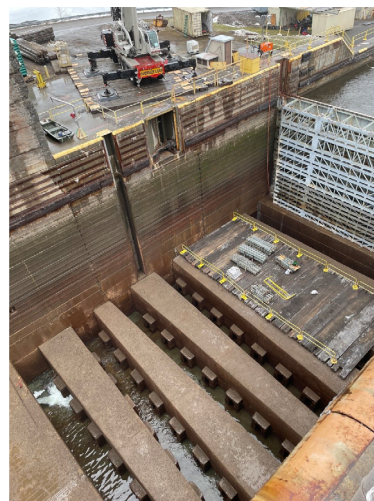


GLS's Major Winter Work Projects: Over \$208 Million Invested Since 2009

In addition to routine winter inspection and maintenance work, two major construction projects occurred this winter. At Snell Lock, the first of two winter seasons of work for the replacement of the diffuser structures was completed. This is similar to the project that occurred over the last two seasons at Eisenhower Lock to replace those diffuser structures. Over the course of this winter, the upstream three diffusers were demolished and replaced.

At Eisenhower Lock, there was concrete repair work to the chamber walls in the diffuser pit recess. With the Eisenhower Lock diffuser work complete, these repairs were able to be completed this winter.



Snell Lock Being Prepared for 2023 Winter Work



Eisenhower Lock Being Dewatered for 2023 Winter Work

CONTINUED ON PAGE 2

ADMINISTRATOR'S COLUMN

Green Shipping Corridor Network Announcement Puts International Spotlight on the Great Lakes St. Lawrence Seaway



Adam Tindall-Schlicht
Administrator

Under the leadership of U.S. President Joe Biden and Transportation Secretary Pete Buttigieg, the Great Lakes St. Lawrence Seaway Development

Corporation ("GLS") in partnership with its Canadian counterpart, the St. Lawrence Seaway

CONTINUED ON PAGE 3

GUEST COLUMN

Capt. Paul C. LaMarre III, Port Director, Port of Monroe, See Our Way



As each of us stands upon our collective docks awaiting the first ships of yet another season on the Great Lakes St. Lawrence Seaway System, we must look within ourselves to see our way forward.

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GLS'S MAJOR WINTER WORK PROJECTS
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Additionally, the construction of the new Seaway Visitor Center is making good progress. The structural steel has been completed and the enclosure is starting to be installed. You can now see and get a feel for the general shape and size of the building. ■ ■ ■



January 2023: New Visitor Center Structural Steel Being Erected



February 2023: New Seaway Visitor Center Construction Progress



Eisenhower Concrete Demolition



Eisenhower Concrete Repairs Made



Snell Diffuser Structures During Demolition



Snell Diffuser Structures Replaced

Management Corporation ("SLSMC"), and multiple non-profit, intergovernmental, industry and international stakeholders are blazing the trail to support development of a green shipping corridor network on the Great Lakes St. Lawrence Seaway System.

For many years, and certainly since implementation of the GLS- and SLSMC-led enhanced safety inspection and ballast water treatment process over a decade ago, the Seaway has been one of the leading environmental and ecologically sophisticated inland shipping routes in the world. Today, the GLS and SLSMC are working together as facilitators to establish a Green Shipping Corridor Network ("GSCN" or "Network") on the Great Lakes. This effort can only be accomplished through support, investment, and coordination with Seaway maritime users and customers. These stakeholders – foreign, U.S. and Canadian flag vessels; U.S. and Canadian Great Lakes ports; and many more – have already made millions of dollars in sustainable operational enhancements and infrastructure investment to-date, and they have plans to invest more in the coming years.

The GLS and SLSMC are coordinating with several U.S. and Canadian government partners to help collaboratively define the early vision for the formal Network on the Seaway System. This includes the SLSMC, Transport Canada, and the U.S. State Department, which has provided a [framework](#) for realizing similar corridors worldwide. The GLS will help accelerate the Framework in the Great Lakes context, including convening "relevant stakeholders across the value chain and to outline anticipated timelines, targets and achievements." This work will kick off on April 4, 2023, near Chicago when 100+ Seaway stakeholders are expected to gather and to envision the earliest chapters of the Network. At this first GSCN Forum, key personnel with direct oversight on Great Lakes and shipping policy will create a "common body of knowledge," to begin to shape and identify opportunities for voluntary Network collaboration. The event is being proudly organized and cosponsored by the GLS and SLSMC.



