each buoy. If necessary, the new Seaway Guardian tug is capable of working buoys and their moorings from the stern of the vessel without the need to push the barge.

Technology also exists that would allow the GLS to affix an Automatic Identification System (AIS)-equipped lantern on a single buoy that can be programmed and will broadcast an AIS

signal position for up to five other aids to navigation. When a broadcast signal is sent for the position of, and in addition to, a physical aid, this is referred to as a Synthetic Aid. If a signal is sent to mark an area without a physical aid in place, it is referred to as a Virtual Aid.

One specific use of this technology could be tested on Lake Ontario. Ideally, the synthetic component would be added to our physical buoys on Lake Ontario and begin broadcasting the signal for them from a remote buoy or station, thus creating synthetic buoys on Lake Ontario. After a one-year trial period, and hopefully receiving favorable comments from the users, we could remove the physical buoy while continuing to broadcast the signal, consequently changing the aid to a virtual buoy. Doing this would eliminate the need for the day spent commissioning and decommissioning buoys out on Lake Ontario. ■■■

## Posidonia: The International Shipping Exhibition

From June 6-10, the GLS Office of Trade & Economic Development attended and exhibited in the U.S. Pavilion at the Posidonia International Shipping Exhibition in Athens, Greece. Posidonia is a week-long trade show that first took place in 1969 and occurs every two years (The 2020 event was cancelled).



Organized under the auspices of the Greek Ministry of Shipping and Island Policy, the Union of Greek Shipowners, and the Hellenic Chamber of Shipping, the event brings the world's entire shipping industry to one location, with representatives from every sector associated with the maritime community including Ship Owner and Operators, Shippers, Ship Brokers and Financiers, Shipping Agents, Freight Forwarders and 3PL's, Ship Builders, Ship Handling Equipment, Shipping Related Services, and Naval Architects.

At this year's event, the Great Lakes St. Lawrence Seaway Development Corporation (GLS) organized a delegation which consisted of representatives from the Ports of Cleveland, Milwaukee, Duluth, Montreal, and Valleyfield as well as the Canadian St. Lawrence Seaway Management Corporation (SLSMC).

The GLS secured a booth that served as the home base for the delegation during the exhibition and featured a variety of tools to promote the Great Lakes St. Lawrence Seaway System. Backlit photographs of port operations within the System greeted visitors, and a map of the Great Lakes St. Lawrence Seaway System was the focal point of the booth, along with a video display monitor running a loop video highlighting the Seaway System's maritime supply chain.

It is worth noting that this was the first Posidonia Exhibition held since Hands Free Mooring (HFM) was fully implemented within the Seaway in 2020. This important development was touched on in

almost every ship owner/operator/naval architect discussion that was held in Athens as it provides safer, more efficient, and more cost-effective access for vessels seeking to enter the Great Lakes St. Lawrence Seaway System.

Draft Information System (DIS) technology was also a popular topic for carriers who visited the booth as it is now being employed effectively within the system to optimize vessel cargo capacity during Seaway transits.

On Wednesday, June 7, the GLS hosted an evening information session and reception on the Athens waterfront for more than 100 current and potential users. This event provided the opportunity for our Great Lakes Delegation to meet one-on-one with clients who they may have only met virtually over the past two years or during the Posidonia Exhibition.

Posidonia 2022 featured over 1,964 exhibiting companies from 88 countries and over 27,000 visitors from 103 countries and territories, setting records for volume, size and quality. (By comparison, the 2018 exhibition was attended by just over 22,000 visitors.) The number of overall 2022 Posidonia participants, including exhibitors, visitors, and press exceeded the 40,000, setting a new benchmark for the event's 50 plus year history.

Given this unprecedented attendance, Posidonia 2022 not only gave the GLS-led delegation the opportunity for engagement with the international shipping community, but it provided a platform that heightened visibility of the Great Lakes St. Lawrence Seaway Maritime System to potential users. ■ ■ ■

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## Congressional Action Update

This summer President Biden signed a number of new pieces of legislation into law. Below are some highlights of new laws that could impact Great Lakes Seaway shipping and economic development in the Great Lakes Region:

### ***Ocean Shipping Reform Act***

On June 16, 2022, President Biden signed the bipartisan Ocean Shipping Reform Act of 2022 (OSRA). The new law provides the largest changes to ocean shipping regulations since 1998 and gives the Federal Maritime Commission (FMC) new regulatory powers to promote U.S. exports while protecting consumers from unfair trade practices.



