

GREAT LAKES MARITIME TASK FORCE



2007

MEMBERSHIP

**MEMBERSHIP LISTING
BY STATE AND CITY**

POLICY STATEMENT

POSITION PAPERS & RESOLUTIONS



GREAT LAKES MARITIME TASK FORCE

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GREAT LAKES MARITIME TASK FORCE

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GREAT LAKES MARITIME TASK FORCE

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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
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American Steamship Company – Williamsville ♦ Port of Oswego Authority – Oswego
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OHIO

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Cleveland-Cuyahoga County Port Authority – Cleveland ♦ CSX Transportation, Toledo Docks – Toledo
Faulkner, Muskovitz & Phillips, LLP – Cleveland ♦ Flats Oxbow Association – 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
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Midwest Terminals of Toledo, International, Inc. – Toledo ♦ Mittal Steel USA – Richfield
Osborne Concrete & Stone Co. – Grand River ♦ Toledo-Lucas County Port Authority – Toledo ♦
Toledo Port Council, MTD, AFL-CIO – Toledo
United Steelworkers of America, District 1, AFL-CIO-CLC – Warrensville Hts.
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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 – 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



GREAT LAKES MARITIME TASK FORCE

2007 POLICY STATEMENT

The Great Lakes Maritime Task Force:

- I. Promotes a strong U.S.-Flag Merchant Marine on the Great Lakes to best advance the domestic and international trades. To this end, we:**
 - a.) Advocate full application of the U.S. cabotage laws, best known of which is the Jones Act. These laws and statutes ensure the safety and efficiency of Great Lakes commerce. Any exemptions to these laws will create an unlevel playing field and will drive U.S.-Flag vessels from their own waters.
 - b.) Support maritime security legislation that ensures U.S.-Flag deep-sea vessels are available to meet the national security needs of the United States.
- II. Seeks expanded domestic and international trade through public and private Great Lakes ports and docks. To this end, we:**
 - a.) Oppose re-imposition of U.S. tolls on the St. Lawrence Seaway.
 - b.) Support the U.S. Army Corps of Engineers' Great Lakes/St. Lawrence Seaway System Study that will determine what is needed to maintain the aging Lakes/Seaway infrastructure for the next 50 years.
 - c.) Support fair trade in steel, but insist the Federal government maintain and enforce policies that protect domestic steelmakers and supply industries from illegal dumping and other predatory trade practices that created a crisis in the late 1990s and early 2000s from which America's steel industry has only recently emerged.
- III. Seeks to restore adequate funding for dredging of Great Lakes deep-draft ports and waterways. To this end, we:**
 - a.) Seek equity in funding for Operation and Maintenance Dredging (O&M) of the nation's waterways. The Great Lakes host 25 of the nation's top 100 ports, yet decades of underfunding have left a backlog so great that it will cost more than \$200 million to restore project depth system-wide. **The Harbor Maintenance Trust Fund, which funds the Corps dredging budget from a tax paid on cargo, has a surplus of more than \$3.3 billion, yet U.S.-Flag vessel operators estimate three of every four cargos they've carried in the past 5 years have been less than full loads.**
- IV. Promotes fuller utilization of U.S. shipyards in the Great Lakes region. To this end, we:**
 - a.) Support continuation of Federal Mortgage Insurance (Title XI) and Capital Construction Fund programs administered by the U.S. Maritime Administration.
 - b.) Seek to limit the duration of Department of Defense lease contracts of foreign-built ships to not more than one year, including contract options.
- V. Seeks to strengthen the economy of the Great Lakes basin in ways that promote commerce while protecting the environment. To this end, we:**
 - a.) Support efforts to stem the influx of non-indigenous species into the Great Lakes system.
 - b.) Encourage research into new technologies to further protect the Great Lakes environment.



