

A photograph of two men standing on the deck of a ship. The man on the left is wearing a dark brown long-sleeved shirt, khaki pants, a black hard hat, and sunglasses. He is leaning on a green metal railing. The man on the right is wearing a light blue polo shirt and blue jeans. Behind them, a large American flag is flying from a tall pole. The ship's deck is red, and there are yellow safety railings. In the background, there are trees and a clear blue sky.

2019 Annual Report of the Great Lakes Maritime Task Force

MEMBERS:

ILLINOIS

ArcelorMittal USA
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
TPG Chicago Dry Dock, LLC

INDIANA

Central Marine Logistics, Inc.
Ports of Indiana

MICHIGAN

Consumers Energy
DTE Energy
Detroit/Wayne County Port Authority
Dock 63 Inc.
Durocher Marine
Edw. C. Levy Co.
Grand River Navigation Company
IAMAW District Lodge 60
International Ship Masters' Association
The King Co., Inc.
Lake Michigan Carferry Service, Inc.
Lakes Pilots Association
Luedtke Engineering Company
MCM Marine, Inc.
Michigan Maritime Trades Port Council
Pere Marquette Shipping Company
Port of Monroe
Ryba Marine Construction Co.
Seafarers International Union
Soo Marine Supply, Inc.
Verplank Dock Co.
West Michigan Dock and Market –
Port of Muskegon

MINNESOTA

Duluth Seaway Port Authority
Great Lakes Fleet
Hallett Dock Company

MONTANA

Montana Coal Council

NEW YORK

American Steamship Company
Maritime Port Council of Greater New
York/New Jersey & Vicinity
St. Lawrence Seaway Pilots Association

PRIORITIES

Year in and year out the Great Lakes Maritime Task Force commits to the Great Lakes commercial maritime industry, its workers dockside, crews on board, and all those who support this key regional economic driver. With this, our 2020 priorities for Great Lakes commercial maritime are:

- ☑ 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.
- ☑ The Great Lakes navigation system is adequately funded for dredging through the Harbor Maintenance Trust Fund.
- ☑ A second heavy Great Lakes icebreaker is constructed, the engines on the 140-foot icebreaking tugs are replaced, and the U.S. Coast Guard creates realistic icebreaking performance metrics.
- ☑ There is strict adherence to the Jones Act and all existing maritime cabotage laws, as they play a crucial role in America's national, homeland, and economic security.
- ☑ A resilient Great Lakes navigation system with sufficient and efficient federal funding for the second Poe-sized lock at Sault Ste. Marie, Michigan.
- ☑ That programs and actions that increase commercial shipbuilding and repair at Great Lakes yards are supported.
- ☑ Short sea shipping is encouraged by enacting a narrow exemption from the Harbor Maintenance Tax for non-bulk cargoes moved on the Great Lakes.

Signed:

John D. Baker, International Longshoremen's Association Local 1317, President
Richard Hammer, Donjon Shipbuilding and Repair, 1st Vice President
John E. Clemons, American Maritime Officers, 2nd Vice President
James H.I. Weakley, Lake Carriers' Association, 3rd Vice President



Founded in 1992, the Great Lakes Maritime Task Force promotes domestic and international shipping on the Great Lakes. It is the largest U.S. coalition to ever speak for the Great Lakes shipping community and draws its membership from both labor and management representing U.S.-flag vessel operators, shipboard and longshore unions, port authorities, cargo shippers, terminal operators, shipyards, and other Great Lakes interests.

OHIO

AK Steel Corporation
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
The Interlake Steamship Company
ILA Lake Erie Coal & Ore Dock Council
ILA Local 1317
ILA Local 1768
IAMAW Local Lodge 1943
International Organization of Masters, Mates & Pilots
LafargeHolcim
Lake Carriers' Association
Lorain Port Authority
Osborne Concrete & Stone Co.
Tata Steel
Toledo Port Council MTD, AFL-CIO
United Steelworkers, District 1, AFL-CIO-CLC
United Steelworkers, Local 5000

PENNSYLVANIA

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

WISCONSIN

Bay Shipbuilding Company
Brown County Port & Resource Recovery Department
Fraser Shipyards, Inc.
Midwest Energy Resources Company
Roen Salvage Company
Western Great Lakes Pilots Association

GREATER WASHINGTON, DC

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

2018 LEGISLATOR OF THE YEAR: REP. JACK BERGMAN (MICHIGAN)



Rep. Bergman was integral in making the new large lock at the Soo into a Presidential priority and moving it forward and into a reality.

