

# Great Lakes St. Lawrence Seaway Navigation System: “Pilot Light” of North American Manufacturing



Steve Fisher

Executive Director

American Great Lakes Ports Association



**LAKE CARRIERS' ASSOCIATION**



Eric Peace

Vice President

Lake Carriers' Association

# GREAT LAKES MARITIME ECONOMY

Great Lakes shipping is integral to the U.S. and Canadian economies. It creates:

241,286 jobs;

\$36 billion in economic activity;

\$17.8 billion in annual personal income;

6.3 billion in tax revenue; and

\$3.6 billion in transportation rate savings.

# GREAT LAKES MARITIME ECONOMY

60 Deep Draft Ports

Confined Shipping Season: March 25 – January 15;

Increased Interest in Cargo Containers;

Shoreside Facilities Built Around Self-unloaders;

Increased Cruise Ship Traffic

We pay for Dredging - HMTF

# U.S. FLEET OVERVIEW

Combined per-trip capacity of 1.8 million tons.  
Normally carry about 90 million tons per year.

Major Cargos: 5-Year Averages – 86 Million tons

Iron ore: 45.3

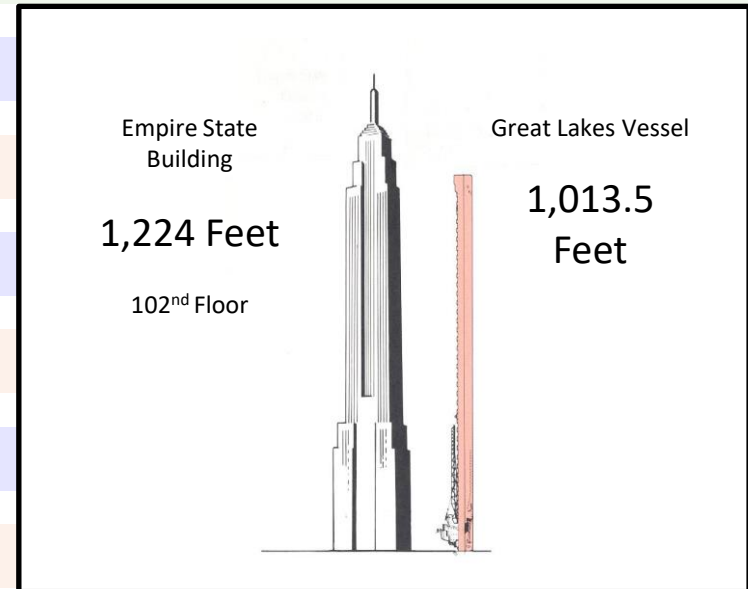
Coal: 13.4

Limestone: 22.4

Salt: 1.0

Cement: 3.2

Sand & Grain: 0.7



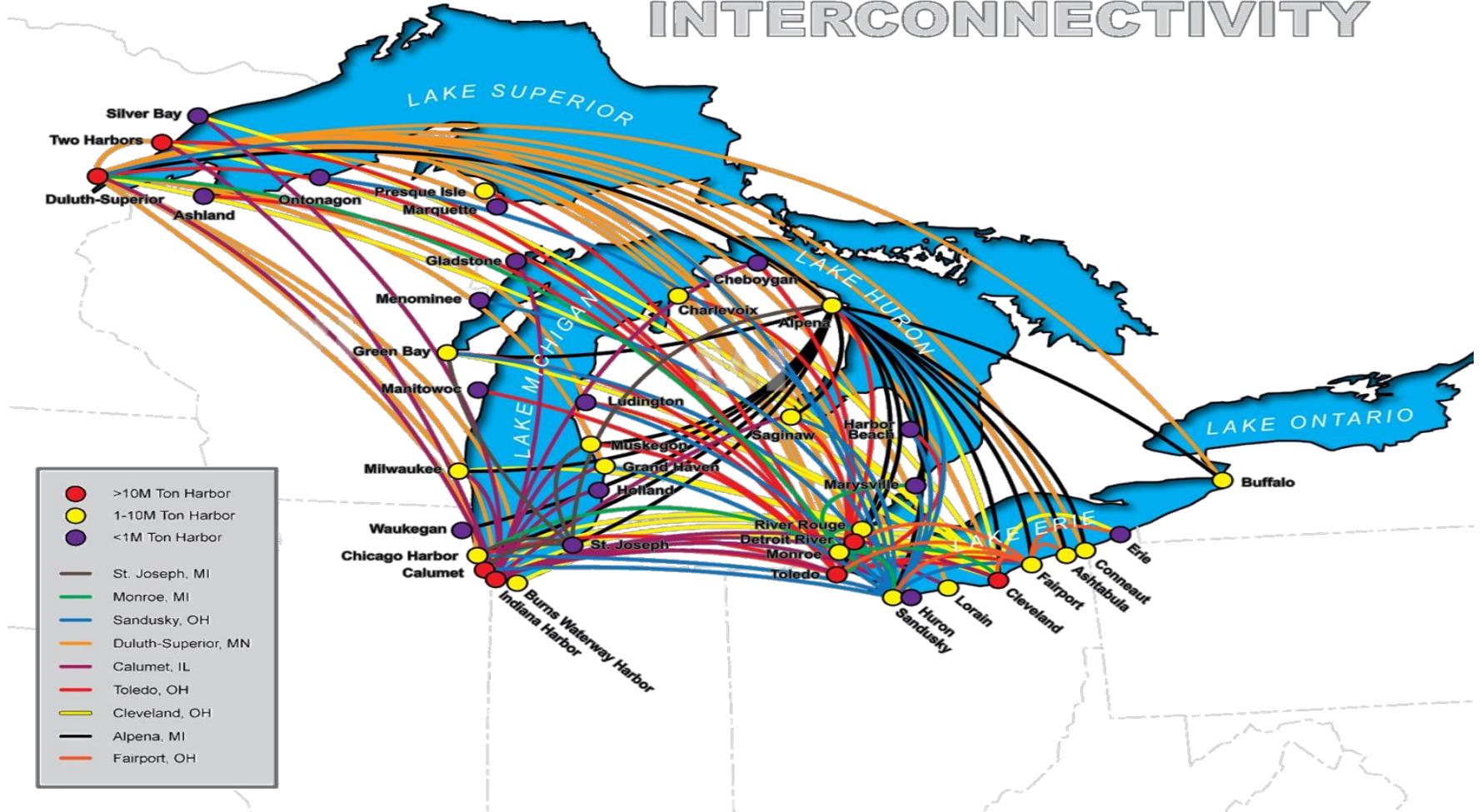
# THE SELF-UNLOADING VESSEL

Invented on the Lakes in 1908

These vessels discharge much faster than ships unloaded with shoreside equipment, so make more trips in a season and can unload at virtually any location.



