



U.S. Department  
of Transportation

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



Saint Lawrence  
Seaway Development  
Corporation

FOR IMMEDIATE RELEASE  
Friday, January 10, 1997

Contact: David G. Sanders  
Tel: (202) 366-0091  
or  
Dennis E. Deuschl  
(202) 366-0110

**1996 IRON ORE AND MANUFACTURED IRON AND STEEL TRAFFIC  
LED ST. LAWRENCE SEAWAY TRAFFIC NEAR 1995 LEVELS**

Notable increases in iron ore and manufactured iron and steel shipments led to a second consecutive 38 million metric ton (mmt) season on the Montreal-Lake Ontario (MOLO) section of the St. Lawrence Seaway during 1996, according to preliminary cargo statistics released today by the U.S. Saint Lawrence Seaway Development Corporation.

Preliminary statistics indicate that 38.0 mmt of total cargo were moved through the MOLO section of the St. Lawrence Seaway, off 2 percent versus the 1995 mark of 38.7 mmt.

Two of the St. Lawrence Seaway's principal commodities, iron ore and manufactured iron and steel, grew sharply during the 1996 season.

Shipments of iron ore, originating from the Labrador region of the Canadian province of Newfoundland for use by steel mills in the Great Lakes region, totalled 11.6 mmt in 1996, an increase of 6 percent versus 1995, and the highest level since the 1981 navigation season. Manufactured iron and steel movements were 5.7 mmt in 1996, the second highest total in the waterway's history, and 27 percent ahead of the 1995 level of 4.5 mmt.

Grain exports, historically the waterway's No. 1 tonnage commodity, exceeded 12 mmt for the third consecutive season at 12.3 mmt, a decrease of 16 percent. However, movements of grain during the final 150 days of the navigation season rose dramatically, totalling 7.8 mmt, helping improve the commodity's final level.

Seaway Development Corporation Administrator Gail C. McDonald was pleased with the preliminary cargo statistics, especially the strong second half of the shipping season.

- more -

Mailing Address: P.O. Box 44090, Washington, D.C. 20026-4090  
FAX (202) 472-4607



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



Saint Lawrence  
Seaway Development  
Corporation

**FOR IMMEDIATE RELEASE**

Monday, February 10, 1997

Contact: Dennis E. Deuschl  
Tel.: (202) 366-0110  
or  
Kevin P. O'Malley  
(202) 366-9816

**FINAL RULE PUBLISHED ON NEW RATE  
FOR U.S. GREAT LAKES PILOTS**

The first full U.S. Great Lakes pilotage rate review since 1987 has resulted in a rate increase for the 38 registered vessel pilots of the three pilotage districts, effective March 1, according to a final rule published by the Saint Lawrence Seaway Development Corporation in today's *Federal Register*.

The final rate increases are as follows:

- District 1 -- 8 percent (St. Lawrence River (9 percent) and Lake Ontario (6 percent));
- District 2 -- 19 percent (Lake Erie (no change) and the Detroit and St. Clair Rivers (31 percent)); and
- District 3 -- 6 percent (Lakes Huron (7 percent), Michigan (6 percent), and Superior and St. Mary's River (4 percent)).

The final rates reflect a slight decrease from the rate levels proposed on Sept. 25, 1996, due to higher than expected cargo tonnage during the final months of the 1996 navigation season.

The new rate, the first compensation increase for U.S. Great Lakes pilots since an interim rate increase in 1992, was proposed by the Corporation's Office of Great Lakes Pilotage last September. The pilotage office conducted a public meeting last October in Detroit, and received comments during a 60-day period, before arriving at the final rate figures.

The new rates were calculated using a new methodology devised by the U.S. Department of Transportation. The methodology requires that pilotage rates be reviewed at least once a year. Previous rate reviews took as long as five years.

Seaway Corporation Administrator Gail C. McDonald was pleased with the efficiency of the pilotage staff in performing the rate review process.

