



U.S. Department  
of Transportation

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



Saint Lawrence  
Seaway Development  
Corporation

FOR IMMEDIATE RELEASE  
Thursday, January 4, 1996

Contact: Dennis E. Deuschl  
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**1995 SEAWAY CARGO TONNAGE INCREASES  
FOR THIRD CONSECUTIVE SEASON**

During the 1995 navigation season, cargo tonnage on the Montreal-Lake Ontario section of the St. Lawrence Seaway increased for the third consecutive year, according to preliminary figures released today by the Saint Lawrence Seaway Development Corporation.

During the record-breaking 280-day navigation season that ended Dec. 28, 38.6 million metric tons of cargo were moved via the binational waterway, an increase of more than 140,000 metric tons versus 1994.

During the season, an all-time record was set in salt movements at 1.5 million metric tons, breaking the former record of 1.4 million metric tons in 1989.

Other commodities that recorded increases in 1995 included: total grain (14.5 million metric tons, up 10 percent); U.S. grain (7.2 million metric tons, up 37 percent) -- its highest level since 1984; coal (943,000 metric tons, up 76 percent); coke (886,000 metric tons, up 40 percent); stone (810,000 metric tons, up 10 percent); chemicals (458,000 metric tons, up 18 percent); ores and concentrates (387,000 metric tons, up 27 percent); scrap iron and steel (149,000 metric tons, up 224 percent); and cement (66,000 metric tons, up 633 percent).

Newly sworn-in Corporation Administrator Gail C. McDonald noted that the increase in cargo tonnage is a sign that foreign markets are recognizing the Great Lakes Seaway System as a cost-effective and reliable transportation route to and from North America.

"The continuing cargo increases on the St. Lawrence Seaway are a clear indication that international markets remain attracted by the cost advantages of the Seaway System," McDonald said. "I am optimistic that the 1996 navigation season will produce even greater results."

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Saint Lawrence  
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FOR IMMEDIATE RELEASE

Wednesday, January 24, 1996

Contact: David G. Sanders  
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**U.S./OVERSEAS TRADE VIA ST. LAWRENCE SEAWAY  
RECORDS FOURTH CONSECUTIVE ANNUAL INCREASE IN 1995**

U.S./overseas cargo tonnage through the St. Lawrence Seaway increased for the fourth consecutive year in 1995, according to preliminary statistics released today by the Saint Lawrence Seaway Development Corporation.

For the 1995 navigation season, more than 12 million metric tons of cargoes were shipped through the Montreal-Lake Ontario section of the binational waterway, an increase of 5 percent versus 1994's 11.5 million metric tons.

Specific U.S. commodities, both imports and exports, that recorded increases in 1995 included: wheat (up 92 percent, to 2.9 million metric tons); corn (up 249 percent, to 2.2 million metric tons); soybeans (up 9 percent, to 1.6 million metric tons); coal (up 63 percent, to 915,000 metric tons); coke (up 26 percent, to 719,000 metric tons); sunflower seeds (up 152 percent, to 255,000 metric tons); and clay (up 31 percent, to 104,000 metric tons).

Corporation Administrator Gail C. McDonald noted that the annual increases in U.S. trade are a clear indication of the reemergence of the Seaway System as a cost-competitive waterborne route for moving goods into the Great Lakes region of the United States.

"Our U.S. Great Lakes/Seaway port officials have demonstrated a tremendous ability to market their facilities and have been successful in bringing new business to their port communities," McDonald said. "The Corporation will continue to work towards its goal of providing its users with a safe, reliable and cost-competitive transportation route."

