



Great Lakes Federal Policy Needs

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President

Lake Carriers' Association

April 4, 2018

WHAT WE WILL TALK ABOUT



LCA and GLMTF

Dredging Crisis to Maintenance Dredging

Soo Locks – Reliability and Resiliency

Icebreaker need – Another USCG Heavy

Ballast Water – Rational Regulation or Patchwork Quilt

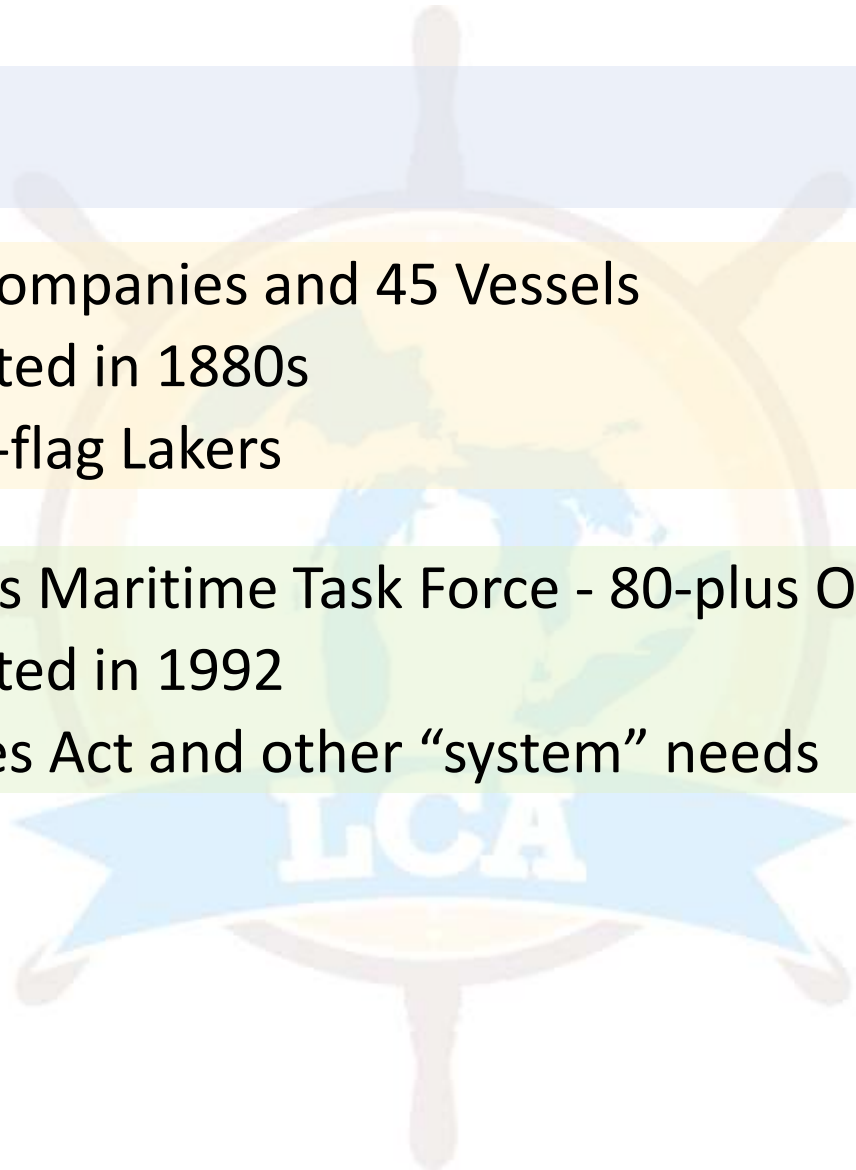
WHO

LCA - 13 Companies and 45 Vessels

