

2023 Cruise Season in Review

The 2023 Great Lakes cruising season has been the busiest yet. Seven cruise lines designed itineraries for ten vessels on the Great Lakes this year, totaling almost 400 U.S. port calls and a high estimate of 100,000 passengers by the end of the cruise season. This uptick in activity meant the expansion of the number of locations where vessels called for the 2023 season. A total of 17 U.S. ports were selected, with more under development for future seasons. Excitement over seeing cruise ships on the Great Lakes continued to garner positive attention from the media. Not surprising to those of us who know the area, the Great Lakes destinations continue to be highlighted as must-see in travel magazines such as *Conde Nast* and *National Geographic*.

Great Lakes cruise destinations have extolled the impact on tourism in their communities. As a burgeoning industry, it is difficult to quantify the exact economic impact that cruising is having on the Great Lakes overall, but ports are widely reporting that cruising is injecting a welcome boost of tourism dollars into their small communities. This holds especially true for ports who host turnaround calls, where one set of passengers ends their cruise, and another set embarks on a new adventure. Duluth, Minn. and Milwaukee, Wis., both of whom host turnaround calls, report that the hotel stays, restaurant dollars, and tourism attractions visited in pre- and post-cruise packages are significant to their economy.

One particular location is considered a linchpin to Great Lakes cruising: Mackinac Island, Mich. With world-famous Mackinac Island fudge and car-free streets full of horse-drawn carriages, it is a unique destination known as a jewel central to the Great Lakes. All six cruise lines that visit the U.S. side of the Great Lakes in 2023 built Mackinac Island into their itinerary offerings.

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ADMINISTRATOR'S COLUMN

Resiliency of the Seaway



Adam Tindall-Schlicht
Administrator

In the annals of the Great Lakes St. Lawrence Seaway (GLSLS) system, the recent mid-season closure, resulting from negotiations between Canadian St. Lawrence Seaway Management Corporation (SLSMC) management and unionized employees, stands as a historic abnormality rather than a harbinger of future disruptions. It is with profound appreciation that we reflect on the resilience of Seaway stakeholders, users, and customers,

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GUEST COLUMN

Jody Peacock, CEO, Ports of Indiana, A new vision for Ports of Indiana: Changing ports from 'Locations' to 'Leaders'



Since 2001, I've had the privilege of working at Ports of Indiana and collaborating on numerous Great Lakes challenges. However, my perspective of the world changed drastically on Feb. 13, 2023, when I was given the honor of becoming Ports of Indiana's CEO.

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Ports of call that have established U.S. Customs and Border Protection clearing facilities have seen increased cruise traffic. These ports include Cleveland, Ohio, and Duluth, Minn. Other U.S. ports of entry for clearing are Detroit and Sault Ste. Marie, Mich. Since the Great Lakes St. Lawrence Seaway lies between two countries, passengers must receive clearance each time they enter the U.S. after visiting a Canadian port. These four cities recognize the criticality of providing an easy, seamless experience for passengers on vacation.

With this increased attention on cruising in the Great Lakes, many port communities are looking at the potential of adding cruise ship visits to their port communities as well. In 2023, Escanaba, Mich., Fayette, Mich., and Buffalo, N.Y. had the opportunity to host their first cruise vessels. Additional locations are being discussed for 2024 itineraries and beyond.

While the demand for Great Lakes cruise tourism remains strong, the 2024 season will see a slight decrease in port calls due to the sale of the American Queen Voyages vessels, *Ocean Navigator* and *Ocean Voyager*. While these vessels, built in the early 2000s, are retiring, American Queen Voyages remains a supporter of the Great Lakes region. Although the loss of these vessels may be discouraging, it should be noted that the newest Seaway-size cruise vessels are not only more modern and offer a heightened passenger experience, but also add passenger capacity on a per vessel basis. As a result, the passenger count and community impact should remain high.

