



U.S. Department  
of Transportation

# BUDGET ESTIMATES

## FISCAL YEAR 2024

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**GREAT LAKES  
ST. LAWRENCE SEAWAY  
DEVELOPMENT CORPORATION**

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SUBMITTED FOR THE USE OF  
THE COMMITTEES ON APPROPRIATIONS



**U.S. DEPARTMENT OF TRANSPORTATION  
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION  
FY 2024 BUDGET REQUEST**

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## Great Lakes St. Lawrence Seaway Development Corporation FY 2024 Budget Overview

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The Great Lakes St. Lawrence Seaway Development Corporation (GLS or Corporation), a wholly owned government corporation, is responsible for the operations, maintenance, and infrastructure renewal of the U.S. portion of the St. Lawrence Seaway between Montreal and Lake Erie. This includes maintaining and operating the two U.S. Seaway locks (Eisenhower and Snell) located in Massena, N.Y., and performing vessel traffic control operations in areas of the St. Lawrence River and Lake Ontario.

The GLS, through international agreements, coordinates its activities with its Canadian counterpart, the St. Lawrence Seaway Management Corporation (SLSMC), particularly with respect to rules and regulations, overall day-to-day waterway and lock operations, traffic management, and trade and economic development programs.

GLS operations and maintenance activities have resulted in a near-perfect reliability rate of 99 percent for commercial users for more than 60 years. Moving 36.3 million metric tons of cargo in 2022, the Seaway is recognized globally as a vital commercial transportation route supporting North America's supply chain.

For Fiscal Year (FY) 2024, the GLS requests an appropriation of \$40.29 million from the user fee-based Harbor Maintenance Trust Fund (HMTF) to fund two programs – Seaway Operations and Maintenance (\$23.99 million) and Seaway Infrastructure (\$16.30 million). The request represents an increase of \$1.79 million above the FY 2023 enacted level.

GLS operational and infrastructure activities directly impact the safe and efficient waterborne movement of commercial goods that result in significant economic benefits to eight U.S. states in the Great Lakes region, supporting the Department's Safety, Economic Strength and Global Competitiveness, Equity, and Climate and Sustainability strategic goals. Every \$1 appropriated to the GLS produces approximately \$125 in U.S. economic benefits resulting from the movement of commercial trade through the St. Lawrence Seaway.<sup>1</sup>

**Seaway Operations and Maintenance** – For FY 2024, the GLS requests an appropriation from the HMTF of \$23.99 million for the Seaway Operations and Maintenance program and 143 full-time equivalents (FTEs). The FY 2024 request for this program is \$288,000 above the FY 2023 enacted level with no changes to the FTE ceiling level.

The request increase for this program is made up entirely of baseline changes, which include pay raises, non-pay inflation, Working Capital Fund (WCF), and one additional compensable day. This program supports the Department's Safety, Economic Strength and Global Competitiveness, Equity, and Climate and Sustainability strategic goals through its initiatives.

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<sup>1</sup> [\*Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region\*](#), Martin Associates, July 2018.

Overall, the FY 2024 request for the Seaway Operations and Maintenance program will provide the GLS with the financial and personnel resources necessary to perform operational, maintenance, and administrative functions including lock operations, marine services, vessel traffic control, asset maintenance, ballast water management, safety and environmental inspections, trade promotion and economic development, as well as fund operations and maintenance expenses at the Seaway International Bridge.

**Seaway Infrastructure** – The Seaway Infrastructure program serves as the GLS capital plan and addresses the needs of the organization’s capital infrastructure assets in Massena, N.Y., which include vessel locks, buildings and grounds, a vehicular bridge and tunnel, roadways, utilities, vehicles, tugboats, and equipment.

The GLS requests \$16.30 million for this program in FY 2024 for 12 infrastructure-related capital projects, an increase of \$1.50 million above the FY 2023 enacted level. This program request supports the Department’s strategic goal of Economic Strength and Global Competitiveness under the High-Performing Core Assets objective. Global commercial trade moving on the St. Lawrence Seaway to and from American and Canadian markets in the Great Lakes region is dependent on the GLS’s safe, efficient, and operational infrastructure.

Project funding requests for FY 2024 include \$7 million for the construction of a new, smaller, and more energy efficient Administration Building for GLS employees as part of a multi-year Facility Master Plan to renew and/or rehabilitate the GLS’s aged workplace and storage facilities in Massena, N.Y., \$3 million for concrete rehabilitation at both U.S. Seaway locks, \$1.5 million for upgrades to the Corporation’s electrical distribution system, and \$1.5 million for paving and drainage upgrades to GLS roadways.

During the 2022 navigation season, the GLS recorded the lowest level of delays on record for lock-related disruptions to navigation (2 hours, 3 minutes), resulting in a lock availability rate of 99.97 percent for the 286-day 2022 season. The successful planning and execution of the SIP, which began in FY 2009, is a key reason for the achievement of the near-perfect reliability rate.

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Since the St. Lawrence Seaway’s opening in 1959, the GLS has performed operational and maintenance activities, safety and environmental programs, infrastructure renewal, and trade and economic development functions to ensure a safe, efficient, reliable, environmentally-friendly, and cost-competitive commercial transportation route while also promoting trade and economic growth in the eight-state Great Lakes region.

