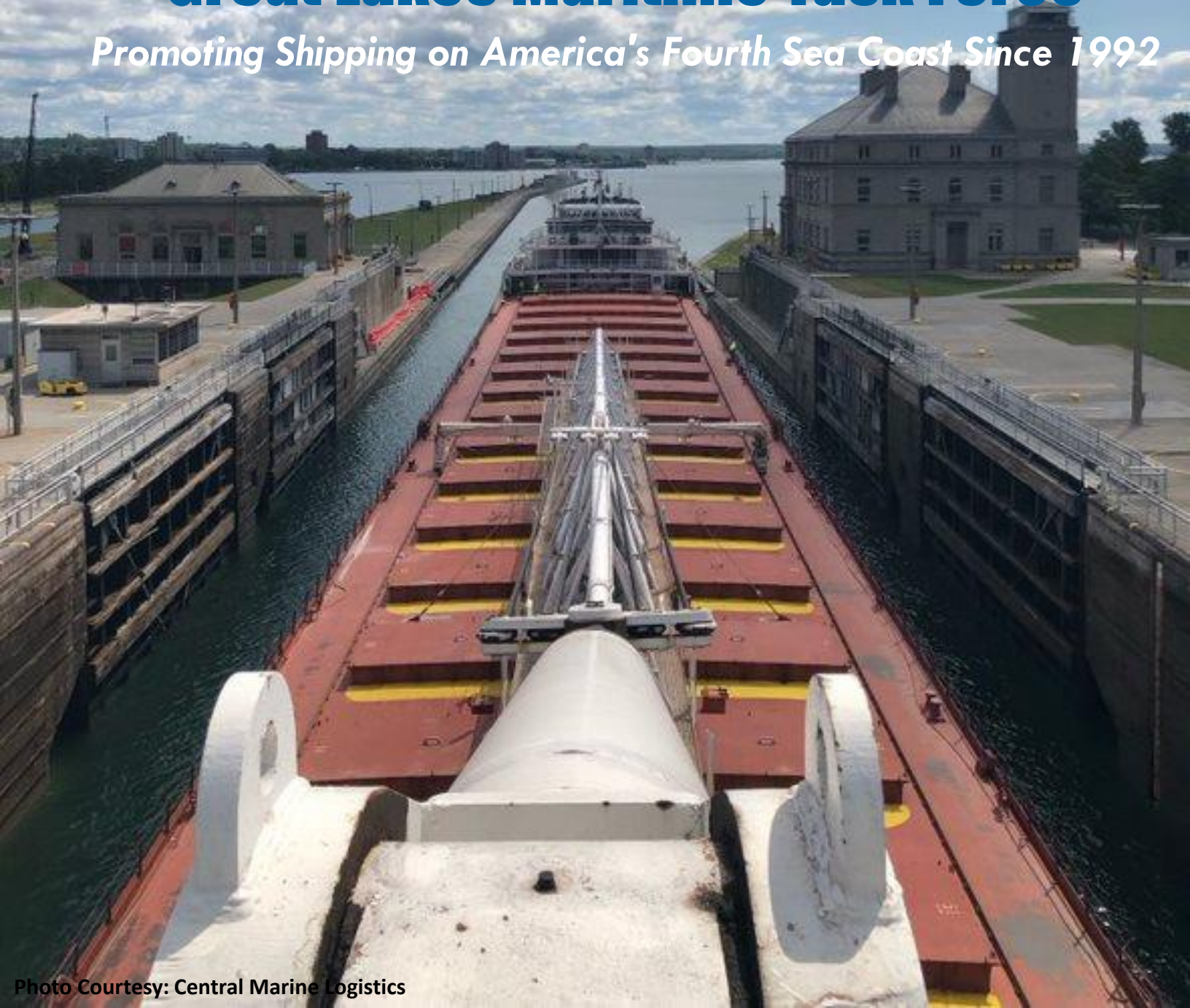


**30<sup>th</sup> Anniversary**

# **2022 Annual Report**

## **Great Lakes Maritime Task Force**

*Promoting Shipping on America's Fourth Sea Coast Since 1992*



**MEMBERS:**

**ILLINOIS**

Calumet River Fleeting, Inc.  
The Chicago and Western Great  
Lakes Port Council  
CN  
Illinois International Port District  
Int'l Union of Operating  
Engineers Local 150  
Holcim U.S.