GREAT LAKES MARITIME TASK FORCE

2007 POSITION PAPER

RESTORATION OF ADEQUATE FUNDING FOR DREDGING GREAT LAKES DEEP-DRAFT PORTS AND WATERWAYS

GOAL: Restore adequate funding for Operation and Maintenance Dredging (O&M) performed by U.S. Army Corps of Engineers at Great Lakes deep-draft ports and waterways to alleviate backlog and return system to project depth. Cost to clear backlog is more than \$200 million, and growing, **yet the Harbor Maintenance Trust Fund, which funds the Corps' dredging budget, has a surplus of more than \$3.3 billion.**

BACKGROUND: The Corps is responsible for dredging the nation's ports and waterways to meet the needs of commerce. Its dredging budget is funded by a tax on cargo. However, the agency has had to contend with decades of declining appropriations. While reduced funding has had nationwide impacts, the Lakes have fared worse than other segments of the marine transportation system. For example, in FY05, the Ohio River System's dredging appropriation equated to \$1.10 per ton of cargo handled, while Lakes received the equivalent of \$0.52 per ton of cargo. As a result, vessels are forced to "light load" (i.e., carry less cargo), which means every industry that uses Great Lakes shipping is denied the most efficient service vessels can provide. This inability to fully utilize vessels' carrying capacity makes industries such as steel and manufacturing less competitive and affects the cost of power generation and raw materials for the construction industry.

REGIONAL BENEFITS: There are 134 deep-draft ports and six connecting channels the Corps of Engineers must dredge on the Great Lakes. Included in those totals are 25 of the nation's largest ports. The twin ports of Duluth, Minnesota/Superior, Wisconsin, alone will handle, on average, approximately 40 million tons a year.

Cargo movement on the Great Lakes drives both the region's and the nation's economies. The iron ore trade can top 70 million tons when America's steel mills are competing on a level playing field. The steel industry is credited with sustaining more than 400,000 jobs in the Great Lakes basin. The limestone and coal trades collectively will total more than 80 million tons. Grain and general cargo shipments via the St. Lawrence Seaway contribute another 20 million tons.

With dramatic increases in vessel size, both in the domestic and international trades, dredging is increasingly key to the efficiency of Great Lakes shipping. The largest U.S.-Flag "Lakers" forfeit nearly 270 tons of cargo for each 1-inch reduction in loaded draft. Ocean-going vessels in the international trade lose roughly 115 tons of cargo for each 1-inch loss of draft.

ACTION: Work with Great Lakes Congressional delegation to restore adequate funding for O&M Dredging at deep-draft Great Lakes ports and waterways.

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GREAT LAKES MARITIME TASK FORCE

2007 POSITION PAPER

THE JONES ACT AND OTHER U.S. MARITIME CABOTAGE LAWS

GOAL: Strict adherence to all existing cabotage laws.

BACKGROUND: Section 27 of the Merchant Marine Act, 1920, and other laws mandate that all cargo moving between U.S. ports be carried in vessels that are U.S.-owned, -built, and -crewed. Section 27 is generally referred to as the Jones Act. The Passenger Vessel Services Act (PVSA) sets the same requirements for the transport of passengers between U.S. ports. Other statutes apply the same ground rules to towing, dredging and salvage in U.S. waters.

The United States is far from unique in reserving its domestic waterborne commerce to vessels owned and crewed by nationals and built domestically. A U.S. Maritime Administration survey found 54 nations, including Canada, have cabotage laws that, like the Jones Act, are expressly meant to promote a national-flag fleet.

BENEFITS TO THE NATION: Total Jones Act commerce routinely tops 1 billion tons and 130 million passengers each year, yet the freight charges total less than 1 percent of the nation's transportation bill. Nationwide, the Jones Act fleet has more than tripled in size since 1965 to 42,000-plus vessels and has quadrupled its productivity. The cabotage laws further ensure the United States has the ships, skilled mariners, and shipyards needed to supply American troops during a national emergency. Absent the Jones Act, the U.S. would have been hard-pressed to reliably supply its troops during the war with Iraq. More than 7,000 American merchant mariners have been needed to move arms and materiel to U.S. troops in Iraq. On the busiest day of Sealift – March 24, 2003 – there were 167 U.S.-Flag ships moving to and from the war zone. For these and other reasons, every Administration has endorsed the Jones Act, and the Navy terms the law "vital to our National Security."