The Network will expand upon the visionary, industry-led efforts that have promoted high-quality environmental stewardship on the Great

Lakes St. Lawrence Seaway. This ethic is ultimately what led to the Seaway System being announced as a Network by the U.S. and Canadian Governments at the World Leaders Summit at the [27th Conference](#) of the Parties to the United Nations Framework Convention on Climate Change ("COP27"). Supporting clean American manufacturing and tackling the climate crisis is a priority of the Biden Administration, and U.S. commitments to climate adaptation and resiliency were strongly

demonstrated at COP27. Further, the COP27 announcement builds on earlier binational work by the U.S. and Canadian governments, including the 2021 [Joint Statement by the U.S. Department of Transportation and Transport Canada on the Nexus between Transportation and Climate Change](#). Considering these efforts and commitments, the Great Lakes Seaway System was selected and highlighted on the world stage as an existing example of climate excellence.



The GLS shares the U.S. commitment to reach zero emissions from international shipping by 2050. There are numerous activities being undertaken across the U.S. federal government to support the transition to lower and zero emissions in the maritime sector. From port to ship, funding provided by the Inflation Reduction Act and research being completed by the [U.S. Maritime Administration](#) ("MARAD") and [U.S. Department of Energy](#) ("DOE"), will promote the rapid adoption

of fuels and technologies to reduce carbon emissions in the maritime sector. Complete decarbonization, including in the GLS operation of the U.S. Seaway locks, is the goal.

As Green Shipping continues to develop on the Great Lakes St. Lawrence Seaway, the GLS and SLSMC will facilitate conversation and contribution from multiple constituencies – the shipping industry, U.S. and Canadian governmental and nongovernmental partners, the non-profit sector, academia, and near-port communities – to ensure that Network priorities and goals are cohesive and realizable. Through stakeholder collaboration, as facilitated by the Seaway Corporations, all essential elements of the Network will be better realized. Together we will define infrastructure needs, identify funding needs, and consider policy and regulations. Stakeholders will also identify and explore actions to address barriers to reducing greenhouse gas emissions fairly and transparently.

Establishing a Green Shipping Corridor Network on the Great Lakes is more than consistent with Seaway shipping, which has been built on a reputation of safety, sustainability, and resiliency since 1959. Undoubtedly, marine shipping remains the most energy efficient mode of transportation, using less energy to transport goods on a per ton basis. The Seaway System offers numerous competitive advantages in the global supply chain and establishing the Network will compliment innovative work already underway throughout the Seaway, particularly as markets diversify and customers become more eco-centric. The Green Shipping Corridor Network shines an international spotlight on the Great Lakes St. Lawrence Seaway, while providing the worldwide maritime industry with a path for continued ecological progress and economic growth. ■■■

On June 26, 1959, President Dwight D. Eisenhower, so aptly stated that “this waterway, linking the oceans of the world with the Great Lakes of the American continent, is the culmination of the dreams of thousands of individuals on both sides of our common Canadian-United States border.” It is with that notion in mind that we must once again acquaint ourselves with the passion that sets our collective vessel in motion.

The Great Lakes St. Lawrence Seaway system is not defined by any one cargo, vessel, or voyage but rather by a diverse and dynamic culture of individuals from every corner of the Lakes themselves. “Our system” is one which places people before profit, consistency before competition, and pride before politics. In doing so, we continue to fortify a cultural enigma of resolve, resilience, and reliability that is Great Lakes St. Lawrence Seaway shipping.



**AMERICAN
GREAT LAKES PORTS
ASSOCIATION**

With that, it is my great honor to serve our System as a mariner, Port Director,

and President of the American Great Lakes Ports Association (AGLPA). While any of our respective roles are for but an instant in the annals of Great Lakes shipping, we can only hope to leave our mark in a way that inspires our fellow leaders, associates, customers, and the public we serve.

For me, having been immersed in our industry since birth, the Great Lakes represent a way of life. They define every aspect of my personal and professional being. My family has experienced our industry’s finest hours and most challenging moments. I have battled wind and wave in raging storms and plied the majestically calm waters of the mighty inland seas. I have stood before the challenge of barren waterfront facilities and reveled in the many milestones of a revived seaport. Inevitably, my inspiration through this journey, ashore and at sea, has been and will always be, the people who stand next to me.

Nowhere in the world is there another system of marine highways that is so deeply engrained within the fabric of the communities which surround it. Whenever one asks where we live, work, and recreate, our most common answer is the “Great Lakes.” Not a particular neighborhood, street, city, or state but rather the region as a whole. Why? Because we, as inspired people, are proud of where we are from and seek to share our overflowing abundance of industrial and ecological marvels for the good of our nations (U.S. and Canada).

While the Great Lakes St. Lawrence Seaway System is not without its challenges, it is our response to those challenges which has hardened our ironclad identity. We must think of ourselves as one Great Lakes Port fighting to ensure that freight flows through our waterways because our System is the most environmentally conscious, efficient, and economical means of reaching the industrial heartland of America. We must tell our story in a purely positive manner that is one rivaled by our mutual admiration for each other’s efforts. We must diversify our cargoes while ensuring that commerce flows to its most logical destination despite the century-old supply chains of our coastal competitors.

