



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 3, 1995

Contact: David G. Sanders
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**SEAWAY VESSEL TRANSITS DURING 1994 SEASON
ROSE BY 24 PERCENT; REACHED HIGHEST LEVEL SINCE 1988**

Preliminary traffic results indicate that vessel transits through the Montreal to Lake Ontario section of the St. Lawrence Seaway increased by 24 percent during the 1994 navigation season, sparking a 21 percent increase in cargo tonnage, according to the U.S. Saint Lawrence Seaway Development Corporation.

U.S. Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris pointed out that the preliminary transit figures show that total vessel transits were 2,868, the highest transit season since 1988 when 3,142 transits occurred. In 1994, ocean vessel transits ended the year at 1,258, an increase of 39 percent, and laker transits rose 15 percent, to 1,610.

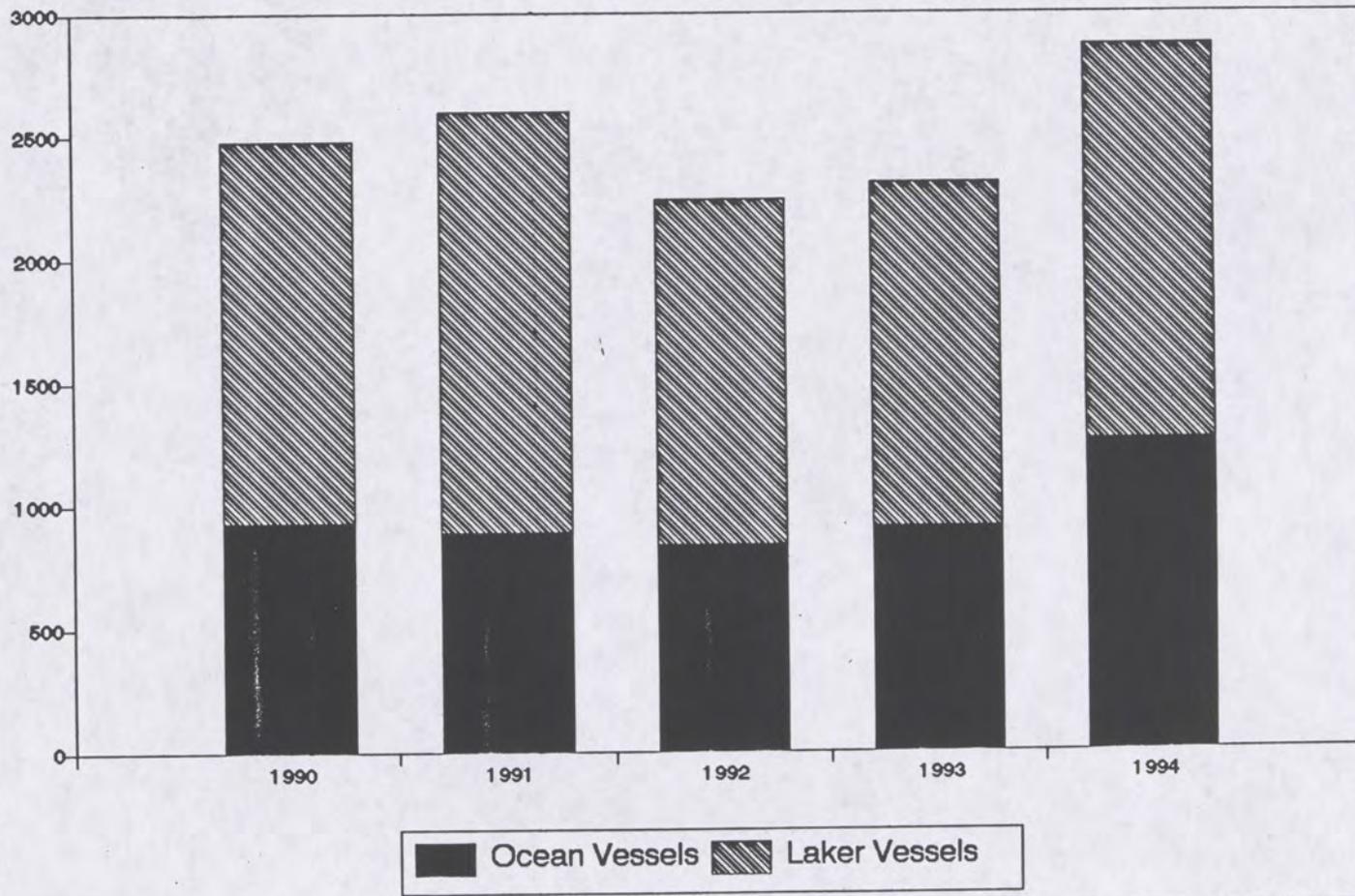
Parris added that the Corporation's international marketing efforts played a key role in the growth of vessel transits through the binational waterway, especially from foreign-flagged ships.

"Our trade mission program has been very successful over the past ten years in developing new business with overseas markets," Parris said. "It is not surprising that many of the vessels which helped contribute to the rise in ocean transits carried shipments which originated in countries we have visited. The trade mission program has been successful, and we are constantly working on improving its quality to help develop even more business for the waterway and the North American ports and businesses it serves."

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Seaway Vessel Transits 1990-94

(Montreal-Lake Ontario Section)





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
Thursday, January 5, 1995

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**GENERAL CARGO COMMODITIES SHIPPED VIA THE SEAWAY
RECORD HIGHEST LEVEL SINCE 1972**

General cargo commodities shipped via the Montreal to Lake Ontario section of the St. Lawrence Seaway rose in 1994 by 59 percent, to 7 million metric tons, the highest level since 1972 and the fourth highest level in the waterway's 36-year history, according to preliminary cargo tonnage statistics released by the U.S. Saint Lawrence Seaway Development Corporation.

General cargo goods include manufactured iron and steel, containers, steel slabs, and other miscellaneous manufactured goods.

U.S. Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris noted that general cargo commodities represent the highest value goods shipped on the Seaway and are the most labor intensive.

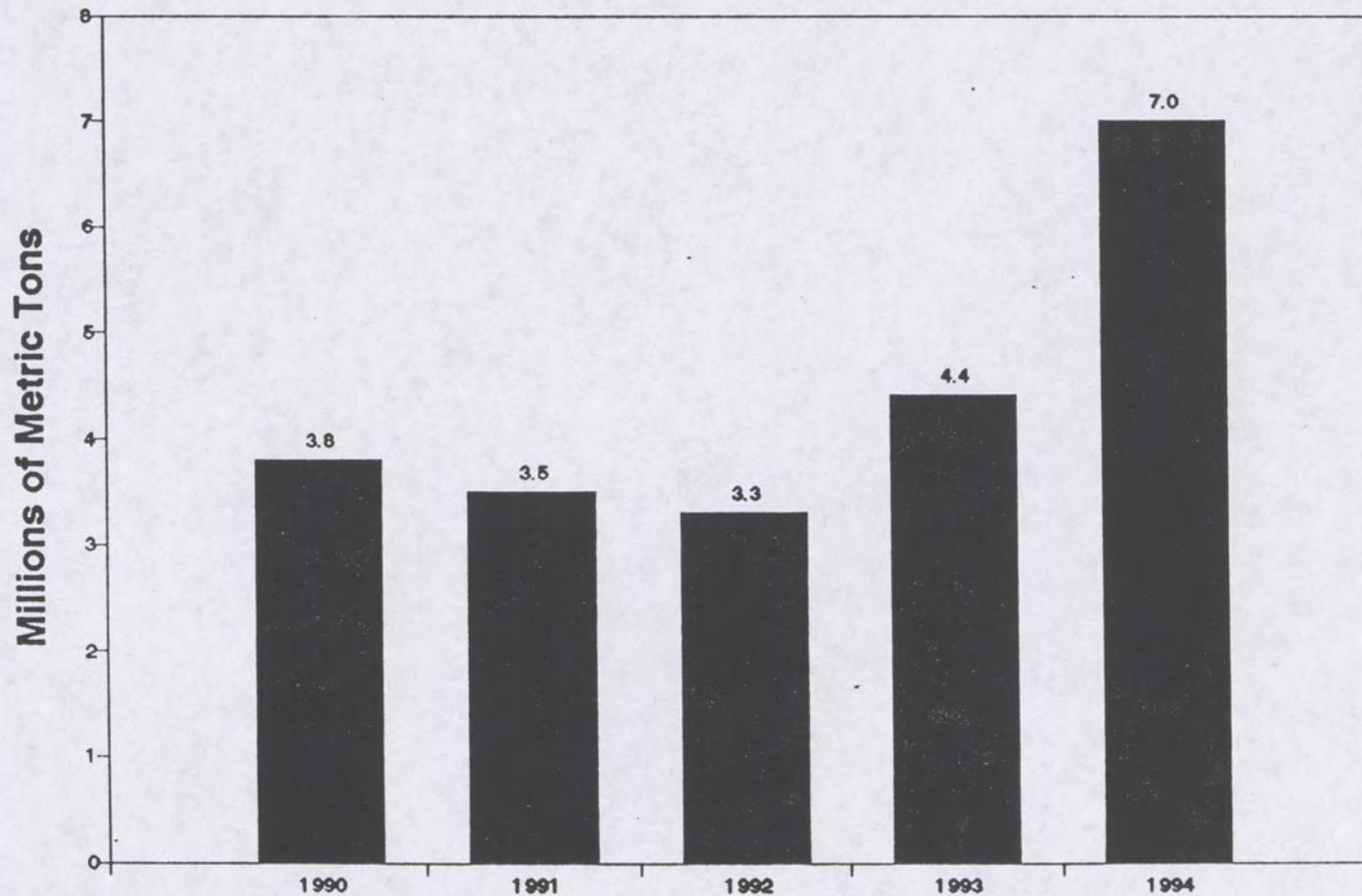
"This tremendous rise in general cargo represents numerous benefits to the Great Lakes region," Parris said. "The surge in steel helped boost the economies of both the region and the two nations of the United States and Canada. In addition, job creation took place in not only the Great Lakes manufacturing industry, but also at the Great Lakes/Seaway port communities for the handling of these goods."