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Mailing Address: P.O. Box 44090, Washington, D.C. 20026-4090  
FAX (202) 366-7147

"The yearly review of pilotage rates will serve to avoid large fluctuations in pilot compensation and avoid sizable one-time changes in rates," McDonald said. "The Office of Great Lakes Pilotage applied the new methodology to determine rates in record time."

All commercial vessels engaged in foreign trade (excluding Canada) that transit the Great Lakes/St. Lawrence Seaway System are required to employ a registered pilot who is familiar with the waters. Compensation is paid to the pilots by the carrier companies. Both U.S. and Canadian registered pilots work all areas of the Great Lakes Seaway System on a shared basis.

Federal regulations require U.S. Great Lakes pilots to be compensated at the same level as Great Lakes masters and first mates. The new rates ensure that those compensation targets are met.

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



**Saint Lawrence  
Seaway Development  
Corporation**

FOR IMMEDIATE RELEASE  
Tuesday, February 18, 1997

Contact: Dennis E. Deuschl  
Tel.: (202) 366-0110  
or  
Kevin P. O'Malley  
(202) 366-0091

**SEAWAY CORPORATION HOSTS PUBLIC MEETING  
IN CLEVELAND NEXT MONTH TO DISCUSS PILOTAGE ISSUES**

The Saint Lawrence Seaway Development Corporation's Office of Great Lakes Pilotage will conduct a public meeting next month in Cleveland, Ohio, for the public to submit suggestions and ideas for improving the safety, reliability, and efficiency of the Great Lakes pilotage system.

Date: **Tuesday, March 11**  
Time: **10:00 a.m. - 3:00 p.m.**  
Location: **Lambert Room  
Sheraton Airport Hotel  
Cleveland (tel. 216-267-1500)**

Seaway Corporation Administrator Gail C. McDonald pointed out that next month's meeting is a direct result of industry requests submitted during the comment period for the pilotage rate adjustment made final last week.

"During the comment period, we received numerous suggestions by industry officials to take a look at the overall mechanics of Great Lakes pilotage," McDonald said. "Our objective in holding this meeting next month is to listen to the maritime community, the pilots themselves, and members of the general public, on how we can improve the overall operations of our pilotage system."

For more information on the hearing, or to obtain a copy of the Notice of Public Meeting that was published in the Jan. 29 *Federal Register*, contact the Seaway Corporation's Office of Great Lakes Pilotage at (800) 785-2779.

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



Saint Lawrence  
Seaway Development  
Corporation

FOR IMMEDIATE RELEASE  
Wednesday, May 21, 1997

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

**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 Friday, and remain open through the Labor Day weekend.

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 as they 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 crafts and products. Visitors will be able to purchase a variety of food items from the concession stand including pastries, ice cream, french fries, soup, hot dogs, hamburgers, and sandwiches. The gift shop and concession area will be open daily from 9 a.m. to 7 p.m.

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



Saint Lawrence  
Seaway Development  
Corporation

**FOR IMMEDIATE RELEASE**

Wednesday, June 25, 1997

**Contact:** David G. Sanders  
**Tel:** (202) 366-0091  
or  
Dennis E. Deuschl  
(202) 366-0110

**SEAWAY AGENCIES AMEND TARIFF OF TOLLS  
WITH A 2.5 PERCENT CARGO TOLL INCREASE AND  
THE ELIMINATION OF WELAND CANAL LOCKAGE FEES**

The leaders of the U.S. Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority today announced that the two Seaway entities have agreed to amend the Seaway Tariff of Tolls, with a 2.5 percent cargo toll increase that takes effect August 1, 1997, and the elimination of Welland Canal vessel lockage charges beginning in 1998.

Saint Lawrence Seaway Development Corporation Deputy Administrator David G. Sanders and St. Lawrence Seaway Authority President Glendon R. Stewart noted that the 2.5 percent cargo toll increase on both the Montreal-Lake Ontario and Welland Canal sections of the St. Lawrence Seaway is the first rise in Seaway tolls since 1993. At the beginning of the 1998 navigation season, the Welland Canal lockage charge will be replaced with an increase in Welland Canal cargo tolls and vessel charge per Gross Registered Ton (GRT).