In closing, I am humbly appreciative of the opportunity to share what may be just a glimpse into the depths of my motivation and would like to express my sincerest thanks to my friend and our Seaway Administrator, Adam Tindall-Schlicht, whose passion for our industry and persona of positivity can serve as an inspiration to all of us.

May the 2023 shipping season be filled with passion, inspiration, and prosperity.

“Keep On Tuggin” ■■■

2022 Navigation Season Review: Great Lakes St. Lawrence Seaway System

The 2022 navigation season once again demonstrated the St. Lawrence Seaway’s binational maritime supply chain’s resilience as it maintained its high standards for safety and reliability from opening until close. The U.S. lock system finished the season with a reliability level of 99.6 percent, keeping vessels and their cargo moving efficiently from origin to destination through the Seaway’s global maritime supply chain.

CONTINUED ON PAGE 5

The overall traffic volume through the Seaway totaled 36.271 million tons, 5.03 percent below the 2021 navigation season. Looking at the numbers, the 2022 season was comprised of another uniquely diverse mix of cargo led by the following sectors:

The top-performing cargos throughout the 2022 navigation season included:

- U.S. Grain — 1,328,000 metric tons; 4.37%* increase
- Dry Bulk — 11,700,000 metric tons; 2.84%* increase
- Liquid Bulk — 3, 551,000 metric tons; 9.28%* increase
- Transits — 4,010 each; 2.35% increase

*Percentages rounded to nearest tenth

The Seaway System was well positioned to respond to increased global demand in several cargo lanes whose supply chains were impacted by climate or conflict. The most visible of this traffic was seen in U.S. grain, potash, and coke export movements out of the System throughout the navigation season.



Grain.

U.S. grain exports finished the year up 4.37 percent over 2021 with corn and soybean volumes strong year over year. The consistent demand for North American corn and soybeans helped the Great Lakes maintain its role as a dependable food supply chain, further complimented by the movement of agricultural exports such as wheat, canola, and other grains.

The dry bulk sector also had its strong shipping lanes with export movements of potash finishing the year up 103.77 percent and coke volumes up 5.99 percent. Adding to the diverse mix of cargo with strong Seaway transits were petroleum products up 27.98 percent and containerized cargo volumes up 23.98 percent.

Great Lakes port activity throughout the Great Lakes yielded a number of international trade related highlights and developments during the 2022 navigation season.



Giant windmill parts are unloaded at the Port of Oswego Authority last year. Photo credit: Port of Oswego Authority

On the eastern end of the System, the Ports of Erie, Buffalo, Oswego, and Ogdensburg each handled multiple wind cargo vessels in support of projects in upstate New York. It exemplified another strong year for renewable energy cargo utilizing the Seaway System. Bay City, Mich. was another major beneficiary, receiving multiple wind energy laden vessels for projects throughout the Midwest.

The Port of Oswego was active well beyond its wind energy cargo with strong inbound aluminum movements for use in local manufacturing. And, in its first full season in operation, grain was delivered from growers in the region to the Port's Central New York Agricultural Export facility. A total of four foreign-flagged vessels were loaded from the facility with New York-grown products.

Ohio ports had very successful seasons; the Port of Cleveland's general cargo increased 25 percent in part due to strong steel shipments supporting its manufacturing sector. The port's Cleveland-Europe Express service had another strong season, doubling its containerized cargo volumes. At the Port of Toledo, the shipping season was highlighted by a record year for aluminum shipments into their general cargo terminal and a 15 percent increase in international grain shipments.

The Ports of Indiana-Burns Harbor had a second consecutive record-setting cargo year with foundry coke, minerals, and steel products leading the way. Just down the Lake Michigan coast, the Illinois International Port District (IIPD) handled increased volumes of lumber, sugar, and non-ferrous metals. To the north,

Port Milwaukee successfully implemented its StewardSHIP Initiative in the 2022 navigation season, which incentivizes the use of sustainable policies by vessel owners calling on the port.

On Lake Superior, Duluth's maritime container service operated for its first full season with activity including both inbound and outbound shipments. The port's agricultural export capacity was further increased with the purchase and return to service of the previously idled General Mills elevator by Hansen-Mueller.

An undercurrent of the 2022 season's port highlights and developments is infrastructure investment being made throughout the Great Lakes St. Lawrence Seaway System to improve and expand port capacity and capability. 2023 will see more of these investments coming online including the completion of a new grain export terminal at Port Milwaukee and the construction of a new container handling terminal at the Port of Monroe. This continuous improvement will strengthen the resiliency and responsiveness of the System to meet global supply chain needs.



