

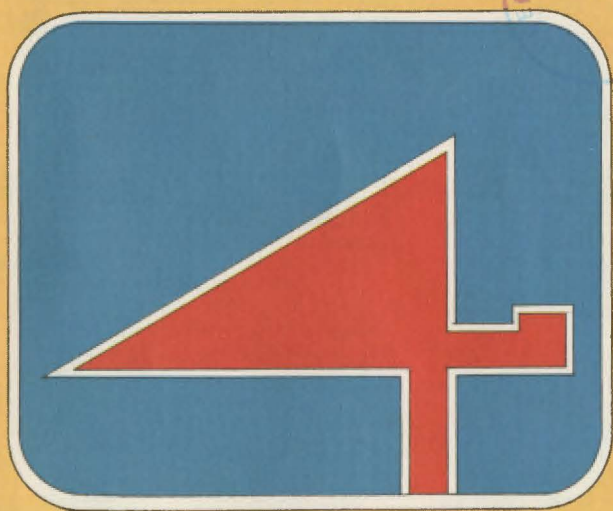
**The original documents are located in Box 5, folder “Great Lakes Task Force” of
the Norman Ross Files, 1974-75
at the Gerald R. Ford Presidential Library.**

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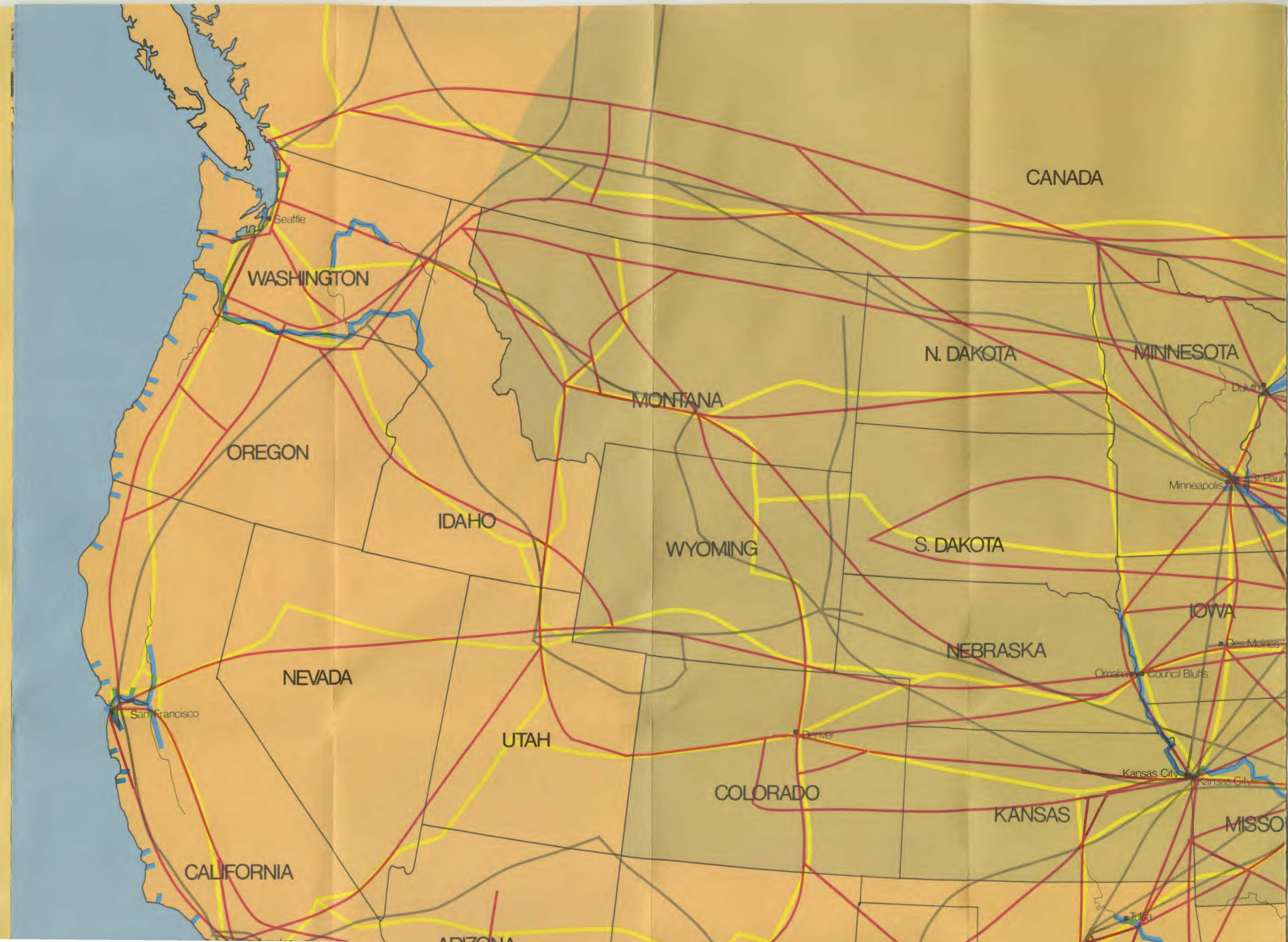
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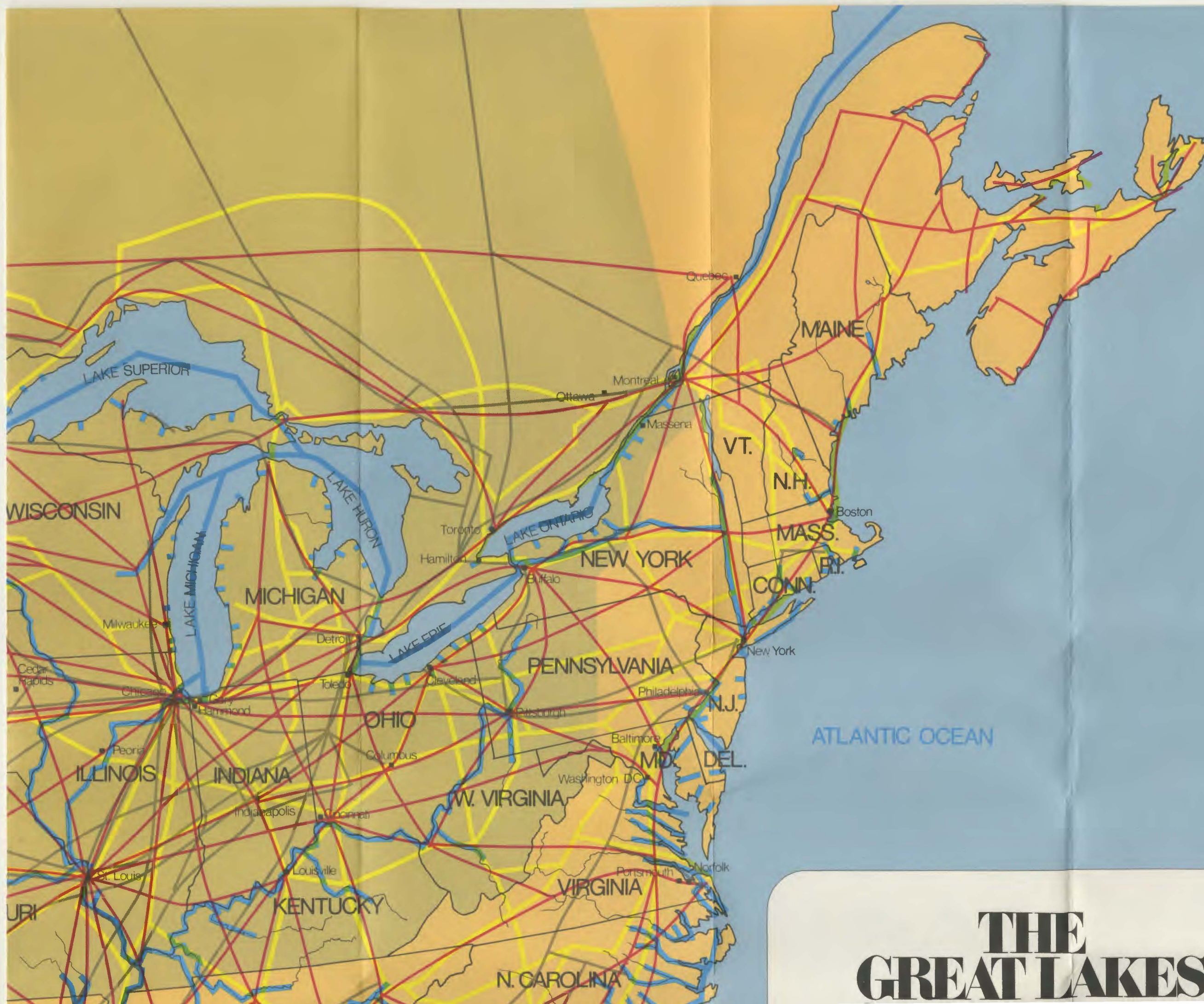
SAIL THE SEAWAY & SAVE



Your Graphic Guide to the
World's fastest growing
Trade Route
The St. Lawrence Seaway

St. Lawrence Seaway Development Corporation

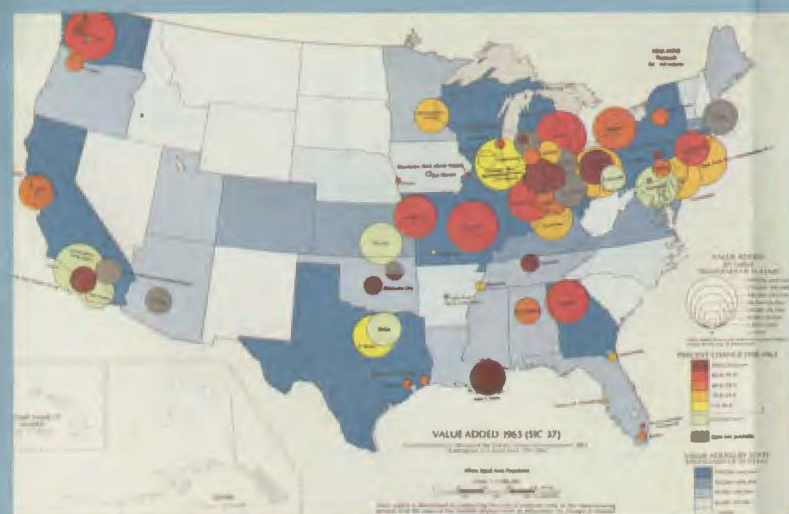
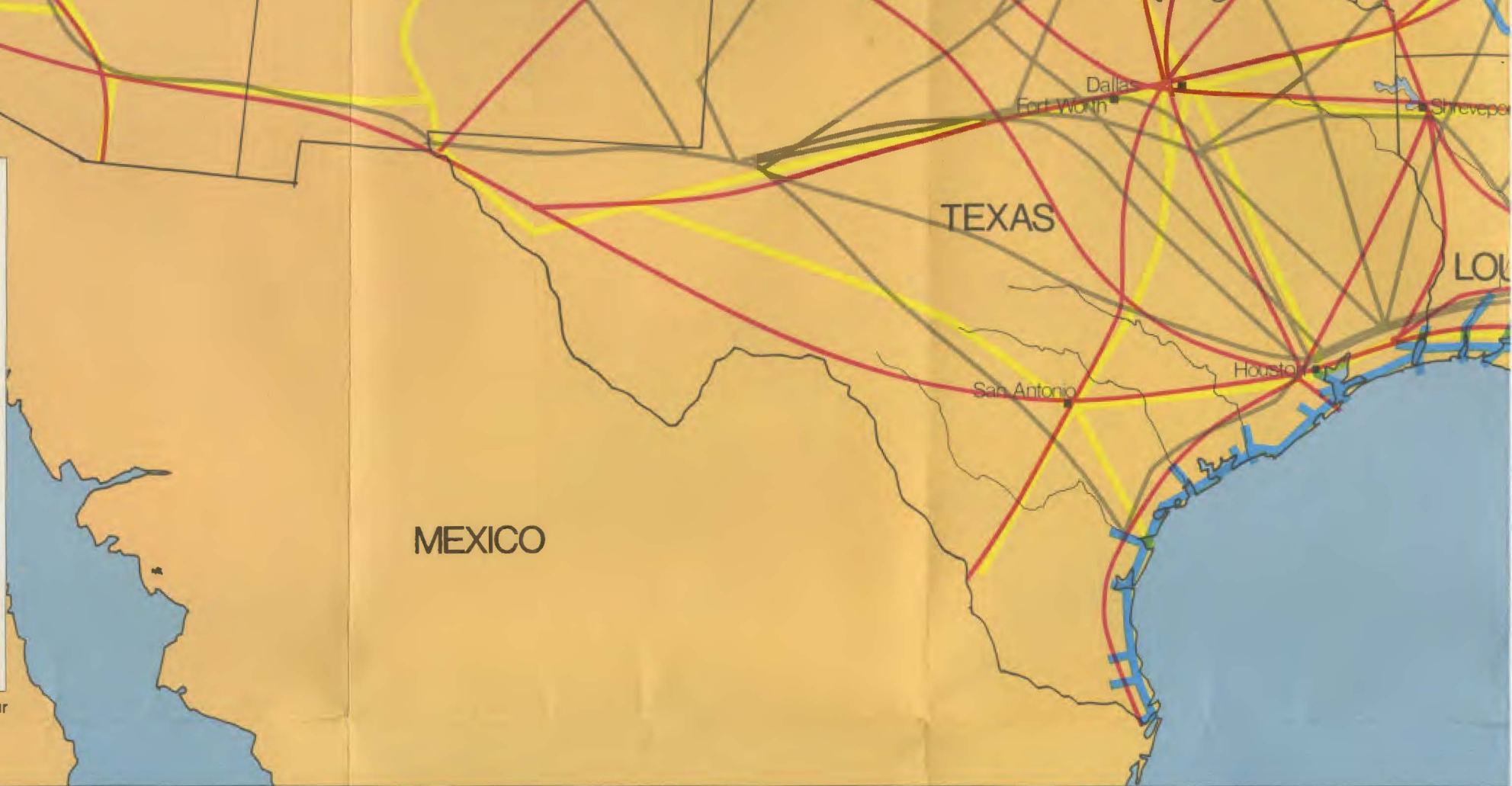