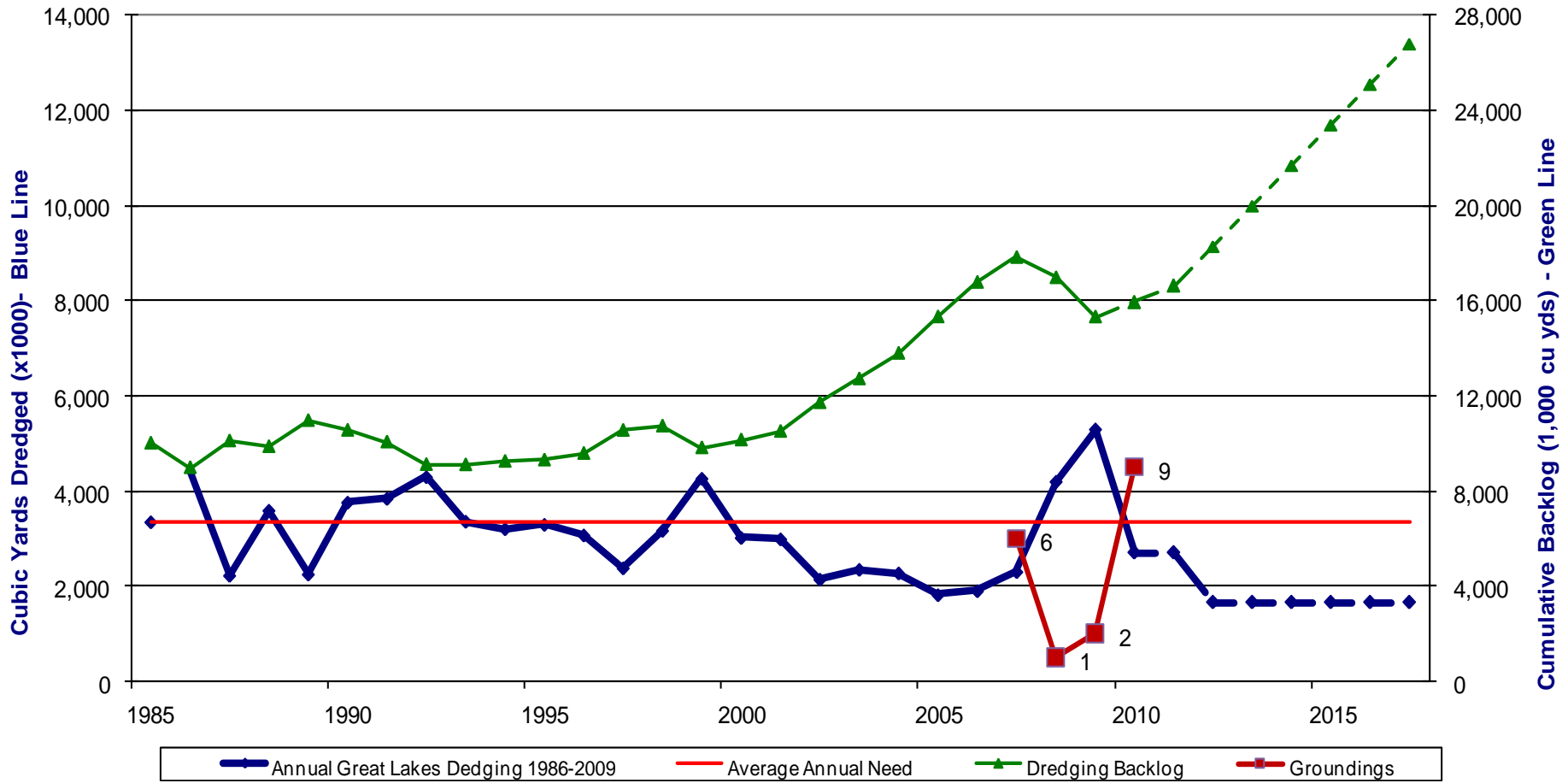
- Started in 1880s
- U.S.-flag Lakers

Great Lakes Maritime Task Force - 80-plus Organizations

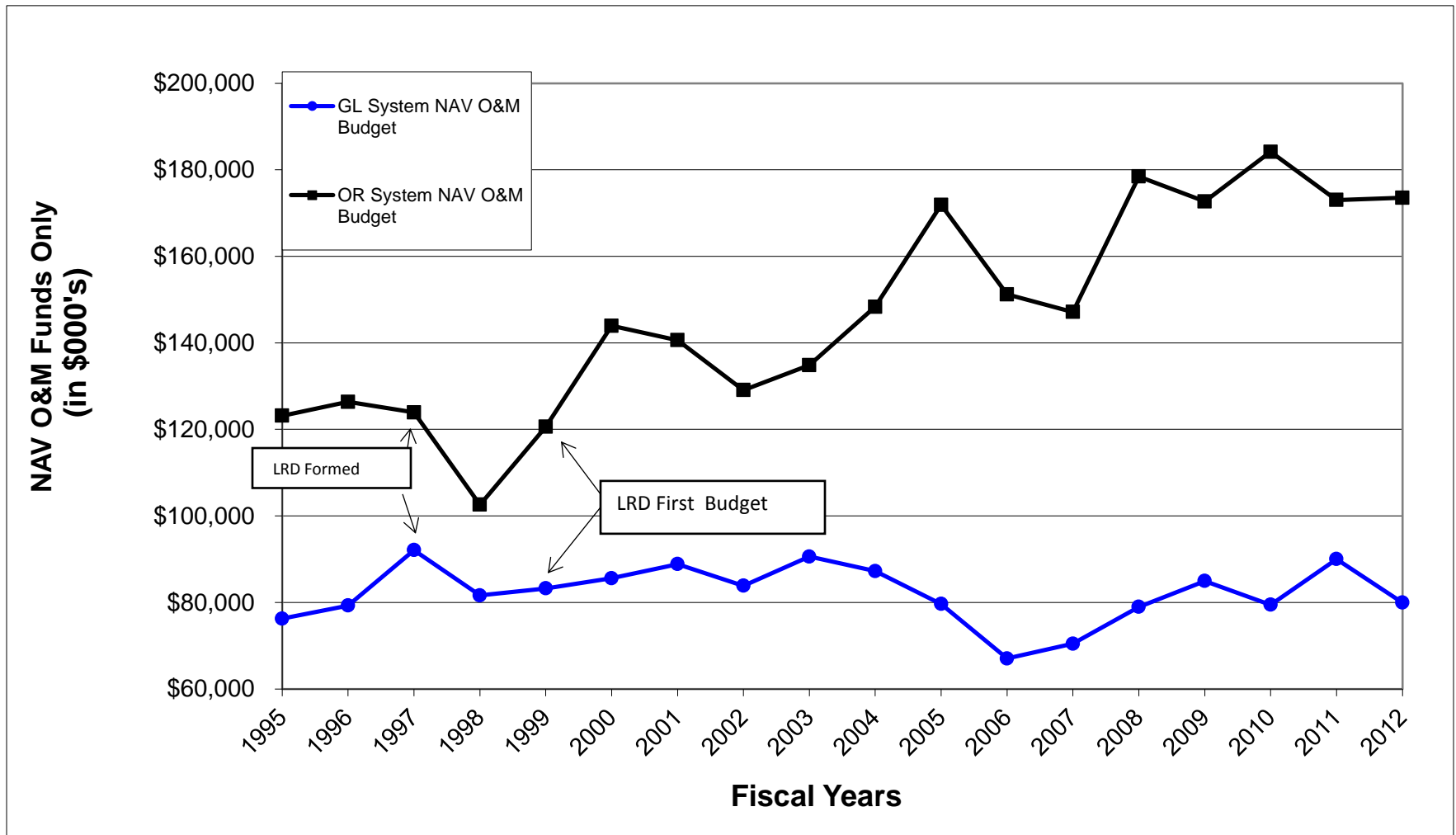
- Started in 1992
- Jones Act and other “system” needs