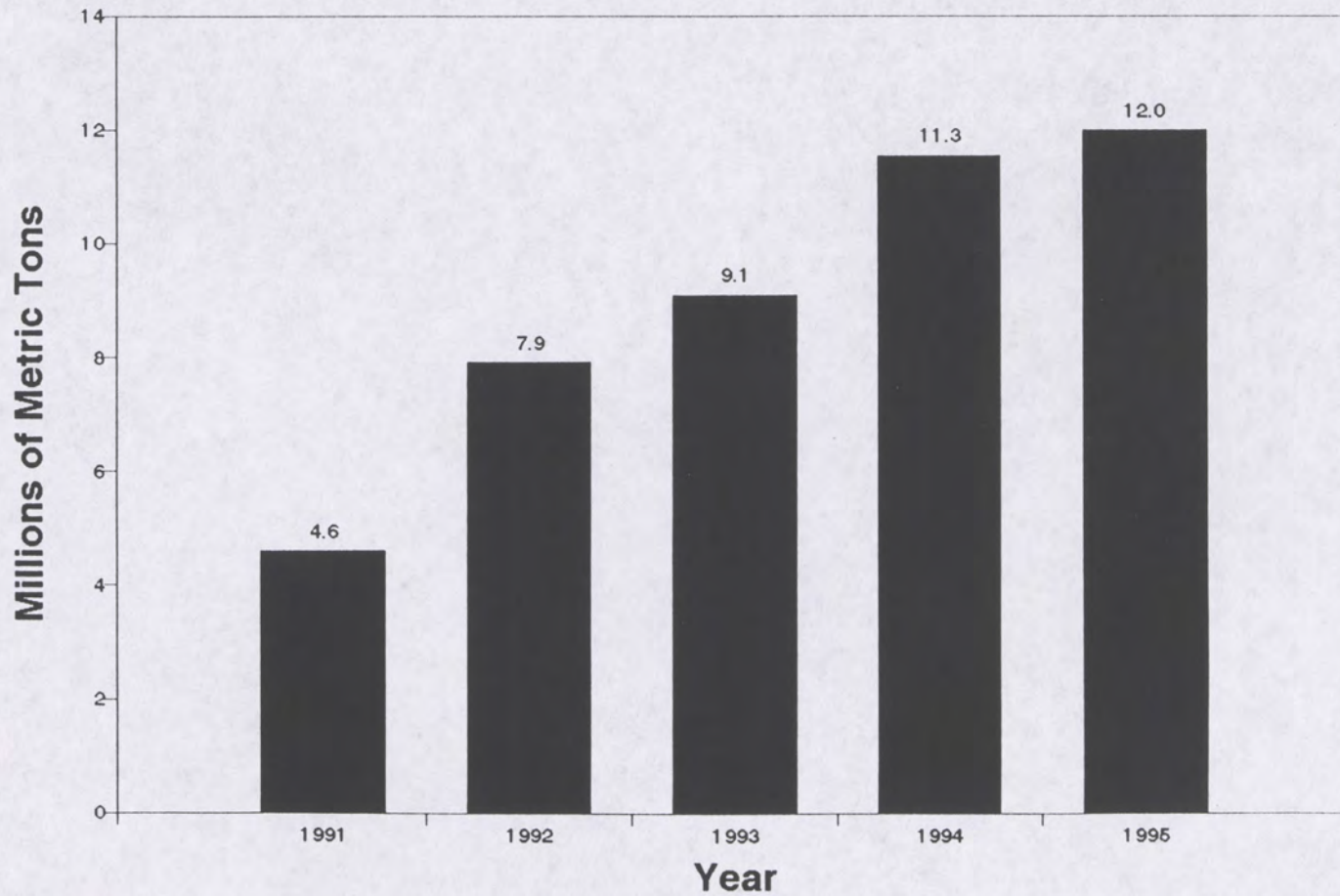
She added, "Our efforts to freeze Canadian Seaway tolls both in 1994 and 1995, along with making a number operational and sailing improvements, have helped tonnage levels grow and been important in reestablishing the Seaway as a thriving international transportation route for both U.S. and Canadian trade."

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# U.S. Seaway Cargo Tonnage 1991-95

*Montreal-Lake Ontario Section*





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Saint Lawrence  
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FOR IMMEDIATE RELEASE  
Thursday, January 25, 1996

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**CORPORATION ADMINISTRATOR NAMES U.S. NEGOTIATORS  
TO SEAWAY JOINT TOLLS REVIEW BOARD**

Gail C. McDonald, administrator of the U.S. Saint Lawrence Seaway Development Corporation, today appointed two senior Corporation executives to serve on the binational Joint Tolls Review Board that will formulate a Tariff of Tolls for the Seaway's 1996 navigation season.

The U.S. Seaway appointees are: Deputy Administrator David G. Sanders, who will serve as board chairman; and Deputy Chief Counsel Craig H. Middlebrook. The board also includes two senior executives from the Corporation's Canadian counterpart, the St. Lawrence Seaway Authority.

The appointments to the board, in accordance with the 1959 Memorandum of Agreement between the Corporation and the Authority, signifies the start of formal talks between the U.S. and Canadian Seaway agencies concerning the level of tolls to be charged for cargoes and vessels transiting the St. Lawrence Seaway. Seaway tolls have been frozen during the past two years at 1993 levels as a result of board negotiations. The board is scheduled to meet for the first time in early February.

Sanders, who served on the board as both chairman in 1993 and a member in 1994, successfully negotiated the Seaway's first toll freeze for the 1994 navigation season, while also expanding the Seaway's Incentive Tolls Program. At the time, it marked the first toll freeze on the binational waterway in nearly a decade.