**INDIANA**

Central Marine Logistics, Inc.  
Ports of Indiana

**KANSAS**

International Brotherhood  
of Boilermakers

**MICHIGAN**

Consumers Energy  
Detroit/Wayne County Port Authority  
Dock 63 Inc.  
DTE Energy  
Durocher Marine  
Edw. C. Levy Co.  
Grand River Navigation Company  
Great Lakes Dock & Materials, LLC  
IAMAW District Lodge 60  
Interlake Logistics Solutions  
International Shipmasters' Association  
The King Co., Inc.  
Lake Michigan Carferry Service, Inc.  
Lakes Pilots Association  
Luedtke Engineering Company  
MCM Marine, Inc.  
Michigan Maritime Trades Port Council  
Port of Monroe  
Ryba Marine Construction Co.  
Seafarers International Union  
Soo Marine Supply, Inc.  
Verplank Dock Co.  
Warner Petroleum Corp.  
West Michigan Dock and Market –  
Port of Muskegon  
Western Great Lakes Pilots Association

**MINNESOTA**

Duluth Seaway Port Authority  
Great Lakes Fleet

**MONTANA**

Montana Coal Council

**NEW JERSEY**

Gallagher Marine Systems (USA)

**GLMTF 2022 Year in Review**

2022 marked the 30-year anniversary of the Great Lakes Maritime Task Force and what a year it was.

This year, GLMTF welcomed three new members. Port Milwaukee, southeastern Wisconsin's preeminent distribution connection for access to domestic and world markets; American Ship Repair, headquartered in Brooklyn, New York, provides modern, sensible stem to stern solutions for the maritime industry; and Great Lakes Dock and Materials, headquartered in Muskegon, Michigan, is a full-service marine construction company.

As the economy continued to reopen, cruise ships once again took to the Great Lakes. More than 150,000 visitors enjoyed ports across the region pouring \$125 million into the economy. 2023 is expected to bring even more cruise ships and more tourism dollars. Opportunities abound for port cities to educate visitors on the unique Great Lakes Navigation System (GLNS) which is the heart of North American manufacturing driving the national economy.

Thanks to the bi-partisan Infrastructure Investment Jobs Act (IIJA), millions of dollars were executed successfully in 2022 to restore and rebuild the GLNS. Dredging was completed and 100-year-old breakwalls and other navigation structures were rebuilt and strengthened after years of neglect. In addition to IIJA dollars, money was finally released from the Harbor Maintenance Trust Fund (HMTF) and thanks to GLMTF's advocacy, more than 13 percent of the total dispersed went to the GLNS.

In addition, the Infrastructure Law designated \$450 million annually for the next five years to the Port Infrastructure Development Program. The interconnected and interdependent ports on the Great Lakes faired well this year with port infrastructure grants totaling \$64.5 million divided among four ports: Cleveland, Ohio; Monroe, Michigan; Detroit, Michigan; and Green Bay, Wisconsin. The funds will be used for port electrification, storage facility construction, dock repairs, and cargo handling equipment.

Challenges remain despite all the good news. With surging inflation, the infrastructure dollars didn't go as far as was hoped. The new large lock in Sault Ste. Marie, Michigan, was a perfect example of higher construction costs as the price tag doubled. The U.S. Army Corps of Engineers continues to move the vital project forward using creative contracting while everyone waits for the passage of the Water Resources Development Act (WRDA) of 2022, which should authorize additional funding levels for the Corps. The completion of the new Soo Lock, rehabilitation of the older Poe Lock, and continued operation of the MacArthur Lock remain the most critical infrastructure projects in the GLNS. Thanks to broad Congressional support, everything should remain on track despite the higher costs.