Overall, the Great Lakes is excellently positioned to continue providing outstanding cruise experiences to passengers. The Great Lakes St. Lawrence Seaway Development Corporation (GLS), in partnership with the Great Lakes Cruising Coalition (GLCC), Great Lakes Cruise Association (GLCA), Cruise the Great Lakes (CTGL), and Cruise the St. Lawrence (CTSL), will continue raising awareness of the region as a cruise destination with a unique and fresh experience for passengers. Itineraries that incorporate all five Great Lakes, 17 U.S. ports, and 18 Canadian ports are being sold worldwide, raising the profile of the Great Lakes and its destinations in a global cruising market. ■ ■ ■

Quick Facts – 2023 Season

Cruise Lines	Vessels	U.S. Ports	Canadian Ports
Viking Cruises	Viking Octantis	Duluth, Minn.	Toronto, Ont.
Viking Cruises	Viking Polaris	Houghton, Mich.	Port Colborne, Ont.
Hapag-Lloyd	Hanseatic Inspiration	Marquette, Mich.	Point Pelee, Ont.
Pearl Seas Cruises	Pearl Mist	Sault Ste Marie, Mich.	Parry Sound, Ont.
Ponant	Le Bellot	Muskegon, Mich.	Killarney, Ont.
Ponant	Le Dumont D'urville	Chicago, Ill.	Frazer Bay, Ont.
Plantours	Hamburg	Green Bay, Wisc.	Thunder Bay, Ont.
St. Lawrence Cruise Lines	Canadian Empress	Sturgeon Bay, Wisc.	Windsor, Ont.
American Queen Voyages	Ocean Navigator	Algoma, Wisc.	Silver Islet, Ont.
American Queen Voyages	Ocean Voyager	Traverse City, Mich.	McGarvey Shoal, Ont.
		Escanaba, Mich.	Little Current, Ont.
		Fayette, Mich.	Midland, Ont.
		Mackinac Island, Mich.	Port Weller, Ont.
		Alpena, Mich.	Sault Ste Marie, Ont.
		Detroit, Mich.	Gananoque, Ont.
		Cleveland, Ohio	Tobermory, Ont.
		Clayton, N.Y.	Saint Ignace Island, Ont.
			Kingston, Ont.

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2023 CRUISE SEASON IN REVIEW
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Octantis at Silver Islet.



Ponant Starboard Side.



Hamburg.



Viking.

ADMINISTRATOR'S COLUMN
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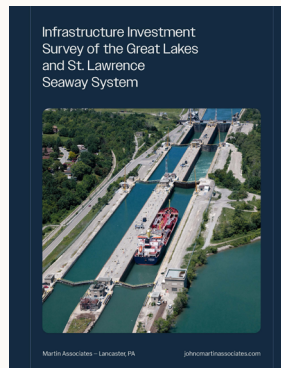
who remain steadfast in their support of trade to U.S. and Canadian Great Lakes ports via the Seaway.

With 2023 behind us, we extend our gratitude to the dedicated individuals who worked tirelessly to ensure the success of this year's shipping season. The unwavering partnership, collaboration, and coordination within the maritime industry, showcased during the mid-season closure and throughout the 2023 shipping season, are crucial for our collective prosperity.

Reflecting on the closure, we recognize the collective hardship experienced by all involved on both sides of the border. We assure Seaway stakeholders, users, and customers of our enduring commitment to a seamless binational lock and waterway system. A special acknowledgment goes to the countless, often unsung heroes at the Seaway – those tireless individuals who operate the Locks, contributing their passion and effort to the seamless operation of this vital waterway – that help realize this commitment each day.

The closure's resolution on October 30, with the reopening of the entire Seaway to vessel traffic, demonstrated the collective commitment of the GLS and the SLSMC. The expedited clearing of the vessel backlog, a testament to the resilience of Seaway carriers, mariners, and executives, deserves our sincere gratitude. Seaway customers overcame this unusual challenge and contributed significantly to maintaining the integrity and efficiency of the binational Seaway system.

Looking ahead, our focus remains firmly on the future, striving for excellence, transparency, and a thriving Seaway System. Binational investments in infrastructure and locks, totaling over \$1 billion to date, align with broader efforts in the U.S. and Canada to prepare the Great Lakes Seaway for expanded global trade.