Prior to joining the Corporation last fall, Middlebrook worked at the Interstate Commerce Commission (ICC) where he was instrumental in the development of federal regulations affecting surface transportation modes including rail and motor carriers. He also served as chief of staff to Administrator McDonald during her term as chairman at the ICC.

"The work of the Joint Tolls Review Board is extremely important," McDonald said. "My hope is that the members will ultimately recommend a Tariff of Tolls that will both improve the Seaway's future competitiveness and continue the Seaway's international trade growth."

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Saint Lawrence  
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FOR IMMEDIATE RELEASE  
Monday, January 29, 1996

Contact: David G. Sanders  
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**U.S. EXPORT IRON AND STEEL MOVEMENTS  
SETS ALL-TIME RECORD IN 1995**

More than 750,000 metric tons of U.S. manufactured iron and steel products were moved to overseas destinations via the St. Lawrence Seaway in 1995, setting an all-time record, according to preliminary tonnage statistics released today by the Saint Lawrence Seaway Development Corporation.

The total, which matched a Corporation year-end projection made in late September, surpassed the old record of 744,000 metric tons set in 1989. It also marked an increase of nearly 25,000 percent versus 1994's total of 3,000 metric tons.

Corporation Administrator Gail C. McDonald said that the sizable increase in U.S. iron and steel exports to foreign markets clearly demonstrates the waterway's flexibility for handling niche commodities.

"Although the Seaway has been traditionally regarded as an iron and steel import waterway, Great Lakes/Seaway ports were able to move a large share of the total U.S. export market," McDonald said. "In fact, many ports are reporting that iron and steel exports will continue at a steady pace in 1996."

"This past season's tremendous rise greatly benefited the U.S. Great Lakes regional economy," McDonald added. "Manufactured iron and steel products represent some of the highest valued goods shipped on the Seaway System and is the most labor intensive."

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Saint Lawrence  
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FOR IMMEDIATE RELEASE  
Tuesday, February 6, 1996

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**LOW NUMBER OF VESSEL INCIDENT CLAIMS  
REINFORCES SAFE NAVIGATION ON ST. LAWRENCE SEAWAY**

The Saint Lawrence Seaway Development Corporation today announced that the 1995 navigation season on the Montreal-Lake Ontario section of the St. Lawrence Seaway not only produced the highest tonnage level since 1988 at 38.7 million metric tons, it was also one of the waterway's safest shipping years.

During the 280-day navigation season that recorded more than 2,700 commercial vessel transits, only four monetary claims were submitted by the Corporation against commercial users for incidents requiring repairs at the two U.S. locks in Massena, N.Y. It was the second consecutive year in which four claims were filed by the Corporation. During the 1992 and 1993 shipping seasons, a total of 18 claims were processed by the U.S. Seaway agency.

Corporation Administrator Gail C. McDonald noted that the low number of claims over the past two seasons reinforces the Seaway's reputation as a safe waterborne transportation route.

"The Seaway System is known by international users as a safe, reliable and efficient transportation route to and from North America, and the low number of incident claims support that reputation," McDonald said. "The Corporation's first-rate traffic and lock management, along with the Seaway's knowledgeable and experienced pilots, have been instrumental in getting ships safely through the U.S. locks and channels."

McDonald added that the Corporation's employees set an all-time record for lowest number of on-the-job injury claims during the fiscal year ended Sept. 30, 1995.

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Saint Lawrence  
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FOR IMMEDIATE RELEASE  
Wednesday, February 21, 1996

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**OPENING OF THE 1996 NAVIGATION SEASON  
ON THE ST. LAWRENCE SEAWAY**

The Canadian St. Lawrence Seaway Authority and the U.S. Saint Lawrence Seaway Development Corporation today announced that the 38th navigation season on the Montreal-Lake Ontario and Welland Canal sections of the St. Lawrence Seaway will begin at 8 a.m., April 2.

Corporation Administrator Gail C. McDonald and Authority President Glendon R. Stewart both noted that the start of the 1996 season is expected to be busy as many Great Lakes ports are anticipating strong early-season movements.

"The entire Great Lakes St. Lawrence Seaway System maritime industry is very optimistic about the start of the 1996 navigation season," the two leaders said. "Many have indicated that the trade levels recorded during the past few years will continue into this year. Another successful season is expected in 1996."

Last year, the Montreal-Lake Ontario section of the Seaway closed on Dec. 28 to complete a record-setting 280-day navigation season.

