



# Lake Carriers' Association

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## 2007 Position Papers

### PARTNERING WITH GREAT LAKES MARITIME TASK FORCE TO RALLY THE REGION TO END THE DREDGING CRISIS



## *GREAT LAKES MARITIME TASK FORCE*



### 2007 MEMBERSHIP BY STATE AND CITY

#### ILLINOIS

Chicago Port Council – Joliet ♦ Hannah Marine Corporation – Lemont ♦ Illinois International Port District – Chicago

#### INDIANA

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

#### MICHIGAN

CMS Energy – Jackson ♦ Detroit/Wayne County Port Authority – Detroit ♦ Durocher Marine – Cheboygan  
Edw. C. Levy Co. – Detroit ♦ 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  
O-N Minerals, Great Lakes Division – Rogers City ♦ Pere Marquette Shipping Company – Ludington  
Ryba Marine Construction Co. – Cheboygan ♦ Sargent Companies – Zilwaukee  
Seafarers International Union – Algonac ♦ Soo Marine Supply, Inc. – Sault Ste. Marie  
Wirt Stone Docks – Bay City

#### MINNESOTA

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

#### NEW YORK

American Steamship Company – Williamsville ♦ Port of Oswego Authority – Oswego  
St. Lawrence Seaway Pilots' Association – Cape Vincent

#### OHIO

American Maritime Officers, AFL-CIO – Toledo ♦ Cleveland-Cliffs Inc – Cleveland  
Cleveland-Cuyahoga County Port Authority – Cleveland ♦ CSX Transportation, Toledo Docks – Toledo  
Faulkner, Muskovitz & Phillips, LLP – Cleveland ♦ Grand River Navigation Company, Inc. – Avon Lake  
Great Lakes District Council, ILA, AFL-CIO – Cleveland  
The Interlake Steamship Company – Richfield ♦ ILA - Lake Erie Coal & Ore Dock Council – Toledo  
ILA - Local 1317 – Cleveland ♦ ILA - Local 1768 – Toledo  
Int'l Organization of Masters, Mates & Pilots – Cleveland ♦ International Ship Masters' Association – Brooklyn  
Lafarge North America – Streetsboro ♦ Lake Carriers' Association – Cleveland  
Midwest Terminals of Toledo, International, Inc. – Toledo ♦ Mittal Steel USA – Richfield  
Toledo-Lucas County Port Authority – Toledo ♦ Toledo Port Council, MTD, AFL-CIO – Toledo  
United Steelworkers of America, District 1, AFL-CIO-CLC – Warrensville Hts.  
United Steelworkers of America, Local 5000 – Middleburg Hts.

#### PENNSYLVANIA

Carmeuse Lime, Inc. – Pittsburgh ♦ Erie Shipbuilding, LLC – Erie ♦ US Steel Corp. – Pittsburgh

#### VIRGINIA

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

#### WISCONSIN

Bay Shipbuilding Company – Sturgeon Bay ♦ Brown County Port & Solid Waste Dept. - Green Bay  
Midwest Energy Resources Company – Superior ♦ The Port of Milwaukee – Milwaukee  
Western Great Lakes Pilots' Association – Superior

#### GREATER WASHINGTON, DC

American Great Lakes Ports Association – Washington, DC ♦ American Maritime Officers Service, AFL-CIO – Washington, DC  
American Shipbuilding Association – Washington, DC ♦ District No. 1-PCD, MEBA, AFL-CIO – Washington, DC  
Int'l Brotherhood of Boilermakers – Fairfax, VA ♦ K&L Gates – Washington, DC  
Transportation Institute – Camp Springs, MD



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*If there's anything positive about the dredging crisis, it's that the Great Lakes maritime community has come together as never before to address a system-wide problem. Great Lakes Maritime Task Force, a labor/management coalition, is growing literally by the day as more and more users of the Great Lakes Navigation System demand the waterway receive its fair share of Federal dredging dollars.*

Great Lakes Maritime Task Force (GLMTF) was founded in 1992 to promote waterborne commerce and related industries on the Great Lakes. From the very beginning, its greatest strength has been that it represents a broad spectrum of Great Lakes interests. Vessel owners, cargo shippers, shipboard and shoreside labor, shipyards, and a host of other interests have united under the GLMTF banner to ensure that Great Lakes shipping remains one of the foundations of our nation's transportation system.

That message was made loud and clear at GLMTF's Briefing for the Great Lakes Delegation in Washington on May 3, 2006. The largest shipper of coal on the Lakes, Midwest Energy Resources Company in Superior, Wisconsin, told legislators and staffers that the dredging crisis was threatening its ability to keep up with demand for coal-generated energy in the future.

The Task Force also engaged with the U.S. Army Corps of Engineers to hold a number of meetings that began the long-overdue process of addressing how the Corps submits its budget proposal.

Lake Carriers' Association is a founding member of Great Lakes Maritime Task Force and urges others to join the cause. For more information on the Task Force, contact Glen Nekvasil, Secretary:

(216-861-0592/nekvasil@lccaships.com).



GLMTF has played a pivotal role in many issues that threatened the continued viability of Great Lakes shipping. The Task Force worked hard to stop the planned decommissioning of the U.S. Coast Guard icebreaker *Mackinaw*, at least until its replacement was built. The new *Mackinaw* entered service in 2006.

Congressman James L. Oberstar (D-MN) has pledged to fight for more dredging dollars for Great Lakes ports and waterways.

The Task Force has been a tireless advocate for the second Poe-sized lock at Sault Ste. Marie, Michigan, and has opposed reinstatement of tolls on the U.S. portion of the St. Lawrence Seaway.



Congressman Dale E. Kildee (D-MI) took a keen interest in GLMTF's materials, as his district includes the Saginaw River, which almost closed in 2006 due to lack of dredging.

Yet no issue has invigorated the Task Force as has the dredging crisis. Every member understands that this is a defining moment for the Great Lakes maritime community. If ships can't load enough cargo, there is less need for a heavy icebreaker or a replacement lock. If customers can't receive enough cargo to keep their operations going, a new toll on the Seaway is of little consequence. While these issues are important, they pale in comparison to the dredging crisis.