Cruising Season in Review

After the two-year delay due to COVID, the 2022 Great Lakes cruising season proved to be a resounding success. Not only did the traditional itineraries on the lower four Great Lakes return to normal operations, but Lake Superior saw cruise activity return as well. Duluth, Minn. saw its first cruise vessel in over a decade and garnered community support along with media attention for the activity it generated. Duluth's efforts to revitalize the cruise industry on Lake Superior through establishing a Customs Clearance Facility along with renewing their dock wall has proven fruitful and created demand for a new destination on cruise line itineraries.

Not only did the Great Lakes see the most cruise vessels sail the System during a single navigation season in 2022 (9 total), but the demand for Great Lakes itineraries has remained strong among passengers. Strong enough that an additional two new vessels are expected for the 2023 season: Hapag-Lloyd's *Hanseatic Inspiration* and Viking's second expedition ship, the *Viking Polaris*.

Marketing efforts to promote cruising on the Great Lakes by GLS's Office of Trade & Economic Development (OT&ED) has been developed primarily in partnership with and in support of the Great Lakes Cruising stakeholders. These include Great Lakes Cruising Coalition, Cruise the Great Lakes, and Cruise Line International Association. Seatrade Cruise Global in Ft. Lauderdale, Fla. on March 27-30, 2023, remains a top marketing opportunity for ports and destinations to interface with cruise lines, itinerary planners, and travel agents. However, for the first time, OT&ED is reaching out to a new market by exhibiting at Seatrade Europe in Hamburg, Germany, on September 6-8, 2023. Additional print and digital advertisements are under development to be released in conjunction with both Seatrade opportunities to create maximum awareness of the passenger cruising opportunities and destinations that exist on the Great Lakes St. Lawrence Seaway System.

Port cities along the five Great Lakes will see the following vessels during the 2023 navigation season: *Ocean Voyage and Ocean Navigator, Pearl Mist, Ocean Explorer, Viking Octantis, Viking Polaris, Le Bellot, Le Dumont D'urville, Hanseatic Inspiration, Hamburg, and the Canadian Empress.* ■■■



Victory Cruises' *Victory I* at the Port of Detroit



Viking's *Viking Octantis* at the Port of Duluth-Superior



Ponant's *Le Bellot* at Port Milwaukee

Introducing New GLS International Trade Specialist

Jazmine Jurkiewicz joined the GLS's Office of Trade and Economic Development in December 2022. She is based out of Milwaukee, WI, where she will work as an International Trade Specialist. Formerly of Port Milwaukee as the Trade Development Representative, she has worked in the Great Lakes maritime industry for more than six years. Her areas of focus included administrating southeastern Wisconsin's Foreign Trade Zone No. 41 as well as the developing the burgeoning passenger cruise market for the Milwaukee region. Through her efforts in partnership with various Milwaukee tourism stakeholders, Port Milwaukee grew from less than 1,000 passengers in 2018, to more than 13,000 in 2022. Jazmine hopes to use that experience gained as a resource available to all destinations along the Seaway System looking to explore the passenger cruising market in the near future.



Additionally, Jazmine's Bachelor of Finance from Marquette University lends itself to not only analyzing and evaluating trade data figures, but also towards administrative and budgeting tasks involved in expanding GLS's role in marketing the system to a wider audience both domestically and internationally. With expanded outreach comes added workload. Jazmine will be a valuable team member in executing the organizational tasks the additional conferences and trade missions will bring. ■■■

Bipartisan Infrastructure Law Celebrates 1 Year in Action



BIPARTISAN INFRASTRUCTURE LAW

On November 15, 2021, President Biden signed the Infrastructure Investment and

Jobs Act (IIJA or Bipartisan Infrastructure Law/BIL). The law provides \$1.2 trillion over five years for infrastructure investment. On its one-year anniversary, agencies including U.S. Department of Transportation (DOT), U.S. Department of Energy (DOE), U.S. Army Corps of Engineers (USACE), and United States Environmental Protection Agency (EPA), had announced over \$185 billion in funding and over 6,900 specific projects, reaching over 4,000 communities across all 50 states, D.C., and the territories. The White House Infrastructure Implementation Team [released a map](#) highlighting projects in all 50 states.

Several milestones achieved in the law's first year were highlighted including:

- 2,800 bridge repair and replacement projects launched across the country.
- Funds awarded for over 5,000 new clean transit and school buses.
- State plans for water funding, EV charging networks and high-speed internet deployment had been approved.

