

V.F. - St. Lawrence waterway project  
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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION  
WASHINGTON 25, D. C.



PM RELEASE - AFTER 2:30 Wednesday, June 18, 1958 EX 3-3111, Ext. 5581  
5575

ANNOUNCEMENT OF RECOMMENDATIONS FOR MEASUREMENT RULES  
AND TOLL RATES ON THE ST. LAWRENCE SEAWAY

The St. Lawrence Seaway Development Corporation of the United States and the St. Lawrence Seaway Authority of Canada, in a simultaneous announcement today, made public the proposed tolls which may form the basis of the recommendations to their respective Governments to meet the requirements of the legislation of each country. The recommendations, which were submitted from the United States Tolls Committee and from the Canadian Tolls Committee are in complete agreement.

The main features of the proposed toll structure are as follows:

For Each Passage Through the Entire Seaway - Montreal to Lake Erie:

A vessel will be assessed 6 cents per gross registered ton of the vessel; and, in addition, 42 cents per ton of bulk cargo and 95 cents per ton of general cargo carried.

For Each Passage - Montreal to or from Lake Ontario only:

A vessel will be assessed 4 cents per gross registered ton of the vessel; and, in addition, 40 cents per ton of bulk cargo and 90 cents per ton of general cargo carried. For partial transit of the new seaway facilities - between Montreal and Lake Ontario - where there are seven locks, the user will be charged 15% of the applicable toll for each lock transited.

For Each Passage Through the Welland Canal only:

A vessel will be assessed 2 cents per gross registered ton of the vessel; and, in addition, 2 cents per ton of bulk cargo and 5 cents per ton of general cargo carried. In the Welland Canal, a partial transit will be assessed 50% of the toll irrespective of the number of locks used.

The unit of weight for the collection of tolls on cargo will be a ton of two thousand (2,000) pounds.

Commercial vessels carrying passengers will be charged 50¢ per passenger for each lock transited between Montreal and Lake Erie, in addition to the vessel charge.

The charging of tolls on the Welland Canal as part of the seaway in order to defray the capital cost of deepening as well as operating and maintenance expenses is a requirement of the St. Lawrence Seaway Authority Act, passed without dissent by the Parliament of Canada in 1951.

The suggested tolls according to the Tolls Committees should be sufficient to meet all financial requirements as the anticipated traffic develops. It is believed by the members of the Tolls Committees that the revenue derived will provide for the annual cost of operation and maintenance of the new seaway facilities and of the Welland Canal; meet interest charges and amortize borrowed moneys over a period covering the next fifty (50) years. They have estimated that in the first year of operation the traffic through the new portion of the seaway would approximate 25,000,000 cargo tons, but would rise gradually to 50,000,000 tons by 1968. The latter figure has been used for the forty (40) years after the developmental period, since this is considered to be the workable capacity of the facilities presently existing and under construction between Montreal and Lake Erie. For the Welland Canal, the Canadian Committee estimates the tonnage of cargo at 40,000,000 in 1959, with a gradual annual increase to 60,000,000 tons in 1968.

The traffic estimates of the Committees anticipate a developmental period extending to 1968, that is, a period of ten (10) years during which there may not be sufficient revenue to meet all the annual financial requirements. However, with the proposed tolls and the level of traffic which is anticipated beginning with the year 1968, they say that the annual revenues will be sufficient to compensate for the deficiencies incurred during the developmental period, and that all other financial requirements will be taken care of within the period of fifty years.

A simple method of toll collection is proposed based on the necessity of non-interference with prompt passage by any user. Provision is to be made for prior registration of any vessel and satisfactory security being given for the payment of charges, either with the St. Lawrence Seaway Authority or with the St. Lawrence Seaway Development Corporation subsequent to which passage will be permitted. Toll collection and invoicing of accounts, as well as the preparation of statistical data is proposed to be assigned to the St. Lawrence Seaway Authority. The St. Lawrence Seaway Development Corporation has agreed to participate and share in the annual costs of these services. Charges will be billed to the owner or agent promptly and will be payable within seven (7) days after the passage of the ship. For through passage to or from Montreal and Lake Ontario, the invoice will show two amounts to be paid: (1) in Canadian funds to cover the proportion applicable to the St. Lawrence Seaway Authority, which has been determined at 71% of the total charges; and (2) the balance of

the account, or 29%, in U. S. funds; representing the proportion applicable to the St. Lawrence Seaway Development Corporation; payable at any designated bank in Canada or in the United States. Tolls collected for use of the Welland Canal will be for the St. Lawrence Seaway Authority account and payable in Canadian dollars. The Committee stated that the division of tolls indicated above is based upon current figures of estimated capital and operating costs and can be subject to variation as actual costs are determined.

The report states that the projection of traffic volume and financial requirements has been made, bearing in mind the legislative requirements on the one hand, and on the other the desirability of establishing tolls which in the early years will be conducive to the development of traffic. If future events should indicate that traffic conditions or future financial requirements have been either over-estimated or under-estimated, the Committee recognizes that necessary adjustments can be made in the toll structure.

Bulk cargo, as defined in the proposed tariff, will include such commodities as grain and grain products loose or in sacks, ores and minerals, liquids in ships' tanks, pulpwood, poles and logs, woodpulp, waste paper, iron and steel, scrap and pig iron. Domestic package freight of each country will also take the bulk cargo rate. All commodities not included in the definition of bulk cargo will be classified as general cargo.

The recommendations of the U. S. Tolls Committee, together with supporting statistical data, are being made public concurrently.

In accordance with the requirements of its legislation, the St. Lawrence Seaway Development Corporation will hold public hearings at Washington on August 6, 1958, at which interested parties will have an opportunity to express their views on the proposed charges. The St. Lawrence Seaway Authority, as a matter of policy, will hold public hearings at Ottawa, commencing the same day.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION  
1400 EAST WASHINGTON AVENUE  
WASHINGTON, D. C.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

UNITED STATES TOLLS COMMITTEE

Mr. Louis J. Gault, Administrator  
United States Seaway Development Corporation  
Washington, D. C.

Dear Sir:

Enclosed herewith are the reports of your  
Tolls Committee regarding the recommendations of the  
Committee of the Tolls Commission.

REPORT OF  
TOLLS  
COMMITTEE

*Robert H. Harris*

*Charles J. Taylor*

*Samuel H. Thompson*

June 12, 1958



SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION  
LAFAYETTE BUILDING, WASHINGTON, D. C.

June 13, 1958

Mr. Lewis G. Castle, Administrator  
Saint Lawrence Seaway Development Corporation  
Washington 25, D. C.

Dear Sir:

Please find, attached hereto, the report of your  
Tolls Committee together with recommended toll structure  
and tariff of tolls, as well as graphs and tables per-  
taining thereto.

Yours very truly,

*S. Pease Harrill*  
Chairman

*Charles A. Taff*  
Member

*Edward R. Allen* -  
Member

Washington, D. C.

THE SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

REPORT OF THE UNITED STATES TOLLS COMMITTEE

GENERAL

1. The United States legislation authorizing construction of the St. Lawrence Seaway navigation project, provides for recovery from Seaway users of expenditures by the United States for Seaway operation and maintenance, interest and amortization of capital within a fifty-year period.<sup>(1)</sup> Canadian legislation carries similar authorization respecting Canadian expenditures.<sup>(2)</sup>

2. Pursuant to instructions of the Administrator of the Saint Lawrence Seaway Development Corporation, in March 1955, the nature and amount of the tolls required to recover the United States expenditures on the Seaway navigation project, and other related matters have been under study by a United States Tolls Committee comprising:

Chairman - Mr. E. Reece Harrill, Assistant Administrator  
Saint Lawrence Seaway Development Corporation

Members - Dr. Charles A. Taff, Professor of Transportation  
College of Business and Public Administration  
University of Maryland

- Comdr. Edward A. Bacon (USNR) Ret.  
Deputy Assistant Secretary of the Army

A similar Committee<sup>(3)</sup> in Canada has been studying tolls and related matters respecting recovery of the Canadian expenditures on the St. Lawrence Seaway navigation project. Separate and joint meetings of the Committees have been held on a regular basis.

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(1) Public Law 358, 83rd Congress, May 13, 1954, Section 12(b).

(2) Revised Statutes of Canada 1952, Chapter 242, Section 16.

(3) Comprising: Chairman - Mr. J-C. Lessard, Vice President, The St. Lawrence Seaway Authority.

Members - Mr. George A. Scott, Director, Economic Policy, Department of Transport.

- Col. Donald F. Purves, Department of National Defence, Army.

3. In making its study, the United States Tolls Committee has had the benefit of views advanced by interested public authorities and entities and by various industrial, commercial and shipping interests. Likewise, the Canadian Tolls Committee has had the benefit of views submitted by similar interested groups.

4. Prime objective of the United States Tolls Committee, and of the Canadian Tolls Committee, in the study of tolls and related matters, has been to determine:

- (a) the lowest tolls consistent with the encouragement of traffic and with the need for revenues sufficient to make the project self-liquidating within the fifty-year period required by legislation;
- (b) a simple toll structure;
- (c) the most convenient tolls collection method.

