



GREAT LAKES MARITIME TASK FORCE **2012 Annual Report**

A Tale of Two Augusts



Photo courtesy Roger LeLievre

In August 1997, with water levels at near-record highs, the U.S.-flag laker COLUMBIA STAR (now the AMERICAN CENTURY) carried the largest coal cargo ever moved in the Head-of-the-Lakes trade - 70,903 tons. In August 2012, with water levels plunging toward record lows, similarly sized vessels were loading fewer than 65,000 tons per trip. The fluctuation in water levels is uncontrollable, but Lakes shipping shouldn't have to struggle with 17 million cubic yards of sediment clogging ports and waterways. The 113th Congress must enact legislation requiring the Harbor Maintenance Trust Fund to spend what it takes in for dredging on dredging! The surplus in the fund is now more than \$7 billion.



Photo courtesy Frank Frisk

2012 Annual Report of Great Lakes Maritime Task Force

Dear Supporter of Great Lakes Shipping:

Great Lakes shipping is a very mature industry. The iron ore trade dates back to 1852. The first locks at Sault Ste. Marie, Michigan, opened in 1855.

Many Great Lakes organizations likewise have roots that run very deep. Lake Carriers' Association, the trade association representing U.S.-flag Great Lakes vessel operators, was founded in 1880. The International Longshoremen's Association has represented dock workers since 1892.

GLMTF's lineage is not so long. We celebrated our 20th anniversary in 2012. Still, our comparative youth has not left us at any disadvantage. In fact, we think our track record over the past two decades is quite impressive and worthy of review, for without our contributions, shipping on the Fourth Sea Coast would not have survived some of the challenges it faced.

Our first crisis came in 1993 when the U.S. Coast Guard decided to retire the MACKINAW, its only heavy icebreaker stationed on the Great Lakes. There was no denying the vessel was costly to operate; after nearly 50 years of service, its machinery was tired and spare parts were hard to find.

However, while the MACKINAW was perhaps no longer up to its mission, the mission remained as important as ever. To this day, shipping during the ice season often accounts for nearly 20 percent of the Lakes' annual total. Without a heavy icebreaker, the industrial heartland faced raw material shortfalls and even curtailed production during the winter.

GLMTF quickly engaged the Great Lakes delegation and two legendary legislators, Minnesota Congressman Jim Oberstar (D) and Ohio Senator John D. Glenn (D), took the lead. The Coast Guard not only reversed its decision, but launched a study of Great Lakes icebreaking needs that culminated in the 2006 christening of a new, multi-purpose MACKINAW.

However, another battle loomed. In 1995, a group labeling itself the Jones Act Reform Coalition set about to make American-crewed, -built and -owned ships a thing of the past by repealing the Jones Act. Their campaign established new benchmarks for deceit. For example, they claimed a salt mine in New York had to close because there were no U.S.-flag lakers available to haul salt. The truth was the operation shut down when a portion of its roof collapsed and the mine flooded.

Most in Congress knew better, and a majority soon signed a resolution expressing full support for the Jones Act. Every Representative from a District fronting the Lakes, Democrat and Republican alike, co-signed H. Con. Res. 65.

In retrospect, our first hurdles were perhaps the easiest to clear. This century has seen challenges that are testing our mettle. While reason often has prevailed in the development of ballast water laws and regulations, there are still some who would apply standards that will be impossible to meet for the foreseeable future. The much-needed second Poe-sized lock remains unbuilt and will not be included in the Administration's budget until a new benefit/cost analysis corrects the fundamental flaws that mar the current critique.

We knew the dredging crisis would test our endurance. The bad news is only 17 of the 63 Federally maintained ports on the Lakes were dredged in 2012 and the budget for FY13 maintains only 15 harbors. The good news is the transportation bill passed in June of last year declares it is the sense of Congress that the Administration "request full use of the Harbor Maintenance Trust Fund" for dredging the nation's deep-draft ports and waterways. That is a huge step in the right direction and puts us in that much stronger a position as the 113th Congress gets under way. In fact, legislation requiring the HMTF to spend what it takes in each year already has been introduced in the House and Senate.