Preliminary individual general cargo statistics were: iron and steel (up 117 percent, to 4.7 million metric tons); other general (up 12 percent, to 248,000 metric tons); steel slabs (up 1 percent, to 2 million metric tons); and containers (down 47 percent, to 16,000 metric tons).

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Seaway General Cargo Tonnage 1990-94

(Montreal-Lake Ontario Section)





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400 Seventh Street, S.W.
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Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE
Monday, January 9, 1995

Contact: David G. Sanders
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**U.S./OVERSEAS TONNAGE VIA ST. LAWRENCE SEAWAY
ROSE 24 PERCENT DURING 1994 NAVIGATION SEASON**

U.S. Saint Lawrence Seaway Development Corporation
Administrator Stanford E. Parris today announced that 1994 preliminary tonnage statistics indicate that for the third consecutive shipping season, U.S. trade through the Montreal-Lake Ontario section of the St. Lawrence Seaway dramatically increased.

Parris noted that tonnage results indicated a 24 percent increase in U.S. trade via the Seaway, to 11.3 million metric tons. He added that the tonnage figures included both direct and transshipped U.S. Great Lakes/Seaway imports and exports. U.S. direct trade via the Seaway increased 43 percent, to 9.1 million metric tons.

"We are extremely pleased by the 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."

Parris also credited the Seaway's U.S. port executives for developing strong marketing plans geared toward generating trade development.

"U.S. Great Lakes port officials have worked especially hard during this past season to generate new business. In fact, many of the ports set tonnage records this year," Parris added. "A large number of our U.S. Seaway port leaders have participated on previous Seaway trade missions and have developed strong business relationships with the foreign business officials we have met."

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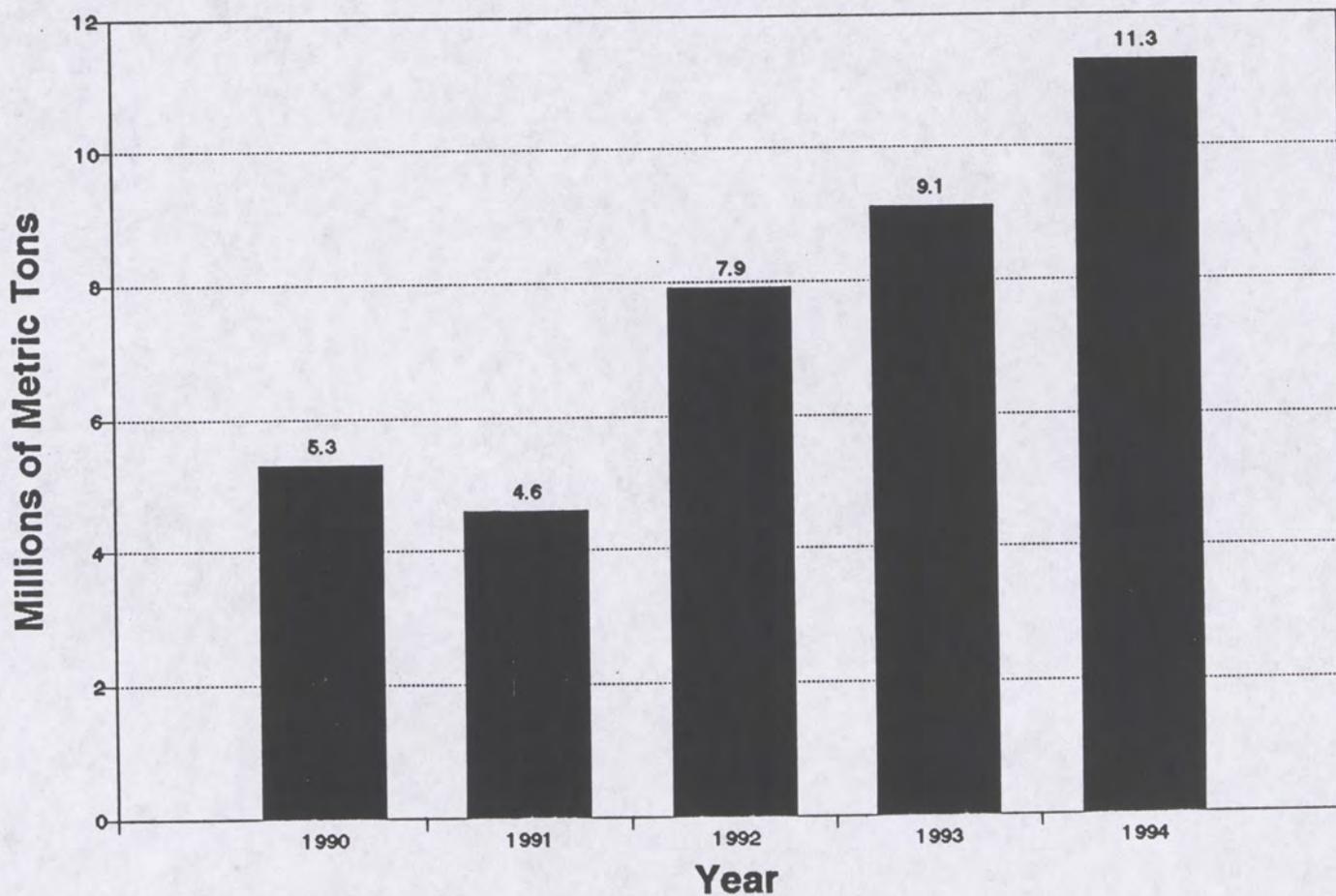
Specific commodities which increased during the shipping season included: manufactured iron and steel (up 128 percent, to 3.5 million metric tons); soybeans (up 162 percent, to 1.5 million metric tons); barley (up 69 percent, to 1.1 million metric tons); clay (up 17 percent, to 80,000 metric tons); animal products (up 20 percent, to 35,000 metric tons); and machinery (up 13 percent, to 27,000 metric tons).

Overall in 1994, tonnage on the St. Lawrence Seaway rose 21 percent, to 38.5 million metric tons -- the highest tonnage on the waterway since 1988. In addition, vessel transits increased 24 percent, to 2,868, sparked by a 39 percent boost in ocean vessel transits.

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U.S./Overseas Seaway Tonnage 1990-94

(Montreal-Lake Ontario Section)





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400 Seventh Street, S.W.
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Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE
Thursday, January 12, 1995

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

**FIVE SEAWAY CORPORATION EMPLOYEES
RETIRE AFTER LENGTHY SERVICE**

Five employees of the Saint Lawrence Seaway Development Corporation's offices in Massena, N.Y., retired earlier this month from the organization after serving lengthy tenures. They retirees were John B. Adams III, Elaine F. and Howard C. Barrett, Gary C. Cross, and Jean E. O'Neil.

John B. Adams III, had served with the federal government for 34 years, 29 of those with the Corporation. Mr. Adams began working for the Corporation in 1965 when he was hired as a civil engineer. In 1991, he was promoted to the position of senior engineer. Mr. Adams had received several awards, including this past fall when the Secretary of Transportation presented him with the Silver Medal for Meritorious Achievement.

The husband and wife tandem of Elaine F. and Howard C. Barrett had been with the Corporation a combined total of 45 years. Ms. Barrett began her career in 1966 when she was hired as a secretary. In May 1990, she was promoted to the position of inventory management specialist. Ms. Barrett was recognized for her outstanding work in 1985 when she was awarded the Sustained Superior Performance Award.

Howard C. Barrett worked for the Corporation for 27 years. He started with the Corporation as a Millwright in 1967. In January 1981, he was promoted to the position of mechanical maintenance supervisor. Mr. Barrett was presented with a Special Achievement Award in 1985 for his work on the Corporation's winter maintenance program at the U.S. locks.

Gary R. Cross completed his career with 36 years in federal government service, 32 of which had been with the Corporation. Mr. Cross was hired by the Corporation in 1962 as a mail clerk. In November 1985, he was promoted to the position of marine transportation supervisor. Over the years, Mr. Cross had been recognized for his outstanding duties, and in 1984 he received a Special Achievement Award.

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Jean E. O'Neil had worked for the Corporation for 27 years. She began with the Corporation as a clerk in 1967. In December 1991, she was promoted to the position of management assistant. In 1985, she was honored for her outstanding contribution to the Corporation when she was presented with a Special Achievement Award.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Tuesday, February 7, 1995

Contact: David G. Sanders
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**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION
ANNOUNCES MARCH 24 AS OPENING DATE FOR 1995 NAVIGATION SEASON;
MATCHES EARLIEST OPENING DATE IN THE WATERWAY'S HISTORY**

Stanford E. Parris, Administrator of the U.S. Saint Lawrence Seaway Development Corporation, today announced that the 1995 navigation season on the St. Lawrence Seaway will begin at 8 a.m., March 24 -- matching the earliest opening date in Seaway history set in 1980.

Parris noted out that mild winter weather along the St. Lawrence River and the anticipated high early-season shipping demand were key factors in setting the opening date for the Seaway's 37th consecutive navigation season.

"Last year, tonnage was up more than 20 percent, and we are expecting even more tonnage in 1995," Parris said. "Our ports and carriers have expressed a strong desire to open the Seaway as early as possible to meet shipping demands, and we believe the mild winter weather in the Great Lakes/Seaway region allows us to do so."

Parris also announced that midnight, Dec. 20, 1995, will be the clearance date by which all ships wanting to use the Seaway must report for final passage at designated points at either end of the St. Lawrence River section, from Montreal to Lake Ontario. The clearance date is not the closing date, which is the date after which no more ships can transit Seaway locks. Closing will take place after the final ship has cleared the waterway and/or when severe weather forces the Seaway to close. The early notice of the clearance date provides carriers with a tentative target for lining up ships for departure out of the Seaway System.