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Saint Lawrence  
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FOR IMMEDIATE RELEASE  
Thursday, February 22, 1996

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**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION  
TO PRESENT SEAWAY PORT PACESSETTER AWARDS  
TO FOUR U.S. GREAT LAKES/SEAWAY PORTS**

Saint Lawrence Seaway Development Corporation Administrator Gail C. McDonald today announced that four U.S. Great Lakes/St. Lawrence Seaway ports have earned the Corporation's fourth annual Seaway Port Pacesetter Award.

The four ports to receive this year's award are: Seaway Port Authority of Duluth; Brown County-Port of Green Bay; Port of Milwaukee; and Toledo-Lucas County Port Authority. The ports of Toledo and Duluth have earned the award every year since its establishment in 1993.

The award is presented to ports that registered increases in overseas cargo tonnage via the Seaway during the 1995 navigation season versus 1994.

McDonald pointed out that U.S. Great Lakes port executives have done an exceptional job over the past few years in bringing new business into the Midwest region of North America.

"U.S. overseas tonnage on the St. Lawrence Seaway has increased each of the past four seasons, due in large part to the successful marketing efforts of our port officials," McDonald said. "The Seaway System's cost-competitiveness, efficiency and strong safety record have played an important role in attracting new business from new markets throughout the world."

U.S. overseas cargo tonnage via the Montreal-Lake Ontario section of the St. Lawrence Seaway increased to 12 million metric tons in 1995, an increase of 5 percent. Beginning with the 1992 shipping season, U.S. overseas tonnage through the Seaway has increased 161 percent.

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Saint Lawrence  
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**MEDIA ADVISORY**  
March 5, 1996

ICE CLEARING ACTIVITIES

Beginning March 11, the Saint Lawrence Seaway Development Corporation will begin ice clearing activities in the lock approaches in preparation for the Seaway's upcoming navigation season.

The Corporation's tug, ROBINSON BAY, will be used during the ice clearing operations that will start in the vicinity of the foot of the Grasse River, just below Snell Lock. Following ice breaking in this area, the tug will proceed to the intermediate pool between Eisenhower Lock and Snell Lock on or about March 15th and then finish by completing the area above Eisenhower Lock to open waters.

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 2.

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



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Saint Lawrence  
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FOR IMMEDIATE RELEASE  
Tuesday, March 19, 1996

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**STRONG EARLY SEASON SHIPPING DEMAND  
LEADS TO EARLIER OPENING DATE  
ON THE ST. LAWRENCE SEAWAY**

The U.S. Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority today announced that the start of the 1996 navigation season on the Montreal-Lake Ontario section of the St. Lawrence Seaway has been rescheduled to begin at 8 a.m., March 29, four days earlier than the originally scheduled opening date of April 2.

The leaders of the two Seaway entities, Corporation Administrator Gail C. McDonald and Authority President Glendon R. Stewart, noted that a number of the Seaway's largest carrier companies have indicated that an earlier opening date would help in meeting strong shipping demand. This demand, coupled with favorable weather conditions and low ice levels, led to the earlier opening date.

"Our carrier community is prepared for a very busy start to the upcoming shipping season on the Seaway, especially for export movements to various markets," the two leaders said. "We are pleased to serve our maritime industry by opening the Seaway System four days earlier to ensure timely deliveries of goods to and from North America."

The official opening date of the Welland Canal section remains April 2. However, the Canadian Seaway Authority, which operates the eight-lock canal, has indicated that it will allow transits beginning March 29, provided that weather and ice conditions permit.

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FOR IMMEDIATE RELEASE  
Wednesday, April 3, 1996

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**SEAWAY AGENCIES AGREE TO FREEZE TOLLS  
FOR 1996 NAVIGATION SEASON**

The leaders of the U.S. Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority today announced that the current Seaway Tariff of Tolls will remain in effect for the 1996 navigation season that began last Friday, marking the third consecutive toll freeze.

St. Lawrence Seaway Authority President Glendon R. Stewart and Saint Lawrence Seaway Development Corporation Administrator Gail C. McDonald noted that recent binational toll negotiations between the two agencies resulted in a decision to keep tolls at 1993 levels.

"This joint decision to freeze Seaway tolls for the 1996 season reinforces our long-term commitment of offering commercial users with a safe, reliable and cost competitive waterborne transportation route," McDonald and Stewart said. "Our two agencies will continue to work together in an effort to increase the Seaway's marketshare of North American commercial trade."

In addition to the toll freeze, U.S. and Canadian negotiators agreed to work on the development of a new Seaway Incentive Tolls Program to attract new business to the Seaway and enhance the Seaway's global cost competitive position. The Incentive Tolls Program that has been in effect since 1991 expired with the completion of the 1995 navigation season.

