



U.S. Department
of Transportation

400 Seventh Street, S.W.
Room 5424
(202) 366-0091



Saint Lawrence
Seaway Development
Corporation

FOR IMMEDIATE RELEASE
Tuesday, January 4, 1994

Contact: David G. Sanders
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**SURGE IN U.S. OVERSEAS TRADE VIA SEAWAY
LEADS OVERALL TONNAGE INCREASE IN 1993**

Significant increases in U.S. trade via the St. Lawrence Seaway was a key factor in the overall tonnage increase registered on the Montreal-Lake Ontario section of the binational waterway during the 1993 navigation season.

U.S. Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris pointed out that preliminary U.S./overseas trade via the St. Lawrence Seaway was up 14 percent over its 1992 total at 9 million metric tons.

"We are extremely pleased by the major jump in U.S. trade via the Seaway this past navigation season," Parris said. "The increase not only means more traffic for the waterway, but also helps to increase jobs, revenue, and the economy of the Great Lakes region."

"U.S. Great Lakes port officials have worked especially hard during this past season to generate new business," Parris added. "The Seaway Corporation also intensified its domestic marketing program in the Great Lakes region."

Wheat was the No. 1 U.S. export via the St. Lawrence Seaway this year. Direct overseas exports of wheat were up 61 percent at 942,000 metric tons. Wheat exports to Canada, which were then transshipped to overseas markets, were equal to 1992 at 1 million metric tons.

Parris added that there were other increases in U.S. exports via the Seaway including corn (36 percent), beans and peas (115 percent), coal (4 percent), clay (14 percent), stone (73 percent), mine products (141 percent), and food products (16 percent).

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Wednesday, January 5, 1994

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**SEAWAY CORPORATION PROPOSES
78-FOOT MAXIMUM BEAM FOR LOCK TRANSITS**

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris today announced at a press conference in Washington, D.C., that he has proposed to officials of the St. Lawrence Seaway Authority of Canada to adopt an amendment to the Seaway regulations to expand the maximum vessel beam allowed to transit Seaway locks from 76 feet to 78 feet.

The new regulation would go into effect with the start of the 1994 navigation season. During the 1993 shipping season, the Seaway agencies approved a number of vessels with 78-foot beams to transit the locks. The most noteworthy was the transit of the 78-foot beam, U.S.-flag vessel AMERICAN MARINER carrying U.S. grain from Toledo, Ohio, to St. Petersburg, Russia.

Administrator Parris pointed out that the change in the Seaway regulations will increase the Seaway's competitiveness and generate more tonnage because many more vessels of the world fleet will now be able to use the binational waterway.

"It is crucial that we continue to investigate ways of making the Seaway System more competitive for overseas shipments," Parris said. "We have already been successful in terms of cost-competitiveness with the recent decision to freeze Seaway tolls for next season and now an amendment to our regulations to allow 78-foot beam vessels will make us more competitive by attracting a larger number of the world's fleet to enter our waterway."

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Saint Lawrence
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Embargoed until 1:00 p.m.
Thursday, January 20, 1994

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**SEAWAY INCENTIVE TOLLS PROGRAM
IMPROVED FOR 1994**

The Saint Lawrence Seaway Development Corporation and The St. Lawrence Seaway Authority announced today that the Incentive Tolls Program, scheduled to end at the close of the 1993 shipping season, has been revised and will continue for another year. Discounts on new Seaway business and volume rebates will increase substantially in 1994.

The terms applicable to "New Business" have been altered to improve the targeting of the program. Upon arrival of application prior to transit, the carrier will now be granted an immediate discount of 50 percent of the cargo toll applicable to the qualified commodity during the entire navigation season. In order to discourage cargo diversions, North American origins and destinations will henceforth be grouped into five geographic regions: Gulf of St. Lawrence to St. Lambert Lock in Montreal; St. Lambert Lock to Cape Vincent on the St. Lawrence River and Lake Ontario; Lake Erie, Lake Huron and connecting waters; Lake Michigan; and Lake Superior and St. Mary's River.

"Volume Rebates" have been changed substantially and are now targeted more directly to the shipper or receiver. Rebates will be available to shippers and receivers of cargoes who demonstrate and submit a satisfactory 3-year Seaway traffic history of the commodity for which a rebate is sought. That shipper or receiver will receive a rebate of 50 percent of the cargo tolls applicable to shipments of any specific commodity that exceed, by at least 25,000 metric tons, that shipper's, or receiver's, target amount for the year.

The "Alternate Use of Bulklers" portion of the program remains unchanged. Tolls applicable to containerized and general cargoes carried by U.S. and Canadian lakers normally engaged in the bulk trade will be reduced by as much as 65 percent.

According to Corporation Administrator Stanford E. Parris and Authority President Glendon R. Stewart, the revised program will provide a further incentive to shippers and carriers to generate new business and should significantly improve the competitive position of the Seaway.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Tuesday, February 1, 1994

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**GREAT LAKES MARITIME INDUSTRY CALLS
FOR ELIMINATION OF SEAWAY TOLLS**

Great Lakes maritime industry officials unanimously called for the elimination of Seaway tolls at a public meeting hosted today by the Saint Lawrence Seaway Development Corporation in Chicago, Ill.

The purpose of the public meeting, held at the Intercontinental Hotel, was to host a forum where industry officials could comment on the effects Seaway tolls have on their businesses. Maritime industry officials stressed during the meeting that the elimination of Seaway tolls would not only increase waterborne traffic on the St. Lawrence Seaway, but would also further stimulate the Great Lakes economy.

Many of those testifying complimented the efforts of Seaway Development Corporation Administrator Stanford E. Parris during recent Seaway toll negotiations to freeze 1994 tolls at their 1993 level and to revise and expand the Seaway's Incentive Tolls Program.

"I am here to commend Mr. Parris and his staff for their efforts in holding the line on the costs of doing business on the Great Lakes," said Vera Paktor, Executive Director, U.S. Great Lakes Shipping Association. "I want to personally thank you for your work in negotiating a toll freeze for the upcoming season and I encourage you to continue talks with the Canadian government in an effort to eliminate Seaway tolls."

During the three-month toll negotiations, Parris publicly called for a serious and comprehensive review of the need for Seaway tolls and stated that talks with the Canadian St. Lawrence Seaway Authority on toll elimination will be a top priority of his agency this year.

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Parris noted that the public meeting produced comments on Seaway tolls which reinforced his agency's viewpoints.

"I have been a staunch advocate of the elimination of Seaway tolls as quickly as possible, in order to increase the Seaway System's competitive position," Parris said. "We were pleased with the thoughtful and comprehensive presentations made today and we intend to strongly consider them in the final decision-making process on tolls with the Canadian Seaway Authority."

Officials at the public meeting, and their comments, included:

- Eric Reinelt, Trade Development Specialist, Port of Milwaukee: "The Seaway Development Corporation should be commended for its work on Seaway tolls to date and that they should continue their work on toll elimination."
- Rod Scott, Vice President of Sales and Development, Nicholson Terminal & Dock Co., Detroit, Mich.: "The Seaway Corporation has done things in terms of toll negotiations that have never been done before. Keep the pressure up."
- James Hartung, Port Director, Indiana's International Port at Burns Harbor: "I would like to congratulate Administrator Parris and his staff for their work in keeping Seaway costs down."

Today's public meeting in Chicago was the first of three public meetings on Seaway tolls. The other two will be in Cleveland, Ohio, on Feb. 9, and Duluth, Minn., on Feb. 17.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Monday, February 7, 1994

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**SEAWAY CORPORATION TO PRESENT
SEAWAY PORT PACESETTER AWARDS
TO SEVEN U.S. GREAT LAKES/SEAWAY PORTS**

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris today announced that seven U.S. Great Lakes/St. Lawrence Seaway ports have earned the 1994 Seaway Port Pacesetter Award.

The award is presented to ports which registered increased international tonnage during the 1993 navigation season over 1992.

The seven ports which will receive the award are: Cleveland-Cuyahoga County Port Authority; Seaway Port Authority of Duluth; Port of Milwaukee; Toledo-Lucas County Port Authority; Ogdensburg Bridge and Port Authority; Port of Oswego Authority; and Indiana's International Port at Burns Harbor.

Parris noted that the large number of winning ports is a result of an improved regional economy and stronger marketing initiatives by port officials.

"U.S. ports were the big producers during the Seaway's 1993 navigation season," Parris said. "The Seaway's overall tonnage was up 2 percent while U.S. trade through the Seaway was up more than 15 percent."

"I am pleased with the efforts by U.S. Great Lakes port directors and their staffs to market the Seaway as a cost-competitive and efficient international trade route," Parris added. "In some cases, ports even developed incentive programs to entice new business into their facilities. I am optimistic that 1994 will produce even greater results for the Seaway's U.S. ports."

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Wednesday, February 9, 1994

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**"NEWBUILDING" INCENTIVE PROGRAM, TOLL ELIMINATION
HIGHLIGHT PUBLIC COMMENTS AT SEAWAY PUBLIC MEETING IN CLEVELAND**

Maritime officials applauded the proposed Seaway "Newbuilding" Incentive Program and urged continued negotiations on the elimination of Seaway tolls at a public meeting hosted today by the Saint Lawrence Seaway Development Corporation in Cleveland, Ohio.

