

INTERVIEW OF THE MONTH



JEAN AUBRY-MORIN
VICE-PRESIDENT, EXTERNAL RELATIONS
THE ST. LAWRENCE SEAWAY MANAGEMENT CORPORATION



Mr. Aubry-Morin was named VP External Relations in January 2013. HE joined the Seaway as Corporate Sustainability and Environmental Officer in 2008 and shortly thereafter spends a period of time in charge of Operations in the Niagara Region. Prior joining the Seaway, he worked in the Industrial and high technology sector in renewable energies and most recently in the Marine and Global distribution sector. Mr. Aubry-Morin has extensive business management experience in North America, Europe and Asia. Since July 2008 Mr. Aubry-Morin has also been a member of the Board of Director of the SODES and its finance committee since 2016.

The huge potential of locks' system

Question 1: What are the St. Lawrence Seaway Management Corporation's role and responsibilities in ensuring that the St. Lawrence Seaway operates smoothly?

Answer 1: The St. Lawrence Seaway Management Corporation, a not-for-profit corporation, is the **steward** responsible for the safe, efficient movement of marine traffic through the Canadian Seaway facilities, which consist of 13 of the 15 locks between Montreal and Lake Erie. The Corporation ensures that the waterway remains a safe, well-managed system at all times so as to protect its users, its integrity and members of the public using the waterfront.

I am **very proud** to belong to a binational institution that, today, represents the Great Lakes/St. Lawrence Seaway System, an **essential transportation artery** in the supply chain of a territory that corresponds to the **world's 3rd largest economy**. According to a BMO Capital Markets special report, the two Canadian provinces and eight American states bordering on the Great Lakes/St. Lawrence Seaway System generate huge economic spinoffs throughout North America.

Partnering 24/7 with its US counterpart, the Great Lakes St. Lawrence Seaway Development Corporation (GLS), the Canadian corporation coordinates operations, in particular with regard to rules and regulations, overall day-to-day operations and maintenance, traffic management,



ST. LAWRENCE ECONOMIC DEVELOPMENT COUNCIL

navigation aids, safety, environmental programs, operating dates and trade development. Theirs is an outstanding example of cross-border collaboration.

The St. Lawrence Seaway Management Corporation is **constantly looking to the future**. It strives to promote its competitive advantages and ensure the System's smooth operations by using new, innovative, leading edge technologies. It also plays a key role within the North American transportation system by ensuring the **legendary reliability** and productivity of maritime goods transport operations

Through the business approach it uses in the context of its operations, the Corporation works to **rally** maritime industry partners, since it is mandated to be efficient and sensitive to the needs of the parties involved as well as the adjacent communities it affects. As a steward, the Corporation **protects the rights and interests** of neighbouring communities all along the Seaway.

Question 2: Why is it necessary to close the Seaway in winter? Does work done allow the existing infrastructures to be upgraded or is it designed to develop and modernize them?

Answer 2: Bearing in mind the balance between social, environmental and economic realities, the St. Lawrence Seaway Management Corporation wishes to optimize the commercial navigation season as much as possible in order to make a maximum contribution to North American economic activity.

This year, the commercial navigation season in the Welland Canal ended on January 7, 2021, seven days after the Montreal–Lake Ontario sector was closed, following the end of the second year of a successful pilot project to extend the season. Twenty commercial vessels transited through the Canal after December 31, 2020.

Weather conditions, ice conditions, ship traffic demands, maintenance and improvement projects are all factors taken into account in the strategic decision to close this sophisticated system of locks between Montreal and Lake Erie in winter, that is, between December and March.

In the winter months, ice forms and can reduce water flows below the level deemed acceptable for commercial navigation.

Also, rigorous annual maintenance of the Canal, the locks' various advanced components, such as gates and culverts, and the bridges crossing the Seaway is required to ensure safe, reliable, efficient vessel passage the following season. This work, which sometimes requires emptying the locks, cannot be done during the regular season when thousands of vessels use the Seaway facilities.

The major maintenance work carried out strategically between December and March contributes significantly to the Seaway facilities' legendary reliability, which borders on 100%.

This elaborate system of locks is dependent on state-of-the-art technology for elements such as



ST. LAWRENCE ECONOMIC DEVELOPMENT COUNCIL

the hands-free mooring system, which must also be maintained and checked during the winter season.

Finally, it is during this time that the Corporation can improve its infrastructures and facilities by implementing specific projects. The Seaway has equipped itself with new high-performance technologies that ensure better data integration and improve boat passage time, thus encouraging repeat business.

Question 3: In your opinion, how can the maritime industry and its partners maximize the Seaway's use, thereby increasing this activity sector's participation in the Canadian economy?

Answer 3: The maritime industry and its partners, including the St. Lawrence Seaway Management Corporation, are true ambassadors of Highway H20. By continuing to promote the advantages of proximity, cargo delivery and networking that this System offers users, they can increase the maritime industry's participation in the Canadian economy.

Our facilities' fail-safe availability allows our users to ensure high-calibre service and reliability levels vis-à-vis their own clientele and to quickly rotate vessels, thereby helping to maintain supply chain fluidity throughout the territory.

The Seaway will continue to collaborate with domestic and international carriers and shippers to maximize goods transport opportunities and

confirm its competitive standing in the North American transportation network.

Together, the maritime industry and its partners show resilience and agility in operations and transportation plan adaptation, thereby contributing to the Great Lakes/St. Lawrence Seaway System's robustness and competitiveness.

In working to this end, the maritime industry and its partners, including the Seaway, carriers and shippers, are prepared to continue developing new markets, such as wind project cargo transportation. They are also able to take advantage of opportunities on existing markets, such as the transportation of construction materials or liquid bulk, depending on market conditions.

By continuing to explore opportunities to increase the number of different products and new cargo that can travel via the Seaway, they can also step up their participation in the Canadian economy.

Shippers' desire to invest in new vessels that can navigate the Seaway to meet increased demand for goods transport and international vessel transits can help strengthen the maritime industry's positive economic impact within the Canadian economy.

The St. Lawrence Seaway Management Corporation is determined to remain an indisputable asset for goods transport and supply chains the world over, regardless of the post-pandemic economic situation.



ST. LAWRENCE ECONOMIC DEVELOPMENT COUNCIL

About the St. Lawrence Seaway Management Corporation:

The St. Lawrence Seaway Management Corporation was created as a not-for-profit corporation in 1998 by the Government of Canada, the Seaway's users and other key stakeholders. Under the Canada Marine Act, the Corporation manages and operates the St. Lawrence Seaway's Canadian facilities, which remain Government of Canada property under a long-term agreement with Transport Canada.

Other

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[Media Resources](#)

[Seaway 60th Anniversary Video](#)



Aerial photograph of the St. Lambert facilities