

**DEPARTMENT OF TRANSPORTATION****Saint Lawrence Seaway Development Corporation****33 CFR Parts 401 and 402**

[Docket No. SLSDC 2001-8785]

RIN 2135-AA12

**Seaway Regulations and Rules; Tariff of Tolls****AGENCY:** Saint Lawrence Seaway Development Corporation, DOT.**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Saint Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Management Corporation (SLSMC) of Canada, under international agreement, jointly publish and presently administer the St. Lawrence Seaway Tariff of Tolls in their respective jurisdictions. The Tariff sets forth the level of tolls assessed on all commodities and vessels transiting the facilities operated by the SLSDC and the SLSMC. The SLSDC will be revising its regulations to reflect the fees and charges that will be charged by the SLSMC in Canada starting in the 2001 navigation season and related editorial, format, and substantive changes, the latter of which will be effective only in Canada. The SLSDC also proposes an amendment to increase the toll for pleasure vessels to be charged by the SLSDC for transit through the U.S. locks, which the SLSMC is also doing for Canadian locks. Through agreement with the SLSMC, the SLSDC also proposes an amendment to its "Preclearance of vessels", regulation clarifying that certain non-commercial vessels would be considered pleasure vessels for the purposes of tolls and a conforming amendment its "Payment of tolls" provision of the joint Seaway Regulations and Rules requiring that pleasure vessel tolls be paid "in U.S. funds or the equivalent in Canadian funds" at each lock, instead of at par. Also through agreement with the SLSMC, the SLSDC proposes an amendment to clarify the definition for "flashpoint". Since only these four proposed amendments concerning the SLSDC toll for pleasure vessels and the definition of "flashpoint" would be of applicability in the United States, comments are invited on only these. (See **SUPPLEMENTARY INFORMATION.**)

**DATES:** Any party wishing to present views on the proposed amendments may file comments with the Corporation on or before March 12, 2001.

**ADDRESSES:** Signed, written comments should refer to the docket number

appearing at the top of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, S.W., Washington, D.C. 20590-0001. Written comments may also be submitted electronically by using the submission form at <http://dmses.dot.gov/submit/BlankDSS.asp>. All comments received will be available for examination between 9 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

**FOR FURTHER INFORMATION CONTACT:**

Marc C. Owen, Chief Counsel, Saint Lawrence Seaway Development Corporation, 400 Seventh Street, S.W., Washington, D.C. 20590, (202) 366-6823.

**SUPPLEMENTARY INFORMATION:** The Saint Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Management Corporation (SLSMC) of Canada, under international agreement, jointly publish and presently administer the St. Lawrence Seaway Tariff of Tolls in their respective jurisdictions. (The Tariff is called the Schedule of Fees and Charges in Canada.) The Tariff sets forth the level of tolls assessed on all commodities and vessels transiting the facilities operated by the SLSDC and the SLSMC. The SLSDC will be amending part 402 to reflect the fees and charges that will be charged by the SLSMC in Canada starting in the 2001 navigation season and related editorial, format, and substantive changes. (Because of the number of edits and format changes, the entire text of part 402 is set out as an amendment below.) With the exception of the proposed change for pleasure vessel tolls, the substantive changes affect the tolls for commercial vessels and will be applicable only in Canada as the collection of the U.S. portion of tolls for commercial vessels is waived by law (33 U.S.C. 988a(a)). The SLSDC also proposes an amendment to increase the toll for pleasure vessels to be charged by the SLSDC for transit through the U.S. locks, which the SLSMC is also doing for Canadian locks. Through agreement with the SLSMC, the SLSDC also proposes an amendment to § 401.22, "Preclearance of vessels", clarifying that certain non-commercial vessels would be considered pleasure vessels for the purposes of tolls and a conforming amendment to § 401.75, "Payment of tolls", of the joint Seaway Regulations and Rules requiring that pleasure vessel tolls be paid "in U.S. funds or the equivalent in Canadian funds" at each lock, instead of at par.