Last year, the Seaway closed on Dec. 29.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
February 28, 1995

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**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION HOSTS
FIVE PUBLIC MEETINGS ON SEAWAY TOLLS AND SEAWAY'S FUTURE**

The Saint Lawrence Seaway Development Corporation will host a series of five public meetings in March and April to obtain citizen and industry comments on the recent proposal for a second consecutive Seaway toll freeze in 1995, and on the waterway's future -- especially concerning consideration for the elimination of all Seaway tolls and proposed restructuring of the Corporation.

Corporation Administrator Stanford E. Parris announced that the public meetings will take place at the following sites:

- ♦ Duluth, Minn. -- Tues., March 7, 2-4:30 p.m., Seaway Port Authority of Duluth, 1200 Terminal Dr. - Conference Room
- ♦ Milwaukee, Wis. -- Tues., March 14, 1-3:30 p.m., Port of Milwaukee, 2323 S. Lincoln Memorial Dr. - Conference Room
- ♦ Portage, Ind. -- Wed., April 5, 9:30-noon, Burns International Harbor, 6600 U.S. Hwy. 12 - Conference Room
- ♦ Toledo, Ohio -- Tues., April 11, 9:30-noon, Toledo-Lucas County Port Authority, One Maritime Plaza - Board Room
- ♦ Ogdensburg, N.Y. -- Wed., April 26, 9:30-noon, Ogdensburg Bridge & Port Authority, Bridge Plaza - Board Room

Parris explained: "The public comments at these meetings will be used to formulate our Corporation's strategy regarding the elimination of Canadian Seaway tolls, moving the Corporation to a freestanding, self-sustaining federal entity, and other ways of improving the competitiveness of the Great Lakes Seaway System."

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Anyone wishing to make a formal presentation is requested to notify the Corporation at least five working days before the Duluth meeting and at least ten days before the other meetings and provide approximate time desired for the presentation to: Marc C. Owen, Chief Counsel, Saint Lawrence Seaway Development Corporation, P.O. Box 44090, Washington, D.C. 20026-4090.

In addition, the Corporation requests an original written text of any formal presentation along with five copies before, at, or within 10 working days after the time of the meeting. Anyone wishing to present written comments, but not participate in the meetings, may submit them to the address above at any time before, at, or within 10 working days after the meetings.

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Saint Lawrence
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MEDIA ADVISORY
March 1, 1995

ICE CLEARING ACTIVITIES

Beginning March 13, 1995, the Saint Lawrence Seaway Development Corporation's tug, ROBINSON BAY, 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 17th and then above Eisenhower Lock to open water.

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., March 24th.

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For more information contact Rhonda Worden (315) 764-3208.



U.S. Department
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Saint Lawrence
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FOR IMMEDIATE RELEASE
Wednesday, March 1, 1995

Contact: David G. Sanders
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**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION
TO PRESENT SEAWAY PORT PACESETTER AWARDS
TO 11 U.S. GREAT LAKES/SEAWAY PORTS**

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris today announced that 11 U.S. Great Lakes/St. Lawrence Seaway ports have earned the 1995 Seaway Port Pacesetter Award.

The award is presented to ports which registered increased international tonnage during the 1994 navigation season over 1993. The Corporation began honoring U.S. Great Lakes/Seaway ports with its Pacesetter Award in 1993.

The eleven ports which will receive the award are: Indiana's International Port at Burns Harbor; Illinois International Port at Chicago; Cleveland-Cuyahoga County Port Authority; Detroit-Wayne County Port Authority; Seaway Port Authority of Duluth; Erie-Western Pennsylvania Port Authority; Brown County-Port of Green Bay; Port of Milwaukee; Ogdensburg Bridge and Port Authority; Port of Oswego Authority; and Toledo-Lucas County Port Authority.

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

"U.S. ports once again were big producers during the Seaway's 1994 navigation season," Parris said. "The Seaway's overall tonnage was up 20 percent while U.S. trade through the Seaway was up more than 25 percent, marking the third consecutive year that U.S. Seaway trade with overseas markets has increased."

"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. "The toll freeze which was in effect last season, and will continue in 1995, has improved the Seaway's competitive position as a leading North American trade route."

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, March 9, 1995

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

Saint Lawrence Seaway Development Corporation Chief of Staff David G. Sanders presented the 1995 Seaway Port Pacesetter Award to Executive Director Davis Helberg of the Seaway Port Authority of Duluth during the Saint Lawrence Seaway Development Corporation's public meeting on Seaway tolls held earlier this week in Duluth.

The Port of Duluth-Superior earned the award for the third consecutive year for increased international tonnage through the port during the 1994 navigation season, handling more than 3.2 million metric tons of international tonnage via the Montreal-Lake Ontario section of the St. Lawrence Seaway, an increase of 3 percent over 1993.

The port is one of only four U.S. Great Lakes/Seaway ports to receive the Pacesetter Award each of the past three years. The award recognizes U.S. Great Lakes/Seaway ports which register increased international trade through the waterway.

"The Port of Duluth-Superior, historically the busiest on the Great Lakes, enjoyed tremendous success once again in 1994," Parris said. "Port officials are optimistic that high early-season shipping demand will mean even more international cargo shipments in 1995 for the port via the St. Lawrence Seaway."

The Port of Duluth-Superior was one of eleven U.S. Great Lakes/Seaway ports to receive the Seaway Port Pacesetter Award. The other ports are: Indiana's International Port at Burns Harbor; Illinois International Port at Chicago; Cleveland-Cuyahoga County Port Authority; Detroit-Wayne County Port Authority; Erie-Western Pennsylvania Port Authority; Brown County-Port of Green Bay; Port of Milwaukee; Ogdensburg Bridge and Port Authority; Port of Oswego Authority; and Toledo-Lucas County Port Authority.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, March 15, 1995

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**PORT OF MILWAUKEE EARNS
SEAWAY PORT PACESSETTER AWARD**

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris yesterday presented the 1995 Seaway Port Pacesetter Award to Kenneth J. Szallai, Municipal Port Director of Milwaukee, during the Saint Lawrence Seaway Development Corporation's public meeting on Seaway tolls held in Milwaukee.

The Port of Milwaukee earned the award for the second consecutive year for increased international tonnage through the port during the 1994 navigation season, handling more than 290,000 short tons of international tonnage via the Montreal-Lake Ontario section of the St. Lawrence Seaway, an increase of 53 percent over 1993. The award recognizes U.S. Great Lakes/Seaway ports which register increased international trade through the waterway.

"The Port of Milwaukee had a tremendous 1994 navigation season and 1995 should be even better," Parris said. "Milwaukee port officials have been active participants on Seaway trade missions for many years marketing the port to global markets and their efforts are now paying off."

The Port of Milwaukee is one of 11 U.S. Great Lakes/Seaway ports to earn the Seaway Port Pacesetter Award. The other ports are: Indiana's International Port at Burns Harbor; Illinois International Port at Chicago; Cleveland-Cuyahoga County Port Authority; Detroit-Wayne County Port Authority; Seaway Port Authority of Duluth; Erie-Western Pennsylvania Port Authority; Brown County-Port of Green Bay; Ogdensburg Bridge and Port Authority; Port of Oswego Authority; and Toledo-Lucas County Port Authority.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Wednesday, March 15, 1995

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**GREAT LAKES/SEAWAY MARITIME INDUSTRY
CALLS FOR SEAWAY TOLL ELIMINATION
AT PUBLIC MEETING IN MILWAUKEE, WIS.**

Great Lakes/St. Lawrence Seaway maritime and business executives unanimously called for the elimination of Seaway tolls at a public meeting hosted yesterday by the Saint Lawrence Seaway Development Corporation in Milwaukee, Wis.

The purpose of the public meeting, held at the Port of Milwaukee offices, was to host a forum where industry officials could comment on the current freeze on Seaway tolls at 1993 levels, the importance of toll elimination, and the proposed restructuring of the Corporation as an independent government agency separate from the U.S. Department of Transportation.

Maritime industry officials complimented Corporation Administrator Stanford E. Parris for his efforts in negotiating Seaway toll freezes for the 1994 and 1995 seasons. Many added that total elimination of Seaway tolls would not only increase waterborne traffic on the St. Lawrence Seaway, but would also further stimulate the Great Lakes economy.

"Seaway tolls charged by the Seaway Authority cause an economic injury to ports and businesses both in the United States and Canada," said Kenneth J. Szallai, Municipal Port Director at Milwaukee. "Total toll elimination is vital to the Seaway's survival in the 21st century."

Administrator Parris, who chaired today's meeting, said he was impressed with the turnout and added that the meeting produced comments on Seaway tolls which reinforced his agency's commitment to keeping Seaway regulatory costs at a minimum by eliminating tolls.

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"I have been a staunch advocate for the elimination of Seaway tolls in order for the Seaway System to truly reach its full potential," Parris said. "From what we learned both at today's meeting and during last year's public meetings, the overwhelming consensus of the Great Lakes/Seaway maritime industry, both in the United States and Canada, favors the elimination of Seaway tolls. This elimination will put the Seaway System on an even playing field with coastal routes."

Yesterday's public meeting in Milwaukee was the second of five public meetings hosted by the Corporation. The first meeting was held on March 7 in Duluth, Minn. The remaining meetings will be in: Portage, Ind., on April 5; Toledo, Ohio, on April 11; and Ogdensburg, N.Y., on April 26.

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U.S. Department
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Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE
March 16, 1995

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**SECOND INTERNATIONAL WATERWAYS CONFERENCE
SLATED FOR MARCH IN ISTANBUL**

The second International Canals and Waterways Chief Executive Officers' Conference is scheduled to convene in Istanbul, Turkey, March 21.