Officials noted that the "newbuilding" incentives, proposed by the Seaway Development Corporation and The St. Lawrence Seaway Authority of Canada last month, would offer owners and operators of newly-built Seaway-sized vessels sizable toll discounts over a five-year period. Toll discounts would equate to: 100 percent for the first year, 80 percent for the second year, 60 percent for the third year, 40 percent for the fourth year, and 20 percent for the fifth year.

Dennis Mahoney, Operations Manager, World Shipping Inc., Cleveland, said, "The newbuilding incentive is not only welcome but vital if the Lakes are going to continue having vessels calling on the Seaway."

Christopher Morton, President, Cleveland Stevedore Co., added, "It is vital, in my experience, that unless you encourage new shipbuilding for our unique trade, we will lose our specialization altogether and the efficiency that keeps our system viable and competitive."

Seaway Development Corporation Administrator Stanford E. Parris is optimistic that the newbuilding incentives will encourage shipbuilders to construct vessels at Seaway specifications.

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"The current Seaway fleet has been diminishing over the last decade," Parris said. "The substantial incentives offered in our proposed program should convince builders to seriously consider newly-built Seaway vessels."

All the witnesses testifying at the public meeting urged the Seaway Development Corporation to continue its negotiations with the Canadian Seaway Authority for an elimination of Seaway tolls.

Earlier this year, the two Seaway entities agreed to a toll freeze for the upcoming navigation season at 1993 levels. The freeze was proposed by Administrator Parris during the negotiations. It marks the first toll freeze on the Seaway since 1985.

Tony Fugaro, Executive Director, Cleveland-Cuyahoga County Port Authority, said, "For the Seaway to remain competitive, we need to compete on a level playing field with other waterborne routes. The biggest single factor which inhibits our competitiveness is the additional Seaway tolls which must be paid by each and every user."

Today's public meeting in Cleveland was the second of three public meetings on Seaway tolls. The first meeting was in Chicago, Ill., on Feb. 1, and the final meeting will be in Duluth, Minn., on Feb. 17.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, February 17, 1994

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**REP. OBERSTAR VOICES SUPPORT FOR TOLL ELIMINATION
AT SEAWAY DEVELOPMENT CORPORATION PUBLIC MEETING IN DULUTH**

U.S. Rep. Jim Oberstar (D-MN) testified on the effects of current Seaway tolls policies, along with a number of Great Lakes maritime officials, at a public meeting hosted today by the Saint Lawrence Seaway Development Corporation in Duluth, Minn.

The purpose of the public meeting, held at the Seaway Port Authority of Duluth offices, was to host a forum where industry officials could comment on the effect Seaway tolls have on their businesses.

Rep. Oberstar's testimony included his urging of Seaway Development Corporation Stanford E. Parris to continue negotiations with the Canadian government to pursue the elimination of Seaway tolls.

"I applaud you Mr. Parris for your efforts and suggest that we explore eliminating tolls, if not in one fell swoop, then perhaps over a two-year period," Oberstar said.

Today's meeting was the third and final public meeting on Seaway tolls held in the Great Lakes region this month. The other meetings were held in Chicago, Ill. (Feb. 1), and Cleveland, Ohio (Feb. 9).

At each of the meetings, witnesses praised the work of Administrator Parris during recent toll negotiations with the Canadian Seaway Authority which resulted in a toll freeze and revised incentive toll program for the 1994 shipping season. Witnesses also continued to mount pressure for toll elimination by supporting Administrator Parris' commitment to reexamine the necessity of Seaway tolls.

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Alan T. Johnson, Port Director, Port of Green Bay, Wisc., said, "I think the freeze agreement and the expansion of the incentive tolls package are together many steps in the right direction."

Other comments at today's public meeting included:

- Davis Helberg, Executive Director, Seaway Port Authority of Duluth: "Seaway tolls are counterproductive to the retention and expansion of Seaway trade and ultimately must be eliminated."
- Merlyn Valan, Assistant Commissioner, Minnesota Department of Agriculture: "We welcome the announcement that Seaway tolls will be frozen for 1994 at their 1993 levels. We further encourage you to eliminate all tolls on the St. Lawrence Seaway."
- Paul D. Halverson, President, Western Great Lakes Pilot Association, Superior, Wisc.: "We commend the U.S. Seaway Development Corporation and the Canadian Seaway Authority for the recent announcement of a toll freeze for 1994 and we are grateful for the congressional action taken in 1986 which effectively eliminated the U.S. portion of tolls. However, more drastic measures must be taken and we strongly support the elimination of all tolls on ships and cargoes traversing the Seaway."

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Tuesday, February 22, 1994

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**SEAWAY PORT AUTHORITY OF DULUTH EARNS
SEAWAY PORT PACESETTER AWARD**

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris presented the 1994 Seaway Port Pacesetter Award to Executive Director Davis Helberg of the Seaway Port Authority of Duluth during the Seaway Corporation's public meeting on Seaway tolls held last week in Duluth.

The port earned the award for increased international tonnage through the port during the 1993 navigation season, handling more than 1.6 million metric tons of international tonnage during the shipping season, an increase of 7.4 percent over 1992.

The port's largest gain was in its grain trade overseas. More than 1.3 million metric tons of grain were shipped via the port to global markets.

"The Port of Duluth, historically the busiest on the Great Lakes, enjoyed tremendous success in 1993," Parris said. "Port officials, who have been very active on Seaway Trade Missions, promoted the port's facilities worldwide and are now seeing the results of their marketing efforts."

The Port of Duluth was one of seven U.S. Great Lakes/Seaway ports to receive the Seaway Port Pacesetter Award. The other ports are: Toledo-Lucas County Port Authority; Indiana's International Port at Burns Harbor, Ind.; Port of Milwaukee; Cleveland-Cuyahoga County Port Authority; Ogdensburg Bridge and Port Authority; and Port of Oswego Authority.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Wednesday, February 23, 1994

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**TOLEDO-LUCAS COUNTY PORT AUTHORITY EARNS
SEAWAY PORT PACESETTER AWARD**

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris announced today that the Toledo-Lucas County Port Authority has earned the 1994 Seaway Port Pacesetter Award.

The port earned the award for increased international tonnage through the port during the 1993 navigation season, handling more than 1.6 million short tons of international tonnage during the shipping season, an increase of 5.2 percent over 1992.

Highlights of the 1993 season for the port included: liquid bulk shipments increased by 37,262 tons; international grain shipments of more than 1.38 million tons, a 10 percent increase; and the movement of U.S. grain on two U.S.-flag vessels to Montreal, Quebec, Canada, for transshipment to St. Petersburg, Russia. The U.S. flag shipments were the first on the Seaway since 1988.

Parris noted that the port's 1993 success is due to an improving economy and the marketing efforts of Seaport Director John Loftus and his staff.

"Overall, U.S. to overseas shipments via the Seaway rose by more than 15 percent to 9 million metric tons," Parris said. "This increased tonnage is a direct result of the improved economies on the Great Lakes region. Port officials took advantage of this economic surge and with an aggressive marketing program were able to improve the port's efficiency."

The Port of Toledo was one of seven U.S. Great Lakes/Seaway ports to receive the Seaway Port Pacesetter Award. The other ports are: Seaway Port Authority of Duluth; Indiana's International Port at Burns Harbor, Ind.; Port of Milwaukee; Cleveland-Cuyahoga County Port Authority; Ogdensburg Bridge and Port Authority; and Port of Oswego Authority.

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**INDIANA'S INTERNATIONAL PORT AT BURNS HARBOR EARNS
SEAWAY PORT PACESETTER AWARD**

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris announced today that Indiana's International Port at Burns Harbor has earned the 1994 Seaway Port Pacesetter Award.

The port earned the award for increased international tonnage through the port during the 1993 navigation season, handling more than 1.6 million short tons of international tonnage during the shipping season, an increase of 5.4 percent over 1992.

Parris noted that the port's 1993 success is due to a comprehensive marketing program led by Port Director Jim Hartung and his staff.

"Overall, U.S. to overseas shipments via the Seaway rose by more than 15 percent to 9 million metric tons," Parris said. "This increased tonnage is a direct result of the improved economies on the Great Lakes region. Port officials took advantage of this economic surge and with an aggressive marketing program were able to improve the port's efficiency."

Burns Harbor was one of seven U.S. Great Lakes/Seaway ports to receive the Seaway Port Pacesetter Award. The other ports are: Seaway Port Authority of Duluth; Toledo-Lucas County Port Authority; Port of Milwaukee; Cleveland-Cuyahoga County Port Authority; Ogdensburg Bridge and Port Authority; and Port of Oswego Authority.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Friday, February 25, 1994

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**FOUR GREAT LAKES PORT DIRECTORS
SUPPORT SEAWAY'S PROPOSED "NEWBUILDING" INCENTIVES**

In a letter sent today to the leaders of the two Seaway agencies, four leading U.S. Great Lakes port officials expressed their support for a "newbuildings" incentive program for newly-built Seaway-sized ships which would offer sizable toll discounts over a five-year period.