Rep. John Garamendi (D-CA) and Rep. Dusty Johnson (R-SD) authored the original legislation in response to U.S. agriculture exporters being unable to move their crops during the 2021 season while shippers returned empty containers to Asia to pick up more high-value consumer goods. Changes to ocean shipping practices because of this law are likely to have ripple effects throughout the global supply chain.

The OSRA requires FMC to initiate numerous rulemakings in the coming months on a variety of topics including: a rulemaking defining prohibited practices regarding detention and demurrage charges by common carriers, marine terminal operators, shippers, and ocean transportation intermediaries; a rulemaking defining unfair or unjustly discriminatory methods used by carriers against their customers;

CONTINUED ON PAGE 8

and a rulemaking defining unreasonable refusal to deal or negotiate with respect to vessel space. FMC is also to set standards for national shipping exchanges and is given enhanced oversight and investigation capacity.

FMC announced at their July Meeting that they are already moving expeditiously to fulfill the requirements of the new law. They initiated work on the mandated rulemaking on unreasonable refusal to deal or negotiate on vessel space accommodations the day the law was enacted, and a Notice of Proposed Rulemaking seeking public comment is expected to be published soon. The Commission is on track to have a Final Rule in effect by the statutorily mandated deadline of December 2022. They have also initiated comments on the data-sharing initiative. FMC has an OSRA implementation page here: <https://www.fmc.gov/osra-2022-implementation/>.

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### **CHIPS & Science Act**

On August 9, 2022 President Biden signed the bipartisan CHIPS and Science Act of 2022. It focused on helping bringing semiconductor manufacturing back to the United States. Building computer chip factories is more expensive in the U.S. in comparison to other countries, partly because of subsidies provided by other governments.



CHIPS contains \$52.7 billion in funding for U.S. semiconductor production and another \$170 billion for the Department of Energy and National Science Foundation to create regional hubs that translate basic research into commercial products. It provides a 25 percent tax credit for building and equipping U.S. chip plants which is estimated to provide another \$24.3 billion in support. There is also \$13 billion for STEM education, with a focus on increasing access in rural areas.

The Great Lakes region is in a good position to benefit from the new law. Qualcomm announced intention to buy \$4.2 billion more chips from GlobalFoundries which will meet that order by expanding capacity at GlobalFoundries most advanced semiconductor manufacturing facility, in Malta, New York. Intel announced that the passage of the bill could increase its commitment in Ohio from \$20 billion to \$100 billion. Micron announced it will spend \$40 billion through 2030 on manufacturing facilities in the U.S. The manufacturing subsidies will be handled by the Department of Commerce through the National Institute for Standards and Technology (NIST). Additional information on CHIPS implementation can be found here: <https://www.nist.gov/chips>.

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### **Inflation Reduction Act**

President Biden signed into law the Inflation Reduction Act (IRA) on August 16, 2022. The bill was moved utilizing the 2022 Budget Reconciliation framework and enacted significant tax, climate, and healthcare changes. The package includes \$430 billion in new spending to reduce greenhouse gas emissions, invest in clean energy technologies and health care. There are manufacturing tax credits to grow U.S. manufacturing of solar, wind, battery components and critical minerals production, and investments to retool and expand manufacturing plants to build clean energy and vehicles, and to upgrade and transform industrial facilities.



Sustainable wind energy investment and project development is a critical sector that the Seaway maritime supply chain supports. The IRA contained numerous provisions to strengthen the existing investment tax credit (ITC) and production tax credit (PTC) for wind as well as solar, hydro, and geothermal projects. Previously, the ITC and PTC were subject to a gradual, phased reductions starting in 2021. The IRA extended those tax credits for projects beginning construction through 2024 and created new "technology neutral" clean electricity ITC and PTC which would allow projects beginning construction in the years to come could continue to qualify. This creates certainty for the wind energy sector which is likely to enhance utilization of the Great Lakes Seaway maritime supply chain for these projects.