Recent public and private investments, estimated at \$8.4 billion through 2027 in a recently released survey, underscore the commitment to enhance Great Lakes Seaway shipping. The governments on both sides of the border, exemplified by U.S. President Biden's domestic accomplishments, notably the Bipartisan Infrastructure Law and Inflation Reduction Act, are creating generational opportunities for

green technology and maritime infrastructure investment. We applaud the latest Port Infrastructure Development Program (PIDP) awards to Great Lakes Seaway ports, such as Port Milwaukee and the Port of Ogdensburg, highlighting the Biden Harris commitment to infrastructure development and economic growth across the GLSLS.

As we navigate this exciting and inspired time for our industry, we will not forget the challenges of the past shipping season. Secretary Buttigieg and the U.S. Department of Transportation are unwavering in their commitment to improving safety, creating jobs, promoting diversity and equity, protecting the environment, and fostering innovation.

In conclusion, with your continued support, we are building a Great Lakes system that will remain economically and environmentally sustainable. Our optimism for the future of the Seaways has never been stronger. ■ ■ ■

So, what's next? Fortunately, our organization boasts a long track record of success, an excellent board of commissioners, three thriving port facilities on Lake Michigan and the Ohio River, strong partnerships in the public and private sector, and a powerful business model contributing \$8.7 billion annually to the state economy.



When I first joined Ports of Indiana, I was captivated by its start-up atmosphere brimming with nearly unlimited potential for future growth. Today, that feeling is stronger than ever, and it's the foundation of our culture.

Our primary objective is simple: Growth. We are focused on growing our ports, growing business for our customers, and growing our regional economy. However, our new strategy is to transform our ports from mere 'Locations' to dynamic 'Leaders.' Ports have traditionally been viewed as locations where business happens, but we can't sit around waiting for the phone to ring.

We need our ports to be 'leaders' that make things happen – catalysts for new developments at ports, in our communities and throughout our state. We aim to drive it, build it, finance it, and partner with key players to expedite progress.

Though new to this role, I've had decades to formulate a plan, so here's a glimpse:

- We're not yet 12 months into this plan, but so far our staff has nearly doubled as we strive to assemble an entrepreneurial all-star team, and we've relocated key positions from our Indianapolis office to our ports so engineering, business development and even accounting roles are more actively engaged with our operations.
- We are advancing more than \$60M in port expansions and grant projects at our three facilities and exploring expansion opportunities at multiple locations around the state.
- We've started nine new business ventures with port customers that were initiated by our team rather than waiting for others to call us.

- We're exploring new lines of business involving foreign-trade zones, bond financing, and a new Great Lakes container service with the backing of 35 public and private sector partners.
- We are formalizing partnerships with six state and regional economic development organizations and launching new joint initiatives totaling more than \$500,000.

This is just the beginning. Moving forward, we envision our ports as leaders, but we can't achieve anything alone.

Throughout my career, I've benefitted from working alongside a remarkable group of industry partners. To succeed, we must enhance our engagement and build relationships with key collaborators to drive economic growth of our ports and our entire Great Lakes region.

We're actively seeking partners that share our vision. If there are ways we can collaborate with you to support and grow Great Lakes shipping and our regional economy, I encourage you to connect with our team.

Click here to connect with Ports of Indiana: www.portsofindiana.com/connect. ■ ■ ■



Aerial shot captured at the Ports of Indiana-Burns Harbor.

OpPORTunity: The Seaway Solution: A recap of the Highway H2O Annual Conference

Highway H2O members gathered for three days of networking, ideation, and collaboration at the annual Hwy H2O Conference in Toronto, Ont. on October 17-19, 2023. The conference, under the theme of "OpPORTunity: The Seaway Solution" centered around ports and port activity. It aimed to build stronger alliances with ports and their communities, drive new market development growth, and focus on trends which further propel the Seaway System to prosperity.

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The conference emphasized that ports and port activity are the lifeblood of the Seaway. This connection remains a constant underpinning link that we can achieve greater growth for the whole system by working together.

Conference recap:

Opening remarks from St. Lawrence Seaway Management Corporation (SLSMC) Market Development Director Bruce Hodgson, and Great Lakes St. Lawrence Seaway Development Corporation (GLS) Deputy Administrator Anthony Fisher, an in-depth economic outlook from Carrie Freestone, Economist, RBC Royal Bank, and an economic impact report from Steve Fisher, Executive Director, American Great Lakes Ports Association.

