CILTNA Conference

Tackling Disruptive Change

June 6, 2017

Jean Aubry-Morin
Vice President, External Relations
ST. LAWRENCE SEAWAY

Connects the Great Lakes to the Atlantic Ocean

- Montreal to Lake Ontario - 2 U.S., 5 Canadian Locks
- Welland Canal - 8 Canadian Locks
THE GREAT LAKES/SEAWAY SYSTEM

The gateway to … and from the heartland of North America

• 3,700 km marine highway

• 41 ports connected to the System

• Supports 227,000 jobs and $35 billion in economic activity

We like to call it… Hwy H$_2$O
PRINCIPAL OVERSEAS TRADE ROUTES

• Approximately 10 million metric tons shipped annually
Over 150 million people in North America live within an 8 hour drive of a major port on the Great Lakes / Seaway System
20,000 miles of highways
50,000 miles of rail lines and close to 70 intermodal terminals
15 large international marine ports and 50 regional marine ports
12 of the top 50 North American airports
ENSURING EFFICIENCY IN THE FUTURE

Comparing Land Capacity Constraints in the Great Lakes St. Lawrence Region
Road and Rail Capacity Constraints

Legend:
- Unconstrained Road
- Unconstrained Rail
- Road Capacity Constraint (VCR exceeding 100%)
- Rail Capacity Constraint (LOS E or F)
FLURRY OF OPPORTUNITIES

Hwy H₂O

- Suez Expansion
- Panama Expansion
- TPP
- CETA
LEVERAGING TECHNOLOGY

At Left: Lock 3 with HFM pads ready to moor a ship

At Right: Ship moored by HFM (no wires) descends in lock
CAPACITY TO DOUBLE OUR TONNAGE

Based on a 286 day season

Current Tonnage

Spare Capacity

45,000

35,000

1,000s of Tonnes
DIVERSE SEAWAY SIZED FLEET
ADVANTAGES TO SHIPPING BY MARINE

Ships = Smallest Carbon Footprint

- 11.9
- 14.2
- 75.5

CO₂ grams per tonne/km

Shifting Cargo from Land to Water

- lowers congestion on our highways and railways
- raises our overall fuel efficiency
- lowers total greenhouse gas emissions

Ships = Best Fuel Efficiency

- 243 km
- 213 km
- 35 km

Distance (kilometres) one tonne of cargo travels on 1 litre of fuel

- 301 Rail Cars = 964 Trucks

Cargo of up to 30,000 Tonnes

Environmental and Social Impacts of Marine Transport in the Great Lakes-St. Lawrence Seaway Region (Research and Traffic Group, January 2013)
IMMEDIATE GROWTH OPPORTUNITIES

- Grain
- Project cargo
- Breakbulk
CHOOSING HWY H₂O

- Access to tidewater
- Improved fluidity of supply chain through optimal utilization of assets
- Experienced, safe, reliable infrastructure with room to grow
- Cost competitive
- Vessel Availability
Bruce Hodgson
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The St. Lawrence Seaway Management Corporation

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