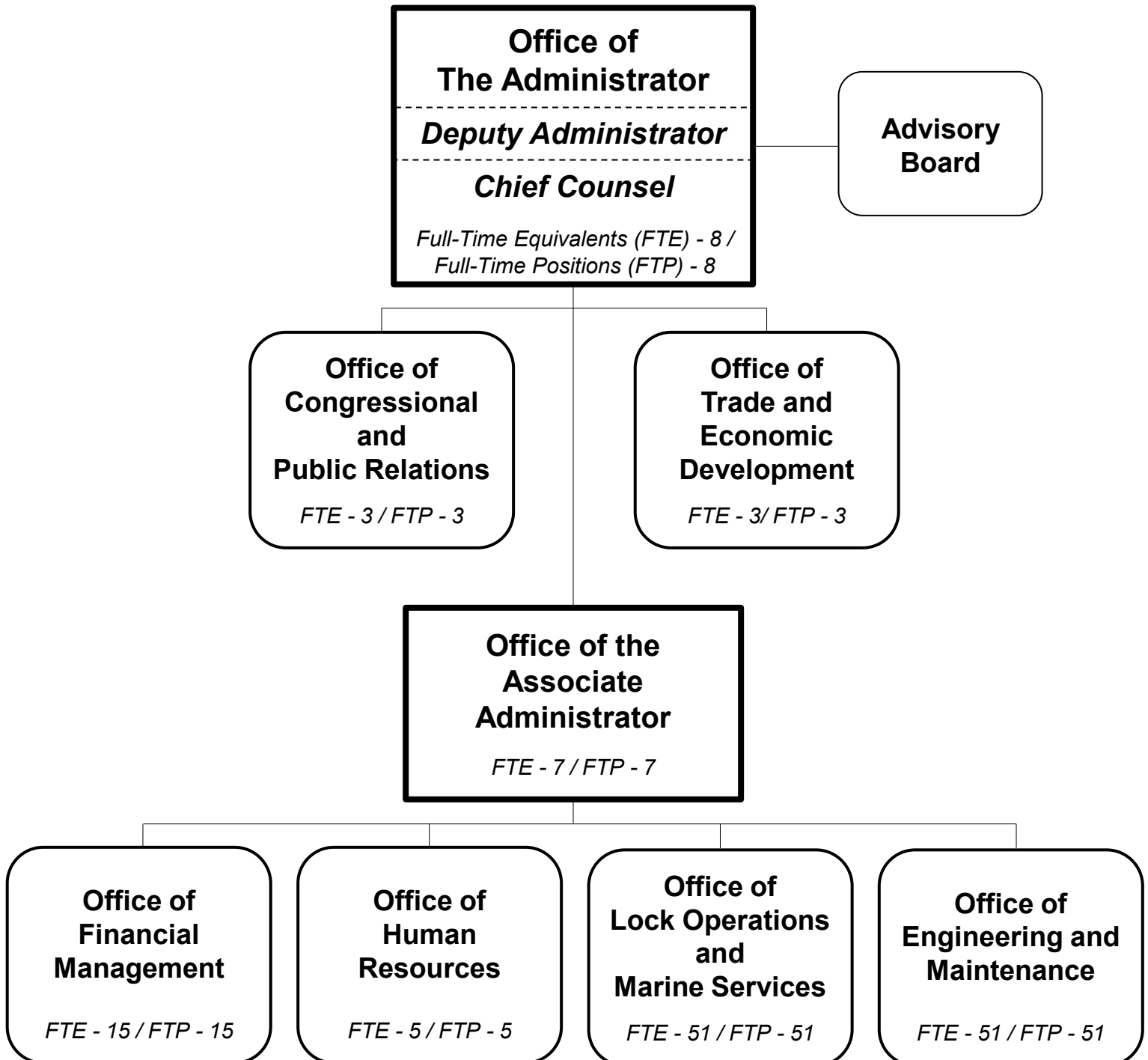


# Great Lakes St. Lawrence Seaway Development Corporation

## Organization Chart

### FY 2023 FTE/FTP Estimates

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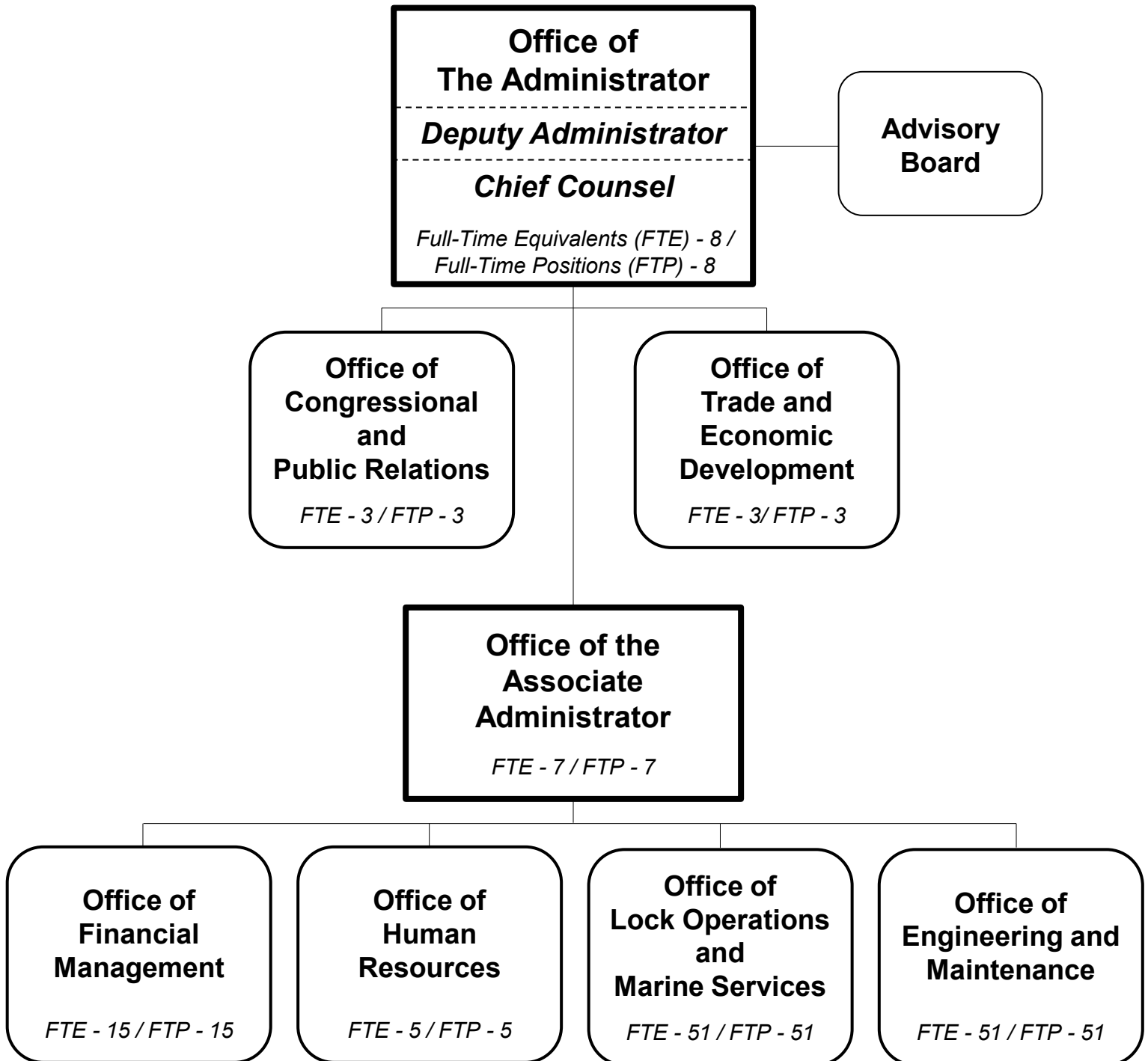


# Great Lakes St. Lawrence Seaway Development Corporation

## Organization Chart

### FY 2024 FTE/FTP Estimates

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## Budget Summary Tables



**EXHIBIT II-1**  
**FY 2024 BUDGET AUTHORITY**  
**GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**  
**(\$000)**

<b>ACCOUNT NAME</b>	<b>M/D</b>	<b>(A) FY 2022 ACTUAL</b>	<b>(B) FY 2023 ENACTED</b>	<b>(C) FY 2024 PRESIDENT'S BUDGET</b>
Operations and Maintenance - HMTF (69X8003)	D	\$38,000	\$38,500	\$40,288
<b>TOTALS</b>				
Gross New Budget Authority		\$38,000	\$38,500	\$40,288
Rescissions		\$0	\$0	\$0
Transfers		\$0	\$0	\$0
Offsets		\$0	\$0	\$0
<b>NET NEW BUDGET AUTHORITY:</b>	<b>D</b>	<b>\$38,000</b>	<b>\$38,500</b>	<b>\$40,288</b>

**EXHIBIT II-2**  
**FY 2024 TOTAL BUDGETARY RESOURCES BY APPROPRIATIONS ACCOUNT**  
**GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**  
**(\$000)**

<b>ACCOUNT NAME</b>	<b>M/D</b>	<b>(A) FY 2022 ACTUAL</b>	<b>(B) FY 2023 ENACTED</b>	<b>(C) FY 2024 PRESIDENT'S BUDGET</b>
Operations and Maintenance - HMTF (69X8003)	D	\$38,000	\$38,500	\$40,288
<b>TOTALS</b>				
Gross New Budget Authority		\$38,000	\$38,500	\$40,288
Rescissions		\$0	\$0	\$0
Transfers		\$0	\$0	\$0
Offsets		\$0	\$0	\$0
<b>NET NEW BUDGET AUTHORITY:</b>	<b>D</b>	<b>\$38,000</b>	<b>\$38,500</b>	<b>\$40,288</b>

**EXHIBIT II-3**  
**FY 2023 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS**  
**Appropriations**  
**GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**  
**(\$000)**

	SAFETY	ECONOMIC STRENGTH AND GLOBAL COMPETITIVENESS	EQUITY	CLIMATE AND SUSTAINABILITY	TRANSFORMATION	ORGANIZATIONAL EXCELLENCE	TOTAL
<b>Operations and Maintenance - HMTF (69X8003)</b>	<b>\$ 15,500</b>	<b>\$ 23,623</b>	<b>\$ 250</b>	<b>\$ 915</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 40,288</b>
Seaway Operations and Maintenance	\$ 15,500	\$ 7,323	\$ 250	\$ 915	\$ -	\$ -	\$ 23,988
Seaway Infrastructure	\$ -	\$ 16,300	\$ -	\$ -	\$ -	\$ -	\$ 16,300
<b>TOTAL</b>	<b>\$ 15,500</b>	<b>\$ 23,623</b>	<b>\$ 250</b>	<b>\$ 915</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 40,288</b>

**Safety:**  
 Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.

**Economic Strength and Global Competitiveness:**  
 Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.

**Equity:**  
 Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.

**Climate and Sustainability:**  
 Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.

**Transformation:**  
 Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.

**Organizational Excellence:**  
 Strengthen our world-class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.

**EXHIBIT II-4**  
**FY 2024 OUTLAYS**  
**GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**  
**(\$000)**

<b>ACCOUNT NAME</b>	<b>M/D</b>	<b>(A) FY 2022 ACTUAL</b>	<b>(B) FY 2023 ENACTED</b>	<b>(C) FY 2024 PRESIDENT'S BUDGET</b>
GLS Fund (69X4089)	M	\$34,000	\$51,000	\$41,288
<b>TOTAL:</b>	<b>M</b>	<b>\$34,000</b>	<b>\$51,000</b>	<b>\$41,288</b>
[Discretionary] (Operations and Maintenance-HMTF – 69X8003)		\$38,000	\$38,500	\$40,288
[Mandatory] (GLS Fund – 69X4089)		(\$4,000)	\$12,500	\$1,000



**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE**  
**GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**  
**Appropriations**  
**(\$000)**

