

U.S. Great Lakes Seaway Tonnage is on the Move

The first half of the 2017 navigation season on the St. Lawrence Seaway included significant increases in commercial tonnage and transits. Seaway commercial trade through the end of August reached 19.8 million metric tons of cargo moved, an increase of 13 percent when compared to 2016. Commercial vessel transits were also up ten percent (2,234 total transits).

Steel in/grain out — the phrase that frequently captures the binational waterway's commodity picture — is proving to be spot on in describing the cargo picture for the 2017 navigation season. Foreign-flag carriers bringing steel products into the Great Lakes Seaway System represented 109 inbound shipments to U.S. and Canadian ports. Of those foreign-flag ships delivering steel to local manufacturers in the Great Lakes region, 60 percent left with agriculture products for either direct shipment to overseas destinations or movement to transshipment ports in the lower St. Lawrence River. Through August, U.S. and Canadian grain exports throughout the Seaway totaled 4.5 million metric tons, down four percent. The outcome of the fall grain harvest will impact Seaway grain exports during the latter part of the navigation season.



Bulk carrier M/V Algoma loading iron ore at the Port of Duluth-Superior.

One of the most notable increases in cargo tonnage through July was the movement of iron ore. By the end of July, Canadian Lakers hauled 4.6 million metric tons through the Seaway locks, resulting in an increase of 54 percent compared to the same period last year. Inbound iron ore moved from the Labrador region of Canada to U.S. and Canadian Great Lakes steel production sites, while outbound

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DEPUTY ADMINISTRATOR'S COLUMN

After Ten Years, There is No Time to Rest on the Success of the Ballast Water Working Group



Craig Middlebrook
Deputy Administrator

By any measure, the efforts by the United States Coast Guard, Transport Canada, the St. Lawrence Seaway Management Corporation, and the Saint Lawrence Seaway Development

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GUEST COLUMNIST

June Ryan RADM, USCG, Retired



As the Ninth Coast Guard District Commander these past two years, I led with three simple tenants: Honor the Member, Honor the Mariner, and Honor the Memory.

Throughout my tour, I was in awe of the accomplishments and daily acts of heroism by Coast Guard men and women, professional mariners, recreational boaters, and good Samaritans alike. The heart of my

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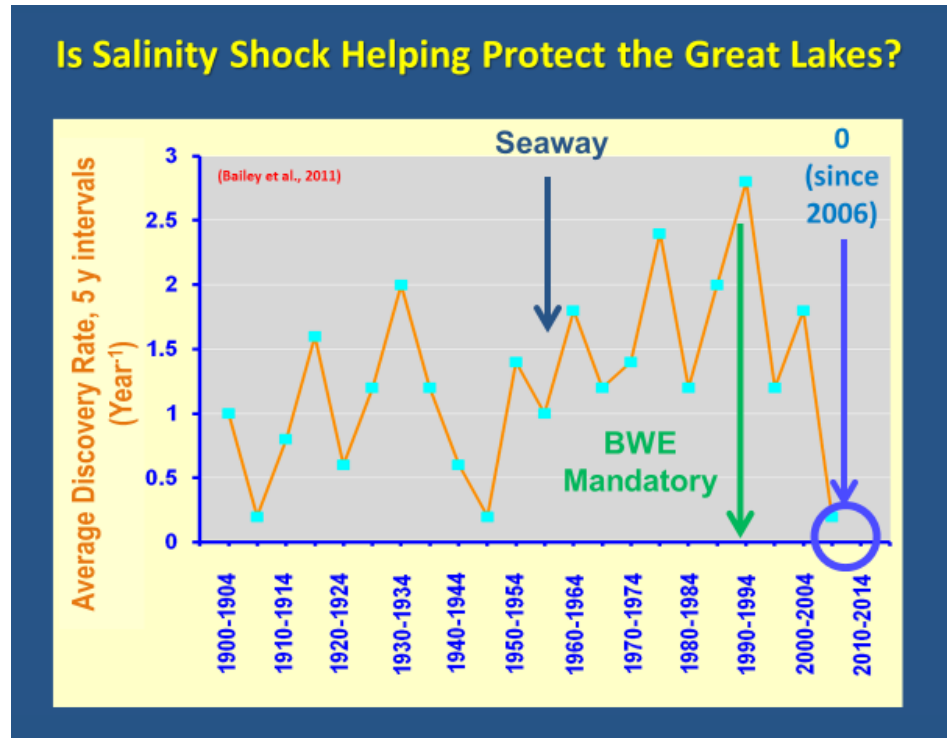
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Corporation through the Ballast Water Working Group (BWWG) to keep out of the Great Lakes new invasive species associated with ballast water have been a tremendous success. The 2017 navigation season represents the 10th year of the implementation of this innovative, four-agency, two-country effort. So, how are we doing?