As noted at the outset, 20 years is not a long time in this industry. One of our members, The Interlake Steamship Company, will mark its 100th anniversary in April 2013. Nonetheless, GLMTF has earned its stripes in relatively quick order and with your support, will continue to advocate for full utilization of the Great Lakes and St. Lawrence Seaway system.

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Sincerely,


Donald N. Cree, President
James H.I. Weakley, 1st Vice President
John D. Baker, 2nd Vice President
Thomas Curelli, 3rd Vice President

Promoting Shipping on America's Fourth Sea Coast Since 1992

2012 Annual Report of Great Lakes Maritime Task Force

Guiding Principles

For 20-plus years Great Lakes Maritime Task Force has been dedicated to promoting all facets of shipping on America's "Fourth Sea Coast." Its core values are:

 The reason the U.S.-flag Great Lakes fleet is the world's pacesetter for the dry-bulk trades is that it is founded on the Jones Act (Section 27, Merchant Marine Act, 1920) and its requirement that vessels in domestic commerce be U.S.-crewed, U.S.-built, and U.S.-owned. The assurance that American companies will not be forced to compete with flag of convenience operators who are all but unregulated has allowed Lakes Jones Act carriers to assemble the world's largest fleet of self-unloading vessels that can discharge cargo at virtually any location.

 The Great Lakes Navigation System must be dredged to project dimensions if we are to sustain and grow domestic and international trade through Lakes and Seaway ports.

Major Issues Being Addressed in 2013

Great Lakes Dredging Crisis

Decades of inadequate dredging have severely reduced the efficiency of Great Lakes shipping. Lakers routinely leave the loading dock with 10 percent or more of their carrying capacity unused. Oceangoing vessels forfeit cargo too. These inefficiencies jeopardize hundreds of thousands of family-sustaining jobs and stall business growth. The Harbor Maintenance Trust Fund ("HMTF") has a surplus of \$7 billion because while it takes in \$1.6 billion per year from a tax on cargo, it spends less than \$800 million annually. If used for its intended (and sole) purpose – dredging – the HMTF could easily provide the \$200 million the U.S. Army Corps of Engineers needs to dredge the 17-plus million cubic yards of sediment that clog ports and waterways and so restore the Great Lakes Navigation System to project dimensions. Congress must pass legislation requiring the HMTF to spend what it takes in each year and then the funds must be distributed more equitably. The Lakes have not received their fair share of dredging dollars for decades. In some years an inland river's allocation is twice that of the Lakes per dollar of transportation savings generated.

Federal Regulation of Ballast Water

Vessels entering the Great Lakes from the Atlantic Ocean have unwittingly introduced non-indigenous species. However, no new exotics have been identified since 2006, and this development is closely tied to the requirement that came into effect that year that oceangoing vessels exchange their ballast before entering the St. Lawrence Seaway.

U.S. Coast Guard regulations will also require oceangoing vessels to treat their ballast, some as soon as 2014. EPA regulations generally mirror the Coast Guard's requirements, but a small number of U.S.-flag lakers would also be required to treat their ballast if they trade beyond the Welland Canal.

The fact that no system that can handle lakers' flowrate for ballast (as much as 80,000 gallons per minute) is even on the drawing board is but one reason Federal regulations should not require lakers to treat their ballast. The Lakes are interconnected, so once an exotic has taken root, it can and will migrate at will. Some aquatic nuisance species have been present for more than 170 years (purple loosestrife dates to 1839). They have moved or been moved to wherever they are going to be in the Lakes by one of the 64 vectors of spread tracked by NOAA and the USGS.

Another more basic reason lakers need not treat their ballast is they confine their operations to these waters. Most are Lakes-locked; they are too big to enter the Seaway. The few lakers that are Seaway-sized are not certificated to go overseas.