Executives representing the following waterway's will participate in this year's conference: Suez Canal, Egypt; Danube River Basin Commission, Hungary; Straits of Bosphorus and Dardanelles, Turkey; the Corinth Canal, Greece; the Panama Canal Commission; and the St. Lawrence Seaway.

The first conference of this group was hosted by the U.S. Saint Lawrence Seaway Development Corporation in London on June 30 and July 1, 1993. The Corporation helped organize the 1995 conference. Hosting this year's conference is the Turkish Chamber of Shipping.

This year's event will feature presentations and roundtable discussions on operational topics including: management practices, operation and maintenance procedures, maritime safety issues, environmental protection issues, international maritime trade development, pilotage, tolls and application of advanced technology in the operation of international commercial waterways.

The Istanbul conference will include special presentations by the following:

Stanford E. Parris, Administrator of the U.S. Saint Lawrence Seaway Development Corporation, will discuss his corporation's use of Global Positioning System technology for vessel tracking;

Gilberto Guardia, Administrator of the Panama Canal Commission, will discuss his canal's transition to Panamanian control, and canal improvements being made by his organization.

Parris noted: "The London conference in 1993 was the first of its kind. At that session, all of the participants greatly benefitted from the ideas and information that was exchanged and all agreed to make this conference a continuing event at rotating sites. I expect this year's event to be equally productive."

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Saint Lawrence
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FOR IMMEDIATE RELEASE
March 20, 1995

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**SEAWAY TRADE MISSION TO REVISIT MILAN, ITALY
AND CASABLANCA, MOROCCO**

Sixteen executives representing major U.S. and Canadian Great Lakes ports, transportation companies and trade organizations will take part in the Saint Lawrence Seaway Development Corporation's Seaway Trade Mission to Milan, Italy and Casablanca, Morocco, March 24 to April 1.

Corporation Administrator Stanford E. Parris noted that "For the first time, this year's delegation includes a prominent Canadian Member of Parliament -- the Honorable Joe Comuzzi, whose subcommittee on the St. Lawrence Seaway recently completed a comprehensive study on the waterway's future."

This spring's bi-national Seaway trade mission is the 15th to be organized by the Corporation, and the city stops on the schedule represent return visits. A Seaway mission stopped in Milan in March 1988 and another went to Casablanca in March 1989.

Parris, who will lead the delegation on the trip, explained that Milan is Italy's leading commercial center, where key transportation decisions are made, and that Italy is a key Seaway customer, shipping average annual tonnages of over 500,000 through the system.

Parris also pointed out that Casablanca is Morocco's largest port. He said that Morocco already is the Seaway's third largest market for U.S. grain exports, and added that this trade is expected to greatly expand in the years ahead.

The trade delegation this year will be in Milan, March 25-28, and in Casablanca, March 29-31. While in Italy, the delegation will also make a one-day trip to the Port of Genoa on March 28. In Milan and Casablanca, the delegates will conduct a formal presentation about the Seaway System and will have private, individual business meetings with local business, government, and maritime representatives.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, March 23, 1995

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**37TH NAVIGATION SEASON ON ST. LAWRENCE SEAWAY STARTS FRIDAY;
TONNAGE PROJECTED TO RISE 4 PERCENT**

The 37th consecutive navigation season on the St. Lawrence Seaway will begin at 8 a.m. tomorrow with the expected westbound transit of the Canadian ocean vessel AIVIK, destined for Oshawa, Ontario. This year's opening date matches the earliest in Seaway history set in 1980.

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris pointed out that the early opening date will help to facilitate the expected high shipping demand. Parris also noted that he expects Seaway tonnage in 1995 through the Montreal to Lake Ontario section to rise 4 percent over last season's total of 38.4 million metric tons -- the highest total since 1988.

"The Great Lakes/Seaway ports and carriers are all expecting last year's increases to carry over into 1995," Parris said. "I expect iron and steel imports and grain exports to continue to rise and help push the Seaway's tonnage level to 40 million metric tons."

In addition to the opening date and tonnage projections, Parris added that the mild winter weather experienced in the St. Lawrence County region was an important factor to the success of the Corporation's winter concrete replacement program.

The Corporation recently completed the second phase of a three-year concrete rehabilitation project which involved minor concrete replacement near the bottom of the Eisenhower Lock chamber.

"We had three crews working around the clock this year to ensure that we can finish this important project next winter on schedule," Parris said. "The rehabilitation work was recommended by the Army Corps of Engineers and we feel it is a vital program to ensure the safety and reliability of the Seaway's lock system."

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, April 6, 1995

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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 presented the 1995 Seaway Port Pacesetter Award to Ken Massengill, Indiana Port Commissioner, during the Corporation's public meeting on Seaway tolls held yesterday at Indiana's International Port at Burns Harbor in Portage, Ind.

The port earned the award for the third consecutive year for increased international tonnage through the port during the 1994 navigation season, handling a port-record amount of more than 3.1 million tons of cargo via the Montreal-Lake Ontario section of the St. Lawrence Seaway, an increase of 35 percent over 1993. In particular, steel slab imports nearly doubled from its 1993 level to 1.4 million tons, an increase of 75 percent.

The port is one of only four U.S. Great Lakes/Seaway ports to receive the Pacesetter Award each of the past three years. The award recognizes U.S. Great Lakes/Seaway ports which register increased international trade through the waterway.

"Burns International Harbor has become one of the country's busiest steel ports and enjoyed tremendous success last year in setting its all-time tonnage record," Parris said. "Port officials have done an outstanding job in attracting new business to the port and the future looks extremely bright for even greater tonnage levels this season."

On hand to witness the award presentation were representatives of maritime users of the port. Port Director Peter McCarthy of Indiana's International Port gave credit to the efficiencies of the port stevedore, Lakes & Rivers Transfer, and labor as represented by ILA 1969 for their outstanding efforts in making the award possible.

Burns International Harbor was one of eleven U.S. Great Lakes/Seaway ports to receive the Seaway Port Pacesetter Award. The other ports are: Illinois International Port at Chicago; Cleveland-Cuyahoga County Port Authority; Detroit-Wayne County Port Authority; Seaway Port Authority of Duluth; Erie-Western Pennsylvania Port Authority; Brown County-Port of Green Bay; Port of Milwaukee; Ogdensburg Bridge and Port Authority; Port of Oswego Authority; and Toledo-Lucas County Port Authority.

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Corporation

FOR IMMEDIATE RELEASE
Wednesday, April 12, 1995

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**SEAWAY ECONOMIC IMPACTS
RISE SIGNIFICANTLY IN THREE YEARS**

Great Lakes-St. Lawrence Seaway maritime commerce last year significantly boosted economic benefits to the U.S. Midwest region compared to 1991, according to a new study just completed for the Saint Lawrence Seaway Development Corporation.

Corporation Administrator Stanford E. Parris explained, "The sizable increases in benefits to the U.S. Great Lakes/Seaway economy reflect the recent growth in grain and steel cargoes through the Seaway System."

The updated study measured the same economic factors as the original study for comparisons -- jobs (combines jobs directly created by maritime activity and jobs induced by that activity), annual personal income (direct and induced), annual revenue, state and local taxes, and federal taxes.

The study found the following across-the-board economic improvements versus the 1991 study:

- 49,946 jobs, an increase of 5,318 or 12 percent;
- \$2.2 billion in annual personal income, an increase of \$259 million or 14 percent;
- \$1.9 billion in total annual revenue by Great Lakes firms engaged in handling and transporting cargo through the system, an increase of \$211 million or 12 percent;
- \$101.7 million in state and local taxes each year, an increase of \$11 million or 12 percent; and
- \$155.8 million in federal taxes each year, an increase of \$18.6 million or 14 percent.

- more -

Parris noted: "The U.S. Seaway ports have worked hard in generating new business and international tonnage through their facilities over the past three shipping seasons, and they deserve much of the credit for the upsurge in Seaway business."

Other findings in the study are:

- Shippers and consignees are the economic sector that most benefits from the direct employment impacts, the same result as found in the 1991 study.
- The movement of iron ore on the system creates the largest job impact, followed by iron and steel shipments. However, on a per ton basis, iron and steel products generate the greatest impact. For every 1,000 tons of steel moving on the system, nearly two jobs are directly generated.
- The movement of iron and steel products created more than \$673 million of business revenue, followed by iron ore (\$377 million) and coal (\$369 million).

The study was performed for the Corporation by Martin Associates of Lancaster, Pa. Updated results were obtained through interviews with the port authorities and private terminals in 16 U.S. Great Lakes port communities.

Those ports on the Seaway System that were analyzed were: Ashtabula, Cleveland, Conneaut, Lorain, and Toledo, Ohio; Buffalo, Ogdensburg, and Oswego, N.Y.; Burns Harbor and Gary, Ind.; Erie, Pa.; Detroit, Mich.; Chicago, Ill.; Duluth, Minn.; and Milwaukee and Green Bay, Wis.

Copies of the report, entitled "The Economic Impacts of the Great Lakes/Saint Lawrence Seaway" may be obtained at no charge by contacting: Saint Lawrence Seaway Development Corporation, P.O. Box 44090, Washington, D.C. 20026-4090 (Tel: 800-785-2779 or Fax: 202-366-7147).

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Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE
Thursday, April 13, 1995

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

Saint Lawrence Seaway Development Corporation Chief of Staff David Sanders presented the 1995 Seaway Port Pacesetter Award to Toledo-Lucas County Port Authority Chief Executive Officer and President James H. Hartung during the Corporation's public meeting on Seaway tolls held earlier this week at the port.

The port earned the award for the third consecutive year for increased international tonnage through the port during the 1994 navigation season, handling more than 2.4 million short tons of cargo via the Montreal-Lake Ontario section of the St. Lawrence Seaway, an increase of 49 percent over 1993. Total trade through the port in 1994 was 12 million short tons, an increase of 6 percent versus 1993.