	FY 2022 Actual	FY 2023 Enacted	BASELINE CHANGES							FY 2024 Baseline Estimate	Program Increases/ Decreases	FY 2024 President's Budget
			Annualization of Prior Pay Raises	Annualization of New FY 2022 FTEs	FY 2024 Pay Raises	Adjustment for Compensable Days	Working Capital Fund	Inflation and Other Base Adjustments				
Operations and Maintenance - HMTF (69X8003)												
PERSONNEL RESOURCES	121	143										
Direct FTEs	121	143	-	-	-	-	-	-	143	-	-	143
OBJECT CLASS BREAKDOWN												
Salaries and Benefits	\$16,700	\$17,525	\$113	\$0	\$540	\$50	\$0	\$0	\$18,228	\$0	\$0	\$18,228
Travel	\$350	\$375	\$0	\$0	\$0	\$0	\$0	\$0	\$375	(\$68)	\$0	\$307
Transportation of Things	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$5	\$0	\$0	\$5
Rental Payments	\$550	\$635	\$0	\$0	\$0	\$0	\$0	(\$635)	\$0	\$0	\$0	\$0
DOI Financial System	\$870	\$905	\$0	\$0	\$0	\$0	\$0	\$36	\$941	\$0	\$0	\$941
Communications and Utilities	\$250	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$250	\$0	\$0	\$250
Printing	\$100	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$100
Working Capital Fund (WCF)	\$1,111	\$1,563	\$0	\$0	\$0	\$0	\$990	\$0	\$2,553	\$0	\$0	\$2,553
Other Contractual Services	\$3,014	\$1,792	\$0	\$0	\$0	\$0	\$0	\$162	\$1,954	(\$700)	\$0	\$1,254
Supplies and Materials	\$550	\$550	\$0	\$0	\$0	\$0	\$0	\$0	\$550	(\$200)	\$0	\$350
Equipment	\$500	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$200	\$0	\$500
Land and Structures	\$14,000	\$14,500	\$0	\$0	\$0	\$0	\$0	\$0	\$14,500	\$1,300	\$0	\$15,800
Subtotal	\$38,000	\$38,500	\$113	\$0	\$540	\$50	\$990	(\$437)	\$39,756	\$532		\$40,288
PROGRAM TOTALS												
Seaway Operations and Maintenance	\$23,500	\$23,700	\$113	\$0	\$540	\$50	\$990	(\$437)	\$24,956	(\$968)		\$23,988
Seaway Infrastructure	\$14,500	\$14,800	\$0	\$0	\$0	\$0	\$0	\$0	\$14,800	\$1,500		\$16,300
TOTAL	\$38,000	\$38,500	\$113	\$0	\$540	\$50	\$990	(\$437)	\$39,756	\$532		\$40,288

**EXHIBIT II-6**  
**WORKING CAPITAL FUND**  
**GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**  
**(\$000)**

<b>ACCOUNT NAME</b>	<b>FY 2022 ACTUAL</b>	<b>FY 2023 ENACTED</b>	<b>FY 2024 PRESIDENT'S BUDGET</b>
<b>DIRECT:</b>			
Operations and Maintenance - HMTF (69X8003)	\$1,111	\$1,563	\$2,553
<b>TOTAL</b>	<b>\$1,111</b>	<b>\$1,563</b>	<b>\$2,553</b>

**EXHIBIT II-7**  
**GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**  
**PERSONNEL RESOURCE -- SUMMARY**  
**TOTAL FULL-TIME EQUIVALENTS**

	<b>FY 2022 ACTUAL</b>	<b>FY 2023 ENACTED</b>	<b>FY 2024 PRESIDENT'S BUDGET</b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
GLS Fund (69X4089)	121	143	143
<b>TOTAL FTEs</b>	<b>121</b>	<b>143</b>	<b>143</b>

**NOTE(S):**

(1) The GLS also hires several temporary and seasonal employees throughout each year, which are not reflected in FTE/FTP counts.

**EXHIBIT II-8**  
**GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**  
**RESOURCE SUMMARY -- STAFFING**  
**FULL-TIME PERMANENT POSITIONS**

	<b>FY 2022 ACTUAL</b>	<b>FY 2023 ENACTED</b>	<b>FY 2024 PRESIDENT'S BUDGET</b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
GLS Fund (69X4089)	119	143	143
<b>TOTAL POSITIONS</b>	<b>119</b>	<b>143</b>	<b>143</b>

**NOTE(S):**

(1) The GLS also hires several temporary and seasonal employees throughout each year, which are not reflected in FTE/FTP counts.

**EXHIBIT II-9**  
**GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**  
**10-YEAR HISTORY OF APPROPRIATIONS**  
**OPERATIONS AND MAINTENANCE (69X8003)**  
**(HARBOR MAINTENANCE TRUST FUND)**

<b>FISCAL YEAR</b>	<b>PRESIDENT'S BUDGET</b>	<b>ENACTED APPROPRIATIONS</b>
2014	\$32,855,000	\$31,000,000
2015	\$31,500,000	\$32,042,000
2016	\$36,400,000	\$28,400,000
2017	\$36,028,000	\$36,028,000
2018	\$28,346,000	\$40,000,000
2019	\$28,837,000	\$36,000,000
2020	\$28,000,000	\$38,000,000
2021	\$30,700,000	\$38,000,000
2022	\$37,700,000	\$38,000,000
2023	\$38,500,000	\$38,500,000
2024	\$40,288,000	---

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**Budget Request  
by Appropriation**





# **GLS Fund**

## **(69X4089)**

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**APPROPRIATIONS LANGUAGE**

**DEPARTMENT OF TRANSPORTATION  
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**

**FEDERAL FUNDS**

**Public enterprise funds:**

**Great Lakes St. Lawrence Seaway Development Corporation**

The Great Lakes St. Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 9104 of title 31, United States Code, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year.

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# **Operations and Maintenance (69X8003)**

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## **APPROPRIATIONS LANGUAGE**

### **DEPARTMENT OF TRANSPORTATION GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**

#### **TRUST FUNDS**

#### **OPERATIONS AND MAINTENANCE**

##### **(Harbor Maintenance Trust Fund)**

For necessary expenses to conduct the operations, maintenance, and capital infrastructure activities on portions of the St. Lawrence Seaway owned, operated, and maintained by the Great Lakes St. Lawrence Seaway Development Corporation, \$40,288,000 to be derived from the Harbor Maintenance Trust Fund, pursuant to section 210 of the Water Resources Development Act of 1986 (33 U.S.C. 2238): Provided, That of the amounts made available under this heading, not less than \$16,300,000 shall be for the Seaway infrastructure program.

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## EXHIBIT III-1

### OPERATIONS AND MAINTENANCE – HMTF (69X8003)

#### SUMMARY BY PROGRAM ACTIVITY

##### Appropriations (\$000)

<u>Program Activity</u>	<u>FY 2022 ACTUAL</u>	<u>FY 2023 ENACTED</u>	<u>FY 2024 PRES. BUDGET</u>
Seaway Operations and Maintenance	\$23,500	\$23,700	\$23,988
Seaway Infrastructure	14,500	14,800	16,300
	-----	-----	-----
<b>Total</b>	<b>\$38,000</b>	<b>\$38,500</b>	<b>\$40,288</b>
<b>FTEs (Directly Funded)</b>	<b>121</b>	<b>143</b>	<b>143</b>

#### Program and Performance Statement

The FY 2024 President’s Budget request for the GLS is \$40.29 million from the user fee-based Harbor Maintenance Trust Fund (HMTF) to fund two programs – Seaway Operations and Maintenance (\$23.99 million) and Seaway Infrastructure (\$16.30 million).

GLS operational and infrastructure activities directly impact the safe and efficient waterborne movement of commercial goods that result in significant economic benefits to eight U.S. states in the Great Lakes region, supporting the Secretary’s Safety, Economic Strength and Global Competitiveness, Equity, and Climate and Sustainability strategic priorities. Every \$1 appropriated to the GLS produces approximately \$125 in U.S. economic benefits resulting from the movement of commercial trade through the St. Lawrence Seaway.<sup>2</sup>

The Seaway Infrastructure Program (SIP) addresses the needs of the organization’s infrastructure assets in Massena, N.Y., which include vessel locks, buildings and grounds, a vehicular bridge and tunnel, roadways, utilities, tugboats, and equipment. This program request supports the Department’s strategic goal of Economic Strength and Global Competitiveness under the High-Performing Core Assets objective. Global commercial trade moving on the St. Lawrence Seaway to and from American and Canadian markets in the Great Lakes region is dependent on the GLS’s safe, efficient, and operational infrastructure.

The GLS remains dedicated to safely and efficiently operating the U.S. portion of the St. Lawrence Seaway, while also promoting the economic and environmental benefits of the marine mode, attracting new cargoes to the Seaway to spur economic growth and job creation, and leveraging technology and innovation to enhance the system’s performance and safety.

