Growing the Great Lakes Seaway System
Our Common “4th Coast”

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Growing the Great Lakes Seaway System

Outline

1. Who we are
2. How we operate
3. Where we are going
4. Challenges and opportunities
1. Who We Are

- The Great Lakes Seaway System, a bi-national gateway to the heartland of North America

- 3,700 km marine highway

- serves a region that is:
  - home to 100 million people
  - 26% of US industry
  - 60% of Canadian industry
The Seaway Story

- The Seaway was built to transport bulk cargoes – grain westbound for export and iron ore eastbound for steel mills.

- Since 1959, the Seaway has moved over 2.5 billion tonnes of cargo valued at over $375 billion.
Seaway + GL Ports = Hwy H₂O
Over 150 million people in North America live within an 8 hour drive of a major port on the Great Lakes Seaway System.
Connectivity

- More than 40 provincial and interstate *highways* and nearly 30 *rail lines* link the ports of the System with consumers, products and industries all over North America.
2. How We Operate

**Lock Dimensions**
Length = 233.5m  
Width = 24.4m  
Depth = 9.1m

**Max Vessel Size**
Length = 225.5 m  
Beam = 23.7 m  
Draft = 8.08 m
2. How we Operate

- Common rules and regulations for system use
- Vessel inspections and clearance done once for all agencies
- Operations and Traffic Control Centers linked to satellite based AIS navigation provide a highly secure operating environment
Safe and Secure

- ISPS Code governs security approach
- 220+ cameras overseeing operations and installations
- Only 12 vessel incidents in 2009 (over 3,631 transits)
St. Lawrence Seaway has a consistent record of 99%+ system availability

Customer expectations on transit times, delays are routinely met

Infrastructure upkeep assured through Asset Renewal funding from both Corporations
Engaged with Our Communities

- Emergency planning exercises carried out jointly with government agencies and community interests to ensure preparedness

- Joint Observational Study concluded with Mohawks of Akwesasne on Ice breaking

- Use of water resource to generate green power

- Lessee environmental compliance verification program to ensure good stewardship of lands
Making the Most of Our System

Draft Optimization Tool (DOT)
- Software that integrates information and provides a projection of a vessel’s under-keel clearance in real-time
- Relies on a real-time water level gauge network along the vessel’s route
- Monitor’s vessel’s position and speed in real-time via AIS
- Calculates squat equations to approximate the squat of the given ship-type in the existing navigation environment
- Provides a visual representation to the captain / pilot
Draft Optimization

Red zones identify draft issues at current speed / squat
Once vessel decreases its speed, the draft profile is repainted “all clear”.
3. Where We Are Going

New influx of cargo to the East Coast is projected as a result of both the Panama Canal expansion (China) and burgeoning trade with India.
21st Century Business Opportunities

- Bulk cargo in evolving market
- General cargo, and break-bulk cargo
- Project cargo, such as wind turbines and heavy machinery
- Feeder services from coast and river ports into the lakes
- Inter-lake ‘short sea’ services
Focus on our Customers

Continental Gateway and Trade Corridor

- 71% of Canada’s international trade flows via the 4 modes of transportation within this gateway.

- Seaway is currently running at 50% capacity, and represents a reliable means of moving cargo between coastal ports and points inland.
Service Customization

- Meeting the requirements of different market segments through customized service offerings –
  - Customized lockage procedures
  - Customized vessel speed / draft

- Removal of barriers to system use through the application of technology
Self Spotting

3D laser scanner invisible
Class 1 eye-safe laser beam

Large LED display panel
Hands Free Mooring

- Hands Free Mooring Program
  - Attract more vessels in order to diversify our cargo base
  - Reduce barriers to system by lowering crewing requirements for lock transits / minimize overtime
  - Enhance crew safety and productivity
4. Challenges and Opportunities

Opportunities

- Available Capacity
- Strategic location
- Connectivity:
  - Road and Rail
  - Access to Major Gateway Partners
- Competitive with Road & Rail on Certain Routes
Use of Marine Highway

- Enables Freight to Bypass Critical Chokepoints ("We Do Borders Well")
- Potential to Absorb Cargo Traffic, Especially from Truck
- Immediate Potential to Reduce Energy Consumption
- Safety
Dealing with Regulatory Barriers

- 25% Duty on Imported Vessels Impedes Fleet Renewal
- Harbor Maintenance Tax
- Emission Control Areas
- Consistent Regulations Governing Ballast Water Management
- Review of Pilotage Regulations and Marine Service Fees
Ballast Water Management

- Joint Seaway Regulations require ballast water exchange and salt water flushing for all vessels entering our waters.