Also through agreement with the SLSMC, the SLSDC proposes an amendment to § 401.2 to clarify the definition for "flashpoint". Since only these four proposed amendments concerning the SLSDC toll for pleasure vessels would be of applicability in the United States, comments are invited on only these. The specific change proposed is to amend § 402.8, "Schedule of Tolls", to increase the toll for pleasure vessels for transit through a U.S. lock from \$10 to \$20 in U.S. funds or \$30 in Canadian funds, the current equivalent, instead of at par. Since approximately 97% of pleasure craft tolls are collected in Canadian funds, the SLSDC has been losing a substantial amount of revenue due to the high exchange rate. The SLSDC believes that discounting the Canadian funds at the locks on an *ad hoc* basis would not be practicable. Increasing the tolls as proposed at the SLSDC's two locks would offset the loss of revenue due to the exchange and be beneficial to SLSDC future funding requirements. Moreover, lock operations costs for pleasure vessel transits for 1999 has been estimated as \$160,000, resulting in an approximate subsidy of \$127,000 for these transits. The last toll increase for these vessels was in 1991 when the rate was raised from \$5 to \$10. The proposed increase for an estimated 2,500 pleasure vessel transits would result in a toll revenue increase of approximately \$97,000 in U.S. funds, lowering the effective subsidy of these transits to approximately \$63,000. The SLSDC also proposes an amendment to § 401.22, "Preclearance of vessels", by adding a new paragraph (c) clarifying that non-commercial vessels with a tonnage displacement of less than 317.5 tons would not be eligible to apply for preclearance status, but would be considered pleasure craft. The reason for this amendment is that associated costs for these vessels incurred by the SLSMC under their preclearance process is disproportionately larger than the amount of tolls these vessels would pay if precleared. Finally, the SLSDC proposes a conforming amendment to paragraph (b) of § 401.75, "Payment of tolls", of the joint Seaway Regulations and Rules, which concerns payment of pleasure vessel tolls. The provision that tolls for pleasure craft are payable "in Canadian or American funds" would be changed to say that these tolls would be payable at each lock "in U.S. funds or the equivalent in Canadian funds". Also through agreement with the SLSMC, the SLSDC proposes an amendment to § 401.2 to clarify the definition for "flashpoint", stating that it means the

“lowest temperature of a flammable liquid at which its vapor forms an ignitable mixture with air” as determined by the closed-cup method.

### Regulatory Evaluation

This proposed regulation involves a foreign affairs function of the United States, and therefore, Executive Order 12866 does not apply. This proposed regulation has also been evaluated under the Department of Transportation's Regulatory Policies and Procedures and the proposed regulation is not considered significant under those procedures and its economic impact is expected to be so minimal that a full economic evaluation is not warranted.

### Regulatory Flexibility Act Determination

The Saint Lawrence Seaway Development Corporation certifies that this proposed regulation, if adopted, would not have a significant economic impact on a substantial number of small entities. The St. Lawrence Seaway Tariff of Tolls primarily relates to commercial users of the Seaway, the vast majority of whom are foreign vessel operators. Therefore, any resulting costs will be borne mostly by foreign vessels.

### Environmental Impact

This proposed regulation does not require an environmental impact statement under the National Environmental Policy Act (49 U.S.C. 4321, *et seq.*) because it is not a major federal action significantly affecting the quality of human environment.

### Federalism

The Corporation has analyzed this rule under the principles and criteria in Executive Order 13132, Dated August 4, 1999, and has determined that it will not have a substantial, direct effect on the States or on the distribution of power and responsibilities among various levels of government. The rule will not limit the policymaking discretion of the States. Nothing in it would directly preempt any State law or regulation. Because the rule will have no significant effect on State or local governments, no consultations with those governments on this rule were necessary.

### Paperwork Reduction Act

This proposal has been analyzed under the Paperwork Reduction Act of 1995 and does not contain new or modified information collection requirements subject to the Office of Management and Budget review.

### List of Subjects

#### 33 CFR Part 401

Hazardous materials transportation, Navigation (water), Radio reporting and record keeping requirements, Vessels, Waterways.

