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TOLEDO-LUCAS COUNTY PORT AUTHORITY

Charting our course:
Using zero-based thinking to guide the future of the Great Lakes/St. Lawrence Seaway System

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- High-lift rudder flap and powerful bow thruster ensure enhanced manoeuvrability in shallow draft ports
About the Cover: Wind turbine components on Beluga vessel at Ogdensburg highlights fast-growing market segment on the Great Lakes St. Lawrence Seaway System.

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If your company ships bulk materials throughout America’s agricultural and industrial heartland by ship, rail or truck, you should take advantage of Kuhlman Corporation’s Bulk Materials Facility.

Strategically located in Toledo, Ohio, in the heartland of America’s agricultural region and its resurging industrial Midwest, the site features nearly three acres of bulk-materials storage under roof and more than 14 acres outdoors.

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Kuhlman handles a wide variety of materials, including...
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Fax: 419/897-6061 / www.kuhlman-corp.com
On the occasion of the Seaway’s 50th anniversary, the Canadian St. Lawrence Seaway Management Corporation and the U.S. Saint Lawrence Seaway Development Corporation are pleased to present the 2009/2010 edition of The Great Lakes St. Lawrence Seaway System Directory.

The directory focuses on all facets of the Great Lakes St. Lawrence Seaway System, providing detailed information on Seaway operations, commodities, ports, service providers and a comprehensive directory of contacts. We have endeavored to provide a directory that will serve both as a practical guide for those already using the System, and as a useful reference for those who are searching for a safe and competitive shipping route to the heartland of North America.

The St. Lawrence Seaway serves as a showcase of bi-national cooperation. As we celebrate 50 years of trade and commerce within our system, we wish to express our gratitude to our many stakeholders and employees who have made this historic milestone possible. We are committed to building upon our solid core of recent achievements, yielding a Seaway that will continue to provide a highly competitive and sustainable means of moving cargoes to and from North America.

Please join us in celebrating 50 years of progress, as we look forward together to a prosperous future.

Collister “Terry” Johnson, Jr. 
Administrator
Saint Lawrence Seaway Development Corporation

Richard J. Corfe
President/CEO
The St. Lawrence Seaway Management Corporation
Duluth to Atlantic:
2,342 Miles (3,700 kms)

FEET ABOVE SEA LEVEL

LOCKS
1. St. Lambert
2. Cote Ste. Catherine
3. Lower Beauharnois
4. Upper Beauharnois
5. Snell
6. Eisenhower
7. Iroquois
8. Welland Canal (8 locks)
9. Soo Locks

THE GREAT LAKES ST. LAWRENCE SEAWAY SYSTEM
When moving cargo into or out of North America’s heartland, the Great Lakes St. Lawrence Seaway System has provided an efficient, safe and reliable route for 50 years. The opening of the St. Lawrence Seaway in 1959 was a modern marvel of locks and technology that opened the North America’s heartland to the coasts of every continent. Today, the Seaway System continues to modernize to provide free-flowing delivery of the world’s goods.

Expansion of the Suez Canal is creating an increase in the east to west flow of cargo. Ports are preparing for future opportunities in container movement by upgrading facilities.

Whether trading internationally or interlake, the Seaway is a vital transportation link to an extensive exchange of imports and exports. Like a modern expressway—minus the congestion of land-based expressways—the System allows smooth, seamless movement of waterborne cargo on a 2,340-mile deepwater route, extending from the Gulf of St. Lawrence to the western end of Lake Superior.

The System is comprised of the two sections: the St. Lawrence River and Seaway, which includes 15 locks from Montreal to the Welland Canal and the five Great Lakes (Superior, Michigan, Huron, Ontario and Erie). The connecting channels (the St. Marys River, the Straits of Mackinac and the St. Clair/Detroit River System) complete the connections as one continuous System.

The Great Lakes as a whole are one of the world’s greatest freshwater resources, covering 95,170 square miles of water surface, about 61,000 in the U.S. and 34,000 in Canada. The System’s 10,000-mile coastline is known as North America’s Fourth Seacoast, and its location in the higher latitudes make the majority of its ports actually closer in nautical miles to European markets than East Coast or Gulf of Mexico ports.

The System serves some 41 ports in addition to smaller harbors and private dock facilities, all of which serve as “off ramps” to what is referred to as Hwy H2O. The base economies of many of these ports—and indeed the entire Midcontinent—were defined by cost-effective access to raw
The economies of scale available with the System are helping businesses reduce their carbon footprint and lessen their overall impact on the environment. Using the System to move cargo into North America’s heartland reduces the carbon footprint of every user, over those that deliver freight to coastal ports and then have the tonnage brought inland by land-based transportation. All the while, the efficiencies provide competitive pricing, scheduled transit times, safe delivery, efficient border crossings and flexible cargo sizes.

Shipping benefits include:
- Ships use only 10 to 20 percent of the energy required by trucks, moving a metric ton of freight 800 kilometers on four liters of fuel.
- A single laker can carry as much cargo as three 100-car unit trains or 870 truckloads.
- Great Lakes vessels produce 90 percent fewer emissions than trucks and 70 percent fewer than trains.
- A Great Lakes freighter travels 607 miles on one gallon of fuel on a per-ton-of-cargo basis. A truck travels 59 miles; a train, just 202 miles.
- Waterborne shipping is considered the most environmentally-friendly mode of transportation for the earth’s ecosystem and is used to carry three-fourths of the world’s international trade.
- In 2030, marine will emit two percent of its 1990 emissions while heavy trucks will emit 40 percent and light trucks 17 percent of their 1990 emissions.
• Superior fuel efficiency translates into fewer emissions.

Waterborne transportation is responsible for delivering about three-quarters of the world’s international trade. And with the System offering an additional 50 percent capacity, it delivers efficiencies to users while reducing the need for the Canadian and U.S. governments to build new roadways and rail lines, with their attendant environmental impacts.

With ships alleviating traffic congestion, emitting only one-tenth the carbon impact of trucks, minimizing noise pollution and being dubbed the safest transportation mode, there’s no question why the System is being regularly noticed and implemented by domestic and international users.

Professionals throughout the industry take environmental stewardship seriously. Several groups, formed out of the industry’s respect for the environment, are working to ensure that commercial shipping maintains its green status. These groups include Green Marine, Great Ships Initiative and a partnership of researchers from some of the Midwest’s most notable universities, Great Lakes Maritime Research Institute.

In response to the presence of non-indigenous species in the Great Lakes, the U.S. and Canada share federal requirements that international vessels flush their ballast tanks with saltwater at least 200 miles offshore before entering the St. Lawrence Seaway. Inspections are also helping minimize the introduction of non-indigenous species.

Unique among the world’s navigation systems, the ships and ports of the Seaway have an excellent safety record, while keeping transportation costs competitive for the industrial and agricultural heart of North America.

Incentives bring in new business.

With the understanding that land-based transportation is growing more and more congested and that environmentally-minded shippers are choosing waterborne transportation, new incentive options are being offered. Forecasts call for marine traffic volumes to triple in the next 20 years as global trade increases.

