

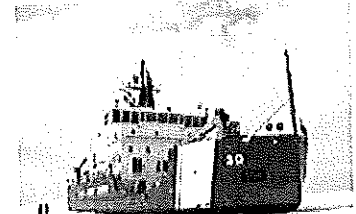
## About

Great Lakes Maritime Task Force (GLMTF) was founded in 1992 in Toledo, Ohio, 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, port authorities, shipyards, marine construction companies, 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.

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.

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.

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 vessels can't carry 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 less consequence. While these issues are important, they pale in comparison to the dredging crisis. GLMTF is focusing the bulk of its efforts to restore adequate funding for dredging Great Lakes ports and waterways.



The U.S. Coast Guard's new heavy icebreaker *Mackinaw* ensures cargo can move during periods of ice cover on the Lakes.



The Poe Lock (second from left) is the single point of failure that would cripple Great Lakes shipping.

## Great Lakes Dredging Crisis

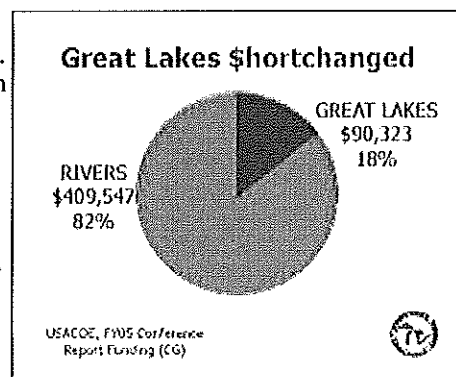
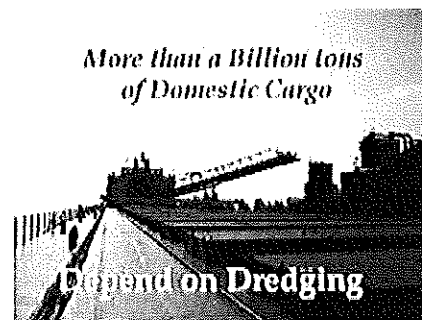
The dredging crisis on the Great Lakes is not a recent development. Federal funding for the maintaining the system has been inadequate for decades. High water levels in the 1990s masked the effects of inadequate dredging, but Lake levels fell to near record lows by the end of the 20th century. After a period of slight recovery, water levels are again approaching record lows on at least one of the five Great Lakes.

Water levels are cyclical and determined by precipitation and evaporation. Lack of adequate investment in dredging, on the other hand, is a man-made malaise. It is estimated the U.S. Army Corps of Engineers needs more than \$200 million to restore Great Lakes ports and waterways to project dimensions.

When Congress authorizes a Federal harbor or waterway, it specifies the project's dimensions. The channels will be dredged to a certain width and depth. Once construction is complete, it is the U.S. Army Corps of Engineers' responsibility to maintain those project dimensions.

Funding of "Operation and Maintenance" dredging comes from the Harbor Maintenance Trust Fund, which receives its funds from a tax on cargo movement. As of this writing, the HMTF has a surplus of \$3.3 billion. The \$200 or so million needed to restore the Great Lakes system to project dimensions is available. The Administration need only request the funds when it proposes its budget. Instead, the Lakes appropriation remains mired in the \$90 million range.

Another problem facing the Lakes is the way in which Federal dredging dollars are shared among the nation's waterways. In one recent Federal budget, the Ohio River system's Federal dredging budget appropriation equated to \$1.10 per ton of cargo handled. In comparison, the Lakes received the equivalent of \$0.52 per ton of cargo.



### Lack of Draft Negates Efficiencies of Waterborne Commerce

When lack of adequate dredging reduces the depth in a harbor or waterway, vessels must reduce the amount of cargo they can load. In the maritime industry, this is known as "light loading." The amount of cargo that must be forfeited varies depending on the size of the vessel. For U.S.-Flag Lakers, just one inch of reduced draft trims anywhere from 50 to 270 tons of cargo from their payload. An ocean-going vessel sacrifices 115 tons of cargo for each inch of lost draft.

#### Impact of Dredging Crisis on Major Great Lakes Vessel Classes

Major Great Lakes Vessel Classes	Vessel Length (feet)	Per-Trip Carrying Capacity	Capacity Per Inch Of Draft*
	1,000	69,664	267
	806	34,720	146
	767	28,336	127
	730	27,558	115
	635	22,064	107
	501	13,776	71

\*Capacity per inch of draft reflects the incremental tonnage carried at normal loaded draft

Unfortunately, the loss of draft is often measured in feet rather than inches. By the end of 2006, vessels loading cargo at Lake Superior ports were leaving as much as 8,000 tons of cargo behind each trip because of lack of adequate dredging in either the connecting channels (St. Marys, St. Clair, and Detroit Rivers) or the discharge port.