The ballast water treatment systems that will be required on oceangoing vessels by the Coast Guard and EPA should protect the Lakes from future introductions. The companies that trade to the Lakes from overseas need an assurance the systems they soon will install will meet regulatory requirements for the life of the vessel.

The EPA's regulations allow individual states to add their own requirements and this has already created a patchwork of differing mandates. If states must co-regulate ballast water, they should align their requirements with the Coast Guard' Federal regulations.

Constructing a Second Poe-Sized Lock At Sault Ste. Marie, Michigan

A closure of the Poe Lock that connects Lake Superior to the lower four Great Lakes and Seaway will slow the iron ore, western coal, and export grain trades to a trickle. The lock must be twinned to ensure waterborne commerce on the Fourth Sea Coast remains the bedrock of the nation's transportation system.

Building a second Poe-sized lock at Sault Ste. Marie, Michigan, will also create living-wage jobs in the Great Lakes region. The \$580 million project will generate 1.5 million manhours for construction workers and use steel, aggregate and cement from Great Lakes states. The project is shovel-ready; once Congress provides a \$125 million appropriation, full-scale construction can begin almost immediately.

The primary reason full-scale construction is stalled is the flawed benefit/cost analysis that has given the project a b/c ratio of less than 1, which means the Administration cannot include it in a future budget. At the behest of Senator Debbie Stabenow (D-MI) a new study is under way and it will take into account factors not considered by the current assessment.

Adequate U.S. Coast Guard Icebreaking Resources

Five of the eight U.S. Coast Guard icebreakers on the Great Lakes are more than 30 years old and in need of replacement or modernization. Despite the crews' best efforts, breakdowns are not uncommon. This uncertainty is jeopardizing shipping during the ice season that stretches from early December to mid-April. U.S.-flag lakers can move as much as 20 percent of their annual total during periods of ice cover. Oceangoing vessels need assurances the Coast Guard can keep the shipping lanes open, otherwise they will not come late in the season for fear of being trapped over the winter. The past three winters have seen an East Coast icebreaker transferred to the Lakes. The assignment should become permanent, but in addition, Congress must fund construction of a second heavy icebreaker to supplement the MACKINAW that was built in 2006.

Canada should reassess its commitment to icebreaking. The country has trimmed its icebreaking fleet from seven to two vessels even though Canadian lakers are just as active during the ice season as their U.S.-flag counterparts.

Short Sea Shipping

As the region's highways grow more congested, the Great Lakes navigation system offers an alternative mode of transportation for certain types of cargo. A number of regional, short-distance shipping services have been proposed in the Great Lakes region. These new shipping services will create jobs, ease highway congestion, reduce fuel consumption, and lower overall air emissions. The primary obstacle to establishing these services is the U.S. Harbor Maintenance Tax (HMT). Because the tax is only assessed if cargo moves by water, the fee serves as a disincentive. Congress should enact legislation providing a narrow exemption to the HMT for non-bulk cargo transported between ports on the Great Lakes.

Federal Funds for State Maritime Academies

The six State Maritime Academies (one of which is in Traverse City, Michigan) produce more than two-thirds of all new licensed officers, but Federal funding for these institutions is at its lowest level in 15 years. Congress must adequately fund these schools so they can supply ships' officers to meet the needs of commerce and national defense.

Promoting Shipping on America's Fourth Sea Coast Since 1992

2012 Annual Report of Great Lakes Maritime Task Force

Great Lakes Maritime Task Force Through The Years

November 1992: Founded in Toledo, Ohio. Thirty-three charter members.

Summer 1993: U.S. Coast Guard announces decommissioning of MACKINAW, its largest icebreaker on the Great Lakes.

Winter 1993/1994: Brutal cold grips the Great Lakes basin and final cargos are cancelled. 160,000 tons of iron ore sit on docks rather than in steelmakers' winter stockpiles where they are needed to maintain production and employment.