5. To comply with the respective legislation of both the United States and Canada, the Tolls Committee has concluded that one toll structure should be recommended for the Seaway between Montreal and Lake Ontario and a second toll structure for the present Welland Ship Canal. In following this conclusion, it is considered that there would thus exist a greater flexibility for changes in the toll structures to take care of any basic changes in the cost and traffic factors which are bound to arise as time goes on.

6. It must be emphasized that the Committee has carefully considered all provisions of the Law and has been guided by these in

its study and in arriving at the Committee's conclusions and recommendations. The Committee is of the opinion that the tariff as recommended should be revised when conditions of traffic or revenue require. Any agreement with Canada on the toll structure should provide accordingly.

CONCLUSIONS

7. Conclusions of the United States Tolls Committee, in which the Canadian Tolls Committee concurs, are:

(a) Indicated capital investment in the Seaway navigation project, between Montreal and Lake Erie, is:

Montreal to Lake Ontario

	<u>Canada</u> \$Cdn.	<u>United States</u> \$ U.S.	<u>Total</u>
Cost of construction	\$295,000,000	\$124,000,000	\$419,000,000
Interest during construction	<u>16,000,000</u>	<u>7,000,000</u>	<u>23,000,000</u>
	<u>\$311,000,000</u>	<u>\$131,000,000</u>	<u>\$442,000,000</u>
Average annual amortization charge over 50-yr. period	(\$6,220,000)	(\$2,620,000)	(\$8,840,000)

Welland Canal

Lake Ontario to Lake Erie

Cost of deepening and other improvements	\$ 27,500,000	--	\$ 27,500,000
Interest during construction	<u>1,500,000</u>	<u>--</u>	<u>1,500,000</u>
<u>Total Capital Costs</u>			
<u>Montreal to Lake Erie</u>	<u>\$340,000,000</u>	<u>\$131,000,000</u>	<u>\$471,000,000</u>
Average annual amortization charge over 50-yr. period	<u>(\$6,800,000)</u>	<u>(\$2,620,000)</u>	<u>(\$9,420,000)</u>

(b) Average annual charges are estimated at:

<u>Montreal to Lake Ontario</u>			
	<u>Canada</u> \$ Cdn.	<u>United States</u> \$ U.S.	<u>Total</u>
Operation and Maintenance	\$ 2,807,860	\$1,442,700	\$ 4,250,560
Interest	8,831,716	3,153,939	11,985,655
Amortization of capital cost on 50-yr. basis	<u>6,220,000</u>	<u>2,620,000</u>	<u>8,840,000</u>
Sub-totals:(1)	<u>\$17,859,576</u>	<u>\$7,216,639</u>	<u>\$25,076,215</u>
 <u>Welland Canal</u> <u>Lake Ontario to Lake Erie</u>			
Operation and Maintenance	\$ 1,592,000	--	\$ 1,592,000
Interest	827,718	--	827,718
Amortization of capital cost on 50-yr. basis	<u>580,000</u>	<u>--</u>	<u>580,000</u>
Sub-totals:(1)	<u>\$ 2,999,718</u>	<u>--</u>	<u>\$ 2,999,718</u>
 <u>Total</u> <u>Montreal to Lake Erie</u>			
Operation and Maintenance	\$ 4,399,860	\$1,442,700	\$ 5,842,560
Interest	9,659,434	3,153,939	12,813,373
Amortization of capital cost on 50-yr. basis	<u>6,800,000</u>	<u>2,620,000</u>	<u>9,420,000</u>
Total:(1)	<u>\$20,859,294</u>	<u>\$7,216,639</u>	<u>\$28,075,933</u>

(1) See Tables attached.

- (c) The traffic through the Seaway will be of the same general character as that now transiting the St. Lawrence Canals and the Welland Canal, i.e. traffic will be almost entirely freight traffic, with passenger vessels, naval vessels and pleasure craft constituting quite a minor proportion of the total. It will be necessary to look to freight traffic for practically all of the revenue needed to make the Seaway project self-liquidating.
- (d) For freight traffic, with some ships transiting fully laden, some partially laden, and some in ballast, the toll structure considered the most equitable and the simplest administratively is a composite toll arrangement comprising:
- (i) a minor charge based on the volume measurement of the vessel and designed to meet approximately the operating and maintenance component of the total charges of the Seaway navigation project;
  - (ii) a main charge based on the weight of cargo carried and designed to meet approximately the interest and capital retirement components of the total charges of the Seaway navigation project.
- (e) The most practicable measure of a vessel which might be used to compute the minor charge based on ship's size is the vessel's gross registered tonnage. This figure offers a reasonable measure of comparative size of vessels and is readily available from a ship's papers and published ship registers.

- (f) Of the several cargo weight measures (short ton, long ton, metric ton) in general use in different trades and commodity carriage, one should be selected as standard for assessing tolls on cargo. All factors considered, the short ton (of 2,000 pounds) is considered the best administratively.
- (g) Total upbound and downbound traffic through the St. Lawrence Seaway between Montreal and Lake Ontario is estimated at 25 million short tons in 1959 and increasing to some 50 million short tons by 1968.
- (h) Total upbound and downbound traffic through the Welland Canal in 1959 is estimated at 40 million short tons and increasing to some 60 million short tons by 1968.
- (i) The Tolls Committee estimates that about 10 to 12 percent of the traffic will be general cargo and the balance bulk cargo.
- (j) The domestic package freight traffic through the Seaway must compete with rail and truck carriers operating along virtually parallel and equi-distant routes. To maintain the existing competitive position of domestic package freight traffic through the Seaway will necessitate that this traffic be assessed the bulk cargo toll instead of the general cargo toll.
- (k) A ship loaded with general cargo and bulk cargo will be assessed a separate toll for each type of cargo in accordance with the tariff attached to this report.
- (l) In recovering total charges over a fifty-year period for operation and maintenance, interest and amortization of capital,

it is desirable that the tolls assessed per registered ton of vessel and per ton of cargo be as constant as possible over the period. This means that the estimated traffic during the initial years of a development period is not expected to produce revenues sufficient to meet total annual charges. Recovery of such deferments will be realized later as volume of traffic increases and therefore over the whole fifty-year period, all charges will be met.

- (m) Division of tolls between Canada and the United States for the portion between Montreal and Lake Ontario in the ratio of the respective total annual charges (for operation and maintenance, interest, and retirement of capital invested) is considered the most equitable arrangement.
- (n) Payment of tolls in Canadian and American funds in the same ratio as the division of tolls is considered the most equitable arrangement.
- (o) The St. Lawrence Seaway Authority of Canada be assigned the responsibility for the establishment and maintenance of the method of billing and collection of tolls, accounting to the Saint Lawrence Seaway Development Corporation for the United States portion of billings made and tolls collected. The Corporation has agreed to participate in and share the annual costs of these services.

RECOMMENDATIONS

8. In view of the foregoing conclusions, the recommendations of the United States Tolls Committee, in which the Canadian Tolls Committee is in agreement, are:

(a) Respecting traffic transiting the Seaway between Montreal and Lake Ontario, the toll be a composite one, comprising:

- (i) a charge of 4 cents per gross registered ton, as per national registry of the vessel, applicable whether the vessel is wholly or partially laden or is in ballast;
- (ii) a charge per ton of cargo, as evidenced by ship's manifest or similar receipt or documentation, as follows:
  - bulk cargo as defined in tariff - 40 cents;
  - general cargo as defined in tariff - 90 cents;
- (iii) commercial passengers - \$3.50 per passenger;
- (iv) minimum toll for pleasure craft to be paid at the rate of \$2.00 per vessel for each lock transited; minimum rate for through passage to be \$14.00;
- (v) subject to the provisions of item (a) the minimum toll for all vessels other than pleasure craft to be paid at the rate of \$4.00 per vessel for each lock transited; minimum rate for through passage to be \$28.00.

(b) Respecting traffic transiting the Welland Canal, the toll to be a composite one, comprising:

(i) a charge of 2 cents per gross registered ton, as per national registry of the vessel, applicable whether the vessel is wholly or partially laden or is in ballast;

(ii) a charge per ton of cargo, as evidenced by ship's manifest or similar receipt or documentation, as follows:

bulk cargo as defined in tariff - 2 cents;

general cargo as defined in tariff - 5 cents;

(iii) commercial passengers - \$4.00 per passenger;

(iv) minimum toll for pleasure craft to be paid at the rate of \$2.00 per vessel, for each lock transited; minimum rate for through passage to be \$14.00;

(v) subject to the provisions of item (a) the minimum toll for all vessels other than pleasure craft to be paid at the rate of \$4.00 per vessel for each lock transited; minimum rate for through passage to be \$32.00.