Three modules discussed topics important to Seaway stakeholders: Support Services; Ports & Communities; and Supporting Opportunities. In the first module, Moe Jannatpour, Manager, Marine Structures & Coastal GC Transportation & Logistics, North America/PIANC, moderated a discussion on Support Services with Bill Burroughs, Chief Technology Officer, Bawat; Alain Godard, General Manager Marine Systems, SLSMC; and Jean Fahmy, Vice President, Digital, CSL Group. In Module 2, Frank Hurkmans, Business Development, Tomlinson Group of Companies / Ontario Trap Rock moderated a discussion on Ports & Communities with Bram Cotton, Economic Development Officer, City of Port Colborne; David Guthell, Chief Commercial Officer, Port of Cleveland; Sarah Herdman, Chief Executive Officer, AXOS Renewable Energy Ltd.; and Dan Karageorge, General Manager, McLean Kennedy Inc.

In the third module, Ken Carey, Sr. Manager, Real Estate Development, St. Lawrence Seaway Management Corporation, moderated a discussion on Supporting Opportunities with Mike Steenhoek, Executive Director, Soy Transportation Coalition; Jackie Q. Carter, Director Port Milwaukee; Graham Seymour, VP Marine Logistics, Picton Terminals; and Douglas Cole, CEO, Azure Sustainable Fuels Corp.

Two keynotes punctuated the conference by expanding perspectives on health. Jill Hewlett, Brain Fitness Expert & Wellness Authority, engaged bodies and minds while emphasizing the importance of brain health. Dr. William Beer, Tunley Environmental, focused on environmental health by providing an update on a bold environmental initiative underway at the Port of Detroit. Throughout it all, emcee Pina Melchionna, President & CEO, CITT, kept things moving smoothly along. ■■■



GLS Deputy Administrator Anthony Fisher Delivered remarks during the Highway H2O Conference on October 18, 2023.

New Visitor Center Update



New Exhibit under construction.

The new Visitor Center at Eisenhower Lock construction is ongoing and making significant progress. The final phases are underway, and the exhibit installation took place through the end of December 2023. This new center, managed by the Great Lakes St. Lawrence Seaway Development Corporation (GLS), is set to be a major tourist attraction, emphasizing the Seaway's legacy and its role in the region's economy, history, and environment. It is designed to be an inclusive space featuring technology, innovative exhibits, and community engagement.

By all accounts, the new Visitor Center is on time and on budget for delivery in spring 2024. This development represents a significant update since the original center became a key attraction since 1961, two years after the Seaway opened. The new center is located at 76 Barnhart Rd, Massena, N.Y., and is accessible to the disabled, including, but not limited to, an audio tour for the visually impaired.

NEW VISITOR CENTER UPDATE
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For more detailed information about the Visitor Center exhibits, groups and organizations can contact GLS Community Relations Specialist Amy Stark at glc@dot.gov.

For further details and updates, visit seaway.dot.gov/explore/visitor-center or [Explore Massena](#). ■■■



Amy Stark, Community Relations Specialist, Great Lakes St. Lawrence Seaway Development Corporation.

Highway H2O Exhibit Returns to Breakbulk Americas



After a rebuilding year following the pandemic in 2022, Breakbulk Americas was back

and larger than ever in 2023 and GLS was there to seize the opportunity. Held September 26-28, 2023 in Houston, Breakbulk Americas remains the region's largest trade event for the project cargo and *breakbulk* industry. Business was booming among the 261 exhibitors and 5,665 attendees from 65 countries.¹

GLS's Office of Trade & Economic Development (OT&ED) team and stakeholders staffed the Highway H2O booth to make connections and promote the System. Great Lakes ports, terminal operators, and carriers at the show included DRM Terminals, Duluth Cargo Connect, Hamilton-Oshawa Port Authority, K&K Integrated Logistics, McKeil Marine Limited, Midwest Terminals, Navitrans Shipping Agencies Inc., Ports of Duluth, Burns Harbor, Cleveland, Thunder Bay, Valleyfield, Toledo-Lucas County, and World Group – Canada.