With the opening of the 2008/09 season, a three-year toll freeze and revised tariff...
Lower Lakes Towing Ltd.
Lower Lakes Transportation Company
P.O. Box 1149, 517 Main Street, Port Dover, Ontario, N0A 1N0
Phone 519-583-0982   Fax 519-583-1946
lowerlakes@kwic.com
structure provided a significant boost to new business growth.

A New Business Incentive Program targets carriers and shippers by allowing a 20 percent discount on cargo tolls over three years for commodity/origin/destination combinations approved by the St. Lawrence Seaway Management Corporation as new business. All containerized cargo movements are eligible for the discount through 2012.

A Volume Rebate Incentive Program offers shippers a 10 percent reduction on cargo tolls applicable to incremental volumes that meet the criteria.

To encourage smaller cargo vessels and shipments to enter the System, the Welland Canal lockage fees have been restructured from fixed charges to proportional charges determined by a vessel’s GRT, benefitting small- and medium-sized vessels. Larger vessels are benefitting from a cap placed on the maximum charged per vessel.

In 2008, nearly 145 million tons of cargo moved on the Seaway System, including both domestic and U.S.-Canadian trade within the Lakes and international import-export trade via the Seaway. More than 2.4 billion tons of cargo, estimated at a value in excess of $350 billion, have moved to and from the U.S., Canada and nearly 50 other nations since the Seaway opened in 1959. This traffic fuels an economic engine, annually generating more than $4.3 billion in personal income, $3.4 billion in transportation-related revenue and $1.3 billion in federal, state and local taxes.

According to the bi-national Great Lakes St. Lawrence Seaway Study, the System offers shippers significant savings, estimated at $2.7 billion annually. These savings are especially felt in strategic sectors such as steelmaking and energy.

Traditional, alternative energy cargoes. The Seaway System continues to diversify with a growing amount of energy-related cargo moving through the System. Wind turbine traffic continues to flow through the ports. The System’s first export cargo of biodiesel shipped out of the Port of Erie, with a number of plants constructing facilities in close proximity to ports.

These new energy sources are combining with the System’s staple cargoes—grain and
coal, which have long been shipped throughout the System. From turbine components to alumina, a surge in both international and short sea shipping are important components of the Seaway’s multi-modal transportation network.

Building on its 400-year heritage as an efficient transportation route to the Midcontinent, the Seaway System is now the look of the future offering new opportunities for economic growth and environmental responsibility in the 21st century.

**Expanding international relationships.**
The Seaway entities and port representatives are actively building partnerships with potential users, promoting the Great Lakes St. Lawrence Seaway System abroad and developing relationships.

Each year, a group representing the Seaway and individual ports and terminal operators travel abroad on trade missions. In 2008, the group reintroduced the Seaway to Italy and Turkey. In Genoa, Italy, a Memorandum of Cooperation was signed between the port partners and the Ligurian Ports of Northern Italy. The document aims to establish a cooperative partnership...
In addition to traveling, Hwy H2O has two international representatives on staff: Alan Taylor in Europe and Naran Andreyev in China. Both serve as “local” experts in their countries regarding the capabilities on the System and the ease of making the right contacts. The relationships also help shippers communicate with representatives in the System regarding establishing backhaul cargo for incoming deliveries.

Efforts to educate foreign ports and shippers on the Seaway’s benefits involved tracking a 20-foot container as it traveled from Europe to North America and through the System in 2006. Touting large Hwy H2O-themed murals on both sides of the box, the container served as an example of increases in container traffic within an industry well known for bulk deliveries.

The Seaway has conducted international trade missions since 1985, including two previous missions to Italy in 1995 and 1986 and one to Turkey in 2000.
Although geography created the natural highway we use for transit, technology is key to making the Great Lakes-St. Lawrence Seaway System as efficient as it has become. The U.S. and Canadian Seaway agencies that operate the System share a commitment to provide greater convenience and improved access for users and potential users of the System.

At the Welland Canal, Lock 7 has been referred to as the Lock of the Future. In the 2008 shipping season, the future merged with today as the fully-automated lock operated as a test for what is planned for other locks along the Seaway. A full season of testing has been successfully completed with multiple technologies at the deep lock.

Two units of a prototype piece of technology, the MoorMaster 200LS hands-free vacuum pad mooring system, is designed to attach to the side of a vessel with a vacuum pad once it has stopped and is alongside the wall. The vacuum pads hold the vessel securely during the lock operation without the need for mooring wires. Testing and assessing the units have lasted a full season. The equipment is allowing for a safer and more efficient mooring process.

The vessel spotting system is also in use at Lock 7, located at each end of the lock. The technology consists of a laser ranging device that uses eye safe laser ranging technology to recognize the vessel’s hull and estimate its position.

Employing the latest technology
Automation, lock construction improve efficiencies

While the U.S. and Canadian Seaway are jointly celebrating the 50th anniversary of opening the St. Lawrence Seaway to international traffic, the two nations are also moving the reliable, environmentally-friendly system into its next era. While bulk and breakbulk cargo are staple cargoes traveling throughout the System, terminal operators, ports and shippers are preparing for an influx in container traffic.

Feeder lines are being established. Ports are developing container terminals, including those ports on the outer edges of the System—Melford International Terminal, Halifax and Prince Rupert—are solidifying expansions, equipment and contacts necessary to receive a growing number of the largest container ships. The system being established involves the eastern-most ports receiving Panamax and super-Panamax sized ocean vessels, offloading containers and then distributing them to the hinterland via smaller vessels, railways and roadways. The feeder services are establishing regular routes between ports.

The investments being made are resulting from an increase in global trade and the fact that 90 percent of non-bulk cargo worldwide moves by containers stacked on transport ships. Containers are carrying nearly every type of products, including perishable foods and manufactured goods. Container shipment arriving in North America is increasing annually and estimates show that by 2015, more than 600 million containers will arrive on the continent each year. Many believe that the ongoing expansion of the Suez Canal is opening North America’s east coast to a level of container shipping not seen before.

Through five decades, more than 2.3 billion tons of freight imports and exports worth an estimated $350 billion have moved through the locks. Throughout this timeframe, the Seaway has been maintained a lock availability of 99 percent. And to maintain that reliability and modern edge, the Seaway entities are investing millions of dollars into the modernization of the locks and equipment that keep the System operating smoothly.

Moving into a new era
After 50 years the Seaway remains positioned for the future

The Port of Toronto is the gateway to the richest concentration of industries in Canada. This major inland port has 2720 metres of dock wall at Seaway depth. Specializing in:

- General, Bulk & Project Cargo.
- Container packing & unpacking.
- Special lifting equipment for all types of cargo.
- ISPS certified & 24/7 security.

The Port of Toronto provides immediate access to marine routes, major highways and both national railway facilities. The Port serves as a transportation hub for a much wider market including all of Ontario, Quebec, mid-west Canada and Northeastern U.S.
position in the lock. The vessel’s foremost portion of the hull is interpreted and its position is updated dynamically and displayed on an LED panel located on the tie-up side of the lock as the vessel progresses to its final mooring position. In addition, automated audible spotting is available to the master/pilot on Channel 17 for upbound transit and 66A for downbound transit.

The Lock of the Future is the lock of today, and with the successful testing, more locks will be receiving these upgrades to bring the system forward in its use of the latest technology.