The letter of support was sent by: Adm. Anthony Fugaro, Executive Director, Cleveland-Cuyahoga County Port Authority; Davis Helberg, Executive Director, Seaway Port Authority of Duluth; John Loftus, Seaport Director, Toledo-Lucas County Port Authority; and Jim Hartung, Port Director, Indiana's International Port at Burns Harbor.

In the letter to Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris and St. Lawrence Seaway Authority President Glendon R. Stewart, the port officials wrote, "We strongly support the newbuilding incentive initiative and intend to participate in this program, in the shared hope, that shipowners will be encouraged to build a new generation of Seaway capable vessels."

Administrator Parris was pleased by the response from the four port officials and is confident that the "newbuilding" incentive program will be a success.

"The response we received from these four key port officials demonstrates that the Great Lakes maritime community is committed to the future of the Seaway," Parris said. "This program can only work with the full support of all maritime interests in the Lakes and we are getting that support."

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The "newbuilding" incentive program was proposed in January by the Seaway agencies to port authorities and pilot groups as a way to encourage new buildings of Seaway vessels. It will offer owners and operators of newly-built Seaway vessels a discount of 100 percent of tolls incurred for its first year of Seaway operation, 80 percent for the second year, 60 percent for the third year, 40 percent for the fourth year, and 20 percent for the fifth year. The program would be effective for new buildings delivered between Jan. 1, 1996, and Dec. 31, 2001, and would be applicable to any size, class or flag which uses the Seaway.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Monday, February 28, 1994

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**SEAWAY AGENCIES LOWER 1994 TOLLS
ON STEEL SLAB SHIPMENTS BY 50 CENTS PER TON**

The U.S. Saint Lawrence Seaway Development Corporation and The Canadian St. Lawrence Seaway Authority, which recently agreed to a toll freeze for 1994, today announced an additional change for the 1994 navigation season that will significantly lower tolls charged on steel slab shipments by 50 cents per metric ton.

St. Lawrence Seaway Authority President Glendon R. Stewart and Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris explained that the 1994 Seaway Tariff of Tolls will include a separate classification for steel slab shipments for both the Montreal-Lake Ontario and Welland Canal sections of the St. Lawrence Seaway (*see attached Seaway tolls schedule*). Previously, steel slabs fell under the general cargo classification for tolls. Steel slab shipments that transit both sections of the Seaway in 1994 will be charged \$3.04 per metric ton as opposed to \$3.54 per metric ton.

The two leaders noted that the new toll structure for steel slab shipments will further increase the market that set a record high in 1993 on the Seaway.

"Last year, due to a record demand by the steel industry, slab shipments to U.S. Great Lakes ports exceeded 1.5 million metric tons. That was a 266 percent increase," Administrator Parris said. "Many ports are already reporting even greater demand for the upcoming year and we are optimistic that this new discount will help Great Lakes St. Lawrence Seaway ports attract an even larger amount of steel slab shipments."

President Stewart added that the new discount on slab shipments is another indication of the commitment by the two Seaway agencies to make the Seaway more cost-competitive.

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"Over the past year, the Seaway entities have been able to significantly lower costs involved in using the Seaway System," Stewart said. "We have reduced tolls charged on coal and now steel slab shipments. We were delighted with the record slab shipments through the Seaway in 1993 and we hope to contribute to this positive trend in 1994 and beyond."

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SAINT LAWRENCE SEAWAY JOINT TARIFF OF TOLLS FOR 1994

(Cargo Tolls Per Metric Ton)

	U.S. Total \$	Canadian Total \$	Grand Total \$
<i>Montreal-Lake Ontario Section</i>			
Bulk	0.28	0.82	1.10
Coal	0.16	0.49	0.65
Containers	0.28	0.82	1.10
Government Aid Cargoes	0.00	0.00	0.00
Grain	0.17	0.51	0.68
Steel Slabs	0.60	1.81	2.41
General	0.66	2.00	2.66
Vessel Charge per GRT	0.03	0.08	0.11
<i>Welland Canal Section</i>			
Bulk	0.00	0.55	0.55
Coal	0.00	0.55	0.55
Containers	0.00	0.55	0.55
Government Aid Cargoes	0.00	0.00	0.00
Grain	0.00	0.55	0.55
Steel Slabs	0.00	0.63	0.63
General	0.00	0.88	0.88
Vessel Charge per GRT	0.00	0.13	0.13
Vessel Lockage for 8 locks			
Loaded Vessels	0.00	3,520.00	3,520.00
Ballast Vessels	0.00	2,600.00	2,600.00
<i>Total Combined Sections</i>			
Bulk	0.28	1.37	1.65
Coal	0.16	1.04	1.20
Containers	0.28	1.37	1.65
Government Aid Cargoes	0.00	0.00	0.00
Grain	0.17	1.06	1.23
Steel Slabs	0.60	2.44	3.04
General	0.66	2.88	3.54
Vessel Charge per GRT	0.03	0.21	0.24
Lockage Charge for 8 Welland Canal Locks			
Loaded Vessels	0.00	3,520.00	3,520.00
Ballast Vessels	0.00	2,600.00	2,600.00

.Tolls are payable in the currency stated.

.Due to computer rounding actual toll invoices may differ from above.

.Montreal-Lake Ontario Section: 25% U.S.; 75% Canadian;

.Welland Canal: 100% Canadian

.Beginning April 1, 1987 - U.S. tolls are rebated by the U.S. Treasury.

.Charges are for a full one way transit of all locks in each section



U.S. Department of
Transportation

News:

Circle 1 The Assistant Secretary for Public Affairs
Washington, D.C. 20595

FOR IMMEDIATE RELEASE
Thursday, March 3, 1994

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SEAWAY DELEGATION TO EXPLORE NEW TRADE OPPORTUNITIES IN SOUTH AFRICA

Administrator Stanford E. Parris of the Saint Lawrence Seaway Development Corporation will lead a 14-member, U.S.-Canadian delegation of maritime, trade and investment executives next week to South Africa to promote increased trade through the St. Lawrence Seaway between that nation and the Great Lakes region of North America.

The trade mission, the Seaway Corporation's first to South Africa, will run from March 11-19 and include stops in the cities of Durban and Johannesburg. The visit is a follow-up to the first U.S. trade and investment mission led by U.S. Secretary of Commerce Ronald Brown in November 1993.

Administrator Parris explained that he is impressed with the South African economy and is interested in increasing the Seaway's presence in this rich market. The country is the gateway to all of Southern Africa, making it vital to establish a solid relationship with traders and shippers there, Parris said.

Since the United States lifted most economic sanctions against South Africa in 1991, the amount of cargoes shipped between North America and South Africa via the Seaway has been increasing. In 1992, shipments rose to 288,588 metric tons, more than twice the tonnage in 1990. In 1983 -- two years before the first sanctions -- a total of 435,083 tons of cargo were shipped.

"Steel, materials to make steel, agricultural products, wood pulp, chemicals, ores and concentrates, and foodstuffs have made up the bulk of the shipments. With intensive marketing efforts and as more sanctions are lifted, shipments could more than double the 1992 level in just a few years," Parris said.

Since 1985, the Seaway Corporation has organized 12 other trade missions in 44 cities and 29 countries.

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Monday, March 7, 1994

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**SEAWAY AGENCIES AGREE TO INCREASE
MAXIMUM VESSEL BEAM FOR LOCK TRANSITS TO 78 FEET**

The U.S. Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority, today agreed to amend the Seaway Regulations by increasing the maximum vessel beam (width) allowed to transit Seaway locks from 76 feet to 78 feet.

The agencies plan for the regulation to go into effect during the 1994 navigation season. The new maximum beam will significantly increase the cargo carrying capacity of a potential new generation of St. Lawrence Seaway-size ships.

During the 1993 shipping season, the Seaway agencies approved a number of vessels with 78-foot beams to transit the 80-foot wide locks. The most noteworthy was the transit of the 78-foot beam, U.S.-flag vessel AMERICAN MARINER carrying U.S. grain from Toledo, Ohio, to Montreal, Quebec, for transshipment to St. Petersburg, Russia.

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris proposed the 2-foot increase in early January as a way to increase the Seaway's competitiveness and generate more tonnage because many more vessels of the world fleet will now be able to use the binational waterway.

"I am very pleased with the Canadian Seaway Authority's decision to accept our proposal for the 2-foot increase of the Seaway's maximum vessel beam," Parris said. "The increase is a positive step in improving our competitiveness for overseas trade. In addition to increasing the amount of vessels worldwide that can now use the Seaway, this initiative also makes the Seaway more attractive for shipbuilders looking to construct new Seaway bulk carriers."

The two Seaway agencies proposed in early January a "newbuilding" incentive program which would offer owners and operators sizable toll discounts for newly-built Seaway-size vessels over a five-year period.

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U.S. Department
of Transportation

400 Seventh Street, S.W.
Room 5424
(202) 366-0091



**Saint Lawrence
Seaway Development
Corporation**

FOR IMMEDIATE RELEASE
Thursday, March 10, 1994

Contact: Dennis E. Deuschl
Tel: (202) 366-0110
or
Rhonda Worden
(315) 764-3208

**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION
PLANS ICE CLEARING ACTIVITIES**

Beginning March 17, the U.S. Saint Lawrence Seaway Development Corporation will begin ice clearing activities in the lock approaches in preparation for the upcoming navigation season on the St. Lawrence River.