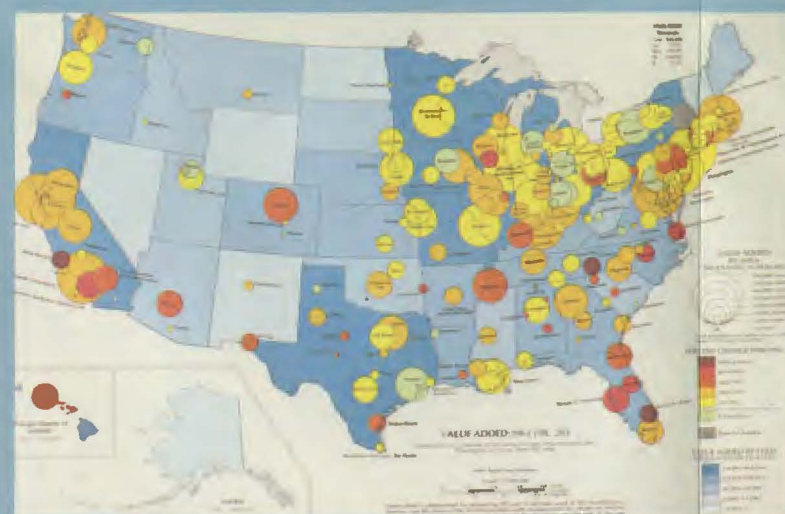
THE GREAT LAKES



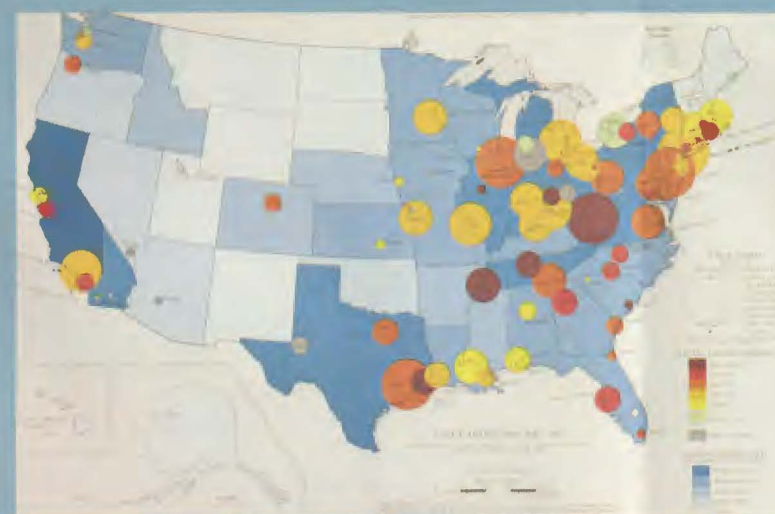
The inset map above shows the basins and sub basins of the Great Lakes as they occur in eight states and one Canadian province.



Transportation Equipment



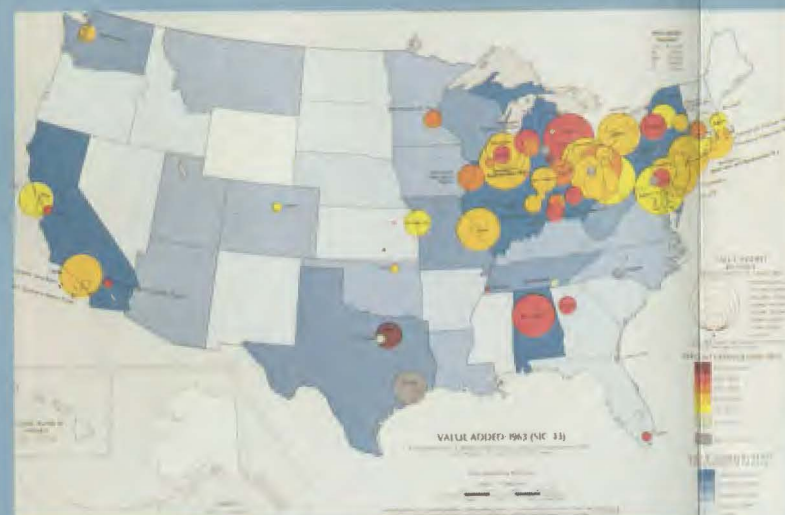
Food and Kindred Products



Chemicals and Allied Products



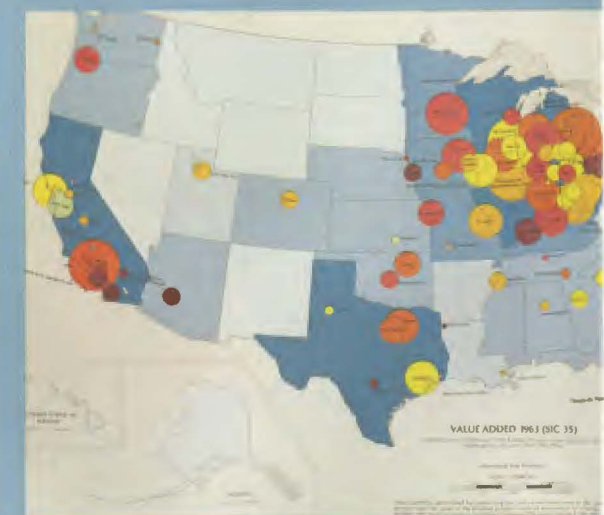
Stone, Clay and Glass Products



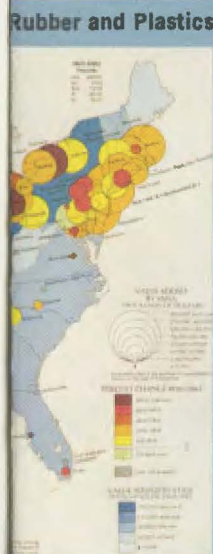
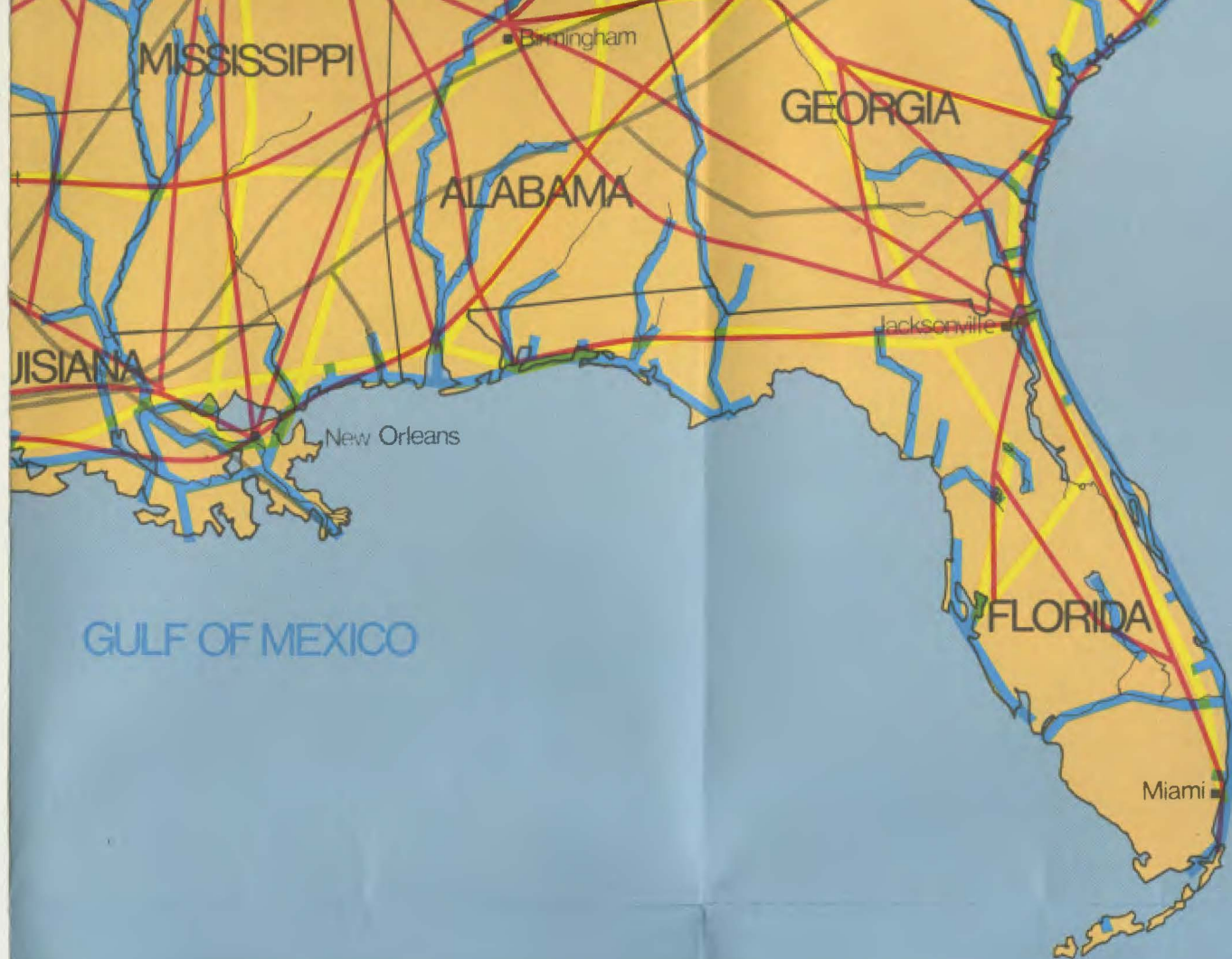
Primary Metal Industries



Fabricated Metal Products



Machinery



Except Electrical

Cargo Information

bulk cargo

Bulk cargo movement in the System has a dual role, in contrast with general cargo which moves primarily in international commerce. Bulk cargo has a considerable volume of flow within the Great Lakes which far exceeds total bulk and general traffic through the St. Lawrence. Waterborne movement of iron ore within the Lakes is the largest single commodity movement of all Great Lakes-St. Lawrence traffic, accounting for over 45% of all bulk traffic in the System.

The other three major commodities in lakes bulk traffic are coal, grains and limestone, in that order. The ore movement alone from Lake Superior ports to lower lake ports in 1973 amounted to 80.8 million gross tons, the highest movement on record.

Commerce through the St. Lawrence River section of the System is again dominated by bulk cargoes—ore and grains in particular—which represent over 69% of total Seaway tonnage. Ore shipments through the international section of the Seaway originate in Quebec-Labrador and move upbound through the system to iron and steel producers through off-loading ports in Lakes Ontario, Erie and Michigan. The Welland Canal section of the St. Lawrence Seaway has movement of ore in both directions, upbound Canadian ore from the Upper lakes region.

The movement of US and Canadian grain downbound through the

St. Lawrence System accounts for the second major bulk commodity, with wheat alone representing 19.8% of total Seaway traffic in 1973, a record year. Other major grain commodities are corn, soybeans, barley, oats and rye. Grain movements to domestic and export markets provide backhaul cargo for the upbound ore vessels which can return downbound fully laden for offloading at lower ports or downriver St. Lawrence grain ports for the export market.

In 1973 approximately 56% of US grain traffic moved directly overseas from lake ports. Grain movement through the System is significant in that it is the one major volume commodity category which involves carriage by both the US and Canadian Lakes fleets as well as the oceangoing or "Saltie" service. Grains move in both US and Canadian domestic and international commerce and competition for movement of grain products exists on the US inland waterways as well as the railroads serving US Gulf and East Coast port ranges.

From the standpoint of total tonnage, coal movement throughout the System is second in importance only to iron ore. The flow of coal primarily is US to US and Canada, with over 8 million net tons moving to Canada in 1973. The coal is used primarily for power generation and in the steelmaking process, and the predominant flow is from US ports of Lake Erie. The increased movement of low sulphur coal from Duluth Superior to the lower lakes

and in export trade is expected add a new dimension to coal traffic on the System.