March 15, 1994: First vessel of the season departs Erie, Pennsylvania, bound for the coal dock in Toledo, Ohio. Ice is so thick that a 149-mile voyage takes 5-½ days. On Lake Superior, arctic-like conditions keep the MACKINAW leading convoys until April 7. GLMTF mobilizes the Great Lakes delegation and Congress directs the Coast Guard to keep MACKINAW in service at least until a study can determine Great Lakes icebreaking needs and how best to meet them. (The study will confirm the Lakes need a "heavy" icebreaker.)



The first MACKINAW was launched in 1944 to ensure the nation's steel mills could meet the demands of a 2-front war. Over the next 62 years the vessel tackled every challenge winter threw at her.



Launched in 2006, the new MACKINAW has proven a worthy successor. It is designed to conduct many missions in addition to icebreaking. Photo courtesy Ninth Coast Guard District.

Summer 1995: A group calling itself the Jones Act Reform Coalition ("JARC") is founded with the avowed intention of allowing foreign-crewed, -built and -owned vessels to operate inside our waters but outside our laws. For the next two years, GLMTF, as part of the Maritime Cabotage Task Force (now American Maritime Partnership), battles a well-financed disinformation campaign, but when, in 1997, a majority of the House signs a resolution supporting the Jones Act, the JARC begins to fade away.

Summer 1996: 10 years after its authorization, a second Poe-sized lock at Sault Ste. Marie, Michigan, remains unbuilt, but Minnesota Congressman James L. Oberstar (D) is determined the project move forward. He authors legislation that extends the local sponsor's payback period to 50 years and reduces the local cost share.

Spring 1997: The Office of Management and Budget proposes a tax to recover some of the costs of icebreaking on the Great Lakes. GLMTF gets 48 Great Lakes legislators to send a "No Way" letter to OMB and the proposal goes into cold storage.

Spring 1998: Undeterred, OMB seeks a national, \$600 million-per-year Navigation Assistance Tax to fund Aids to Navigation. GLMTF members wear NO NAT buttons when meeting with the Great Lakes delegation and the proposal is withdrawn.

Spring 1998: GLMTF launches its Great Lakes Legislator of the Year award. The first recipients are Senator John D. Glenn (D-OH) and Congressman Lou Stokes (D-OH).

Summer 1999: The House of Representatives authorizes construction of a multi-mission vessel capable of heavy icebreaking to replace the MACKINAW and appropriates \$10 million so detailed design work can begin.

Summer 1999: Another new tax, the Harbor Services User Fee, is proposed, but quickly rejected.

Summer 2000: Water levels on the Lakes have plunged at a record pace, so a provision is added to the Water Resources Development Act directing the Corps to perform additional dredging to maintain ports at project depth now that the system is below chart datum.

Summer 2001: Foreign steelmakers continue to dump their excess capacity in the United States and 30-plus American steelmakers and steel processors have been forced into bankruptcy or out of business because of unfair trade. GLMTF joins with the American iron and steel industry to convince the Bush Administration to impose tariffs on the dumped steel and save this vital industry.

Summer 2001: The U.S. Coast Guard signs a contract to build a new MACKINAW at a shipyard in Marinette, Wisconsin.

Spring 2002: The U.S. Army Corps of Engineers begins its Great Lakes System Study that will determine what is necessary to keep Lakes/Seaway shipping efficient in the years to come. GLMTF stresses that dredging ports and waterways to project dimensions is the first step.

Spring 2003: The American steel industry is on the way back. A new owner has revived the former LTV Steel and its blast furnaces in Cleveland and Indiana are once again glowing with molten iron. An idled iron ore mine in Minnesota is again crushing and pelletizing taconite.

January 2004: The resurgence in steel production requires the Soo Locks to remain open until January 24. Despite vast ice fields, the nine additional days of navigation allow 315,000 tons of iron ore to reach steel mills in Indiana, Ohio, Michigan and Pennsylvania.

December 2004: At GLMTF's Annual Meeting the decision is made to focus on the dredging crisis on the Great Lakes. The Lakes host 25 of the nation's 100 largest ports, yet chronic underfunding of Operation and Maintenance Dredging (O&M) has left so much sediment clogging ports and waterways that it will cost nearly \$200 million to restore deep-draft ports and waterways to their project dimensions.