The port is one of only four U.S. Great Lakes/Seaway ports to receive the Pacesetter Award each of the past three years. The award recognizes U.S. Great Lakes/Seaway ports which register increased international trade through the waterway.

"The Port of Toledo made tremendous improvements in its overseas trade through the Seaway in 1994," Parris said. "The port nearly doubled its overseas ship calls and was a major trade facility for the movement of grain and general cargo goods."

Toledo-Lucas County Port Authority was one of 11 U.S. Great Lakes/Seaway ports to receive the Seaway Port Pacesetter Award. The other ports are: Indiana's International Port at Burns Harbor; Illinois International Port at Chicago; Cleveland-Cuyahoga County Port Authority; Detroit-Wayne County Port Authority; Seaway Port Authority of Duluth; Erie-Western Pennsylvania Port Authority; Brown County-Port of Green Bay; Port of Milwaukee; Ogdensburg Bridge and Port Authority; and Port of Oswego Authority.

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of Transportation

400 Seventh Street, N.W.
Room 5424
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Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE
Friday, April 21, 1995

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**DAVID G. SANDERS NAMED ACTING ADMINISTRATOR
OF SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION**

David G. Sanders, chief of staff of the Saint Lawrence Seaway Development Corporation, has been appointed Acting Administrator following last Saturday's resignation of Stanford E. Parris, who had served as Administrator since 1991.

Sanders, 35, has served as chief of staff since January 1992 and chief negotiator with the Canadian St. Lawrence Seaway Authority on toll negotiations. He was successful in negotiating the Seaway's toll freeze for the 1994 and 1995 navigation seasons, the first in nearly a decade.

"We have an outstanding management team and group of dedicated employees here at the Corporation and we will continue to accomplish our goals of operating a safe and efficient waterway while striving to improve the cost-competitiveness of the Seaway System," Sanders said.

Prior to coming to the Corporation in 1991, Sanders was a senior staff consultant to the subcommittee on international economic policy and trade of the U.S. House Foreign Affairs Committee.

Sanders earned a B.A. degree in economics and philosophy from the College of William and Mary, Williamsburg, Va., in 1981, and in 1983 was a graduate student in business and public administration at the Atkinson School of Management, Willamette University, Salem, Oregon. He also studied history and literature at Christ's College at Cambridge University, U.K., in 1979 and studied shipping and international trade at the Seatrade Academy in the Cambridge Academy of Transport in 1992 and 1994.

He resides in McLean, Va.

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400 South Street, N.W.
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Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE

Thursday, April 27, 1995

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**TWO NEW YORK GREAT LAKES/SEAWAY PORTS
EARN 1995 PORT PACESETTER AWARD**

Saint Lawrence Seaway Development Corporation Acting Administrator David G. Sanders presented the 1995 Seaway Port Pacesetter Award to port executives from the Ogdensburg Bridge and Port Authority and the Port of Oswego Authority during the Corporation's public meeting on Seaway tolls held yesterday in Ogdensburg.

The two ports earned the award for increased international tonnage through the port during the 1994 navigation season. The award recognizes U.S. Great Lakes/Seaway ports which register increased international trade through the waterway.

Ogdensburg Bridge and Port Authority handled more than 191,000 tons of international trade in 1994, an increase of 19 percent. Individual commodity increases were recorded for salt, zinc concentrate and dolomite. It was the port's second Pacesetter in the three years the Corporation has awarded them.

Port of Oswego Authority is one of only four ports to receive the award all three years. International tonnage last year was 52,500 short tons, a 50 percent increase versus 1993. Specifically, a 50 percent increase in aluminum movements sparked the overall increase.

"The ports of Ogdensburg and Oswego have been making tremendous improvements in their overseas trade through the Seaway for the past few years," Sanders said. "The two ports, although not serving major U.S. cities, have been able to identify specific niche markets and capitalize on them. The future looks bright for both port authorities."

Ogdensburg Bridge and Port Authority and the Port of Oswego Authority were two of 11 U.S. Great Lakes/Seaway ports to receive the 1995 Seaway Port Pacesetter Award. The other ports are: Indiana's International Port at Burns Harbor; Illinois International Port at Chicago; Cleveland-Cuyahoga County Port Authority; Detroit-Wayne County Port Authority; Seaway Port Authority of Duluth; Erie-Western Pennsylvania Port Authority; Brown County-Port of Green Bay; Port of Milwaukee; and Toledo-Lucas County Port Authority.



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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, April 27, 1995

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**"NEW BUSINESS" PORTION OF SEAWAY INCENTIVE TOLLS PROGRAM
PRODUCES GAINS IN TONNAGE AND TOLL DISCOUNTS**

The Saint Lawrence Seaway Development Corporation today released 1994 results for the "New Business" portion of the Seaway Incentive Tolls Program showing increases in tonnage shipped and toll amounts discounted to carriers.

During the 1994 navigation season, more than 1.7 million metric tons of cargoes qualified for toll discounts under "New Business", amounting to \$1.1 million. In 1993, toll incentives were \$535,000 on 1.6 million metric tons.

Corporation Acting Administrator David G. Sanders noted that the incentive program clearly demonstrates what effect a reduction in tolls has on Seaway trade.

"The Incentive Tolls Program, especially the New Business portion, has been extremely successful in generating new trade on the Great Lakes St. Lawrence Seaway System," Sanders said. "It proves that when Seaway tolls are reduced in any form, including through discounts, that tonnage will rise."

Prior to the 1994 navigation season, the "New Business" portion was expanded to offer toll discounts instead of a rebate to entice immediate cost savings.

To qualify under the "New Business" category of the program, carriers must ship commodities which have not moved between one of five geographical regions with the Seaway System and a particular county in quantities totaling five percent or more of the total traffic between the two locations for the prior three seasons. Qualifying cargoes receive an immediate cargo discount of 50 percent.

Since the Program began in 1991, more than 6.9 million metric tons of cargoes have qualified with toll rebates/discounts of more than \$2.7 million under "New Business".

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Room 7144
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Saint Lawrence
Seaway Development
Corporation

FOR IMMEDIATE RELEASE
Thursday, May 11, 1995

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**TONNAGE AND TRANSITS THROUGH THE SEAWAY
SIGNIFICANTLY AHEAD OF LAST YEAR**

Shipping is off to one of its best starts in years along the Montreal-Lake Ontario section of the St. Lawrence Seaway, according to statistics released today by the U.S. Saint Lawrence Seaway Development Corporation.

Vessel tonnage and transits this season dramatically surpassed last April's levels. Through April, this year's total tonnage was 4.1 million metric tons, an increase of 68 percent versus April 1994's level of 2.4 million metric tons. In addition to tonnage, overall vessel transits were ahead of last year's level by 72 percent, to 292.

The increase in tonnage was sparked by the continued surge in three of the Seaway's principle commodities: grain (up 233 percent, to 1.6 million metric tons); iron ore (up 17 percent, to 1 million metric tons); and iron and steel (up 55 percent, to 390,000 metric tons).

Saint Lawrence Seaway Development Corporation Acting Administrator David G. Sanders noted that the 1995 increases are another positive result of the Corporation's cost-containment efforts.

"Last year, the Seaway recorded full season increases in tonnage, transits and overseas trade during the first season in nearly 10 without a toll increase," Sanders said. "Once again this year, tolls are frozen and our trade is again responding in a very positive way. Even accounting for our early opening this year, we are still running strongly ahead of last year's pace. The Corporation will continue to work toward its goal of operating the Seaway without the higher costs to our users."

Other cargoes which registered increases as of April 30 this year were: coke (up 48 percent, to 105,000 metric tons); chemicals (up 20 percent, to 55,000 metric tons); and ores and concentrates (up 50 percent, to 48,000 metric tons).

The Montreal-Lake Ontario section of the Seaway this year opened March 24 -- matching the earliest opening in history. Total tonnage during March was 468,000 metric tons on 35 vessel transits.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Wednesday, May 17, 1995

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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 27, 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 more than 50 nations transit the Eisenhower Lock.

This year the Saint Lawrence Aquarium and Ecological Center, Inc., a local non-profit organization, will be operating the gift shop and concession stand at the Visitors' Center. The gift shop will feature North Country-created fine crafts and products. Visitors will be able to purchase prepackaged food items from the concession stand including pastries, donuts, ice cream and Amish made cheese. Hot dogs and chips will also be offered as a hot lunch or snack alternative.

For those visitors looking for a unique and healthy taste experience, the Mountain Tree School, a local non-profit organization, will be selling buffalo burgers, veggie burgers and sweet potato fries on an occasional basis at the Center. The gift shop and concession will operate daily from 10 a.m. to 9 p.m., beginning May 27th.

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. The center is accessible to the disabled. Guides provided by the St. Lawrence County Office of Economic Development will be available to assist visitors.

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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400 Seventh Street, S.W.
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Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE
Friday, June 2, 1995

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**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION REPORTS
SIGNIFICANT INCREASES IN VESSEL TRANSITS THROUGH U.S. LOCKS**

Commercial vessel transits through the two U.S. St. Lawrence Seaway locks in Massena, N.Y., surpassed last year's level through May by 29 percent, according to statistics released today by the U.S. Saint Lawrence Seaway Development Corporation.

A total of 571 vessel transits occurred at the U.S. Eisenhower and Snell locks between March 24 and May 31. Of that total, 200 were ocean vessel transits (up 9 percent), 363 were laker vessel transits (up 42 percent), and eight were tour boat transits.

Corporation Acting Administrator David G. Sanders pointed out that the increase in vessel transits was due in large part to heavy export grain and import steel demand.

"The 1995 navigation season has been highlighted by strong movements of U.S. and Canadian export grain and import iron ore and steel products," Sanders said. "Even accounting for the early opening this year, transits and tonnage through the Seaway are significantly ahead of last year's levels. I am confident that this trend of increased tonnage and transits will continue for the remainder of the season and culminate in the Seaway's first 40 million metric ton season since 1988."