The IRA makes changes to the corporate tax structure by imposing a 15 percent minimum corporate tax on corporations with profits exceeding \$1 billion. It is expected to generate more than \$300 billion in new revenue. Health care provisions include capping seniors' out of pocket spending for prescription drugs, extending subsidies for Affordable Care Act premiums, and allows Medicare to begin negotiating some drug costs starting in 2026.

Great lakes states are well poised to benefit from the IRA. The Milwaukee Journal Sentinel reported on the benefits that the IRA's nearly \$20 billion boost to existing U.S. Department of Agriculture conservation programs will have for Wisconsin farmers. On September 7, Michigan Governor Gretchen Whitmer signed an executive directive to state agencies to fully take advantage of the IRA, harnessing tax credits and other IRA provisions to expand and retool Michigan's industrial base and create jobs and make Michigan competitive for investment over other states. The Great Lakes Seaway maritime supply chain is well poised to help the region as they make investments from this legislation. ■■■■

## Pacesetter Award Presented to U.S. Great Lakes Ports



This summer, Deputy Administrator Craig H. Middlebrook presented the annual Great Lakes St. Lawrence Seaway Development

Corporation's (GLS) Robert J. Lewis Pacesetter Award in-person to the Port of Oswego Authority, the Ports of Indiana – Burns Harbor, the Port of Chicago, Erie-Western Pennsylvania Port Authority, and the Port of Cleveland. Mr. Middlebrook provided the Detroit/Wayne County Port Authority, Mr. Middlebrook a virtual presentation of the award. Watch the presentation at: [bit.ly/3BF70LP](https://bit.ly/3BF70LP).

Six U.S. ports in the Great Lakes St. Lawrence Seaway System earned the GLS's Robert J. Lewis Pacesetter Award for registering increases in international tonnage shipped through their ports during the 2021 navigation season. The GLS annually recognizes U.S. Great Lakes ports that increase international

tonnage shipped through the St. Lawrence Seaway compared to the previous year. Since the award was first issued 30 years ago, the GLS has distributed over 160 Pacesetter Awards to different U.S. ports in the Great Lakes Seaway System. The six recipients of the Pacesetter Award for 2021 are the Ports of Indiana – Burns Harbor (Ind.); Port of Chicago (Ill.); Port of Cleveland (Ohio); Detroit/Wayne County Port Authority (Mich.); Erie-Western Pennsylvania Port Authority (Pa.); and Port of Oswego Authority (N.Y.).

The Pacesetter Award name was officially changed in 2001 to posthumously honor the noteworthy career of former GLS Logistics Director Robert J. Lewis, who was instrumental in developing and implementing the GLS's trade development program. The award serves to raise awareness among the wider community about how important ports are as assets to the local, regional, and national economy. Great Lakes ports are working harder than ever to handle more commerce safely and efficiently.

The GLS congratulates each port director and their respective teams for their commitment to keeping the port thriving! ■■■■



Craig H. Middlebrook (left), Deputy Administrator, Great Lakes St. Lawrence Seaway Development Corporation, presented the Pacesetter Award to Bill Scriber, Executive Director, Port of Oswego Authority and the Port's Board of Directors during the Board of Directors meeting on July 18.



(L-R): GLS Deputy Administrator Craig H. Middlebrook presenting the Robert J. Lewis Pacesetter Award to Ports of Indiana Chief Executive Officer Vanta Coda, Erie-Western Pennsylvania Port Authority Executive Director Brenda Sandberg, and Illinois International Port District Executive Director Erik Varela at the American Great Lakes Ports Association 2022 Summer Meeting in Milwaukee, Wisconsin on July 27.



GLS Deputy Administrator Craig H. Middlebrook (middle) presented the Robert J. Lewis Pacesetter Award to Port of Cleveland President & CEO, Will Friedman (right) and Chairman of the Cleveland-Cuyahoga County Port Authority Board of Directors J. Stefan Holmes (left) during the Port of Cleveland Board of Directors meeting on September 8.

# Interlake Steamship Christens First New US-flagged Laker in Nearly 40 Years



The Interlake Steamship Company held a christening ceremony in Cleveland on Thursday for its new vessel, *M/V Mark W. Barker*, the first U.S.-flagged freighter built on the Great lakes in nearly four decades.