Petroleum products movement through the System increased in importance due to the energy shortage in late 1973. Over five million tons of petroleum and related products moved through the St. Lawrence River section of the Seaway in 1973 with fuel oil as the predominant commodity at 3.7 million tons. The major flow was from Canadian refineries to US and Canadian destinations in the lower lakes. Petroleum traffic will be subject to considerable fluctuations in the future but it is not unreasonable to expect an expanded role for the System in meeting the energy needs of both US and Canada.

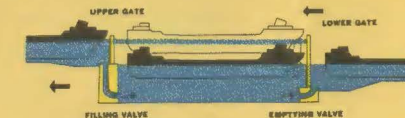
general cargo

General Cargo refers to items of cargo not suitable for mass mechanical handling or stockpiling. General cargo incorporates packaged, pressed and manufactured products with approximately five times the value per ton of bulk commodities.

The three highest volume years on record for general cargo movement are: 1968, 8 million tons; 1971 with 8.6 million tons and 1973 with 7.8 million tons. Total general cargo traffic cumulated over 15 seasons of operation (1959-1973) totaled 76.3 million tons.

The major components of general cargo on the Seaway are iron and steel products and other manufactured goods. This commodity category

LOCKING PROCEDURES
All locks on the St. Lawrence Seaway are filled or emptied by gravity. To raise a vessel, the upstream valves are opened and the water simply flows into the chamber through openings at the bottom of the walls. The following diagram illustrates the procedure:



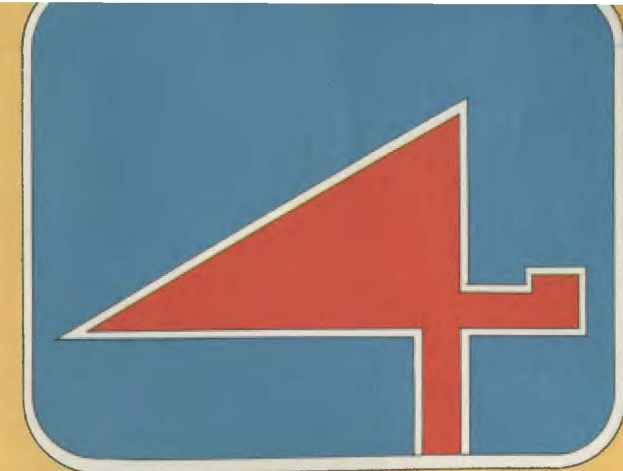
The diagram portrays the following steps:

- 1: From the lower level the ship sails through the open gates into the lock. The vessel secures itself to bollards on the side of the walls. The gates are closed.
 - 2: The valves are opened and water is allowed to flow in, lifting the ship.
 - 3: When the vessel reaches the higher level the upper gates are opened and the ship sails out.
- To lower a vessel the above steps are reversed. It takes less than ten minutes to raise or lower the water level with more than 20 million gallons used for each lockage. Additional time, however, is required for the vessel to carefully maneuver in and out of the chambers. The average lockage requires approximately 33 minutes from the time the bow passes the approach wall until the stern is cleared of the outermost boom.

Milwaukee
(414)

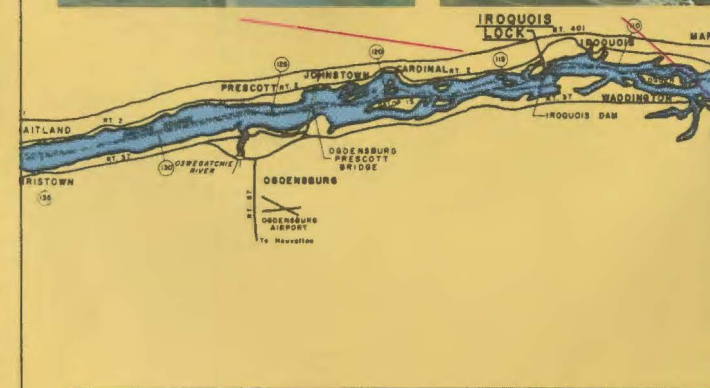
K
(4)

Chicago
(312)



Your Graphic Guide to the World's fastest growing Trade Route The St. Lawrence Seaway

St. Lawrence Seaway Development Corporation



Tolls and Ship Requirements

TOLLS: MONTREAL TO OR FROM LAKES SUPERIOR OR MICHIGAN

A. For transit between Montreal and Lake Ontario

- a charge per ton of cargo, as certified on ships' manifest or other documents, as follows:

—bulk cargo40
—general cargo90

- a charge per gross registered ton of the vessel04
- a charge per passenger 3.50

• minimum charge:
—pleasure craft 14.00
—other vessels 28.00

B. For transit between Lake Ontario and Lake Erie

- a lockage charge for each of the eight locks

Per lock
Cargo and passenger
Pleasure craft
Other vessels

- Minimum charge 50% of applicable rates in ballast making partial

C. For transit beyond Lake Superior or Lake Michigan

- no tolls are charged between Lakes Erie, and/or Michigan

Complete tariff of definition of terms on partial transit charges available from St. Lawrence Seaway Development Corporation, Seaway Circle, York, 13662 and/or Seaway Authority, Canada.

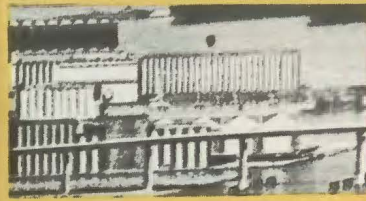




The Port of Thunder Bay



The Port of Duluth



The Port of Superior



The Port of Green Bay



The Port of Milwaukee



The Port of Chicago



The Port of Indiana



The Port of Muskegon



The Port of Windsor



The Port of Toledo



The Port of Cleveland



The Port of Ashtabula



The Port of Erie



The Port of Buffalo

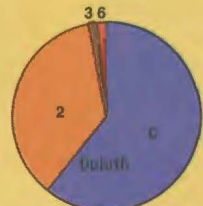
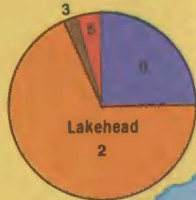


The Port of Hamilton



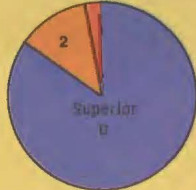
The Port of Toronto

Lakehead Harbour, Ontario
(807) 345-1256



Duluth, Minnesota
(218) 727-8525

Superior, Wisconsin
(715) 394-0210

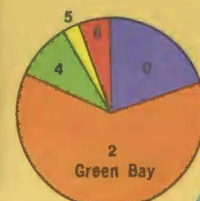


Selected port pie charts reflect proportionate total of imports and exports by US Census commodity codes. US port selection is based on ports exceeding 50,000 tons of Non-Canadian overseas commerce in 1973 in accordance with US Census data.



KEY

- 0 Food and live animals
- 1 Beverages and tobacco
- 2 Crude materials, except fuels (inedible)
- 3 Mineral fuels, lubricants and related materials
- 4 Animal and vegetable oils and



Green Bay, Wisconsin
(414) 437-3211 (Ext. 260)

THE DEEP DRAIN OF THE GREAT ST. LAWRENCE

This brochure produced by The St. Lawrence Seaway Development Corporation in cooperation with the U.S. Army Corps of Engineers

ST. MARYS RIVER SECTION SAULT STE. MARIE FOREIGN TRADE ZONE

WASHINGTON
800 Independence Avenue
Washington, D.C. 20541
(202) 426-1000

MASSACHUSETTS
P.O. Box 100
Massena, N.Y. 13662
(315) 766-1000





The Port of Bay City-Saginaw



The Port of Detroit



The Port of Oshawa



The Port of Ogdensburg

APPROXIMATE SAILING DISTANCES IN STATUTE MILES BETWEEN GREAT LAKES RANGES AND 41 OVERSEAS DESTINATIONS

	LAKE ONTARIO	LAKE ERIE	LAKE HURON	LAKE MICHIGAN	LAKE SUPERIOR
Abo, Finland.....	4,200	4,500	4,600	5,100	5,200
Antwerp, Belgium.....	3,900	4,200	4,400	4,700	4,900
Belfast, Northern Ireland.....	4,400	3,600	4,800	4,200	4,400
Bergen, Norway.....	4,700	4,000	4,200	4,500	4,700
Bordeaux, France.....	3,900	4,100	4,300	4,750	4,900
Bremen, Germany.....	4,000	4,200	4,500	4,800	5,000
Casablanca, Morocco.....	4,200	4,430	4,600	5,000	5,100
Copenhagen, Denmark.....	4,300	4,500	4,700	5,100	5,200
Genoa, Italy.....	5,000	5,200	5,400	5,800	5,900
Glasgow, Scotland.....	3,300	3,700	3,900	4,200	4,400
Gothenburg, Sweden.....	3,900	4,200	4,400	4,700	5,000
Haifa, Israel.....	6,600	6,800	7,000	7,400	7,600
Hamburg, Germany.....	4,000	4,200	4,500	4,800	5,000
Helsinki, Finland.....	4,700	5,000	5,200	5,600	5,800
Izmir, Turkey.....	5,900	6,100	6,400	6,800	6,900
LaGuaira, Venezuela.....	3,700	4,000	4,200	4,500	4,700
Leghorn, Italy.....	5,000	5,200	5,500	5,800	6,000
Le Havre, France.....	3,700	4,000	4,200	4,500	4,700
Leixoes, Portugal.....	3,400	3,700	3,900	4,200	4,400
Lisbon, Portugal.....	3,600	4,000	4,100	4,500	4,600
Liverpool, England.....	3,500	3,700	4,000	4,300	4,500
London, England.....	3,900	4,100	4,400	4,700	4,900
Malmö, Sweden.....	4,200	4,500	4,200	5,100	5,200
Manchester, England.....	3,500	3,800	4,000	4,400	4,500
Maracaibo, Venezuela.....	3,700	3,900	4,200	4,500	4,700
Marseille, France.....	4,800	5,000	5,200	5,600	5,800
Messina, Italy.....	5,200	5,400	5,600	6,000	6,100
Naples, Italy.....	5,100	5,400	5,600	6,000	6,100
Oran, Algeria.....	4,300	4,500	4,700	5,100	5,200
Oslo, Norway.....	4,000	4,200	4,400	4,800	5,000
Piraeus, Greece.....	5,700	6,000	6,200	6,600	6,700
Puerto Cabello, Venezuela.....	3,600	3,900	4,100	4,400	4,600
Rotterdam, Netherlands.....	3,900	4,200	4,400	4,800	4,900
Stavanger, Norway.....	3,700	4,000	4,200	5,400	4,700
Stockholm, Sweden.....	4,600	4,800	5,100	5,400	5,600
Tangier, Morocco.....	3,400	3,600	3,800	4,200	4,300
Tel-Aviv, Israel.....	6,300	6,500	6,800	7,100	7,300
Tunis, Tunisia.....	4,900	5,200	5,400	5,700	5,900
Valencia, Spain.....	4,400	4,700	4,900	5,300	5,400
Willemstad, Curacao.....	3,600	3,900	4,100	4,500	4,600

TEN YEAR TRANSIT AND CARGO SUMMARY

	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
COMMERCIAL SHIP TRANSITS	6,125	5,962	6,071	6,280	6,392	6,576	6,921	7,341	7,330	6,779	6,285
CARGO (millions of tons)	57.6	53.7	52.9	51.1	41.0	48.0	44.0	49.2	43.4	39.3	30.9

Lines Serving the Great Lakes

Arctic
Atlantic Shipping Co.
Black Star
Black Sea
Cast Line
Eurolakes Tanker
Europe Canada Lakes
Federal Atlantic Lakes
Federal Pacific Lakes
Federal South East Asia
Golden Cross
Great Lakes Transcaribbean
Hycar
Jumbo Shipping
K Line
Lakes Shipping and Trading
Manchester Liners
Mitsui O. S. K.
Navibel
Netumar
Parcel Tankers
Polish Ocean
Rayner-Osborne Shipping
Retla Far East
San Rocco
Scindia
Shipping Corporation of India
Sidermar
Sovereign Marine
Sterling Navigation
Toepfer
Volkswagen
Wallenius
Yugoslav Great Lakes

Here are typical examples of dollar savings resulting from shipping through Great Lakes ports:

1. Savings in shipping earthmoving equipment parts to Antwerp Belgium from Euclid, Ohio through the Port of Cleveland, by container, as opposed to east coast port: \$304.50 per container (\$17.40/short ton).

2. Savings in shipping bentonite from Wyoming to Port of Chicago to Rotterdam, The Netherlands, as opposed to shipping from Gulf Coast port: 5,000 tons, \$23,350 (\$4.67/short ton).

3. Savings in shipping plastic granules to Rotterdam, The Netherlands, from Midland, Michigan through Port of Bay City as opposed to shipping from east coast port: \$35,000 savings for each 1,000 tons.