2019 LEGISLATOR OF THE YEAR: SEN. ROB PORTMAN (OHIO)

Sen. Portman, as co-chair of the Senate Great Lakes Task Force, has fought to protect the Great Lakes and ensure commercial maritime on the Lakes is competitive.



SPOTLIGHT ON THE JONES ACT

The Jones Act, mandating that all cargo moving between U.S. points be carried in vessels that are crewed by, built by, and owned by Americans, is marking its 100th anniversary in 2020. Each year 90 million tons of cargo are carried on Great Lakes Jones Act vessels. This drives 123,600 jobs and a \$30 billion economic impact annually. The Jones Act guarantees these vessels are built to the world's highest safety, environmental, and operational standards. The U.S.-flag Great Lakes fleet is the world's largest and most diverse fleet of self-unloading vessels. Our cargoes keep the mills producing steel for U.S.-made autos and appliances, supply America's diverse energy needs, and keep workers on the job building U.S. infrastructure.

"I have been a long-time supporter of the Jones Act and appreciate the dedicated work of the shipping industry in Northwest Indiana to grow our economy, and also remain dedicated to improving the environment. We must continue to do all we can to support good-paying shipbuilding and maritime job opportunities in Indiana and throughout our nation."
— Rep. Pete Visclosky (Indiana)



"With our Great Lakes and rich maritime history, it's no surprise this industry is an important part of Michigan's economy. The Jones Act helps ensure that these jobs stay in Michigan and that this American industry continues to thrive."
— Sen. Debbie Stabenow (Michigan)



"The Great Lakes is one of America's most important environmental and economic resources and are a major component of Ohio's domestic maritime industry. This would not be possible without the skilled and dedicated men and women who comprise Ohio's maritime workforce."
— Rep. Bob Gibbs (Ohio).

On September 30, 2019, Cleveland-Cliffs completed the erection of the 457-foot furnace reactor tower for its hot briquetted iron (HBI) project in Toledo, Ohio. This achievement represents a significant milestone in the construction process as the furnace tower was the key critical path item in facilitating the advanced start-up date for the commercial production of HBI. The Toledo HBI project is currently employing approximately 1,100 construction workers on a daily basis during this period of peak construction activity. The plant is on schedule for June 2020 start-up. With an annual production capacity of 1.9 million tons of HBI, the plant will employ 160 full-time workers.



GREAT LAKES ICEBREAKING



The ice in 2019? Bad? Sure. Out of the ordinary? Extreme? Nope and nope. Challenging? Yes, but that was because of a lack of adequate and reliable icebreaking resources. There are nine U.S. and two Canadian icebreakers in the Great Lakes. “Ice season” is generally late December to mid April. In these months about 15 percent of the yearly cargo moves on the Lakes. In 2018-2019, the U.S. economy lost \$1 billion and over 5,000 jobs due to inadequate icebreaking on the Lakes. Multiple engine casualties impacted both U.S. and Canadian icebreakers. Two U.S. icebreakers missed the entire breakout. Others missed portions of the ice season or operated at reduced capacity. Canadian icebreakers concentrated on the St. Lawrence River, the Welland Canal, and Thunder Bay, Ontario, leaving a hobbled American fleet to manage the rest. American commercial vessels were idled dockside waiting for resources. There’s a simple fix. Build the twin to the USCGC MACKINAW Congress authorized, replace the engines on the 40-year old 140-foot Bay Class tugs, and recalibrate the priorities and measures of success for moving the cargoes that are the foundation of the American economy.