America's maritime cabotage law, The Jones Act, took some significant hits this year as predatory foreign entities took advantage of hurricane season to undermine U.S. national economic security. Despite ample supply of Jones Act compliant U.S. vessels, crewed by U.S. citizens, the government caved to political pressure and granted two waivers allowing foreign fuel carriers to dock in Puerto Rico to offload American domestic petroleum. These dangerous precedent setting waivers to the Jones Act place U.S. jobs at risk, paralyze the U.S. shipbuilding industry, and put U.S. waterways in the hands of poorly regulated foreign nationals looking to exploit our ports and citizens for profit.

Finally, inadequate U.S. Coast Guard (USCG) icebreaking on the Great Lakes continues to fail miserably due to an aging under resourced small fleet of ships and only one heavy icebreaker. While USCG crews attempt to do the best they can,



## NEW YORK

American Ship Repair Co., Inc.  
American Steamship Company  
St. Lawrence Seaway Pilots Association

## OHIO

American Maritime Officers, AFL-CIO  
Cleveland-Cliffs Inc.  
Cleveland-Cuyahoga County  
Port Authority  
Consumer Energy Alliance-Midwest  
CSX Transportation-Toledo Docks  
Faulkner, Hoffman & Phillips, LLC  
Great Lakes District Council, ILA, AFL-CIO  
The Great Lakes Towing Company  
IAMAW Local Lodge 1943  
ILA Lake Erie Coal & Ore Dock  
Council  
ILA Local 1317  
ILA Local 1768  
The Interlake Steamship Company  
International Organization of  
Masters, Mates & Pilots, AFL-CIO  
Lake Carriers' Association  
Lorain Port Authority  
Osborne Concrete & Stone Co.  
Toledo Port Council MTD, AFL-CIO  
United Steelworkers, District 1, AFL-CIO-CLC

## PENNSYLVANIA

Carmeuse Lime and Stone, Inc.  
Donjon Shipbuilding & Repair, LLC  
IAMAW District Lodge 98  
United States Steel Corporation

## WISCONSIN

Bay Engineering, Inc  
Bay Shipbuilding Company  
Brown County Port &  
Resource Recovery Department  
Fraser Shipyards, Inc.  
Hallett Dock 8 LLC  
Midwest Energy Resources Company  
Port Milwaukee  
Roan Salvage Company

## GREATER WASHINGTON, DC

American Great Lakes  
Ports Association  
American Maritime Officers Service  
K&L Gates, LLP  
Marine Engineers' Beneficial  
Association, AFL-CIO  
Transportation Institute

they continue to suffer engineering casualties at an alarming rate. Last year alone, the USCG lost 116 days of operations due to engine failures and shaft seal problems. The conditions in eastern Lake Superior in March and April required more than one heavy icebreaker, but unfortunately only one exists. The Lake Carriers' Association reported delays totaling 28 days for 1.65 million tons of cargo carrying capacity. Vessels were stuck for over three days in Whitefish Bay. However, once again, the USCG reported they were 97 percent successful keeping waterways open on the Great Lakes during the 2021/2022 ice season. Congressional direction is pending in the USCG Authorization Act which will mandate transparent performance metrics that account for the entire Great Lakes system.

Cargo numbers this year have trended down in many areas with the total Seaway cargo off the 2021 mark by more than 5.5 percent and U.S-flag bulk shipments of iron ore down 22 percent. In contrast, U.S. grain shipments skyrocketed up 41 percent from 2021. Economic uncertainty and the conflict in Ukraine have contributed to the downturn this year in some raw materials, but hope remains for a strong finish to the season.

The following annual report highlights the needs of the future and the challenges that remain to ensuring a reliable and viable Fourth Sea Coast that is the Great Lakes. Please visit us online at [www.glmf.org](http://www.glmf.org) for more details.

