



GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION (GLS)

**Presentation to:
2023 GREEN BAY PORT SYMPOSIUM**

Tuesday, April 11, 2023

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Administrator**

Administrator Vision: Advance System Growth

- Utilize Seaway full capacity
- Support port-led infrastructure investment
- Diversify cargoes within the System
- Expand Seaway services through infrastructure renewal
- Promote sustainability within the Great Lakes supply chain



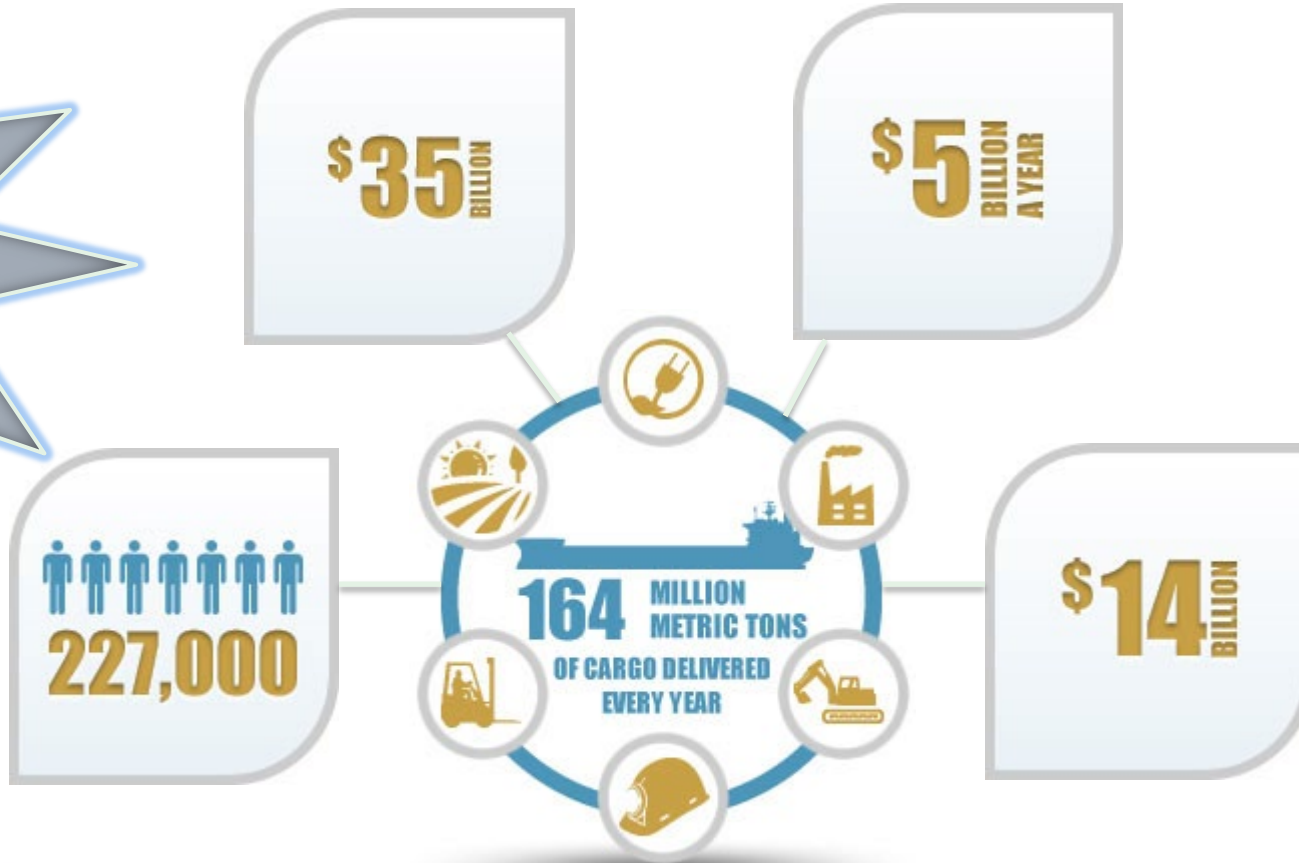
What is the GLS?

- A wholly owned Government Corporation
- An Operating Administration of the U.S. Department of Transportation
(Washington, D.C.)
- Responsible for the operations and maintenance of the U.S. portion of the St. Lawrence Seaway between Montreal and Lake Erie (Massena, N.Y.)
 - Maintain and Operate Two U.S. Seaway Locks (Eisenhower and Snell)
 - Vessel Traffic Control
 - Trade Development



Great Lakes Maritime Economy

Great Lakes/Seaway
Economic Impact Study:
Update in 2023!



2022: Navigation Season Highlights

- Seaway Overall Tonnage: 36.2 Million
 - Down 5% compared to 2021
- U.S. Seaway Reliability: 99.6%
- Seaway Transits: Up 2% compared to 2021
- Cargo Trends
 - U.S. Grain: Up 4.3%
 - Liquid Bulk: Up 9.8%
 - Dry Bulk: Up 2.8%
 - Corn and Soybean Exports: Strong



Green Bay in 2022: Quick Highlights

- Brown County Port Authority
 - Seaway Supply Chain Linkage
 - Liquid Bulk, Manufacturing (Paper Industry)
 - Ongoing, strategic infrastructure and sustainability investments for productivity and efficiency (HAP-PIDP)
- Opportunities
 - Power Plant Land Acquisition: Investment & Development (Seaway Draft)
 - Port Growth: New Tenants, New Cargo Lanes
 - United States Marine Highway Connectivity



GLS Seaway Infrastructure Program (SIP)

- Seaway infrastructure is defined as “critical perpetual asset”
 - Requires periodic and regular capital reinvestment
 - Includes locks, channels, buildings, vessels, equipment, international bridge, etc.
- US and Canadian Seaway investment: \$1+ billion (since 2009)
- Current value of U.S. Seaway assets: \$179 million
- Ongoing U.S. expenditure to support future of the Seaway
 - \$206 million spent since 2009
 - Averaging \$14-\$16 million/year going forward



GLS Trade and Economic Development Efforts

- U.S. Congress appropriated marketing funds for GLS
- \$6M total (~\$5M remaining)
- Marketing Plan Established 2021
 - Feedback solicited from all U.S. Great Lakes Ports/stakeholders
 - 1st Version Submitted to U.S. Congress
- Expanding cargo and cruise outreach
 - May 2023: Trade Logistics/Antwerp/Freight Forwarder Reception (*Munich and Dusseldorf*)
 - September 2023: SeaTrade/Forwarder Follow-up (*Hamburg*)
- Continued coordination with Breakbulk, HwyH₂O



Look Ahead: Evolving Policy and Trade Landscape

- Green Shipping Corridor Network
- Bipartisan Infrastructure Law & Inflation Reduction Act Programs
- System Competitiveness
- Ballast Water, Coastal Resiliency, and Climate Adaptation
- Water Levels on the Great Lakes
- *New* Great Lakes Authority
- Voyage Information System (VIS)
- “Relief Valve” of Global Supply Chain



In-Depth: Green Shipping Corridor Network

- U.S. and Canada joint announcement at COP27
- Ongoing coordination with SLSMC, USDOT, State Department, Transport Canada, Canadian Embassy, and more
- First Meeting Held April 4, 2023, in Chicago
 - 100 Stakeholders at Bi-National Event to Begin Collaboration
- Strategic Goals
 - Industry-led initiative
 - Engage key personnel
 - Explore operational challenges and identify opportunities for voluntary collaboration and implementation



Questions and Follow Up

Visit the Seaway
online for more
information!

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