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<sup>2</sup> [\*Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region.\*](#)

**EXHIBIT III-1a**

**OPERATIONS AND MAINTENANCE – HMTF (69X8003)**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2023 TO FY 2024**  
**Appropriations**  
**(\$000)**

<b><u>ITEM</u></b>	<b>Change from FY 2023 Enacted to FY 2024 Pres. Bud. (\$000)</b>	<b>Change from FY 2023 Enacted to FY 2024 Pres. Bud. (FTE)</b>
<b>FY 2023 ENACTED</b>	<b>\$38,500</b>	<b>143</b>
<b>ADJUSTMENTS TO BASE:</b>		
DOT Working Capital Fund (WCF)	\$ 990	
Proposed Pay Raise (5.2%)	540	
Non-Pay Inflation (2.0%)	162	
Annualization of FY 2023 Pay Raise	113	
One Additional Compensable Day	50	
U.S. Dept. of the Interior Financial Mgmt. System	36	
Washington Office Rent Payment <sup>3</sup>	<u>(635)</u>	
<b>SUBTOTAL, ADJUSTMENTS TO BASE</b>	<b>\$ 1,256</b>	<b>0</b>
<b>PROGRAM INCREASES:</b>		
Seaway Infrastructure Program (SIP)	<u>\$ 1,500</u>	
<b>SUBTOTAL, PROGRAM INCREASES</b>	<b>\$ 1,500</b>	<b>0</b>
<b>PROGRAM DECREASES:</b>		
Other Contractual Services	(\$ 700)	
Supplies/Materials	(\$ 200)	
Staff Travel	<u>(\$ 68)</u>	
<b>SUBTOTAL, PROGRAM DECREASES</b>	<b>(\$ 968)</b>	<b>0</b>
<b>FY 2024 PRESIDENT'S BUDGET</b>	<b>\$40,288</b>	<b>143</b>

<sup>3</sup> GLS rental payments for its Washington, D.C. office will be paid through the WCF beginning in FY 2024 and are included in the FY 2024 WCF estimates.

## Detailed Program Justification for Seaway Operations and Maintenance

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**FY 2024 PROGRAM BUDGET REQUEST**  
**Seaway Operations and Maintenance**  
**Operations and Maintenance – HMTF (69X8003)**  
**(\$000)**

<b>Program Activity</b>	<b>FY 2022 Actual</b>	<b>FY 2023 Enacted</b>	<b>FY 2024 President's Budget</b>
Seaway Operations and Maintenance	\$23,500	\$23,700	\$23,988
<b>Total</b>	<b>\$23,500</b>	<b>\$23,700</b>	<b>\$23,988</b>
<b>FTE</b>	<b>121</b>	<b>143</b>	<b>143</b>

### What Is the Program and What Does This Funding Level Support?

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The GLS's Seaway Operations and Maintenance program consists of all Corporation activities, except for the Seaway Infrastructure program projects and activities. GLS operational activities directly impact the safe and efficient waterborne movement of commercial goods that result in significant economic benefits to eight U.S. states in the Great Lakes region and support the Department's Safety, Economic Strength and Global Competitiveness, Equity, and Climate and Sustainability strategic goals. Every \$1 appropriated to the GLS produces approximately \$125 in U.S. economic benefits resulting from the movement of commercial trade through the St. Lawrence Seaway.<sup>4</sup>

The GLS operates and maintains the U.S. infrastructure and waters of the St. Lawrence Seaway, while performing trade development focused on driving economic activity for the Great Lakes St. Lawrence Seaway System. Its mission is to serve the marine transportation industries by providing a safe, reliable, efficient, environmentally friendly, and competitive deep draft international waterway, in cooperation with the Canadian St. Lawrence Seaway Management Corporation (SLSMC).

The Great Lakes Seaway System offers safe and reliable access at competitive costs to and from the Midwest portion of the United States and North America, so it is critical that the U.S. Seaway waters, locks, and infrastructure maintained by the GLS be continuously open and navigable during each navigation season (historically late March to late December).

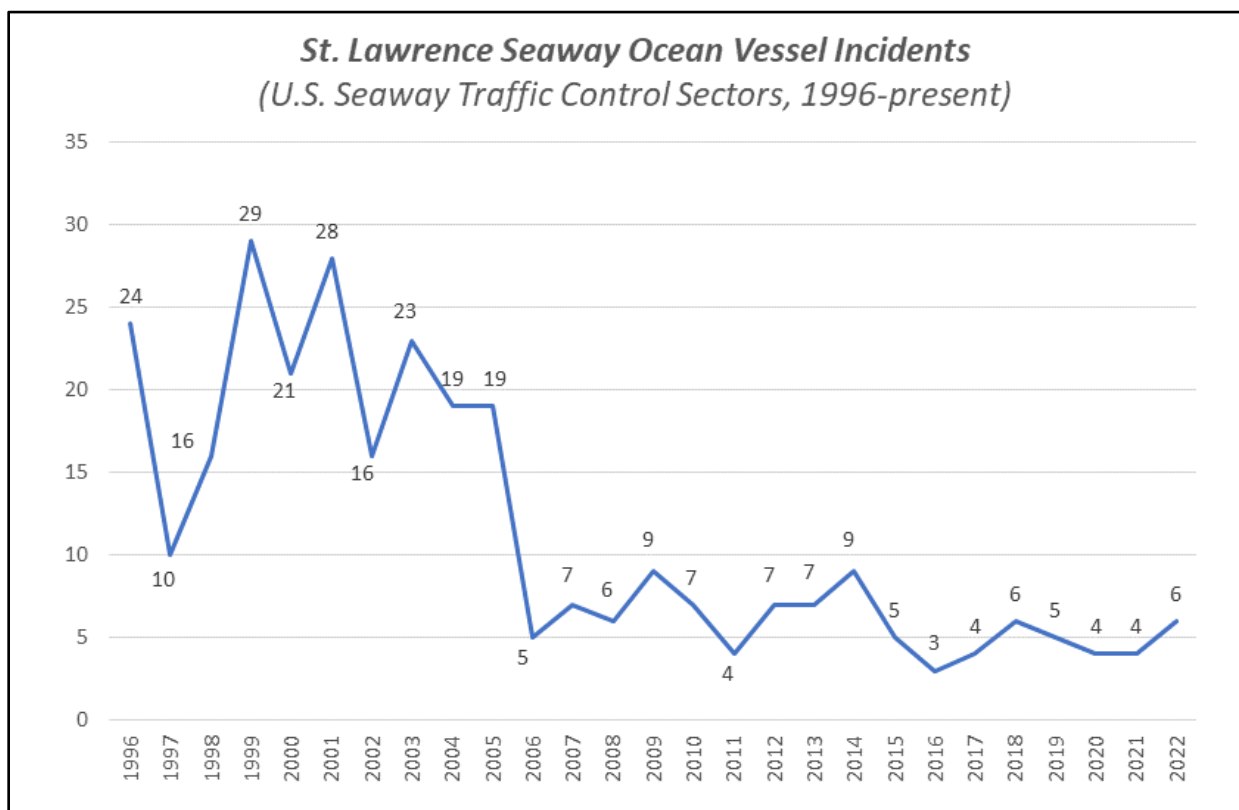
The St. Lawrence Seaway is one of the world's safest waterway systems and that safety record continues to improve. The FY 2024 budget request provides funding for the continuation of GLS safety programs that support the Department's Safety strategic goal.

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<sup>4</sup> [\*Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region\*](#). Calculation based on 37.7 million metric tons moving through the GLS's locks in 2020 and the GLS's FY 2022 enacted appropriation (\$38 million).

Since the St. Lawrence Seaway's opening in 1959, the GLS has consistently maintained a 99 percent reliability rate for its locks and the U.S. sector of the waterway (99.6 percent during the 2022 navigation season). This high mark of success is due primarily to the GLS's safe and efficient management, operations, and maintenance of the locks and control of vessel traffic. Global customers from nearly 50 countries return each year to use the Seaway because of the waterway's strong safety record, efficient operations, and near-perfect reliability rate.

Over the past 27 navigation seasons, the average number of vessel incidents in the Seaway requiring GLS inspectors has decreased significantly. From 1996-2008, the average number of incidents was 17.2 per year. However, from 2009-2022, the average number of incidents declined to only 5.7 per year. This positive development can be attributed to several factors, including the U.S.-Canadian Enhanced Ship Inspection Program, the use of the Seaway's Automatic Identification System (AIS) vessel traffic management technology beginning in 2002, the use of the Seaway's hands-free mooring system beginning in 2018, the well-trained and skilled GLS lock operations and maintenance staff, and a major fleet renewal program implemented by many of the Seaway's commercial customers.



Additionally, the GLS continues to excel in executing its Occupational Safety and Health (OSH) program for its workers, in accordance with Occupational Safety and Health Administration (OSHA)-related laws, regulations, and Executive Orders (EOs). As an operational entity, the majority of GLS employees perform a variety of potentially hazardous work activities, including working on or near water, repairing and installing electrical and mechanical equipment, and operating cranes, tugboats, barges, and other heavy equipment.

The GLS's OSH program consists of policies, procedures, and practices that serve to protect the safety and health of all employees and contractors. The goal of the GLS's OSH program is to provide a safe and healthy workplace that mitigates hazards, avoids accidents and injuries, and educates employees about safe work practices. All GLS employees, including management, are responsible for knowing and complying with the OSH program in support of the GLS's mission. Additionally, the GLS Safety Committee meets monthly to discuss workplace safety and occupational health issues including program updates, policy changes, injuries and illnesses, near-misses, inspections, training, and achievements. The Committee is comprised and co-chaired by an equal number of GLS senior managers and Union employees.