(c) Respecting partial transits, the charges to be:

(i) between Montreal and Lake Ontario portion - 15 percent per lock of the amount ordinarily assessed for complete transit, but the whole not to exceed the charge for complete transit;

- (ii) Welland Canal portion - 50 percent, irrespective of number of locks, of the amount ordinarily assessed for complete transit.
- (d) That tolls for transiting between Montreal and Lake Ontario be payable in Canadian and in United States funds, in the proportion of respective annual charges (for operation and maintenance, interest and retirement of capital) i.e. 71 percent in Canadian funds and 29 percent in United States funds. For other than through passages, that payments for passages through locks in Canada be made in Canadian dollars and that payment for passages through locks in the United States be made in United States dollars.
- (e) That division of toll revenue derived from through transit between Montreal and Lake Ontario be in the proportion of respective annual charges (for operation and maintenance, interest and retirement of capital) by the two participating countries, i.e. 71 percent to St. Lawrence Seaway Authority and 29 percent to the Saint Lawrence Seaway Development Corporation.
- (f) The whole of toll revenue derived from transit of Welland Canal accrue to St. Lawrence Seaway Authority.
- (g) That division of toll revenue derived from partial transit of the Seaway be allocated in accordance with payments received from this traffic in Canadian dollars and United States dollars.
- (h) That one agency, The St. Lawrence Seaway Authority, be assigned the responsibility for the billing and collection of tolls, accounting to the Saint Lawrence Seaway Development Corporation for the United States portion of billings and tolls collected.

TABLES AND CHARTS

- Table A Estimated Revenues, Expenses and Amortization, St. Lawrence Seaway, Montreal to Lake Ontario, United States and Canada Combined.
- Table A-1 Estimated Revenues, Expenses and Amortization, St. Lawrence Seaway, Montreal to Lake Ontario, Canadian Portion.
- Table A-2 Estimated Revenues, Expenses and Amortization, St. Lawrence Seaway, Montreal to Lake Ontario, United States Portion.
- Table B Estimated Revenues, Expenses and Amortization, St. Lawrence Seaway, Welland Canal.
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- Chart A Average Annual Revenue Requirements and Expenses for Statutory Payout Period, St. Lawrence Seaway, Montreal to Lake Erie, Canada and United States Combined, 1959 - 2009.
- Chart B Cumulative Revenue Requirements and Expenses for Statutory Payout Period, St. Lawrence Seaway, Montreal to Lake Erie, Canada and United States Combined, 1959 - 2009.
- Chart C Average Annual Revenue Requirements and Expenses for Statutory Payout Period, St. Lawrence Seaway, Montreal to Lake Ontario, Canada and United States Combined, 1959 - 2009.
- Chart D Cumulative Revenue Requirements and Expenses Through Statutory Payout Period, St. Lawrence Seaway, Montreal to Lake Ontario, Canada and United States Combined, 1959 - 2009.
- Chart E Recommended Tolls, St. Lawrence Seaway, Montreal to Lake Erie.
- Chart F Comparison With Other Toll Waterways, St. Lawrence Seaway, Montreal to Lake Erie.
- Chart G Comparative Average Toll Cost Per Cargo Ton for the Same Ships and Cargo Through the Three Systems, St. Lawrence Seaway, Montreal to Lake Erie.

ST. LAWRENCE SEAWAY

TABLE A

MONTREAL TO LAKE ONTARIO

UNITED STATES AND CANADA COMBINED

ESTIMATED REVENUE, EXPENSES AND AMORTIZATION

Year	Tons (Millions)	Revenue	Operation and Maintenance Expenses	Net Revenue (Available for Debt Service)	Accrued Interest		Payment on Principal and Deferred Interest	Debt Outstanding	
					Paid Currently	Deferred			
1959	25 <sup>1</sup>	13,100,000	3,200,000	9,900,000	9,900,000	2,868,750	--	444,868,750	
1960	29	15,196,000	4,272,000	10,924,000	10,924,000	6,212,126	--	451,080,876	
1961	33	17,292,000	4,272,000	13,020,000	13,020,000	4,356,344	--	455,437,220	
1962	37	19,388,000	4,272,000	15,116,000	15,116,000	2,429,079	--	457,866,299	
1963	41	21,484,000	4,272,000	17,212,000	17,157,206	482,365	54,794	458,293,870	
1964	44	23,056,000	4,272,000	18,784,000	17,656,948	--	1,127,052	457,166,818	
1965	47	24,628,000	4,272,000	20,356,000	17,614,429	--	2,741,571	454,425,247	
1966	48	25,152,000	4,272,000	20,880,000	17,509,698	--	3,370,302	451,054,945	
1967	49	25,676,000	4,272,000	21,404,000	17,380,750	--	4,023,250	447,031,695	
1968	50	26,200,000	4,272,000	21,928,000	17,226,650	--	4,701,350	442,330,345	
1969	50	26,200,000	4,272,000	21,928,000	17,046,075	--	4,881,925	437,448,420	
1970	50	26,200,000	4,272,000	21,928,000	16,858,538	--	5,069,462	432,378,958	
1971	50	26,200,000	4,272,000	21,928,000	16,663,770	--	5,264,230	427,114,728	
1972	50	26,200,000	4,272,000	21,928,000	16,461,492	--	5,466,508	421,648,220	
1973	50	26,200,000	4,272,000	21,928,000	16,251,414	--	5,676,586	415,971,634	
1974	50	26,200,000	4,272,000	21,928,000	16,033,232	--	5,894,768	410,076,866	
1975	50	26,200,000	4,272,000	21,928,000	15,806,634	--	6,121,366	403,955,500	
1976	50	26,200,000	4,272,000	21,928,000	15,571,294	--	6,356,706	397,598,794	
1977	50	26,200,000	4,272,000	21,928,000	15,326,873	--	6,601,127	390,997,667	
1978	50	26,200,000	4,272,000	21,928,000	15,073,020	--	6,854,980	384,142,687	
1979	50	26,200,000	4,272,000	21,928,000	14,809,370	--	7,118,630	377,024,057	
1980	50	26,200,000	4,272,000	21,928,000	14,535,544	--	7,392,456	369,631,601	
1981	50	26,200,000	4,272,000	21,928,000	14,251,145	--	7,676,855	361,954,746	
1982	50	26,200,000	4,272,000	21,928,000	13,955,767	--	7,972,233	353,982,513	
1983	50	26,200,000	4,272,000	21,928,000	13,648,983	--	8,279,017	345,703,496	
1984	50	26,200,000	4,272,000	21,928,000	13,330,351	--	8,597,649	337,105,847	
1985	50	26,200,000	4,272,000	21,928,000	12,999,412	--	8,928,588	328,177,259	
1986	50	26,200,000	4,272,000	21,928,000	12,655,690	--	9,272,310	318,904,949	
1987	50	26,200,000	4,272,000	21,928,000	12,298,689	--	9,629,311	309,275,638	
1988	50	26,200,000	4,272,000	21,928,000	11,927,894	--	10,000,106	299,275,532	
1989	50	26,200,000	4,272,000	21,928,000	11,542,769	--	10,385,231	288,890,301	
1990	50	26,200,000	4,272,000	21,928,000	11,142,762	--	10,785,238	278,105,063	
1991	50	26,200,000	4,272,000	21,928,000	10,727,292	--	11,200,708	266,904,355	
1992	50	26,200,000	4,272,000	21,928,000	10,295,762	--	11,632,238	255,272,117	
1993	50	26,200,000	4,272,000	21,928,000	9,847,548	--	12,080,452	243,191,665	
1994	50	26,200,000	4,272,000	21,928,000	9,382,003	--	12,545,997	230,645,668	
1995	50	26,200,000	4,272,000	21,928,000	8,898,456	--	13,029,544	217,616,124	
1996	50	26,200,000	4,272,000	21,928,000	8,396,206	--	13,531,794	204,084,330	
1997	50	26,200,000	4,272,000	21,928,000	7,874,529	--	14,053,471	190,030,859	
1998	50	26,200,000	4,272,000	21,928,000	7,332,670	--	14,595,330	175,435,529	
1999	50	26,200,000	4,272,000	21,928,000	6,769,848	--	15,158,152	160,277,377	
2000	50	26,200,000	4,272,000	21,928,000	6,185,246	--	15,742,754	144,534,623	
2001	50	26,200,000	4,272,000	21,928,000	5,578,021	--	16,349,979	128,184,644	
2002	50	26,200,000	4,272,000	21,928,000	4,947,294	--	16,980,706	111,203,938	
2003	50	26,200,000	4,272,000	21,928,000	4,292,153	--	17,635,847	93,568,091	
2004	50	26,200,000	4,272,000	21,928,000	3,611,649	--	18,316,351	75,251,740	
2005	50	26,200,000	4,272,000	21,928,000	2,904,797	--	19,023,203	56,228,537	
2006	50	26,200,000	4,272,000	21,928,000	2,170,574	--	19,757,426	36,471,111	
2007	50	26,200,000	4,272,000	21,928,000	1,407,918	--	20,520,082	15,951,029	
2008	50 <sup>2</sup>	20,838,751	4,272,000	16,566,751	615,722	--	15,951,029	--	
Add: Deferred Interest to Current Interest Payments					16,348,664				
Deduct: Deferred Interest From Pay- ments on Principal						16,348,664			
Total - 50 Years		1,253,810,751	212,528,000	1,041,282,751	599,282,751	--	442,000,000		
Average per year		25,076,215	4,250,560	20,825,655	11,985,655	--	8,840,000		

<sup>1</sup> The Seaway is scheduled to commence operating for toll traffic on April 1, 1959. Accordingly, the figures shown on this line are for 9 months only. All expenses, including interest during construction prior to April 1, 1959, are to be capitalized.