Ice clearing operations will start in the vicinity of the foot of the Grasse River, just below Snell Lock, proceeding then in the intermediate pool between Eisenhower Lock and Snell Lock by about March 22, and then above Eisenhower Lock to open water. The Seaway Corporation's tug, ROBINSON BAY, will be used in the ice clearing.

All ice fishermen, snowmobilers and All Terrain Vehicle (ATV) operators are requested to refrain from using the areas where ice clearing has taken place due to numerous open water leads and a resulting unstable ice cover.

The Montreal-Lake Ontario section of the St. Lawrence Seaway is scheduled to open at 8 a.m., April 5.

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U.S. Department
of Transportation

400 Seventh Street, S.W.
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**Saint Lawrence
Seaway Development
Corporation**

FOR IMMEDIATE RELEASE
Thursday, March 10, 1994

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**MOMENTUM BUILDS AS 10 U.S. GREAT LAKES PORTS
SUPPORT THE SEAWAY'S PROPOSED "NEWBUILDING" INCENTIVE PROGRAM**

The Saint Lawrence Seaway Development Corporation today announced that six more U.S. Great Lakes/St. Lawrence Seaway ports have added their support to that received a week ago from four other U.S. Great Lakes ports, endorsing a proposed "newbuilding" incentive program which would offer sizable toll discounts to owners and operators of newly-built Seaway-size vessels over a five-year period.

The latest support came in the form of letters from officials of these ports: Erie, Pa.; Milwaukee, Wis.; Chicago, Ill.; Ogdensburg, N.Y.; Oswego, N.Y.; and Green Bay, Wis. Earlier supporting letters were received from: Toledo, Ohio; Cleveland, Ohio; Duluth, Minn.; and Burns Harbor, Ind.

Saint Lawrence Seaway Development Corporation Administrator Parris was pleased by the overwhelming support for the "newbuilding" incentives by the port industry and is convinced that the program has the backing to be implemented.

"This tremendous and broad support from officials of nearly all the major U.S. Great Lakes ports is a clear indication that such an incentive program is needed and will work if all parties involved work cooperatively," Parris said. "A number of the ports have already indicated that they will offer similar incentives at their docks in addition to the discounts we proposed, so the cost savings will be even greater for our shippers."

The "newbuilding" incentive program was proposed in January by the Saint Lawrence Seaway Development Corporation and the Canadian Seaway Authority to port authorities and pilot groups as a way to encourage new buildings of Seaway vessels. It would offer owners and operators of newly-built Seaway vessels a discount of 100 percent of tolls incurred for its first year of Seaway operation, 80 percent for the second year, 60 percent for the third year, 40 percent for the fourth year, and 20 percent for the fifth year. The program would be effective for new buildings delivered between Jan. 1, 1996, and Dec. 31, 2001, and would be applicable to any size, class or flag which uses the Seaway.



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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, March 24, 1994

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**NEW SEAWAY NAVIGATION SEASON TO OFFER SHIPPERS
THE BIGGEST TOLL BARGAINS IN THE WATERWAY'S 35-YEAR HISTORY**

When the St. Lawrence Seaway begins its 35th anniversary year April 5 with the opening of its new navigation season, shippers will realize the biggest bonanza of bargain rates ever offered.

Examples include:

- No toll increases on any cargoes moving through the waterway in 1994 -- the first such freeze since 1985.
- A 50-cent per metric ton toll reduction for steel slabs.
- A 45-cent per metric ton toll reduction for coal traffic.
- Expanded discounts under an incentive tolls program that features an immediate 50 percent discount for "new business" cargoes throughout the shipping season, and a rebate of 50 percent of toll charges on individual high volume cargoes. Previously, the volume discount had been 20 percent.

All of the changes here were the result of recent toll negotiations between the two federal agencies that operate the Seaway -- the U.S. Saint Lawrence Seaway Development Corporation and The St. Lawrence Seaway Authority of Canada.

U.S. Seaway Administrator Stanford E. Parris observed: "The Seaway in 1994 should be more competitive than ever because of these new special rates and if our shippers take full advantage of these bargains as I believe most will, 1994 could become one of the Seaway's most productive years."

Parris also noted that 1994 will be the Seaway's first full season for accepting ships with drafts of 26'3". Previously the maximum allowable draft had been 26'. The extra three inches will enable ships to carry nearly 1,000 additional tons of cargo.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Friday, April 29, 1994

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**U.S. GREAT LAKES SHIPPING ASSOCIATION
SUPPORTS PROPOSED SEAWAY "NEWBUILDING" INCENTIVE PROGRAM**

The leader of the U.S. association representing foreign vessel operators in the Great Lakes St. Lawrence Seaway System today endorsed the proposed Seaway "newbuilding" incentive program which would offer owners and operators of newly-built Seaway-size vessels sizable toll discounts over a five-year period.

The endorsement for the proposed program was sent in a letter of support to U.S. Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris by Sam Schiphorst, President, U.S. Great Lakes Shipping Association, Chicago, Ill.

"The membership of the U.S. Great Lakes Shipping Association supports the toll incentive proposal recently announced by the U.S. and Canadian Seaway agencies," Schiphorst wrote. "We agree that providing meaningful, financial incentives to vessel owners engaged in the international Great Lakes trade will result in the construction of new vessels dedicated to increasing international traffic on the Great Lakes."

Administrator Parris noted that the endorsement of the association is crucial to the program becoming official.

"The support of the U.S. Great Lakes Shipping Association, along with the endorsements we received a few weeks ago from 10 U.S. Great Lakes ports, shows that the momentum for this incentive program is building," Parris said. "I am confident that the unified support we have received from the Great Lakes maritime industry will result in this program being approved sometime in the next few weeks."

The "newbuilding" incentive program was proposed in January by the Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority to port authorities and

- more -

pilot groups as a way to encourage new buildings of Seaway vessels. It would offer owners and operators of newly-built Seaway vessels a discount of 100 percent of tolls incurred for its first year of Seaway operation, 80 percent for the second year, 60 percent for the third year, 40 percent for the fourth year, and 20 percent for the fifth year. The program would be effective for new buildings delivered between Jan. 1, 1996, and Dec. 31, 2001, and would be applicable to any size, class or flag which uses the Seaway.

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Saint Lawrence
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PHOTO RELEASE

May 5, 1994

A group of 30 local students, ages 9-15, attended the "Take Our Daughters and Sons To Work Day", on April 28 hosted by the Saint Lawrence Seaway Development Corporation in Massena, New York. The students, sons and daughters of SLSDC employees, spent the day working alongside their parent, attended a group meeting on job skills and education, and were given an orientation session on Seaway operations, including a tour of the Seaway's Vessel Traffic Control Center and Eisenhower Lock.

Students attending were: Joshua Shorette, Michael Haggett, Wendell King, Cora Pierce, Jonathan Pierce, Jeffrey Duncan, Joshua Seger, Erica Brabon, Lindsay Ghostlaw, Heather DeLong, Jessica White, Matt Murphy, Heather LaVeau, Sheri Francis, Catherine Francis, Melissa Bolick, Bryan Lavigne, Trista Cappione, Vicki Cooper, Sabrina Fetterley, Jaime Garrow, Sara Baines, Megan Barnes, Jaime Kerr, Ann Sullivan, Kristen Schneller, Shannon Peets, and Taya Jacob.

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For more information, contact: Dennis E. Deuschl (202) 366-0110
or Kevin O'Malley (202) 366-9816.



U.S. Department
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400 Seventh Street, S.W.
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Saint Lawrence
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FOR IMMEDIATE RELEASE
Friday, May 6, 1994

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**SUPPORT FOR THE PROPOSED SEAWAY "NEWBUILDING" INCENTIVE PROGRAM
CONTINUES WITH ENDORSEMENT OF SHIPPING FEDERATION OF CANADA**

The proposed Seaway "newbuilding" incentive program was officially endorsed for the first time by a Canadian maritime industry group with today's announcement of support from the leader of the Shipping Federation of Canada, Montreal, Que. -- the Canadian association that represents foreign vessel operators.

Today's endorsement was contained in a brief on Seaway issues prepared by Shipping Federation of Canada President Capt. Frank Nicol to the Parliamentary subcommittee of the standing committee on transport studying the St. Lawrence Seaway. Last week, the program received the support of the U.S. association representing foreign vessel operators -- the U.S. Great Lakes Shipping Association, Chicago, Ill.

"The Shipping Federation of Canada believes that the development of the incentive program would not only provide owners with the impetus to invest in newbuildings, but would also serve as a strategic means of renewing the Seaway's revenue base in future year," wrote Capt. Nicol.

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris was pleased by the two recent endorsements by the shipping associations and the 10 U.S. Great Lakes/Seaway ports who supported the program earlier this year.

"The newbuilding incentive program is something the Great Lakes St. Lawrence Seaway maritime industry is calling for," Parris said. "The endorsements we have received since announcing the program in January are a clear indication that the program will be utilized once its is implemented. Our shipping fleet is aging and in need of replacement. This program can spur the creation of a new generation of Seaway-size vessels."

