



**Saint Lawrence Seaway Development Corporation (SLSDC)
Administrator Collister Johnson, Jr.
2008 LCA-CSA Annual Conference
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Asset Renewal Program

To address its substantial infrastructure renewal needs, the SLSDC has developed a 10-year U.S. Seaway Asset Renewal Program (ARP) for its navigation infrastructure and facilities. The 50 ARP projects and equipment will address various needs for the two U.S. Seaway locks, the Seaway International Bridge connecting Ontario and New York, maintenance dredging, operational systems, and Corporation facilities and equipment. None of these investments will result in increases to the authorized depth or width of the navigation channel or to the size of the two existing U.S. locks. For the FY 2009-2013 timeframe, the ARP includes 43 projects and equipment estimated at \$86 million, with total funding for each year of the plan constrained to funding targets for those years as estimated and approved by the Office of Management and Budget. A perpetual infrastructure asset, such as a lock, bridge, or tunnel, needs a capital investment equivalent to its original cost over its design life (typically 50 years), in order to sustain itself. The U.S. portion of the St. Lawrence Seaway, built in the late 1950s at a cost of \$130 million, has received only \$47 million in capital expenditures for Snell and Eisenhower locks since its opening in 1959.

Green Marine Initiative

Green Marine was founded by seven Canadian and U.S. marine industry associations in an effort to reduce their “environmental footprint”. By joining Green Marine, maritime operators agree to take action around six major issues specific to their operations: aquatic invasive species, pollutant air emissions, greenhouse gases, cargo residues, oily water, and conflicts of use in port and terminals (noise, dust, odors, and light). The SLSDC Administrator is the U.S. co-chair of the Green Marine Initiative. Administrator Terry Johnson Jr. participated in the public rollout of the Green Marine Initiative in Quebec City, Quebec last October.

Short Sea Shipping Update

The SLSDC is working to advance short sea shipping services as part of the DOT-wide effort to mitigate transportation congestion. Congressional legislation has been introduced which would complement that effort by removing existing impediments to short sea shipping operations. H.R. 981, the “Great Lakes Short Sea Shipping Enhancement Act of 2007”, was introduced by Rep. Stephanie Tubbs Jones (D-OH) and Rep. Phil English (R-PA), was referred to House Committee

on Ways and Means, and was scored as revenue neutral by the Congressional Budget Office in May. An identical Senate companion bill, S. 1683, was introduced by Sen. Debbie Stabenow (D-MI) and was approved by the Senate Finance Committee on September 21 as part of the FAA Reauthorization legislation. As the FAA reauthorization legislation has been delayed, other legislative ‘vehicles’ are being considered to attach S. 1683 for expedited consideration. The Administration’s Committee on Marine Transportation Systems (CMTS) Coordinating Board endorsed H.R. 981 on June 12. DOT views letters from Secretary Mary Peters supporting both H.R. 981 and S. 1683 were transmitted to Congress on July 31.

Ballast Water Update

The SLSDC is working with the U.S. Coast Guard to achieve solutions to this national problem. This includes supporting a strong, consistent national standard addressing both the environmental and commercial issues posed by this problem. H.R. 2830, the Coast Guard Authorization bill, includes a section devoted to ballast water management. The House Transportation and Infrastructure Committee approved the bill on June 28, and it is expected to be considered by the full House in the near future. Two additional House Committees, Judiciary and Energy and Commerce, had joint referral of the bill that delayed its floor consideration. The Senate version, S. 1578, the Ballast Water Management Act of 2007, was approved by the Senate Commerce, Science and Transportation Committee on September 27. There are jurisdictional issues with the Senate Environment and Public Works Committee, dealing with states’ rights and the Clean Water Act, which must be resolved prior to the full Senate considering S. 1578. Those issues are still being negotiated. The SLSDC is continuing to support Congressional efforts to enact a uniform federal ballast water standard.

In its annual Notice of Proposed Rulemaking published in the *Federal Register* on December 31, the SLSDC, in coordination with the SLSMC, proposed harmonizing the requirements for saltwater flushing of ballast water tanks containing residual amounts of ballast water and/or sediment with the requirements already in place for vessels transiting Canadian waters of the Seaway System. The amendments would require all vessels to conduct saltwater flushing of each ballast water tank that contains residual amounts of ballast water and/or sediment whether the vessel is transiting U.S. or Canadian waters of the Seaway after having operated outside the Canadian and/or U.S. exclusive economic zone. The requirement for saltwater flushing of ballast tanks is intended to mirror the regulations already in effect in waters under Canadian jurisdiction for vessels transiting the Seaway. The final rule is expected to be in effect for the beginning of the 2008 Seaway navigation season.

The SLSDC has participated in the creation of the Great Ship Initiative (GSI) and the construction of GSI’s ballast–water testing facility in Superior, Wis. GSI is a collaborative effort among industry, non-governmental organizations, and government agencies to conduct independent research and testing of ballast water treatment technology. The SLSDC is a member of the GSI Steering Committee.

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