Seaway tolls are collected by the Canadian Seaway Authority for the operations and maintenance of its locks and channels along the Montreal-Lake Ontario and the Welland Canal sections of the St. Lawrence Seaway System. The U.S. Seaway Corporation no longer collects tolls and is funded through annual appropriations from the U.S. Harbor Maintenance Trust Fund.

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Saint Lawrence  
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FOR IMMEDIATE RELEASE  
Thursday, April 25, 1996

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**U.S. DISTRICT COURT RULES IN FAVOR  
OF SECRETARY PEÑA'S DECISION TO TRANSFER  
GREAT LAKES PILOTAGE OVERSIGHT TO SEAWAY CORPORATION**

On April 22, the U.S. District Court for the District of Columbia ruled in favor of Transportation Secretary Federico Peña's decision to transfer oversight responsibilities for Great Lakes Pilotage from the U.S. Coast Guard to the Saint Lawrence Seaway Development Corporation.

The transfer, made official on December 11, was legally challenged by two of the three Great Lakes pilotage districts, as part of the case Paul D. Halverson, et. al., Plaintiffs, v. Federico Peña, Secretary, Department of Transportation, Defendant. U.S. District Judge Gladys Kessler concluded that Secretary Peña lawfully acted within his authority under the Great Lakes Pilotage Act of 1960 to transfer oversight responsibilities to the Seaway Corporation.

Corporation Administrator Gail C. McDonald noted that the Great Lakes Pilotage office has been an important addition to the agency's mission since December and can now operate without legal challenges.

"This ruling makes it clear that Secretary Peña acted well within his authority under the Great Lakes Pilotage Act to shift pilotage oversight responsibilities to the Corporation," McDonald said. "Our pilotage staff can continue to do its excellent job of overseeing Great Lakes Pilotage matters to improve the safety, efficiency and reliability of the Great Lakes St. Lawrence Seaway System."

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U.S. Department  
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FOR IMMEDIATE RELEASE  
Tuesday, May 7, 1996

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**SEAWAY FLEET STUDY FINDS MORE THAN 40 PERCENT  
OF WORLD'S COMMERCIAL VESSELS SEAWAY-CAPABLE**

More than 14,500 commercial vessels, or 41 percent, of the world's merchant vessel fleet in excess of 300 gross registered tons (GRT) are capable of transiting the St. Lawrence Seaway's locks and channels, according to a fleet inventory analysis released by the Saint Lawrence Seaway Development Corporation.

The study, the first of its kind in the Great Lakes/Seaway maritime industry, was conducted to analyze both the size and condition of ships in the world's commercial vessel fleet that are capable of transiting the Great Lakes St. Lawrence Seaway System's locks and channels. The Corporation intends to use the study to target its marketing and promotional efforts to vessel owners and operators who either currently own or may seek to acquire Seaway-sized vessels.

The study titled, "State of the St. Lawrence Seaway Vessel Fleet", was prepared by the Corporation using several computerized databases provided by some of the world's leading shipping institutions. Vessels with an overall length of 740 feet or less, beam (width) of 78 feet or less, and height above water level of 116.5 feet or less, were counted as Seaway-sized.

The study's base finding of 14,558 Seaway-sized vessels was further recalculated to include only the Seaway's traditional vessel types, namely bulk, tweendecker (breakbulk), and Great Lakes bulk ships. This traditional fleet base still represents 37 percent of the world's fleet, or 13,193 vessels.

In projecting the state of the Seaway's future fleet in the year 2005, a number of challenges were addressed, including the lack of newbuildings. The study concluded that only 68 vessels of the current fleet of more than 25,000 deadweight tons (DWT) will be under 20 years old in 2005. Further, there would be only two vessels out of the current Great Lakes bulk fleet total of 95, of any size DWT, that would be 20 years old or less in 2005.

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Saint Lawrence  
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FOR IMMEDIATE RELEASE  
Wednesday, May 22, 1996

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**SUMMER HOURS SET FOR VISITORS' CENTER  
AT THE U.S. EISENHOWER LOCK; OPENING CEREMONY  
SCHEDULED FOR THIS SATURDAY**

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 Saturday, and remain open through Sept. 4.

Corporation Administrator Gail C. McDonald will officially open the Center for the 1996 season at an opening ceremony Saturday morning at 11:00 a.m. The ceremony is open to the public, and refreshments and entertainment will be provided.

The Visitors' Center will be open daily from 8 a.m. to 9 p.m., offering tourists the opportunity to view ships from more than 50 nations transit the Eisenhower Lock.