The top sectors represented at the show were freight forwarders (27%), maritime transport (20%), road transport (15%), and ports and terminals (12%).² Visitors to the Highway H2O booth

ranged from long-time partners to companies seeking new supply chain routes for themselves or clients. GLS and Highway H2O members educated companies with "Seaway 101" when necessary and made connections for those companies who were ready to do business. The [Seaway Directory](#), distributed in both hard copy and digitally via QR code, proved a valuable handout for immediate and future reference.

Overall, the Great Lakes St. Lawrence Seaway System was highly visible, well represented by the GLS and stakeholders, fully engaged with the opportunities at the show and ready for those that will come afterwards. ■■■



Great Lakes St. Lawrence Seaway System Delegation at Breakbulk Americas 2023.

¹⁻² <https://americas.breakbulk.com/home>

Seaway Trident Named a Significant Boat of 2023

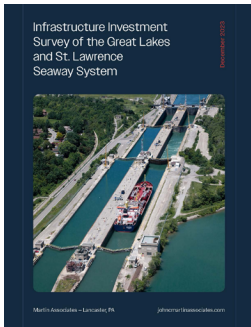


The Great Lakes St. Lawrence Seaway Development Corporation (GLS) is pleased to announce the *Seaway Trident* was named one of *Workboat* magazine's top ten Significant Boats of 2023 and was featured in the accompanying Caterpillar advertisement.

Delivered to the GLS in May 2023 by Washburn & Doughty, East Boothbay, Maine, the *Seaway Trident* (60'x28'x10'6") is a highly customized, ice-strengthened tugboat designed by Seattle-based naval architect firm, Glosten.

See all 10 Significant Boats of 2023 at bit.ly/3PTvBIR. ■■■

New Binational Survey Finds Significant Public and Private Investment in Great Lakes Seaway System Maritime Assets



On December 13, 2023, the GLS released the results of a new survey detailing the U.S. and Canadian public and private sector investment in capital infrastructure related to Great Lakes St. Lawrence Seaway System maritime activity.

Prepared by Martin Associates of Lancaster, Pa., and titled, “Infrastructure Investment Survey of

the Great Lakes and St. Lawrence Seaway System,” the survey quantifies recent and ongoing investments in the binational navigation system that help support long-term planning and the achievement of economic development goals, while also building confidence in the Great Lakes Seaway System’s future viability.

The survey, which conservatively estimates \$8.4 billion in Great Lakes Seaway System infrastructure investments between 2018-2027, identifies specific categories of U.S./Canadian public and private investment including:

- \$3 billion invested in waterway infrastructure, including locks, breakwaters, and navigation channels, between 2018-2022, with at least another \$1.2 billion planned between 2023 and 2027;
- \$2.1 billion invested to enhance port and terminal infrastructure between 2018 and 2022, with at least another \$1.1 billion planned between 2023 and 2027; and
- \$636 million invested in vessel enhancements between 2018 and 2022 for new ships and vessel upgrades, with at least another \$328 million planned between 2023 and 2027.

“The Great Lakes St. Lawrence Seaway System and its countless ports, terminals, ship owners, and cargo owners support the most sustainable and cost-effective way to haul goods to and from North America,” said Adam Tindall-Schlicht, GLS Administrator. “The importance of this vital conduit for North American trade is clear, and this survey shows that governments and the maritime industry are jointly focused on supporting marine shipping’s environmental and technological leadership through significant ongoing investment. Simultaneously catalyzing this robust trade corridor is the goal.”

The GLS was part of a binational consortium of public and private sector stakeholders that retained Martin Associates of Lancaster, Pa., to complete the survey. Martin Associates an internationally recognized economic and transportation consulting firm that completed the earlier Great Lakes Seaway System economic impact studies as well as the previous infrastructure investment survey in 2014.