DOT has played a major role in BIL implementation. The INFRA Grant program awarded \$1.5 Billion to 26 projects to highway, multimodal freight and rail projects that will make the nation's transportation systems safer and more resilient, eliminate supply chain bottlenecks, and improve critical freight movements in September ([more information](#)). The RAISE grant program awarded \$2.2 billion to all fifty states, the District of Columbia, and US territories to projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation in August ([more information](#)). Additional information about BIL's impacts in its first year can be found [here](#). BIL's program authorizations run through September 30, 2026. ■■■



USDOT Supporting Port Infrastructure through the Bipartisan Infrastructure Law

In October 2022, U.S. Department of Transportation's Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP) awarded \$703 million to fund 41 projects in 22 states and one territory that will improve port facilities. The PIDP supports efforts by ports and industry stakeholders to improve port and related freight infrastructure to meet the nation's freight transportation needs and ensure our port infrastructure can meet anticipated growth in freight volumes. The program provides planning, capital funding, and project management assistance to improve ports' capacity and efficiency.

Several Great Lakes Ports received funding this year:

- *Port of Monroe* received \$11 million for the Lake Erie Renewable Energy Resilience Project which will include riverfront to work will include replacing the surface of the existing wharf, constructing a second riverfront wharf to be used exclusively for vessel transfer of wind energy cargos, and reinforcing shoreline stabilization; rehabilitating the turning basin, demolishing and rehabilitating an existing small boat slip to be used by harbor assist vessels, and providing shore power to the riverfront wharves.
- The *Port of Detroit* received \$16 million to rehabilitate existing port infrastructure as well as creating a new port/rail connection, adding dry bulk cargo handling platforms and a covered warehouse, reconstructing a dock, installing 2 bulk-liquid storage tanks, and constructing an additional berth to facilitate fueling of cargo vessels.
- *Cleveland-Cuyahoga County Port Authority* received \$27.2 million to modernize a 144,000-square-foot warehouse,



expand stormwater collection and treatment infrastructure, construct a modernized maintenance and repowering facility for terminal equipment, and install electric infrastructure to meet the power requirements of ship cold ironing and electrified cargo handling equipment.



- The *Port of Green Bay* received \$10 million to fund the first phase of redevelopment of a former power plant site into a new port terminal. The Project includes the following components: engineering services; clearing and clean-up of the existing brownfield site; construction of new dock walls and bulkheads; dredging; placement of fill behind dock wall and bulkheads; construction of stormwater collection and treatment facilities; installation of bollards and crane pads; asphalt resurfacing; new roads and utilities; truck scales; construction of an office building; and repair and extension of a rail spur with installation of three switches.

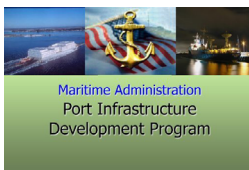


A full list of FY2022 grant recipients can be found [here](#).

On January 26, Federal Transit Administration (FTA) announced \$384.4 million in federal funding for 23 grants to fund ferry projects across the country. The Michigan Department of Transportation is receiving funds to renovate docks and build a new ferry for the Charlevoix to Beaver Island route. Beaver Island is the largest island in Lake Michigan and the most remote inhabited island in the Great Lakes. See the full list of grant recipients [here](#). ■■■



USDOT Opens FY2023 Grant Applications for PIDP and USMHP



The U.S. Department of Transportation's Maritime Administration (MARAD) has announced a Notice of Funding Opportunity (NOFO) making available more than \$662 million in Federal Fiscal Year (FY) 2023 funding for MARAD's Port Infrastructure Development Program (PIDP). The Bipartisan Infrastructure Law provides \$450 million annually in funding for PIDP, and the FY2023 appropriations bill provided the additional \$21.2 million.

Additionally, MARAD announced \$12,423,000 available in FY 2023 funds through the United States Marine Highway Program (USMHP), previously named America's Marine Highway Program. The USMHP seeks to increase the use of America's navigable waterways, especially where water-based transport is the most efficient, effective, and sustainable option. Additional information on Marine Highways can be found [here](#).



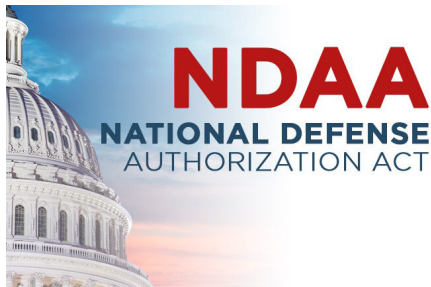
U.S. Department
of Transportation
**Federal Highway
Administration**

MARAD will host a series of webinars that describe both NOFO requirements and application process. These webinars are an excellent resource for prospective applicants. The webinars will be announced in the near future on the PIDP and USMHP webpages. The NOFOs are available on Grants.gov. The deadline for applications for both programs is 11:59 PM Eastern Time on April 28, 2023.