#### 33 CFR Part 402

Vessels, Waterways.  
Accordingly, the Saint Lawrence Seaway Development Corporation proposes to amend part 401—Seaway Regulations and Rules and part 402—Tariff of Tolls (33 CFR part 402) as follows:

### PART 401—[AMENDED]

1. The authority citation for part 401 continues to read as follows:

**Authority:** 33 U.S.C. 983(a) and 984(a)(4), as amended; 49 CFR 1.52, unless otherwise noted.

2. Section 401.2 would be amended by revising paragraph (b) to read as follows:

#### § 401.2 Interpretation.

\* \* \* \* \*

(b) *Flashpoint* means the lowest temperature of a flammable liquid at which its vapor forms an ignitable mixture with air as determined by the closed-cup method.

\* \* \* \* \*

3. Section 401.22 would be amended by adding a new paragraph (c) to read as follows:

#### § 401.22 Preclearance of vessels.

\* \* \* \* \*

(c) A non-commercial vessel with a tonnage displacement of less than 317.5 tons cannot apply for preclearance status and must transit as a pleasure craft.

\* \* \* \* \*

#### § 401.75 [Amended]

4. Section 401.75 would be amended by removing the words “Canadian or American funds” in paragraph (b) and adding in their place the words “U.S. funds or the equivalent in Canadian funds”.

5. Part 402—Tariff of Tolls would be revised to read as follows:

### PART 402—TARIFF OF TOLLS

Sec.

- 402.1 Purpose.
- 402.2 Title.
- 402.3 Interpretation.
- 402.4 Tolls.
- 402.5 Description and weight of cargo.
- 402.6 Post-clearance date operational surcharges.
- 402.7 Coming into force.
- 402.8 Schedule of tolls.

- 402.9 Operational surcharges—no postponements.
- 402.10 Operational surcharges after postponements.

**Authority:** 33 U.S.C. 983(a), 984(a)(4), and 988, as amended; 49 CFR 1.52.

#### § 402.1 Purpose.

This regulation prescribes the charges to be assessed for the full or partial transit of the St. Lawrence Seaway between Montreal, Quebec, and Lake Erie.

#### § 402.2 Title.

This tariff may be cited as the St. Lawrence Seaway Tariff of Tolls (Schedule of Tolls in Canada).

#### § 402.3 Interpretation.

In this tariff,

(a) *Bulk cargo* means cargo consisting of goods, loose or in mass, that generally must be shoveled, pumped, blown, scooped or forked in the handling and includes:

- (1) Cement, loose or in sacks;
- (2) Coke and petroleum coke, loose or in sacks;
- (3) Domestic cargo;
- (4) Liquids carried in vessels' tanks;
- (5) Ores and minerals (crude, screened, sized or concentrated, but not otherwise processed) loose or in sacks, including alumina, bauxite, coal, gravel, phosphate rock, sand, stone and sulphur;
- (6) Pig iron and scrap metals;
- (7) Lumber, pulpwood, poles and logs, loose or bundled;
- (8) Raw sugar, flour, loose or in sacks;
- (9) Wood pulp, loose or in bales; and
- (10) Material for recycling, scrap material, refuse and waste.

(b) *Cargo* means all goods aboard a vessel whether carried as revenue or non-revenue freight or carried for the vessel owner, but does not include:

- (1) empty containers and the tare weight of loaded containers;
- (2) ships' fuel, ballast or stores;
- (3) the personal effects of crew or passengers; or
- (4) in transit cargo that is carried both upbound and downbound in the course of the same voyage.

(c) *Containerized cargo* means cargo shipped in a container that is enclosed, permanent, reusable, nondisposable, weather tight.

(d) *Corporation* means the Saint Lawrence Seaway Development Corporation;

(e) *Domestic cargo* means cargo the shipment of which originates at one Canadian point and terminates at another Canadian point, or originates at one United States point and terminates at another United States point, but does



Item	Column 1. Description of charges	Column 2. Rate (\$) Montreal to or from Lake Ontario (5 locks)	Column 3. Rate (\$) Welland Canal— Lake Ontario to or from Lake Erie (8 locks)
2. ....	Subject to item 3, for partial transit of the Seaway	20 per cent per lock of the applicable charge under items 1(1) and (2) plus the applicable charge under items 1(3) and (4).	13 percent per lock of the applicable charge under items 1(1) and (2) plus the applicable charge under items 1(3) and (4).
3. ....	Minimum charge per ship per lock transited for full or partial transit of the Seaway.	15.92 .....	15.92.
4. ....	A rebate applicable for the 2001 navigation season to the rates of item 1 to 3.	Rebate of 1.5% .....	Rebate of 1.5%.
5. ....	A charge per pleasure craft per lock transited for full or partial transit of the Seaway, including applicable federal taxes <sup>1</sup> .	20.00 .....	20.00.