We thank you,

James H. I. Weakley, Lake Carriers' Association, GLMTF President

John D. Baker, International Longshoremen's Association – Local 1317, GLMTF Vice President – Positions and Resolutions

Richard Hammer, Donjon Shipbuilding and Repair, GLMTF Vice President – Resolutions

John E. Clemons, American Maritime Officers, AFL-CIO, GLMTF Vice President – Government Relations

Members of the Great Lakes Maritime Task Force



## A message from the GLMTF President, James H.I. Weakley President, Lake Carriers' Association

Thirty-years ago, 30 organizations founded the Great Lakes Maritime Task Force to protect the Jones Act (preserving domestic movements for American built, owned and crewed vessels) and promote waterborne commerce and related industries on the Great Lakes. Today the diverse membership of vessel owners, cargo shippers, shipboard and shoreside labor, port authorities, shipyards, marine construction companies, and a host of other interests has swelled to nearly 80 members stretching across the United States.

I recall some historic milestones that GLMTF has been able to accomplish working together over the many years. In 1994, we successfully advocated against an Administrative initiative called the "National Performance Review" which would have eliminated the Jones Act and devastated the U.S. maritime industry. By 1998, we were able to further solidify the Jones Act by averting proposed legislation to repeal America's maritime cabotage law.

Ironically, we have been dealing with many of the same issues since our inception including Great Lakes icebreaking. In the late 1990s and early 2000s, the USCG attempted to decommission the only Great Lakes heavy icebreaker without replacement. The original USCG MACKINAW authorized with appropriations seven days after the bombing of Pearl Harbor and commissioned in 1944 was often the only resource able to move critical raw materials in the winter, which remains vital to our national security to this day. Thanks again to GLMTF advocacy and Congressional pressure, a replacement for the 1944 MACKINAW, while much smaller, was provided in 2005.

In the mid-2000s, the issue was low water levels and a lack of U.S. Army Corps of Engineers (USACE) funding to address dredging requirements. After significant and continuous effort, several pieces of legislation with increased appropriations came to fruition. A 30 percent increase in the Great Lakes USACE dredging budget was approved in 2008. In 2014, the Water Resources Development Act (WRDA) designated the Great Lakes St. Lawrence Seaway as a single navigational system. In the 2020 WRDA, 13 percent of the Harbor Maintenance Trust Fund distribution was allocated to the Great Lakes System for dredging and navigational structure maintenance.

Finally, the work GLMTF members have done to get the construction of the new large lock in Sault Ste. Marie, Michigan, underway has been an excellent illustration of our effectiveness as an organization. Originally authorized in the 1980s, the lock construction stalled for several years before significant funding was appropriated. Groundbreaking finally took place in 2009, but it would take another ten years before significant funding would arrive. Today the lock is progressing on schedule with a completion date finally on the horizon.



**1992**

• Great Lakes Maritime Task Force (GLMTF) is formed by 30 organizations.



**1994**

• GLMTF advocated against an Administration initiative called the "National Performance Review" which would have eliminated the Jones Act.



**1998**

• GLMTF awards its first "Legislator of the Year" to Senator John Glenn (D-OH) and Congressman Louis Stokes (D-OH).  
• House Continuing Resolution 65 was passed which protected American cabotage laws.



**2005**

• Following years of GLMTF advocacy, new USCG icebreaker USCGC MACKINAW is introduced.



**2008**

• GLMTF push a 30 percent increase in USACE Great Lakes dredging funding.



**2009**

• Groundbreaking takes place for a new large lock at the Soo.



**2013**

• USCG permanently stations the USCGC MORRO BAY cutter, to assist in keeping the Great Lakes as a single navigational system.



**2014**

• Water Resources Development Act is passed designating the Great Lakes as a single navigational system.



**2016**

• GLMTF supports and endorses the establishment of the Lake Michigan Wisconsin Shipwreck Coast National Marine Sanctuary

**2019**

• GLMTF and its members tireless years of advocacy finally pay off as the design and contracting restarts on the new large lock at the Soo.

**2020**

• The Water Resources Development Act increased the Harbor Maintenance Trust Fund percentage distribution to 13 percent.