The GLS's FY 2024 budget request will allow the Corporation to continue proactively managing and executing its OSH workplace safety program with a goal of eliminating work-related accidents and incidents.

Related to environmental protection/sustainability, the GLS also continues to advocate for strict ballast water management efforts to prevent any new introductions of aquatic invasive species (AIS) via commercial vessels entering Seaway waters. In 2008, the GLS implemented regulations requiring all ships with no ballast in their tanks to conduct saltwater flushing of their empty ballast water tanks before arriving in the Seaway.

The GLS, along with other U.S. and Canadian partners, have enforced ballast water inspections of all vessels to ensure these regulations are carried out. In 2022, 100 percent of international cargo vessels bound for Great Lakes Seaway System ports received a ballast water or ballast tank exam. Ships that fail to properly manage their ballast tanks are required to either retain the ballast water and residuals on board, treat the ballast water in an environmentally sound and approved manner, or return to sea to conduct a ballast water exchange.

The Great Lakes Aquatic Nonindigenous Species Information System, maintained by the National Oceanic and Atmospheric Administration (NOAA), documents that Seaway regulations have dramatically decreased the risk of AIS introductions by international vessels transiting the Seaway (only 2 possible introductions since 2006 compared to 15 for 1991-2006).

In 2022, two leading Canadian aquatic invasion scientists published a paper in an online journal examining the efficacy of GLS and SLSMC regulations on the introduction of AIS into the Great Lakes through ballast tanks on commercial vessels transiting the St. Lawrence Seaway.<sup>5</sup> They compared and evaluated invasion- and shipping-related data for the Great Lakes for three relevant periods: (1) pre-regulation (1981-1993, prior to 1993 mandatory ballast water exchange), (2) partial regulation (1994-2006, ballast water exchange enforcement, but without "No Ballast on Board" (NOBOB) inclusion), and (3) total regulation (2007-2019, ballast water exchange for all ships, including NOBOBs).

They conclude that the binational ballast water management regulations implemented in 2006 and 2008 by the SLSMC and GLS, respectively, were the primary reason for a dramatic reduction in the apparent invasion rate for the Great Lakes-St. Lawrence River basin:

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<sup>5</sup> Ricciardi, A., & MacIsaac, H.J. (2022). [\*Vector Control Reduces the Rate of Species Invasion in the World's Largest Freshwater Ecosystem\*](#). Conservation Letters, e12866.

*“To our knowledge, the 2006/2008 regulation is the only case of a policy intervention that is linked to a massive reduction of the invasion rate of a large aquatic ecosystem. Since the current regulations were implemented, the overall rate of discovery of new non-native species declined by 84.6% compared to the partial regulation period. No other equivalent period of time in the documented history of the Great Lakes basin since 1835 has had fewer invaders discovered than the period of 2007-2019, and not since the Second World War has there been as few ballast water invasions recorded over a 13-year period.”*

Additionally, the scientists wrote:

*“This case is an encouraging example of binational response to a transboundary problem, whose apparent success was achieved through rigorous application of an evidence-based, operationally feasible management solution involving participation by governments, the shipping industry, and academia from both countries.”*

The FY 2024 request provides funding to continue performing the GLS’s ballast water management activities.

#### Anticipated FY 2023 Accomplishments

In FY 2023, the GLS workforce will continue to perform program activities intended to:

- Provide a safe and efficient commercial trade route with a reliability rate of 99 percent or greater through vessel traffic control operations and infrastructure maintenance.
- Continue close coordination and involvement with the Canadian SLSMC in all aspects of Seaway operations and trade and economic development to ensure consistent practices and greater economies of scale.
- Perform safety inspections and ballast water examinations of all foreign-flag vessels entering the St. Lawrence Seaway in Montréal, Québec, prior to entering U.S. waters.
- Promote regional trade and economic development through traditional marketing efforts, new initiatives, and activities aimed at increasing economic growth and job creation in the Great Lakes region.
- Utilize technologies to manage vessel traffic control and lock transits more efficiently.

#### FY 2024 Budget Request

For FY 2024, the GLS requests an appropriation of \$23.988 million for its Seaway Operations and Maintenance program from the HMTF and 143 full-time equivalents (FTEs). This program request is \$288,000 above the FY 2023 enacted level with no changes to the FTE ceiling level.

For more than 60 years, the GLS has performed its core mission activities with an understanding of the larger national economic impacts that are directly impacted by its operations. While the GLS's Seaway Operations and Maintenance program most directly impacts the Department's Economic Strength strategic goal in terms of job creation and global economic competitiveness, ancillary activities also address the Department's Safety, Equity, and Climate and Sustainability strategic goals.

The FY 2024 budget request for this program includes \$15.50 million to support the Department's Safety strategic goal, representing the GLS's lock operations, marine services, engineering, and maintenance activities. Most of the remaining FY 2024 request amount (\$7.32 million) focuses on GLS programs and activities that lead to economic growth through its efforts to grow commercial trade, promote the Seaway System to commercial customers, and, by extension, create jobs and economic impacts in the Great Lakes region.

Additionally, this request includes \$250,000 for activities related to the Department's Equity strategic goal. These activities include civil rights/equity training for GLS staff, acquisitions staff training on small and disadvantaged business contracts, as well as personnel costs for leadership and staff associated with the GLS's EEO/civil rights program. The GLS is committed to improving its Equity footprint, with a specific focus on renewed leadership commitment, civil rights, workforce recruitment, small and disadvantaged business utilization, and workforce education.

Finally, \$915,000 is included in the FY 2024 request related to the Department's Climate and Sustainability strategic goal. GLS climate-related activities include the GLS's existing educational and promotional activities highlighting the use of maritime transportation on the Great Lakes Seaway System as an environmentally advantageous mode of commercial transportation, when compared to other transportation modes, efforts to conduct ballast water examinations to ensure regulatory compliance, and its involvement with the Green Marine initiative. Since 2007, the GLS has been an active member of the Green Marine initiative – an internationally-recognized marine industry partnership program aimed at demonstrating and communicating the maritime industry's commitment to improving its environmental performance.

In its 2021 performance report,<sup>6</sup> Green Marine validated and published the efforts made by the shipping community, including ship owners, ports, shipyards, and terminals, in addressing key environmental issues. The GLS and SLSMC were measured on its efforts to address five environmental/sustainability performance areas (each on a five-point scale): Greenhouse Gases and Air Pollutants (4.1); Spill Prevention and Stormwater Management (4.9); Community Impacts (5.0); Environmental Leadership (4.9); and Waste Management (4.1).

FY 2024 baseline increases for the GLS's Seaway Operations and Maintenance program, which total \$1.26 million, include:

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<sup>6</sup> [https://green-marine.org/media/yihnn5v1/green\\_marine\\_performance\\_report\\_2021web.pdf](https://green-marine.org/media/yihnn5v1/green_marine_performance_report_2021web.pdf).

- Estimated increase in DOT Working Capital Fund (WCF) expenses (\$990,000)/<sup>7</sup>;
- Estimated FY 2024 pay raise (5.2 percent) (\$540,000);
- Estimated 2.0 percent inflation increase for non-pay object class expenditures (\$162,000);
- Estimated increase for annualization of FY 2023 GS pay raise (\$113,000);
- Estimated increase for one additional compensable day in FY 2024 (\$50,000);
- Estimated increase in financial management system expenses with the Federal Shared Service Provider at the U.S. Department of the Interior (\$36,000); and
- Reduction of GLS Washington office rental payments that will be paid through the WCF beginning in FY 2024 (-\$635,000).

The GLS is also proposing to reduce certain Seaway Operations and Maintenance program expenses in FY 2024, including other contractual services (-\$700,000), supplies and materials (-\$200,000), and staff travel (-\$68,000).

Overall, the FY 2024 request for the Seaway Operations and Maintenance program will provide the GLS with the financial and personnel resources necessary to perform operational, maintenance, and administrative functions including lock operations, marine services, vessel traffic control, asset maintenance, ballast water management, safety and environmental inspections, trade promotion and economic development, and the Seaway International Bridge.

Primary operational and programmatic activities as part of this program include:

- Lock Operations, Vessel Traffic Control, and Marine Services – Lock operations and vessel traffic control on the St. Lawrence Seaway are conducted on a 24-hour day, 7-day week basis throughout the shipping season (typically late March to late December each year). Marine operations consist of commissioning and decommissioning aids to navigation, channel dredging and maintenance, tugboat, and other floating equipment services, as well as vessel safety inspections and ballast water examinations.
- Engineering and Maintenance – The GLS’s infrastructure must be maintained in efficient operating condition. Facilities include: locks and guidewalls; roads; office buildings; an international bridge; a highway tunnel; channels; public use facilities, such as the Eisenhower Lock Visitor Center; navigation aids; buildings, grounds, and utilities; and permanent operating equipment, including trucks, cranes, and tugboats.
- Administration – Executive management and administration of the GLS includes legal, EEO, civil rights, financial management, procurement, information technology, human resources, labor relations, budget, performance, and external relations.