Construction of a new lock has been approved at Sault Ste. Marie, Michigan, which, when completed, will be the System’s most modern lock, moving ships from Lake Superior to Lake Huron. The new lock, expected to be the size of its sister lock, the Poe, will replace two smaller locks that have become outdated.

Also on the U.S. side, a 10-year, $165 million Asset Renewal Program & Capital Investment Plan will optimize the U.S. portion of the System through 50 projects, including improvements to the two U.S. locks, maintenance dredging and upgrades to facilities.

Considerable investment was also made in the Seaway’s website at www.greatlakes-seaway.com, which was designed to be an interactive, primary access portal for services and information. In addition to such basic information as System regulations and forms, the site features links to all ports, as well as all other organizations and agencies involved with the Great Lakes St. Lawrence Seaway System.

Technological benefits are also apparent at the ports, where new types of lifting equipment and container terminals are being developed. The Seaway is continually being enhanced to bring an even broader array of service providers into a single point of access, and to build more capability for door-to-door pricing of freight movement. This offers the shipper one price quote for multimodal movements, including the landside transportation costs as well as the Lakes and ocean legs.

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### U.S. Flag Cargo Carriage
Calendar Years 2002-2007 and 5-Year Average (net tons)

<table>
<thead>
<tr>
<th>Commodity</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>5-Yr. Average</th>
</tr>
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<tbody>
<tr>
<td><strong>IRON ORE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Direct Shipments</td>
<td>45,861,075</td>
<td>41,343,509</td>
<td>48,265,017</td>
<td>43,884,572</td>
<td>45,850,298</td>
<td>45,049,721</td>
<td>45,040,894</td>
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<tr>
<td>Transshipments*</td>
<td>2,334,252</td>
<td>1,672,776</td>
<td>2,936,493</td>
<td>2,687,547</td>
<td>3,121,814</td>
<td>2,156,662</td>
<td>2,550,576</td>
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<tr>
<td><strong>Total - Iron Ore</strong></td>
<td><strong>48,195,327</strong></td>
<td><strong>43,016,285</strong></td>
<td><strong>51,201,510</strong></td>
<td><strong>46,572,119</strong></td>
<td><strong>48,972,112</strong></td>
<td><strong>47,206,383</strong></td>
<td><strong>47,591,471</strong></td>
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<td><strong>COAL - LAKE OF LOADING</strong></td>
<td></td>
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<tr>
<td>Lake Superior</td>
<td>13,874,872</td>
<td>14,238,033</td>
<td>15,459,399</td>
<td>17,429,479</td>
<td>17,180,114</td>
<td>16,692,347</td>
<td>15,636,379</td>
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<td>Lake Erie</td>
<td>5,629,302</td>
<td>4,870,328</td>
<td>5,448,625</td>
<td>6,017,394</td>
<td>5,018,195</td>
<td>5,759,408</td>
<td>5,351,448</td>
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<tr>
<td><strong>Total - Coal</strong></td>
<td><strong>21,743,831</strong></td>
<td><strong>21,879,426</strong></td>
<td><strong>24,635,705</strong></td>
<td><strong>27,207,350</strong></td>
<td><strong>25,333,113</strong></td>
<td><strong>25,170,692</strong></td>
<td><strong>24,116,014</strong></td>
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<td><strong>LIMESTONE</strong></td>
<td>26,554,243</td>
<td>24,239,110</td>
<td>29,523,489</td>
<td>27,935,513</td>
<td>29,489,410</td>
<td>25,966,057</td>
<td>27,615,883</td>
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<td><strong>SALT</strong></td>
<td>587,090</td>
<td>945,355</td>
<td>1,032,109</td>
<td>1,187,777</td>
<td>1,126,862</td>
<td>1,241,297</td>
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<td><strong>SAND</strong></td>
<td>230,950</td>
<td>500,456</td>
<td>389,355</td>
<td>461,813</td>
<td>429,411</td>
<td>449,474</td>
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<td><strong>GRAIN</strong></td>
<td>329,471</td>
<td>312,316</td>
<td>367,785</td>
<td>403,055</td>
<td>357,143</td>
<td>404,873</td>
<td>353,954</td>
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<td><strong>Totals</strong></td>
<td><strong>101,458,823</strong></td>
<td><strong>94,744,435</strong></td>
<td><strong>111,115,354</strong></td>
<td><strong>107,660,449</strong></td>
<td><strong>109,732,754</strong></td>
<td><strong>104,041,201</strong></td>
<td><strong>104,986,022</strong></td>
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</tbody>
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* Transshipments are cargoes destined for ISG’s Cleveland Works. The mill is at the end of the navigable section of the Cuyahoga River. The narrow, twisting river cannot accommodate the largest vessels in the fleet, so iron ore is first unloaded at Cleveland Bulk Terminal on the lakefront and then reloaded into smaller vessels for final delivery to ISG.
50 years of expertise
Perfecting cargo movement

There’s a make-it-work mindset along the Great Lakes St. Lawrence Seaway System. After more than 50 years of having the Seaway System open to international traffic, stevedores who operate terminals from port to port are well versed at moving cargo—familiar loads and those requiring innovative strategies.

Cargo moving along the waterborne freeway involves three general trade communities: inter-lake domestic trades contained within the Great Lakes; cargo transiting the System and Great Lakes from Eastern Canada; and traffic moving on the Seaway as overseas import/export trade by ocean-going vessels.

Ocean-going vessels primarily import finished steel products and export grain on break bulk ships. Domestic Canadian and U.S.-flag fleets service the other two market segments primarily with self-unloading bulk ships. Their major cargoes are iron ore, limestone, coal and grain.

In recent years, the U.S.-flag fleet has been moving about 160 million tons annually

Loading at Quebec (right) and unloading at Zug Island, Detroit (below).
commodities

Beluga, Fednav, Polish Steamship, Jumbo, Canfornav and Wagenborg regularly traverse the System. International tonnage represents an annual average of about 20 percent of the Seaway’s cargo. The number of international sailings is expected to increase with U.S. steel mills unable to meet national demand and foreign steel prices low, windmill components continuing to be in demand and the refineries and grain serving as productive backhaul. With continued growth in mind, several international shippers are building Lakes-fitted vessels.