The Saint Lawrence Aquarium and Ecological Center, Inc., a local non-profit organization, will once again 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 a variety of food items from the concession stand such as pastries, doughnuts, ice cream, and Amish-made cheese. This year the Aquarium and Ecological Center has expanded its menu to include french fries, soup, hot dogs, hamburgers, sandwiches, and many other items from the grill. The gift shop and concession will be open daily from 8 a.m. to 9 p.m., beginning Saturday.

The Visitors' Center features an observation deck, information booth, and the Eisenhower Exhibit that contains photographs and displays depicting the late president's role in creating the St. Lawrence Seaway. 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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Saint Lawrence  
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FOR IMMEDIATE RELEASE  
Wednesday, June 19, 1996

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**NEW SEAWAY TOLL INCENTIVES  
FOR CARGOES AND VESSELS**

The leaders of the U.S. Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority today announced at a Seaway industry meeting in Chicago, Ill., a new Incentive Tolls Program, effective immediately, offering toll reductions for qualifying cargoes and vessels for the 1996, 1997, and 1998 navigation seasons.

The three-year program features Seaway toll rebates for North American receivers of cargoes at the end of each navigation season if their total tonnage received through the Seaway increases over their 1994/1995 average for that receiver. For cargoes exported overseas, the rebate will be paid to the North American shipper under the same conditions. Cargo tolls will be reduced by 5 percent for the first year and 10 percent for the following years if the traffic increase over the 1994/1995 average is less than 500,000 metric tons, and by 10 percent for the first year and 20 percent for the following years if the traffic increase is more than 500,000 metric tons.

The Seaway agencies also agreed on a Welcome Incentive Program to provide toll discounts for vessel owners and operators that either bring ships into the Seaway System for the first time, or return for the first time in more than five years. Those eligible under this program will receive discounts of 10, 15, and 20 percent of Seaway charges during the vessel's first, second, and third voyages through the Great Lakes St. Lawrence Seaway System over a three-year period. The total maximum discount allowed for the Welcome Incentive Program is \$35,000 Canadian per vessel.

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"These cost incentives for increases in cargo volumes will help the Seaway become more competitive, particularly in the movement of dry bulk commodities," said Glendon R. Stewart, President of the Canadian Seaway Authority, and Gail C. McDonald, Administrator of the U.S. Seaway Corporation. "The cargo incentives we previously offered were a success in attracting new commodities and additional tonnage for the Seaway System, and this new program will encourage Seaway interests to move higher volumes of our core commodities to and from the Great Lakes region of North America."

"The vessel incentives are a positive step in meeting our goal of encouraging vessel owners and operators to return to Seaway trade or to enter the waterway for the first time," McDonald and Stewart said. "The Seaway remains a reliable, efficient, and cost effective transportation route and this program will further increase the competitive environment in the Great Lakes St. Lawrence Seaway System."

The third part of the program is an "alternative use of laker" incentive which applies to Seaway tolls on general and containerized cargo that moves on a Canadian or U.S. registered laker vessel that is normally used in Seaway bulk trade. These cargoes will be charged at the much lower grain toll rate.

The new toll incentives were developed by the two Seaway agencies following binational talks earlier this year. These talks also resulted in a toll freeze for the third consecutive year.

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FOR IMMEDIATE RELEASE  
Thursday, June 20, 1996

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**SENATE CONFIRMS MINNESOTAN WILLIAM L. WILSON  
FOR SEAWAY CORPORATION ADVISORY BOARD**

William L. Wilson, president and CEO of The Wilson Group International of St. Paul, Minn. -- a human resources development company, and coordinator of Common Ground Consortium/Diversity Outreach at the University of Minnesota recently was confirmed by the U.S. Senate to be a member of the Saint Lawrence Seaway Development Corporation's Advisory Board. (He was nominated for the position last fall by President Clinton.)

The Advisory Board is composed of five members, appointed by the President, who meet quarterly at the call of the Seaway Corporation Administrator. The panel advises the Administrator on the organization's policies and programs.

Seaway Corporation Administrator Gail C. McDonald, noted: "I am delighted to have Mr. Wilson become part of our board. His distinguished achievements in Minnesota government and civic affairs, and human rights will greatly benefit our business."

Prior to establishing his own company, Wilson served on the St. Paul City Council between 1980 and 1993, and was president of that body from 1989 to December 1993.

From 1975-79, he was commissioner of the Minnesota Department of Human Rights, and from 1968-75, he served as program coordinator of the Office of Intercultural Programs at the University of Minnesota's Center for Urban and Regional Affairs.

In Minnesota, he has been very active in civic and government affairs. Presently, he is chairperson of the Disparity Study Joint Powers Board, and the Minnesota Fair Housing Center Board of Directors. He also is co-chair of the '96 Minnesota Clinton/Gore Campaign and held that same post in 1992.