**2021**

• Work begins on dredging the upstream approach for the new Soo Lock with GLMTF members taking part.

• Construction of the new large lock at the Soo approach wall construction begins.





## Funding for State Maritime Academies

Congress should appropriate sufficient federal funding for state maritime academies, including the Great Lakes Maritime Academy, to allow them to continue their mandate to educate and train cadets to become the next generation of licensed officers. These cadets are our mariners of tomorrow on both commercial vessels and crews for the Department of Defense's Military Sealift Command. Additionally, Congress should continue the funding and construction of National Security Multi-Mission Vessels that will be used both as state maritime academy training ships and as federal emergency, humanitarian, and disaster relief vessels. The need for new mariners in the industry is vital now more than ever. We must invest in our future.

## Resource USCG Great Lakes Icebreaking

The issue of unreliable winter navigation on the Great Lakes is not going away. The winter of 2021/2022 and the significant delays incurred by shipping were devastating and just another example in a long line of stuck vessels. Over the past ten years, the lack of adequate icebreaking on the Great Lakes has caused the loss of over 10,000 jobs and \$2 billion to the economy. In addition, ice jam flooding in the Great Lakes region has become extreme due to more frequent polar vortexes. GLMTF supports provisions in the 2022 USCG Authorization Bill, which approves \$350 million for a new heavy Great Lakes icebreaker and requires the USCG to provide transparent performance impacts of icebreaking mission failures due to a lack of adequate resources.



*Lakers Stuck in Eastern Lake Superior March 2022*

## Uniform Regulation of Ballast Water

The Great Lakes need U.S. and binational ballast water regulations that are protective of the environment, maintain efficient waterborne commerce on the Great Lakes and St. Lawrence Seaway, and are binationally compatible. GLMTF supports the Vessel Incidental Discharge National Standards of Performance to implement the Vessel Incidental Discharge Act (VIDA) that align with the operational requirements of the U.S.-flagged Great Lakes fleet and is protective of the Great Lakes. GLMTF also supports a petition submitted by the Lake Carriers' Association to the Federal Maritime Commission on March 6, 2020, citing unfair practices by the Government of Canada in requiring U.S.-flagged lakers to install a ballast water management system on any vessel that wishes to trade in Canada, even if that is a U.S.-flagged vessel bringing U.S. cargoes and not discharging any ballast water in Canadian waters.

## Authorize Additional Funding for the New Soo Lock

With 88 percent of the cargo transiting the Soo Locks constrained to the largest 53-year-old Poe Lock, the need to build a second new large navigational lock is critically important. Construction has commenced and remains on track for now, but inflation and changing market conditions have raised the price tag. GLMTF supports reauthorizing to the increased funding level of \$1.1 billion to \$3.2 billion in the Water Resources Development Act 2022 to keep construction moving forward.



Apr 2022

May 2022

Jun 2022

Jul 2022

Aug 2022

Sep 2022



### Dredging and Navigation Structures

The Great Lakes Navigation System is industry funded for dredging through the Harbor Maintenance Trust Fund (HMTF). During 2022, the need for continued dredging dollars was clear. Ports along the eastern Lake Michigan and southern Lake Erie shorelines suffered from severe storms which clogged navigational channels with excessive sediment. Rising inflation, fuel prices, and limited dredge material placement facilities have stretched dredge dollars. GLMTF supports continued distributions from the HMTF to draw down the \$10 billion surplus and allocations of at least 13 percent of the total distribution must go to the Great Lakes Navigation System. Maintaining navigation structures and dredging federal navigation channels will ensure the 4<sup>th</sup> Sea Coast remains a viable marine transportation system.