Sanders hailed the new agreement and the elimination of the Welland Canal lockage charges beginning in 1998. "The elimination of this additional cost burden to our commercial users achieves two important goals for our system," Sanders said. "First, the elimination of an entire toll category will simplify the tolls process and make it easier to understand. Second, it will bring fairness to the Seaway System by placing all vessels on an even playing field."

"The Seaway tolls agreement will help provide the Canadian Seaway Authority with the revenues necessary to continue offering commercial users with safe, efficient, and reliable transits through the Great Lakes Seaway System," Stewart said. "We believe that this modest increase will help us maintain our lock facilities and navigation channels to acceptable standards of safety and reliability."

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Both leaders acknowledged this important U.S./Canadian binational agreement as a testimony to the strong working relationship of the two Seaway agencies, their long-term commitment to improve the cost competitiveness of the waterway, and to the current Seaway toll negotiation process.

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.

The Welland Canal is the Seaway navigation link between Lakes Ontario and Erie. The 26-mile canal is owned and operated by Canada.

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



Saint Lawrence  
Seaway Development  
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FOR IMMEDIATE RELEASE  
Monday, July 14, 1997

Contact: Dennis Deuschl  
Tel: 202-366-0110

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

David G. Sanders, Deputy Administrator of the Saint Lawrence Seaway Development Corporation since January 1996, has been appointed the agency's Acting Administrator by U.S. Secretary of Transportation Rodney E. Slater.

The Seaway Corporation has been without an Administrator since the May 1, 1997, resignation of Gail C. McDonald.

Sanders, 37, has served with the Seaway Corporation since January 1992. He joined the agency as Chief of Staff and served as Acting Administrator from April 1995 to January 1996, following the resignation of former Administrator Stan Parris.

Most recently, Sanders has been leading the effort to establish the Seaway Corporation as a Performance Based Organization. He has also been a key member of the U.S./Canadian Seaway Working Group that is examining new ways for improving the binational operation of the Seaway.

Sanders has developed a strong reputation for working to contain Seaway costs. As a member of the Seaway's Joint Tolls Advisory Board, he was instrumental in negotiating Seaway toll freezes for the 1994, 1995, and 1996 navigation seasons, and the elimination of Welland Canal lockage charges beginning next year.

Prior to joining the Seaway Corporation, Sanders was the Staff Director of the Subcommittee on International Economic Policy and Trade of the U.S. House of Representatives' Committee on Foreign Affairs.

Sanders earned a bachelor's 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, Ore. He also studied history and literature at Christ's College at Cambridge University, U.K, in 1979, and he studied shipping and international trade at the Seatrade Academy at the Cambridge Academy of Transport in 1992 and 1994.

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Mailing Address: P.O. Box 44090, Washington, D.C. 20026-4090  
FAX (202) 366-7147



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



Saint Lawrence  
Seaway Development  
Corporation

FOR IMMEDIATE RELEASE  
Tuesday, Aug. 5, 1997

Contact: Dennis E. Deuschl  
Tel: 202-366-0110

SEAWAY CORPORATION TO LAUNCH  
DOMESTIC TRADE MISSION IN AUGUST

Between Aug. 11 and Aug. 23, the Saint Lawrence Seaway Development Corporation will be conducting a Seaway System-wide Domestic Trade Mission program at 15 major Great Lakes Seaway ports.

Seaway Corporation Acting Administrator, and mission leader David G. Sanders noted: "This will be the first-ever Seaway System-wide domestic trade mission. Overall, our program theme is to highlight the System's maritime assets in cooperation with the user communities of each port that we serve."