BENEFITS TO GREAT LAKES REGION: The cabotage laws are, first and foremost, guarantees that domestic waterborne commerce is carried in vessels built to the world's highest safety and environmental protection standards and manned with crews whose skills and expertise are certified by the U.S. Coast Guard. Further, by guaranteeing a level playing field among the various transportation modes, Great Lakes Jones Act operators have been able to assemble the world's largest and most diverse fleet of self-unloading vessels without one penny of Federal subsidies, either direct or indirect. For example, one iron ore cargo delivered in a 1,000-foot-long Jones Act "Laker" keeps a major steel mill in operation for 4-plus days. A single coal cargo in a 1,000-footer produces enough electricity to power Greater Detroit for a day.

ACTION: Oppose any legislation to amend or repeal existing cabotage laws. Oppose any future inclusion of cabotage laws in the Negotiating Group on Maritime Transport, an offspring of the GATT talks. Oppose inclusion of maritime services in any revisions to the U.S./Canada Free Trade Agreement and the North American Free Trade Agreement between the U.S., Canada, and Mexico. While exemptions to the Jones Act are allowed during national emergencies, peacetime exemptions for commercial vessels must not be permitted. If an economically viable trade develops that requires a new type of U.S.-Flag vessel, there will be fierce competition for the business without changing the cabotage laws.

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GREAT LAKES MARITIME TASK FORCE

2007 POSITION PAPER

RE-IMPOSITION OF U.S. TOLLS ON THE ST. LAWRENCE SEAWAY

GOAL: Oppose any future Administration proposal to re-impose U.S. tolls on the St. Lawrence Seaway.

BACKGROUND: When the St. Lawrence Seaway opened in 1959, the U.S. portion was the only Federally built and Federally maintained navigation system in the United States to charge tolls. This inequity continued until the Water Resources Development Act of 1986 established the Harbor Maintenance Tax (HMT) to fund Operation and Maintenance Dredging (O&M) and new construction projects at the nation's deep-draft ports and waterways. Starting in 1987, the U.S. portion of the Seaway was funded from the Harbor Maintenance Trust Fund, the depository for revenues raised by the HMT.

The Administration's FY07 budget sought to re-impose tolls for transiting the U.S. locks in the St. Lawrence River. The tolls would have raised \$8 million in FY07, roughly half of the U.S. Seaway's annual budget. Starting in FY08, the tolls would have recovered 100 percent of the Seaway's operating costs (currently about \$16 million a year). Congress wisely rejected the proposal.

Increased costs will make the Seaway less competitive with other port ranges and other modes of transportation. (It is already hampered by its comparatively shallow draft and winter closure.) The competition among port ranges and modes of transportation is so fierce that contracts can be lost if costs increase a mere tenth of a cent per ton. As the Seaway tolls were the only maritime user fees in the proposed budget, cargo would have migrated to other port ranges.

BENEFITS TO THE NATION: The nation's largest coastal ports are plagued with delays and backlogs that will only grow worse as overseas trade increases in the years ahead. Overseas cargos destined for the heartland that are delivered to Baltimore, Philadelphia, New York/New Jersey ... must then be railed or trucked to the region, further congesting the nation's rail beds and highways. Great Lakes ports have the capability and the capacity to handle cargo landed at East Coast ports destined for the region and its environs. Furthermore, ships are the most environmentally-friendly mode of transportation – they use less fuel per ton of cargo carried than any other mode of transportation – but re-imposition of U.S. tolls on the St. Lawrence Seaway would drive cargo from the system.

BENEFITS TO GREAT LAKES REGION: The St. Lawrence Seaway is the Great Lakes basin's only direct water link to the Atlantic Ocean. Each year, mid-west and Canadian farmers ship 10-15 million tons of grain to overseas markets via the Seaway. Inbound cargos of specialty steels and general cargo play an important role in keeping the U.S. economy strong. The American steel industry has made significant investments in Canadian iron ore mines, and each year receives 5 million tons of iron ore via the Seaway. It is estimated the Seaway trade annually generates 150,000 jobs and revenues of \$4 billion.

ACTION: Work with the Great Lakes Congressional delegation to stop any future Administration request to re-impose U.S. tolls on the St. Lawrence Seaway.