- Ballast Water Working Group establishes inspection protocol and 100% of ballast water tanks are inspected for ocean-going ships.

- 100% of all ballast water discharged into the Seaway / Great Lakes complies with the standards.
No New Waterborne Invasive Species

- GLANSIS (Great Lakes Aquatic Non-indigenous Species Information System) indicates that since 2006, no new invasive species has been determined to have been established in the Great Lakes

- Early sign that current measures are performing well

- Both Seaways are actively supporting the development of new ballast water treatment systems

GLANSIS Website: [http://www.glerl.noaa.gov/](http://www.glerl.noaa.gov/)
Ballast Water Regulation in 2010

- Fragmentation is current state of affairs
- State by State “Permits”
  - Multiplication of paperwork requirements
  - Zero enhancement to prevention
  - Impairs the potential of marine transportation
- No single standard
  - Moving target for technology developers
  - Impairs production and installation of new technology
Increased Stakeholder Engagement

▪ Raise awareness
  ▪ Of the marine mode, in general
  ▪ Of HwyH\textsubscript{2}O, in particular
  ▪ Of improvements via Green Marine

▪ Through Marine Delivers
Strategic Objectives:

- Improve / shape industry image
- Promote greater industry collaboration / coordination
- Share industry data / research
- Improve media coverage of industry and issues
- Better working relationships with NGO community
- More thoughtful future regulations
### Key Messages:

<table>
<thead>
<tr>
<th>Economic Impact</th>
<th>Sustainability</th>
<th>Continuous Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs</td>
<td>Low carbon footprint</td>
<td>Vessels</td>
</tr>
<tr>
<td>Spending</td>
<td>Fuel efficiency</td>
<td>Ports</td>
</tr>
<tr>
<td>Taxes</td>
<td>Safety</td>
<td>Seaway</td>
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<tr>
<td>Trade</td>
<td></td>
<td></td>
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</tbody>
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Public Relations:

**MEDIA**
- Pitching stories
- Correcting misinformation
- Editorial roundtables

**SPEAKING**
- Chambers of Commerce
- Port events
- Capital days

**OUTREACH**
- NGOs
- Opinion leaders
- Marine stakeholders
## Research:

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<thead>
<tr>
<th></th>
<th>GL/SL Impact Study</th>
<th>GL Multi-modal Impact Study</th>
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</thead>
<tbody>
<tr>
<td>Commissioned by:</td>
<td>US &amp; Cdn Seaways, Transport Canada, AGLP, CMC</td>
<td>National Academies of Science Transportation Research Board</td>
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<tr>
<td>Scope:</td>
<td>Impact of GL/SL marine transportation in Canada and US</td>
<td>Impact of multi-modal transportation system in GL basin</td>
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<tr>
<td>Budget:</td>
<td>US$485,000</td>
<td>US$300,000</td>
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<td>Contractor:</td>
<td>John Martin &amp; Assoc. (Aug 2010)</td>
<td>CPCS Transcom (July 2010)</td>
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<tr>
<td>Completion:</td>
<td>9 months (May 2011)</td>
<td>16 months (Mar 2012)</td>
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<td>Project oversight:</td>
<td>SLSMC, SLSDC, AGLP, CMC, TC</td>
<td>TRB Panel includes CMC &amp; AGLP</td>
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Growing the Great Lakes Seaway System

Sustainability
- Foster Positive Economic, Social, and Environmental Conditions

Adaptability
- Leverage Technology to Maximize Benefits of Using our Existing Structures

Greater Accessibility
- Remove Barriers to Encourage New Uses