



Timeline

1992 – Great Lakes Maritime Task Force (GLMTF) is formed by 30 organizations to advocate for and defend U.S. Great Lakes commercial maritime commerce and the women and men whose livelihoods depend on this nationally important economic sector.

1994 – GLMTF, in partnership with U.S. inland and coastal vessel operators, the passenger vessel industry, dredgers and offshore supply operators, advocated against an Administration initiative called the “National Performance Review” which would have eliminated the Jones Act, the American jobs tied to the Jones Act, and the critical economic, safety, and environmental benefits it provides.

1998 – GLMTF awards its first “Legislator of the Year” to Senator John Glenn (D-OH) and Congressman Louis Stokes (D-OH) beginning an annual event to highlight extraordinary efforts on Capitol Hill on behalf of Great Lakes shipping.

1998 – House Continuing Resolution 65 was passed which protected American cabotage laws and the hundreds of thousands of jobs tied to laws securing the American commercial maritime economy.

2005 – Following years of GLMTF advocacy, USCG icebreaker USCGC MACKINAW (WABG-83) is replaced with the commissioning of the new USCGC MACKINAW (WLBB-30).

2008 – GLMTF and other Great Lakes interests, both economic and environmental, push a 30 percent increase in USACE Great Lakes dredging funding.

2009 – Originally authorized in 1986, groundbreaking takes place for a new large lock at the Soo but further work quickly stalls for another 10 years.

2013 – USCG permanently stations another cutter to the Lakes, the USCGC MORRO BAY, to assist in keeping the Great Lakes fleets moving.

2014 – Water Resources Reform and Development Act is passed by Congress designating the Great Lakes as a single navigational system and setting aside minimum annual funding levels for its operation and maintenance.

2016 – GLMTF supports and endorses the establishment of the Lake Michigan Wisconsin Shipwreck Coast National Marine Sanctuary to become the second Sanctuary for the preservation of shipwrecks in the Great Lakes.

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, first authorized by Congress in 1986.

2020 – The Water Resources Development Act of 2020 increased the Harbor Maintenance Trust Fund percentage distribution to 13 percent for the Great Lakes for which GLMTF was a key coalition member pushing for national and Great Lakes funding.

2020 – Work begins on dredging the upstream approach for the new Soo Lock with GLMTF members taking part.

2021 – Construction of the new large lock at the Soo approach wall construction begins with GLMTF member organizations leading the work.