<sup>2</sup> The gross and net revenues shown for this year are only the amounts sufficient to cover expenses, and to complete the amortization of the debt and the accrued interest thereon.

ST. LAWRENCE SEAWAY

MONTREAL TO LAKE ONTARIO

TABLE A-1

CANADIAN PORTION

ESTIMATED REVENUE, EXPENSES AND AMORTIZATION

Year	Revenue	Operation and Maintenance Expenses	Net Revenue (Available for Debt Service)	Accrued Interest at 4%		Payment on Principal and Deferred Interest	Debt Outstanding
				Currently Paid	Deferred		
1959	9,301,000	2,115,000	7,186,000	7,186,000	2,144,000	--	313,144,000
1960	10,789,160	2,822,000	7,967,160	7,967,160	4,558,600	--	317,702,600
1961	12,277,320	2,822,000	9,455,320	9,455,320	3,252,784	--	320,955,384
1962	13,765,480	2,822,000	10,943,480	10,943,480	1,894,735	--	322,850,119
1963	15,253,640	2,822,000	12,431,640	12,431,640	482,365	--	323,332,484
1964	16,369,760	2,822,000	13,547,760	12,933,299	--	614,461	322,718,023
1965	17,485,880	2,822,000	14,663,880	12,908,721	--	1,755,159	320,962,864
1966	17,857,920	2,822,000	15,035,920	12,838,515	--	2,197,405	318,765,459
1967	18,229,960	2,822,000	15,407,960	12,750,618	--	2,657,342	316,108,117
1968	18,672,000	2,822,000	15,850,000	12,644,325	--	3,205,675	312,902,442
1969	18,672,000	2,822,000	15,850,000	12,516,098	--	3,333,902	309,568,540
1970	18,672,000	2,822,000	15,850,000	12,382,742	--	3,467,258	306,101,282
1971	18,672,000	2,822,000	15,850,000	12,244,051	--	3,605,949	302,495,333
1972	18,672,000	2,822,000	15,850,000	12,099,813	--	3,750,187	298,745,146
1973	18,672,000	2,822,000	15,850,000	11,949,806	--	3,900,194	294,844,952
1974	18,672,000	2,822,000	15,850,000	11,793,798	--	4,056,202	290,788,750
1975	18,672,000	2,822,000	15,850,000	11,631,550	--	4,218,450	286,570,300
1976	18,672,000	2,822,000	15,850,000	11,462,812	--	4,387,188	282,183,112
1977	18,672,000	2,822,000	15,850,000	11,287,324	--	4,562,676	277,620,436
1978	18,672,000	2,822,000	15,850,000	11,104,817	--	4,745,183	272,875,253
1979	18,672,000	2,822,000	15,850,000	10,915,010	--	4,934,990	267,940,263
1980	18,672,000	2,822,000	15,850,000	10,717,611	--	5,132,389	262,807,874
1981	18,672,000	2,822,000	15,850,000	10,512,315	--	5,337,685	257,470,189
1982	18,672,000	2,822,000	15,850,000	10,298,808	--	5,551,192	251,918,997
1983	18,672,000	2,822,000	15,850,000	10,076,760	--	5,773,240	246,145,757
1984	18,672,000	2,822,000	15,850,000	9,845,830	--	6,004,170	240,141,587
1985	18,672,000	2,822,000	15,850,000	9,605,663	--	6,244,337	233,897,250
1986	18,672,000	2,822,000	15,850,000	9,355,890	--	6,494,110	227,403,140
1987	18,672,000	2,822,000	15,850,000	9,096,126	--	6,753,874	220,649,266
1988	18,672,000	2,822,000	15,850,000	8,825,971	--	7,024,029	213,625,237
1989	18,672,000	2,822,000	15,850,000	8,545,009	--	7,304,991	206,320,246
1990	18,672,000	2,822,000	15,850,000	8,252,810	--	7,597,190	198,723,056
1991	18,672,000	2,822,000	15,850,000	7,948,922	--	7,901,078	190,821,978
1992	18,672,000	2,822,000	15,850,000	7,632,879	--	8,217,121	182,604,857
1993	18,672,000	2,822,000	15,850,000	7,304,194	--	8,545,806	174,059,051
1994	18,672,000	2,822,000	15,850,000	6,962,362	--	8,887,638	165,171,413
1995	18,672,000	2,822,000	15,850,000	6,606,857	--	9,243,143	155,928,270
1996	18,672,000	2,822,000	15,850,000	6,237,131	--	9,612,869	146,315,401
1997	18,672,000	2,822,000	15,850,000	5,852,616	--	9,997,384	136,318,017
1998	18,672,000	2,822,000	15,850,000	5,452,721	--	10,397,279	125,920,738
1999	18,672,000	2,822,000	15,850,000	5,036,830	--	10,813,170	115,107,568
2000	18,672,000	2,822,000	15,850,000	4,604,303	--	11,245,697	103,861,871
2001	18,672,000	2,822,000	15,850,000	4,154,475	--	11,695,525	92,166,346
2002	18,672,000	2,822,000	15,850,000	3,686,654	--	12,163,346	80,003,000
2003	18,672,000	2,822,000	15,850,000	3,200,120	--	12,649,880	67,353,120
2004	18,672,000	2,822,000	15,850,000	2,694,125	--	13,155,875	54,197,245
2005	18,672,000	2,822,000	15,850,000	2,167,890	--	13,682,110	40,515,135
2006	18,672,000	2,822,000	15,850,000	1,620,605	--	14,229,395	26,285,740
2007	18,672,000	2,822,000	15,850,000	1,051,430	--	14,798,570	11,487,170
2008	14,768,657	2,822,000	11,946,657	459,487	--	11,487,170	--
Add: Deferred Interest to Current Interest Payments				12,332,484			
Deduct: Deferred Interest From Payments on Principal						12,332,484	
<hr/>							
Total - 50 Yrs.	892,978,777	140,393,000	752,585,777	441,585,777	--	311,000,000	
<hr/>							
Average Per Yr.	17,859,576	2,807,860	15,051,716	8,831,716	--	6,220,000	