4. Savings in transporting hand tools by container from Chicago to mid-European range as opposed to east coast port: \$550 per container.

ET PORTS T LAKES SEAWAY

ation with The International Association of Great Lakes Ports.



U.S. St. Lawrence Seaway Development Corporation operational headquarters, Massena, New York.

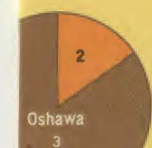


Laker upbound in U.S. Seaway Section



★ Massena, New York

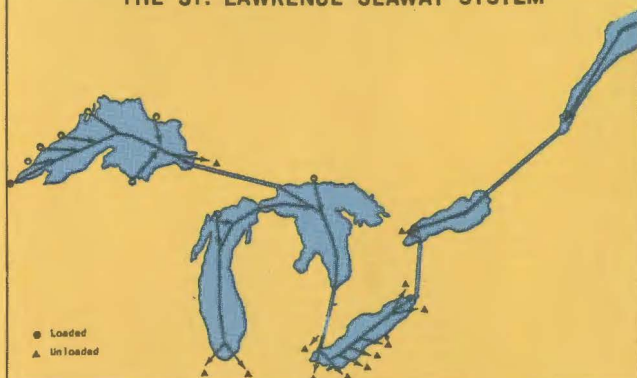
• Ogdensburg, New York
(315) 393-4080



wa, Ontario
576-0400

Commodity Movements

FLOW OF IRON ORE THROUGH THE ST. LAWRENCE SEAWAY SYSTEM



FLOW OF GRAIN THROUGH THE ST. LAWRENCE SEAWAY SYSTEM



Year-round Navigation



For many years, commercial shipping interests have sought to extend the navigation season on the St. Lawrence Seaway and in the Great Lakes in order to make maximum use of the waterway. Because shipping ceases during the winter months, industries utilizing the water route must either resort to stockpiling of materials to carry them through these months, or have cargoes hauled via a more expensive combination of overland routes from coastal ports.

A Congressionally-funded demonstration program for an extended shipping season has been conducted by eight federal agencies and several private interests. This study has indicated that an extended shipping season—from ten months to year-round—is not only feasible from an engineering standpoint, but also highly beneficial for the nation as a whole.

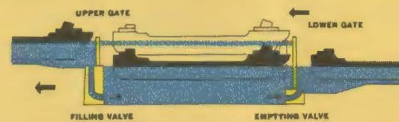
Continuing studies are under way to determine the precise nature and extent of an extended season.

Publications on The Great Lakes

Misc. manufactured products
9 Commodities and transactions
not classified according to kind

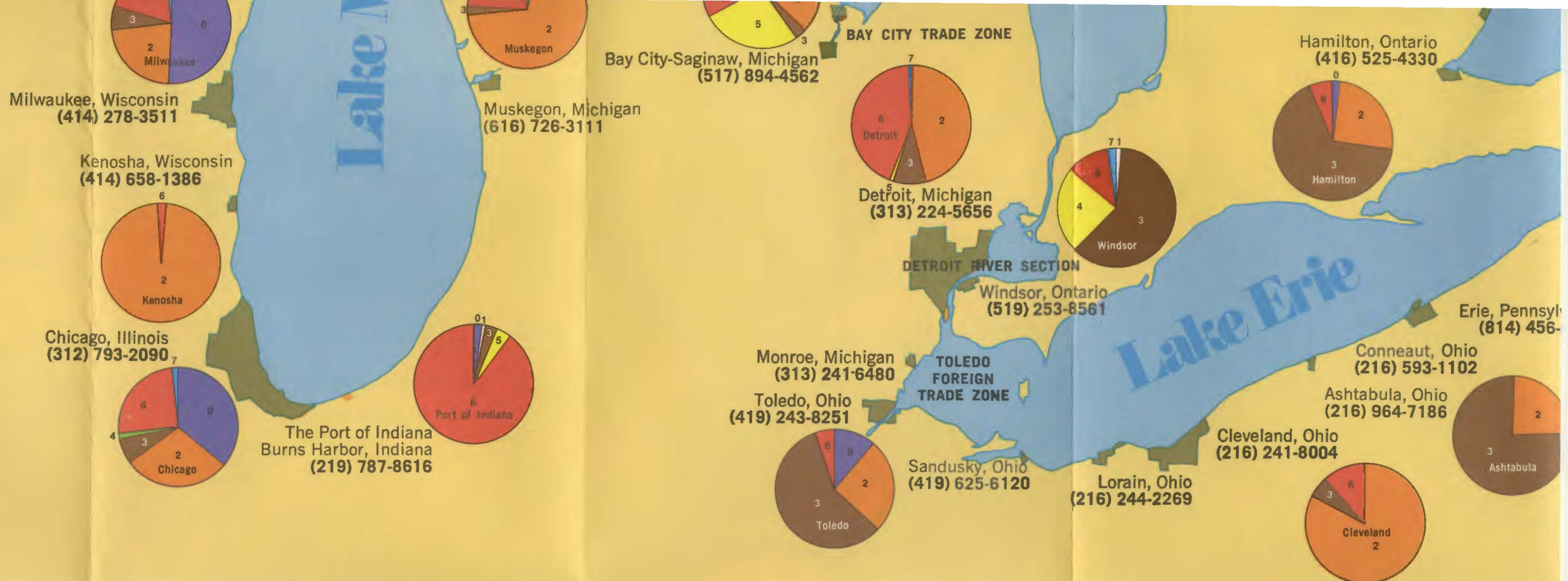
LOCKING PROCEDURES

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The diagram portrays the following steps:

- 1: From the lower level the ship sails through the open gates into the lock. The vessel secures itself to bollards on the side of the walls. The gates are closed.
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Tolls and Ship Requirements

TOLLS: MONTREAL TO OR FROM LAKES SUPERIOR OR MICHIGAN

A. For transit between Montreal and Lake Ontario

- a charge per ton of cargo, as certified on ships' manifest or other documents, as follows:

—bulk cargo40

—general cargo90

- a charge per gross registered ton of the vessel04

- a charge per passenger 3.50

- minimum charge:
 - pleasure craft 14.00
 - other vessels 28.00

B. For transit between Lake Ontario and Lake Erie

- a lockage charge for each of the eight locks

Per lock	
Cargo and passenger vessels.....	100.00
Pleasure craft	3.00
Other vessels	5.00

- Minimum charge: 50% of applicable tolls for vessels in ballast, in tandem or making partial transits

C. For transit beyond Lake Erie to Lake Superior or Lake Michigan

- no tolls are charged for transit between Lakes: Erie, Huron, Superior and/or Michigan

Complete tariff of tolls, including definition of terms and more details on partial transit and minimum charges available from The St. Lawrence Seaway Development Corporation, Seaway Circle, Massena, New York, 13662 and/or The St. Lawrence Seaway Authority, Cornwall, Ontario, Canada.

LOCKS AND CHANNELS

There are seven locks in the St. Lawrence River, five in Canada operated by The St. Lawrence Seaway Authority of Canada, and two in the United States operated by the Saint Lawrence Seaway Development Corporation. All locks are similar in size. The specifications are:

Length, breast wall to gate fender766 feet

(Ships may not exceed 730 feet in overall length)

Width 80 feet

Depth over sills 30 feet

Locks: Lift

St. Lambert 13 to 20 feet

Cote Ste. Catherine 33 to 35 feet

Lower Beauharnois..... 38 to 42 feet

Upper Beauharnois.. 36 to 40 feet

Snell 45 to 49 feet

Eisenhower 38 to 42 feet

Iroquois5 to 6 feet

Locks 1-7 of the Welland Canal are lift locks. Lock #8 is essentially a guard lock. Locks 4, 5, 6 are twinned and in flight. Welland Canal is 27 miles long, overcomes a difference in level of 326 feet, between Lake Ontario and Lake Erie.

The controlling channel dimensions for the Seaway, Lake Erie to Montreal, are:

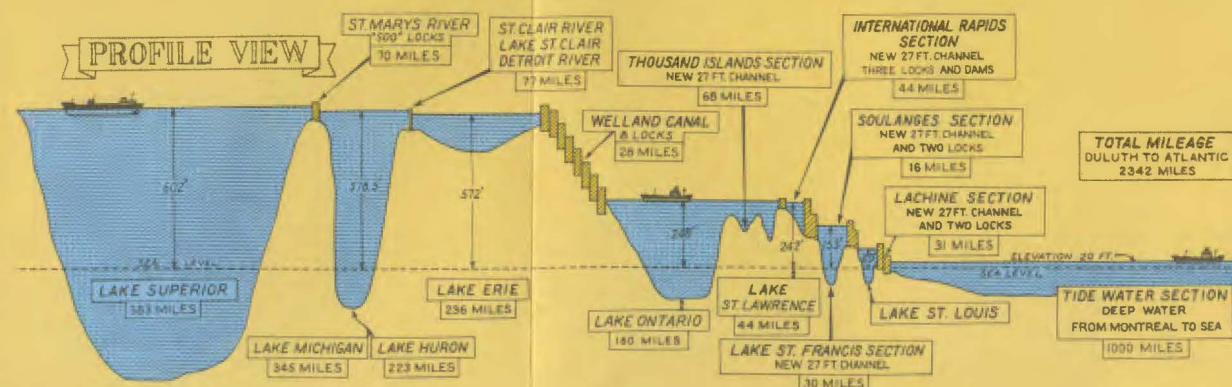
Depth to a minimum of 27 feet—to permit transit of vessels drawing 25 feet 9 inches (fresh water draft). Width of channel:

(a) When flanked by two (Min.) embankments200 feet

(b) When flanked by one embankment300 feet

(c) In open reaches450 feet

Maximum size of ship permitted to transit the Seaway: Vessels not exceeding 730 feet overall and 75-foot, 6 inch extreme breadth may transit the Seaway. Vessels' masts must not extend more than 117 feet above water level.



WELLAND RIVER SECTION

Buffalo, New York
(716) 856-6524

Rochester, New York
(716) 663-6600

vania
3561

Foreign Countries and Ports of Call Served



BANGLADESH	KOREA
Chalna	Inchon
Chittagong	Pusan
BELGIUM	LEBANON
Antwerp	Beirut
BRAZIL	LIBERIA
Rio de Janeiro	Monrovia
Santos	MALAYSIA
CHINA (REPUBLIC OF)	Penang
(See Taiwan)	Kelang
ENGLAND	MOROCCO
(See Great Britain)	Casablanca
FORMOSA	NETHERLANDS, THE
(See Taiwan)	Amsterdam
FRANCE	Rotterdam
Le Havre	NIGERIA
GERMANY (FEDERAL REPUBLIC OF)	Lagos/Apapa
Bremen	PHILIPPINES
Hamburg	Manila
GHANA	POLAND
Takoradi	Gdynia
Tema	PORTUGAL
GREAT BRITAIN	Lisbon
Birkenhead, England	SCOTLAND
Cardiff, Wales	(See Great Britain)
Greenock, Scotland	SENEGAL
Liverpool, England	Dakar
London, England	SINGAPORE
Manchester, England	Singapore
GREECE	SOVIET UNION
Piraeus	Murmansk
HOLLAND	Odessa
(See Netherlands, The)	SPAIN
HONG KONG	Barcelona
Hong Kong	Bilbao
INDIA	Valencia
Bombay	Seville
Calcutta	SWEDEN
Cochin	Gothenburg
Madras	TAIWAN (FORMOSA)
INDONESIA	Kaohsiung
Djakarta	Keelung
IRELAND	THAILAND
Dublin	Bangkok
ITALY	TUNISIA
Genoa	Tunis
Leghorn	TURKEY
Naples	Istanbul
IVORY COAST	UNITED KINGDOM
Abidjan	(See Great Britain)
JAPAN	WALES
Kobe	(See Great Britain)
Nagoya	YUGOSLAVIA
Yokohama	Rijeka
Osaka	

tion of the Seaway, commodities flowing between the continental interior of North America and the nations of the world were shipped via an overland route to one of three existing coastal ranges. Vessels which ply the all-water fourth seacoast route deliver midwest cargo to most ports of the world at a lower cost than do competing land/water routing via tidewater ports.