# GREAT LAKES HARBORS INTERCONNECTIVITY



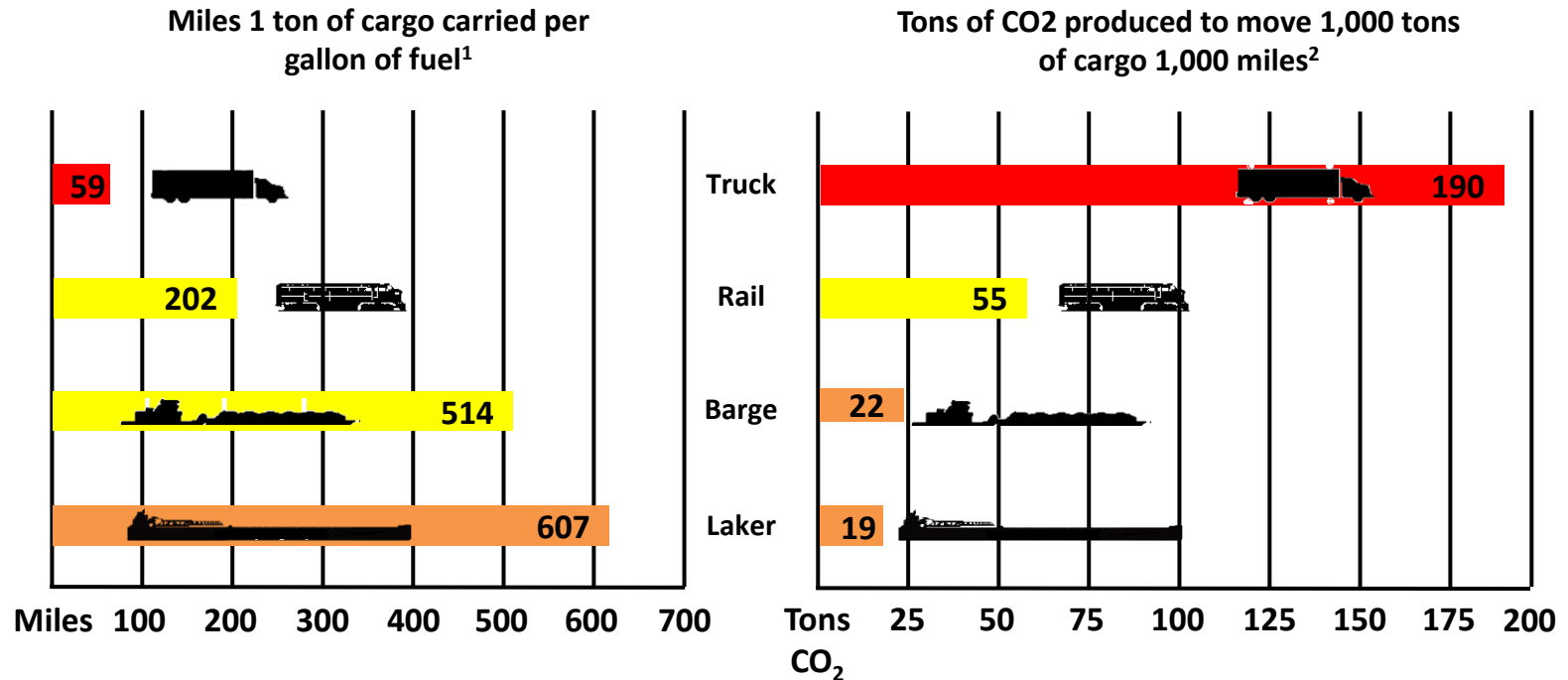
# Dredging is Critical – The Facts

- For Every 1 inch of Vessel Draft Lost 270 tons are left on the dock
- Maritime Shipping is the Most Environmentally Friendly
  - One 1000' Vessel Carries the Equivalent of 700 Rail Cars or 2,800 Trucks
  - Vessels can move 1 ton of cargo 607 miles on 1 gallon of fuel
- Functional Channel's are not Authorized Project Depth
- Two Vessel Groundings this Year (Fairport/Muskegon)
  - Multiple Days Lost: Fortunately, no Damage
  - Vessels "Light Loaded" until Dredging Completed



# WATERBORNE TRANSPORTATION IS:

Safer, more fuel efficient, has lower emissions than truck or rail



1. Source: USDOT Maritime Administration and Minnesota Department of Transportation

2. Assumes US DOE Fuel and Energy Emission Coefficient of 22.38 lbs of CO<sub>2</sub> per gallon (No.1,2,4 Fuel Oils and Diesel) for Great Lakes Carrier



# Challenges

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- Increasing Frequency of Strong Storms
  - Low Ice Cover
  - Longshore Current Moving Sediment
- IGLD Reset
- More Money but Higher Costs
  - CDF Tipping Fees
  - Inflation (Fuel/Labor)