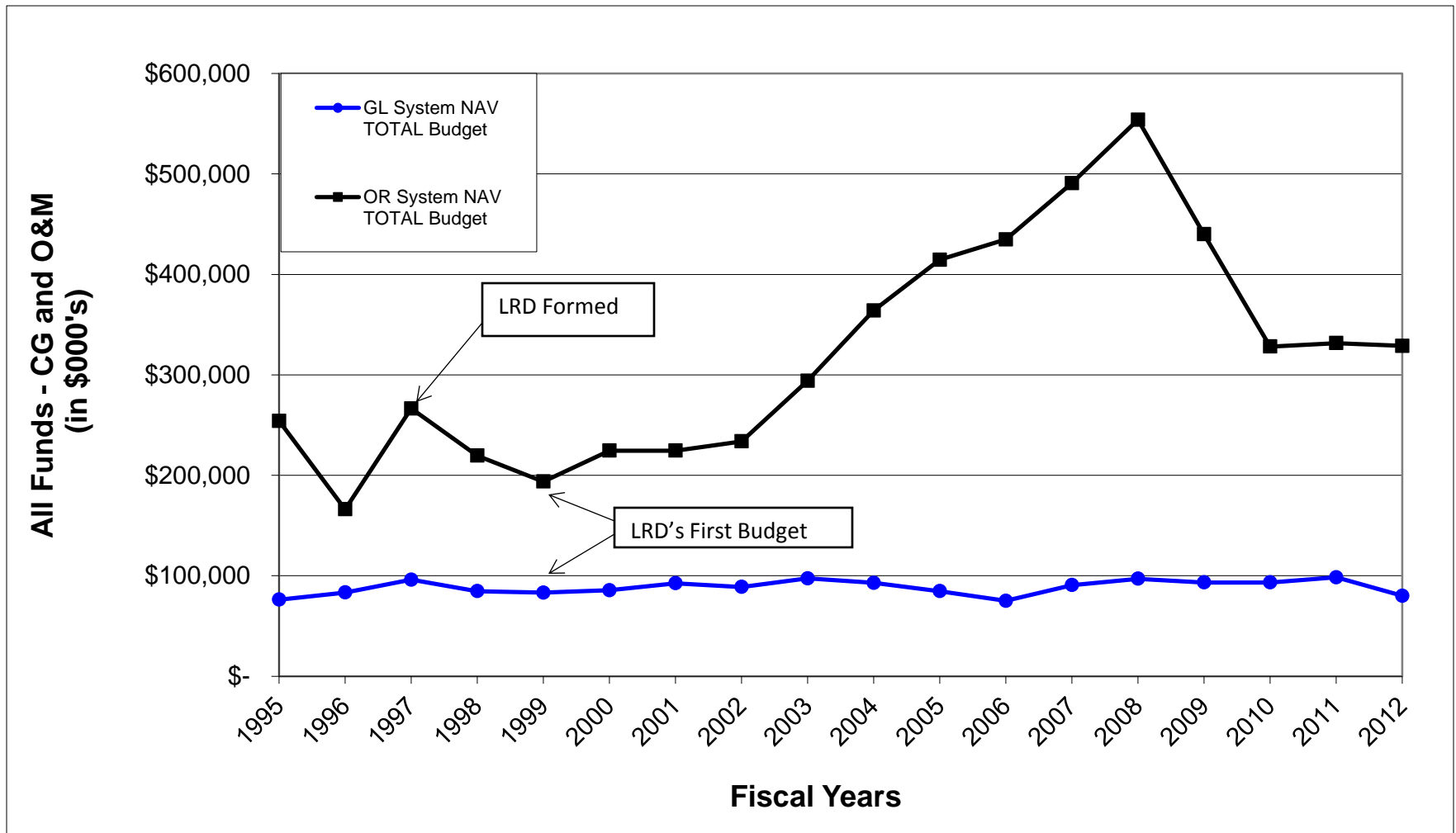
Backlog Growth Under Constrained Dredging Funding 2012-2017