Interlake commerce on the Great Lakes consists of some 200 million tons a year. Some of the larger movements within the Lakes are:

- Iron ore, in the form of taconite pellets, moving from the Minnesota Iron Range and Michigan’s Upper Peninsula to steel mills in Chicago, northern Indiana, Detroit and Cleveland.
- Low-sulphur coal mined in the western U.S., railed to Great Lakes loading ports and moved on water to electrical generating stations on the Great Lakes, and coal mined

<table>
<thead>
<tr>
<th>PORT</th>
<th>ORGANIZATION</th>
<th>2006</th>
<th>2007</th>
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<tbody>
<tr>
<td>Buffalo</td>
<td>Gateway Metroport</td>
<td>816</td>
<td>596</td>
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<tr>
<td>Burns Harbor/Portage</td>
<td>Port of Indiana-Burns Harbor</td>
<td>2,411</td>
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<td>Chicago</td>
<td>Illinois International Port District</td>
<td>3,043</td>
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<td>Cleveland</td>
<td>Cleveland-Cuyahoga County Port Authority</td>
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<td>Detroit</td>
<td>Detroit/Wayne County Port Authority</td>
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<td>699</td>
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<td>Duluth Seaway Port Authority</td>
<td>47,234</td>
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<td>Port of Erie</td>
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<td>Green Bay</td>
<td>Brown County Port Authority</td>
<td>2,538</td>
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<td>Hamilton</td>
<td>Hamilton Harbour Commission</td>
<td>12,613</td>
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<td>Milwaukee</td>
<td>Port of Milwaukee</td>
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<td>Montréal</td>
<td>Montréal Port Corp.</td>
<td>25,106</td>
<td>26,019</td>
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<td>Ogdensburg</td>
<td>Ogdensburg Bridge &amp; Port Authority</td>
<td>163</td>
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<td>Oshawa</td>
<td>Port of Oshawa</td>
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<td>Oswego</td>
<td>Port of Oswego Authority</td>
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<td>2,741</td>
<td>2,500</td>
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<td>Valleyfield</td>
<td>Société du Port de Valleyfield</td>
<td>475</td>
<td>429</td>
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<tr>
<td>Windsor</td>
<td>Windsor Port Authority</td>
<td>5,778</td>
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in the eastern U.S. to steel mills, generating stations and other industries.

- Stone moved from quarries to steel mills and taconite plants for flux, and to all major markets for construction.

For the U.S. and Canadian farmers of the Great Plains, the Seaway has provided an economic outlet to help market wheat, corn, soybeans, oilseeds and other agricommodities to the world.

A pending three-inch increase of allowable draft in the System to 26 feet, 9 inches, could enable vessels to carry up to 300 tons of additional cargo, assisting the industry with greater efficiency and cost controls.

**Crossing transportation modes.** The Seaway is an integral part of the larger North American multi-modal transportation system. Seamless movement of goods and commodities flow from ship to rail and truck, and from rail and truck to ship in well-synchronized trade patterns. It is no coincidence that the major rail and highway hubs of the Midcontinent—such as Chicago, Duluth, Toronto, Hamilton, Detroit and Toledo—are major Great Lakes St. Lawrence Seaway ports as well.

Some of the most successful Great Lakes St. Lawrence Seaway trades rely on multi-modal connections, such as low-sulphur coal railed to Great Lakes loading ports from Wyoming and Montana for shipment by self-unloading vessels throughout the Lakes, and grain railed from the Canadian prairie provinces to Thunder Bay for direct export by ocean freighters. More than 40 provincial and interstate highways and nearly 30 rail lines link the ports of the System with consumers, products and industries all over North America.

**Reviewing trade patterns.** Trade patterns are the heart of maritime shipping, providing the System’s stability. Prevalent trade patterns of the Great Lakes St. Lawrence Seaway System include:

- Upbound (westward) movements of general cargo, including semi-finished steel in the form of slabs, coils, beams and other products, from overseas producers.
- Upbound movement of iron ore from mines in eastern Canada.
- Downbound (eastward) shipments of export grain by Canadian bulkers to transshipment points on the lower St. Lawrence, and by ocean vessels for direct export overseas.

The Seaway also handles project cargoes, containers, forest products, petroleum products, chemicals, edible oils, coal, salt, cement, fertilizers, ores, nonferrous metals and other bulk materials.

**Moving massive coal quantities.** Since
the earliest days of bulk cargo movement on the Great Lakes, coal has been a mainstay commodity. Burgeoning demand for electricity and a healthy rebound of the North American steel industry makes it as strong a component of the System’s cargo profile as it has ever been.

The Great Lakes St. Lawrence Seaway handles both thermal coal, for generating electrical power, and metallurgical coal for steelmaking.

Coal shipments within the Lakes have averaged more than 40 million net tons in recent years, about half of which is movement of western coal to power generating stations on the Great Lakes. This coal is mined in the Powder River Basin of Wyoming and Montana, transported on unit trains to loading docks on Lake Superior and Lake Michigan, and delivered by Great Lakes bulk carriers to power plants throughout the Lakes that use the low sulphur product to help meet emission requirements.

Major loading facilities for western coal are located at Superior, Wisconsin; Thunder Bay, Ontario and Chicago, Illinois.

The other half of the Great Lakes coal tonnage originates from Appalachian mines and is railed to Lake Erie ports in Ohio for water transportation to generating stations and steel mills, primarily in Canada. These ports include Toledo, Ashtabula and Conneaut. About four million tons of coal a year transits the Welland Canal section of the Seaway.

Pressure on coal-fired generating stations worldwide to reduce emissions has increased the export of low sulphur, western coal to transatlantic markets via the Seaway. Pilot projects have involved transport of coal by Great Lakes bulk carrier to the deeper waters of the Gulf of St. Lawrence, where multiple shiploads are transshipped onto Panamax-size ocean vessels for shipment to overseas customers.

Transporting steel in multiple forms.

Of the general cargo handled in the System, semi-finished steel imports are the most prominent, and a key component of one of the Seaway’s most important trade patterns.

Oceangoing vessels bringing in steel products historically load outbound grain commodities at the Port of Oswego.

<p>| Sailings distances from Great Lakes Seaway ports to overseas destinations (STATUTE MILES) |
|----------------------------------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|</p>
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</tr>
</tbody>
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NAVGATING THE WATERS THROUGH HIGHWAY CONGESTION!

It's simply smarter to use marine shipping - add it up:

+ NO traffic congestion
+ Economical
+ Environmentally Responsible

Shipping smarter into the centre of the Great Lakes Basin.

2008 Seaway Traffic Results
(THOUSANDS OF METRIC TONS)

<table>
<thead>
<tr>
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<th>Montreal/Lake Ontario</th>
<th>Welland Canal</th>
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<td>Total Transits</td>
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<td>2,742</td>
<td>3,671</td>
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SOURCE: THE ST. LAURENCE SEAWAY MANAGEMENT CORPORATION
those same markets.

Essar Minnesota Steel and Essar Steel Algoma are planning major expansions at the head of the Lakes. By the end of the 2009 shipping season, the company will have increased output by one-fourth, to four million metric tons, at the Sault Ste. Marie, Ontario facility. A new $1.6 billion mine-based steel plant is being constructed in Minnesota in the Mesabi range, which itself contains 1.4 billion metric tons of iron ore resources.

Much upbound Canadian iron ore, which has totaled about 12 million metric tons annually in recent years, is moved by the same Canadian bulk carriers that transport grain to transshipment elevators on the lower St. Lawrence Seaway.

The much greater interlake movement of iron ore has averaged 61 million net tons over the past five years, three-quarters of which is moved by the U.S.-flag fleet on the Great Lakes.

**From farm fields to ships.** One of the primary goals of Canada and the United States in building the St. Lawrence Seaway was to provide an efficient deep-draft route to export agricultural commodities produced in the North American heartland. This movement remains a key element of the Seaway’s cargo profile.

Much Seaway-borne grain from the prairie states and provinces is loaded at the head of the Lakes, either the port of Duluth/Superior in the U.S. or Thunder Bay in Canada. Other major grain loading elevators are located in Toledo, Milwaukee and Goderich, Ontario.