Events will range from VIP and press tours of local facilities to various business luncheon and dinner meetings with community leaders. Special Seaway subthemes will also be keyed to individual events, as appropriate. Among the possible subthemes are: trade development, maritime safety, environmental protection, new shipbuildings, binational cooperation, System unity and commodity targets.

The mission agenda follows:

- Aug. 11, 1:30 - 4 p.m., Seaway Port of Duluth, Mn., program at port office at 1200 Terminal Dr.
- Aug. 12, 10 a.m. Port of Thunder Bay, program starts at Harbor Commission Office, at 100 Main St.; followed by grain elevator tour at 10:30 a.m. and a luncheon meeting and harbor cruise.
- Aug. 13, 8:30 - 10 a.m., Tour of Bay Shipbuilding, 600 N. Third Ave., Sturgeon Bay, WI.
- Aug. 13, 11:30 a.m. - 1:30 p.m., Port of Green Bay, WI., luncheon meeting at the Regency Hotel, 333 Main St., Green Bay, WI.

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Mailing Address: P.O. Box 44090, Washington, D.C. 20026-4090  
FAX (202) 366-7147

- Aug. 14, 8:30 - 10 a.m., Port of Milwaukee, WI., breakfast meeting, Port Administration Bldg, 2323 S. Lincoln Memorial Drive in Milwaukee.
- Aug. 14, 2 - 5 p.m., Port of Chicago, Ill., program starts at port office at 3600 E. 95th St., followed by boat tour of harbor and river.
- Aug. 15, 9 a.m. - 1:30 p.m., Indiana's International Port of Burns Harbor at Portage, Ind. Starts with light refreshments at port office, 6600 U.S. Highway 12, followed by bus trip to Bethlehem Steel plant for 2-hr. tour and culminating with luncheon meeting at port.
- Aug. 18, 9 a.m. - 11 a.m., Ports of Detroit, Mich., and Windsor, Ontario, hosting vessel tour. Boat Aurora Borealis departs Dieppe Park, Windsor.
- Aug. 19, 8 - 10 a.m., Port of Toledo, One Maritime Plaza, breakfast meeting.
- Aug. 19, 4 - 6 p.m., Port of Cleveland, Ohio, business meeting in port board room, 101 Erieside Ave., followed by boat tour of port facilities.
- Aug. 20, 8:30 -- 10:30 a.m., Port of Ashtabula, Ohio, breakfast meeting at Pinney Dock and Transport Co., 1149 East 5th St.
- Aug. 20, Noon - 2:30 p.m., Port of Erie, Pa., luncheon meeting. Location to be announced.
- Aug. 21, 11:45 a.m. -- 2 p.m., Port of Oswego, N.Y., hosting luncheon program at The Captain's Lounge, 27 E. 1st St. in Oswego.
- Aug. 22, 9 - 11 a.m., Port of Ogdensburg, N.Y., the Stone Fence, conf. room, Route # 37, Ogdensburg.

**NOTE TO EDITORS:** The press is invited to attend all of the events listed above but should make advance reservations through Dennis E. Deuschl at the Seaway Corporation (Tel: 1-800-785-2779).

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Room 5424  
(202) 366-0091



Saint Lawrence  
Seaway Development  
Corporation

FOR IMMEDIATE RELEASE

Wednesday, August 6, 1997

Contact: David G. Sanders

Tel.: (202) 366-0091

or

Dennis E. Deuschl

(202) 366-0110

**ST. LAWRENCE SEAWAY  
VESSEL TRANSITS AND CARGO TONNAGE  
ON THE RISE IN 1997**

Transits of cargo-carrying commercial vessels through the U.S. St. Lawrence Seaway locks in Massena, N.Y., are 3 percent ahead of last year, according to the U.S. Saint Lawrence Seaway Development Corporation.

Seaway Corporation officials noted that 840 loaded vessels (369 ocean vessels/ 471 laker vessels) had transited the U.S. Eisenhower and Snell Locks through Aug. 5, an increase of 21 loaded vessels versus last year's Aug. 5 total. Officials added that the Seaway's 1997 season began on April 2, four days later than the 1996 opening.