What does 8,000 tons mean to the economy?

- \* 8,000 tons of iron ore produces enough steel to make 6,000 cars.
- \* 8,000 tons of coal produces enough electricity to power a metropolitan area of the size of Greater Detroit for 3 hours.
- \* 8,000 tons of limestone provides the aggregate needed to build 24 average American homes.

There are other impacts to light loading. Since the vessel's carrying capacity is not being fully utilized, the operator cannot offer the best freight rate. The customer is not able to receive or ship all the cargo it needs. Shortfalls in raw materials then translate into less production at the nation's factories and fewer opportunities for employment.

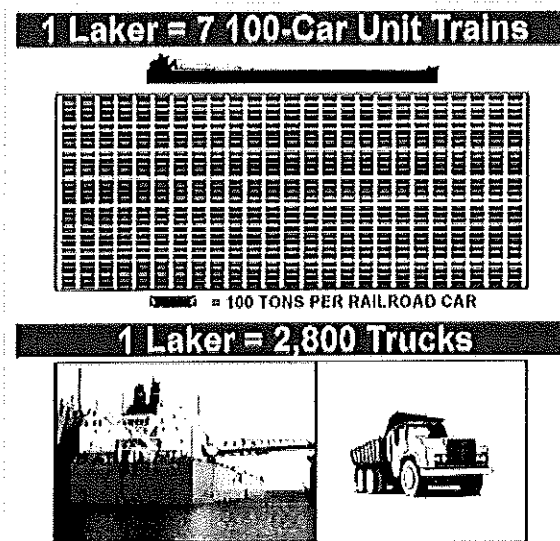
### Lack of Dredging Can Close a Port

Dunkirk, New York, is a tragic example of how lack of adequate dredging can so reduce a port's viability that it will reach the point where waterborne commerce is no longer feasible. The power plant in Dunkirk used to receive more than 500,000 tons of coal in U.S.-Flag Lakers each year. However, shoaling in the harbor became so severe that the coal trade to Dunkirk ceased on November 9, 2005 with the delivery of a mere 6,820 net tons. That cargo represented only 49 percent of the vessel's rated capacity. Coal now must be railed to Dunkirk. The increase in freight rates is not the only negative development. Trains use more fuel and produce more emissions than ships. In reality, the dredging crisis has victimized the environment in western New York.

### Vessels Greenest Form of Transportation

The dredging crisis also has environmental impacts. Vessels are the greenest form of transportation. They use less fuel and produce fewer emissions than trains or trucks. For example, a study, Great Lakes and St. Lawrence River Commerce: Safety, Energy and Environmental Impacts of Modal Shifts, found that if 25 million tons of cargo switched to rail, trains would burn an additional 14 million gallons of fuel and generate another 4,321 tons of emissions. If certain commodities moved by truck, fuel consumption would increase by 3.4 million gallons and emissions would grow another 570 tons.

As the graphic below further illustrates, just one vessel keeps hundreds of trains and thousands of trucks off our congested rail beds and highways.



### What Can Be Done?

In fairness, the nation has neglected its infrastructure in general for decades. However, as noted, the Great Lakes have fared worse than other waterways. The Administration must view the Lakes as a system rather than individual ports. When the impacts of shipping are computed on a Lakes-wide basis rather than individual ports, there will be a corresponding increase in funding for the system.

Such a course change will likely take time. In the interim, the Great Lakes delegation must fight to bring home more Federal dredging dollars. The raw materials that move on the Great Lakes are the building blocks of our economy, national defense

capabilities, and standard of living. It's no accident that 70 percent of the nation's steelmaking capacity is based in the Great Lakes basin that 70 percent of our cars are manufactured in Great Lakes states that more than half of all heavy manufacturing takes place in states that border the Lakes. With cargo moving topping 200 million tons a year, the Great Lakes are one of the foundations of America's transportation system and must be maintained to allow for maximum efficiency.