Grain is exported two ways on the Seaway: either by direct shipment overseas on ocean-going vessels or by movement on Canadian-flag bulk carriers to elevators on the lower St. Lawrence for transshipment to world markets.

This highly efficient transshipment route utilizes facilities at Montreal, Quebec, Trois-Rivieres, Baie Comeau and Port Cartier to store grain and load out on larger ocean bulk carriers up to Panamax size.

Several elevators in the System offer grain-cleaning capabilities, an added value to the world market.

The highest volume agricultural product handled on the System is spring wheat, which has comprised about two-thirds of the 9-10 million metric tons the System has been handling in recent years. Canadian producers have had particular success with durum wheat exports, popular in Mediterranean, Middle Eastern and African markets.

Other Seaway-borne agriproducts include soybeans, corn, barley, flaxseed and canola. Growth is being eyed worldwide in the use of grains for production of bio-fuels, such as ethanol from corn, and bio-diesel fuel.
Christmas tree worm, Caribbean Sea. The detailed spirals are the ocean worm’s highly-developed respiratory structures.

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**Bécancour**

The Port of Bécancour, Quebec is a freshwater port located on the south shore of the St. Lawrence River, halfway between Montreal and Quebec City. It operates year-round and can receive ships requiring a draft of 35 feet or 10.67 meters. Bécancour has the following facilities available:

- A liquid bulk terminal located less than a kilometer from the port facilities and linked to quay B-1 by a network of pipes designed to transfer liquid cargo directly from the ships to the tanks.
- A railway line linking the port facilities to the CN railway network.
- A 61-hectare (151-acre) area for handling and storing goods, including 14 hectares (35 acres) that are paved, lighted and located near the berths.
- Two pneumatic ship unloaders owned by Aluminerie de Bécancour Inc.
- A gate-house to control access to the port and a truck weighing system.

The port’s services include: tugs, pilotage, marine traffic regulating system, stevedoring, a marine agency, maintenance, environmental service and clean-up and customs.

**Buffalo**

The Port of Buffalo, New York is located on the eastern end of Lake Erie and has been a key U.S. Great Lakes port from the first days of maritime trade on the Lakes.

Waterborne commerce at the port is diverse. The focal point of Buffalo’s port operations over the past decade has been Gateway Metroport, located in Lackawanna just south of the city of Buffalo.

Gateway Metroport has established a cargo profile of primarily dry bulk commodities, including road salt for Morton Salt, North American Salt, American Rock Salt and limestone used by New York State Electric & Gas Company for scrubbers on emission control equipment. The port also regularly handles shipments of coal and coke.

Gateway has also handled a good deal of heavy-lift project cargo in recent years, including machinery for Ford Motor Company’s Woodlawn Stamping Plant and Outokumpu American Brass.

Port facilities at Buffalo include 4,000 lineal feet of dock space, doces and channels dredged to Seaway depth and 20 acres of bulk storage space plus a 10-acre paved area for open storage. Completed by Gateway in 1990 was a $1.4 million, 40,000-square-foot port terminal building available for warehousing and distribution and offering access to water, rail and truck routing.

**Burns Harbor/Portage-Port of Indiana**

The Port of Indiana-Burns Harbor/Portage is one of the newest ports in the Great Lakes/St. Lawrence Seaway system, established in 1969.

Located at Portage, Indiana, on the south shore of Lake Michigan, the port is 30 land miles and 18 nautical miles from Chicago and offers access to world trade routes from the Great Lakes via the St. Lawrence Seaway and the inland waterway.

Indiana is the leading steel producing state in the U.S. and most of the state’s integrated mills are concentrated in its northwest corner between East Chicago and Portage. Burns is flanked by two major mills and within 20 miles are three more. Port tenants include several other steel-related operations, such as the Beta Steel mini-mill, steel processors Ferallloy, Indiana Pickling and Steel Warehouse of Indiana.

Federal Marine Terminals Inc. (FMT), the stevedoring division of the Montreal-based Fednav Group, is the port’s general cargo stevedore. FMT, working in a joint venture with the Homewood, Illinois firm ADS Logistics, has made Burns one of the most sophisticated steel and general cargo handling ports in the Great Lakes.

Lakes & Rivers Transfer, a long-time operator, specializes in bulk cargo at the port, as does port tenant Global Stone, which handles a large volume of limestone. Cargill operates a grain elevator at the port.

Another inbound agriculturally-oriented commodity, liquid fertilizer, continues to hold its own in the port’s cargo profile. Shipments come via tank barges shipped up the inland river system, through Chicago and across the southern tip of Lake Michigan to tank farms at Burns.

Burns is operated by the Ports of Indiana, a state agency that also oversees two Ohio River ports in Mount Vernon and Jeffersonville.

**Chicago**

Public port facilities in Chicago are operated in the Lake Calumet harbor by the Illinois International Port District. Given the prominence of Chicago as one of the world’s leading centers of trade and commerce, its port has historically seen a broad cargo base. Steel, ore, sugar, grain, petrochemicals,
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17 Battery Place, Suite 907
New York, NY 10004
Phone: 212 422 0182
E-mail: polsteamusa@polsteamusa.com
cement, non-ferrous metals, stone, coke, scrap and other commodities all cross the docks of the 14 public and private marine terminals that comprise the Port of Chicago.

General cargo handlers include North America Stevedoring, Reserve Marine Terminals and Emesco Marine Terminal.

Another relatively new cargo handling operation on the Calumet River is the Midwest Marine Terminal, situated at the former Cargill grain elevator. The 60-acre site includes over 40 acres of open storage area and eight acres under roof in the former grain storage structure. Nidera, Inc., an international agribusiness firm specializing in edible oils and grain, operates a grain elevator at the port.

In the area of global trade, four new Foreign Trade Subzone applications are in process.

The Port District has also committed additional resources to helping build the newly revitalized passenger cruise industry in the Great Lakes. Over the past three years, Chicago has been a key destination and embarkation port for at least two foreign-flag passenger liners, and two other U.S.-flag passenger vessels.

**Cleveland**

Cleveland is one of the Great Lakes' busiest cargo ports, handling 12 million to 16 million metric tons annually of both international and interlake cargoes. In addition to its role as a major cargo handler, Cleveland is home to a number of Great Lakes fleet offices and to the Lake Carriers' Association, which represents the U.S.-flag vessel operators on the Great Lakes.

Public port facilities in Cleveland are managed by the Cleveland-Cuyahoga County Port Authority, an agency which is also heavily involved in providing financing for community development projects throughout the region.

Steel is the dominant cargo in the port's international trade, usually accounting for 90 percent or more of the total overseas tonnage, which has totaled as much as one million tons a year. The port also handles machinery and project cargo. General cargo stevedores include Federal Marine Terminals Inc. and Ceres Terminals.

Interlake bulk traffic moving to private docks in the Cleveland area has generated more than 15 million tons of bulk commodities a year. The mix includes sand and aggregate moving to the four Ontario Stone docks on the Cuyahoga, salt to Cargill near Whiskey Island, and cement to Lafarge, Medusa and Blue Circle terminals on the river and Essroc at the Port Authority's Dock 20.