The Federal Highway Administration will open FY 2022-2023 grant applications for the Reduction of Truck Emissions at Port Facilities program, which will make \$160 million available to test, evaluate, and deploy projects that reduce port-related emissions from idling trucks, including through the advancement of port electrification and improvements in efficiency. FHWA grant information can be found [here](#). ■■■

117th Congress Comes to a Close

After passing the Consolidated Appropriations Act, 2023 (H.R.2617/P.L. 117-328), the 117th Congress completed its two years of work. The final act, a massive 4,155-page bill, included all 12 appropriations bills to fund the federal government through September 30, 2023. GLS received \$38.5 million, with \$14.8 million for Seaway infrastructure and \$1 million for trade and economic development activities. MARAD received an additional \$21.2 million for Port Infrastructure Development Grants and \$10 million for America's Marine Highways program.



Congress also passed the FY2023 National Defense Authorization Act (NDAA). Included in this year's NDAA were the U.S. Coast Guard authorization and the Water Resources Development Act (WRDA) of 2022, which provides the U.S. Army Corps of Engineers authorization. The Coast Guard portion authorized a new Great Lakes Ice Breaker at the cost of \$350 million and requires the Government Accountability Office to do a report on Great Lakes icebreaking scenarios and the impacts of various policies on the Coast Guard and maritime industry. The new icebreaker still needs to be funded through a future bill. The WRDA portion included an updated Soo Lock construction authority at \$3.2 billion. The Biden Administration has said it is committed to funding and completing the project.

The 117th Congress was incredibly active for transportation. Among the 365 laws that were passed, major pieces of legislation included the American Rescue Plan of 2021, which provided \$1.9 trillion in COVID-19 relief, the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law, which provides \$1.2 trillion for rebuilding America's infrastructure, the Ocean Shipping Reform Act of 2022, which provides additional regulatory authority for the Federal Maritime Commission, and a bill officially named the USDOT headquarters building after former DOT Secretaries William T. Coleman, Jr. and Norman Y. Mineta. The CHIPS and Science Act, which provides \$280 billion in new funding to boost domestic research and manufacturing of semiconductors in the United States, and Inflation Reduction Act, which authorizes \$391 billion in spending on energy and climate programs, also became law. In addition, the 117th Congress established Juneteenth as an official Federal Holiday, supported Ukraine's military defense against Russia, and passed the Respect for Marriage Act. ■■■



Great Lakes Authority



Included in the Consolidated Appropriations Act, 2023 (P.L. 117-328) is new authorization for a new economic development commission in the Great Lakes. The Great

Lakes Authority (GLA) covers the same areas that are included under the Great Lakes Restoration Initiative.

Authorization is just step one in getting the Great Lakes Authority set up. The GLA will need both a federal co-chair to be nominated and confirmed by the Senate and receive federal appropriations to organize. The participating state governors, or their designated representatives, make up the rest of the chairs. The underlying authorization only extends through FY2023. The new GLA will need to be reauthorized before September 30, 2023.

Once organized, the GLA shall assess the needs of the region, develop comprehensive and coordinated economic and

infrastructure development strategies to establish priorities for grantmaking in the region, establish priorities for infrastructure and economic development in 5-year regional outcome targets as well as work with local development districts, and cooperate with states in the development of their planning and economic development work. The GLA can make grants to state and local governments, tribes, and public and non-profit organizations to develop a host of economic development activities from transportation infrastructure to job training, to improving basic health care, to resource conservation, to renewable and alternative energy, to economic development capacity building.

The original legislation included specific maritime and energy directives, as well as additional bonding authority and a revolving loan fund program which were not included in the final legislation. Additional changes either to the GLA's general authorities or focus could be implemented during reauthorization this year. The Farm Bill and authorizing legislation for the U.S. Economic Development Administration (EDA) are anticipated to move during the 118th Congress. ■■■

Welcome to 118th Congress



While the 2022 midterms saw remarkable stability, with most incumbents both in the Senate and House who sought reelection winning, redistricting, primary challenges, and retirements are going to make for some significant changes in the halls of Congress this year.

The House of Representatives will have Republicans take over as the majority party with 222 seats. Kevin McCarthy (R-CA) was elected speaker of the house, and Democrats chose new leadership in Representative Hakeem Jeffries (D-NY).

The House Transportation and Infrastructure Committee will be Chaired by Sam Graves (R-MO) with new Ranking Member Rick Larsen (D-WA), and the Water Resources Subcommittee will now be chaired by David Rouzer (R-NC) along with Ranking Member Grace Napolitano (D-CA) returning to her position. On Appropriations, Chairwoman Kay Granger (R-TX) and Rosa DeLauro (D-CT) stay at the helm, but the Transportation subcommittee will now be Chaired by Representative Tom Cole (R-OK) with Ranking Member Mike Quigley (D-IL).