A copy of the new infrastructure investment survey report can be downloaded at https://greatlakes-seaway.com/wp-content/uploads/2023/12/infra_invest_2023_en.pdf. ■■■



A 2023 Look at BIL and Great Lakes Infrastructure

BIPARTISAN INFRASTRUCTURE LAW

The Bipartisan Infrastructure Law (BIL) passed by Congress and signed by President Biden in November of 2021 set forth an aggressive path to upgrade and transform our nation's infrastructure on many levels. The infrastructure law allocated funding to over 350 distinct programs across more than a dozen federal departments and agencies. Implementation of this bipartisan effort has several goals including strengthening supply chains by making long overdue improvements to our nation's ports, airports, rail, and roads; driving the creation of new jobs; and growing the economy sustainably. The Bipartisan Infrastructure Law also makes a historic investment to bolster our resilience against pressing challenges like impacts of climate change, extreme weather events, and other hazards like cyberattacks. Through October of 2023, over 40,000 projects in all 50 states have been awarded funding from BIL.

Some of the significant freight transportation, environmental, and energy transformation related infrastructure investments being made in the Great Lakes St. Lawrence Seaway System include:

Great Lakes Restoration Initiative: Through the Bipartisan Infrastructure Law, the Environmental Protection Agency announced \$1 billion to clean-up and restore the Great Lakes' most environmentally degraded sites across Indiana, Illinois, Michigan, Minnesota, Ohio, and Wisconsin. These projects will secure clean water and a better environment for millions of Americans in the Great Lakes region.



Midwest Hydrogen Hub: The Department of Energy awarded up to \$1 billion to Illinois, Indiana, and Michigan for the Midwest Hydrogen Hub. This Hub will produce clean hydrogen from renewable and nuclear energy and natural gas with carbon capture, and

it will be used for industry, such as steel and glass production, transportation, and power generation. The decarbonization of these sectors will reduce carbon emissions by approximately 3.9 million metric tons per year—equivalent to removing emissions from more than 867,000 gasoline powered cars annually—improving air quality through avoided criteria pollutant emissions. The Midwest Hydrogen Hub is estimated to create 13,600 direct jobs—12,100 in construction jobs and 1,500 permanent jobs.

Ports and Waterways: The Bipartisan Infrastructure Law invests a total of \$17 billion in port infrastructure to strengthen our supply chains, address maintenance backlogs, and reduce congestion and emissions near ports—ultimately helping our country move goods more efficiently and sustainably.



The Army Corps of Engineers' (ACE) funding will support construction projects as well as operation and maintenance. Construction funding will be used for the construction of coastal ports, inland waterways, and other water infrastructure. Operation and Maintenance funds will be used to dredge Federal navigation projects and to operate and maintain authorized ACE projects, including repair of damages caused by natural disasters.

- Great Lakes funding: **Soo Locks:** The ACE has invested \$693 million to upgrade the Soo Locks which connects Lake Superior and the Great Lakes. The Soo Locks is a critical entry point to this country for commerce, agriculture, and the military. Seven thousand vessels and 90 percent of our country's iron ore moves through these locks every single year. That ore makes nearly all the high-strength steel that goes into U.S.-made cars and appliances. Replacing and modernizing this lock system will not only create construction related jobs in the short term, but it will also add redundancy and resiliency to a critical link in the Great Lakes maritime supply chain.

Port Infrastructure Development Program (PIDP) funding improves the infrastructure needed to move cargo to, through, and around ports. The Bipartisan Infrastructure Law significantly expands funding for this program and expands eligibility to include projects that will improve resiliency to address sea-level rise, flooding, extreme weather events, earthquakes, and tsunami inundation, as well as projects that will help reduce or eliminate criteria pollutants and greenhouse gas emissions associated with port operations, including projects for port electrification.

- Great Lakes funding: Since BIL's passage, MARAD's Port Infrastructure Development Program (PIDP) has awarded \$78 million to Great Lakes Ports to repair, upgrade, and grow their supply chain connectivity, capability, and capacity. These investments in port infrastructure will strengthen our supply chains,



- address maintenance backlogs, and reduce congestion and emissions near ports—making the Great Lakes a more redundant maritime supply chain to help our country move goods more efficiently and sustainably. Additionally, MARAD's United States Marine Highways (USMH) has awarded \$4 million in grant awards to support increased utilization within the Great Lakes designated marine highway system M-90.