ST. LAWRENCE SEAWAY

MONTREAL TO LAKE ONTARIO

TABLE A-2

UNITED STATES PORTION

ESTIMATED REVENUE, EXPENSES AND AMORTIZATION

Year	Revenue	Operation and Maintenance Expenses	Net Revenue (Available for Debt Service)	Accrued Interest at 3½%		Payment on Principal and Deferred Interest	Debt Outstanding
				Paid Currently	Deferred		
1959	3,799,000	1,085,000	2,714,000	2,714,000	724,750	--	131,724,750
1960	4,406,840	1,450,000	2,956,840	2,956,840	1,653,526	--	133,378,276
1961	5,014,680	1,450,000	3,564,680	3,564,680	1,103,560	--	134,481,836
1962	5,622,520	1,450,000	4,172,520	4,172,520	534,344	--	135,016,180
1963	6,230,360	1,450,000	4,780,360	4,725,566	--	54,794	134,961,386
1964	6,686,240	1,450,000	5,236,240	4,723,649	--	512,591	134,448,795
1965	7,142,120	1,450,000	5,692,120	4,705,708	--	986,412	133,462,383
1966	7,294,080	1,450,000	5,844,080	4,671,183	--	1,172,897	132,289,486
1967	7,446,040	1,450,000	5,996,040	4,630,132	--	1,365,908	130,923,578
1968	7,528,000	1,450,000	6,078,000	4,582,325	--	1,495,675	129,427,903
1969	7,528,000	1,450,000	6,078,000	4,529,977	--	1,548,023	127,879,880
1970	7,528,000	1,450,000	6,078,000	4,475,796	--	1,602,204	126,277,676
1971	7,528,000	1,450,000	6,078,000	4,419,719	--	1,658,281	124,619,395
1972	7,528,000	1,450,000	6,078,000	4,361,679	--	1,716,321	122,903,074
1973	7,528,000	1,450,000	6,078,000	4,301,608	--	1,776,392	121,126,682
1974	7,528,000	1,450,000	6,078,000	4,239,434	--	1,838,566	119,288,116
1975	7,528,000	1,450,000	6,078,000	4,175,084	--	1,902,916	117,385,200
1976	7,528,000	1,450,000	6,078,000	4,108,482	--	1,969,518	115,415,682
1977	7,528,000	1,450,000	6,078,000	4,039,549	--	2,038,451	113,377,231
1978	7,528,000	1,450,000	6,078,000	3,968,203	--	2,109,797	111,267,434
1979	7,528,000	1,450,000	6,078,000	3,894,360	--	2,183,640	109,083,794
1980	7,528,000	1,450,000	6,078,000	3,817,933	--	2,260,067	106,823,727
1981	7,528,000	1,450,000	6,078,000	3,738,830	--	2,339,170	104,484,557
1982	7,528,000	1,450,000	6,078,000	3,656,959	--	2,421,041	102,063,516
1983	7,528,000	1,450,000	6,078,000	3,572,223	--	2,505,777	99,557,739
1984	7,528,000	1,450,000	6,078,000	3,484,521	--	2,593,479	96,964,260
1985	7,528,000	1,450,000	6,078,000	3,393,749	--	2,684,251	94,280,009
1986	7,528,000	1,450,000	6,078,000	3,299,800	--	2,778,200	91,501,809
1987	7,528,000	1,450,000	6,078,000	3,202,563	--	2,875,437	88,626,372
1988	7,528,000	1,450,000	6,078,000	3,101,923	--	2,976,077	85,650,295
1989	7,528,000	1,450,000	6,078,000	2,997,760	--	3,080,240	82,570,055
1990	7,528,000	1,450,000	6,078,000	2,889,952	--	3,188,048	79,382,007
1991	7,528,000	1,450,000	6,078,000	2,778,370	--	3,299,630	76,082,377
1992	7,528,000	1,450,000	6,078,000	2,662,883	--	3,415,117	72,667,260
1993	7,528,000	1,450,000	6,078,000	2,543,354	--	3,534,646	69,132,614
1994	7,528,000	1,450,000	6,078,000	2,419,641	--	3,658,359	65,474,255
1995	7,528,000	1,450,000	6,078,000	2,291,599	--	3,786,401	61,687,854
1996	7,528,000	1,450,000	6,078,000	2,159,075	--	3,918,925	57,768,929
1997	7,528,000	1,450,000	6,078,000	2,021,913	--	4,056,087	53,712,842
1998	7,528,000	1,450,000	6,078,000	1,879,949	--	4,198,051	49,514,791
1999	7,528,000	1,450,000	6,078,000	1,733,018	--	4,344,982	45,169,809
2000	7,528,000	1,450,000	6,078,000	1,580,943	--	4,497,057	40,672,752
2001	7,528,000	1,450,000	6,078,000	1,423,546	--	4,654,454	36,018,298
2002	7,528,000	1,450,000	6,078,000	1,260,640	--	4,817,360	31,200,938
2003	7,528,000	1,450,000	6,078,000	1,092,033	--	4,985,967	26,214,971
2004	7,528,000	1,450,000	6,078,000	917,524	--	5,160,476	21,054,495
2005	7,528,000	1,450,000	6,078,000	736,907	--	5,341,093	15,713,402
2006	7,528,000	1,450,000	6,078,000	549,969	--	5,528,031	10,185,371
2007	7,528,000	1,450,000	6,078,000	356,488	--	5,721,512	4,463,859
2008	6,070,094	1,450,000	4,620,094	156,235	--	4,463,859	--
Add: Deferred Interest to Current Interest Payments				4,016,180			
Deduct: Deferred Interest from Payment on Principal						4,016,180	
Total - 50 Years:							
	360,831,974	72,135,000	288,696,974	157,696,974	--	131,000,000	
Average per year:							
	7,216,639	1,442,700	5,773,939	3,153,939	--	2,620,000	

ST. LAWRENCE SEAWAY

TABLE B

WELLAND CANAL

ESTIMATED REVENUE, EXPENSES AND AMORTIZATION

Year	Tons (Millions)	Toll Revenue At 5.15	*Operation and Maintenance Expenses	Net Revenue Available For Debt	Accrued Interest Current	Paid On Deferred	Payment on Principal and Deferred Interest	Debt Outstanding
1959	**40	2,060,000	1,200,000	860,000	860,000	10,000	--	29,010,000
1960	43	2,215,000	1,600,000	615,000	615,000	545,400	--	29,555,400
1961	46	2,369,000	1,600,000	769,000	769,000	413,216	--	29,968,616
1962	50	2,575,000	1,600,000	975,000	975,000	223,745	--	30,192,361
1963	53	2,730,000	1,600,000	1,130,000	1,130,000	77,694	--	30,270,055
1964	55	2,833,000	1,600,000	1,233,000	1,210,802	--	22,198	30,247,857
1965	57	2,935,000	1,600,000	1,335,000	1,209,914	--	125,086	30,122,771
1966	58	2,987,000	1,600,000	1,387,000	1,204,911	--	182,089	29,940,682
1967	59	3,038,000	1,600,000	1,438,000	1,197,627	--	240,373	29,700,309
1968	60	3,090,000	1,600,000	1,490,000	1,188,012	--	301,988	29,398,321
1969	60	3,090,000	1,600,000	1,490,000	1,175,933	--	314,067	29,084,254
1970	60	3,090,000	1,600,000	1,490,000	1,163,370	--	326,630	28,757,624
1971	60	3,090,000	1,600,000	1,490,000	1,150,305	--	339,695	28,417,929
1972	60	3,090,000	1,600,000	1,490,000	1,136,717	--	353,283	28,064,646
1973	60	3,090,000	1,600,000	1,490,000	1,122,586	--	367,414	27,697,232
1974	60	3,090,000	1,600,000	1,490,000	1,107,889	--	382,111	27,315,121
1975	60	3,090,000	1,600,000	1,490,000	1,092,605	--	397,395	26,917,726
1976	60	3,090,000	1,600,000	1,490,000	1,076,709	--	413,291	26,504,435
1977	60	3,090,000	1,600,000	1,490,000	1,060,177	--	429,823	26,074,612
1978	60	3,090,000	1,600,000	1,490,000	1,042,984	--	447,016	25,627,596
1979	60	3,090,000	1,600,000	1,490,000	1,025,104	--	464,896	25,162,700
1980	60	3,090,000	1,600,000	1,490,000	1,006,508	--	483,492	24,679,208
1981	60	3,090,000	1,600,000	1,490,000	987,168	--	502,832	24,176,376
1982	60	3,090,000	1,600,000	1,490,000	967,055	--	522,945	23,653,431
1983	60	3,090,000	1,600,000	1,490,000	946,137	--	543,863	23,109,568
1984	60	3,090,000	1,600,000	1,490,000	924,383	--	565,617	22,543,951
1985	60	3,090,000	1,600,000	1,490,000	901,758	--	588,242	21,955,709
1986	60	3,090,000	1,600,000	1,490,000	878,228	--	611,772	21,343,937
1987	60	3,090,000	1,600,000	1,490,000	853,757	--	636,243	20,707,694
1988	60	3,090,000	1,600,000	1,490,000	828,308	--	661,692	20,046,002
1989	60	3,090,000	1,600,000	1,490,000	801,840	--	688,160	19,357,842
1990	60	3,090,000	1,600,000	1,490,000	774,314	--	715,686	18,642,156
1991	60	3,090,000	1,600,000	1,490,000	745,686	--	744,314	17,897,842
1992	60	3,090,000	1,600,000	1,490,000	715,914	--	774,086	17,123,756
1993	60	3,090,000	1,600,000	1,490,000	684,950	--	805,050	16,318,706
1994	60	3,090,000	1,600,000	1,490,000	652,748	--	837,252	15,481,454
1995	60	3,090,000	1,600,000	1,490,000	619,258	--	870,742	14,610,712
1996	60	3,090,000	1,600,000	1,490,000	584,428	--	905,572	13,705,140
1997	60	3,090,000	1,600,000	1,490,000	548,206	--	941,794	12,763,346
1998	60	3,090,000	1,600,000	1,490,000	510,534	--	979,466	11,783,880
1999	60	3,090,000	1,600,000	1,490,000	471,355	--	1,018,645	10,765,235
2000	60	3,090,000	1,600,000	1,490,000	430,609	--	1,059,391	9,705,844
2001	60	3,090,000	1,600,000	1,490,000	388,234	--	1,101,766	8,604,078
2002	60	3,090,000	1,600,000	1,490,000	344,163	--	1,145,837	7,458,241
2003	60	3,090,000	1,600,000	1,490,000	298,330	--	1,191,670	6,266,571
2004	60	3,090,000	1,600,000	1,490,000	250,663	--	1,239,337	5,027,234
2005	60	3,090,000	1,600,000	1,490,000	201,089	--	1,288,911	3,738,323
2006	60	3,090,000	1,600,000	1,490,000	149,533	--	1,340,467	2,397,856
2007	60	3,090,000	1,600,000	1,490,000	95,915	--	1,394,085	1,003,771
2008	***51	2,643,922	1,600,000	1,043,922	40,151	--	1,003,771	--
Add: Deferred Interest to Current Interest Payments		149,985,922	79,600,000	70,385,922	40,115,867	1,270,055	30,270,055	--
Deduct: Deferred Interest From Payments on Principal					1,270,055			
TOTAL:		149,985,922	79,600,000	70,385,922	41,385,922		29,000,000	--
AVERAGE YEARLY:		2,999,718	1,592,000	1,407,718	827,718		580,000	--

\* Total operation and maintenance expenses less \$750,000 per year average revenue received from land rentals, wharfage, etc.