- more -

The newbuilding incentive program was proposed in January by the Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority to port authorities and pilot groups as a way to encourage new buildings of Seaway vessels. It would offer owners and operators of newly-built Seaway vessels a discount of 100 percent of tolls incurred for its first year of Seaway operation, 80 percent for the second year, 60 percent for the third year, 40 percent for the fourth year, and 20 percent for the fifth year. The program would be effective for new buildings delivered between Jan. 1, 1996, and Dec. 31, 2001, and would be applicable to any size, class or flag which uses the Seaway.

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U.S. Department of
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Washington, D.C. 20590



Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE
Thursday, May 12, 1994

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**GREAT LAKES COMMISSION ENDORSES
SEAWAY'S "NEWBUILDING" INCENTIVE PROGRAM**

The proposed Seaway "newbuilding" incentive program continues to receive the support of the Great Lakes St. Lawrence Seaway maritime industry as the Great Lakes Commission (GLC) of Ann Arbor, Mich., yesterday announced its endorsement for the program at their semi-annual meeting in Oregon, Ohio.

The GLC adopted a resolution to endorse the proposed incentive program which would offer owners and operators of newly-built Seaway-size vessels sizable toll discounts over a five-year period.

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris was pleased by the commission's decision to join the many others in the Great Lakes St. Lawrence Seaway maritime industry who have already supported the program.

"The recent support we have received for this incentive program has been tremendous," Parris said. "I am especially pleased by the support of the Great Lakes Commission. This group has a tremendous influence on the environmental and economic issues of the Great Lakes region. A new Seaway fleet will mean safer shipping. Numerous marine safety studies have proven that newer ships are safer with fewer incidents resulting in environmental damages."

The list of supporters of the "newbuilding" incentive proposal, besides the GLC, includes: the Shipping Federation of Canada; the U.S. Great Lakes Shipping Association; and 10 U.S. Great Lakes ports.

The GLC is an interstate compact agency composed of gubernatorially appointed and legislatively mandated representatives of the eight Great Lakes states. Established in 1955 and granted congressional consent in 1968, the commission seeks to promote the orderly, integrated and comprehensive development, use and conservation of the water resources of the Great Lakes Basin.

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The "newbuilding" incentive program was proposed in January by the Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority to port authorities and pilot groups as a way to encourage new buildings of Seaway vessels. It would offer owners and operators of newly-built Seaway vessels a discount of 100 percent of tolls incurred for its first year of Seaway operation, 80 percent for the second year, 60 percent for the third year, 40 percent for the fourth year, and 20 percent for the fifth year. The program would be effective for new buildings delivered between Jan. 1, 1996, and Dec. 31, 2001, and would be applicable to any size, class or flag which uses the Seaway.

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U.S. Department
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Saint Lawrence
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FOR IMMEDIATE RELEASE
Wednesday, May 18, 1994

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**PORT OF VIENNA OFFICIALS TO MAKE
FOLLOW-UP CALL TO SEAWAY SYSTEM**

Three executives from the Port of Vienna, Austria, will tour four Great Lakes St. Lawrence Seaway ports as part of their two-week trade mission to North America, May 28 to June 11.

They are Sigmund Kramer, director general of the port; Dr. Ronald Schrems, director of marketing; and Gunter Templ, public relations director for the Viennese Chamber of Commerce. The delegation will visit Montreal, May 28 and 30; Detroit, June 1 and 2; Toledo, June 2; and Chicago, June 3 to 5.

The Saint Lawrence Seaway Development Corporation is organizing the trade mission as a follow-up to the Seaway Trade Missions to Vienna in 1990 and 1992. The local hosts are: Robert Reford, Inc., Montreal; the Detroit/Wayne County Port Authority; the Toledo-Lucas County Port Authority; and Quast & Co., Chicago.

Corporation Administrator Stanford E. Parris said the Vienna mission is one of three reciprocal missions planned for 1994. Representatives of the Port of Kaliningrad, Russia, and the Durban (South Africa) Chamber of Commerce are planning to visit the Great Lakes in the summer or early fall.

"The reciprocal trade missions exemplify a major benefit of the Seaway Trade Mission program," Administrator Parris said. "Our trade missions to Vienna, Kaliningrad in 1993, and Durban this past spring were successful in generating new business opportunities for the Seaway System. I expect that more business will be generated as a result of their follow-up visits."

The Port of Vienna is known as a major storage, transshipment and distribution port for cargoes on route to and from Eastern Europe, and it is the largest container port in an inland waterway port in Europe. The Port of Vienna runs subsidiary container terminals in the neighbor ports on the Danube River. The port is owned by the city of Vienna, the city's holding company and the Viennese Chamber of Commerce. The Viennese Chamber of Commerce represents over 70,000 private companies in Vienna.

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The port is home to Austria's largest customs-free zone for loading, commissioning, packaging and working on goods. The company handles international cargoes shipped on the Danube River as well as cargoes moved by train and truck to and from European seaports. Regular shipments include new cars shipped from Europe and Japan, containerized cargo, and oil products. Regular container services are offered to and from the European main port of Rotterdam.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, May 26, 1994

Contact: Rhonda Worden
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**SUMMER HOURS SET FOR VISITORS' CENTER
AT THE U.S. EISENHOWER LOCK**

The Saint Lawrence Seaway Development Corporation today announced that the Dwight D. Eisenhower Visitors' Center, located at the U.S. Eisenhower Lock in Massena, N.Y., will open for the summer season beginning May 28, and remain open through Sept. 4.

The Visitors' Center will be open daily from 9 a.m. to 9 p.m., offering tourists the opportunity to view ships from over 50 nations transit the Eisenhower Lock.

For the first time, a crafts shop featuring North Country-created fine crafts and products will be open at the Visitors' Center. Items for sale will include handcrafted stained glass, baskets, Amish and Native American handiwork, and homemade jams and jellies. The shop will be open daily from 10 a.m. to 3 p.m., beginning June 11. The Adult Education, Ideas, Opportunities, and U, Inc. (AEIOU), of Massena, N.Y., a non-profit organization, will operate the crafts shop and provide vending machines for visitors to purchase snacks, refreshments, and ice cream products.

The Visitors' Center features an observation deck, information booth and the Eisenhower Exhibit containing photographs and displays depicting the late president's role in creating the St. Lawrence Seaway. Guides provided by the St. Lawrence County Economic Development Office will be available at the center during the season. The center is accessible to the disabled.

To get to the Dwight D. Eisenhower Visitors' Center, take Route 37 east to Route 131. Proceed on Route 131 to the Tunnel Road and turn right just before the tunnel entrance. Look for the Visitors' Center sign. For up-to-date information on estimated vessel transit times, call (315) 769-2422.

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U.S. Department
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400 S. Capitol St., W.
Washington, D.C. 20590
(202) 455-9991



Saint Lawrence
Seaway Development
Corporation

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FOR IMMEDIATE RELEASE
Wednesday, June 22, 1994

Contact: Rhonda Worden
Tel: (315) 764-3208

**10TH MOUNTAIN DIVISION ARMY BAND
TO PERFORM AT EISENHOWER LOCK VISITOR'S CENTER**

The 10th Mountain Division Army Band of the U.S. Army at Fort Drum, N.Y., will perform at the Saint Lawrence Seaway Development Corporation's Eisenhower Lock on Sunday, June 26 at 6:30 p.m., to help commemorate the Seaway's thirty-fifth anniversary.

The band will play 90 minutes of classical, contemporary and traditional band music and will perform at the Visitor's Center on the south side of Eisenhower Lock. Admission is free. The public is requested to bring their own lawn chairs. In case of rain, the performance will be at the Town Hall in Massena; local radio stations will broadcast any schedule changes.

The Seaway Corporation will hold an awards ceremony prior to the concert at 6:00 p.m. to recognize the winners of its local elementary school poster contest. The theme of the contest was "The Saint Lawrence Seaway at Thirty-Five Years".

To get to the Visitor's Center from Massena, take Route 37 east to Route 131. Proceed on Route 131 to the Tunnel Road and turn right just before the tunnel entrance. Look for the Visitor's Center sign.

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400 Seventh Street, S.W.
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Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE
Wednesday, June 22, 1994

Contact: Rhonda Worden
Tel: (315) 764-3208

**FLEET OF HISTORIC SAILING SHIPS
TO TRANSIT SEAWAY THIS MONTH**

A fleet of seven historic tall sailing ships is expected to transit the St. Lawrence Seaway before the end of the month enroute to Toronto, Ontario, for Sail Toronto 1994.

The vessels are expected to transit the U.S. Eisenhower Lock in Massena, N.Y., westbound between June 23-27. The vessels are:

- Lady Maryland (103 ft.)
- Norfolk Rebel (51 ft.)
- Pogoria (154 ft.)
- HMS Rose (179 ft.)
- Tole Mour (156 ft.)
- Unicorn of St. Helier (115 ft.)
- Zawisza Czarny (130 ft.)

The vessels will return to their home ports via the Seaway between mid-August to mid-September.