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GREAT LAKES MARITIME TASK FORCE

2007 POSITION PAPER

GREAT LAKES / ST. LAWRENCE SEAWAY SYSTEM STUDY

GOAL: Review and comment on the joint U.S./Canada Great Lakes/St. Lawrence Seaway System Study that that will be released in spring 2007. The Study will project what will be needed to maintain the System’s present capacity for the next 50 years.

BACKGROUND: The Great Lakes/St. Lawrence Seaway system infrastructure has become constrained by a number of factors, not least of which is simply its age. The locks in the Welland Canal date from the 1930s; the St. Lawrence River locks were built in the 1950s. The “newest” lock at Sault Ste. Marie, Michigan, the Poe, is more than 35 years old. This infrastructure is showing its age to varying degrees, and maintenance costs will rise in the years ahead.

The Study has been much misunderstood. Some environmental organizations opposed the Study, as they believed it would lead to deepening and widening the entire system from Duluth/Superior to the Atlantic Ocean to allow for 1,000-foot-long vessels drawing 35 feet. The Final Report will make no such decision or recommendation. The Study is nothing more than a comprehensive analysis of what will be required to maintain the Lakes/Seaway infrastructure for the next 50 years. Without this information, the United States and Canada cannot make informed decisions on how to fully utilize Great Lakes and Seaway shipping in the years ahead.

BENEFITS TO GREAT LAKES REGION: Domestic, Cross-Lakes and overseas cargo movement on the Great Lakes and Seaway can top 200 million tons a year. These cargoes are vital to both the region’s and nation’s economies. The efficient movement of iron ore and other raw materials is key to the future of America’s domestic steel industry and the hundreds of thousands of jobs it generates. Low-cost transportation of coal helps keep the region’s electricity costs competitive. Mid-west and Canadian farmers depend on the Seaway to export their grain to Europe and other markets.

The region’s environment benefits from waterborne commerce too. Vessels burn far less fuel than trains or trucks on a ton-carried basis, so their power plants produce fewer emissions. Every cargo that moves by water eases the burden on congested highways and rail beds.

ACTION: Review and comment on Study upon release.

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GREAT LAKES MARITIME TASK FORCE

2007 POSITION PAPER

PRESERVATION OF DOMESTIC STEELMAKING INFRASTRUCTURE

GOAL: Support efforts to achieve free but fair trade in steel in order to protect this and other industries from future surges in dumped or unfairly priced commodities.

BACKGROUND: An excess of steelmaking capacity worldwide often makes the United States the dumping ground for foreign producers who are unwilling to close unneeded mills or who are subsidized by their governments. During one recent surge, foreign steelmakers exported approximately 200 million tons of steel to the United States, much of which was priced below the cost of production. This unfair trade had devastating impacts on domestic steelmakers and their suppliers. Between 1997-2003, more than 40 American steelmakers and processors were forced into bankruptcy. Of those companies, nearly 20 permanently shuttered their operations, with a resulting loss of tens of thousands of jobs. Gone, too, is a massive iron ore mine in Minnesota and its 1,400 jobs.

The U.S.-Flag Great Lakes fleet saw its iron ore float plummet from 63 million tons in 1997 to 42 million tons in 2003. At the urging of Great Lakes interests, the Bush Administration imposed tariffs on some types of steel imports in 2002. The relief from unfair trade allowed investors to restart some bankrupt producers and put thousands of men and women back to work. Other steel companies consolidated. Although GLMTF did not support the early retirement of the steel tariffs, the coalition is pleased the Administration has promised to react quickly if unfair trade in steel resumes.

BENEFITS TO THE GREAT LAKES REGION: The Great Lakes basin remains the heartland of America's iron and steel industries. Minnesota and Michigan provide the vast majority of iron ore used in domestic mills. Indiana is the largest steel-producing state in the nation, followed by Ohio. Steel is also made in Michigan, Pennsylvania, and Illinois. Prior to the onslaught of dumped steel, direct employment at the mines and mills provided 125,000 family-sustaining jobs. Using a conservative multiplier effect, more than 400,000 jobs depend on a healthy steel industry. Specific to the U.S.-Flag Great Lakes fleet, iron ore, fluxstone and metallurgical coal carried for steelmakers likely represent 60 percent of all cargo moving in Jones Act "Lakers."