<sup>1</sup> The applicable charge at the Saint Lawrence Seaway Development Corporation's locks (Eisenhower, Snell) is \$20 U.S. or \$30 Canadian per lock. The other amounts shown are in Canadian dollars and are for the Canadian share of tolls. The collection of the U.S. portion of tolls for commercial vessels is waived by law (33 U.S.C. 988a(a)).

#### § 402.9 Operational surcharges—no postponements.

Item	Column 1. Place in Montreal-Lake Ontario section	Column 2. Period after clearance date	Column 3. Amount (\$) (5 locks) <sup>1</sup>
(a) .....	Cape Vincent (downbound) or Cap Saint-Michel (upbound).	(a) 24 hours .....	20,000
		(b) 24 hours or more but less than 48 hours .....	40,000
		(c) 48 hours or more but less than 72 hours .....	60,000
		(d) 72 hours or more but less than 96 hours .....	80,000
(b) .....	Port, dock or wharf within St. Lambert-Iroquois lock segment.	(a) 24 hours	n/a
		(b) 24 hours or more but less than 48 hours .....	20,000
		(c) 48 hours or more but less than 72 hours .....	40,000
		(d) 72 hours or more but less than 96 hours .....	60,000

<sup>1</sup> Prorated on a per-lock basis.

**§ 402.10 Operational Surcharges after postponements.**

Item	Column 1. Place in Montreal-Lake Ontario section	Column 2. Period after clearance date	Column 3. Amount (\$) (5 locks) <sup>1</sup>
(a) .....	Cape Vincent (downbound) or Cap Saint-Michel (upbound):		
(1) If the postponement is for 24 hours .....		(a) 24 hours or more but less than 36 hours .....	20,000
		(b) 36 hours or more but less than 48 hours .....	40,000
		(c) 48 hours or more but less than 72 hours .....	60,000
		(d) 72 hours or more but less than 96 hours .....	80,000
(2) If the postponement is for 48 hours .....		(a) 48 hours or more but less than 56 hours .....	20,000
		(b) 56 hours or more but less than 64 hours .....	40,000
		(c) 64 hours or more but less than 72 hours .....	60,000
		(d) 72 hours or more but less than 96 hours .....	80,000
(3) If the postponement is for 72 hours .....		(a) 72 hours or more but less than 78 hours .....	20,000
		(b) 78 hours or more but less than 84 hours .....	40,000
		(c) 84 hours or more but less than 90 hours .....	60,000
		(d) 90 hours or more but less than 96 hours .....	80,000
(b) .....	Port, dock or wharf within St. Lambert—Iroquois lock segment:		
(1) If the postponement is for 24 hours		(a) 24 hours or more but less than 48 hours .....	n/a
		(b) 48 hours or more but less than 60 hours .....	20,000
		(c) 60 hours or more but less than 72 hours .....	40,000
		(d) 72 hours or more but less than 96 hours .....	60,000
(2) If the postponement is for 48 hours .....		(a) 48 hours or more but less than 72 hours .....	n/a
		(b) 72 hours or more but less than 80 hours .....	20,000
		(c) 80 hours or more but less than 88 hours .....	40,000
		(d) 88 hours or more but less than 96 hours .....	60,000
(3) If the postponement is for 72 hours or more .....		(a) 72 hours or more but less than 96 hours .....	n/a

<sup>1</sup> Prorated on a per-lock basis.

Issued at Washington, DC, on February 5, 2001.

Saint Lawrence Seaway Development Corporation.

**Marc C. Owen,**  
*Chief Counsel.*

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