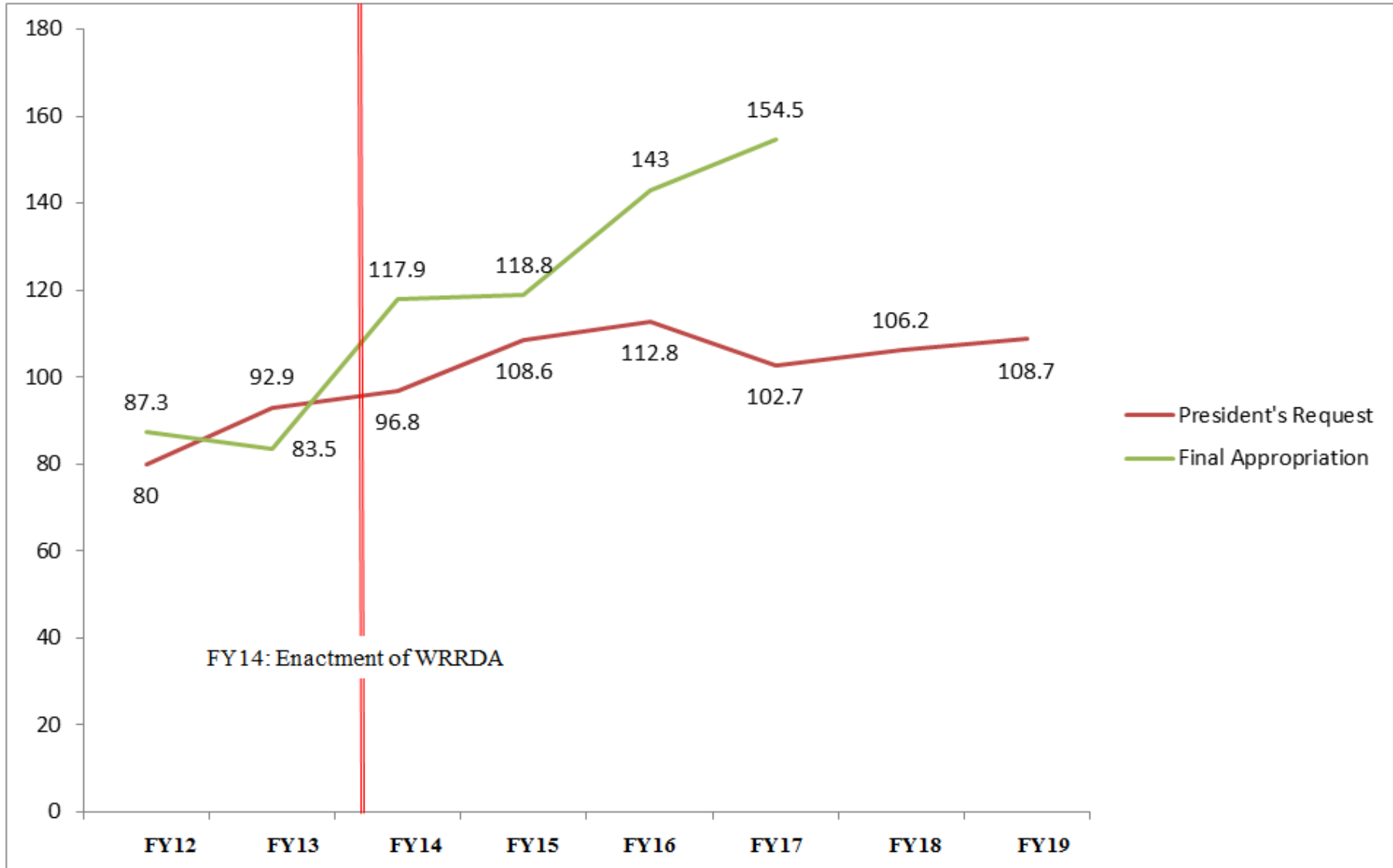
GL & Ohio River Total PB Nav Funding



GL & Ohio River Nav PB O&M Funding



Great Lakes Navigation System Funding



THE POE – “LIFE AIN’T EASY!”