The increase in loaded transits has resulted in a recent surge in Seaway tonnage levels. As of July 25, U.S. direct shipments to and from overseas destinations via the St. Lawrence Seaway's Montreal-Lake Ontario section totaled 2.5 million metric tons, an increase of 16 percent from the 1996 level. This increase was sparked by sizable gains in manufactured iron and steel (*up 32 percent, to 1.1 million metric tons*), and wheat (*up 48 percent, to 492,000 metric tons*).

Corporation Acting Administrator David G. Sanders noted that the increase in loaded transits and U.S.-overseas tonnage is expected to continue for the remainder of the 1997 navigation season.

"We are expecting one of the Seaway's most productive late seasons," Sanders said. "The ports and terminals along the Great Lakes St. Lawrence Seaway System are preparing for a busy end to our shipping season. The St. Lawrence Seaway continues to be a safe, efficient, and cost competitive trade route to and from North America, and I remain confident that we will have one of our safest and most successful seasons in more than a decade."

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Room 5424  
(202) 366-0091



Saint Lawrence  
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FOR IMMEDIATE RELEASE  
Friday September 12, 1997

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

### **CRUISE SHIP "C. COLUMBUS" TO TRANSIT GREAT LAKES/ST. LAWRENCE SEAWAY SYSTEM**

The "C. COLUMBUS", a 472-foot German owned passenger liner is scheduled to make its maiden voyage through the Great Lakes/St. Lawrence Seaway System, marking the first transit through the system of a foreign flag passenger liner since 1975.

The "C. COLUMBUS" will arrive in Montreal, Quebec, on September 17th and then embark September 18th with over 400 passengers and 169 crew members on a nine-day cruise from Montreal to Chicago, Illinois. The vessel is scheduled to make two other Great Lakes cruises while in the system during 1997. Due to intense interest, plans for additional cruises are already being considered for the 1998 navigation season.

"The construction of the "C. COLUMBUS" represents the growing interest in the production of Seaway-sized vessels and a rebirth of foreign flag cruise lines offering passenger excursions through the Great Lakes/St. Lawrence Seaway System" stated David G. Sanders, Acting Administrator of the Saint Lawrence Seaway Development Corporation.

The "C. COLUMBUS" was built in 1997 at the Mathisa-Thesen-Werft Wismar shipyard in Wismar, Germany for the Hapag Lloyd Cruise Ship Management Company of Hamburg, Germany. The "C. COLUMBUS" is the first modern passenger vessel to be constructed to Seaway-size specifications. The vessel has been fitted with state-of-the-art navigational technology and passenger amenities. The new vessel offers such features as a sun deck with swimming pool, spacious passenger accommodations, and a lounge for receptions, shows and other entertainment.

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### "MS COLUMBUS" vital statistics

Gross Registered Tonnage	14,000 tons
Displacement	7,300 tons
Length	472.4 feet
Width	70.5 feet
Maximum draft	16.4 feet
Height of bridge above keel	61.7 feet
Height to top of mast from keel	114.8 feet
Number of passengers	420
Number of crew	169
Main engines	Four Wartsila 6L32F diesel engines with combined output of 14,360 horsepower
Number of propellers	Two
Bow Thrusters	Two 350 kW
Stabilizers	B & V, 45.21 square feet
Cruise speed	18.5 knots, or 21.2 mph
Electrical supply	One relief diesel generator 3,125 kVA, two main generators combined 6,250 kVA and one emergency diesel generator 450 kVA
Fuel capacity	570 tons
Fuel consumption	Approx. 45 tons per day

### Navigation and Communications Equipment

Two satellite Navigator GPS  
One DGPS I Loran-C Navigator  
One electronic chart display with route planning and input to the automatic pilot