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His former civic posts included: commissioner, St. Paul Port Authority; chair of the Governor's Council on the Martin Luther King, Jr. Holiday; and chair of the Minneapolis/St. Paul Housing Finance Board.

Among his awards and honors are: Ford Foundation Fellowship, 1972-73; the Minneapolis Urban League Leadership Award, 1979; and the Minnesota Minority Lawyer's Association Award for Leadership in Government Service, 1991.

The Seaway Corporation is a part of the U.S. Department of Transportation. The corporation operates and maintains navigational facilities in the U.S. portion of the St. Lawrence Seaway and promotes international trade through the entire Great Lakes Seaway System.

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FOR IMMEDIATE RELEASE  
Friday, June 28, 1996

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**SEAWAY CORPORATION MAKES OPERATIONAL IMPROVEMENTS  
BASED ON CUSTOMER SURVEY RESULTS**

The U.S. Saint Lawrence Seaway Development Corporation today released the findings of its 1995 "Customer Exit Survey" of commercial vessel crews sailing the Great Lakes St. Lawrence Seaway System and has already started making several operational improvements based on survey results.

Findings from the Corporation's survey showed that, in general, commercial users are satisfied with the overall services provided by the two federal Seaway agencies charged with operating and maintaining the binational waterway. However, some users expressed concerns about multilingual radio communications, minor lockage delays at the Welland Canal, and inadequate information about shipping services along the waterway.

Survey results were shared with the agency's Canadian counterpart, The St. Lawrence Seaway Authority, and a new Joint Vessel Exit Survey Review Committee of Seaway entity representatives has been established to address the concerns of commercial users.

The Corporation made several improvements during the 1995 shipping season based on early survey findings, including the installation at the U.S. locks of remote lock wall controls to speed up westbound voyages and a new VHF radio system to improve audio clarity.

Following a thorough review of the survey's findings last winter, the binational Joint Committee has agreed to the following actions during 1996:

- evaluation of radio communications in the Seaway System;
- better coordination among all U.S. and Canadian vessel traffic controllers to improve communications with vessels and achieve a more unified system;

- more -



U.S. Department  
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Saint Lawrence  
Seaway Development  
Corporation

FOR IMMEDIATE RELEASE  
Friday, August 9, 1996

Contact: David G. Sanders  
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**TWO FOREIGN SHIPPING LINES OFFER  
NEW SERVICE THROUGH GREAT LAKES SEAWAY SYSTEM**

Two foreign commercial shipping lines began moving cargo to U.S. Great Lakes ports last month and will offer on-going service between the Great Lakes St. Lawrence Seaway System and international markets, according to the Saint Lawrence Seaway Development Corporation.

Ferum Lines, a Greek-based company, has committed four vessels from their fleet to serve U.S. Great Lakes/Seaway ports with monthly break-bulk service to and from the Mediterranean. Their first vessel call into the Lakes took place last month with a movement of steel to Federal Marine Terminals in Chicago, Ill. Their second shipment is due to Chicago and Milwaukee, Wis., next week.

The other shipping company, Portuguese-based Polar Line, will provide project cargo movements to the Great Lakes through a chartering service on an "as needed" basis. A July shipment to Chicago was Polar Line's first movement into the Seaway System.

Corporation Administrator Gail C. McDonald, pleased by the decision of the two shipping companies to begin service into the Great Lakes, noted that her agency will continue to focus on attracting additional shipping lines into the Seaway System.

"The Corporation's message to the international shipping community that the St. Lawrence Seaway offers a safe, reliable, and efficient transportation link to and from North America has clearly been received," McDonald said. "As our commercial fleet continues to age, it is critically important that we attract new shipping lines, like Ferum and Polar, to ensure the Seaway's competitiveness into the next century."

Ferum Lines is represented in Montreal, Quebec, by Seachart, and in the U.S. Midwest region by International Globetrade, Inc., of Chicago. East Coast Overseas serves as the New York-based agent for Polar Line, while International Globetrade operates as the Midwest representative.

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Saint Lawrence  
Seaway Development  
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FOR IMMEDIATE RELEASE  
Tuesday, August 27, 1996

Contact: Rhonda Worden  
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**EISENHOWER VISITORS' CENTER REMAINS OPEN  
THROUGH END OF SEPTEMBER**

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 year, Corporation officials have decided to extend the visiting season. Since Memorial Day weekend when the Center opened for the summer, nearly 100,000 tourists have visited the facility.

