

OFFICERS

President

James H. I. Weakley
• Lake Carriers' Association

First Vice President – Positions & Resolutions

John D. Baker
• Great Lakes District Council, ILA, AFL-CIO

Second Vice President – Membership

Patrick J. O'Hern
• Bay Shipbuilding Company

Third Vice President – Government Relations

Daniel L. Smith
• American Maritime Officers, AFL-CIO
• Toledo Port Council, MTD, AFL-CIO

Secretary

Glen G. Nekvasil
• Lake Carriers' Association

Treasurer

Maria Burgess
• American Maritime Officers, AFL-CIO



GREAT LAKES MARITIME TASK FORCE

ONE MARITIME PLAZA - 3rd FLOOR • TOLEDO, OHIO 43604

Phone: (419) 255-3940 • Fax: (419) 255-2350

NEWS RELEASE

May 17, 2006

“Lost Inches, Lost Efficiencies”

Great Lakes Dredging Crisis Highlighted

TOLEDO, OH---A new publication is focusing attention on the dredging crisis on the Great Lakes. A handout issued by Great Lakes Maritime Task Force (GLMTF) illustrates how lack of adequate dredging of Great Lakes ports and waterways is affecting cargo movement on the Great Lakes.

“The U.S. Army Corps of Engineers’ budget for dredging Great Lakes ports and waterways has been inadequate for decades,” said James H. I. Weakley, President of GLMTF. “As a result, U.S.-Flag vessel operators on the Great Lakes estimate that three of every four cargos they’ve carried in the past five years represented less than full loads. This inability to fully maximize the efficiencies of waterborne commerce is affecting every customer of Great Lakes shipping.”

The handout features a map of the five Great Lakes, with select ports and the number of inches vessels’ loaded draft has been reduced by the shortfall in the Corps’ dredging budget for the Lakes. “It borders on scandalous that such major ports as Duluth/Superior (Minnesota/Wisconsin), Indiana Harbor (Indiana Harbor) and Cleveland (Ohio) cannot ship or receive full loads in Lakers,” declared Weakley. “Duluth/Superior is the largest coal-shipping port on the Lakes, yet 1,000-foot-long vessels are light loading by as much as 4,500 tons each trip. Indiana Harbor and Cleveland are major steel-producing centers. With domestic steelmakers constantly battling for market share in the global economy, every ton of iron ore that’s left behind on the loading dock and delivered on another trip is a cost they cannot bear.”

-more-

MEMBERS

ILLINOIS

Hannah Marine Corporation
Illinois International Port District

INDIANA

Central Marine Logistics, Inc.
Ports of Indiana

MICHIGAN

Detroit/Wayne County Port Authority
Edw. C. Levy Co.
Lake Michigan Carferry Service, Inc.
Lakes Pilots Association
Luedtke Engineering Company
Michigan Maritime Trades Port Council
Pere Marquette Shipping Company
Sargent Companies
Seafarers International Union
Wirt Stone Docks

MINNESOTA

Duluth Seaway Port Authority
Great Lakes Fleet, Inc. / Key Lakes, Inc.

NEW YORK

American Steamship Company
Port of Oswego Authority
St. Lawrence Seaway Pilot's Assn.

OHIO

American Maritime Officers, AFL-CIO
Cleveland-Cliffs Inc
Cleveland-Cuyahoga County Port Authority
Faulkner, Muskovitz & Phillips
Great Lakes District Council, ILA, AFL-CIO
ILA Lake Erie Coal & Ore Dock Council
ILA Local 1317
ILA Local 1768
Int'l Organization of Masters, Mates & Pilots
Int'l Ship Masters Association
The Interlake Steamship Company
Lafarge North America
Lake Carriers' Association
Midwest Terminals of Toledo Int'l
Oglebay Norton Marine Services Company
Toledo-Lucas County Port Authority
Toledo Port Council, MTD, AFL-CIO
United Steelworkers of America, District 1
United Steelworkers of America, Local 5000

PENNSYLVANIA

Erie Shipbuilding, LLC

WISCONSIN

Bay Shipbuilding Company
Marinette Marine Corporation
Midwest Energy Resources Company
The Port of Milwaukee
Western Great Lakes Pilots Association

GREATER WASHINGTON

American Great Lakes Ports Association
American Shipbuilding Association
American Maritime Officers Service, AFL-CIO
District No.1 - PCD, MEBA, AFL-CIO
Int'l Brotherhood of Boilermakers
Preston Gates Ellis & Rouvelas Meeds, LLP
Transportation Institute

A second graphic shows how much cargo vessels lose for each inch of lost draft. Weakley, who is also President of Lake Carriers' Association, the organization that represents U.S.-Flag vessel operators on the Great Lakes, noted the 1,000-foot-long U.S.-Flag supercarriers forfeit nearly 270 tons when forced to trim loaded draft by just one inch. The mid-sized ships that serve customers along rivers such as the Saginaw River in Michigan surrender 100 tons or so.

Ocean-going vessels trading to the Great Lakes also suffer the consequences of reduced draft. "A Seaway-sized 'saltie' sacrifices 115 tons of cargo for each inch of lost draft," said John D. Baker, 2nd Vice President of GLMTF. "With East Coast ports struggling to handle ever-growing volumes, the Lakes could increase their share of overseas commerce, but light loading is offsetting the advantages our ports offer by being in close proximity to major population centers."

Baker, who is also President of the International Longshoremen's Association's Great Lakes District Council, joined Weakley in urging Congress to increase funding for dredging Great Lakes ports and waterways. "Waterborne commerce on the Great Lakes can top 200 million tons a year," said Baker. "Tens of thousands of family-sustaining jobs depend on the efficient movement of cargo on the Lakes. Even more jobs could be created if the dredging crisis was resolved."

Weakley also called for reforming the way the Corps allocates its dredging budget. "It is not fair that a river system receives the equivalent of \$1.10 for each ton of cargo handled while the Lakes get half a dollar or so. We need a more equitable funding formula."

The Great Lakes Maritime Task Force was founded in Toledo, Ohio, in 1992 to promote domestic and international shipping on the Great Lakes. It is the largest 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, terminal operators, cargo shippers, shipyards and other Great Lakes interests. In addition to restoring adequate funding for dredging of Great Lakes deep-draft ports and waterways, its goals include construction of a second Poe-sized lock at Sault Ste. Marie, Michigan; preserving the domestic steelmaking infrastructure; protecting the nation's cabotage laws; maximizing the Lakes overseas trade; and opposing exports and increased diversions of Great Lakes water.