At the most recent meeting of the International Maritime Organization's Marine Environment Protection Committee in July, the BWWG was pointed to as a model for how countries can successfully cooperate on a rigorous and effective ballast water inspection program. The international carriers entering the Seaway, whose ships are subject to the ballast tank inspections, uniformly support the program, while the larger Great Lakes stakeholder community recognizes the program's effectiveness in managing and greatly reducing the risk of new introductions of ballast water-related invasive species. What has underpinned the program for the last ten years has been the goal of inspecting every ballast tank of every international vessel entering the Seaway and the program's success in achieving that goal.

The BWWG ensures that international vessels are using seawater, either through ballast water exchange or saltwater flushing, to "shock" and thus extinguish any freshwater organisms living in their ballast tanks. By ensuring that no unmanaged ballast water has entered the Great Lakes through the St. Lawrence Seaway for the last ten years, this rigorous inspection program has helped bring about a dramatic reduction in the rate of introduction of ballast water-derived new species. Since 2006, there has been no



new establishment of an invasive species (that is, a non-native species identified as likely to cause economic or environmental harm or harm to human health) introduced through ballast water in the Great Lakes. This is the longest period of non-establishment on record since the Seaway opened in 1959.

So where do we go from here? As a starting point for the next ten years, we must not become complacent due to the success of the BWWG program. Just as the threat of further introductions seemed an intractable problem ten years ago, the success in managing ballast water introductions today cannot be taken for granted. That success has been built on the commitment and diligence of the BWWG's four members, and they remain committed to continued vigilance in protecting the Great Lakes from new species introductions. New developments

in ballast water management are inevitable, however, not the least of which will be the widespread use of tested and approved ballast water treatment systems onboard commercial vessels. What new issues will arise when we are assessing the effectiveness of "treatment" of ballast water as part of the effective "management" of ballast water? How will that new reality, when it finally arrives, affect the coordinated, binational oversight of ballast water entering the St. Lawrence Seaway and the Great Lakes? The BWWG has not only proven itself to be a model of effectiveness, but also of adaptability, and I am confident that we will successfully embrace that new reality when it arrives. One thing today is certain, however, none of the BWWG's members will tolerate a program that is any less effective than the one we have today to keep out ballast water-related invasive species in the future. ■ ■ ■

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iron ore from the Mesabi mines in Minnesota moved to transshipment ports along the lower St. Lawrence River for transfer to ocean-going ships bound for China. China's increasing demand for iron ore from overseas producers in 2017 bodes well for future iron ore exports through the Seaway System.

In addition, general cargoes, including windmill components and blades, heavy machinery, yachts, steel slabs, coils, and bars, reflected a 40 percent increase when compared to last year. These products represent high-value, labor-intensive goods that have the most impact on job creation and retention.

Related to vessel transits, the first half of the shipping season saw an increase in foreign-flag ships arriving into the Seaway System. Through August, a total of 253 transits by foreign-flag ships arrived from 25 different countries. This represents a 1.6 percent increase compared to the same period last year. The vessels bring in high-value cargoes such as steel, windmill components, machinery, aluminum ingots, sugar, and general cargo loaded in containers. Prior to leaving the Seaway System, these foreign-flag vessels loaded a variety of backhaul cargoes including iron ore, wheat, corn, soybeans, potash, salt, and containerized general cargo.