“Youngest” Soo Lock, the Poe is approaching 50.

State Lock (1855) to Poe (1969): average 1 new lock every 19 years

Reduced Reliability and Increased Risk

Linchpin for the Great Lakes Navigation System

Only route for large vessels (**94%** of **US**-flag cargo transits Poe)

60-65 million tons of commerce annually

30-day economic consequence: \$160 million - ranked #1 (#4 by tonnage) – Corps

AAPA’s WRDA proposal to access HMTF Surplus ignores “coastal locks.” Why?

RECESSION - “Achilles' Heel of Manufacturing”

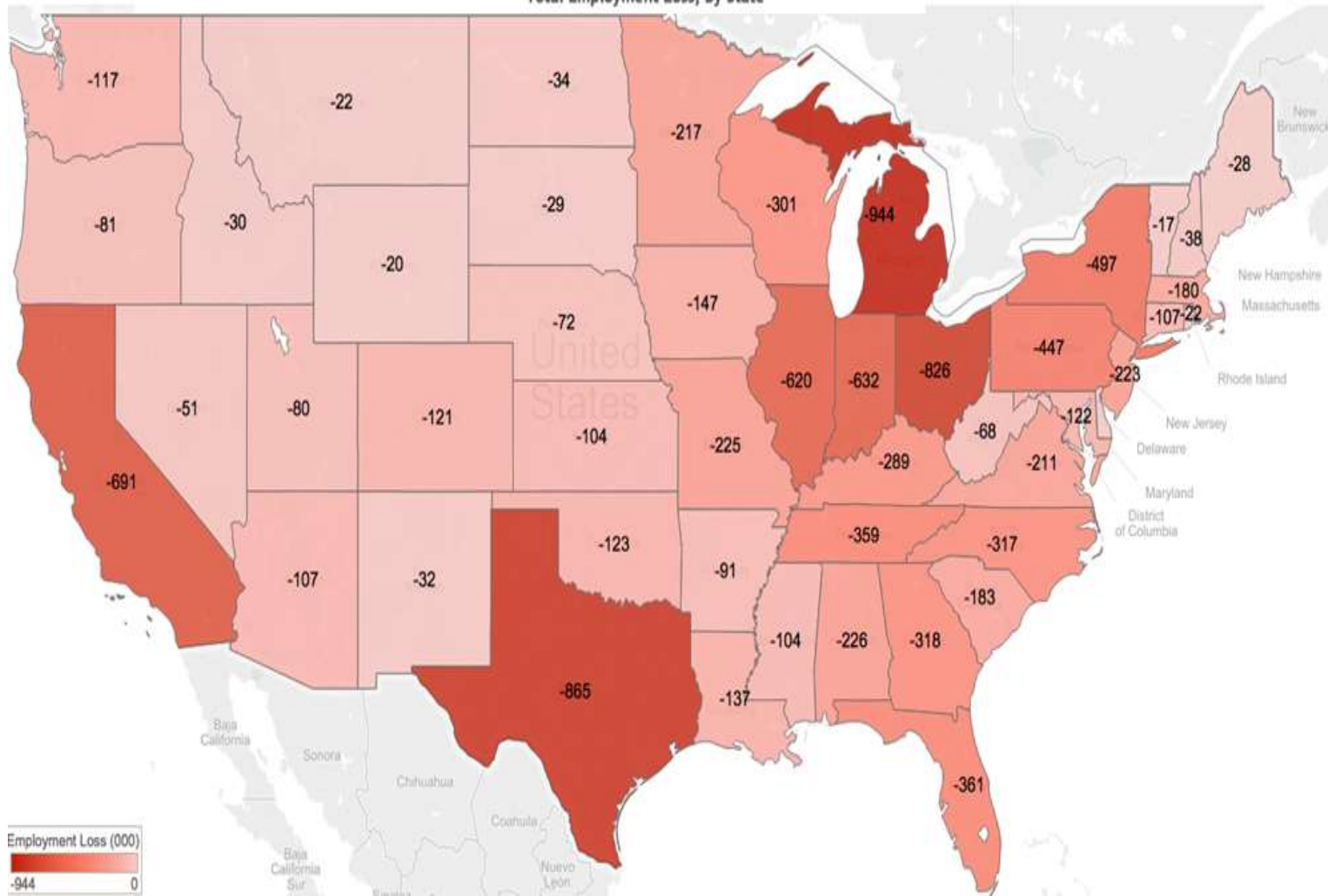
Single point of failure for GLNS, DHS states:

- Almost all North American automobile production would cease.
- Other steel dependant industries would also shut down: farm, mining and construction equipment manufacturing, railroad locomotive and rail car production and appliances.

DHS estimates 11 million Americans and 3-5 million Mexicans & Canadians unemployed, if Poe is out for 6 months (8 mil in '09).

“Automobile operations would shut down...Our best guess is that it would happen within a few weeks.” Automotive Executive.

Total Employment Loss, by State



Homeland Security



POE



REPOE



“Americans, learn only from catastrophe, and not from experience.”

Teddy Roosevelt

(Picture taken aboard a Great Lakes Freighter or “Laker”)



ICEBREAKER NEEDED

U.S. Icebreaking fleet on Lakes reduced from 12 to 9

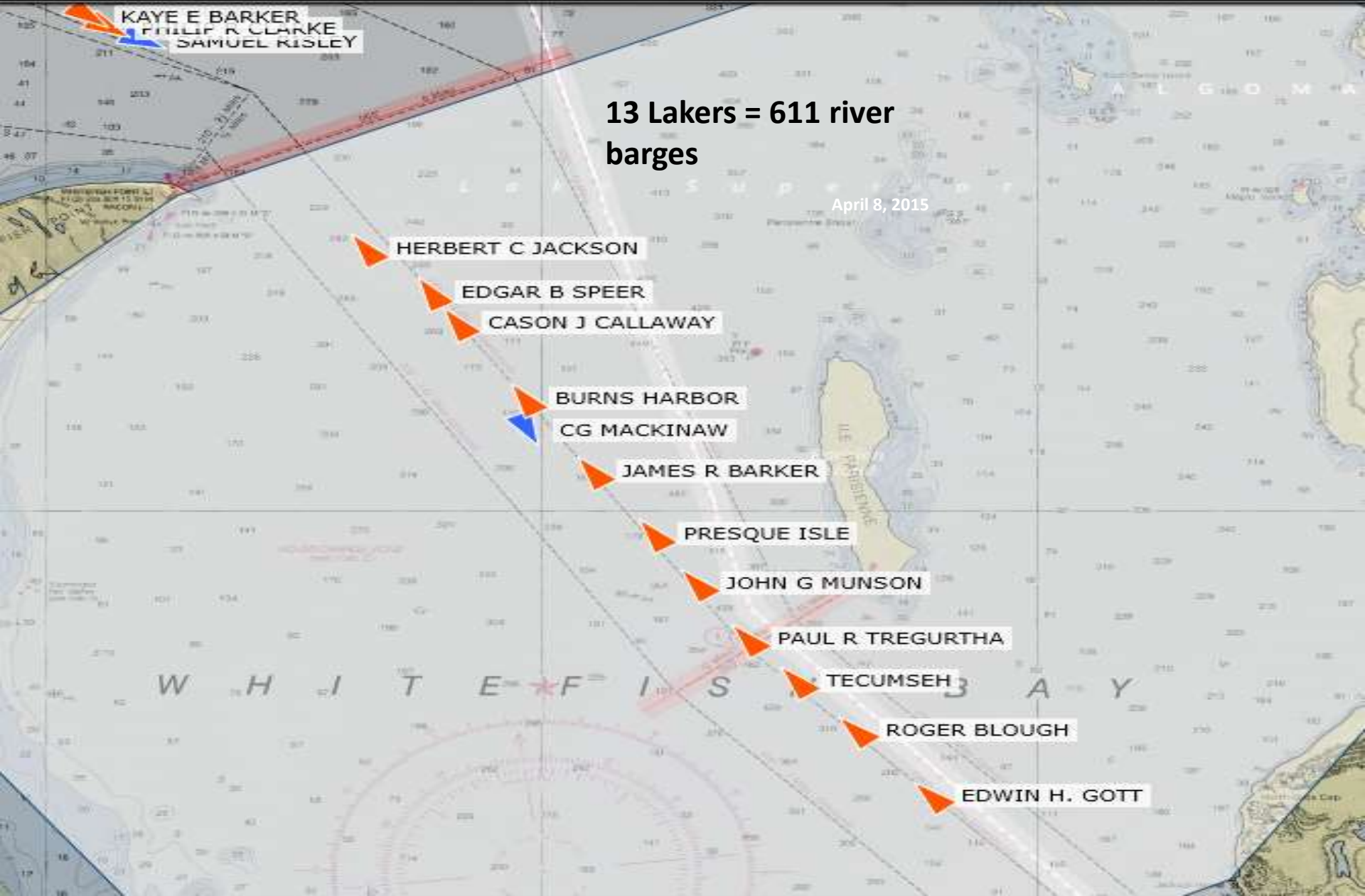
Canadian Icebreaking fleet on Lakes reduced from 7 to 2