Due to the early opening date of March 24, there were 12 extra sailing days in relation to last year's April 5 opening. During that period, there were 58 vessel transits through the U.S. locks (15 ocean vessel transits/43 laker vessel transits).

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400 South Street, N.W.
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Washington, D.C. 20541



Saint Lawrence
Seaway Development
Corporation

FOR IMMEDIATE RELEASE
Wednesday, June 7, 1995

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 Saturday, June 10 at 2:00 p.m.

The band will play 90 minutes of classical, contemporary and traditional band music and will perform from the east of 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.

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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Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE
Wednesday, June 14, 1995

Contact: Rhonda Worden
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**FIVE ANTIQUE BOATS TO TRANSIT
U.S. EISENHOWER LOCK IN MASSENA**

Five antique recreational boats will transit the U.S. Eisenhower Lock in Massena, N.Y., on June 20 as part of their week-long tour of the St. Lawrence River and Rideau Canal. All of the boats are from the Antique Boat Museum in Clayton, N.Y.

The boats, expected to transit Eisenhower Lock between 8 a.m. and 9 a.m., will travel along the river and canal to such points as Montreal, Quebec; Ottawa, Ontario; and finally to Kingston, Ontario, where they will end their voyage.

The largest of the five boats is "THE ZIPPER", a 40-foot commuter boat once owned by the Strohs family of Gross Pointe, Mich. The boat was used by the family to commute from their island home to the Strohs brewery.

The other boats are: a 27-foot Chris Craft constructed in 1934; a 26-foot Lyman which was constructed in Ohio and was once very popular on the Seaway; and two 28-foot Hutchinson boats constructed in 1934.

To get to the Dwight D. Eisenhower Visitors' Center, and its observation deck at Eisenhower Lock in Massena, take Route 37 east to Route 131. Proceed on Route 131 to 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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400 Seventh Street, S.W.
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Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE
Wednesday, July 5, 1995

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**COMMERCIAL VESSEL TRANSITS THROUGH U.S. SEAWAY LOCKS
SURPASS LAST YEAR'S LEVELS THROUGH SECOND QUARTER**

The Saint Lawrence Seaway Development Corporation today reported that commercial vessel transits through the two U.S. St. Lawrence Seaway locks in Massena, N.Y., were ahead of last year's level through June by 20 percent.

A total of 851 commercial vessel transits occurred at the U.S. Eisenhower and Snell locks between March 24 and June 30. These included transits of the following vessel types: 530 laker, 299 ocean, and 22 tour boats.

Corporation Acting Administrator David G. Sanders noted that the increase in commercial transits is an important measurement of both the Seaway's competitiveness and the economic well-being of the Midwest region.

"These transit results are a clear indication that the Seaway remains one of North America's most competitive waterborne transportation routes," Sanders said. "We are seeing many more transits carrying grain, steel and iron ore -- the principle cargoes for the Seaway. These products have an enormous impact on the manufacturing and agricultural industries in the Great Lakes region."

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400 Seventh Street, S.W.
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Saint Lawrence
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FOR IMMEDIATE RELEASE
Tuesday, July 11, 1995

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**CARGO TONNAGE THROUGH MONTREAL-LAKE ONTARIO SECTION OF SEAWAY
26 PERCENT AHEAD OF LAST YEAR**

Through June, 12.8 million metric tons of cargo had been shipped through the Montreal-Lake Ontario section of the St. Lawrence Seaway, an increase of 26 percent over June 1994, according to statistics released today by the Saint Lawrence Seaway Development Corporation.

The increase was sparked by heavy shipments of iron ore (3.7 million metric tons, up 13 percent); Canadian grain (2.7 million metric tons, up 45 percent); and U.S. grain (2.4 million metric tons, up 150 percent).

Corporation Acting Administrator David G. Sanders was very pleased by the current increases.

"We had a tremendous start to the navigation season," Sanders said. "And we are well on our way to a strong overall shipping season, particularly with a boost in steel exports expected later this year."

Other specific commodities showing increases through June 30 included: coke (362,000 metric tons, up 54 percent); salt (329,000 metric tons, up 243 percent); chemicals (203,000 metric tons, up 5 percent); gypsum (159,000 metric tons, up 26 percent); coal (154,000 metric tons, up 105 percent); and ores (143,000 metric tons, up 107 percent).

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, July 13, 1995

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**U.S./OVERSEAS TRADE VIA SEAWAY SYSTEM
LED BY U.S. EXPORT OF GRAINS**

The Saint Lawrence Seaway Development Corporation today announced that St. Lawrence Seaway cargo movements between U.S. Great Lakes/Seaway ports and overseas markets through June were 46 percent ahead of last year's level.

As of June 30, more than 3.4 million metric tons of U.S./overseas cargo shipments had moved through the Montreal-Lake Ontario section of the St. Lawrence Seaway, both directly and via transshipment. Direct U.S. exports outpaced last year's total by 131 percent, to 978,000 metric tons.

Leading the increase were U.S. grain exports totaling 2.4 million metric tons, an increase of 150 percent over June 1994 levels. Specifically, U.S. corn exports were 590,000 metric tons, up from last year's level through June of 25,000 metric tons. In addition, U.S. exports of manufactured iron and steel rose to 97,000 metric tons, up from only 3,000 metric tons through June 1994.

Corporation Acting Administrator David G. Sanders noted that the sizable increase in U.S./overseas trade is attributable to the U.S. Midwest regional economy and the marketing efforts of Great Lakes/Seaway maritime officials.

"All of the U.S. Great Lakes/Seaway ports and their respective terminal operators and on-site businesses have made tremendous gains over the past few years in generating new overseas business," Sanders said. "In fact, last year all of our U.S. ports registered increases versus 1993, and some recorded all-time tonnage levels. This year could be another banner year for U.S. Seaway international trade."

Other specific commodities which increased through June 30 included: coke (271,000 metric tons, up 31 percent); and iron ore (43,000 metric tons, up 19 percent).

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Friday, August 4, 1995

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**SEAWAY AGENCIES ANNOUNCE
END OF SEASON CLOSING PROCEDURES**

The U.S. Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority today announced formal closing procedures for the St. Lawrence Seaway's 1995 navigation season.

It was announced that midnight, Dec. 20 will be the clearance date by which all ships wanting to use the Seaway must report for final passage at designated points at either end of the St. Lawrence River section, from Montreal to Lake Ontario. The clearance date is not the closing date, which is the date after which no more ships can transit Seaway locks.

The closing date for the previous five navigation seasons on the Seaway's Montreal-Lake Ontario section were:

1990	--	Dec. 26	1993	--	Dec. 26
1991	--	Dec. 24	1994	--	Dec. 29
1992	--	Dec. 23			

Also, the closing procedures explained that vessels not reporting to the two Seaway agencies by the Dec. 20 clearance date may be subject to a \$20,000 per day Canadian surcharge. It will be announced no later than Dec. 15 whether or not, based on operating conditions, the Canadian surcharges will be assessed.

Seaway Development Corporation Acting Administrator David G. Sanders is optimistic about the prospects of keeping the Seaway open to the end of December.

"We are expecting another strong December this year for cargo shipments and vessel transits. Many in the Great Lakes/Seaway maritime and business community are hopeful that the Seaway can remain open as long as possible to meet end of the season shipping demands," Sanders said. "Weather and safety considerations permitting, I anticipate the Seaway closing this year on a date in line with the closings of the past five navigation seasons."

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Monday, August 7, 1995

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**ST. LAWRENCE SEAWAY CARGO TONNAGE
CONTINUES TO SURPASS 1994 LEVELS**

The Saint Lawrence Seaway Development Corporation today reported that St. Lawrence Seaway cargo tonnage through July was 21 percent ahead of the July 1994 level.

A total of 17.4 million metric tons of cargo transited the Montreal-Lake Ontario section of the St. Lawrence Seaway through July 31. The increase was sparked by impressive movements of iron ore (up 13 percent, to 5.2 million metric tons); Canadian grain (up 33 percent, to 3.7 million metric tons); and U.S. grain (up 140 percent, to 2.9 million metric tons). In addition to tonnage, total vessel transits through the Seaway were up 13 percent, to 1,274, led by a 31 percent increase in laker transits (848).

Corporation Acting Administrator David G. Sanders noted that the increase in tonnage is expected to continue through the remainder of the navigation season and many ports are reporting strong export steel movements.

"We are expecting a continued surge in cargo tonnage during the last few months of the shipping year with an impressive amount of export steel transiting the Seaway for overseas destinations," Sanders said. "This is the first time in several years that we are seeing significant export steel movements."

Other specific commodities showing increases through July 31 included: steel slabs (up 1 percent, to 757,000 metric tons); salt (up 252 percent, to 682,000 metric tons); coke (up 48 percent, to 450,000 metric tons); chemicals (up 28 percent, to 286,000 metric tons); ores and concentrates (up 22 percent, to 190,000 metric tons); and coal (up 8 percent, to 159,000 metric tons).

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**Saint Lawrence
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FOR IMMEDIATE RELEASE
Tuesday, August 8, 1995

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**DIRECT U.S. EXPORTS VIA GREAT LAKES/SEAWAY SYSTEM
105 PERCENT AHEAD OF JULY 1994 LEVEL**

Through July 28, more than 1.2 million metric tons of direct U.S. export cargo tonnage was transported via the Montreal to Lake Ontario section of the St. Lawrence Seaway to overseas markets, an increase of 105 percent versus July 1994 levels, according to statistics released today by the Saint Lawrence Seaway Development Corporation.

The impressive gain in U.S. export trade was sparked by sizable increases in a number of grain products including: wheat (up 43 percent, to 287,000 metric tons); corn (up 1,100 percent, to 278,000 metric tons); and soybeans (up 68 percent, to 204,000 metric tons).