Much general cargo, shipped by container between the midcontinent and foreign ports, requires only one loading from departure point to destination,

Ports of Call and Steamship Lines

ABIDJAN, IVORY COAST	KELANG, MALAYSIA
Black Star Line	Scindia Line
AMSTERDAM, NETHERLANDS, THE	KOBE, JAPAN
Parcel Tankers	Mitsui O.S.K. Lines, Ltd.
Alfred C. Toepfer	LAGOS/APAPA, NIGERIA
ANTWERP, BELGIUM	Black Star Line
Arctic Line	LEGHORN, ITALY
Atlantic Shipping Co.	Blasco
Cast Line	San Rocco Line
Europe Canada Lakes Line	Yugoslav Great Lakes Line
Hycar Line S.A.	LE HAVRE, FRANCE
Polish Ocean Lines	Polish Ocean Lines
BANGKOK, THAILAND	LISBON, PORTUGAL
Scindia Line	San Rocco Line
BARCELONA, SPAIN	LIVERPOOL, ENGLAND
Blasco Line	Eurolakes Tanker Line A/S
San Rocco Line	Sterling Navigation Parcel Service
Yugoslav Great Lakes Line	LONDON, ENGLAND
BEIRUT, LEBANON	Eurolakes Tanker Line A/S
Blasco	Sterling Navigation Parcel Service
BILBAO, SPAIN	MADRAS, INDIA
Parcel Tankers	S.C.I. Line
BIRKENHEAD, ENGLAND	Scindia Line
Arctic Line	MANCHESTER, ENGLAND
BOMBAY, INDIA	Manchester Liners, Ltd.
S.C.I. Line	MANILA, PHILIPPINES
Scindia Line	Scindia Line
BREMEN, GERMANY	MONROVIA, LIBERIA
Arctic Line	Black Star Line
Europe Canada Lakes Line	MURMANSK, SOVIET UNION
Hycar Line S.A.	Arctic Line
Alfred C. Toepfer	NAGOYA, JAPAN
CALCUTTA, INDIA	Mitsui O.S.K. Lines, Ltd.
S.C.I. Line	NAPLES, ITALY
Scindia Line	San Rocco Line
CARDIFF, WALES	Yugoslav Great Lakes Line
Arctic Line	Blasco Line
CASABLANCA, MOROCCO	ODESSA, SOVIET UNION
San Rocco Line	Blasco
CHALNA, BANGLADESH	OSAKA, JAPAN
Scindia Line	Mitsui O.S.K. Lines, Ltd.
CHITTAGONG, BANGLADESH	PENANG, MALAYSIA
Scindia Line	Scindia Line
COCHIN, INDIA	PIRAEUS, GREECE
S.C.I. Line	Blasco Line
DAKAR, SENEGAL	PUSAN, KOREA
Black Star Line	Retla Far East Line
DJAKARTA, INDONESIA	RIJEKA, YUGOSLAVIA
Scindia Line	Yugoslav Great Lakes Line
DUBLIN, IRELAND	RIO DE JANEIRO, BRAZIL
Manchester Liners, Ltd.	Netumar Line
GDYNIA, POLAND	ROTTERDAM, NETHERLANDS, THE
Polish Ocean Lines	Arctic Line
GENOA, ITALY	Cast Line
Blasco	Eurolakes Tanker Line A/S
San Rocco Line	Europe Canada Lakes Line
Yugoslav Great Lakes Line	Hycar Line S.A.
GOTHENBURG, SWEDEN	Parcel Tankers
Hycar Line S.A.	Polish Ocean Lines
GREENOCK, SCOTLAND	Alfred C. Toepfer
Manchester Liners	HAMBURG, GERMANY
HAMBURG, GERMANY	Arctic Line
Arctic Line	Cast Line
Europe Canada Lakes Line	Gothenburg, Sweden
Hycar Line S.A.	Kaohsiung, Taiwan
Parcel Tankers	Keelung, Taiwan
Polish Ocean Lines	Keelung, Taiwan
Alfred C. Toepfer	Keelung, Taiwan
HONG KONG	Keelung, Taiwan
Mitsui O.S.K. Lines, Ltd.	Keelung, Taiwan
INCHON, KOREA	Keelung, Taiwan
Retla Far East Line	Keelung, Taiwan
ISTANBUL, TURKEY	Keelung, Taiwan
Blasco Line	Keelung, Taiwan
KAHOSIUNG, TAIWAN	Keelung, Taiwan
Retla Far East Line	Keelung, Taiwan
KEELUNG, TAIWAN	Keelung, Taiwan
Scindia Line	Keelung, Taiwan

role in the Seaway, commodities flowing between the continental interior of North America and the nations of the world were shipped via an overland route to one of three existing coastal ranges. Vessels which ply the all-water fourth seacoast route deliver midwest cargo to most ports of the world at a lower cost than do competing land/water routing via tidewater ports.

Typical shipping cost savings can be

Key Great Lakes

Council of Lake Erie Ports
c/o Cleveland Cuyahoga County
Port Authority
101 Erieside Avenue
Cleveland, OH 44114

Dominion Marine Assn.
710 Blackburn Bldg.
85 Sparks Street
Ottawa, Ontario, Canada

Great Lakes Basin Commission
P.O. Box 999
Ann Arbor, MI 48106

Great Lakes Commission
5104 I.S.T. Building
2200 North Campus Blvd.
Ann Arbor, MI 48105

Great Lakes Fisheries Commission
P.O. Box 640
Ann Arbor, MI 48107

The Great Lakes Foundation
210 E. Huron
Ann Arbor, MI 48105

Great Lakes Ports Traffic Committee
c/o Arthur Todd
Lincoln Electric Co.
22801 St. Clair Avenue
Cleveland, OH 44117

Great Lakes Task Force
c/o Great Lakes Commission
2200 N. Campus Blvd.
Ann Arbor, MI 48105

Great Lakes Waterways Devel. Assn.
155 James Street South
Hamilton, Ontario

Illinois Div. of Natural Resources
Dept. of Bus. and Economic Devel.
222 S. College Street
Springfield, Illinois 62706

Indiana Dept. of Natural Resources
State Office Bldg.
Indianapolis, Ind. 46204

Industrial Users Group
c/o Dow Chemical Corp.
Midland, MI 48640

Int'l. Assn. of Great Lakes Ports
60 Harbour Street
Toronto, Canada

Int'l. Assn., Great Lakes Research
P.O. Box 640
Ann Arbor, MI 48108

International Joint Commission
United States and Canada
1717 H Street, N.W.
Washington, D. C. 20440

International Longshoremen's Assn.
Great Lakes Division
245 Elmwood
Buffalo, N.Y. 14222

Lake Carriers Assn.
1411 Rockefeller Bldg.
Cleveland, OH 44113

Lake Erie Watershed Conser. Fdn.
621 Superior Building
Cleveland, Ohio

Lake Freight Association
759 Victoria Square, Room 32
Montreal 1, Quebec

Lake Marine Engineers Benevolent Association
927 Summit
Toledo, Ohio 43604

Lake Michigan Federation
53 W. Jackson Blvd., Rm. 1009
Chicago, Ill. 60604

and money. Containers play a significant
 on picture; well-equipped Great Lakes ports
 bers of containers each year.
 can be seen above, at right.

Great Lakes Organizations

Michigan Dept. of Natural Resources
 Stevens T. Mason Bldg.
 Lansing, MI 48926

Minnesota State Planning Agency
 802 Capitol Square Bldg.
 550 Cedar Ave.
 St. Paul, MI 55101

**National Council on Marine
 Resources and Eng. Development**
 Executive Office of the President
 Washington, D. C.

Northeastern Illinois Planning Comm.
 400 West Madison St.
 Chicago, Ill. 60606

Northeast Ohio Advisory Council
 2344 Amesbury Road
 Akron, Ohio 44314

N.W. Penna. Reg. Planning Comm.
 Room 14, Seneca Building
 Oil City, Pennsylvania 17120

N.Y. State Dept., Environ. Conser.
 Division of Water Resources
 So. Wolf Road
 Albany, N.Y. 12201

**Ohio Dept. of Econ. and Community
 Development**
 Ohio Departments Building
 Columbus, Ohio 43215

Penna. Dept. of Forests and Waters
 Water Resources Branch
 P.O. Box 1467
 Harrisburg, Pa. 17120

S.E. Wisc. Regional Planning Comm.
 916 North East Ave.
 Waukesia, Wisc. 53186

The Shipping Federation of Canada
 326 Board of Trade Bldg.
 Montreal 125, Quebec, Canada

State of Minnesota
 130 State Capitol Bldg.
 St. Paul, Minn. 55101

St. Lawrence Seaway Authority
 112 Kent Street
 Ottawa 4, Canada
 202 Pitt Street
 Cornwall, Ontario, Canada

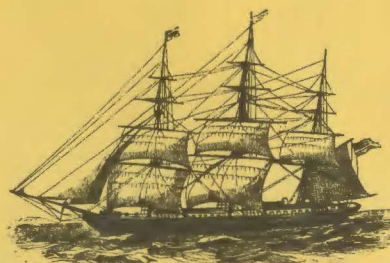
St. Lawrence Seaway Devel. Corp.
 800 Independence Avenue
 Washington D.C. 20591
 Seaway Circle
 Massena, N.Y. 13662

Upper Great Lakes Regional Comm.
 Room 2093, Commerce Building
 Washington, D. C. 20230

U.S. Great Lakes Shipping Assn.
 332 S. Michigan Ave.
 Chicago, IL 60604

Western Great Lakes Port Assn.
 Courthouse Annex
 Green Bay, WI 54301

Wisconsin Dept., Natural Resources
 Pyare Square Bldg.
 4610 University Ave.
 Madison, Wisc. 53701



The Seaway Handbook 1974

Edition
 St. Lawrence Seaway Development
 Corp.
 U.S. Dept. of Transportation
 800 Independence Avenue
 Washington, D.C. 20591

See the Seaway (Brochure)
 St. Lawrence Seaway Development
 Corp.
 U.S. Dept. of Transportation
 800 Independence Avenue
 Washington, D.C. 20591

**2,342 miles into the heart of a
 Continent (Brochure)**
 St. Lawrence Seaway Development
 Corp.
 U.S. Dept. of Transportation
 800 Independence Avenue
 Washington, D.C. 20591

**1973 Annual Report, St. Lawrence
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 St. Lawrence Seaway Development
 Corp.
 U.S. Dept. of Transportation
 800 Independence Avenue
 Washington, D.C. 20591

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 St. Lawrence Seaway Development
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 U.S. Dept. of Transportation
 800 Independence Avenue
 Washington, D.C. 20591

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 Commerce (annual)**
 St. Lawrence Seaway Development
 Corp.
 U.S. Dept. of Transportation
 800 Independence Avenue
 Washington, D.C. 20591

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 America, 1973-74**
 The LesStrang Publishing Corp.
 3750 Nixon Road,
 Ann Arbor, Mich. 48105

**Seaway Review Magazine
 (quarterly)**
 Great Lakes Press
 3750 Nixon Road
 Ann Arbor, Michigan 48105

**The Great Lakes-St. Lawrence
 Transportation System—Problems
 and Potential**
 Upper Great Lakes Regional
 Commission
 2001 Wisconsin Ave., NW.
 Washington, D.C. 20325

Inland Seas (quarterly)
 Journal of the Great Lakes
 Historical Society
 480 Main Street
 Vermilion, Ohio 44089

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 —A Program for Action, 1973**
 North Star Research Institute
 Minneapolis, Minnesota

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 (Various Reports and Studies)**
 University of Wisconsin
 Milwaukee, Wisconsin

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 Efficient, Marine Highway, 1972**
 Ken Gilbert
 Port of Toronto
 60 Harbour Street
 Toronto 117, Ontario, Canada

**St. Lawrence-Great Lakes Water Route
 Diagrams and Statistical Charts**
 St. Lawrence Seaway Authority
 330 S Parks St.
 Ottawa, Ontario, Canada K1R 7R9

**The St. Lawrence Seaway Authority
 Annual Report (annual)**
 Diagrams and Statistical Charts
 St. Lawrence Seaway Authority
 330 S Parks St.
 Ottawa, Ontario, Canada K1R 7R9

**A Study of the Effects of
 Inland Freight Rates and Services on
 the St. Lawrence Seaway PB-209-220**
 National Tech. Information Service
 U.S. Department of Commerce
 5285 Port Royal Road
 Springfield, Virginia 22151

Great Lakes/St. Lawrence Seaway Feeder Systems—A Feasibility Study PB-209-664

Manalytics, Inc., 1972
 National Tech. Information Service
 U.S. Department of Commerce
 5285 Port Royal Road
 Springfield, Virginia 22151

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 Maritime Administration—PB-188791**
 Southern Illinois University, 1969
 National Tech. Information Service
 U.S. Department of Commerce
 5285 Port Royal Road
 Springfield, Virginia 22151

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 (annual)**
 Journal of Commerce
 99 Wall Street
 New York, New York 10005

Great Lakes Pilot (annual)
 U.S. Department of Commerce
 National Oceanic and Atmospheric
 Administration
 National Ocean Survey
 Lake Survey Center
 Detroit, Michigan

**Waterborne Commerce of the United
 States (annual)**
Part 3 Waterways and Harbors
Great Lakes
 Department of Army
 Corps of Engineers
 219 South Dearborn Street
 Chicago, Illinois 60604

**Annual Report of the Lake Carriers
 Association (annual)**
 Lake Carriers Association
 1411 Rockefeller Bldg.,
 Cleveland, Ohio 44113

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 Conference on Domestic Shipping,
 1972**
 U.S. Department of Commerce
 Maritime Administration
 Washington, D.C.

**Relationship of Land Transportation
 Economics to Great Lakes Traffic
 Volume**
 U.S. Department of Commerce
 Maritime Administration
 Washington, D.C.