In the Senate, Democrats gained one seat, breaking the fifty-fifty tie from last Congress. The Senate will have the same leaders this Congress, Senator Chuck Schumer (D-NY) and Senator Mitch McConnell (R-KY), who is now the longest serving leader in Senate history.

On the Senate Commerce Committee, Senator Maria Cantwell (D-WA) and remains at the helm, with new Ranking Member Ted Cruz (R-TX). Appropriations will now be Chaired by Senator Patty Murray (D-WA) with Ranking Member Susan Collins (R-ME). The Transportation subcommittee will be chaired by Senator Brian Schatz (D-HI) with Senator Cindy Hyde-Smith (R-MS) as Ranking Member. ■■■

GLS/SLSMC Host the Annual Stakeholder Appreciation Reception

The annual Stakeholder Appreciation Reception took place in Montreal, December 1, 2022. This marked the 20th year for the binational reception and the largest attendance to date. It also was the first in-person reception since 2019, and everybody was so happy to be back together again.

The Seaway reception coincides with many other events taking place during the week famously known as Grunt Club. There was certainly a buzz in the air as our partners throughout the marine community came together to do some much needed in-person networking.

The two Seaway Corporations have held the reception for two decades now, and we were pleased to see so many stakeholders again. Representatives from every sector of the maritime industry showed up – domestic and international carriers and shippers, agents, brokers, freight forwarders, terminal operators, and both U.S. and Canadian Federal and Provincial governments.

Where else can you go where you have so many of your customers and fellow industry leaders in one room? This is the time of the year when we are wrapping up the current navigation season and planning for the next couple of seasons to come, and it all took place during the 2022 Great Lake St. Lawrence Seaway Stakeholder Appreciation Reception. ■■■



GLS Administrator Adam Tindall-Schlicht (left) and SLSMC President & CEO Terence Bowles (right) delivered remarks during the annual reception.

Seaway Employees Receive U.S. Department of Transportation Secretary's Award



On January 26, 2023, U.S. Secretary of Transportation Pete Buttigieg honored Massena, N.Y.-based employees from the Great Lakes St. Lawrence Seaway Development Corporation (GLS) at the 55th Annual U.S. Department of Transportation (DOT) Secretary's Awards Ceremony. At the event, Secretary Buttigieg recognized

individuals and teams across DOT who performed their duties in an exemplary manner to meet the Department's strategic goals and accomplish its mission.

A cadre of GLS engineering and maintenance employees, comprised of Michael Ledger, Robert Barkley, Spencer Haggett, Eric Hebert, Carl Bender, Jonathan Chapman, Anthony Curley, and Travis Leggue, received the Secretary's Team Award for their outstanding work during the Seaway's annual winter maintenance season. Their efforts identified improvements with stoplog lifting beams and hooks. The team developed swift solutions to address both short-term and long-term fixes, which helped to avoid preventative maintenance delays during the winter.

Christopher Phillips, Supervisory IT Specialist, was a part of the intermodal DOT Cyber Security Operations Team, who received the Partnering for Excellence Award for organizational excellence in reducing enterprise cyber risks.

Lori Grenier, Accountant in the GLS's Massena, N.Y. office, was presented the Secretary's Excellence Award, which is granted to employees who have achieved outstanding performance in all aspects of their work and deserve special commendation. Ms. Grenier received the award for excellent performance in the administrative functioning of the GLS and performing multiple roles within the financial management team while ensuring the GLS maintains the highest levels of financial management and accountability.

Secretary Buttigieg awarded a Meritorious Achievement Award (Silver Medal) to Tammy Finnegan, Human Resources Officer. Ms. Finnegan is responsible for the GLS's many human resources needs and successfully led several unique and challenging HR projects to successful outcomes. This is the third highest award bestowed by the Secretary in recognition of exceptionally meritorious service to the Department or Federal government.

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GLS Administrator Adam Tindall-Schlicht said, "We are all proud of the accomplishments of these GLS employees and pleased that the Department of Transportation is recognizing their superior performance in the North Country region of Upstate New York. The GLS's workforce is comprised of professional and dedicated public servants and these Secretarial awards recognizing their exceptional achievements, in both routine and emergency situations, are well-deserved." ■■■

Personnel News



On January 25, 2023, the Erie-Western Pennsylvania Port Authority's Board voted to hire **Martin LaMar** as the port's new leader. On February 6, 2023, Martin LaMar started his new role as the executive director of the Erie-Western Pennsylvania Port Authority.

LaMar replaces Brenda Sandberg, who left the Port Authority in September to serve as director of community affairs for both Highmark and the Allegheny Health Network in western Pennsylvania and southwestern New York.