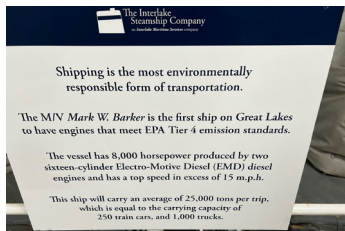
Built at Fincantieri Bay Shipbuilding in Sturgeon Bay, Wis, the 639-foot vessel was made from iron ore mined in Minnesota by Cleveland-Cliffs, and carried on U.S.-built, U.S.-crewed, and U.S.-owned Lakers to Cleveland-Cliffs' Burns Harbor mill in Indiana. There the pellets were forged into steel plates and shipped to the Wisconsin shipyard.

U.S. Rep. Marcy Kaptur (OH-09) served as the keynote speaker at the ceremony that welcomed many federal, state, and local dignitaries, as well as industry leaders. Kaptur was joined by U.S. Rep. Shontel Brown (OH-11) and Cleveland Mayor Justin Bibb, who welcomed the crowd to the outdoor christening event held next to FirstEnergy Stadium. Christening sponsor Megan L. November broke the bottle of bubbly on the bow.

Great Lakes shipping, which supports nearly 150,000 jobs and represents \$35 billion in economic impact, is the most efficient and environmentally responsible form of transportation. This ship will carry an average of 25,000 tons per trip, which is equal to the carrying capacity of 250 train cars, and 1,000 trucks. Notably, the *M/V Mark W. Barker* is the first ship on the Great Lakes with engines that meet EPA Tier 4 emissions standards.



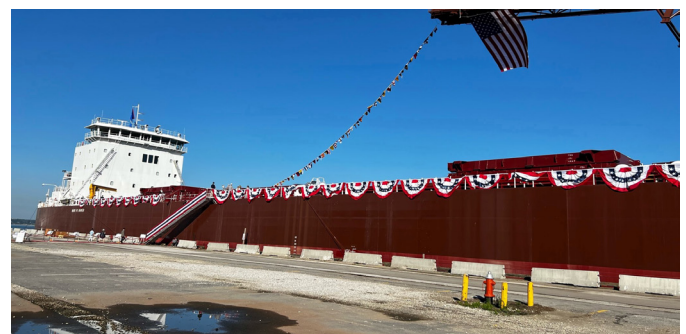
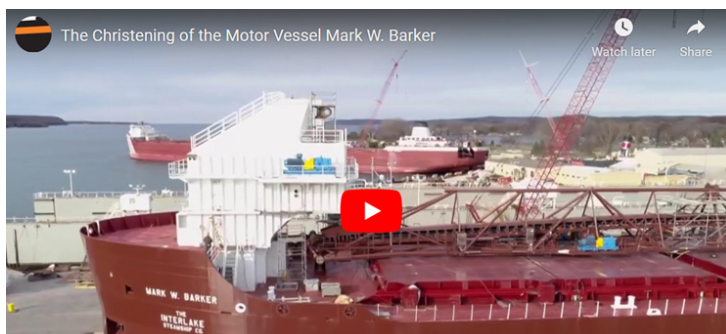
The *M/V Mark W. Barker*, on her maiden voyage equipped with Thordon's RiverTough bearings. Photo courtesy of The Interlake Steamship Company.



The new River-Class, self-unloading bulk carrier is believed to be the first ship for U.S. Great Lakes service built on the Great Lakes since 1983. The Jones Act qualified vessel, measuring 639 feet in length, 78 feet in beam, 45 feet in moulded depth and 28,000 dead weight tons, the ship will transport raw materials such as salt, iron ore, and stone to support manufacturing throughout the Great Lakes region. The ship will also be capable of transporting specialty cargoes such as steel coils and windmill towers and blades.

The Interlake Steamship Company, Fincantieri Bay Shipbuilding (FBS) and Bay Engineering jointly designed the bulk carrier, complete with advanced vessel and unloading system automation. Major partners for the project included: American Bureau of Shipping (ABS); Cleveland-Cliffs, Bay Engineering (BEI); EMD Engines; Caterpillar; EMS-Tech, Inc.; Lufkin (a GE Company), Sherwin-Williams, Kongsberg and MacGregor.

