Remarks of

Honorable Albert S. Jacquez
Administrator
Saint Lawrence Seaway Development Corporation

Lakefront Planning Issue Forum
Port Activities

October 22, 2002

Cleveland, Ohio
Good evening. On behalf of the Levin College Forum Program and the Cleveland Lakefront Partners – the City of Cleveland, the Greater Cleveland Growth Association, Cleveland Tomorrow and the Cleveland Neighborhood Development Corporation – Welcome.

This is the third of four Lakefront Planning Issue Forums. These forums are part of the Levin College’s Northeast Ohio’s Waterways series. They are intended to deepen our understanding of issues related to lakefront planning.

I also want to thank the Browns for providing this magnificent facility.

Also, please mark your calendars for the final forum titled, Climate and Shoreline. It will take place on November 7th.

Before our panelists begin, I’d like to give you a brief overview of the Great Lakes Seaway System and its economic impact on the region. Hopefully, this overview will give you a better understanding of the larger transportation system within which the Port of Cleveland operates.

The Seaway System is a bi-national waterway that extends more than 2,300 miles from the Gulf of St. Lawrence to the head of the Great Lakes in Lake Superior at the Ports of Duluth/Superior, Minnesota and Thunder Bay, Ontario. It is the largest inland waterway in the world, bordering two countries, eight U.S. states and two Canadian provinces.

The system is used by a wide variety of commercial vessels – Seaway-size ocean ships from all over the world, self-unloading bulk carriers up to 1,000 feet long which trade exclusively within the Great Lakes, and tug/barge units linking the Great Lakes Seaway System to the U.S. Inland Waterway which reaches all the way to the Gulf of Mexico.

These ships call on 15 major ports in the U.S. and Canada. In the U.S. this includes the ports of Cleveland, Toledo, Detroit, Burns Harbor and Milwaukee. Oshawa, Toronto, Hamilton and Windsor comprise some of the larger ports in Canada.

The Great Lakes Seaway System is a model of bin-national, inter-modal transportation. From the Great Lakes Seaway ports, road and rail networks fan out across the continent. More than 40 provincial and interstate highways and nearly 30 rail lines link the 15 major ports of the System with consumers, products and industries all over North America.
The economic impact of this System is equally impressive. In the U.S. the Great Lakes Seaway System annually generates more than 150,000 jobs, over $3 billion in revenue and $2.3 billion in federal, state and local taxes.

Tonight, however, we are addressing port and related shipping activities along your lakefront and the river valley.

For the purposes of tonight’s activities, port activities are broadly defined to include the maritime operations and facilities of the Cleveland-Cuyahoga County Port Authority and private waterborne cargo handlers. Maritime operations have been an important part of Cleveland’s economy since its founding at the confluence of the Cuyahoga River and Lake Erie.

Clearly, the port and related activities play a role in lakefront planning.

As expressed at previous issue forums, this is the beginning of the conversation. Over the next year, the city will be hosting a number of community meetings to further refine and discuss options for the lakefront.

Tonight, we will hear from five distinguished speakers who will address a range of issues including:

- the role of the port and the regional shipping industry in the regional economy;
- the port master plan;
- the location requirements of various port activities;
- the role of shipping in the regional economy;
- the importance of inter-modal connections;
- and the compatibility of waterborne commerce with other uses.

We are not here to make any decisions. We are here to begin the conversation. It is now my distinct pleasure to introduce our panelists for tonight.

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Program Speakers

Gary L. Failor
Executive Director
Cleveland-Cuyahoga County Port Authority
Maxine Nekvasil
Vice President of Corporate Communications
Lake Carriers Association
Ziona Austrian
Director, Economic Development Center
Maxine Goodman Levin College of Urban Affairs

Steve Thorp
Program Manager
Transportation & Sustainable Development
Great Lakes Commission

Tim Donovan
Executive Director
Ohio Canal Corridor