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<sup>7</sup> GLS’s Washington, D.C. office rent is included in the WCF estimates beginning in FY 2024.



- Trade and Economic Development – The GLS engages in activities designed to increase public and commercial awareness of the Great Lakes Seaway System and encourage trade and economic development throughout the Great Lakes region.
- Seaway International Bridge – The GLS co-owns the South Channel Span of the binational Seaway International Bridge with the Canadian Government. The bridge is managed and operated by the SIBC on behalf of the two owners. GLS staff serve on the SIBC Board of Directors.

### **What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?**

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Since the binational waterway's opening in 1959, the GLS has performed operational and maintenance activities, safety programs, and trade and economic development functions to ensure a safe, efficient, reliable, environmentally-friendly, and cost-competitive commercial waterborne transportation route while also facilitating commercial trade and economic growth.

Over that time, more than 3 billion metric tons of cargo valued at more than \$450 billion have moved through the St. Lawrence Seaway.<sup>8</sup> GLS operations and maintenance activities have resulted in a near-perfect reliability rate of 99 percent for commercial users. During the 2022 navigation season (March 22 to January 1), an estimated 36.3 million metric tons of cargo moved through the binational waterway supporting North America's supply chain.

Cargoes include bulk cargo such as iron ore for the steel industry, petroleum for power generation, stone and cement for construction, and agricultural products for domestic and overseas consumption. Additionally, general cargoes such as machinery, steel, containerized goods, oversized and project cargoes, including wind energy equipment, and bagged food products are moved on the Seaway each year.

The GLS's long-standing and proven-effective operation of the St. Lawrence Seaway has produced significant benefits for the Nation in terms of economic growth, fuel efficiency and congestion mitigation, and commercial transportation safety.

- Economic Impacts – GLS operational initiatives supporting Great Lakes Seaway System commercial trade of more than 140 million metric tons support 147,500 U.S. jobs and generates associated annual U.S. economic benefits of \$26 billion in economic activity, \$11 billion in personal income and local consumption expenditures, and \$5 billion in federal, state, and local tax revenue.<sup>9</sup>
- Fuel Efficiency and Congestion Mitigation – The Great Lakes Seaway System commercial fleet is nearly 7 times more fuel-efficient than trucks and 1.14 times more fuel-efficient than rail. Moreover, it would take 3 million railcars or 7.1 million trucks to carry the total cargo transported by the Great Lakes/Seaway fleet.<sup>10</sup>

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<sup>8</sup> [Seaway Traffic Reports](#).

<sup>9</sup> [Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region](#).

<sup>10</sup> [Environmental and Social Impacts of Marine Transport in the Great Lakes-St. Lawrence Seaway Region](#), Research and Traffic Group, January 2013.

- Transportation Safety – Great Lakes Seaway System shipping has an outstanding safety record. Marine shipping is least disruptive to the public, has fewer accidents, and has fewer workplace injuries as compared with other modes of transportation. The Seaway’s outstanding safety record is the consequence of a pervasive safety culture, a well-trained and licensed workforce, robust regulatory oversight, and the use of advanced navigation technology.<sup>11</sup>

The GLS remains dedicated to safely and efficiently operating the U.S. portion of the St. Lawrence Seaway, while also promoting the economic and environmental benefits of the marine mode, attracting new cargoes to the Seaway to spur economic growth and job creation, and leveraging technology and innovation to enhance the system’s performance and safety.

The FY 2024 request will sustain existing Seaway Operations and Maintenance program activities and afford the GLS opportunities to enhance its efforts in the areas of safety, operations, environmental protection and sustainability, and trade/economic development, while maintaining the waterway’s historically high reliability rate.

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<sup>11</sup> [\*Safety Profile of the Great Lakes St. Lawrence Seaway System\*](#), Research and Traffic Group, March 2014.

## Detailed Program Justification for Seaway Infrastructure

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**FY 2024 PROGRAM BUDGET REQUEST**  
**Seaway Infrastructure**  
**Operations and Maintenance – HMTF (69X8003)**  
**(\$000)**

<b>Program Activity</b>	<b>FY 2022 Actual</b>	<b>FY 2023 Enacted</b>	<b>FY 2024 President's Budget</b>
Seaway Infrastructure	\$14,500	\$14,800	\$16,300
<b>Total</b>	<b>\$14,500</b>	<b>\$14,800</b>	<b>\$16,300</b>
<b>FTE</b>	<b>0</b>	<b>0</b>	<b>0</b>

### What Is the Program and What Does This Funding Level Support?

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The Seaway Infrastructure Program (SIP) addresses the needs of the organization's infrastructure assets in Massena, N.Y., which include vessel locks, buildings and grounds, a vehicular bridge and tunnel, roadways, utilities, tugboats, and equipment. This program supports the Department's strategic goal of Economic Strength and Global Competitiveness under the High-Performing Core Assets objective. Global commercial trade moving on the St. Lawrence Seaway to and from American and Canadian markets in the Great Lakes region is dependent on the GLS's safe, efficient, and operational infrastructure.

The GLS's role as a waterway and lock operator requires continual, proactive capital investments in the Seaway's assets to ensure the waterway's safe, reliable, and efficient commercial operations. Since 1959, over 3 billion metric tons of cargo valued at more than \$450 billion have moved through the Seaway.<sup>12</sup>

This commercial trade produces significant economic benefits to the Great Lakes region and the Nation. In fact, an economic impact study completed in 2018 concluded that maritime commerce on the Great Lakes Seaway System supports 147,500 U.S. jobs and generates associated annual U.S. economic benefits of \$26 billion in economic activity, \$11 billion in personal income and local consumption expenditures, and \$5 billion in tax revenue.<sup>13</sup>

From FY 2009-2022, the GLS obligated \$209 million on 62 separate infrastructure-related projects. Major infrastructure projects completed over that time included maintenance dredging in the U.S. portion of the Seaway navigation channel, lock miter gate and culvert valve machinery upgrades, culvert valve replacements, hands-free mooring installation at the locks, gatelifter upgrades, miter gate rehabilitation, and tugboat replacements, as well as various other structural and equipment repairs and/or replacements. The GLS's infrastructure investments demonstrate the Nation's commitment to the long-standing agreement to jointly operate and maintain the binational St. Lawrence Seaway for commerce.

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<sup>12</sup> [Seaway Traffic Reports.](#)

<sup>13</sup> [Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region.](#)

During the 2022 navigation season, the GLS recorded the lowest level of delays on record for lock-related disruptions to navigation (2 hours, 3 minutes), resulting in a lock availability rate of 99.97 percent for the 286-day 2022 season. The successful planning and execution of the SIP, which began in FY 2009, is a key reason for the achievement of the near-perfect reliability rate.

In FY 2021, the GLS transitioned from its initial Asset Renewal Program (ARP) to address long-overdue capital projects to a more proactive infrastructure program to maintain the GLS's capital assets as part of a recurring five-year capital plan. The GLS's SIP is developed annually by Corporation engineering, maintenance, lock operations, and policy officials following annual winter preventative maintenance work and inspections. This capital planning process, resulting in a recurring five-year capital plan, ensures that aging machinery, equipment, and parts are rehabilitated/replaced; that buildings for employees and the public, grounds, and utilities are sufficiently maintained/ refurbished; and that commercial trade continues to move on the Seaway safely and without interruption or delays. In preparing its budget requests, the GLS categorizes its infrastructure investments under eight infrastructure categories:

<b>Seaway Infrastructure Program (SIP) Categories / Descriptions</b>	
<b>Locks and Associated Structures</b>	<i>Includes the structures at Eisenhower and Snell Locks and those structures that are required for the operation and/or maintenance of the locks</i>
<b>Lock Equipment</b>	<i>Includes the equipment at Eisenhower and Snell Locks that is used to transit vessels through the locks and the controls for that equipment</i>
<b>Utilities</b>	<i>Includes utilities infrastructure for electricity, fuel, potable water, wastewater, raw water, and compressed air</i>
<b>O&amp;M Equipment and Work Vehicles</b>	<i>Includes heavy and light mobile equipment, shop equipment, and Massena-based work vehicles</i>
<b>Buildings and Grounds</b>	<i>Includes construction of and improvements to GLS-owned buildings, roadways, work areas, parking areas, and grounds</i>
<b>Dredging, Navigation Aids, and Floating Plant</b>	<i>Includes projects that improve the safety and efficiency of navigation and improvements to and replacement of the GLS's floating plant</i>

<b>Seaway International Bridge</b>	<i>Includes capital improvements to the South Channel Span of the Seaway International Bridge (GLS owns 68 percent of the South Channel Span)</i>
<b>IT and Communications</b>	<i>Includes improvements to the GLS mission-related IT network and systems as well as CCTV, cameras, and communication improvements</i>

#### Anticipated FY 2023 Accomplishments

In FY 2023, the GLS expects to fund and/or complete several SIP projects, including:

- \$3 million for concrete rehabilitation at Eisenhower and Snell Lock;
- \$2 million for upgrades to the Eisenhower Lock ice flushing system;
- \$1.5 million for upgrades to the miter gate machinery at both locks;
- \$1 million to complete the diffuser replacement project at Snell Lock; and
- \$600,000 to purchase approximately 30 all-season navigational aid buoys.