February 2005: The Corps issues its Limited Re-evaluation Report on the second Poe-sized Lock and declares the chamber represents the single point of failure that could cripple Great Lakes shipping.

November 9, 2005: The U.S.-flag laker CALUMET delivers 6,820 tons of coal to Dunkirk, New York. The harbor is so desperately in need of dredging that the vessel is less than half full. This proves to be the final cargo ever delivered to Dunkirk.

Spring 2006: Ohio Congresswoman Stephanie Tubbs-Jones (D-OH, since deceased) introduces legislation to expand Short Sea Shipping on the Lakes

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and Seaway. Senator Debbie Stabenow (D-MI) introduces similar legislation in 2007. (Sen. Stabenow is currently teamed with Ohio Representative Pat Tiberi (R) to pass legislation facilitating new Short Sea Shipping initiatives on the Lakes and Seaway.)

Summer 2006: Congressman Oberstar adds a provision to the House's Water Resources Development Act authorizing full Federal funding for the second Poe-sized lock. The bill passes the House, but the conference with the Senate is unable to resolve the many differences between the two chambers and no WRDA is enacted in 2006.

Summer 2006: Both the House and Senate consider legislation regulating ballast water and ending the worldwide problem of ballast water transfers of non-indigenous species, but overzealous interests scuttle the bills.

December 2006: The surplus in the Harbor Maintenance Trust Fund, the repository for tax dollars collected to fund dredging, hits \$3.3 billion, but the backlog of sediment strangling Great Lakes shipping keeps on growing.

March 2007: The AFL-CIO's Maritime Trades Department passes a resolution calling for increased funding for dredging on the Lakes.



Every day the Poe Lock remains untwinned the American economy is at risk. The locks annually handle more than 80 million tons of raw materials that are the bedrock of America's standard of living and national defense capabilities. Photo courtesy U.S. Army Corps of Engineers, Detroit District.

Obey (D-WI) and Oberstar allows industry and the EPA to implement reasonable measures.

Fall 2009: The U.S. Coast Guard assigns an East Coast icebreaker to the Lakes for the winter of 2009/2010 to keep cargo moving during the ice season. The Coast Guard will bolster its Lakes forces again for the next three winters.

Spring 2010: With earmarks and plus-ups a thing of the past, GLMTF and other interests seek a legislative fix to "fence off" the Harbor Maintenance Trust Fund. H.R. 104 and S. 412 would require the HMTF to spend what it takes in for dredging on dredging.

Summer 2010: New York wants all vessels transiting its water to treat their ballast to a level that will make it cleaner than the water in a hospital operating room. This unattainable standard threatens to close the St. Lawrence Seaway and end the domestic trade to Buffalo. (In 2012, New York will acknowledge the standard is unachievable given the current and foreseeable state of technology.)

May 24, 2011: A U.S.-flag laker is renamed the HON. JAMES L. OBERSTAR in honor of his legendary legislative career.

October 18, 2011: A landmark study on the economic impacts of the Great Lakes-St. Lawrence Seaway System finds that nearly 227,000 jobs in the eight Great Lakes, Ontario and Quebec depend on waterborne commerce. The economic activity associated with those jobs tops \$33 billion per year.

Summer 2012: The transportation bill states "It is the sense of Congress that the Administration should request full use of the Harbor Maintenance Trust Fund ... and that the amounts in the HMTF should be fully expended to operate and maintain the navigation channels of the United States.

December 2012: When the 112th Congress adjourns, 196 members of the House, 40 from Great Lakes districts, and 37 members of the Senate, 12 from Great Lakes states, have co-sponsored legislation that requires the HMTF to spend what it takes in each year. Most will return for the 113th Congress. This is critical because...

January 11, 2013: The U.S.-flag laker PAUL R. TREGURTHA, the largest ship ever to work the Lakes, arrives at the ArcelorMittal steel mill in Indiana Harbor with 58,000 tons of iron ore on board. Had the vessel been able to load to full marks, it would have carried 76,000 tons. The drought and record low water levels on Lakes Michigan and Huron have elevated the dredging crisis to a STATE OF EMERGENCY.