To get to the Eisenhower Lock Visitors' Center and Observation Deck from Massena, take Route 37 east to Route 131. Proceed on Route 131 to the Tunnel Road and turn right just before the tunnel entrance. Look for the Visitors' Center sign.

For up-to-date information on estimated vessel transit times, call (315) 769-2422.

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U.S. Department
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400 Seventh Street, S.W.
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Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE
Tuesday, June 28, 1994

Contact: Rhonda Worden
Tel: (315) 764-3208

**SMOKEY THE BEAR TO VISIT
EISENHOWER LOCK VISITORS' CENTER**

Smokey the Bear, the long-time fire prevention mascot of the U.S. Forest Service, will visit the Saint Lawrence Seaway Development Corporation's Eisenhower Lock Visitors' Center on Thursday, June 30 at 10:00 a.m.

Smokey will be accompanied by New York State Conservation Officer Wayne LaBath who will give a brief presentation of fire prevention and safety. The public is invited to attend the presentation; admission is free. For more information, contact the Seaway Corporation at (315) 764-3200.

To get to the Visitors' Center from Massena, take Route 37 east to Route 131. Proceed on Route 131 to the Tunnel Road and turn right just before the tunnel entrance. Look for the Visitors' Center sign.

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U.S. Department
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Saint Lawrence
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FOR IMMEDIATE RELEASE
Wednesday, July 20, 1994

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(202) 366-0110

**1994 SEAWAY TONNAGE LEVELS
AHEAD OF LAST YEAR'S TOTAL**

U.S. Saint Lawrence Seaway Development Corporation

Administrator Stanford E. Parris today announced that commercial traffic through the Montreal-Lake Ontario section of the St. Lawrence Seaway was 4 percent ahead of last year's level through the second quarter of 1994.

As of June 30, more than 10.2 million metric tons of cargo had moved through the St. Lawrence Seaway, an increase of 400,000 metric tons over the same period last season. The Seaway's 1994 navigation season began April 5. Last year's overall tonnage of 32 million metric tons represented the first such increase for the Seaway since 1988.

Administrator Parris noted that the tonnage increase for the first half of 1994 was sparked by record levels of general cargoes, including iron and steel (up 83 percent, to 1.2 million metric tons) and steel slabs (up 83 percent, to 558,000 metric tons). In addition, Parris pointed out that the Seaway Corporation's cost-containment efforts, including this season's toll freeze and special toll reductions for steel slab and coal movements, have helped to attract more business for the waterway.

"Our off-season efforts to freeze 1994 tolls at 1993 levels, in addition to commodity-specific toll reductions, were important steps in maintaining the Seaway's competitive global position," Parris said. "Last year's tonnage increase, along with this season's impressive results, indicate a consistent upward trend for Seaway cargoes."

"We are very pleased by the high levels of steel slabs, as well as other iron and steel products, being transported on the Seaway for the industrial companies in the Great Lakes region," Parris added. "These products carry the highest value of goods shipped on the Seaway and their handling is the most labor-intensive."

- more -

Other commodities showing increases through June 30 included: iron ore (up 9 percent, to 3.3 million metric tons); coke (up 27 percent, to 241,000 metric tons); petroleum products (up 77 percent, to 520,000 metric tons); and stone (up 20 percent, to 294,000 metric tons).

In addition to those commodities, the Seaway also registered increases in laker vessel transits (up 2 percent, to 479), ocean vessel transits (up 35 percent, to 321), and toll revenue to the Seaway Corporation (up 18 percent, to \$3.5 million).

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U.S. Department
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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, July 21, 1994

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**U.S./OVERSEAS TRADE VIA SEAWAY SYSTEM
AHEAD OF LAST YEAR'S LEVEL**

U.S. trade with overseas markets via the St. Lawrence Seaway was 13.8 percent ahead of last year's level through the second quarter of 1994, said U.S. Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris.

Parris announced that as of June 30, more than 1.75 million metric tons of U.S./overseas trade had moved through the Montreal-Lake Ontario section of the St. Lawrence Seaway, an increase of 215,000 metric tons over the same period last season.

Specific commodities showing increases through June 30 included: manufactured iron and steel (up 107 percent, to 773,830 metric tons); soybeans (up 163 percent, to 88,055 metric tons); coke (up 283 percent, to 61,499 metric tons); iron ore (up 44 percent, to 35,831 metric tons); and clay (up 22 percent, to 16,159 metric tons)

Parris noted that the increase in U.S. trade via the Seaway is an indication of an improved economy in the Great Lakes region, as well as cost-containment efforts by the Seaway Corporation paying off.

"The Seaway Corporation worked extremely hard over the past year to control the Seaway's regulatory costs," Parris said. "We were successful in negotiating a toll freeze for this season with the Canadian Seaway Authority and we will continue our push for total Seaway toll elimination."

Parris pointed out that the increase in the Seaway's U.S. tonnage this season will mean greater economic benefits to the Great Lakes region.

"Maritime activity on the St. Lawrence Seaway means jobs and economic growth to the eight-state region," Parris said. "In fact, more than 45,000 jobs in the Great Lakes are directly attributed to commercial trade on the Seaway System. The additional business this year can only mean more jobs."

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Tuesday, August 16, 1994

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**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION
COSPONSORS TABLETOP EMERGENCY EXERCISE
AT THOUSAND ISLANDS BRIDGE**

The Saint Lawrence Seaway Development Corporation and the Jefferson County (N.Y.) Emergency Management Office will cosponsor a "tabletop" emergency exercise on the St. Lawrence River tomorrow night at the Thousand Island Bridge Authority offices in Collins Landing, N.Y.

A tabletop exercise involves participants, representing emergency response agencies, who are in a closed room and respond to a moderator as to the actions they would take to control the emergency as it unfolds.

The exercise will simulate a truck accident on the Thousand Islands Bridge spanning the St. Lawrence River, resulting in personal injuries, a fire on the bridge, and the spill of hydraulic oil into the river. The response will involve local response and emergency agencies reacting to treating and evacuating the injured, managing the bridge traffic, and responding to the spill on the water to protect the environment.

More than 45 participants from more than 20 U.S. and Canadian agencies will participate in the tabletop exercise. The participating agencies have been designated in the Seaway Corporation's Emergency Response Plan to assist in any emergency situation along the St. Lawrence River.

This year's exercise will be the fourth joint exercise co-sponsored by the Seaway Corporation since 1991. Last August, it sponsored a vessel collision/chemical spill exercise in Alexandria Bay, N.Y. In 1992, it co-sponsored a grounded tour boat exercise near Louisville, N.Y., with the St. Lawrence County (N.Y.) Office of Emergency Services. In 1991, the exercise simulated a terrorist/oil spill outside Waddington, N.Y.

- more -

"The exercise will provide an opportunity for emergency and cleanup agencies to contribute their specialized skills and apply their training to a simulated incident," remarked Seaway Corporation Administrator Stanford E. Parris.

"We started these exercises four years ago to give everyone involved with our Emergency Response Plan an opportunity to put the plan to work," Parris said. "By involving local emergency response agencies, we can be assured that everyone will know their roles and be prepared to move rapidly in the event of a real incident."

U.S. federal, state and local agencies which will participate in the tabletop exercise are: Saint Lawrence Seaway Development Corporation, Massena, N.Y.; Jefferson County Emergency Management Office, Watertown, N.Y.; Thousand Islands Bridge Authority, Collins Landing, N.Y.; U.S. Coast Guard, Massena and Wellesley Island, N.Y.; New York State Police, Watertown; U.S. Army 10th Mountain Division, Fort Drum, N.Y.; Jefferson County Fire Coordinator's Office, Watertown; New York State Emergency Management Office - Region 2, Albany, N.Y.; Zone III Fire and Ambulance Squads, Thousand Islands Area, N.Y.; Jefferson County Emergency Medical Services, Watertown; Save The River, Clayton, N.Y.; Jefferson County Sheriff's Department, Watertown; and Zone III Fire Coordinator's Office, LaFargeville, N.Y.

Participating Canadian federal, provincial and local agencies are: The St. Lawrence Seaway Authority, Cornwall, Ontario and Iroquois Lock, Ontario; Canadian Coast Guard, Prescott, Ontario; Ontario Provincial Police, Kingston, Ontario; NAVENCO, Chateauguay, Ontario; Landsdown Fire Chief's Office, Landsdown, Ontario; and Gananoque Ambulance Service, Gananoque, Ontario.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, August 31, 1994

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**SEAWAY AGENCIES AGREE TO INCREASE
MAXIMUM VESSEL LENGTH TO 740 FEET**

U.S. Saint Lawrence Seaway Development Corporation
Administrator Stanford E. Parris today announced that the maximum vessel length to transit the St. Lawrence Seaway System and its 15 locks has been increased from 730 feet to 740 feet -- the first vessel length increase in the waterway's 35-year history.

The increase is the third non-structural improvement made to the Seaway over the past year by the Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority. In late 1993, the Seaway entities increased the maximum sailing draft three inches to 26 feet, 3 inches for both directions throughout the entire navigation season. Earlier this year, the maximum vessel beam (width) to transit the Seaway's locks was increased from 76 feet to 78 feet.