\*\* The Seaway is scheduled to commence operating for toll traffic on April 1, 1959. Accordingly, the figures shown on this line are for 9 months only. All expenses, including interest during construction prior to April 1, 1959, are to be capitalized.

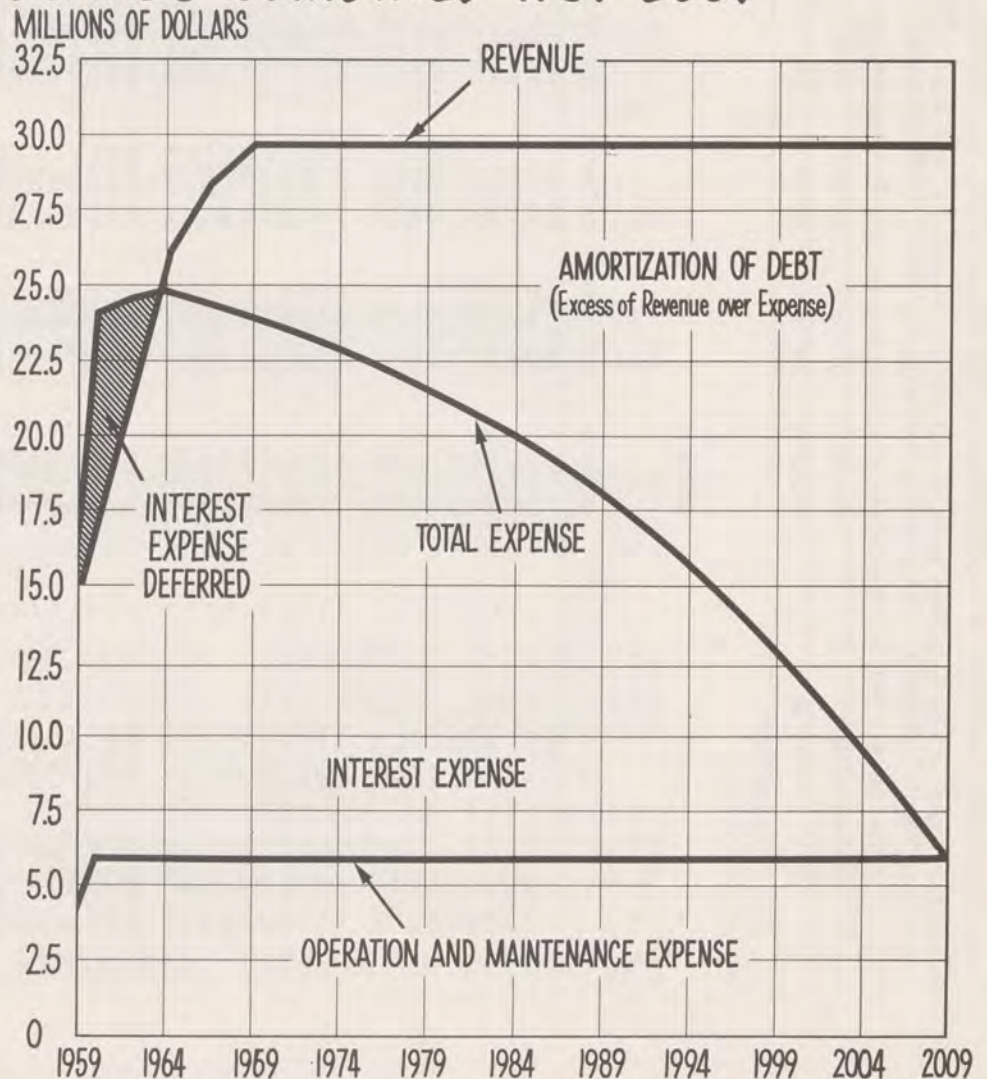
\*\*\* The gross and net revenue shown for this year are only the amounts sufficient to cover expenses and to complete the amortization of the debt and the accrued interest thereon.

# ST. LAWRENCE SEAWAY MONTREAL TO LAKE ERIE

CHART-A

## AVERAGE ANNUAL REVENUE REQUIREMENTS AND EXPENSES FOR STATUTORY PAYOUT PERIOD CANADA AND UNITED STATES COMBINED 1959-2009

STATEMENT OF PROJECTED OPERATIONS AVERAGES ANNUALLY 1959-2009			
(MILLIONS OF DOLLARS)	MONTREAL TO LAKE ONTARIO	WELLAND CANAL	TOTAL
ESTIMATED REVENUES	25.1	3.0	28.1
OPERATION & MAINTENANCE EXPENSE	4.3	1.6	5.9
BALANCE AVAILABLE FOR DEBT SERVICE	20.8	1.4	22.2
INTEREST ON INVESTMENT	12.0	.8	12.8
BALANCE AVAILABLE FOR RECOVERY OF CAPITAL INVEST.	8.8	.6	9.4
(PERCENTAGES OF REVENUES AND EXPENSES)			
ESTIMATED REVENUES	90%	10%	100%
OPERATION & MAINTENANCE EXPENSE	73	27	100
BALANCE AVAILABLE FOR DEBT SERVICE	94	6	100
INTEREST ON INVESTMENT	94	6	100
BALANCE AVAILABLE FOR RECOVERY OF CAPITAL INVEST.	94	6	100



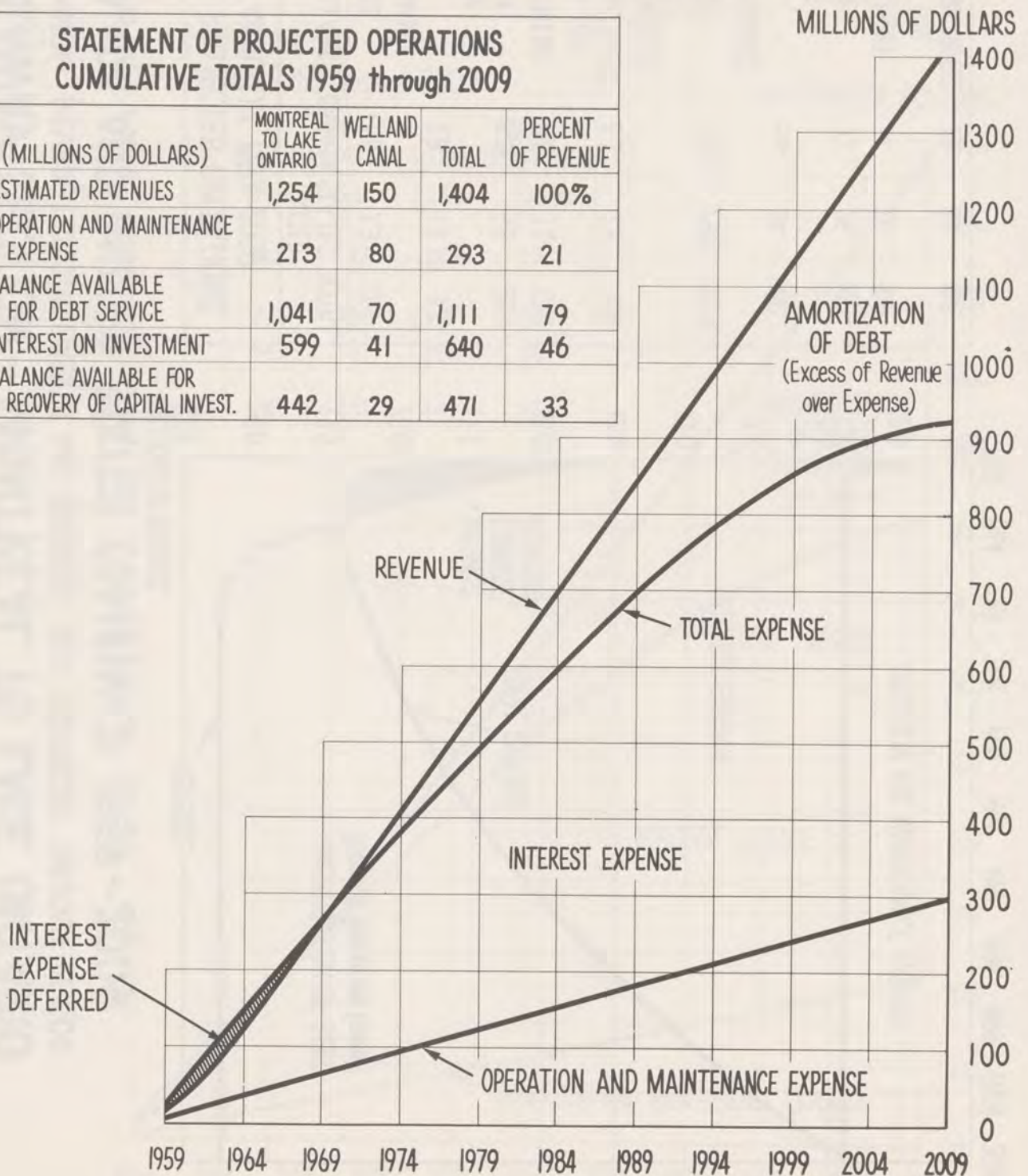
# ST. LAWRENCE SEAWAY MONTREAL TO LAKE ERIE