FAIRLY TRADED STEEL also benefits the region and the country. Steel imported via the St. Lawrence Seaway fills the need for specialty steels not manufactured in the U.S., meets needs that exceed the capacity of domestic mills, and even keeps American steelworkers employed when slabs and other products replace production during relining of furnaces and other modernization efforts. Fairly traded steel creates jobs for American longshoremen and, as an inbound cargo, keeps freight rates for grain exports competitive with the coastal ports. Great Lakes Maritime Task Force does not seek curbs on fairly traded steel.

ACTION: Urge the Administration to monitor steel imports and take action, should dumping resume.

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GREAT LAKES MARITIME TASK FORCE

2007 POSITION PAPER

CONSTRUCTION AND REPAIR OF COMMERCIAL AND MILITARY VESSELS AT GREAT LAKES SHIPYARDS

GOAL: Support programs to increase commercial shipbuilding and repair at U.S. Great Lakes shipyards and seek limitation on duration of Department of Defense lease contracts of foreign-built ships to not more than one year, including contract options, in order to increase opportunities for military construction in the region.

BACKGROUND: Shipyards with large-scale dry-docking capability are in Superior and Sturgeon Bay, Wisconsin, Toledo, Ohio and Erie, Pennsylvania. Small drydocks and/or ship repair facilities are located in Cleveland, Toledo, Milwaukee, Detroit, Rogers City (Michigan), and Sault Ste. Marie (Michigan).

Great Lakes shipyards are fully capable of building all types of commercial and military vessels. The only real limitation on vessel construction is the comparatively small locks in the St. Lawrence Seaway, which preclude construction of the largest warships and ocean-going tankers and cargo vessels. Nonetheless, Great Lakes shipyards have built 1,000-foot-long vessels for service on the Great Lakes and support vessels for the U.S. Navy and U.S. Coast Guard. In fact, the new icebreaker *Mackinaw*, which will be the Coast Guard's primary icebreaking asset on the Great Lakes for decades to come, was built at a Wisconsin shipyard.

The efficiencies of Great Lakes shipyards have brought new markets in recent years. Articulated tug/barge tankers for use on the U.S. East Coast and passenger ferries for New York City are examples of Lakes shipyards expanding into new markets.

There are only two U.S. government programs to aid shipyards. The Title XI Ship Loan Guarantee Program is a government guarantee of the loan to build the ship. No U.S.-Flag self-propelled Lakes vessel operator has ever defaulted on Title XI insurance. The Capital Construction Fund is designed to encourage construction and reconstruction of vessels in the United States through deferral of taxes.

More militarily-useful vessels could be built in Great Lakes shipyards if Department of Defense (DOD) leases of foreign-built vessels were limited to one year, including contract options. The long-term leases DOD has signed for foreign-built special-purpose and high-speed vessels are denying American shipbuilders the opportunity to construct such vessels in the United States.

BENEFITS TO GREAT LAKES REGION: Great Lakes shipyards employ more than 1,600 men and women, and the wages they provide top \$90 million a year.

ACTION: Support Title XI Ship Loan Guarantee Program and Capital Construction Fund. Support trade negotiations and/or legislation to end foreign government subsidies to shipyards. Advocate and support Federal tax policies that encourage modernization of both plant and equipment for shipowners and shipyards by the use of investment tax credits. Support an amendment to the DOD FY07 authorization bill limiting the duration of DOD lease contracts of foreign-built vessels to not more than one year, including contract options.