Prior to this role, LaMar served as senior vice president of economic development for Invest Atlanta, the official economic development authority for the city of Atlanta.

A native of Atlanta, LaMar graduated from Alabama A&M University with a bachelor's degree in finance. He also earned master's degrees in social policy and public administration from the University of Washington.

LaMar is currently pursuing a master's degree in real estate from Georgetown University in Washington, D.C.



On February 13, 2023, Ports of Indiana named **Jody Peacock** as the new chief executive officer for the statewide port authority which operates three ports on the Ohio River and Lake Michigan. Peacock has served in various leadership positions for the Ports of Indiana since 2001 and he most recently was senior vice president for business development. Peacock succeeds Vanta E. Coda II, who served as CEO from 2018 to 2022.

During his 22 years with Ports of Indiana, Peacock helped develop multiple strategic plans and business initiatives that reshaped the bipartisan port authority from a small government-funded agency to a self-funded, entrepreneurial enterprise that has achieved record growth under five Governors. Peacock led business development efforts to attract millions of dollars in private investment to Indiana's ports, expand the state's foreign-trade zone and financing programs, and secure multiple federal grants for new infrastructure projects.

Prior to his current role, Peacock spent more than 10 years directing the organization's communications, marketing, government relations, corporate affairs and foreign-trade zone program.

Peacock has previously received appointments by three Indiana Governors to serve on two binational Great Lakes boards that have established new regional economic and environmental policies, and by Governor Holcomb to the Volkswagen Environmental Mitigation Trust Fund Committee to oversee distribution of Indiana's Volkswagen settlement.

Peacock grew up on a farm in Union City, Ind., and earned his Master of Business Administration degree from Indiana University Kelley School of Business and bachelor's degree from Ohio Wesleyan University. He lives in northwest Indianapolis with his wife, Dr. Orla Hart, a biochemistry professor at Purdue University, and their two children.



On February 23, 2023, **Jackie Q. Carter** took her oath of office to become the new head of Port Milwaukee and is now both the first woman and first person of color to hold the role. Mayor Cavalier Johnson has selected Jackie Q. Carter to serve as Municipal Port Director. In this position, Carter will direct commercial and recreational operations at Port Milwaukee, oversee a staff of twenty people, and administer Foreign Trade Zone No. 41. The appointment is subject to Common Council approval, and the council unanimously confirmed her appointment.

Carter succeeds former port director Adam Tindall-Schlicht, who now serves as the Administrator of the Great Lakes St. Lawrence Seaway Development Corporation.

A lifelong resident of Milwaukee, Carter has worked in the local non-profit and public sector for more than 20 years. She most recently served as the Finance & Administration Officer for Port Milwaukee, where she provided oversight of all Port business operations, including its financial, human resource, and administrative functions. She has been integral in helping to shape the department's strategic planning and grant funding efforts.

Carter earned a Master of Business Administration with an emphasis in Public Administration from Concordia University. She holds a Bachelor of Arts from Alverno College, with a double major in Business & Management and Professional Communication. She is a wife, mother, and minister who plays an integral role in reshaping the spiritual and socio-economic legacy of her family and community. ■ ■ ■

Save the Date

March 21, 2023



Cruise the Great Lakes Annual Meeting

Montreal, Québec

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

March 22, 2023



Opening Ceremony of The Great Lakes St. Lawrence Seaway System 2023 Navigation Season

Saint-Lambert Québec, Canada

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

March 27-30, 2023



Seatrade Cruise Global

Fort Lauderdale, Fla.

Info: <https://www.seatrade cruiseglobal.com/en/home.html>

March 27-30, 2023



National Grain and Feed Association

La Quinta, La.

Info: <https://imis.ngfa.org/>

Save the Date

April 4, 2023



GREAT LAKES
ST. LAWRENCE
SEAWAY SYSTEM

Green Shipping Corridor Network (GSCN)

Chicago, Ill.

Info: <https://www.seaway.dot.gov/GSCNForum>

April 19-21, 2023



JOC Breakbulk & Project Cargo Conference

New Orleans, La.

Info: <https://events.joc.com/breakbulk/program/theme.html>

May 9-12, 2023



Transport Logistic

Munich, Germany

Info: <https://messe-muenchen.de/en/events/transport-logistic-2023.php>

May 23-25, 2023



CLEANPOWER 2023

New Orleans, La.

Info: <https://cleanpower.org/expo/>

June 6-8, 2023



Breakbulk Europe

Rotterdam, The Netherlands

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

June 6-9, 2023



Great Lakes Cities Initiative

Chicago, Ill.

Info: <https://glsccities.org/events/annual-meeting/>

June 12-14, 2023



GREENTECH 2023

Seattle, Wash.

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