Following Labor Day, when the Visitors' Center will be open from 8 a.m. to 9 p.m., hours of operation will be 10 a.m. to 6 p.m. on weekdays and 9 a.m. to 8 p.m. on weekends. The Center will be closed on Sept. 3, 9, 16, and 23.

The Visitors' Center features an observation deck, information booth, and the Eisenhower Exhibit that contains photographs and displays depicting the late president's role in creating the St. Lawrence Seaway. 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. 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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THE ADMINISTRATOR  
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Saint Lawrence  
Seaway Development  
Corporation

October 18, 1996

STATEMENT BY SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION  
ADMINISTRATOR GAIL C. MCDONALD  
REGARDING OCTOBER 15 PUBLIC OUTREACH MEETING IN DULUTH  
HOSTED BY CONGRESSMAN JIM OBERSTAR (MN)

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"The results of the meeting in Duluth hosted by Congressman Oberstar, coupled with the interim recommendations of the U.S./Canadian Seaway working group, are positive steps in identifying potential short and long-term goals for improving the efficiency of Seaway operations," said Seaway Corporation Administrator Gail C. McDonald.

She added, "The suggestions made at the meeting will be given serious consideration by leaders of the two nations in terms of costs and effectiveness. The goal of all stakeholders in the Great Lakes/Seaway maritime community is to improve the waterway's competitive position in the marketplace, and Congressman Oberstar's meeting was a step forward in that direction. The Seaway Corporation stands ready to work with Congress, the Administration, and industry leaders to prepare the Great Lakes St. Lawrence Seaway System to meet the challenges of the 21st century."

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Saint Lawrence  
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FOR IMMEDIATE RELEASE  
Thursday, November 14, 1996

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

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

Trade Specialist Robert J. Lewis was selected for the Secretary's Silver Medal for Meritorious Achievement; Linehandler James F. Houmiel and Small Craft Operator Andrew J. Cook were chosen for the Secretary's Award for Valor; and Purchasing Agent Nancy J. Seger will receive the Secretary's Award for Excellence.

Lewis, an employee of the Corporation since 1971, was nominated for an award based on his contributions to the Seaway Corporation's proposal to become a Performance Based Organization or PBO. This project required a tremendous amount of work under extreme time pressures, without the benefit of any previous guidelines since the Seaway Corporation is to be one of the first PBOs ever chartered.

He also developed much of the documentation for a 1995 reorganization project when the Corporation was proposed to become an independent agency. Lewis has been a vital member of many Departmental committees and task forces for more than 25 years. Lewis resides in Columbia, Md.

James F. Houmiel and Andrew J. Cook will both receive the Secretary's Award for Valor for their heroism in saving a fellow co-worker last December from the icy waters of the St. Lawrence River.

During the Corporation's winter buoy retrieval program, a crew member slipped off the icy deck of the barge and fell into the river with a water temperature in the mid-30s. Houmiel and Cook saw the man fall overboard and rushed to his rescue, ignoring deck ice, wind, and wave conditions. The two crew members took immediate action to throw lines and floatation devices to the man overboard and drag him back on deck, limiting his exposure in the frigid water to less than five minutes.

- more -

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Saint Lawrence  
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Friday, December 27, 1996

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**1996 SEAWAY NAVIGATION SEASON ENDS  
WITH TODAY'S TRANSIT OF THE "EMERALD STAR"**

The 1996 navigation season on the Montreal-Lake Ontario section of the St. Lawrence Seaway officially ended today with the transit of the 407-foot Canadian tanker vessel EMERALD STAR, bound for Quebec City.

During the last month of the navigation season, 334 commercial vessels transited the U.S. Seaway locks in Massena, N.Y., the highest level for the four-week period during the 1990s.

Although final tonnage statistics are not complete, Seaway Corporation officials are optimistic that overall trade on the Montreal-Lake Ontario section of the binational waterway will surpass the 35 million metric ton plateau for the third consecutive year. It is also anticipated that iron and steel levels will challenge the waterway's all-time record of 6.8 million metric tons.

Saint Lawrence Seaway Development Corporation Administrator Gail C. McDonald was extremely pleased with the first navigation season under her leadership.

"I was very encouraged by the strong second half of the navigation season in terms of transits and tonnage. Iron and steel may exceed the waterway's all-time level, iron ore remained consistently strong, and grain rebounded during the final months of the year," McDonald said.

She added, "I am also proud of the work by Corporation employees in maintaining the safety and efficiency of the binational waterway during the past season. The fact that we handled a high number of transits through our locks this year without major incident speaks highly of the dedication and commitment of the Corporation's operations team."

The 1996 navigation season on the Montreal-Lake Ontario section of the Seaway began March 29 and was open to navigation for 274 days.

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