**The Saint Lawrence Seaway and Major
 U.S. Great Lakes Ports (annual)**
 Nordship Agencies, Inc.
 One East Wacker Drive
 Chicago, Illinois 60601

**Greenwood's Guide to Great Lakes
 Shipping (annual)**
 John O. Greenwood
 Freshwater Press, Inc.
 463 Arcade
 Cleveland, Ohio 44114

Great Lakes Red Book (annual)
 The Fourth Seacoast Publishing
 Company, Inc.
 22526 Maple
 St. Clair Shores, Michigan 48081

Know Your Ships (annual)
 Thomas Manse
 P.O. Box 68
 Sault-Ste. Marie, Michigan 49783

**Great Lakes Basin Commission
 Annual Report**
 Great Lakes Basin Commission
 P.O. Box 999
 Ann Arbor, Mich. 48106

The Communicator (monthly)
 Great Lakes Basin Commission
 P.O. Box 999
 Ann Arbor, Mich. 48106

Great Lakes News Letter—bi-monthly
 Great Lakes Commission
 5401 Institute of Science &
 Technology Building
 North Campus, University of Mich.
 Ann Arbor, Michigan 48105

**Great Lakes Research Checklist—
 semi-annual**
 Great Lakes Commission
 5401 Institute of Science &
 Technology Building
 North Campus, University of Mich.
 Ann Arbor, Michigan 48105

Report to the States—biennial
 Great Lakes Commission
 5401 Institute of Science &
 Technology Building
 North Campus, University of Mich.
 Ann Arbor, Michigan 48105

For more information, write:

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800 INDEPENDENCE AVENUE
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MASSENA, NEW YORK 13662
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Development Corporation





**Extending the Shipping Season in the Great Lakes-
St. Lawrence Seaway System :
the realities after a three year evaluation**



Water transportation is today unchallenged in its capacity to move large tonnages with minimum fuel consumption and with the least disturbance to our environment. It is the least demanding transportation mode in terms of land consumption or utilization.

Historically, water transport has served as a marked stimulus to the development of traffic for rails, highways, pipelines and airways. The efficiency of commodity transport demands that the various modes be utilized in both complementary and supplementary roles for the national benefit.



The Great Lakes-St. Lawrence Seaway system, serving a hinterland which combines the industrial heart of two nations and the midcontinent of North America, fulfills this definition of efficiency and meets this historic need.

The extension of the traditional nine-month shipping season on the Great Lakes, now under investigation in a federally-assisted program, is vital to the nation in its efforts to expand the capacities of our national transportation network and at the same time, minimize transportation costs and conserve transportation fuels. The same 4-5% national growth in export cargoes which is found along the other three national seacoasts is also needed in the Lakes. Extending the shipping season is the most feasible way of achieving this objective.

A special status report on this investigation finds that each of three extensions of the shipping season on the Lakes is both feasible and economically beneficial to the nation.

In view of the obvious benefits of the program to the nation, the Great Lakes industrial, maritime and governmental interests are urging enthusiastic public and Congressional acceptance of the season extension program.

The nation clearly can no longer afford to waste so vital a national resource. □



An extended shipping season Seaway system is feasible

The extension of the shipping season in the bi-national Great Lakes-St. Lawrence Seaway system is feasible from an engineering standpoint and it can produce substantial economic benefits for the Great Lakes region and for the nation at large with minimal adverse effect on the environment. These are the conclusions reached mid-way in a continuing federal study to determine the feasibility of extending the navigation season in the region designated by the Congress as America's Fourth Seacoast.

A report on an extended Great Lakes-Seaway shipping season by the U.S. Army Corps of Engineers, in cooperation with several federal agencies and private interests, is being made available to Washington officials. It indicates that three realistic options exist for the extension of the navigation season: an extension to January 31, to February 28 or to full, year-round navigation.

While further investigation and demonstration efforts have already been approved by Congress,

for the Great Lakes- and economically beneficial

findings to date are positive and, for the Great Lakes region and its hinterland, immensely dramatic in terms of economic benefits.

Navigation of the Great Lakes-St. Lawrence Seaway system has been traditionally interrupted every winter from mid-December until early April. The reason for this interruption of this vital water transportation route is ice—and winter weather conditions on the lakes and in the channels which connect the lakes.

Because little shipping is possible during the winter months, industry must either resort to expensive stockpiling of materials to carry them through these months or cargos must be hauled via more expensive and inflationary overland modes of transportation.

The system, a now-vital link to the national transportation system and the major traffic artery to the mid-continent, has an increasing need for year round utilization. A major part of the entire intermodal transportation picture, the system is a vital con-

necting link tying major mid-continent ports with the international markets of the world. The system is also a major link connecting the bi-national North American grain belt to the ports of the world. With uniquely high tonnage capacities the Great Lakes-St. Lawrence Seaway System is energy efficient.



The Great Lakes Economic Region

A special report of the Winter Navigation Board, which manages the Congressionally funded program, and which includes leaders from federal agencies and the private sector alike, indicates the primary economic benefits accruing as a result of an extended navigation season.

Estimated annual primary benefits resulting from the extension of the shipping season are shown below. These preliminary figures are being developed further for inclusion in a Survey Report.

**Primary Total and Average Annual
Season Extension Benefits and Costs
Great Lakes-St. Lawrence Seaway System
[in \$1,000]**

Specific Yearly Benefits ²	Season Extension To		
	31 January	28 February	Year-round ¹
Total Benefits			
1975	40,283	58,593	68,223
2025	150,674	219,162	247,381
Average Annual Benefits at 5-5/8% (discount rate)	89,723	129,051	146,639
Costs			
Total Initial Investment	184,000	192,000	192,000
Annual Costs at 5-5/8% (Interest rate)			
Interest & Amortization	11,120	11,500	11,500
Operations & Maintenance	5,710	7,090	9,060
Total	16,800	18,600	20,600

These direct benefits and costs yield the following
Benefit-to-Cost (B/C) ratios:

January 31	5.3
February 28	6.9
Year round	7.1

¹ Includes period during which maintenance is required on the Welland Canal and St. Lawrence River locks.

² Direct benefits: water transportation savings, reduced stockpiling, improved vessel utilization, for the GL-St. Lawrence Seaway system

Fuel Conservation: A Modal Comparison

The Winter Navigation Board's Interim Report on an extended navigation season forecasts the movement of 15 million tons of iron ore from the Head-of-the-Lakes area to lower Lake Michigan during an extended (year round) season.

A comparison of capabilities for this kind of cargo movement by three transportation modes: water, rail and truck, indicates this:

	water	rail	truck
Single unit trip capacity (tons)	50,000	6,500	25
Units required to deliver 15 million (tons)	300	2,308	600,394

1. A rail unit is here defined as a train consisting of 100 65-ton capacity freight cars with four locomotives. In this example 217.7 trains, so defined, are required.
2. A truck unit is defined as a dual or tandem-axle truck with trailer

For the movement of the 15 million tons of iron ore, the water route distance is 800 miles, the rail route is 465 miles and the highway

route, 490 miles. Ton-miles compute, on this basis, 12 billion ton-mi for water, seven billion ton-mi for rail and 7.4 billion ton-mi for highway movement.

Fuel consumption, computed on a ton-mi/gallon basis is as follows:

	water	rail	truck
ton-miles per gallon of fuel	500	200	60
fuel consumption for transporting 15 million tons of iron ore	24 million gallons	35 million gallons	123 million gallons

A savings of 11,000,000 gallons of fuel is effected through use of water rather than rail shipment, and nearly 100,000,000 gallons of fuel are saved in shipping by water rather than by highway.

The impact of this kind of continuous annual savings in an energy shortage should be obvious. The reduced impact on the environment in terms of air pollution should be equally clear.



The investigation into an extended season: a search for solutions

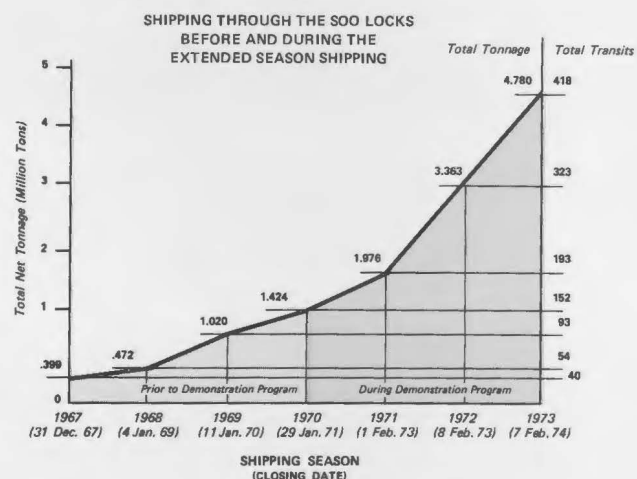
The investigation into the possibility of extending the navigation season system on the Great Lakes-St. Lawrence Seaway came about as a result of an amendment to the Rivers and Harbors Act of 1970. With this legislation, the Congress authorized the expenditure of \$6.5 million dollars over a three year

period for such an investigation.

In order to accomplish the objectives established by the Congress, a Winter Navigation Board was established to oversee the entire program.

Chaired by the U.S. Army Corps of Engineers, the Board consists of the U.S. Coast Guard, The St. Lawrence Seaway Development Corporation, National Oceanic and Atmospheric Administration, U.S. Maritime Administration, U.S. Department of the Interior, U.S. Environmental Protection Agency, The Federal Power Commission, The Great Lakes Basin Commission (GLBC), and the Great Lakes Commission (GLC). Technical advisors include the National Aeronautics & Space Administration and the Atomic Energy Commission, with the Canadian St. Lawrence Seaway Authority acting as observer for the overall program. Also assisting the board are observers from the eight Great Lakes states, as well as representatives of both labor and industry.

Reporting to the Winter Navigation Board through a Working Committee are the seven Work Groups dealing with Ice Information, Ice Navigation, Ice Engineering, Ice Control, Ice Management, Economic Evaluation, and Environmental Evaluation.



Primary, secondary and induced effects on income received in an 11-state* Department of Commerce study area, are expected to add more than \$382 million constant 1967 dollars to yearly labor earnings by 1980, assuming a 12-month shipping season. This increase in labor earnings rises to almost one billion 1967 dollars by the year 2020. In terms of employment, an increase of approximately 42,000 jobs, on

the average, can be attributed to the total impact on general cargo movement and its associated increase in industrial production in the study area. These indirect benefits far outweigh even the exceptional direct benefits which are used to create the benefit-to-cost ratio.

The extension of the navigation season on the Great Lakes-and the St. Lawrence Seaway would have an additional beneficial result through the efficient utilization of fuel. It costs less, in fuel consumption, in other words, to ship cargo via the Seaway system than by any overland method.

The shipping industry reports that a Great Lakes bulk carrier in the 50,000 ton class, achieves over 500 ton miles per gallon of fuel (tm/gal). This compares with approximately 300 tm/gal for pipelines, 200 tm/gal for railroads, 60 tm/gal for trucks and less than four tm/gal for air transportation (see box), according to DOT.

Water transportation obviously reflects efficiency in terms of low energy utilization as well as the anti-inflation implications.

* Eleven states: Ohio, Michigan, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Nebraska, South Dakota, North Dakota and Wyoming. All or parts of 19 states comprise the Great Lakes Economic Region.

AUTHORITY

Congress authorized a Winter Navigation Program to investigate and demonstrate the practicability of winter navigation on the Great Lakes-St. Lawrence Seaway System in Section 107 of the River and Harbor Act of 1970 [Public Law 91-611]. The program is comprised of three related elements: [1] a detailed Survey Study to determine the economic justification, engineering practicability, and environmental and social impacts of an extended season and to determine the extent of Federal participation in any recommended plan of improvement; [2] a Demonstration Program designed to demonstrate the practicability of extending the season; and [3] an Insurance Study to identify the ways and means to provide reasonable insurance rates for those engaged in extended season operations.

Section 107(b) of the River and Harbor Act of 1970 stipulated that the results of the Demonstration Program should be reported to Congress not later than 30 July 1974. Section 70 of the 1974 Water Resources Development Act amended this date to 31 December 1976.



A wide range of benefits emerge from an extended shipping season

As already indicated, the return-on-investment for an extended navigation season is considerable for any of the season extension alternatives. Obvious benefits resulting from an extension of the navigation season include these:

Firms which ship via the Great Lakes will have the benefits of less costly water transportation open to them for a longer period of time. The resulting transportation savings, based on existing differentials between Great Lakes-St. Lawrence Seaway water borne rates and alternative overland rates is substantial.

Users of bulk commodities (iron ore, coal, stone, grain) which are transported during the regular nine month navigation season now must stockpile resources for winter production needs. Savings resulting from a diminished need to stockpile would come from several areas, including interest on capital represented by stockpiled inventory, real estate released for other more productive uses and a reduction in handling costs. The ultimate results of these savings would be reflected in the prices of consumer and industrial goods.