**Detroit**

The Port of Detroit services southeast Michigan's busy manufacturing sector, which is still heavily dominated by the automotive industry. The port thus handles high volumes of steel; in recent years Detroit has seen an annual tonnage in the one million to two million-ton range.

Motor City Intermodal Distribution, a division of the O-J Group, handles barge shipments of finished lumber from Thunder Bay, Ontario. The lumber is sorted at Motor City by size and dimension and reloaded on rail cars for distribution to lumber yards as far as Georgia, and on trucks for yards in the Midwest.

Bulk cargo streams through greater Detroit area docks at the rate of between 15 million and 20 million tons a year. It includes iron ore moving to Great Lakes Steel in Ecorse and Rouge Steel in Dearborn, coal to Zug Island's industrial area, stone to a number of private docks on the Detroit and Rouge Rivers and salt to a Morton Salt facility on the riverfront.

Detroit is also a major distribution hub for cement; Lafarge, Southdown and St. Mary's Cement operate terminals at the port.

Michigan Marine Terminal at River Rouge is the port's largest liquid bulk facility with a 32 million-gallon storage capacity, all heated.

**Duluth-Superior**

The “Twin Ports” of Duluth-Superior combine to represent the largest volume port in the Great Lakes/St. Lawrence Seaway system and the 18th largest port in North America by tonnage, according to statistics compiled by the U.S. Army Corps of Engineers.

Located at the head of the Great Lakes, Duluth-Superior functions primarily as a loading port for iron ore mined and processed into taconite on northern Minnesota's Missabe Range, for coal railed from mines in the Powder River Basin of Wyoming and Montana, and for grain produced in Minnesota, North and South Dakota.
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Total tonnage shipped through Duluth-Superior reaches more than 40 million metric tons a year, comprised roughly of 40 percent iron ore, 40 percent coal and 10 percent grain. The port also handles general cargo shipments through the Duluth Seaway Port Authority-owned Clore Marine Terminal operated by Lake Superior Warehousing (LSW). LSW has established a reputation worldwide for handling high-wide and heavy-lift cargoes, such as equipment for tar sands removal and, most recently, wind energy components.

After unloading, saltes will typically shift to Duluth-Superior grain elevators for outbound cargoes. Shipments originate from six grain elevators in the harbor with 55 million bushels of licensed grain silo capacity.

Ore docks at the port, Canadian National’s Duluth Missabe & Iron Range Railroad dock on the Duluth side and the Burlington Northern/Santa Fe dock in Superior, make the port the largest ore-handling port in the U.S. with throughput of about 16 million tons annually.

Coal is taking an increasingly prominent position in the port’s cargo profile. Low sulphur coal shipped by unit train from mines in Powder River Basin to the Midwest Energy Resources Co. (MERC) loading facility in Superior has been a popular commodity for electric utilities faced with stricter parameters for emissions.

Erie

The Port of Erie is located on the southeast shore of Lake Erie in a natural bay sheltered by Presque Isle.

The port is administered by the Erie-Western Pennsylvania Port Authority and serves a binational, industrially-oriented market of some 85 million people within a 500 mile radius.

Erie’s general cargo handling facility, the Mountfort Terminal, has two warehouse structures of 50,000 and 35,000 square feet, respectively. There are two crawler cranes rated at 220 and 160 tons, respectively. Each is equipped with 5 to 20 cubic yard buckets, magnets, grabs and lifting gear.

The terminal’s stiffleg crane is rated at 300 tons and is the largest on the Great Lakes. It is capable of lifting 300 tons at 75 feet from the centerline and has been useful for some ambitious heavy-lift cargoes such as locally-manufactured General Electric locomotives for export.

Rail tracks along the dock facilitate direct cargo moves between rail and vessel. The dock itself has 1,450 feet of berthing space and 15 acres of open storage in addition to the two warehouses. The port of Erie’s other main cargo handler is O-N Minerals; the firm’s facilities include 1,250 feet of dockspace and open storage capacity for 500,000 tons.

Stone aggregates and sand are Erie’s two largest commodities. The port has been handling about 750,000 tons of stone annually in recent years and another 200,000 tons of sand.

Erie boasts one of only two dry docks in the Great Lakes capable of accommodating 1,000-footers. The shipyard, actually constructed to build 1,000-footers, is currently operated by Erie Shipbuilding, LLC and covers 44 acres, has 200,000 square feet in three buildings and six berthing docks.

Green Bay

The Port of Green Bay has historically been an important resource for the concentration of heavy industry in Wisconsin’s Fox River Valley.

Inbound coal and limestone are the port’s two most prominent bulk cargoes. Together they comprise about two-thirds of the port’s total traffic and are used extensively by paper and forest product manufacturers. Warehouse operations along the lower Fox River—serviced today mostly by truck and rail—are primarily oriented to paper and paper products.

Maritime commerce at the port, consisting almost entirely of bulk movements, involves about 2.5 million tons of cargo a year. Terminals located on the adjacent Fox River include 14 docks capable of handling dry bulk commodities such as coal, cement, limestone, salt and potash as well as four firms handling bulk liquids including tallow, petroleum products and asphalt. Two general cargo docks can handle woodpulp, machinery, bagged agricultural commodities and forest products.

Coal is the port’s single highest volume commodity, comprising about 1.1 million tons a year. The C. Reiss Coal Co., a subsidiary of Koch Mineral Services, Inc., operates one of its largest Great Lakes terminals in Green Bay
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Milwaukee

The Port of Milwaukee on Lake Michigan is the state’s largest public port, handling some 3½ million tons a year of both interlake and Seaway-borne cargo. The port, operated by the City of Milwaukee, serves as a regional transportation and distribution center with a primary market including the states of Wisconsin, Illinois, Minnesota and Iowa.

Milwaukee handles a diverse mix of general cargoes including steel, bagged materials, heavy machinery, farm and construction machinery and project cargoes. The port provides more than 260,000 square feet of covered warehouse space for general cargoes and steel, including 30,000 square feet of heated space.

Operator of the port’s general cargo facility is Federal Marine Terminals Inc., a subsidiary of the Fednav Group of Montreal. The port’s steel-handling capabilities were enhanced by the completion of a 50,000-square-foot steel warehouse, equipped with a 25-ton crane and capacity to handle some 40,000 tons of steel coils and other products.

The port’s heavy lift capability includes a stiff leg derrick capable of lifting 440,000 pounds at a 52-foot radius.

Milwaukee’s dry bulk tonnage of more than two million tons a year includes cement moved through terminals operated by St. Marys Cement and Lafarge. Overall, the port...
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has over 50 acres of dry bulk storage and handling facilities, including four storage domes totaling 50,000 tons. Additional acreage is available for dry bulk storage such as salt, construction aggregates, coal, fertilizers and grain products.

The port has some 300,000 barrels of bulk liquid storage capacity with the capability of service by vessel, pipeline, rail and truck. Products handled include clean petroleum, heavy oils and lubes, asphalt and vegetable oils.

The port also maintains a 10 acre rail/truck intermodal facility together with a backup facility for the pooling and storage of containers and truck chassis. The Canadian Pacific Railway has daily container rail service from Montreal and Vancouver to Milwaukee.