Summer 2007: CONGRESS BOOSTS LAKES DREDGING BUDGET BY \$40 MILLION FOR FY08! For the first time in years, the Corps will begin to reduce the dredging backlog!

November 8, 2007: Congress authorizes the second Poe-sized lock at full Federal funding.

April 2008: The House of Representatives passes the world's toughest regulations on ballast water. The U.S. EPA acknowledges that H.R. 2830 sets a standard higher than the agency could impose. Opposition in the Senate kills the bill.

October 2008: A recession grips America. Five U.S.-flag lakers end their season early and in Cleveland, Ohio, the blast furnaces are idled, even though the mill is the most productive in the world on a tons-per-manhour basis.

April 2009: The Lakes receive only 2 percent of the \$4.6 billion the Corps receives for infrastructure improvements under the American Recovery and Reinvestment Act, and not one dollar is directed toward the shovel-ready replacement lock at the Soo.

Summer 2009: The second Poe-sized lock is not entirely forgotten. Thanks to the efforts of Rep. Bart Stupak (D-MI) \$17 million had previously been allocated for construction of the coffer dams and ground is broken on June 30.

Summer 2009: Air emissions regulations proposed by the EPA threaten to eliminate 50 percent of U.S.-flag lakers by 2015, even though there's no evidence their emissions (which are well below those of trains and trucks) pose a threat to public health. A compromise brokered by Congressmen

GLMTF Legislator of the Year Award Recipients

1998 – Sen. John D. Glenn (D-OH), Rep. Louis Stokes (D-OH)
1999 – Sen. Spencer Abraham (R-MI), Rep. James L. Oberstar (D-MN)
2000 – Rep. David R. Obey (D-WI), Rep. Steven C. LaTourette (R-OH)
2001 – Rep. Peter J. Visclosky (D-IN), Rep. Jack Quinn (R-NY)
2002 – Sen. Mike DeWine (R-OH), Rep. Dave Bonior (D-MI)
2003 – Sen. George V. Voinovich (R-OH), Rep. Bart Stupak (D-MI)
2004 – Rep. Marcy Kaptur (D-OH), Rep. Vernon Ehlers (R-MI)
2005 – Sen. Debbie A. Stabenow (D-MI), Rep. Mark Green (R-WI)

2006 – Sen. Carl Levin (D-MI)
2007 – Rep. Dave Camp (R-MI)
2008 – Rep. Stephanie Tubbs Jones (D-OH)
2009 – Rep. Brian M. Higgins (D-NY)
2010 – Rep. Betty Sutton (D-OH)
2011 – Rep. Candice S. Miller (R-MI)
2012 – Rep. Bob Gibbs (R-OH)

2012 Annual Report of Great Lakes Maritime Task Force

Dredging Crisis Remains Focus of Capitol Hill Gathering

GLMTF hosted its 17th annual Informational Briefing for the Great Lakes Congressional delegation in Washington, D.C. on June 6, 2012. The keynote address was delivered by Robert Whetstone, President of Lafarge North America, EUS Aggregates Markets. Lafarge has approximately 4,500 employees and 400 industrial and distribution sites in the United States. Its cement plant in Alpena, Michigan, is the largest on the Lakes, and it has limestone quarries in Michigan, Ohio and Ontario. In total, the company annually moves 16 million tons of various products by vessel on the Lakes.

The dredging crisis has had a major impact on Lafarge's aggregates business. Whetstone noted that had the Great Lakes Navigation System been dredged to project dimensions and hence the vessels serving Lafarge able to carry full loads, the company would have been able to ship an additional 1,450,000 tons of aggregates in 2011.

"We need to view the Great Lakes as a logistics network, similar to a road network rather than individual ports," Whetstone declared. "Consequently, the Great Lakes, one of our great natural logistics networks, need investment just as much as our road network."