Administrator Parris pointed out that although the vessel length increase will not have an immediate impact on the amount of shipping on the Seaway, it will serve as an incentive for shipbuilders looking to build new Seaway-size vessels.

"Today's increase is just another step forward in improving shipping on the Seaway," Parris said. "Because of the improvements we have made, more of the world's fleet can carry even more tonnage through the Seaway. The increases, especially the vessel length and beam, will be important for the new buildings of Seaway vessels under our proposed vessel incentive plan."

The "newbuilding" incentives of the proposed vessel incentive program would give owners and operators of newly-built Seaway-size vessels sizable cargo and vessel toll discounts over a five-year period. The "newbuilding" incentive program has been endorsed by 10 U.S. Great Lakes ports, the Great Lakes Commission, the Shipping Federation of Canada, and the U.S. Great Lakes Shipping Association.

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FOR IMMEDIATE RELEASE
Friday, September 2, 1994

**U.S. SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION
SUPPORTS FIRST SEAWAY TOLL REDUCTION**

The U.S. Saint Lawrence Seaway Development Corporation today announced that during upcoming toll negotiations with its Canadian counterpart, The St. Lawrence Seaway Authority, it will seek a 10 percent across-the-board toll reduction for vessels and cargoes transiting the St. Lawrence Seaway. The reduction would be the first in the Seaway's 35-year history.

The announcement was made by Corporation Chief of Staff David G. Sanders, who also serves as chairman of the Joint Tolls Advisory Board, at a press conference held at Burns International Harbor in Portage, Ind.

The Joint Tolls Advisory Board, officially sanctioned by the St. Lawrence Seaway Treaty to negotiated toll levels, is a four-member body made up of representatives from both the Corporation and the Authority.

The proposed 10 percent toll rate cut would include tolls charged at both the Welland Canal and Montreal-Lake Ontario sections of the Seaway and would entail cargo tolls, vessel fees and lockage charges.

Last year, the Corporation was successful in negotiating a toll freeze for the binational waterway's 1994 navigation season, the first freeze since 1985.

The toll freeze has produced dramatic improvements for the waterway's tonnage and vessel transits. As of August 21, more than 17.2 million metric tons of cargo have moved through the Montreal-Lake Ontario section, an increase of 12 percent. Seaway vessel transits are ahead of last year by 17 percent, led by ocean vessel transits have increased by 44 percent. In addition, toll revenues are up 24 percent.

Sanders feels that a toll rate cut is an important step in continuing the Seaway's positive momentum. "The results we have seen during this season with a toll freeze are proof positive that tolls are a key economic factor as to whether goods move through the St. Lawrence Seaway," Sanders said. "An additional cut in the toll rates will further intensify the Seaway's cost-competitiveness resulting in a dramatic increase in tonnage and transits.

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U.S. Department of
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FOR IMMEDIATE RELEASE
Monday, September 12, 1994

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GREAT LAKES/SEAWAY MARITIME EXECUTIVES TO VISIT HELSINKI AND STOCKHOLM ON SEAWAY TRADE MISSION

Twelve executives from U.S. and Canadian trade, shipping and maritime organizations will visit Sweden and Finland Sept. 17-23 as part of a St. Lawrence Seaway trade mission.

Led by Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris, this will be the Corporation's 14th trade mission to port cities and trade capitals worldwide since 1985, and the second trade mission to both Helsinki and Stockholm. The Corporation conducted trade missions to Helsinki in 1992 and to Stockholm in 1991.

"Sweden and Finland are two of the most important shipping capitals in Europe and many of the businesses there are very important users of the Seaway System," explained Administrator Parris.

Parris added, "Our first trade missions to Sweden and Finland were very successful. During the upcoming mission we hope to draw on that success, discuss additional business opportunities and explain how the Seaway System in the last two years has become an even more economical route for both imports and exports."

The trade mission will be in Helsinki Sept. 17-21 and Stockholm Sept. 22-23. In each city, the Seaway delegation will host formal presentations, meetings and receptions for current or potential customers and maritime leaders.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Wednesday, September 28, 1994

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**U.S. HOUSE OF REPRESENTATIVES WAIVES
BILLING AND COLLECTION OF U.S. SEAWAY TOLLS**

The U.S. House of Representatives today passed legislation that will waive the billing and collection of U.S. tolls for commercial vessels sailing the St. Lawrence Seaway effective Oct. 1. The legislation, an initiative of the Saint Lawrence Seaway Development Corporation, was passed as an amendment to the Transportation Appropriations Act for Fiscal Year 1995 and awaits U.S. Senate action.

Under the new legislation, the Corporation will waive its right to collect future U.S. portions of Seaway tolls in the Montreal to Lake Ontario section of the binational waterway.

Currently, the U.S. portion of Seaway tolls, which amounts to a 25 percent share, are collected from vessels sailing the Seaway and then fully rebated to the carriers via the U.S. Treasury Department. This rebate program was started in 1987 when the Corporation became an appropriated federal agency.

The Corporation's Canadian counterpart, The St. Lawrence Seaway Authority, continues to collect and use its share of Seaway tolls to fund its operations and maintenance costs.

Corporation Administrator Stanford E. Parris noted that the waiver of U.S. toll collections is another step toward improving the economic conditions for carriers using the St. Lawrence Seaway. It also reinforces the Corporation's commitment to the "Reinventing Government" customer service standards.

"The toll freeze we implemented this season, our push for a 10 percent toll reduction for next season, and now this new law that will waive the collection of U.S. tolls are all critical elements in attracting new business for the Seaway," Parris said. "Carriers will no longer have their capital tied up while they wait for a rebate check. In effect, U.S. tolls have been fully eliminated."

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Saint Lawrence Seaway Development Corporation

FOR IMMEDIATE RELEASE
Wednesday, October 12, 1994

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**TONNAGE INCREASES CONTINUE
ON THE ST. LAWRENCE SEAWAY
THROUGH THIRD QUARTER OF 1994**

U.S. Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris today announced that commercial traffic through the Montreal-Lake Ontario section of the St. Lawrence Seaway was 17 percent ahead of last year's level through the third quarter of 1994.

As of September 30, more than 23.5 million metric tons of cargo had moved through the St. Lawrence Seaway, an increase of 3.4 million metric tons over the same period last season. Seaway tonnage through the second quarter of the season was 4 percent ahead of 1993.

Administrator Parris noted that the tonnage increase for the first three quarters of 1994 was sparked by dramatically high levels of general cargoes, including iron and steel (up 129 percent, to 2.9 million metric tons) and steel slabs (up 11 percent, to 1.3 million metric tons).

In addition, Parris pointed out that the Corporation's cost-containment efforts, including this season's toll freeze and special toll reductions for steel slab and coal movements, have helped to attract more business for the waterway.

"We are pleased with the results of the shipping season so far and are very optimistic that the Seaway will have a busy fourth quarter of shipping," Parris added. "Many of the Great Lakes ports directors have indicated that the last few months of the navigation season will be led by high levels of ocean vessel transits and grain export movements."

Other commodities showing increases through Sept. 30 included: iron ore (up 17 percent, to 7.6 million metric tons); grain (up 2 percent, to 6.7 million metric tons); petroleum products (up 55 percent, to 1 million metric tons); and coal (up 120 percent, to 357,000 metric tons).

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Monday, October 17, 1994

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**U.S./OVERSEAS TRADE VIA SEAWAY SYSTEM
AHEAD OF LAST YEAR'S LEVEL**

U.S. trade with overseas markets via the St. Lawrence Seaway was 28 percent ahead of last year's level through the third quarter of 1994, U.S. Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris announced today.

Parris said that as of Sept. 30, more than 4.9 million metric tons of U.S./overseas direct cargo shipments had moved through the Montreal-Lake Ontario section of the St. Lawrence Seaway, an increase of 1.1 million metric tons over the same period last season.

Specific commodities showing increases through Sept. 30 included: manufactured iron and steel (up 128 percent, to 1.9 million metric tons); soybeans (up 291 percent, to 480,000 metric tons); animal products (up 35 percent, to 19,000 metric tons); machinery (up 2,680 percent, to 10,300 metric tons); barley (up 160 percent, to 246,000 metric tons); iron ore (up 24 percent, to 54,000 metric tons); and clay (up 95 percent, to 52,000 metric tons).

Parris noted that the continual improvements in U.S. trade via the Seaway are an indication of an improved economy both regionally and nationally, as well as of recent cost-containment and operational improvements made by the Saint Lawrence Seaway Development Corporation.

"The Corporation has worked very hard over the past year to control the Seaway user costs and make operational improvements," Parris said. "We were successful in negotiating a toll freeze for this season with the Canadian Seaway Authority and we will continue our push for total Seaway toll elimination. We have also increased the Seaway's sailing draft, maximum vessel beam, and maximum vessel length to enable more of the world's fleet to use the Seaway."

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FOR IMMEDIATE RELEASE
October 24, 1994

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**OCEAN VESSEL TRANSITS THROUGH THE SEAWAY
AHEAD OF LAST YEAR'S LEVEL**

Commercial ocean vessel transits through the Montreal-Lake Ontario section of the St. Lawrence Seaway are 50 percent higher than last year's level through the first three quarters of the 1994 navigation season, according to the U.S. Saint Lawrence Seaway Development Corporation.