ANNUAL IMPACTS OF THE 500 LOCKS ON THE GREAT LAKES ECONOMY

AMERICAN
JOBS

87,158

AMERICAN
SALARIES

\$6.4 BILLION

AMERICAN
ECONOMIC
ACTIVITY

\$17.4 BILLION

U.S. FEDERAL,
STATE & LOCAL
TAXES PAID

\$3 BILLION

TONNAGE

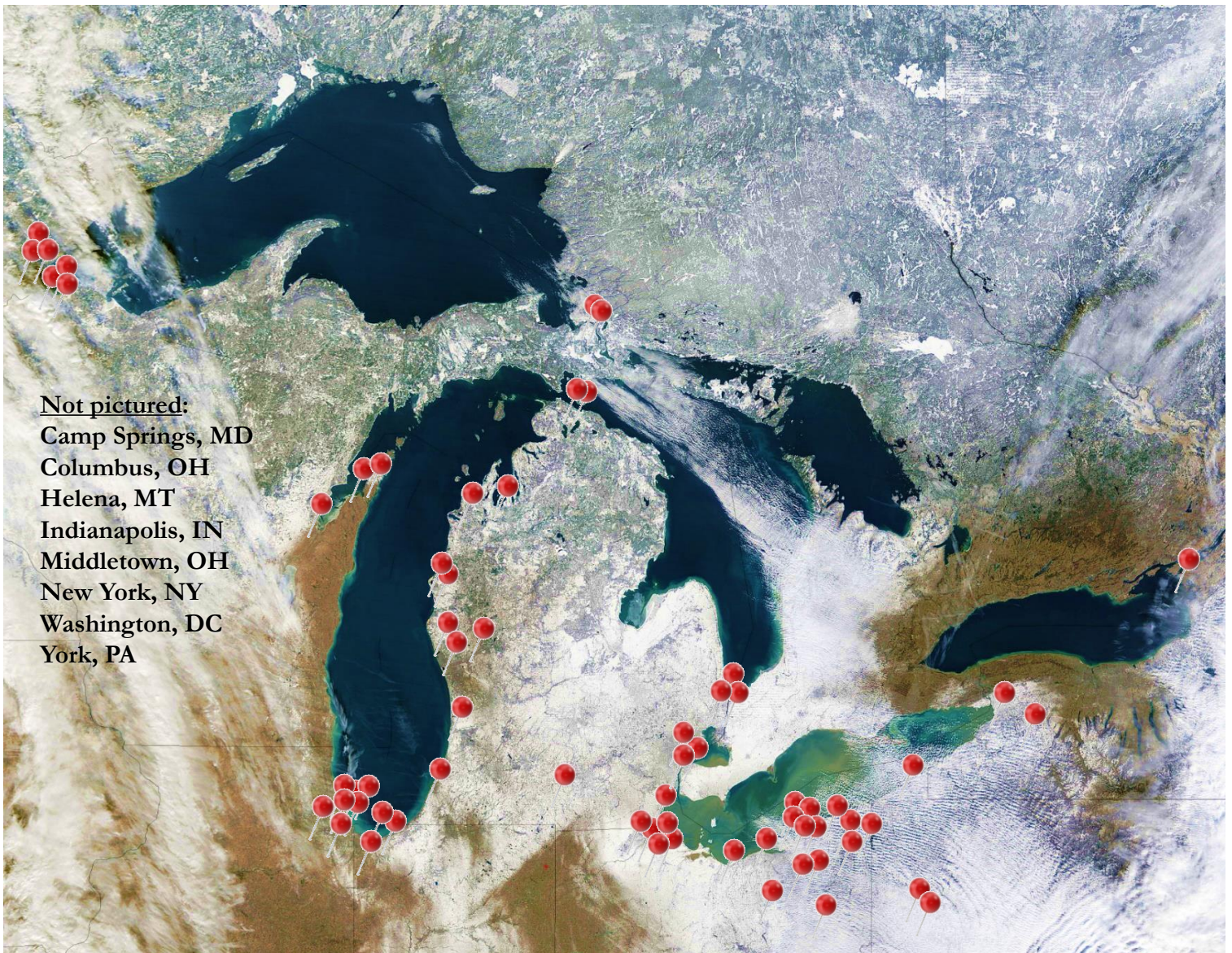
80 MILLION

We are Great Lakes maritime

We are miners supplying the raw materials for American manufacturing, energy, and infrastructure. We are mariners moving the cargoes across the Great Lakes. We are stevedores managing the cargoes dockside. We are steelworkers supplying America's manufacturing. We are shippers sending cargoes by land, sea, and air. We are railroads, ports, terminals, shipyards, vessel operators, steel mills, power plants, and their suppliers. We are 147,000 Americans employed because of Great Lakes commercial maritime.



This is where we work



Not pictured:

Camp Springs, MD
Columbus, OH
Helena, MT
Indianapolis, IN
Middletown, OH
New York, NY
Washington, DC
York, PA

Great Lakes Maritime Task Force

Promoting Shipping on America's Fourth Sea Coast Since 1992



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