CHART-B

CUMULATIVE REVENUE REQUIREMENTS AND EXPENSES THROUGH STATUTORY PAYOUT PERIOD

## CANADA AND UNITED STATES COMBINED 1959-2009

STATEMENT OF PROJECTED OPERATIONS CUMULATIVE TOTALS 1959 through 2009				
(MILLIONS OF DOLLARS)	MONTREAL TO LAKE ONTARIO	WELLAND CANAL	TOTAL	PERCENT OF REVENUE
ESTIMATED REVENUES	1,254	150	1,404	100%
OPERATION AND MAINTENANCE EXPENSE	213	80	293	21
BALANCE AVAILABLE FOR DEBT SERVICE	1,041	70	1,111	79
INTEREST ON INVESTMENT	599	41	640	46
BALANCE AVAILABLE FOR RECOVERY OF CAPITAL INVEST.	442	29	471	33



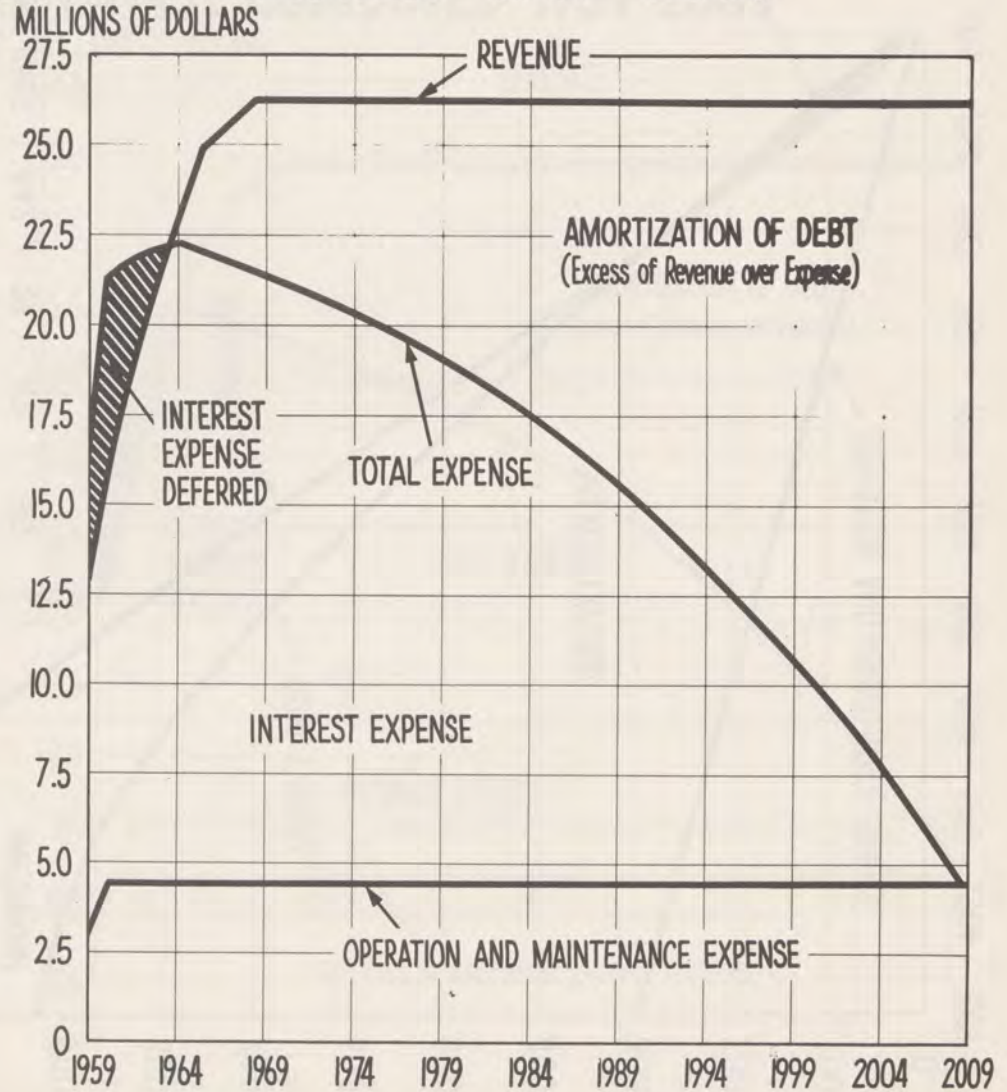
# ST. LAWRENCE SEAWAY NEW SEAWAY SECTION - MONTREAL TO LAKE ONTARIO

AVERAGE ANNUAL REVENUE REQUIREMENTS AND EXPENSES FOR STATUTORY PAYOUT PERIOD  
CANADA AND UNITED STATES COMBINED 1959-2009

CHART C

- 18 -

STATEMENT OF PROJECTED OPERATIONS AVERAGES ANNUALLY 1959-2009			
(MILLIONS OF DOLLARS)	CANADA	UNITED STATES	TOTAL
ESTIMATED REVENUES	17.8	7.3	25.1
OPERATION & MAINTENANCE EXPENSE	2.8	1.5	4.3
BALANCE AVAILABLE FOR DEBT SERVICE	15.0	5.8	20.8
INTEREST ON INVESTMENT	8.8	3.2	12.0
BALANCE AVAILABLE FOR RECOVERY OF CAPITAL INVEST.	6.2	2.6	8.8
(PERCENTAGES OF REVENUES AND EXPENSES)			
ESTIMATED REVENUES	71%	29%	100%
OPERATION & MAINTENANCE EXPENSE	66	34	100
BALANCE AVAILABLE FOR DEBT SERVICE	72	28	100
INTEREST ON INVESTMENT	74	26	100
BALANCE AVAILABLE FOR RECOVERY OF CAPITAL INVEST.	70	30	100