## Members – Representatives

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First Vice President-Positions & Resolutions	Donald Cree	American Maritime Officers, AFL-CIO/Toledo Port Council, MTD, AFL-CIO
Second Vice President-Membership	James H. I. Weakley	Lake Carriers' Association
Third Vice President-Government Relations	John D. Baker	Great Lakes District Council, ILA, AFL-CIO
Secretary	Glen G. Nekvasil	Lake Carriers' Association
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American Great Lakes Ports Association	Steven A. Fisher
American Maritime Officers Service	Brenda Otterson
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American Steamship Company	Kevin P. McMonagle
Bay Shipbuilding Company	Eugene Caldwell
Brown County Port & Solid Waste Dept.	Dean Haen
Carmeuse Lime, Inc.	Robert Mondron
Central Dock Company	John Kinney
Central Marine Logistics, Inc.	Tom Wiater
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Durocher Marine	Joe Van Antwerp
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Fraser Shipyards, Inc.	James Korthals
Gateway Trade Center, Inc.	James Pfohl
Grand River Navigation Company, Inc.	Mark Rohn
Great Lakes District Council, ILA	John D. Baker
Great Lakes Fleet/ Key Lakes, Inc.	William C. Peterson
Hallett Dock Company	J. M. (Mike) McCoshen
Illinois International Port District	Anthony (Tony) Ianello
International Association of Machinists & Aerospace Workers - Eastern Territory	Edward Kuss
IAMAW District Lodge 1	Danny Chmelko
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IAMAW District Lodge 54	T. Dean Wright Jr.
IAMAW District Lodge 60	Fred Koenig
IAMAW District Lodge 65	Norman Smith
IAMAW District Lodge 98	Thomas Santone
IAMAW District Lodge 1943	Neil Douglas
International Union of Operating Engineers, Local 324	Steve Minella
International Brotherhood of Boilermakers	Bridget Martin
International Brotherhood of Boilermakers	<i>Alt: Len Gunderson</i>
ILA - Lake Erie Coal & Ore Dock Council	Dick Gabel
ILA - Local 1317	John D. Baker
ILA - Local 1768	Bill Shrewsbury
International Organization of Masters, Mates & Pilots	Charles Malue
International Ship Masters' Association	Robert W. Gasior
The King Co., Inc.	Randy King
KL Gates	Mark H. Ruge
Lafarge North America	Paula Lewis
Lafarge North America	<i>Alt. Tim Winters</i>
Lake Carriers' Association	James H.I. Weakley
Lake Michigan Carferry/Pere Marquette Shipping Co.	Robert Manglitz
Lakes Pilots Association	Phillip J. Knetchel
Lorain Port Authority	Richard Novak
Luedtke Engineering Company	Kurt Luedtke
Marine Tech, LLC	Ted Smith
Maritime Port Council of Greater New York & Vicinity	Joseph Soresi
MCM Marine, Inc.	Joe McCoy
MEBA, AFL-CIO	Steve Jablonski
Michigan Maritime Trades Port Council, MTD, AFL-CIO	Todd Brdak
Midwest Energy Resources Company	Fred Shusterich
Montana Coal Council	Bud Clinch
Norfolk Southern Corporation	Jeff Smith
Osborne Concrete & Stone Co.	Gary Bradler
Ports of Indiana	Rich Cooper
Port of Oswego Authority	Jonathan Daniels

Rand Logistics, Inc.  
Ryba Marine Construction Company  
St. Lawrence Seaway Pilots' Association  
Seafarers International Union  
Soo Marine Supply, Inc.  
Tata Steel  
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The Interlake Steamship Company  
The Port of Milwaukee  
Toledo Port Council, MTD, AFL-CIO  
Toledo-Lucas County Port Authority  
Transportation Institute  
U.S. Steel Corp.  
United Steelworkers - District 1, AFL-CIO-CLC  
United Steelworkers - Local 5000  
Verplank Dock Co.  
Western Great Lakes Pilots' Association

Joseph W. McHugh, Jr.  
Zachary Morrish  
Roger S. Paulus  
Tom Orzechowski  
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Stephen A. Wilkes  
Robert F. Dorn  
*Alt: James R. Barker*  
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[View the Member List Sorted by State](#)

## Join

Membership in Great Lakes Maritime Task Force is open to all companies and organizations that are involved in or rely on domestic and/or international Great Lakes shipping.

There are two types of membership: Operating and Associate. Operating members are companies and organizations actively engaged in Great Lakes shipping and related industries. Associate members are support or professional service organizations such as law firms, banks, insurance agents....

Go to the Application online  
[Operating Membership Application](#)  
[Associate Membership Application](#)

The Operating Members are organized by Maritime Interest Groups (MIGs). Each MIG represents a distinct maritime interest on the Great Lakes. There are nine MIGs (listed alphabetically):

- Marine Construction Companies
- Marine Service Providers
- Port Authorities
- Shipboard Labor
- Shippers
- Shipyards
- Shoreside Labor
- Terminal Operators
- Vessel Operators

The MIG structure is for organization. All initiatives and actions are on behalf of the entire membership, not an individual MIG.

GLMTF funds itself with annual dues. Dues for Operating Members are \$500. Dues for Associate Members are \$250.