Resilience: The Bipartisan Infrastructure Law focuses on making our communities safer and our infrastructure more resilient to the impacts of climate change and cyber-attacks, with an investment of more than \$50 billion to protect against droughts, heat, floods, wildfires, and cyber threats, in addition to a major investment in weatherization. The effects of climate change and extreme weather have impacted the Great Lakes St Lawrence Seaway Systems' maritime economy in many ways including changing water levels on navigation, flooding and drought conditions impacting crop yields and export volumes.

The legislation is the largest investment in the resilience of physical and natural systems in American history.

- **Great Lakes funding:** To date, BIL has allocated over \$3.6 billion in funding to the eight Great Lakes states for infrastructure resilience including a total of \$327 million to the ACE specifically for flood mitigation.

As evidenced by this “snapshot in time” as we pass the two-year mark of its signing into law, BIL has led to significant, and much needed, investments being made within the Great Lakes St. Lawrence Seaway System. As BIL driven programs continue to be implemented across Federal agencies, its transformative impacts on our overall maritime infrastructure, economy, environment, and resiliency will continue to increase across this region.

More information on where BIL funding is going can be found [here](#). ■■■

Seaway Closing 2023/2024

On November 10, 2023, the U.S. and Canadian St. Lawrence Seaway Corporations announced the official closing dates for the binational waterway.

- Montreal - Lake Ontario (MOLO) Section: January 5, 2024
- Welland Canal Section: January 7, 2024

Up-to-date information about the annual closing of the St. Lawrence Seaway can be found online at <https://greatlakes-seaway.com/en/commercial-shipping/seaway-opening-and-closing-information/>. ■■■

Great Lakes Ports Awarded PIDP Funds



On November 3, 2023 the U.S. Department of Transportation's Maritime Administration (MARAD) announced recipients of 2023 Port Infrastructure Development Program (PIDP) grants. PIDP is the United States' primary federal assistance program for port infrastructure. Recipients are port authorities, or other local public agencies, or private entities in partnership with a public agency. For 2023, MARAD is distributing slightly more than \$653 million through this competitive grant process.

Great Lakes ports received **\$14,384,001** million, or 2.1 percent of the total. The Great Lakes projects are:

- **Port Milwaukee: \$9,276,352** – Agricultural Maritime Export Facility/Phase 2
- **Ogdensburg Bridge and Port Authority: \$5,107,649** –Terminal Expansion Project



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Since the PIDP program was launched in 2019, Great Lakes ports have received a total of \$168.91 million.

[Please click here](#) for a list of all PIDP grants issued in November 2023.

To view a list of all Great Lakes ports that have received grants between 2019-2023, [please click here](#). ■■■

Personnel News



On, November 29, 2023, the Montreal Port Authority (MPA) announced the appointment of Julie Gascon to the position of President and CEO. She will take up her new position on February 12, 2024 and begin implementing the Port's 2023–2027 strategic plan.

Hailing from Greater Montreal, Ms. Gascon began her career in public service as a graduate of the Canadian Coast Guard College. She holds a bachelor's degree in Business Administration from the University of Montreal and a bachelor's degree of Technology in Nautical Sciences from the University College of Cape Breton.

Ms. Julie Gascon spent most of her seafaring career sailing on Canadian Coast Guard ships. Starting on the West Coast fleet in 1998, she also spent time on the worldwide fleet on very large crude carriers and large passenger vessels to complete her Master Mariner certification. After holding a number of strategic positions within Transport Canada and the Canadian Coast Guard, Ms. Gascon also served as Chief Executive Officer of the Pacific Pilotage Authority until her appointment to the Montreal Port Authority.



On December 3, 2023, Scott Blackburn joined the Great Lakes St. Lawrence Seaway Development Corporation (GLS) as GLS's first Environmental Protection Specialist in the Corporation's Policy Headquarters in Washington, D.C. Mr. Blackburn previously held environmental leadership positions in four federal agencies, primarily implementing the National Environmental Policy Act (NEPA) and intersecting environmental laws.