With the 59th navigation season three quarters of the way over, we have been encouraged with the strong mix of cargoes that have moved through the U.S. Seaway locks so far this year. ■ ■ ■



The M/V Erik, a Spliethoff ship, offloading at the Port of Monroe.



The M/V Federal Yoshino called at the Port of Lorain in early August loaded with petroleum coke headed to Mexico. She was the first saltie at the port since 2010/2011.

GUEST COLUMNIST JUNE RYAN
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watchwords—Honor the Mariner—rang true each and every day.

As I mentioned in my Change of Command remarks on August 2, 2017, the word that best described my experience as the District Commander is “Ohana.” Ohana means family in Hawaiian. Similar to other family terms, Ohana includes immediate blood relatives, as well as extended family members. But “Ohana” also holds a broader meaning. Ohana includes family in terms of the larger whole of community. Similar to an isolated island community, the Great Lakes are unique, majestic, and sometimes not well understood by those who do not live and work here. Each of us who have had the privilege to sail the Great Lakes in the summer, and winter, deeply understand and appreciate their beauty, their unparalleled economic impact, and their true importance to our nation and the world. And when external forces or disasters threaten our region, be it mother nature or manmade, we come together, united in the common cause of supporting the family that is the Great Lakes maritime community.

Directly following the Change of Command, Admiral Paul Zukunft, the Commandant of the Coast Guard, presided over my retirement ceremony. As I mentioned in my remarks, the Great Lakes is also why I choose to retire now. My family has grown to love the Great Lakes community, and this region. Like so many before me, we will remain in the Cleveland area for the foreseeable future.

Thank you for the privilege to serve alongside you. I'll conclude with another Hawaiian term: Aloha, which means both hello and goodbye. I look forward to seeing and catching up with many of you at future Great Lakes maritime events.

And as I gaze over the horizon and see vessels underway, I'll also take pause, and remember the many crew members I've had the privilege to meet and sail with. You are the heartbeat of the Great Lakes.

From Captains, to chefs, engineers to deckhands, a hearty Bravo Zulu on a job well done.

Three Prolong, Two Short! ■■■



On August 2, 2017, Vice Admiral Karl Schultz presided over the Change of Command ceremony for the Ninth Coast Guard District. The Change of Command marked the end of Rear Admiral June Ryan's historic two-year tour, as the first female District Commander to lead the Great Lakes' Ninth Coast Guard. The Change of Command ceremony itself was also historic; Rear Admiral Joanna Nunan relieved Rear Admiral Ryan marking the first time in Coast Guard history that a female District Commander was relieved by another female District Commander, anywhere in the U.S. Coast Guard.

SLSDC Participates in Emergency Exercise



On August 22, 2017 an all-day exercise was held in Clayton, N.Y. to deploy 2,400 feet of U.S. Coast Guard ocean containment boom. Containment boom is a temporary floating barrier used to contain an oil spill. Booms are used to reduce the possibility of polluting shorelines and other resources, and to help make recovery easier. Booms help to concentrate oil in thicker surface layers so that skimmers, vacuums, or other collection methods can be used more effectively. They come in many shapes and sizes, with various levels of effectiveness in different types of water conditions. Often the first containment method to be used and the last equipment to be removed from the site of an oil spill, they are the most commonly used and most environmentally acceptable response technique to clean up oil spills in the United States and Canada. Over the last ten years, the responsible agencies along the river have made a concentrated effort to increase the amount of boom available for development and to increase responders' skills in handling and deploying boom.