Additionally, the GLS's Office of Engineering and Maintenance will complete engineering specifications and plans, permitting and environmental studies (as applicable), and contractual obligations for FY 2023 infrastructure projects. In addition, the GLS will manage and perform oversight of on-site infrastructure construction/installation work, acquisitions, and reporting.

#### FY 2024 Budget Request

The GLS's FY 2024 budget request for its SIP is \$16.30 million for 12 infrastructure-related projects, \$1.50 million above the FY 2023 enacted level. This program supports the Department's strategic goal of Economic Strength under the High-Performing Core Assets objective.

Dollar amounts for SIP projects are "project feasibility" estimates that can vary from the final construction estimates and bids. While many Seaway infrastructure projects have received funding over several years, the GLS uses a multi-phased approach to developing each project to ensure annual funding produces usable, distinct, and tangible segments and avoids incremental funding, in accordance with Office of Management and Budget (OMB) Circular A-11.

<b>Seaway Infrastructure Category</b>	<b>Seaway Infrastructure Project</b>	<b>FY 2024 Request</b>
Locks and Associated Structures	Rehabilitation of Concrete at Eisenhower Lock	\$ 2,000,000
	Rehabilitation of Concrete at Snell Lock	1,000,000
Lock Equipment	Rehabilitation of Culvert Valve Machinery Hydraulics at Both Locks	\$ 500,000
	Upgrade/Replacement of Compressed Air Systems at Both Locks	500,000
	Rehabilitation of Hands-Free Mooring Equipment at Both Locks	250,000
Utilities	Upgrade of Electrical Distribution Equipment	\$ 1,500,000
O&M Equipment and Work Vehicles	Replacement of Heavy and Light Equipment and Vehicles	\$ 800,000
Buildings and Grounds	Rehabilitation/Replacement of Massena, N.Y. Facilities – Replacement of GLS’s Administration Building	\$ 7,000,000
	Replacement of Paving and Drainage Infrastructure	1,500,000
Dredging, Navigation Aids, and Floating Plant	Upgrade of Floating Navigational Aids to All-Season Buoys	\$ 600,000
Seaway International Bridge	Replacement of Bridge Suspenders and Upgrade to Electrical System	\$ 350,000
IT and Communications	Upgrade of Seaway Vessel Traffic Control System	\$ 300,000
<b>TOTAL (12 projects)</b>		<b>\$16,300,000</b>

SIP Project Descriptions:

- Locks and Associated Structures – Rehabilitation of Concrete at Eisenhower and Snell Locks (\$3 million)** – This ongoing project is to replace deteriorated/damaged concrete at Eisenhower and Snell Lock. This includes concrete that was of poor quality when placed during original construction and concrete that has been damaged by freeze-thaw cycles and by vessel impacts. This deteriorated/damaged concrete includes the mass concrete that forms the locks walls, floors, and ceilings of the filling and emptying culverts and the gate sills. This project includes replacing concrete to depths ranging between approximately 8 inches and 24 inches. The GLS has used shotcrete to replace concrete in the culverts and plans to replace deteriorated/damaged concrete on the lock walls in future years.

- **Lock Equipment – Rehabilitate Culvert Valve Machinery Hydraulics at Both Locks (\$500,000)** – This new project will address the rehabilitation of the culvert valve machinery hydraulics that were installed in FYs 2009 and 2010 at the onset of the GLS’s infrastructure renewal program. This machinery is critical to the filling and emptying of each lock during vessel transits. This equipment is scheduled to be upgraded to insure its continued reliability. Failure of this equipment will cause delays to commercial shipping while repairs are made. FY 2024 work includes the refurbishment of the culvert valve hydraulic cylinders.
- **Lock Equipment – Upgrade/Replacement of Compressed Air Systems at Both Locks (\$500,000)** – This project is for replacing the compressors and corroded piping at both Eisenhower and Snell Locks which provides compressed air for various systems at the locks, for maintenance work and for air curtains and bubblers utilized to control ice in and around the locks during the opening and closing of the navigation seasons. The ability of the existing compressed air systems to provide the required volumes and/or pressures reliably is becoming a problem. The GLS has thousands of feet of airlines that will require replacement as part of this project, in addition to associated equipment.
- **Lock Equipment – Rehabilitation of Hands-Free Mooring Equipment at Both Locks (\$250,000)** – In June 2019, Hands Free Mooring (HFM) technology became fully operational at GLS’s St. Lawrence Seaway locks in Massena, N.Y., with the commissioning of HFM technology at Snell Lock. The Seaway’s HFM project was the first use of this technology for an inland waterway to move commercial vessels through a lock system. The new technology allows commercial ships to transit safer and more efficiently without the use of mooring lines while also enhancing workplace safety and improving operational efficiency.

Beginning in FY 2024, the GLS requests \$250,000 to rehabilitate and improve one of its seven HFM units (three at each of the two locks, plus one spare unit). This schedule meets both the manufacturer’s maintenance schedule as well as similar HFM rehabilitative work being conducted by the Canadian SLSMC at their locks. The GLS will use the spare unit in place of the unit under rehabilitation each year. A similar request will be made each year over the next six years for the remaining six units.

- **Utilities – Upgrade Electrical Distribution Equipment (\$1.5 million)** – This multi-project is for upgrading electrical distribution equipment, some of which is over 60 years old, at both Eisenhower and Snell Locks and at the Maintenance Facility to ensure continued reliability. The GLS anticipates completing arc flash analyses, replacing electrical panels and wiring at both locks, and replacing power feeds and transformers at its Maintenance Facility and Snug Harbor (storage area for GLS tugs and gatelifter). The FY 2024 request addresses installation of an emergency backup generator at the Maintenance Facility and power infrastructure improvements between the GLS locks and the Moses-Saunders Power Dam nearby that produces clean hydroelectric power supporting Seaway operations.

- **O&M Equipment and Work Vehicles – Replacement of Heavy and Light Equipment, Maintenance Vehicles, and Shop Equipment (\$800,000)** – This annual project is to replace heavy and light equipment, work vehicles, and shop equipment as they become worn out and unserviceable. Heavy and light equipment include such items as cranes, dump trucks, snowplows, backhoes, graders, front-end loaders, and assorted shop equipment. Equipment and vehicles are inspected regularly, and their replacement is prioritized based on the results of those inspections. In FY 2024, the GLS anticipates replacing fleet vehicles, an aerial bucket truck, a front-end loader, and an industrial all-terrain forklift.
- **Buildings and Grounds – Rehabilitation/Replacement of Massena, N.Y. Facilities – Replacement of GLS’s Administration Building (\$7 million)** – For the FY 2024 request, the GLS requests \$7 million to address its Facility Master Plan’s (FMP) most prioritized project to construct a new, smaller, and more energy efficient Administration Building for the Office of the Associate Administrator as well as GLS’s finance, acquisitions, human resources, legal, security, and information technology staff currently housed at the existing Administration Building located near downtown Massena. The request would fund construction design and drawings, construction of the facility, and building furnishings. The new facility would be built on GLS land at the Eisenhower Lock site, eliminating a long-standing GLS challenge of having administrative staff located nearly 10 miles away from the two U.S. Seaway locks where the majority of GLS’s Massena staff are located.

Due to significantly smaller administrative staff than when the building was first constructed, the GLS and its building tenants are currently utilizing approximately 50 percent of the existing Administration Building’s 30,800 square foot (sf.) capacity and the building does not meet current energy codes or Americans with Disabilities Act (ADA) standards. The FMP concluded that the GLS would incur routine maintenance costs for the current facility over the next 20 years of \$3.25 million to maintain current conditions, with \$1.96 million over the next five years.

The new Administration Building facility would also utilize clean hydroelectric energy and be significantly smaller and more energy efficient (estimated at less than 8,000 sf. vs. 30,800 sf. at current facility).

Beginning in FY 2024, the GLS will launch a multi-year effort to rehabilitate and/or replace its various buildings and facilities in Massena, N.Y., that are used for both employee workspace and storage and were built during the construction of the U.S. assets of the St. Lawrence Seaway in the 1950s. All these facilities/buildings are owned and operated by the GLS. Most of these buildings/facilities have reached the end of their useful life and do not meet ADA or energy standards.

In FY 2022, the GLS contracted with an architectural/engineering firm for an FMP to include a review of the entire GLS’s Massena building/workplace inventory to assess current conditions, address needed maintenance and/or rehabilitation to meet current workplace and energy standards, and provide cost estimates for new, more energy and space efficient workspace. The FMP identified 20 capital improvement projects with a total projected cost of approximately \$32 million.