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GREAT LAKES MARITIME TASK FORCE

2007 RESOLUTION

IN SUPPORT OF

TITLE XI SHIP LOAN GUARANTEE PROGRAM

WHEREAS, the United States needs a modern fleet of U.S.-built, U.S.-owned, and U.S.-crewed vessels to meet the nation’s domestic shipping and passenger needs to promote economic growth and support the Armed Forces during time of war or crisis; and

WHEREAS, the United States needs a strong and vibrant domestic shipbuilding and repair industrial base to produce and support vessels transporting cargo and passengers on the Great Lakes; and

WHEREAS, the United States needs financially strong companies to own and operate modern U.S.-Flag vessels to meet Great Lakes domestic shipping and tourism demands; and

WHEREAS, the capital cost of vessels and the cyclical nature of vessel construction means financial institutions are unfamiliar with the industry and, thus, hesitant to invest in vessel construction at affordable rates; and

WHEREAS, the Title XI Ship Loan Guarantee Program of the Maritime Administration makes vessel financing available at affordable interest rates by providing a government guarantee of 87.5 percent of a 20-year commercial vessel construction loan; and

WHEREAS, in recent years Title XI has guaranteed more than \$6 billion in commercial vessel construction projects in the United States, which, in turn, have generated thousands of highly-skilled jobs and needed business for American shipyards; and

WHEREAS, the Title XI Ship Loan Guarantee Program has made possible the financing of environmentally safe double-hulled tankers and dry cargo vessels for U.S.-Flag operators; and

WHEREAS, annual appropriations for the Title XI Ship Loan Guarantee Program are essential to ensuring the approval of billions of dollars of pending vessel loan applications;

BE IT THEREFORE RESOLVED that the Great Lakes Maritime Task Force fully supports a minimum annual appropriation of \$100 million for the Title XI Ship Loan Guarantee Program.

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GREAT LAKES MARITIME TASK FORCE

2007 POSITION PAPER

EXPORTS AND DIVERSIONS OF GREAT LAKES WATER

GOAL: Block any attempt to export or divert Great Lakes water outside the basin.

BACKGROUND: In 1998, there was a proposal to fill ocean-going tankers with water from Lake Superior and to sell the water to countries in the Persian Gulf. Over the years, there have been several proposals to divert Great Lakes water to arid regions of the United States. As a result of the 1998 plan to export Lake Superior water, the governments of the United States and Canada directed the International Joint Commission (IJC), a bi-national agency charged with overseeing uses of Great Lakes water, to make recommendations on this and other matters that affect water levels on the Great Lakes. In an interim report, the IJC recommended a moratorium on any new bulk sales or removals of surface or ground water from the Great Lakes basin. In June of 2001, the Great Lakes governors and premiers of Ontario and Quebec signed the Great Lakes Charter Annex 2001 that initiates development of a binding agreement on the standards that will be used to decide whether any future withdrawals or increases in existing withdrawals will be permitted.

BENEFITS TO THE GREAT LAKES REGION: It is no exaggeration to say that without the Great Lakes, this region would never have become the industrial heartland of the United States. Shipping on the Great Lakes connected the iron ranges of Minnesota and Michigan with the coal mines of Pennsylvania and West Virginia and produced our steel and manufacturing industries. The opening of the St. Lawrence Seaway in 1959 gave the region an efficient link to overseas markets. Sport fishing and recreational uses of the Great Lakes are also very important to the region's economy. Last, but not least, 37 million North Americans draw their drinking water from the Great Lakes.

Bulk exports or increased diversions of Great Lakes water threaten the efficiency of Great Lakes shipping. Vessels lose significant cargo-carrying capacity each time loaded draft is reduced by just 1 inch. A 1,000-foot-long "Laker" forfeits approximately 270 tons of cargo for each inch of lost draft. An ocean-going vessel trading via the St. Lawrence Seaway loses roughly 115 tons of cargo for each inch of reduced draft.

Although they are immense, the Great Lakes cannot serve as the nation's or the world's fresh water supply. On average, less than 1 percent of the waters of the Great Lakes are renewed annually by precipitation, surface water runoff and inflow from groundwater resources. The Great Lakes are not an inexhaustible resource. At present, the Lakes are still struggling to recover from an unprecedented drought, during which water levels dropped to their lowest point in decades.

ACTION: Monitor attempts to export Great Lakes water and support Federal and State legislation that maintain regional control.