### The Jones Act Protects America

GLTMF supports strict adherence to the Jones Act and all existing maritime cabotage laws, as they play a crucial role in encouraging a strong U.S. Merchant Marine for both economic security and national defense. According to a PricewaterhouseCooper study, the American maritime industry supports 650,000 U.S. jobs, \$41 billion in U.S. wages, and \$154 billion in annual economic output. GLMTF opposes any legislation to amend or repeal this fundamental law of the American maritime industry and related laws and opposes waivers, such as those granted to foreign petroleum carriers in 2022. The Jones Act waiver status “Section 501” is clear and requires a determination of non-availability of American vessels before any waiver can be granted. Our U.S. mariners should not have their jobs undercut by foreign carriers exploiting disasters in order to make a larger profit.

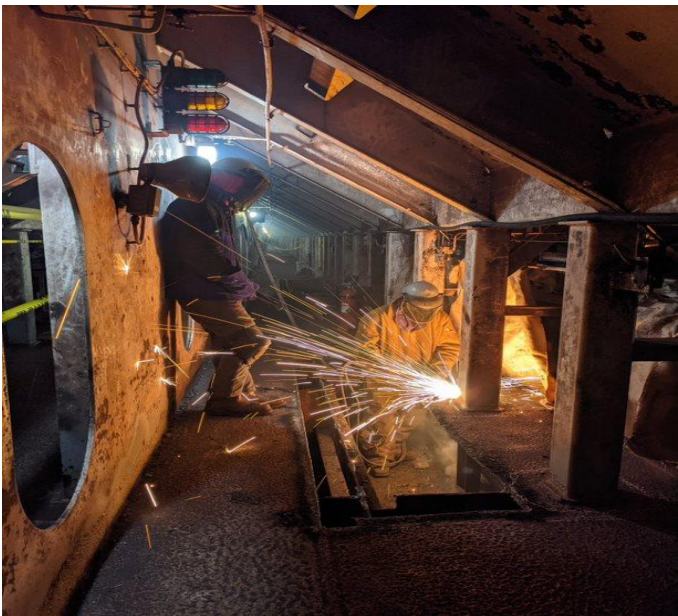


### Short Sea Shipping

Short sea shipping removes trucks from congested highways and trains from limited rail infrastructure and puts them on the Highway H2O. The marine transportation system is more efficient with lower emissions and limits the impact to neighborhoods and green space. Transportation planners continue to explore new routes for short sea shipping in the Great Lakes Region. The Harbor Maintenance Tax is a key impediment to launching new short sea shipping services. The value-based tax is only assessed if the cargo moves by vessel, so it serves as a disincentive to move trucks or railcars and their payloads by water. GLMTF supports legislation that provides an exemption from the Harbor Maintenance Tax for non-bulk cargo moving between U.S. ports and between U.S. and Canadian Great Lakes ports.

### Support Great Lakes Shipyards

Great Lakes shipyards employ more than 2,700 men and women, and the wages they provide top \$125 million each year. Great Lakes shipyards are fully capable of building all types of commercial and military vessels for service throughout the world, limited only by the size of the navigational locks in the St. Lawrence Seaway. GLMTF supports the Title XI Ship Loan Guarantee Program and Capital Construction Fund. The minimum appropriation for Title XI should be at least \$100 million. We also support trade negotiations and/or legislation to end foreign government subsidies to their own shipyards. Finally, GLMTF supports federal tax policies that encourage modernization of both plant and equipment for shipowners and shipyards by the use of investment tax credits.





**Great Lakes Maritime Task Force** is a member-driven organization formed in 1992 to defend the Jones Act; promote Great Lakes commercial maritime industry and trades; speak with a unified voice on issues impacting our members, economic efficiency, and environmental benefits; and advocate for the Great Lakes in the state capitals and in Washington, D.C. The Great Lakes Maritime Task Force promotes:

- A strong U.S.-flag Merchant Marine on the Great Lakes,
- Expanded domestic and international trade through public and private Great Lakes ports and docks,
- Fully funded maintenance and operation of Great Lakes deep-draft ports and waterways,
- Maximum utilization of U.S. shipyards in the Great Lakes,
- Protection of the Great Lakes environment,
- A strong maritime-dependent Great Lakes economy, and
- Necessary federal icebreaking resources in Great Lakes ports and waterways.





## GREAT LAKES MARITIME TASK FORCE

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