A number of U.S. Great Lakes/Seaway ports have recently started moving sizable amounts of export steel. Through July 28, 154,000 metric tons of U.S. export steel moved through the Seaway, an increase of 4,979 percent.

Corporation Acting Administrator David G. Sanders noted that many port officials have indicated that export steel will make up a strong portion of the Seaway's export trade during the next few months.

"Our U.S. export statistics are rising daily, led by strong shipments of grains and steel. In fact, port executives are reporting that export steel trade will highlight the remaining months of the navigation season," Sanders said. "The Seaway System was designed to be an international trade route for export grain and import steel, but this season our ports have developed a strong export market for U.S. steel."

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U.S. Department
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Saint Lawrence
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FOR IMMEDIATE RELEASE
Tuesday, August 22, 1995

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**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION
HOSTS FIFTH ANNUAL EMERGENCY RESPONSE EXERCISE**

The Saint Lawrence Seaway Development Corporation will co-host its fifth annual emergency response exercise along the St. Lawrence River this Friday in Hogansburg, N.Y.

The exercise will involve more than twenty U.S. and Canadian local, state, provincial and federal agencies that have been designated in the Seaway Corporation's Emergency Response Plan to assist in any emergency situation along the St. Lawrence River.

The Seaway Corporation is co-hosting the exercise along with the U.S. Coast Guard, Massena, N.Y.; Office of Franklin County Emergency Preparedness, Malone, N.Y.; Canadian Coast Guard, Prescott, Ontario; St. Regis Mohawk Tribe, Hogansburg; and the Mohawk Council of Akwesasne. The Akwesasne reservation encompasses parts of New York state and the Canadian province of Ontario.

The scenario for the exercise involves an eastbound tanker vessel striking the north pier of the Seaway International Bridge, spilling approximately 10,000 gallons of Bunker C oil and injuring several crew members.

Seaway Corporation Acting Administrator David G. Sanders remarked that the exercise and the Seaway's Emergency Response Plan are critical to the protection of the St. Lawrence River.

"The Corporation has taken a proactive approach to its Emergency Response Plan and these exercises and we feel that by educating local, state and federal agencies on the procedures needed in the event of an actual incident, the local communities and the residents who live along the river can feel confident that any incident will be handled quickly and completely," said Sanders.

- more -

Participating federal agencies are: Saint Lawrence Seaway Development Corporation, Massena; U.S. Coast Guard, Massena; U.S. Army 10th Mountain Div., Fort Drum, N.Y.; U.S. Border Patrol, Massena; U.S. Customs Service, Massena; and U.S. Immigration and Naturalization Service, Massena.

State offices participating are: Office of Franklin County Emergency Preparedness, Malone; N.Y. State Power Authority, Massena; and N.Y. State Police, Massena.

Participating local agencies are: St. Regis Mohawk Tribe, Hogansburg; Mohawk Council of Akwesasne; Hogansburg-Akwesasne Volunteer Fire Department; Akwesasne Joint Emergency Measures Planning; St. Regis Mohawk Tribal Police, Hogansburg; Akwesasne Mohawk Police Services; Ft. Covington Volunteer Fire Department, Ft. Covington, N.Y.; and Franklin County Sheriff's Office, Malone.

Canadian participants are: Canadian Coast Guard, Prescott; St. Lawrence Seaway Authority, Cornwall, Ontario, and Sarnia, Ontario; Canadian Customs, Cornwall; Seaway International Bridge Corporation, Cornwall; Citizenship and Immigration Canada, Cornwall; and Ontario Provincial Police, Cornwall.

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U.S. Department
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Saint Lawrence
Seaway Development
Corporation

FOR IMMEDIATE RELEASE
Thursday, September 7, 1995

Contact: David G. Sanders
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**GRAIN AND IRON ORE SHIPMENTS
SPARK SEAWAY TONNAGE THROUGH AUGUST**

Large volume tonnage increases for grain and iron ore highlighted the St. Lawrence Seaway's overall cargo tonnage increase through August, according to statistics released today by the Saint Lawrence Seaway Development Corporation.

Through August, total tonnage via the Montreal to Lake Ontario section of the Seaway was 21.6 million metric tons, an increase of 14 percent over the same period in 1994. Grain shipments were ahead of last year's level by 52 percent, to 7.9 million metric tons, while the 6.5 million metric tons of iron ore that moved through the binational waterway showed an increase of 4 percent.

In addition to cargo tonnage increases, commercial vessel transits were also ahead of last year's levels by 6 percent to 1,559, led by a 24 percent increase in laker vessel transits to 1,046.

Corporation Acting Administrator David G. Sanders noted that the sustained increase in 1995 for tonnage and transits is a reflection of the Seaway's competitiveness for global trade.

"Since the start of the 1994 navigation season when the Seaway's toll freeze first went into effect, we have seen a steady and continual growth in commercial trade," Sanders said. "Our ability to contain user costs has enabled the Seaway to compete in the global marketplace. We are anticipating a busy last few months to our shipping season, sparked by continued high levels of grain and iron ore, but also a surge in U.S. steel exports."

A number of other bulk commodities posted increases through August including: salt (876,000 metric tons, up 255 percent); coke (516,000 metric tons, up 30 percent); coal (393,000 metric tons, up 69 percent); chemicals (294,000 metric tons, up 25 percent); ores and concentrates (213,000 metric tons, up 2 percent); and scrap metal (65,000 metric tons, up 132 percent).

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Friday, September 8, 1995

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**EISENHOWER VISITORS' CENTER REMAINS OPEN
THROUGH END OF MONTH**

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 remain open through September.

Traditionally, the Visitors' Center closes for the year on Labor Day weekend, but due to strong tourist attendance throughout the season, the Center will remain open daily from 9 a.m. to 6 p.m. until October 1. During the summer, more than 107,000 tourists visited the Center.

Visitors this year will have an extra month for view ships and the Eisenhower Exhibit. However, the gift shop and concession stand that was operated this summer by the St. Lawrence Aquarium and Ecological Center, were closed for the season on Labor Day.

To get to the Dwight D. Eisenhower Visitor's 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. A north overlook parking lot is provided for visitors to view ships after the Center is closed. To get to the overlook lot, visitors should continue on Route 131 passing through the tunnel and turn right at the first road immediately following the tunnel.

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

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**Saint Lawrence
Seaway Development
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FOR IMMEDIATE RELEASE
Thursday, September 21, 1995

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**SEAWAY CORPORATION REVISES PROJECTIONS
OF U.S. EXPORT IRON AND STEEL MOVEMENTS**

The Saint Lawrence Seaway Development Corporation today revised its earlier projection for this year's U.S. export movements of manufactured iron and steel products to overseas markets via the St. Lawrence Seaway from 550,000 metric tons to 750,000 metric tons.

If the projected level is met, it would become the Seaway's highest U.S. iron and steel export tonnage level ever, exceeding the record of 744,000 metric tons in 1989.

Through August, more than 315,000 metric tons had been exported via the Montreal-Lake Ontario section of the binational waterway, an increase of more than 10,000 percent versus last season's year-end total of 3,040 metric tons. This year's total already represents the fifth highest year-end level in Seaway history. In the month of August alone, U.S. iron and steel exports totaled more than 160,000 metric tons.

Corporation Acting Administrator David G. Sanders expects these shipments to continue at an impressive pace through the end of the navigation season in late December.

"Many U.S. Great Lakes ports are reporting that export iron and steel products will be the primary focus of their business through the end of the shipping season," Sanders said. "We have already seen a tremendous amount transported through the system and all indications are that we have seen only the beginning of what many believe will be a competitive export market. The reports by port officials of stockpiled iron and steel products ready for export were instrumental in our revised projection."

Sanders added that the Seaway's iron and steel export boom reflects a similar nationwide surge. Through the first six months of 1995, total U.S. iron and steel exports are 44 percent ahead of 1994 levels.

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Saint Lawrence
Seaway Development
Corporation

FOR IMMEDIATE RELEASE
Wednesday, September 27, 1995

Contact: Rhonda Worden
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**VISITORS' CENTER AT THE U.S. EISENHOWER LOCK
TO CLOSE FOR SEASON**

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 close for the season on Sept. 30.

Traditionally, the Visitors' Center has closed for the year on Labor Day weekend, but due to strong tourist attendance throughout the season, the center remained open through the month of September.

For those interested in viewing ship transits following the Sept. 30 closing of the Visitors' Center, the north overlook parking lot will be open to visitors. To get to the north parking lot take Route 131 past the Eisenhower Lock Visitors' Center, through the tunnel and turn right at the first road. Follow the signs to the north overlook parking lot.

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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
Wednesday, October 4, 1995

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**WESTERN LOW-SULFUR POWDER RIVER BASIN COAL EXPORT SHIPMENTS
MOVE THROUGH ST. LAWRENCE SEAWAY BOUND FOR SPANISH UTILITY**

More than 130,000 metric tons of low-sulfur Powder River Basin coal have been exported since late June from Superior, Wis., via the Great Lakes St. Lawrence Seaway System to a utility in Spain on six commercial vessels.

Venture Fuels, the joint venture partnership between Midwest Energy Resources Co. (a subsidiary of The Detroit Edison Co.) and NERCO Coal Sales Co. (an affiliate of Kennecott Energy Co.), was the exporter of the shipments via the Midwest Energy Resources Co. terminal in Superior.

All of the Western coal shipments, which originated from Kennecott Energy Co.'s Spring Creek Mine in Southern Montana, were destined for the utility Endesa in El Ferrol, Spain.

Three shipments were loaded onto Fednav, Ltd., ocean-going ships starting in June and ending in late September. All three shipments were exported directly to the utility and totaled approximately 75,000 metric tons.

The remaining shipments totaling approximately 62,000 metric tons were loaded onto three bulk laker vessels during the month of September bound for the St. Lawrence Stevedoring facility in Quebec City, Quebec, where the coal will be stored for pickup in mid-October by the 63,000 deadweight ton Panamax vessel MARY LOU II for final delivery to the utility.