Another area of savings is found in the utilization

Great Lakes Commercial Shipping¹: Extended Navigation Season

Commodity	Millions of Tons Shipped—Extended Season			
	FY 72 ²	FY 73 ³	FY 74 ⁴	Total
Iron Ore	1.17 ⁵	3.90 ⁵	4.93 ⁵	10.00
Grain	0.71	0.62	1.10	2.43
Coal	1.13	0.67	1.65	3.45
Stone	0.14	0.49	1.12	1.75
Petroleum	0.37	0.76	0.98	2.11
Others	0.06	0.29	0.85	1.20
Totals	3.58	6.73	10.63	20.94

¹ Points of Origin: Lakes Superior, Michigan, Huron, Erie, Ontario, St. Clair and Detroit Rivers.

² 15 December 1971 - 31 March 1972

³ 16 December 1972 - 31 March 1973

⁴ 16 December 1973 - 31 March 1974

⁵ Mostly from taconite ore shipments from Lake Superior; at least partly facilitated by the activities of the Demonstration Program in the St. Marys River.

Benefits for Great Lakes-St. Lawrence Seaway System from Season Extension¹ (\$1,000)

Year	Specific Yearly Benefits—Extension Through		
	31 January	28 February	Year-Round ²
1975	40,283	58,593	68,223
1985	85,205	123,934	140,824
2005	119,091	173,223	196,555
2025	150,674	219,162	247,381

¹ Traffic on total Great Lakes-St. Lawrence Seaway System attributable to U.S. extended program from 15 December through 31 January, 28 February, and year-round.

² Period during which maintenance is required on Welland Canal and St. Lawrence River locks.

of the Great Lakes fleet. An extended season would automatically facilitate the use of newer, more efficient vessels over a longer period of time, as well as result in investments in new vessels and the concomitant benefits to the Great Lakes ship-building industry.

The expansion and modernization of the American merchant marine in the Great Lakes would also occur, along with more efficient utilization of manpower at shore-related facilities such as terminals, warehouses and overland transportation modes.

The tax-supported port facilities and locks would also enjoy a broader, more meaningful use as ships would continue to dock during times when, in the past, slips would be empty for periods of three months or longer.

The greater utilization of facilities in the major deep draft ports of the Great Lakes would have similar significant economic impacts on the port cities and, as well, their states and hinterland states.

At present, unemployment rolls are increased each winter as the result of Great Lakes port shut-downs. These tax-supported costs would be automatically reduced as the navigation season was extended.

As previously cited, direct, indirect and induced effects on income as a result of a 12-month season would add more than \$382 million constant 1967 dollars to labor earnings in 11 states by 1980 and one billion 1967 dollars by the year 2020. Over 42,000 jobs will be attributable to the total impact on general cargo movement and its associated increase in industrial production.

Economists compute primary income from cargo from \$24.00 per ton of general cargo and \$5.00 per ton of bulk cargo to \$29.96 per ton of general cargo and \$5.27 per ton of bulk cargo.*

The secondary or indirect income, as determined by an income multiplier, adds still further to income from cargo. (Simply stated, an income multiplier is

the ratio of total income generated from primary and secondary income per one-unit increase in primary income.) Economists recognize that an increase in primary or basic employment and income generates an increase in total secondary or non-primary income. The income multiplier computed for waterborne commerce in the Great Lakes is approximately 2.0*. This means that every dollar generated by shipping activity can be doubled when we consider the effect of the income multiplier. If a port, for instance, achieves a direct income of \$42 million from shipping, it gains an added \$42 million in terms of related secondary benefits for a total of \$84 million.

The extension of the navigation season also has obviously important development ramifications for the eight Great Lakes states. Many businesses in the Great Lakes region have indicated an urgency to expand export-related production activity, but demand a low cost method of transportation in order to do so.

While increases in shipping capacity of the Great Lakes-St. Lawrence Seaway system will have economic impact on the regional economies of port areas and the hinterland, the extended season will also improve the access of the Great Lakes regions to both foreign and domestic markets.

Traffic flow from Europe to America's Fourth Seacoast has been affected even in summer months because of the unwillingness of overseas shipping firms to plan one course of transportation for their customers during a nine months shipping season and a second course of transportation for the other three months during which the Great Lakes ports are closed because of ice. An expanded shipping season will obviously mean increased shipping during the entire season, in that overseas shippers will then be able to route their cargoes at lower cost to port facilities in the lakes on a more or less full-year basis.

* Sea Grant reprint WIS-SG-71-309



Environmental Effects of Navigation Season Extension

The major assumption inherent in the benefit-cost calculation is that an extended season is feasible from an engineering standpoint on the four upper Great Lakes on a year round basis, but restricted to 11 months on Lake Ontario and the St. Lawrence River due to lock maintenance requirements. If twinning of the St. Lawrence Seaway locks and the Welland Canal is accomplished, or other alternatives are found, year-round navigation could then be considered for the entire Great Lakes-St. Lawrence Seaway system.

Season extension is already a reality on certain selected ports on the upper lakes, where during the first three years of the demonstration program, shipping has been extended through the Soo locks as late as February 8. In 1973 over a dozen fleet operators shipped after the traditional December 15 closing date for the system. During the 1974-75 shipping season, 19 firms are operating. On the lower lakes, certain commodity traffic has moved, and is increasing, year round.

The overall environmental impacts of the navigation season extension alternatives differ primarily in the duration of various relatively minor effects.

Investigation to date indicates that extension of the navigation season to January 31 would have minor adverse effects on the physical environment and these would be mitigated with remedial measures. Environmental studies which focus on severe weather conditions should continue. Extension of the navigation season to February 28 or year-round would have similar impacts for a longer duration.

- Two significant directions of impacts, positive and negative.
- Major direction of the impacts is beneficial, or positive.
- Major direction of the impacts is adverse, or negative.
- Where no color is shown no significant impact exists.

ENVIRONMENTAL INDICATORS	Operational Elements				Information Collection & Dissemination Systems				Remedial Measures			
	Icebreaking Assistance	Ice Control Devices	Navigation Aids	Precision Navigation Systems (PNS)	Air Radar Systems	Lock Modifications	Moving Improvements	Ice Navigation Center Services	Asail Ice Reconnaissance	Vessel Traffic System (VTS)	Automated Traffic Information System	Water Level Gauges
ECOLOGY												
Species and Populations												
Habitats and Communities												
Biosystems												
ENVIRONMENTAL QUALITY												
Water Pollution												
Air Pollution												
Land Pollution												
Noise Pollution												
AESTHETICS												
Land												
Air												
Water												
Biota												
Man-made Objects												
Composition												
HUMAN INTEREST												
Educational/Scientific												
Historical												
Cultural												
Mood/Atmosphere												
Life Patterns												

The chart above indicates environmental areas affected even slightly by the extended season. Air or water quality effects appear to be minor as is the case with land use, noise and usual aesthetic standards.

The effects of winter navigation on shore erosion and shore structure damage also appear to be minimal. The environmental problems of shore erosion damage continue to be documented by studies conducted during the Demonstration Program. The action of passing ships and ice floes were identified as contributing to damage of shore structures. On the St. Marys River, a special study on shore erosion concluded that erosion of the river banks and bottom during the period of extended navigation is minimal and observations indicated that a relatively small area of shoreline, less than 5,000 feet, was exposed to erosion. A system study on the St. Clair-Detroit Rivers System is being conducted to identify any problem areas that may exist in that reach of the System.

Large scale bubblebers may present potential problems whose relative significance would be dependent on site, surroundings, and operational characteristics. These problems include such items as increased dissolution rate of bottom sediments expansion and modification of the environmental effects on aquatic flora and fauna, effects related to depletion of thermal reservoir, transport of benthos and plankton, effects on fish spawning, effects on fish migration, creation of vertical and horizontal currents, effects of added gases of nitrogen, oxygen, etc. on aquatic life, effects of molecular nitrogen fixation by nitrifying and nitrogen fixing organisms, and effects on use of ice for human travel and recreation.



When can the extended season become a reality?

The experience and findings gained through the first three years of the demonstration program and the compilation of three years worth of findings indicate that before an extended season can be initiated on an operational basis in the St. Lawrence River portion of the system, further experimentation is needed.

Canadian winter navigation activities center on improving the operational efficiency of the system. Close liason with the Canadian Seaway Authority is maintained through intense inter-governmental co-ordination which is also necessary in order to realize full system benefits in the Seaway section.

Activities for the first three years have concentrated on the upper Great Lakes portion of the system; to complete the investigation, similar activities must be undertaken and completed for the St. Lawrence River section. An additional \$3 million has been authorized by Congress to extend the demonstration program an additional 2½ years.

It has been demonstrated that, in general, winter navigation requires effective and efficient icebreaking capabilities, ice control measures, ice manage-

ment techniques, improved navigation aids, improvements in ice and weather data forecasting, collection, monitoring and dissemination techniques and improvements to safety and survival measures.

A time frame analysis of season extension objectives indicates that while the four upper lakes can now realistically operate beyond January 31, the St. Lawrence Seaway section will not be operational to January 31 much before 1980. The Welland Canal can operate only to January 31 at present.

Before that time—by the 1976-77 shipping season—indications are that the shipping season on the four upper lakes, given proper authorization and funding, could be extended to 11 months. Within a year—by the 1977-78 season—full, year-round shipping could be a reality in that part of the system.

The Seaway Authority of Canada has no firm schedule for extending the operating season on the Welland beyond January 31. The Winter Navigation Board and U.S. and Canadian seaway entities are working to develop projects and procedures that will extend seasonal navigation through the St. Lawrence River.

Activities Necessary to Extend the Navigation Season

- Extension to January 31
- Extension to February 28 or year-round

*Navigation aids include ice bouys, radar transponder beacons, fixed aid systems and logistic support.
 **A similar system presently exists on Lake Ontario and the St. Lawrence River.

	Icebreaking Assistance	Ice Control Devices	Navigation Aids*	Precision Navigation Systems (PNS)	Air Bubbler Systems	Lock Modifications	Mooring Improvements	Ice Navigation Center Services	Aerial Ice Reconnaissance	Vessel Traffic System (VTS) **	Automated Traffic Information System	Water Level Gauges	Additional Search and Rescue Capability	Expansion of the Oil Pollution Strike Force	Assistance to Ferry Transportation	Maintenance of Levels and Flows	Powerplant Protection	Shore Structure Protection
Lake Superior																		
St. Marys River																		
Straits of Mackinac																		
Lake Michigan																		
Lake Huron																		
St. Clair-Detroit River System																		
Lake Erie																		
Lake Ontario																		
St. Lawrence River																		

Among the dozens of techniques being utilized in the demonstration program to aid ship transits of ice-covered waters are new ice navigation concepts and systems, advanced weather forecasting systems, new ice control techniques, intensified ice-breaker assistance and the use of bubbler systems, which bring warmer below-surface water to the surface to minimize ice coverage. These activities are summarized in the above chart.

All of these factors are involved in the extension options discussed in the special report. Operational features, information systems and remedial measure elements are, in fact, identical for all season extensions, except that the year-round alternative requires the more extensive use of ice control devices (see chart).

Great Lakes shipping is an obviously indispensable link in the industrial and the agricultural economy of the mid-continent. When we consider that the Great Lakes area contains 26% of the nation's population (80% classified as urban), is responsible for 36% of the nation's value-added-thru-manufacturing; 47% of the nation's steel production, (as well, the Great Lakes hinterland produces over 80% of the raw materials required for steel production in the United States); 12% of the nation's mining, (71% of the nation's iron ore and 40% of its limestone) and 37% of the nation's grain, it is abundantly clear how dependent the economies of the Great Lake states are

on low-cost transportation.
 The extension of the presently restricted shipping is vital to the nation in its efforts to expand the capacities of our national transportation network and at the same time, reduce transportation costs and conserve transportation fuels.
 What is the next step?
 Federal agencies involved in the effort to extend the navigational season should take immediate steps to implement the programs which have been successfully demonstrated to date on an on-going basis on the four upper Great Lakes. The Coast Guard should step up planning for replacement of obsolescent general purpose tugs with vessels of greater icebreaking capability. Congressional support is urged for a permanent extension of the navigation season on the four upper Great Lakes. Finally, an intensification of effort for the development of an extended season for the balance of the system—Lake Ontario and the St. Lawrence River System coordinated with the Government of Canada—is necessary so that the entire system might achieve, at some early future date, an extended navigation season.
 Demonstration Program technical activities and preliminary economic analyses indicate that an extended season is feasible both economically and technically. The national interest now requires that we move to implement material and procedural improvements and provide funds necessary to extend the navigation season.

Great Lakes Governors Comment on Extending the Great Lakes-St. Lawrence Seaway Navigation Season



Wendell R. Anderson
Governor of Minnesota



Patrick J. Lucey
Governor of Wisconsin



James A. Rhodes
Governor of Ohio



William G. Milliken
Governor of Michigan

Winter navigation is vital to an expanding world market. Our region's vast production ability could be greatly enhanced with an extended shipping season through Minnesota's world seaport at Duluth.
 Wendell R. Anderson
Governor of Minnesota

The effort to extend the winter navigation season on the Great Lakes-St. Lawrence Seaway is a logical step toward the greater utilization of this vital waterway. A year-round shipping season would have a tremendous economic impact upon all Great Lakes ports.