Montreal

Montreal is Quebec’s largest port. It is also one of Canada’s most efficient and diversified transportation hubs as well as one of the largest container ports on the eastern seaboard. The year-round port is the premier Transatlantic gateway to the North American industrial heartland.

Containers, which represent nearly half of the Port of Montreal’s total tonnage and the port’s main growth sector, are handled at four container terminals. Nine of the top 15 container lines in the world call Montreal.

The Port of Montreal also handles other cargoes, such as liquid bulk, breakbulk, dry bulk and grain, which represents another growth sector. With a storage capacity of 262,000 metric tons and a loading capacity of 5,500 metric tons, the Port of Montreal’s Grain Terminal is one of the fastest units of its kind on the St. Lawrence River. And with the installation of a grain sifter that can process 400 tons an hour of wheat and other grain and upgrade the quality of products to Grade 1 and 2 from a Grade 3 or 4, the Port of Montreal is even more competitive in this market.

About 25 miles (40 kilometers) east of Montreal, in Contrecœur, the port also owns a bulk terminal that specializes in handling iron ore and ferrous waste and scrap metals. It has also built a solid dry bulk trade in fertilizer, receiving around 425,000 metric tons a year for regional consumption.

In 2007, total tonnage at the Port of Montreal surpassed 26 million metric tons.
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feet of berthing space. It is administered by the Oshawa Port Authority.

Capable of accommodating any size or type of vessel entering the Seaway system, the port provides shippers with a wide range of cargo handling equipment, from heavy lift cranes to fork lift trucks.

Oshawa specializes in steel shipments moving to local manufacturing plants and project cargo. The port handles other bulk cargoes, including calcium chloride, potash and asphalt. The terminal includes 75,000 square feet of indoor storage, four domes covering 113,000 square feet and another 350,000 square feet of outside storage.

Highway 401, which provides a vital transportation link between Montreal, Toronto and Windsor/Detroit, is within minutes of the harbor compound. Canadian National and Canadian Pacific rail corridors cross south Oshawa, providing freight service on Canada’s mainline corridors from eastern Canada to southwestern Ontario, western Canada and the American Midwest. A Canadian Pacific rail corridor between Toronto and Peterborough crosses north Oshawa.

Oswego

The Port of Oswego, New York is the largest U.S. port on Lake Ontario and the first Great Lakes port of call for inbound ocean vessels. The port is 45 miles from the entrance to the St. Lawrence River and offers access to major highway and railway transportation routes.

Primary products handled at the port include aluminum ingots, agricultural fertilizers, road salt, materials for recycling and heavy machinery. Oswego’s largest volume commodity is cement shipped through two terminals operated by Essroc and Lafarge. On-site conveyors and hoppers assist in cargo management. Equipment capable of handling up to 300 tons is also available.

For the past couple of seasons, the port has received a notable amount of wind turbine components that have been offloaded and moved to trucks for delivery at wind farms in New York.

To accommodate its dry bulk specialty, the port offers 160,000 square feet of shed storage and another 400,000 square feet of open storage. A U.S. Customs Service office is maintained on-site to facilitate the movement of international cargo by rail, truck and water.

Quebec

The Port of Quebec City, 140 miles downstream from the entry to the Great Lakes/St. Lawrence Seaway, is a vital component of the system, particularly as a transshipment center. With a water depth of 50 feet at low tide, the port can accommodate ships up to 150,000 dwt and offers shippers considerable economies of scale.

Administered by the Quebec Port Authority, the port handles a broad variety of cargo, totaling about 23 million metric tons a year.

The Beauport dry bulk terminal operated by St. Lawrence Stevedoring (SLS) loads and unloads many cargoes such as iron ore and its byproducts, bauxite, zinc, copper and coal minerals and concentrates. SLS also operates three nickel terminals at the port for Xstrata and Inco and one alumina terminal for Alcan. All together, SLS can load/unload up to 100,000 metric tons/day.

Grain, primarily transshipped from the interior of Canada through Quebec to export markets, is one of the port’s largest commodities. The Bunge of Canada grain terminal in the estuary portion of the port has a loading capacity of 5,000 metric tons per hour, storage space of more than 225,000 metric tons and a grain cleaning system. Béton Provincial’s cement terminal is also located in the estuary sector.

The Sillery Grain Distribution Center specializes in transshipment of feed grain such as wheat, barley, soya, canola and corn. With a 75,000-metric-ton storage capacity, this intermodal facility can accommodate self-unloading lakeers, rail cars and truck.

Located in the l’Anse au Foulon sector, the fertilizer terminal of La Coop Fédérée can store 25,000 metric tons of goods such as urea, potash and phosphate. The facility can also blend and prepare various products. Also in l’Anse au Foulon are the Midatlantic Minerals dolomite and Canadian Salt Company terminals.

Liquid bulk is the port’s largest volume commodity. The port also offers breakbulk commodity.

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well as other liquid bulk. The 132,000-cubic-meter Canterm Terminal operates a storage, distribution and sales center for refined petroleum products.

The port is also the St. Lawrence River’s busiest cruise port. With a new cruise terminal and a unique destination, the port expects to welcome close to 150,000 passengers and crew members in the near future.

**Sept-Iles**

The Port of Sept-Iles, a natural deep-water harbor situated on the north shore of the St. Lawrence River, is a gateway to the world-strategically located at the door to the Atlantic Ocean, Great Lakes, U.S. Eastern Seaboard and North American continent.

Open year round, this deepwater port has a semi-circular bay (eight to 10 kilometers in diameter) and is one of the most important ore handling port in Canada.

The port is comprised of 12 docks, six belonging to the Sept-Iles Port Authority. Approximately 23 million tons of cargo are handled yearly, most of which is iron ore. Other principal products handled are alumina, aluminium, coke breeze, limestone and other general cargo. More than 400,000 metric tons of petroleum products are handled each year at its facilities.

Approximately 80 percent of all cargo handled at the port is intended for international markets.

**Thunder Bay**

The Port of Thunder Bay, Ontario is located at the head of the Great Lakes/St. Lawrence Seaway system and is the system’s primary link to the Canadian provinces of Alberta, Saskatchewan and Manitoba.

The port, administered by the Thunder Bay Port Authority, has historically specialized in exporting grain shipments railed from the Prairies and loaded onto either lakers for transport to lower St. Lawrence elevators or onto ocean bulkers for direct overseas shipment. Over the past four decades, Thunder Bay has sent more than 450 million metric tons of grain through the system, accounting for about half of the Seaway’s outbound grain in any given year.

Thunder Bay has nine grain terminals with a total storage capacity of 1.4 million tons. These terminals are capable of handling the entire range of western Canadian agricultural production, including wheat, durum, coarse grains, oilseeds, feed grains and peas.

Dry bulk commodities comprise the second largest segment of Thunder Bay’s cargo profile. Thunder Bay Terminals Ltd. is a transshipment terminal for low sulphur coal mined in British Columbia, Alberta and Saskatchewan and destined for thermal-generating stations on the Great Lakes. The facility also handles metallurgical coal for Ontario and international markets as well as other dry bulk commodities such as potash, urea and various agri-products.