Agencies in attendance were U.S. Coast Guard, Saint Lawrence Seaway Development Corporation, U.S. Coast Guard Auxiliary, N.Y. State Department of Conservation, U.S. Customs and Border Protection, Town of Clayton N.Y., Mohawk Tribal Council, and RJ Marine Services. ■ ■ ■

Dwight D. Eisenhower Visitors' Center Closes for the Season

On September 4, 2017, the Saint Lawrence Seaway Development Corporation (SLSDC) closed its Visitors' Center at the Eisenhower Lock after another successful season. Nearly 62,000 visitors came to the locks to see ships from around the world. Visitors were introduced to new updates at the facility including freshly painted buoys, lock valves, and a concrete seating bench with a flower display. The new additions were extremely well received as many people lined up to take pictures with the buoys and the 16-foot tall valve, and sat on the new bench for photo opportunities commemorating their visit to the SLSDC. There were many "selfies" and "check ins" at the Visitors' Center this year.

Many people described the improvements in the visitors' log book as wonderful additions to the Visitors' Center experience. They commented on how much the displays added to their understanding of the operation of the locks. They could not imagine the valves were as large as they are.

This year, visitors arrived from 49 different states and 21 countries. The SLSDC Visitors' Center was a destination of choice for many of the schools that wanted to take their students on field trips.

During the last few days of the Visitors' Center's season, a gentleman showed up two hours before closing time, arriving in a taxi with luggage in hand. When one of the SLSDC tour guides approached him, he said that many years ago his father gave him a copy of a National Geographic magazine featuring the Great Lakes St. Lawrence Seaway and the Eisenhower Lock, and he just had to see



it in person and today was the day. The visitor, who lives in Washington, D.C., had checked the Great Lakes St. Lawrence Seaway [binational website](#) for ship arrivals, got on a plane, and headed right to the locks right after landing. The tour guide said the visitor's excitement was incredible, and it was an awesome way to end the Visitors' Center season. ■ ■ ■



This family, ready with their special viewing glasses, couldn't wait to view the eclipse from the Dwight D. Eisenhower Visitors' Center.

Following are some of the comments from patrons:

Chase Mills, N.Y.

"Paint job has improved the center, buoys look cool"

Hudson, N.Y.

"Back after nearly 60 years. Still fascinating!"

Bradford, P.A.

"The six-hour ride was totally worth it"

South Colton, N.Y.

"31 years old and my first time here. I was more awestruck than the kids"

Morristown, N.Y.

"Beautiful improvements"

Lahti, Finland

"What an amazing lock system, and so fun to learn about these water systems"

Pacesetter Award Presentation to the Port of Duluth-Superior

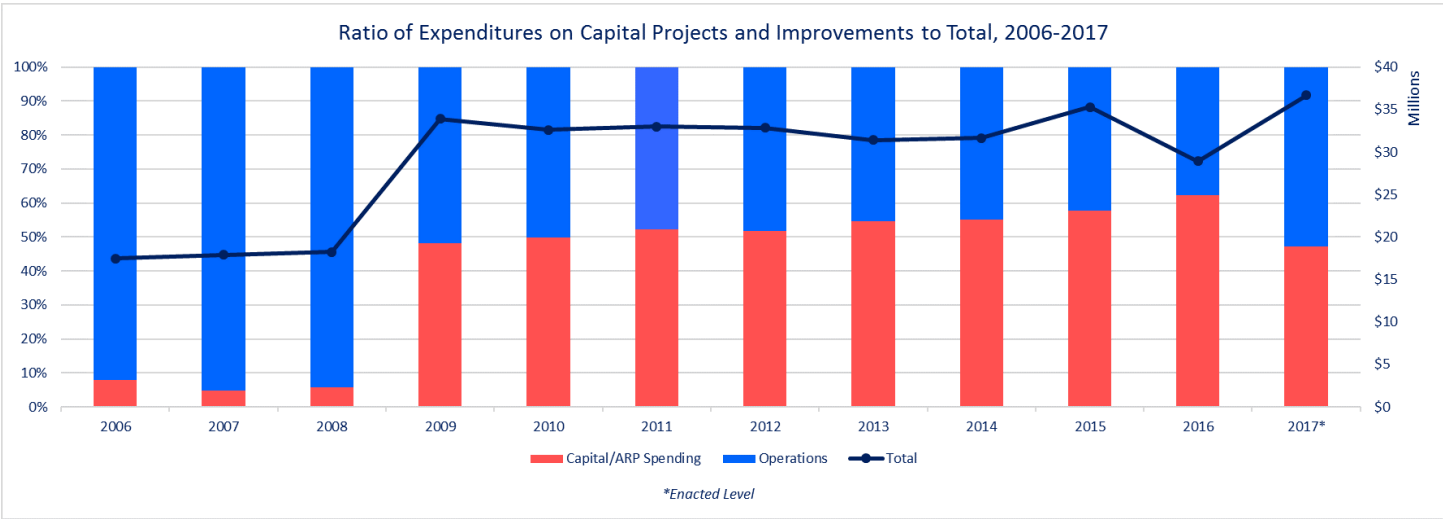
The U.S. Saint Lawrence Seaway Development Corporation (SLSDC) presented the Port of Duluth-Superior their 16th Robert J. Lewis Pacesetter Award for increased international trade during the 2016 navigation season, registering a seven percent increase over the prior year. ■■■■