Saint Lawrence Seaway Development Corporation Acting Administrator David G. Sanders noted that these six movements, along with previous individual movements over the past few years, highlight the Seaway's flexibility in transporting coal shipments.

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"The Seaway has demonstrated through this year's series of export movements, along with shipments in 1991, 1993 and 1994, that it can offer economical direct overseas shipments, midstream transfers from laker ships onto larger ocean vessels in the Gulf of the St. Lawrence, and exports to Canadian ports for storage and later delivery," Sanders said. "This flexibility should strengthen the Seaway System's ability to move even more Powder River Basin coal to European markets in the future."

Sanders added that the Seaway's cargo toll for coal shipments via the Montreal-Lake Ontario section was lowered by 45 cents in 1993. All Seaway tolls are collected and used for operations and maintenance expenses by the Corporation's Canadian counterpart, The St. Lawrence Seaway Authority.

Midwest Energy Resources Co. President John Ethen noted that the Seaway's competitiveness, reliability and efficiency were key factors in the shipments moving through the waterway.

"The most recent shipments employing Great Lakes bulkers to ground storage in Quebec City for subsequent loading of a Panamax is something that we have been striving for and should expand the export opportunities for Powder River Basin coal through the Seaway," Ethen added.

In August 1991, the St. Lawrence Seaway recorded its first-ever direct shipment of Powder River Basin coal to an overseas market when NERCO Coal Co. moved 30,000 metric tons from Superior to El Ferrol.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, October 5, 1995

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

Two employees of the Saint Lawrence Seaway Development Corporation will receive awards for outstanding performance from U.S. Secretary of Transportation Federico F. Peña, at the Secretary's Annual Awards Ceremony October 19 in Washington, D.C.

Chief of Procurement and Supply Division Linda Harding has been selected for the Secretary's Silver Medal for Meritorious Achievement, while Office Automation Assistant Adina Glover has been chosen for the Secretary's Excellence Award.

Ms. Harding was nominated for the Silver Medal award based on her leadership and management of the Procurement and Supply Division during the past year. In January, the Chief of Supply branch retired and Harding took on the extra duties of the position, thereby significantly contributing to the streamlining initiatives.

Ms. Harding, who began her federal service with the Corporation in 1981, resides in Massena, N.Y., with her daughter Melissa.

Adina Glover earned the Excellence Award for her outstanding performance of day-to-day duties, as well as her ability to initiate projects with minimal supervision. She has automated the Corporation's Washington office inventory and developed and currently manages a computerized supply database. In addition, she assists the Office of Development and Logistics with data analysis.

Ms. Glover, who is a part-time student at the University of Maryland at College Park, started with the Corporation in 1990 and resides in Landover, Md.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Wednesday, October 11, 1995

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**SEAWAY TRAFFIC CONTINUES ITS RISE
THROUGH THIRD QUARTER OF NAVIGATION SEASON**

Through September, more than 26.1 million metric tons of commercial trade had been shipped through the Montreal to Lake Ontario section of the St. Lawrence Seaway, an 11 percent increase over the same period last year, according to statistics released today by the Saint Lawrence Seaway Development Corporation.

The overall increase was led by individual commodity increases in grain (9.4 million metric tons, up 41 percent) and iron ore (7.8 million metric tons, up 3 percent).

In addition to tonnage increases, vessel lock transits also outgained last year's third-quarter level. Overall, Seaway vessel transits were up 3 percent, to 1,868, led by a 22 percent increase in laker transits, to 1,254.

Corporation Acting Administrator David G. Sanders is optimistic about the prospects of the remaining three months of the shipping year.

"Our preseason projections were for the Seaway's first 40 million metric ton season since 1988 and we have been, and continue to be, on a pace to surpass that level," Sanders said. "The remaining few months of the navigation season will be led by continued strong movements of export grains and iron and steel."

Other specific commodities which posted increases through September included: salt (up 184 percent, to 1.1 million metric tons); coal (up 85 percent, to 663,000 metric tons); coke (up 42 percent, to 627,000 metric tons); chemicals (up 13 percent, to 318,000 metric tons); ores (up 4 percent, to 249,000 metric tons); scrap iron and steel (up 282 percent, to 107,000 metric tons); and cement (up 1,125 percent, to 49,000 metric tons).

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U.S. Department
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Office of
Public
Affairs



Saint Lawrence
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FOR IMMEDIATE RELEASE
Friday, October 27, 1995

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**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION RECORDS
ALL-TIME LOW NUMBER OF ON-THE-JOB INJURIES DURING FY 95**

The Saint Lawrence Seaway Development Corporation recorded its lowest number of job injuries ever during Fiscal Year 1995, reinforcing the Corporation's commitment to a safe work environment.

According to Corporation Associate Administrator Erman J. Cocci, the record low number of on-the-job injuries needing medical treatment for the 12 months ended Sept. 30 represented a 38 percent decrease versus the previous all-time low. It was also the second consecutive fiscal year in which the number of on-the-job injuries had been reduced.

Cocci, in congratulating Corporation employees, noted, "It is your dedication, commitment and development of improved safe work practices that fostered this outstanding achievement in the reduction of on-the-job injuries." He added, "Our employees have made their statement, 'There is no job so important or urgent that we cannot take the time to do it safely.'"

Corporation Acting Administrator David G. Sanders said that the agency has been pro-active in its approach to improve safety conditions at all Seaway facilities.

"We have developed an aggressive safety program to encourage workplace safety which included upgrading our safety and personal protective equipment," said Sanders. "In addition, we have established a Traumatic Injury Review Board to investigate all on-the-job injuries and provide measures to be taken to eliminate any further occurrences. The Corporation remains committed to providing its employees and customers with a safe working environment."

In addition, the Corporation has established a strong working relationship with the Department of Labor's Occupational Safety and Health Administration (OSHA). Officials from OSHA have conducted training and safety and health inspections at all Seaway facilities, as well as provided technical assistance when needed. Seaway officials have also worked closely with other state and federal agencies to exchange ideas on improving workplace safety.

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U.S. Department
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400 Seventh Street, N.W.
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Saint Lawrence
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FOR IMMEDIATE RELEASE

Monday, November 6, 1995

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SEAWAY CORPORATION OFFICIAL NAMED TO NATIONAL SAFETY COUNCIL

The Saint Lawrence Seaway Development Corporation announced today that Director of Operations, Maintenance and Marine Safety, Stephen C. Hung, based in Massena, N.Y., has been appointed by U.S. Secretary of Transportation Federico Peña to serve as a member of the U.S. Coast Guard's Navigation Safety Advisory Council (NAVSAC).

The 21-member Council advises the U.S. Department of Transportation on matters relating to the prevention of vessel collisions, rammings, and groundings, including matters concerning Inland and International Rules of the Road, navigation regulations and equipment, routing measures, marine information, diving safety and aids to navigation.

Acting Seaway Corporation Administrator David G. Sanders said: "Our organization is indeed honored to have one of its own named to such a prestigious national body."

He added: "Mr. Hung certainly has the professional credentials and expertise to be a productive member of this council, and we are confident that he can make some significant contributions to our nationwide marine safety programs."

Hung joined the Seaway Corporation in 1977 as a civil engineer; and assumed his present duties in 1991. Currently he also serves as the Seaway Corporation's representative on the Operations Advisory Group of the St. Lawrence River Board of Control -- adjunct to the International Joint Commission.

In addition, he serves on the Department of Transportation's Positioning/Navigation Committee which is examining radio navigation policies.

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U.S. Department
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Saint Lawrence
Seaway Development
Corporation

MEDIA ADVISORY
December 5, 1995

The Saint Lawrence Seaway Development Corporation advises all recreational users of the St. Lawrence River that ice formation along the foot of the Grasse River has not reached safe usage levels.

In addition, the Corporation's tug ROBINSON BAY is being used to retrieve floating navigation aids along the river and will be traveling daily in and out of the foot of the Grasse River, causing large breaks in the ice.

All ice fishermen, snowmobilers and A.T.V. operators are requested to refrain from using this area of the river until late December or early January.

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Saint Lawrence
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FOR IMMEDIATE RELEASE
Thursday, December 28, 1995

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**1995 SEAWAY NAVIGATION YEAR ENDS;
RECORD SET FOR LONGEST SHIPPING SEASON**

The 1995 navigation season on the Montreal-Lake Ontario section of the St. Lawrence Seaway officially ended today with the transit of the 603-foot Panamanian vessel OLYMPIC MENTOR, bound for Italy carrying steel and potash loaded at the Port of Toledo, Ohio.

Today's closing established the binational waterway's longest navigation season ever on the Montreal-Lake Ontario section at 280 days, surpassing the 276-day season set in 1984. This year's opening date was March 24, matching the earliest opening date in 1980. Last year's closing date was Dec. 29.

Saint Lawrence Seaway Development Corporation Acting Administrator David G. Sanders was extremely pleased with the record-setting navigation season.

"This year's record longest season truly establishes the St. Lawrence Seaway as a nine-month commercial shipping international waterway," Sanders said. "Strong shipping demand in March and December were key factors in the decision by the two Seaway agencies to open in late March, matching the earliest opening date ever, and close in late December for the second year in a row."

Sanders added, "A great deal of credit for the success of the 1995 season goes to the Great Lakes/Seaway maritime community for intensifying global marketing and attracting new business for the system; the vessels and crews which use the waterway; the U.S. and Canadian Coast Guards; the U.S. and Canadian pilotage organizations; our partner, the Canadian St. Lawrence Seaway Authority; and the employees of the Saint Lawrence Seaway Development Corporation for working through some tough weather conditions to ensure the safe and efficient transit of vessels near the end of the season."

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Seaway Navigation Days 1959-95

Montreal-Lake Ontario Section