Most recently, Scott was National Environmental Compliance Specialist for the United States Department of Agriculture (USDA) Natural Resources Conservation Service and NEPA Coordinator for the U.S. Department of the Interior-Fish & Wildlife Service. He also has been a regulatory specialist at two environmental consulting companies, a community college, and university instructor of both biology and technical communication, and he started his career as zookeeper in a reptile department. Mr. Blackburn is originally from Arizona, has lived in 12 states including Alaska, and currently lives in Ashburn, Va. with Tasha, his girlfriend of 10 years. ■■■

Careers | Great Lakes St. Lawrence Seaway Development Corporation (GLS)

Safety and Occupational Health Manager <https://www.usajobs.gov/job/754583600>

Close Date: January 11, 2024

CAREERS

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This position is located in the Office of the Associate Administrator in Massena, N.Y. The Safety and Occupational Health Manager is responsible for implementing, evaluating and making improvements to, directing, and managing the GLS's safety and occupational health program as it relates to industrial/plant and construction safety.

Marine Transportation Supervisor (Vessel Master) <https://www.usajobs.gov/job/757996400>

Close date: January 29, 2024

This position is located in the Office of Lock Operations and Marine Services, Marine Services Division, Massena, N.Y. You will serve as a working supervisor of the Marine Services Division with major responsibilities for the Corporation's marine vessels, floating plants, aids to navigation, and hydrographic surveys.

Marine Transportation Specialist (Ship Inspector) <https://www.usajobs.gov/job/753123900>

Close Date: January 29, 2024

Located in the Office of Lock Operations, the Ship Inspector serves as a marine expert in requirements for vessels transiting the Seaway such as investigations of marine incidents/accidents, reviewing salvage methods, and verifying marine engineering issues. Serves as a Corporation marine advisor or representative at industry meetings. Position is typically scheduled on a first 40-hour tour of duty with frequent schedule changes and travel to Canada during the 10-month navigation season.

Program Coordinator <https://www.usajobs.gov/job/760836500>

Close Date: February 15, 2024

The Program Coordinator position at the Great Lakes St. Lawrence Seaway Development Corporation (GLS) in Massena, N.Y., is a federal role responsible for coordinating and supporting programs, community outreach, and educational activities at the GLS Visitor Center. This position plays a key role in creating an engaging visitor experience, developing educational materials, and fostering community relationships. ■ ■ ■

Save the Date

January 7-11



2024 103rd Transportation Research Board (TRB) Annual Meeting

Washington, D.C.

Info: <https://www.trb.org/AnnualMeeting/AnnualMeeting.aspx>

Speaker and Panelist: GLS Administrator Adam Tindall-Schlicht

January 10



International Transportation Management Association (ITMA) Luncheon

Houston, Texas

Info: <https://itmahouston.org/monthly-luncheon/>

Speaker: GLS Deputy Administrator Anthony Fisher

January 19



85th Annual Dinner & General Meeting of the Marine Club

Toronto, Ont.

Info: <https://themarineclub.org/club-events/>

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Save the Date

January 21-24



AAPA POWERS Summit

Tampa, Fla.

Info: <https://aapa.getregistered.net/2024-aapa-powers>

March 9-10



Genoa Port Visit

Genoa, Italy

Info: <https://cruising.org/en/>

March 11-16



CLIA Cruise Week Europe

Genoa, Italy

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

March 12-14



Specialty Soya and Grains Alliance Transportation Go! Conference

Toledo, Ohio

Info: <https://transportationgo.com/>

March 16-19



National Grain and Feed Association Convention

Orlando, Fla.

Info: <https://www.ngfa.org/event/128th-annual-convention/>

April 8-11



Seatrade Cruise Global

Miami Beach, Fla.

Info: <https://www.seatrade-cruise.com/seatrade-cruise-global-4>

April 14-17



NCBFAA Annual Conference

Fort Lauderdale, Fla.

Info: <https://www.ncbfaa.org/>

Save the Date

April 16-21



Cruise 360

Fort Lauderdale, Fla.

Info: <https://cruise360.org/>

April 24-26



JOC Breakbulk & Project Cargo Conference

New Orleans, La.

Info: <https://events.joc.com/breakbulk>

May 6-9



CLEANPOWER 2024 Conference & Exhibition

Minneapolis, Minn.

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

May 15-17



Great Lakes Cities Initiative

Montreal, Can.

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

May 21-23



Bilbao Port Visit and Breakbulk Europe

Rotterdam Ahoy, Rotterdam, The Netherlands

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

June 3-7



Posidonia Exhibition

Athens, Greece

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