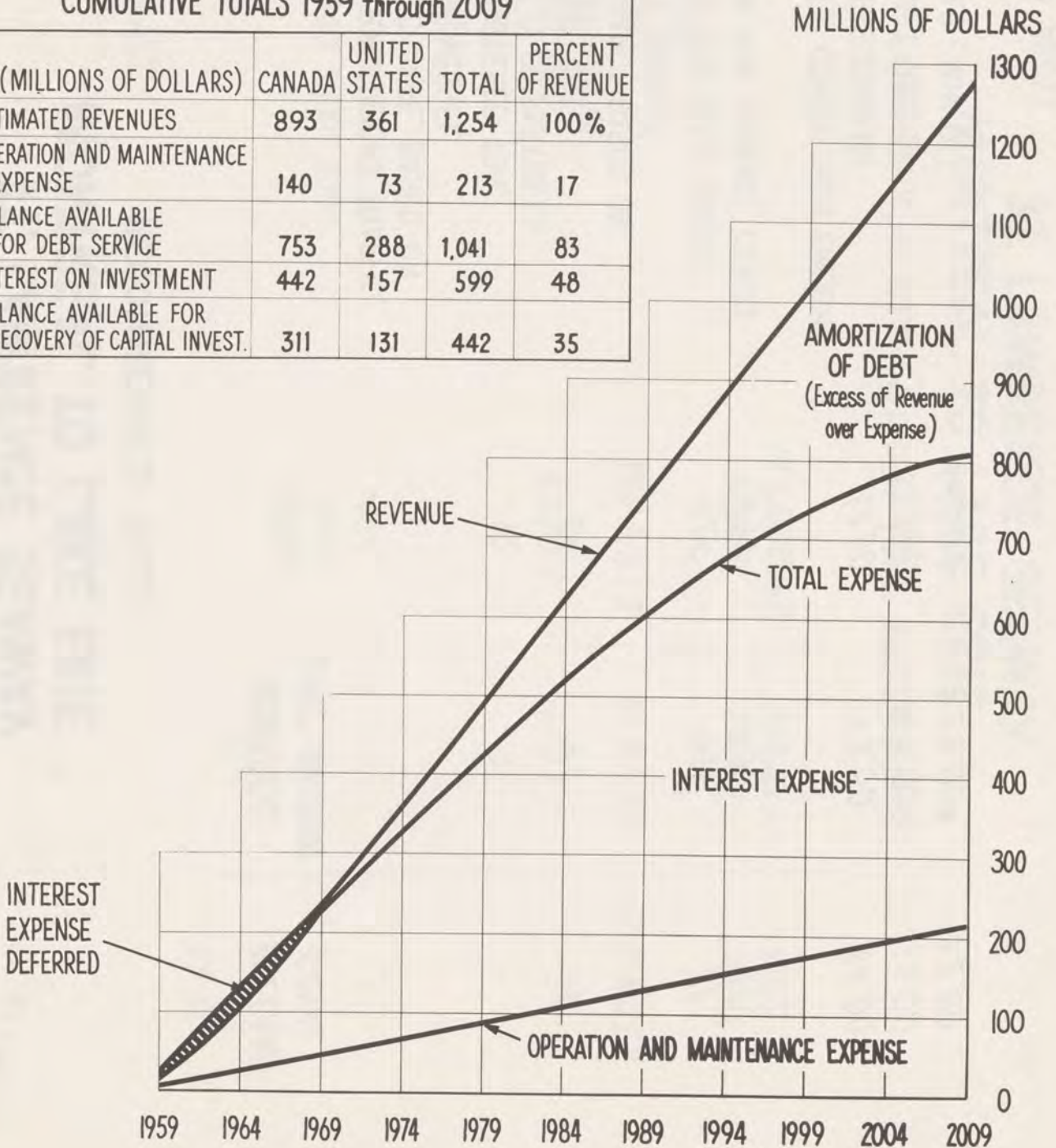
# ST. LAWRENCE SEAWAY NEW SEAWAY SECTION - MONTREAL TO LAKE ONTARIO

CHART-D

CUMULATIVE REVENUE REQUIREMENTS AND EXPENSES THROUGH STATUTORY PAYOUT PERIOD

## CANADA AND UNITED STATES COMBINED 1959-2009

STATEMENT OF PROJECTED OPERATIONS CUMULATIVE TOTALS 1959 through 2009				
(MILLIONS OF DOLLARS)	CANADA	UNITED STATES	TOTAL	PERCENT OF REVENUE
ESTIMATED REVENUES	893	361	1,254	100%
OPERATION AND MAINTENANCE EXPENSE	140	73	213	17
BALANCE AVAILABLE FOR DEBT SERVICE	753	288	1,041	83
INTEREST ON INVESTMENT	442	157	599	48
BALANCE AVAILABLE FOR RECOVERY OF CAPITAL INVEST.	311	131	442	35



# ST. LAWRENCE SEAWAY MONTREAL TO LAKE ERIE

CHART-F

## COMPARISON WITH OTHER TOLL WATERWAYS

	ST. LAWRENCE SEAWAY	PANAMA CANAL	SUEZ CANAL
<b>A. PHYSICAL FEATURES:</b>			
LENGTH OF TRANSIT	218 MILES	51 MILES	102 MILES
RAISING OR LOWERING OF SHIPS - ONE WAY TRIP	552 FT	170 FT	-
NO. OF LOCKAGES	15	6	-
<b>B. COMPARATIVE RATES:</b>			
<b>I. LADEN SHIPS</b>			
BULK CARGO SHORT TONS	42¢	-	-
GENERAL CARGO SHORT TONS PLUS GRT	95¢ 6¢	-	-
P.C. NRT		90¢	
S.C. NRT			97.5¢
<b>2. SHIPS IN BALLAST</b>			
GRT	6¢	-	-
P.C. NRT	-	72¢	-
S.C. NRT	-	-	44.4¢

# ST. LAWRENCE SEAWAY MONTREAL TO LAKE ERIE

## RECOMMENDED TOLL

- 20 -

	<i>TOTAL</i>	<i>MONTREAL - LAKE ONTARIO</i>	<i>WELLAND CANAL</i>
A. COMPOSITE RATE FOR FREIGHT TRAFFIC, COMPRISING ONE CHARGE, BASED ON MEASUREMENT OF VESSEL PER GROSS REGISTERED TON, WHETHER WHOLLY OR PARTIALLY LADEN OR IN BALLAST	6¢	4¢	2¢
AND ANOTHER CHARGE BASED ON CARGO ACTUALLY CARRIED			
PER SHORT TON FOR BULK CARGO	42¢	40¢	2¢
PER SHORT TON FOR GENERAL CARGO	95¢	90¢	5¢
B. TOLLS FOR TRAFFIC OTHER THAN FREIGHT			
COMMERCIAL PASSENGERS	\$7.50	\$3.50	\$4.00
PLEASURE CRAFT - MIN OF	\$30.00	\$14.00*	\$16.00
OTHER VESSELS - MIN OF	\$60.00	\$28.00*	\$32.00

\* SUBJECT TO "A" ABOVE

# ST. LAWRENCE SEAWAY MONTREAL TO LAKE ERIE

COMPARATIVE AVERAGE TOLL COSTS PER CARGO TONS FOR  
THE SAME SHIPS AND CARGO THROUGH THE THREE SYSTEMS

	<i>ST. LAWRENCE SEAWAY</i>	<i>PANAMA CANAL</i>	<i>SUEZ CANAL</i>
OCEAN VESSEL (BULK CARRIER)			
ROUND TRIP - ONE WAY FULLY LADEN, RETURN IN BALLAST	53.29¢	75.54¢	66.77¢
LAKE VESSEL (BULK CARRIER)			
ROUND TRIP - ONE WAY FULLY LADEN, RETURN IN BALLAST	50.23¢	(No data available)	
OCEAN CARGO LINER ONE WAY:			
FULLY LADEN (MIXED CARGO)	74.44¢	87¢	96¢
PARTIALLY LADEN (GENERAL CARGO)	\$1.04	\$1.28	\$1.43
FULLY LADEN (GENERAL CARGO)	\$1.02	\$.99	\$1.10

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

TARIFF

PART 1. Definitions.

1. "Vessel" means any watercraft of whatever description which is used, or is capable of being used, or is intended to be used as a means of transportation by water.
2. "Pleasure craft" means a vessel however propelled that is used exclusively for pleasure and does not carry passengers.
3. "Cargo" means all goods aboard a vessel except those carried as ship's fuel or stores or crew and passengers' effects whether carried as revenue or non-revenue freight or carried for the vessel owner.

(a) For purposes of assessment of tolls, the following commodities are classified as bulk cargo:

- (i) Grain and grain products, including flour and mill feed, loose or in sacks.
- (ii) Ores and minerals (crude, screened, sized or concentrated, but not otherwise processed) including ore concentrates in sacks, sand, stone and gravel, coal and coke.
- (iii) Liquids moving in ships' tanks.
- (iv) Pulpwood, poles and logs, loose or bundled.
- (v) Woodpulp, loose or in bales.
- (vi) Waste paper.
- (vii) Iron and steel scrap and pig iron.
- (viii) Domestic package freight.

- (b) All commodities not included in the above definition of bulk cargo are classified as general cargo.
4. "Passenger" means any person being transported through the Seaway and who has paid a fare for passage.
5. "Ton" - unless otherwise stated, shall mean a unit of weight of 2,000 pounds.
6. "Toll" means the total assessment levied against a vessel, its cargo and revenue passengers for complete or partial transit covering a single trip in one direction.

PART 2. Tolls.

All vessels or craft using the Seaway, except units certified as working for the Authority or the Corporation, shall pay a toll for passage as prescribed below:

	Tolls		
	Total Passage	Montreal to Lake Ontario	Lake Ontario to Lake Erie (Welland Canal)
(a) The toll for transiting the Seaway is a composite one, comprising:			
(i) charge per gross registered ton, as per national registry of the vessel, applicable whether the vessel is wholly or partially laden, or is in ballast	6¢	4¢	2¢
(ii) charge per ton of cargo as evidenced by ship's manifest or similar receipt or document, as follows:			
- bulk cargo	42¢	40¢	2¢
- general cargo	95¢	90¢	5¢
(iii) passenger	\$ 7.50	\$ 3.50	\$ 4.00
(iv) pleasure craft - through passage for each section - minimum charge subject to the provisions of items (i) and (ii)	\$30.00	\$14.00	\$16.00
(v) all other vessels - through passage for each section - minimum charge subject to the provisions of items (i) and (ii)	\$60.00	\$28.00	\$32.00

- (b) For partial transit of the Seaway, the charges will be as follows:
- (i) for the Montreal to Lake Ontario Section, 15 percent per lock of the toll assessed for complete passage, but the whole not to exceed the charge for complete passage;
  - (ii) for the Lake Ontario to Lake Erie Section, 50 percent of the toll assessed for complete passage;
  - (iii) for pleasure craft \$2.00 per vessel per each lock transited;
  - (iv) for all other vessels \$4.00 per vessel per each lock transited.
- (c) Tolls for the Montreal to Lake Ontario Section to be payable 71 percent in Canadian funds and 29 percent in United States funds. For other than through passages, payments for passages through locks in Canada to be made in Canadian dollars and payments for passages through locks in the United States to be paid in United States dollars.
- (d) All tolls for the transit of the Welland Canal will be payable in Canadian dollars and will accrue to the St. Lawrence Seaway Authority.
- (e) Cargo weight and description shall be indicated on the ship's manifest or similar document, copy of which will be supplied for toll purposes, with the proviso that the Seaway entity shall have the right to make such inspection and verification of the cargo which it considers necessary for the purposes of determining tolls payable.

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