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GREAT LAKES MARITIME TASK FORCE

2007 RESOLUTION

IN SUPPORT OF A REPLACEMENT LOCK AT SAULT STE. MARIE, MICHIGAN

WHEREAS, since 1855, Federally-built and -operated locks at Sault Ste. Marie, Michigan have connected Lake Superior to the lower Great Lakes, and, thus, made possible the iron ore, coal and grain trades from Lake Superior ports; and

WHEREAS, opening of the Poe Lock in 1969 ushered in the age of 1,000-foot-long U.S.-Flag supercarriers on the Great Lakes, and these vessels and other so called Poe-class vessels now represent more than 70 percent of U.S.-Flag carrying capacity on the Great Lakes; and

WHEREAS, the iron ore trade from Lake Superior ports typically accounts for more than 75 percent of all iron ore moving on the Great Lakes and Seaway, and export grain cargos loaded at Duluth/Superior are a vital backhaul cargo for saltwater vessels calling on the Great Lakes; and

WHEREAS, a lengthy closure of the Poe Lock represents the single point of failure that would cripple Great Lakes shipping, as most U.S.-Flag carrying capacity cannot use the MacArthur Lock and the Canadian and salt water vessels in the Cross-Lakes and international trades routed through that chamber would suffer interminable delays; and

WHEREAS, the movement of iron ore through the Soo Locks is crucial to the nation's defense capabilities; and

WHEREAS, the Water Resources Development Act of 1986 authorized construction of a second large lock at the Soo; and the Water Resources Development Act of 1996 made significant reductions in the local cost share for the replacement lock; and

WHEREAS, the U.S. Army Corps of Engineers' Limited Re-Evaluation Report recommends construction of the second Poe-sized lock begin as soon as possible; and

WHEREAS, the Great Lakes States have agreed in principle to a cost-sharing plan developed by the Great Lakes Commission that enables them to jointly fund the local cost share;

BE IT THEREFORE RESOLVED that the Great Lakes Maritime Task Force calls on Congress to appropriate funds to start construction of a second Poe-sized lock at the Soo; and

BE IT FURTHER RESOLVED that the Task Force urges the eight Great Lakes States to finalize appropriations for an equitable share in the cost of this project, as its construction will employ labor and consume products and raw materials from the Great Lakes basin and then ensure cost-effective transportation of all cargos on the Great Lakes for decades to come.

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GREAT LAKES MARITIME TASK FORCE

2007 POSITION PAPER

LONG-TERM FUNDING FOR

GREAT LAKES MARITIME RESEARCH INSTITUTE

GOAL: Seek long-term Federal funding for the Great Lakes Maritime Research Institute (GLMRI) co-chaired by the University of Wisconsin-Superior and the University of Minnesota Duluth.

BACKGROUND: The Great Lakes Maritime Research Institute was established in 2004 and represents a consortium of colleges throughout the Great Lakes region. GLMRI is dedicated to developing and improving environmentally sustainable maritime commerce on the Great Lakes through applied research.

Although GLMRI has been in existence for just a few years, it already has initiated significant projects. GLMRI is, for example, developing a Seaway-Sized Bulk Carrier Model for Hydrodynamic Optimization of Ballast-Free Ship Design in partnership with the University of Michigan. In cooperation with the University of Toledo (Ohio), the Institute is creating a groundbreaking Web site that will be the repository for all types of information regarding cargo movement on the Great Lakes/St. Lawrence Seaway and the economic benefits waterborne commerce generates.

The Great Lakes region has long needed an organization such as GLMRI. The unique nature of Great Lakes shipping, both domestic, U.S./Canada, and overseas, requires a tightly-focus approach. While transportation studies are being conducted elsewhere, their results may not transfer well to this system. Research that will bring new trades and jobs and address Lakes-specific environmental concerns must be conducted by an organization based in and dedicated to the region and its transportation system.

Uncertainty about continued funding for GLMRI is hampering its efforts to engage in research. Its first appropriation was in a Coast Guard bill. Its second appropriation was in the Transportation bill. GLMRI needs imbedded program status if it is to move forward.

ACTION: Work with Great Lakes delegation to have GLMRI funding become an imbedded program and assure long-term funding for this important research.

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