As of Sept. 30, there had been 794 ocean vessel transits through the binational waterway, an increase of 266. In addition, overall vessel transits were ahead of last year's level by 22 percent to 1,817.

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris noted that the increase in vessel transits can be attributed to the Corporation's marketing and sailing improvements of the past year.

"We have worked extremely hard during the past year in marketing the waterway and educating potential foreign users about the advantages of shipping on the St. Lawrence Seaway," Parris said. "The improvements we have made to the Seaway's sailing draft and to the maximum vessel beam and length limitations have been important to making the Seaway more attractive to the world's shipping community."

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Saint Lawrence
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FOR IMMEDIATE RELEASE
October 28, 1994

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**THREE SEAWAY CORPORATION EMPLOYEES
EARN DOT SECRETARIAL AWARDS**

Three employees of the Saint Lawrence Seaway Development Corporation's Massena, N.Y. office will receive awards for outstanding performance from U.S. Secretary of Transportation Federico F. Peña, at the Secretary's Annual Awards Ceremony November 3 in Washington, D.C.

Senior Staff Engineer John B. Adams III was selected for the Secretary's Silver Medal for Meritorious Achievement; Lock and Dam Operator Leader Steven L. Nadeau was chosen for the Secretary's Award for Valor; and Heavy Equipment Mechanic William S. Nadeau will receive the Secretary's Award for Excellence.

Adams, an employee of the Corporation since 1965, was nominated for an award based on his leadership and contributions in the binational water management of the St. Lawrence River under the International Joint Commission's St. Lawrence River Board of Control. His participation on the board ensured favorable water levels and flow conditions for deep-draft navigation on the St. Lawrence Seaway. Adams has also been instrumental in coordinating the Corporation's annual emergency response training courses and simulations.

Adams resides in Massena with his wife, Nancy. They have two sons, Michael and Douglass.

Steven Nadeau will receive the Secretary's Award for Valor for his bravery in saving the life of a seaman as a member of a linehandling crew at the Corporation's Snell Lock in Massena.

On May 10, a commercial vessel transiting the lock was being assisted by Nadeau's crew when one of the crew's seaman was being lowered to the lock wall. Nadeau noticed that the seaman had

- more -

been lowered to a point where he was in danger of being crushed between the vessel and the wall. Nadeau immediately ran to the location of the seaman and managed to pull him to safety just in time. If Nadeau had not acted as quickly as he had, the seaman certainly would have been killed.

Steven Nadeau, and his wife, Gina, and two sons, Charles and Jonathan, live in Massena. He began working for the Corporation in 1974.

William Nadeau earned the Excellence Award for the outstanding performance of his day-to-day initiatives and work ethic in the Corporation's Facility Maintenance Division. His talents in assembling tools and equipment have helped the Corporation save time and money.

William Nadeau started with the Corporation in 1983 and resides in Malone, N.Y., with his wife, Marlene, and two daughters, Maria and Renee.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Tuesday, December 13, 1994

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**U.S. GREAT LAKES/SEAWAY MARITIME INDUSTRY
ENDORSE CANADIAN SUBCOMMITTEE RECOMMENDATIONS
AT ROUNDTABLE DISCUSSION IN CHICAGO**

U.S. Great Lakes/St. Lawrence Seaway maritime industry leaders overwhelmingly endorsed the sweeping recommendations for the future of the Seaway made by the Honorable Joe Comuzzi, Member of Canadian Parliament and Chairman of its Subcommittee on the St. Lawrence Seaway, at a roundtable discussion in Chicago yesterday.

Mr. Comuzzi's subcommittee detailed a number of recommendations on the St. Lawrence Seaway in a letter to Canadian Transport Minister Douglas Young last October. The recommendations included creating a single, binational Seaway agency, eliminating Canadian Seaway tolls, and restructuring the Seaway's pilotage system.

The roundtable discussion, sponsored by the U.S. Saint Lawrence Seaway Development Corporation, allowed Mr. Comuzzi to explain the rationale for the subcommittee's recommendations and gather suggestions and ideas for the implementation of the reforms.

"The Seaway is one of the most, if not the most, valuable binational assets on the planet," Mr. Comuzzi said during his opening remarks. "And as any businessman will tell you, one should constantly strive to find ways to utilize one's assets to achieve greater returns. I suggest this is exactly what we should do with the Seaway."

Mr. Comuzzi also stressed that he was particularly concerned about the future availability of Seaway-size ships and the need to provide incentives for a new generation of Seaway vessels.

Ken Szallai, President of the International Association of Great Lakes Ports and Municipal Port Director at the Port of Milwaukee, praised the recommendations and Mr. Comuzzi for leading the charge.

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"From my standpoint, the two most important problems facing the Seaway today are Canadian tolls and the pilotage system," Szallai said. "Mr. Comuzzi's report addressed both of these problems and suggested realistic approaches to both issues."

Corporation Administrator Stanford E. Parris, who attended the roundtable discussion, commended Mr. Comuzzi for his honesty and clarity of approach and his courage for tackling the Seaway's tough issues.

"The recommendations made by Mr. Comuzzi and his subcommittee represent the first significant attempt by the Canadian government to institute the changes necessary to improve the competitiveness of the Seaway," Parris said. "I was especially pleased to see that one of the recommendations called for the elimination of Canadian Seaway tolls. The United States has waived its billing and collecting of tolls and now Canada must take the next step. In making the recommendations, Mr. Comuzzi has built a solid foundation for the Seaway's future."

Vera Paktor, Executive Director of the U.S. Great Lakes Shipping Association, which represents international shipping at U.S. Great Lakes ports, indicated her strong support for the reform efforts of the Seaway Corporation and the findings of the Comuzzi report.

"It's refreshing to see the new approach that has come to the Seaway," Paktor said, "For the first time, we have people in government on both sides of the border that we can work with and actively support."

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Friday, December 23, 1994

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**SEAWAY CORPORATION ANNOUNCES
WAIVER OF U.S. VESSEL SURCHARGES**

The U.S. Saint Lawrence Seaway Development Corporation today announced that U.S. vessel surcharges, normally assessed on vessels transiting the St. Lawrence Seaway which do not report for final passage by the scheduled "clearance date" of Dec. 24, have been waived through the end of the 1994 navigation season scheduled for Dec. 28.

Carriers can still expect to be subject to the following post-Dec. 24 Canadian surcharges, beginning at midnight: Dec. 25 (CAN \$10,000); Dec. 26 (CAN \$20,000); Dec. 27 (CAN \$40,000); and Dec. 28 (CAN \$60,000).

Corporation Administrator Stanford E. Parris noted that the surcharge waiver is a very simple way to ease the financial burden on carriers making year-end shipments to and from Great Lakes ports.

"Our announcement to waive surcharges through the end of the season is a positive step in serving the users of our waterway", Parris said. "This has been an extremely active shipping season and carriers should not be penalized financially for staying busy right through the end of the year. We encourage the late-season business and will offer safe and efficient vessel traffic management and lock transits at no additional cost to our users. I would encourage our Canadian counterpart to reevaluate their decision to implement surcharges and follow our lead."

Through December 14, tonnage on the Montreal-Lake Ontario section was up 19 percent to 36.7 million metric tons. Vessel transits totaled 2,745, an increase of 23 percent, led by ocean vessel transits up 40 percent to 1,218.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Friday, December 30, 1994

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**AS SEAWAY'S 1994 NAVIGATION SEASON ENDS
OVERALL CARGO TONNAGE SOARS 21 PERCENT**

The U.S. Saint Lawrence Seaway Development Corporation today announced that preliminary cargo tonnage statistics indicate that for the second consecutive year, tonnage increased on the Montreal-Lake Ontario section of the waterway. For the 1994 season, tonnage soared 21 percent, to 38.5 million metric tons, its highest level since 1988. The Seaway's navigation season ended with yesterday's transit of the Canadian vessel ALGOISLE, bound for Baie Comeau, Quebec.

Three of the Seaway's traditionally strong commodities -- grains, iron ore, and iron and steel -- recorded sizable increases in 1994. Most impressive, iron and steel shipments increased 117 percent to 4.7 million metric tons. Combined U.S. and Canadian grain exports rebounded during the year as grain shipments increased 22 percent to 13.3 million metric tons. Iron ore shipments ended the season at 11.1 million metric tons, an increase of 11 percent.

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris noted that recovering economies in the United States and Canada, along with the Seaway's toll freeze and sailing improvements were all instrumental in this year's tonnage increase.

"I am extremely pleased with the results of our recently completed shipping season," Parris said. "The St. Lawrence Seaway has reasserted itself as a leading North American transportation route for the movement of bulk and steel products. The Corporation will work to improve on this year's successes to produce even greater maritime commerce for the Great Lakes region in the years to come."

Other cargoes showing gains for the 1994 navigation season were: potash (292 percent), coal (121 percent), gypsum (39 percent), petroleum products (39 percent), government aid (33 percent), salt (9 percent), and steel slabs (1 percent).

The 1994 Seaway navigation season began April 5.

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Seaway Cargo Tonnage Results 1990-94

(Montreal-Lake Ontario Section)