Whetstone laid the blame for the dredging crisis squarely on the burgeoning surplus in the Harbor Maintenance Trust Fund (now more than \$7 billion). "This has to stop and we are asking Congress to start investing the money back where it is needed to get our waterways back into shape."

The briefing concluded with presentation of GLMTF's Great Lakes Legislator of the Year award to Congressman Bob Gibbs (R-OH). Gibbs has been very focused on the dredging crisis. He was the 100th co-sponsor of the Restore America's Maritime Promise ("RAMP") Act, and as Chairman of the Transportation and Infrastructure Committee's subcommittee on Water Resources and Development, his support encouraged many other legislators' decision to endorse the bill.

Rep. Bob Gibbs (R-OH, third from left) accepts his Great Lakes Legislator of the Year award from GLMTF officers (l-r) Donald N. Cree, James H.I. Weakley, and John D. Baker. The Congressman was presented a framed photograph of a U.S.-flag laker loading limestone in Marblehead, Ohio.



The day before GLMTF's June 6th briefing marked the 92nd anniversary of passage of the Jones Act, the law that requires cargo moving between U.S. ports to be carried in vessels that are U.S.-crewed, -built and -owned. To mark the occasion, representatives of U.S.-flag vessel operators and American maritime labor, both shipboard and shoreside, gathered to share birthday cake.



Robert Whetstone, President of Lafarge North America, EUS Aggregates Markets, illustrated the debilitating effects of the dredging crisis by noting that had the vessels that hauled for Lafarge in 2011 been able to carry full loads, the company could have shipped an additional 1,450,000 tons of aggregates.







2012 Annual Report of Great Lakes Maritime Task Force

Lost Inches, Lost Efficiencies



Commercial vessels working the Great Lakes are leaving behind cargo virtually every time they load because of inadequate dredging. The map above uses select Great Lakes ports to illustrate how many inches of loaded draft the dredging crisis is costing the industry. The coal trade to Dunkirk, New York, stopped in 2005 because vessels can no longer safely enter the harbor. Both Holland, Michigan, and St. Joseph, Michigan, were closed for periods in 2011 and 2012 because of a build-up of sediment in the harbors. Graphic courtesy U.S. Maritime Administration.

Impact of Dredging Crisis on Per-Trip Carrying Capacity Major Great Lakes Vessel Classes

Major Great Lakes Vessel Classes	Vessel Length (feet)	Per-Trip Carrying Capacity	Capacity Per Foot of Draft
	1,000	69,664	3,204
	806	34,720	1,752
	767	28,336	1,524
	730	27,558	1,380
	635	22,064	1,284
	501	13,776	852



GREAT LAKES MARITIME TASK FORCE



MEMBERSHIP BY STATE AND CITY

ILLINOIS

ArcelorMittal – Chicago ♦ Chicago Port Council – Joliet ♦ CN – Homewood
Illinois International Port District – Chicago

INDIANA

Central Marine Logistics, Inc. – Griffith ♦ Northern Indiana Marine Management – Griffith ♦ Ports of Indiana – Indianapolis

MAINE

International Association of Machinists & Aerospace Workers (IAMAW) District Lodge 4 – Lisbon Falls

MICHIGAN

Central Dock Company – Benton Harbor ♦ Consumers Energy – Jackson ♦ Detroit Edison – Detroit
Detroit/Wayne County Port Authority – Detroit ♦ Dock 63 Inc. – St. Joseph ♦ Durocher Marine – Cheboygan
Edw. C. Levy Co. – Detroit ♦ IAMAW District Lodge 60 – Romulus ♦ International Union of Operating Engineers Local 324 – Bloomfield Twp.
The King Co., Inc. – Holland ♦ Lake Michigan Carferry Service, Inc. – Ludington ♦ Lakes Pilots Association – Port Huron
Luedtke Engineering Company – Frankfort ♦ MCM Marine, Inc. – Sault Ste. Marie
Michigan Maritime Trades Port Council, MTD, AFL-CIO – Algonac ♦ Pere Marquette Shipping Company – Ludington
Port of Monroe – Monroe ♦ Ryba Marine Construction Co. – Cheboygan ♦ Seafarers International Union – Algonac
Severstal North America – Dearborn ♦ Soo Marine Supply, Inc. – Sault Ste. Marie ♦ The Perricone Group – Dowling ♦ Verplank Dock Co. – Ferrysburg