Craig Middlebrook (far right), Deputy Administrator, presented the SLSDC Robert J. Lewis Pacesetter Award to Port Director Vanta Coda (second from the left) at the Duluth Seaway Port Authority. Kate Ferguson, Director of Business Development, and Adam Schlicht, Great Lakes Regional Representative also pictured.

SLSDC Facts and Figures at a Glance (new feature!)

SLSDC Capital/ARP Spending



Great Lakes Ports Recognized for Achievement

The American Association of Port

Authorities' (AAPA) annual and biennial awards programs recently recognized the best practices in the port industry across five disciplines: Communications, Environmental Improvement, Information Technology, Facilities Engineering, and Cruise. We are proud to say that two Great Lakes ports were among the winners – The Ports of Indiana and the Port of Green Bay.

The Overall Award of Excellence went to the Port of Green Bay for their Animated Whiteboard Presentation.

Directories/Handbooks:

Award of Excellence
Ports of Indiana, for their 2016 Logistics Directory

Periodicals:

Awards of Merit
Ports of Indiana, for their *Portside* Magazine

Special Events:

Awards of Distinction
Port of Green Bay, for their Port of Green Bay Symposium

Videos:

Awards of Excellence
Port of Green Bay, for their Animated Whiteboard Presentation

Websites:

Awards of Merit
Ports of Indiana, for their website ■■■

Personnel News

Dennis “Doc” Mahoney, World Shipping, Inc. retired on August 22 from his position as Vice President, Operations, after 24 years of service with the company.

Mr. Mahoney has worked in the maritime industry for over 40 years and has spent his career as a vessel agent with Great Lakes Overseas, working as a stevedoring foreman at Great Lakes International and managing the Cleveland office of Fedmar International. Since 1993, Mahoney has lent his talents to the World Shipping team, where all benefited from his persistence and dedication to finding solutions.

U.S. Coast Guard **Rear Admiral June Ryan** retired in July after serving in the U.S. Coast Guard for 33 years. She was the first female commander of the Ninth Coast Guard District, which is based in Cleveland, OH and encompasses the U.S. water of the Great Lakes and St. Lawrence Seaway. Best wishes in your retirement.



Rear Admiral Joana Nunan is taking Ryan's place as district commander. Welcome to the Seaway, we look forward to working with you. ■■■

Upcoming Events

October

October 17–19

Breakbulk Americas

Houston, Texas

Contact: <http://www.breakbulk.com/events/breakbulk-americas-2017/>

November

November 14–16

Annual Hwy H₂O Conference

Toronto, Canada

Contact: <http://www.hwyh2o-conferences.com/>

November 30

Great Lakes Stakeholder Reception

Montreal, Canada

Contact: chelsea.champlin@dot.gov