- **Buildings and Grounds – Replace Paving and Drainage Infrastructure (\$1.5 million)** – This ongoing project is for improving the pavement and drainage along lock approach walls as well as the roadways, public parking, and work areas at all Corporation facilities. In Upstate New York the damage to pavements caused by winter conditions is significant. If repairs are not made before the damage is too severe, complete replacement of the pavement down to and often including the base materials is required at a much higher cost. In FY 2024, the GLS plans to address paving and drainage needs at the Maintenance Facility, Snug Harbor, Snell Lock, and various access roads between facilities.
- **Dredging, Navigation Aids, and Floating Plant – Upgrade Floating Navigational Aids to All-Season Buoys (\$600,000)** – This ongoing project is to replace traditional floating navigational aids/buoys with all-season buoys. The GLS is responsible for 101 buoys (with one light per unit) along a 120-mile portion of the St. Lawrence Seaway. Over the past several years, the GLS successfully tested several types of all-season buoys and, in consultation with the U.S. Coast Guard, determined a foam all-season buoy was the most effective solution.

The GLS's FY 2022 enacted appropriations included \$475,000 to purchase 20-25 all-season buoys while the FY 2023 enacted level included \$600,000 to purchase approximately 30 buoys. For FY 2024, the GLS again requests \$600,000 to purchase another 30 all-season buoys as it moves closer to completing this project and anticipates completing this buoy upgrade project over the next several fiscal years.

Replacing current buoys with all-season buoys will enhance the efficiency of the system by allowing U.S. and Canadian Great Lakes/Seaway pilotage authorities to remain in single pilotage at closing and opening periods. This, in turn, will save shipping companies added pilotage fees and operational costs resulting from delays waiting for pilots to get proper rest. Additionally, all-season buoys should reduce GLS operational costs associated with the commissioning and decommissioning of buoys each spring and winter.

- **Seaway International Bridge – Replacement of Bridge Suspenders and Upgrade to Electrical System (\$350,000)** – The South Channel Span of the Seaway International Bridge, co-owned by the GLS and the Canadian federal government, opened to vehicular traffic between the United States and Canada. The cost split for capital infrastructure work on the South Channel Span is currently 68 percent U.S./32 percent Canada. The Seaway International Bridge Corporation (SIBC), which operates and manages the bridge on behalf of the U.S. and Canadian owners, is planning for the FY 2024 replacement of the bridge's suspenders and an upgrade to its electrical system. This \$350,000 request addresses the U.S. portion of the project cost.

- **IT and Communications – Upgrade of Seaway Vessel Traffic Control System (\$300,000)** – This project for the continued development and implementation of an expansion/upgrade to the binational Seaway vessel traffic control system. The existing system is owned by the Canadian SLSMC and utilized by SLSMC and GLS vessel traffic controllers on both sides of the border for seamless operations. Over the past several years, the GLS and SLSMC, in collaboration with the Department’s Volpe National Transportation Systems Center (Volpe Center), has begun work on a new system called Voyage Information System (VIS) that will greatly enhance the safety and efficiency of maritime navigation in the St. Lawrence Seaway and ultimately the Great Lakes.

In 2016, the GLS partnered with the Volpe Center, DOT’s Intelligent Transportation Systems (ITS) Joint Program Office, and the SLSMC to develop a concept of operations paper proposing various options for modernizing the Seaway’s Vessel Traffic Management System. After studying various options, it was decided that the most cost-effective option would be to build upon the success of the Seaway’s AIS traffic control system platform to develop a vessel management system that would be more predictive and analytical.

In 2018, the GLS decided to expand the proposal to develop a more comprehensive voyage management system. The concept for such a system adapted traffic flow management concepts first developed by the Federal Aviation Administration (FAA) and the Volpe Center to support safe and efficient operation of the National Airspace System.

A demonstration working prototype of the VIS was developed by the Volpe Center in late 2019 for the Montreal-Lake Ontario section of the Seaway. This prototype has provided an initial “proof of concept” of the technology. The VIS has been identified as a priority infrastructure project by the USDOT. Currently, the GLS, SLSMC, and Volpe Center are proceeding on the next phase of this technology development. To date, the GLS has provided \$400,000 for development of the prototype. The FY 2024 request of \$300,000 will serve as GLS’s funding for continued system design and development and the overall final cost for system development and implementation is expected to be cost-shared by the GLS, SLSMC, and the shipping industry.

### **What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?**

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The Great Lakes St. Lawrence Seaway System is a binational waterway connecting world markets to the Great Lakes region. The goal of the GLS’s Seaway Infrastructure program is to ensure the long-term structural integrity and reliability of the Seaway infrastructure, which is a critical component of the economic strength and supply chain of the eight-state region and the Nation. Without safe, modern, reliable, and efficient locks and waters, the St. Lawrence Seaway will lose its competitive advantage for the movement of raw, bulk, and project cargoes to and from the Heartland of North America.

Without the GLS’s continued efforts to modernize the U.S. Seaway infrastructure, commercial users would consider alternative, more dependable modes and routes to move goods to and from the region, which could result in fewer economic benefits to the Nation, as well as increased road/rail congestion and consumer costs for goods and products.





*The Research, Development, and Technology section of the  
FY 2024 budget request is not applicable to the GLS*

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**FY 2024 IT BUDGET REQUEST**  
**INFORMATION TECHNOLOGY**  
**U.S. DEPARTMENT OF TRANSPORTATION**  
**GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**  
**BUDGET AUTHORITY**  
**(\$000)**

<b>Budget Account</b>	<b>FY 2022 Actual</b>	<b>FY 2023 Enacted</b>	<b>FY 2024 President's Budget</b>
<b>Operations and Maintenance (69X8003)</b>	<b>\$2,533</b>	<b>\$2,528</b>	<b>\$3,728</b>
<i>Commodity IT SS WCF</i>	<i>\$735</i>	<i>\$1,068</i>	<i>\$1,823</i>
<i>Modal IT</i>	<i>\$1,798</i>	<i>\$1,459</i>	<i>\$1,905</i>
<b>Total</b>	<b>\$2,533</b>	<b>\$2,527</b>	<b>\$3,728</b>

The Great Lakes St. Lawrence Seaway Development Corporation (GLS) is requesting **\$3.73 million** from the Operations and Maintenance account (69X8003) for information technologies (IT) that support the full spectrum of GLS programs as well as the Department's initiative to transform and consolidate the management of certain IT solutions centrally by the Office of the Chief Information Officer (OCIO).

***Commodity IT Shared Services (SS) through the Working Capital Fund (WCF)***

OCIO will continue to provide all modes Commodity IT Shared Services in FY 2024 to achieve economies of scale and increase consistency of cybersecurity protections across the Department. Commodity IT Shared Services include IT functions and activities dedicated to basic support services, including network operations, end-user computing, telecommunications services, and server operations.

- The GLS request includes **\$1.82 million** from the Operations and Maintenance account (69-8003) for Commodity IT Shared Services. The GLS share was based on actual commodity IT consumption in prior years as well as planned future consumption. OCIO, in collaboration with the GLS, assumed a one-to-one cost estimate to transition all commodity IT to OCIO. The GLS will only be charged for services rendered.

***Modal IT***

The following mission-related IT systems will be maintained by the GLS in FY 2024. This list represents those IT systems that support the GLS and are reported in OMB's Corporate Investment Management System (CIMS).

- **Financial/Accounting System** – The GLS requests **\$941,000** from the Operations and Maintenance account (69-8003) for the operations and maintenance (O&M) expenses related to its access and usage of the Oracle-based financial system at the U.S. Department of the Interior, which is a Federal Shared Service Provider. The GLS utilizes this system for all its financial and accounting transactional and reporting requirements.

- **PC&B for IT Operations Staff** – The GLS requests **\$371,000** from the Operations and Maintenance account (69-8003) for the personnel compensation and benefits (PC&B) costs for its 2.5 FTEs responsible for IT operations for mission systems.
- **Development and Support for Seaway Vessel Traffic Management System** – The GLS requests **\$400,000** from the Operations and Maintenance account (69-8003) for annual O&M costs (\$100,000) to the AIS-based vessel traffic management system as well as on-going development costs (\$300,000) for the Voyage Information System (VIS) component of the vessel traffic management system. The VIS will allow the GLS to improve the way it manages, schedules, and predicts vessel traffic in the Great Lakes Seaway System. It will provide for safer and more efficient transits, first through the Seaway, and then, ultimately, the entire Great Lakes.
- **PC&B for Cybersecurity Staff** – The GLS requests **\$180,000** from the Operations and Maintenance account (69-8003) for the PC&B costs of its 1.0 FTE responsible for cybersecurity for mission systems.
- **CASTLE Time and Attendance System** – The GLS requests **\$13,000** from the Operations and Maintenance account (69-8003) for its annual expenses for FAA’s CASTLE time and attendance application.