MINNESOTA

Duluth Seaway Port Authority – Duluth ♦ Great Lakes Fleet/Key Lakes, Inc. – Duluth
Hallett Dock Company – Duluth ♦ Marine Tech, LLC – Duluth

MONTANA

Montana Coal Council – Helena

NEW YORK

American Steamship Company – Williamsville ♦ Gateway Trade Center, Inc. – Buffalo ♦ IAMAW – Lancaster
IAMAW District Lodge 65 – Jamestown ♦ Maritime Port Council of Greater New York/New Jersey & Vicinity – New York City
Port of Oswego Authority – Oswego ♦ Rand Logistics, Inc. – New York City ♦ St. Lawrence Seaway Pilots' Association – Cape Vincent

OHIO

American Maritime Officers, AFL-CIO – Toledo ♦ Cleveland-Cuyahoga County Port Authority – Cleveland
Cliffs Natural Resources, Inc. – Cleveland ♦ CSX Transportation, Toledo Docks – Toledo
Faulkner, Hoffman & Phillips, LLP – Cleveland ♦ Grand River Navigation Company, Inc. – Avon Lake
Great Lakes District Council, ILA, AFL-CIO – Cleveland ♦ IAMAW District Lodge 54 – Columbus
IAMAW Local Lodge 1943 – Middletown ♦ ILA Lake Erie Coal & Ore Dock Council – Toledo
ILA - Local 1317 – Cleveland ♦ ILA - Local 1768 – Toledo ♦ The Interlake Steamship Company – Middleburg Heights
Int'l Organization of Masters, Mates & Pilots – Cleveland ♦ Int'l Ship Masters Association – North Ridgeville
Lafarge North America – Streetsboro ♦ Lake Carriers' Association – Rocky River ♦ Lorain Port Authority – Lorain
Osborne Concrete & Stone Co. – Grand River ♦ Tata Steel – Warren
Toledo-Lucas County Port Authority – Toledo ♦ Toledo Port Council, MTD, AFL-CIO – Toledo
United Steelworkers, District 1, AFL-CIO-CLC – Warrensville Hts. ♦ United Steelworkers, Local 5000 – Middleburg Hts.

PENNSYLVANIA

Carmeuse Lime, Inc. – Pittsburgh ♦ Donjon Shipbuilding & Repair, LLC – Erie ♦ IAMAW District Lodge 1 – Philadelphia
IAMAW District Lodge 98 – York ♦ US Steel Corp. – Pittsburgh

VIRGINIA

Norfolk Southern Corporation (coal docks in Sandusky, Ohio, and Ashtabula, Ohio) – Norfolk

WISCONSIN

Bay Shipbuilding Company – Sturgeon Bay ♦ Brown County Port & Solid Waste Dept. – Green Bay
City of Superior Planning Department – Superior ♦ Fox River Dock Co., Inc. – Green Bay
Fraser Shipyards, Inc. – Superior ♦ Midwest Energy Resources Company – Superior
The Port of Milwaukee – Milwaukee ♦ Western Great Lakes Pilots' Association – Superior

GREATER WASHINGTON, DC

American Great Lakes Ports Assn. – Washington, DC ♦ American Maritime Officers Service – Washington, DC
Int'l Brotherhood of Boilermakers – Washington, DC ♦ K&L Gates – Washington, DC ♦ MEBA, AFL-CIO – Washington, DC
Transportation Institute – Camp Springs, MD

One Maritime Plaza - 3rd Floor • Toledo, Ohio 43604

www.glmtf.org

For more information, contact Glen G. Nekvasil, Secretary/Treasurer: (440) 333-9996 / info@glmtf.org