One gyro compass installation  
One autopilot controlling electronically synchronized double rudder  
Three radar stations with color monitors  
One 1-axle Dopplerlog  
One weatherfax printer  
Two Satcom M-installation (two phone channels)  
One Satcom B-installation  
Two wireless phones  
One GMDSS wireless installation  
One border-short-wave installation with Telex  
Two UKW Sea-short-wave installations



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Room 5424  
(202) 366-0091



**Saint Lawrence  
Seaway Development  
Corporation**

FOR IMMEDIATE RELEASE  
October 10, 1997

Contact: Dennis Deuschl  
or  
Ginger Vuich  
Telephone: (202)-366-0091

SEAWAY TRADE MISSION HEADED FOR GERMANY AND SOUTH AFRICA

Beginning Oct. 13, the Saint Lawrence Seaway Development Corporation is leading a U.S. and Canadian delegation of Great Lakes executives on a Seaway trade mission to Germany and South Africa.

The delegation is scheduled to visit Hamburg, Germany, Oct. 14-17, and Johannesburg, South Africa, Oct. 18-25. Both stops represent return visits for the Seaway Trade Mission Programs that began in 1985. Previous visits to Hamburg occurred in 1985, 1988, 1990 and 1992. In 1994, the Seaway Corporation lead one of the first U.S. government trade missions to post-apartheid South Africa.

Seaway Corporation Acting Administrator David G. Sanders, who will serve as mission leader, said: "We are really looking forward to revisiting Germany and South Africa since our previous stops there produced significant new business. Germany, of course, has for years been a major Seaway trading partner, and now the emerging South Africa market shows signs of substantial trade growth for the Seaway."

He continued: "At each stop our delegation will be making a comprehensive presentation to anticipated large audiences of local government and business officials, and many one-on-one individual business appointments with our delegates have already been arranged."

The latest binational overseas mission represents the 16th that the Seaway Corporation has sponsored or co-sponsored over the past 12 years for the purpose of expanding international trade through the Great Lakes Seaway System. As in the past, this mission has been certified by the U.S. Department of Commerce.

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U.S. Department of  
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# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590  
<http://www.dot.gov/briefing.htm>

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**FOR IMMEDIATE RELEASE**

Monday, November 10, 1997

SLSDC 2-97

Contact: Dennis Deuschl

Tel.: (202) 366-0110

Contact: Rhonda Worden

Tel.: (315) 764-3208

**TRANSPORTATION SECRETARY SLATER  
TO PARTICIPATE IN MASSENA EVENTS  
HONORING NATIVE AMERICAN, HELPING EDUCATION**

In keeping with President Clinton's commitment to improving education and increasing diversity in the U.S. workforce, Transportation Secretary Rodney E. Slater will participate in St. Lawrence Seaway Development Corporation ceremonies supporting the department's diversity and educational program priorities in Massena, N.Y., on Nov. 13.

"President Clinton is committed to diversity in the workforce and improved education opportunities, and I am pleased to participate in this important partnership with the Massena community," said Secretary Slater. "I challenge all students, especially those involved in the county's tech prep program, to diligently prepare themselves to work in the complex transportation systems of the 21st century."

"We are honored to host Secretary Slater in the New York North Country," said Seaway Corporation Acting Administrator David G. Sanders, "and to afford him the opportunity to view our activities first-hand and to publicly recognize the myriad contributions, both on the job and in the community, of our dedicated team of employees."

The events will include the following:

- 1:30 p.m. Christening of the new SLSDC workboat PERFORMANCE at the SLSDC Maintenance Facility/Marine Base. The name honors DOT's emphasis on job performance.

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SLSDC 2-97

- 2:45 p.m. Dedication of a memorial anchor display honoring Native American William Mitchell, an SLSDC employee who drowned in 1983. The dedication will take place at the Eisenhower Lock.
- 4 p.m. A signing ceremony formalizing a new partnership agreement between SLSDC, Clarkson University, Potsdam, N.Y., and the St. Lawrence County School System, which will combine aspects of the department's new Garrett A. Morgan Technology and Transportation Futures Program with the county's existing Tech Prep Program. The common goal of the two programs is to allow local high school students the opportunity to supplement their classroom learning with real business world experiences at local companies and agencies. The signing ceremony will be held at Jefferson Elementary School.