Lafarge Canada Inc. maintains a bulk commodity dock with adjacent cargo handling and storage areas near the mouth of the Kam River.

Petro Canada has a fuel handling, storage and distribution facility on the Mission River. General Chemical and McAsphalt Industries both have docks on the Kam River and handle chemical and other liquid bulk products.

Most general cargoes moving through the port are handled at the Keefer Terminal, a full-service transportation facility owned by port authority. It includes lumber, newsprint, woodpulp and other forest products, manufactured goods, heavy equipment, trailers and vehicles, machinery, bagged goods, steel and food products, project cargoes, heavy lifts and containers.
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Iron ore in the form of taconite pellets is shipped to Toledo’s Torco Dock for transshipment by rail to steel mills in Ohio and Kentucky. Toledo’s coal movement goes the opposite direction; coal mined in the Appalachian region is railed to Toledo’s CSX transportation docks and is then transferred onto vessels for shipment to industries and public utilities scattered throughout the Great Lakes region and overseas.

The port’s general cargo facilities, operated by Midwest Terminals of Toledo International and by The Kuhlman Corp., handle a wide variety of bulk and general cargo that accounts for the remainder of the port’s traffic. General cargo shipments include imported steel, aluminum and zinc as well as project cargos, forest products, aggregates and agricultural products.

The main general cargo terminal offers almost a mile of dock space near the mouth of the Maumee River, has more than 670,000 square feet of covered storage space and is served by heavy-lift gantry cranes that can handle loads in excess of 140 tons. The facility’s entire 150 acres is designated as a Foreign Trade Zone.

The port authority also owns Toledo Shipyards, which is operated by Ironhead Marine Inc. Ironhead provides full-service marine maintenance and repairs, construction, conversion, industrial fabrication and repowering, with two dry docks for vessels and barges up to 800 feet long.

Toronto

Serving Canada’s largest retail market, where one quarter of Canada’s population lives within a 100-mile radius of Toronto, the Port of Toronto has evolved into one of the Great Lakes’ most diverse cargo handling centers, with shipments ranging from inbound raw sugar, containers and steel to outbound forest products and project cargoes.

The Toronto Port Authority’s 40-acre terminal operations include seven berths dredged to Seaway depth, a 150,000-square-foot indoor storage facility, a container distribution center with 100,000 square feet of heated storage, inside rail loading dock, inside truck docks and many container bays. The container yard includes container handling equipment and electrical plugs for reefers. The port also features an International Marine passenger terminal for cruise ships and tour boats. It has complete customs and immigration services and passenger amenities.

Terminal operations are handled by Logistec Stevedoring Inc., which has many years of experience in handling all types of cargoes.

Trois-Rivières

Situated halfway between Montreal and Quebec City, the Port of Trois-Rivières on the north shore of the St. Lawrence River has been a commercial port for more than 400 years.

The paper and forest products industry that has anchored the Trois-Rivières economy for the better part of the last century is still a major user of the port. A number of area companies load paper, wood pulp and related products at the port for overseas export, primarily to Europe. Others, such as Kruger, which serves the North American market and ships finished product by truck and rail, use the port to import raw materials such as clay.

General cargo is handled by Logistec Stevedoring, which is also involved, in collaboration with McKel Marine, in transporting aluminum parts, produced by Alouette in Sept-Iles, to Trois-Rivières to be stored at the port and delivered by trucks and freight wagons.

Dry and liquid bulk tonnage, handled by Somavrac Inc., is led by inbound shipments of alumina from Australia, calcined petroleum coke and coal tar bound for the Aluminiere Alcoa Inc. aluminum smelter at Deschambault, about 25 miles from the port and other Quebec and Ontario producers. Alcoa owns a terminal specifically for storing these commodities.

In addition to a 50,000-metric-ton storage tank, a section of the port’s grain elevator has been modified for storing and handling alumina. Trois-Rivières has an average throughput of alumina and pet coke of 500,000 metric tons a year.

To handle coal tar, Fonbrai Inc., a division of Somavrac, operates a tar liquefaction plant on port property that receives solid product by vessel, liquefies it to the specifications of the aluminum smelters and distributes it by truck and rail. Other bulk commodities handled by the port include inbound road salt, cement,
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Valleyfield

The Port of Valleyfield is located in the City of Salaberry-de-Valleyfield, the industrial hub of southwestern Quebec. With its strategic geographic position, near the Ontario and U.S. borders, the port provides direct access to North America’s most important markets.

With only 70 kilometers separating it from downtown Montreal, Quebec’s main market, the port is not only a gateway to and from the Great Lakes but it also serves as a satellite port for the Montreal market. The port is a well-known international commercial destination, catering to vessels from around the globe.

With road links to Highways 20/401 Toronto-Montreal/Quebec, 30 and 40, with rail links and line-haul rates available from three major rail providers CSXT, CN and CP, the port is well suited for intermodal transport.

The port offers more than 1,000 linear meters of berthage, eight docks (tugs not required), Seaway draught of a constant 8.23 meters capable of catering to all Seaway-suitable vessels, a ramp, three warehouses with close to 14,700 square meters squared of interior storage space for dry bulk cargo and general cargo, asphalted bays measuring 77,500 square meters and 34 storage reservoirs for liquid bulk cargo with a total capacity of 36,683 cubic meters.

The port has more than 300,000 square meters of vacant land ready for companies wishing to operate within the port. An expansion plan will add 190,000 square meters of available land.

Windsor

The Port of Windsor, Ontario, directly across the Detroit River from Detroit, Michigan, is Canada’s third largest Canadian Great Lakes port by volume, handling up to six million metric tons a year. The Windsor Port Authority oversees some 13 miles of river frontage encompassing marine terminals, parkland and even residential neighborhoods. The industrial/ marine facilities are concentrated in the western portion of the port.

Cargoes moved through Windsor include aggregates, salt, grain, fluor spar, lumber, steel, petroleum, vehicles and heavy lift equipment. All 14 terminals are either leased to or owned by private operators. There is more than 16,000 feet of berthing space, 250 acres of open storage and 250,000 square feet of covered storage space.

Steel is Windsor’s primary non-bulk cargo. General cargo firm Morterm handles steel in the form of beams, rail, rods and billets, as well as project cargoes and other commodities.

Windsor’s Sterling Marine Fuels functions as both a vessel fueling station and liquid bulk storage facility. Owned by McAsphalt Industries, Sterling is one of the largest independent liquid bulk storage facilities on the Great Lakes with a storage capacity of over one million barrels. It supplies fuel and lubricants to 800 vessels each year.

A mainstay cargo for Windsor is aggregates, primarily sand and crushed stone used in asphalt and concrete. The port is a key transshipment point for stone products delivered in bulk by Great Lakes self-unloaders for distribution throughout southwestern Ontario. Windsor’s second most voluminous dry bulk cargo is the one to two million tons of salt shipped annually from Canadian Salt Company’s Ojibway Mine.

Grain produced in southern Ontario is moved by ADM through the Windsor Grain Terminal. The terminal handles a wide variety of agricultural products, both outbound from southern Ontario producers and inbound for processing and distribution. It also handles meal from the nearby ADM-Agri Industries plant, the largest vegetable oil plant of its kind in Canada.
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