Watch the Christening of the *M/V Mark W. Barker* at: [bit.ly/3KDUoay](https://bit.ly/3KDUoay). ■■■



The 639-ft. *M/V Mark W. Barker*

## GLS Participates in Joint Maritime Exercise



On August 18, the 2022 Joint Maritime Disruption Exercise was held at the Wilson Hill Boat Launch in St. Lawrence County, N.Y. Agencies in attendance were the U.S. Great Lakes St. Lawrence Seaway Development Corporation (GLS), the United States Coast Guard (USCG), Saint Regis Mohawk Tribe representatives from the U.S. and Canada, Tribal Police, the New York State Department of Environmental Conservation (NYSDEC), the United States Coast Guard Auxiliary, the Canadian Coast Guard, Save the River representatives, and the U.S. Department of the Interior.

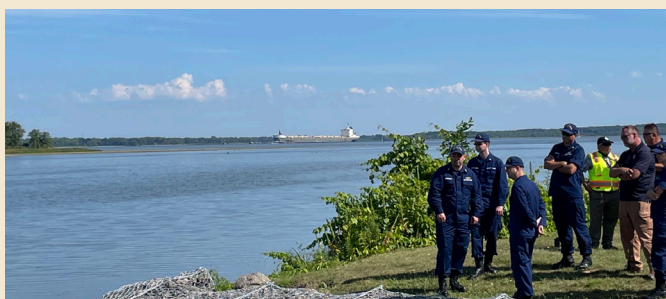
These joint exercises have developed very good relationships with all agencies that have been involved for over a decade. This year's disruption exercise had the USCG demonstrating their under water ROV's and drones. Everyone communicated their role and responsibilities as it pertains to protecting the Great Lakes and keeping maritime commerce moving safely and effectively.

The scenario/drill was a tanker vessel going aground west of Massena, N.Y., and the hull was breached with over 10,000 gallons of oil being dispersed into the St. Lawrence River. There was an Incident Command Center developed, and both contingency plans from the USCG and U.S. (GLS) were activated. GLS Director of Lock Operations and Marine Services Chris Guimond was placed in the Unified command, and GLS Chief Lock Operations Ryan Chatland was at the tactical briefings as his Operations Chief.

A plan was developed to secure the breach to the hull and where to deploy boom to deflect the spill to a respective area for the clean-up process to begin. The scenario/drill was a great success, as it showed the varying strengths of each agency and the shared commitment to protect this beautiful river.



Joint Maritime Disruption Exercise delegation at the Wilson Hill Boat Launch in St. Lawrence County, New York.



Joint Maritime Disruption Exercise delegation preparing for activities.

## Personnel News



On September 2, Brenda Sandberg resigned as executive director of the Erie-Western Pennsylvania Port Authority to pursue a new employment opportunity. Sandberg, who previously served as the city of Erie's director of economic and community development, was named to the executive director position at the Port in September 2014. Under Sandberg's watch, the Port Authority expanded its popular 8 Great Tuesdays concert series and adopted a master plan for bayfront development.

In its statement, the Port Authority board of directors expressed its gratitude to Ms. Sandberg for her eight years of leadership in guiding the Port Authority in achieving many accomplishments in

the development and enhancement of the Bayfront community, including the completion of \$26.5 million dollars of capital improvements with an additional \$12 million of projects underway, a 41 percent increase in domestic and international tonnage through the Port from 2014 through 2021 and the diversification of revenue streams to eliminate dependence on grant funding for operational purposes.



The Erie-Western Pennsylvania Port Authority will conduct a search for her replacement using a professional service firm. ■■■

## Save the Date

**September 27-29**



**Breakbulk Americas**

Houston, Texas

Info: <https://americas.breakbulk.com/Home>

**October 4-6**



**Antwerp XL**

Antwerp, Belgium

Info: <https://www.antwerpxl.com/>

**October 11-13**



**Great Lakes Commission Annual Meeting**

Erie, Pa.

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

**November 15-17**



**Hwy H<sub>2</sub>O**

Toronto, Canada

Info: <https://hwyh2o.com/home/>