Commercial icebreaking and “tiered waterways” only applies to U.S. ports and vessels

USCG/CCG MOU is not binding

Extended Seaway season creates additional demands

Need to twin the Mackinaw



KAYE E BARKER
PHILIP R CLARKE
SAMUEL RISLEY

13 Lakers = 611 river barges

April 8, 2015

HERBERT C JACKSON

EDGAR B SPEER

CASON J CALLAWAY

BURNS HARBOR

CG MACKINAW

JAMES R BARKER

PRESQUE ISLE

JOHN G MUNSON

PAUL R TREGURTHA

TECUMSEH

ROGER BLOUGH

EDWIN H. GOTT

BALLAST WATER REGULATION



Non-indigenous Aquatic Nuisance Prevention and Control Act

National Invasive Species Act

Clean Water Act

IMO Ballast Water Convention

7 of 8 Great Lakes States have Vessel General Permit additional requirements

Transport Canada – has current regulations and is implementing a “transit standard” for IMO’s BWC.

CURRENT SITUATION

IMO ratified – Specific numeric discharge standards

No maritime distinction between mobile and stationary sources –
Commerce Clause

Coast Guard, Seaway, EPA & States **ALL** regulate separately

- Vessel General Permit (VGP) – Clean Water Act & Citizen Suits
- 25 States - additional requirements under VGP
- State Laws and Garbage regulations (MI, MN & WI)
- More stringent standards (CA)
- Limited treatment methods allowed but no discharge standards (MI)

FEDERAL CVIDA IMPLICATIONS

Single Federal Regulatory Regime with State Participation

Coast Guard & Seaway Regulations Continue

National regulations for mobile sources restored

- USCG given primary regulatory authority
- Requires most stringent discharge standards achievable
- Requires reviews for more restrictive numeric standards
- Requires vessels entering the Lakes to exchange **and** treat ballast
- Limited grandfathering of treatment systems
- Permanent fishing and small vessel exemption

STATE ROLE UNDER CVIDA

Retain enforcement ability and can influence national standards

Petition for more stringent discharge standards

Enforce federal regulations via MOU with USCG

Retain authority over recreational vessels

Retain authority over commercial vessels transported over land

Work with USCG to tailor vessel discharge regulations for specific waters

Retain CWA authority over fixed sources



QUESTIONS?