Department officials indicated that this Tech Prep partnership is the first new agreement under the Garrett A. Morgan program which builds upon one of the key components of the program, undergraduate and graduate opportunities. The partnership with Clarkson's School of Business will provide guidance, instruction and direction to Tech Prep students at Massena High School in the area of workplace skills as they prepare to enter the transportation workforce. The DOT Garrett A. Morgan program takes its name from the African-American entrepreneur who invented the three-phased automatic traffic signal.

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*(NOTE TO EDITORS: Secretary Slater will be available for questions at the SLSDC Maintenance Facility/Marine Base from 2 - 2:30 p.m. News media representatives may attend all of the above-mentioned events.*



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November 13, 1997

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202-366-0110  
Rhonda Worden  
315-764-3208

TWO VETERAN SEAWAY EMPLOYEES  
WITH CORPORATION IN MASSENA, N.Y.,  
EARN DOT SECRETARIAL AWARDS

Mary Ann B. Hazel, of Massena, and Rozalena K. Coulthart, of Morrisburg, Ontario, Canada, will be presented awards for outstanding job performance from U.S. Secretary of Transportation Rodney E. Slater at special ceremonies Nov. 19 in Washington, D.C.

Ms. Hazel, Director of Administration at the Saint Lawrence Seaway Development Corporation in Massena, will receive the Secretary's Silver Medal for Meritorious Achievement. She is being recognized for developing and implementing a very successful major reorganization of the SLSDC Massena offices. Over her 29 years with the Corporation, Ms. Hazel has worked in nearly every SLSDC office -- from secretary to construction leader.

Ms. Coulthart, a management support clerk in SLSDC's management support services division, will be presented the Secretary's Award for Excellence. A 17-year veteran employee with SLSDC in Massena, Ms. Coulthart is being recognized for superior performance of all of her duties. In particular, her supervisor praised her excellent assistance in supporting the recent SLSDC office reorganization.

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FOR IMMEDIATE RELEASE

## 1997 NAVIGATION SEASON WRAPS UP ON THE ST. LAWRENCE SEAWAY

(OTTAWA, December 29, 1997) -- The St. Lawrence Seaway officially closed on December 26, 1997, with the passage of the downbound ocean-going vessel, *Narragansett*, a Fednav charter, through the St. Lambert Lock near Montreal, Quebec at 18:37 hours. The vessel was carrying Canadian grain from Thunder Bay, Ontario to Belgium. The Seaway inaugurated its navigation season on April 2 and remained open for 269 days.

«It's been another successful season following the stable trend of recent years.» says Michel Fournier, Acting President of The St. Lawrence Seaway Authority. «We have maintained the healthy pattern established since 1994 and are looking forward to continuing this positive trend.» Estimated combined cargo passing through the Welland Canal and the Montreal/Lake Ontario sections of the system was approximately 47,600,000 metric tonnes, 2,300,000 tonnes less than in 1996.

This year's best performing commodity was Canadian grain (reaching 9,163,000 tonnes), up by 38% over 1996. Iron ore, coal and other bulk cargo have maintained the levels of the last three years. General cargo including slabs and other steel products was down by 14% mostly due to the decrease in demand for imported steel slabs. U.S. grain movements declined by an estimated 24% due to depleted stocks at the beginning of the navigation season.

Estimated cargo traffic was 39,980,000 tonnes on the Welland Canal and 36,330,000 tonnes on the Montreal/Lake Ontario section of the system.

The number of vessels that passed through the system's locks in 1997 was 4,042 compared to 3,953 in 1996. Vessels transiting the system were, on average, carrying less cargo.

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Information: Sylvie Moncion  
(613) 598-4626