Milton J. Shapp
Governor of Pennsylvania

As the supply of energy becomes increasingly uncertain, the need for efficient and environmentally sound transportation advances becomes even more important. Extension of the Great Lakes shipping season is one area that could be properly explored in that context. More intensive and extensive use of our nation's fourth seacoast merits careful attention. But care needs to be taken to insure that all environmental and safety concerns are carefully researched and taken into account.

Patrick J. Lucey
Governor of Wisconsin

Twelve months' navigation on the Great Lakes would bring added traffic worth millions of dollars to Indiana and thus provide more stability for the economy of the midwest.

Otis R. Bowen
Governor of Indiana

Two of the major variables in the price of products today are the cost of the energy to produce the product and the cost of transportation of the raw materials and finished products. Extension of the Great Lakes-St. Lawrence shipping season would help minimize both costs to the benefit of both the industry and consumers of the Great Lakes states. Thus Ohio enthusiastically supports the efforts to extend the shipping season of her Great Lakes Ports.

James A. Rhodes
Governor of Ohio

Extending the length of the shipping season would lead to more efficient utilization of man power and facilities at New York's Great Lakes Ports. These efforts must include provision for maintaining flows for hydroelectric energy generation and must protect shorelands and other environmental resources.

Hugh Carey
Governor of New York

I believe that full-year navigation of the St. Lawrence Seaway promises expanded opportunities for the marketing of Michigan products to the world. In fact, all the states and provinces which are located on the Seaway will benefit from continued development of the Seaway's potential.

William G. Milliken
Governor of Michigan

For every month added to the Great Lakes shipping season it is calculated that \$20 million will flow directly and indirectly into the economy of the State of Illinois. Such benefits are essential and must be realized with no significant adverse environmental effects in the System.

Gov. Dan Walker
State of Illinois



Milton J. Shapp
Governor of Pennsylvania



Otis R. Bowen
Governor of Indiana



Hugh Carey
Governor of New York



Dan Walker
Governor of Illinois



WINTER NAVIGATION BOARD



*United States
Army Corps of
Engineers*



*Saint Lawrence
Seaway Development
Corporation*



*United States
Coast Guard*



*National Oceanic
and Atmospheric
Administration*



*Great Lakes
Commission*



*Maritime
Administration*



*U.S. Department
of the Interior*



*Great Lakes
Basin Commission*



*Environmental
Protection Agency*



*Federal Power
Commission*

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Michigan State Chamber of Commerce, St. Lawrence Seaway Development Corp., Great Lakes Commission, Great Lakes Task Force (incorporating The International Association of Great Lakes Ports, Council of Lake Erie Ports, Western Great Lakes Ports Association, Marine Engineers Beneficial Ass'n, International Longshoremen's Ass'n, Great Lakes Commission), Industrial Users of the Great Lakes-St. Lawrence Seaway, Lake Carriers' Association, U.S. Steel Corporation—Great Lakes Fleet, Cleveland-Cliffs Iron Co., Lake Shore, Inc., Ogdensburg Bridge and Port Authority, Port of Milwaukee, Seaway Port Authority of Duluth, Niagara Frontier Transportation Authority, Cleveland-Cuyahoga Port Authority, Toledo-Lucas County Port Authority, Detroit-Wayne County Port Authority, The Pittsburg-Conneaut Dock Co. and Great Lakes Steel.

GREAT LAKES COMMISSION
PROGRAMS - GOALS

SEAWAY NAVIGATION & COMMERCE

A major success story for the Great Lakes was realized in 1970 when a number of amendments, which we all worked for were included in the Merchant Marine Act of 1970 which amended the Merchant Marine Act of 1936 and included provisions to:

America's Fourth Seacoast

- (a) Relieve the St. Lawrence Seaway Development Corp., from payment of accrued interest charges and future interest charges on the principal debt of the U.S. Section of the St. Lawrence Seaway.
- (b) Recognized the Great Lakes as the "Fourth Seacoast" of the U.S.
- (c) Provide operating and construction subsidies for vessels operating in the Great Lakes - overseas trade as are other ocean vessels.
- (d) Allow set-asides before taxes, of earnings for replacement and modernization of the Great Lakes bulk carrier fleet.

Only three new vessels were constructed during the period of 1960-1971 in the Great Lakes. Since passage of the Merchant Marine Act of 1970 we have witnessed the following revitalization of the Great Lakes Marine transportation industry:

- (a) Eight newly constructed vessels began service (two in 1972 - five in 1973 - one in 1974).
- (b) Six vessels under construction (MARAD assistance).
- (c) Since 1972, two vessels constructed or under construction have received title XI, Ship Financing Guarantee, and applications are pending for title XI assistance with respect to the construction of two other vessels.
- (d) The first Great Lakes operating differential subsidy contract for U.S./Canadian translake trade was awarded on April 21, 1972, to the American Steamship Co. (Contract since terminated).
- (e) A \$29 million dollar capital construction fund has been established by sixteen GL operators, this represents a commitment to undertake construction - conversion of approximately 40 vessels with total expenditure of about \$300 million.
- (f) Prairie Shipping, Inc., subsidiary of Ceres, has applied for operating and construction differential subsidiaries for three vessels to be operated in the Great Lakes overseas trade.

Winter Navigation Season

The program to demonstrate that the navigation season on the Great Lakes-St. Lawrence Season can be extended has been proven out on the Upper Lakes, with emphasis now shifting to the St. Lawrence River portion of the system. Results of this program in FY 72 through FY 75, with limited funding, prove that a 12 month navigation season on the Great Lakes is feasible with additional study of the St. Lawrence Seaway necessary to implement the program throughout the entire system.



A brochure explaining in detail this program of the Winter Navigation Board has been produced by the GLC in cooperation with other GL entities and is available for distribution.

Great Lakes Overseas Cargoes

This past year we have seen a decline in the shipments of overseas general cargo but through the efforts of Senator Mondale and Senator Griffin appropriate legislation will be offered to alleviate this problem.

The Griffin concept would help end the problem of lack of U.S. flag vessel service and diversion of cargo, and the discrimination against U.S. ports, since the shipping agency (Federal) would need to look to the port range or ports nearest to the point where the equipment, materials or commodities being shipped are manufactured in order to initially determine whether U.S.-flag vessels are "Available". If U.S.-flag vessels were not available at that range of ports the shipping agency would be free to use foreign flag vessels at that port range. The proposed Mondale amendment will guarantee that each of the coastal port areas, including the Great Lakes, would be entitled to the benefits of at least 10% Federal Maritime Assistance provided under the 1936 act thus setting aside a portion of Federal construction and operating subsidies for U.S.-flag operation serving the overseas trade of the Great Lakes-St. Lawrence Seaway. [Inclusion of the Mondale Amendment in appropriate legislation is suggested].

Things To Do

Although we have had considerable success during the last few years in gaining recognition and status as America's Fourth Seacoast, we must strive and exert every effort to see that provisions of the law are applied and administered on an equitable, objective basis to develop the full economic potential of the Great Lakes basin, and we must proceed to achieve full fourth seacoast status as authorized by the Merchant Marine Act of 1936, as amended:

- (a) Increase Great Lakes-St. Lawrence Seaway Overseas Commerce through continued vigorous legislation, government activities, and administration of Cargo Preference Laws to increased shipments of DOD - AID - General Cargo shipped via the GL St. Lawrence Seaway in general commerce and under the U.S. Soviet Trade Agreement.
- (b) Eliminate discriminatory inland freight rates for service to GL ports.
- (c) Implement the MM Act of 1970 by establishment of a MARAD Great Lakes Region Office; feeder service from selected GL ports; fair and equitable regulations concerning administration of cargo preference laws. (MARAD Authorization Bill includes MARAD office for Great Lakes)
- (d) Eliminate the 25% local cost requirement for construction of containment areas for disposal of polluted dredged material.
- (e) Promulgate uniform standards for disposal of vessel wastes.
- (f) Eliminate tolls and user charges on the GL-St. Lawrence Seaway.
- (g) Study and develop most economical and desirable methods to obtain year round navigation throughout the GL-St. Lawrence Seaway system, and to serve all waterborne traffic requirements for waterways from the Great Lakes to the Sea.
- (h) Re-examination of essential trade routes into lakes. (MARAD docket S. 173) based on fuel conservation measures, transportation savings, etc.



GREAT LAKES COMMISSION
PROGRAMS - GOALS

FISHERIES AND WILDLIFE

Several of our programs and goals were realized in 1974:

- (a) Extension of the Anadromous Fish Conservation Act (PL 91-249) from June 30, 1974 to June 30, 1979.

The Great Lakes Commission supported and the new act includes:

- (1) authorization and appropriation of \$20 million per annum, which in part will support hatchery construction, enhancement of stream conditions, individual spawning areas and barriers for sea lamprey control,
 - (2) increased federal share for multi-state programs from 60% to 66 2/3%.
- (b) Funding for the Sea Lamprey Control Program for FY75 of \$2.198 million as the U.S. contribution to the Great Lakes Fishery Commission. We worked through the U.S. Department of State to have included in the President's budget for FY 76, \$2.618 million as the U.S. contribution to the Great Lakes Fishery Commission's Sea Lamprey Control Program. The FY77 Great Lakes Fishery Commission budget is now being formulated.
- (c) Great Lakes Trout Planting Program (Jordan River Michigan, National Fish Hatchery) Funding was continued as requested to include \$100,000 to support a production level of 4.6 million fish by the Fisheries and Wildlife Service in FY75.
- (d) Pittman-Robertson and Dingell-Johnson funds in FY74 of \$37.5 million were apportioned nation wide on a cost sharing basis. (Michigan alone received grants of \$857,799 for Wildlife restoration, \$292,811 for fisheries improvements, and \$56,250 for hunter safety training and facilities during FY75.

Programs yet to be realized:

- (a) Animal Damage Control (H.R. 1519-94th Congress) - We seek enactment of legislation to provide for a program to assist states in:
- (1) Controlling damage caused by predatory and depredatory animals,
 - (2) research and control and conservation of predatory and depredatory animals,
 - (3) abating damages caused by such animals.
- H.R. 1519 to be referred to the Subcommittee on Fish and Wildlife Conservation, House Merchant Marine and Fisheries Committee.
- (b) Fish Disease Control (H.R. 1083) - We seek enactment of H.R. 1083 or similar legislation which provides protection for the fishery resources of the U.S., including the fresh water and marine fish cultural industries, against the introduction and dissemination of diseases of fish and shellfish through development of an effective and coordinated fish disease control program. H.R. 1083 is now pending before the House Merchant Marine & Fisheries Committee's Subcommittee on Fish and Wildlife Conservation.
- (c) Preservation of Unique Fish Habitat (New bill) - We seek federal authorization and funding for states to acquire stream and adjacent lands for the preservation of unique fish habitat. The National Game Fish Stream Preservation Act (H.R. 3830) died in 93rd Congress. We recommend that this proposed legislation be re-submitted.
- (d) Funding for the Sea Lamprey Control Program for FY77 to Great Lakes Fishery Commission capabilities.

GREAT LAKES COMMISSION
PROGRAMS - GOALS

ENVIRONMENTAL QUALITY CONTROL

Most of our activities on environmental quality control have centered on the States' efforts to implement the provisions of PL 92-500, the Federal Water Pollution Control Act amendment of 1972, in the following areas:

- (a) Section 207 - authorizes "not to exceed" \$18 billion over three years for the construction grant program. This has been downgraded by the Administration to a 50% level of indicated activity. This is a major item in the "impoundment of funds" issue. No authorization for further funding is in the law subsequent to FY75.
- (b) Section 203 and Section 101(f) - Section 203 dictates or triggers construction grant levels of activity because plans, specifications and construction cost estimates must be approved by the administration before funding becomes available (construction obligation authority). Here is where the real bottleneck occurs, and this is essentially why the voluminous red tape, rewrites, false starts and requirements of EPA have limited actual funding obligation authority for the nation to about \$2 billion dollars to date (now in 3rd year). New regulations came out in February, 1974, but they are still cumbersome.
- (c) Section 206 - (Reimbursement and Advanced Construction) authorizes appropriation of \$2.75 billion to pay and reimburse states and local entities for the federal share of treatment works corresponding to amounts entitled to if federal funds had been available, and allocated at the time approved projects were constructed. These funds are slowly being made available.
- (d) Section 106 - (Grants for Pollution Control Programs) authorizes appropriation of funds in amount of \$80 million and \$75 million for FY73-FY74, respectively. These amounts have been arbitrarily cut back through allocation (\$40 million in FY74); presently there is no authorization for funds subsequent to FY74, and OMB has indicated that these operating funds should be phased out.

The following summarizes legislative and support programs which are on-going and consist of the following activities:

- (a) Section 207, PL 92-500 - We recommend that funds for the construction of collection systems and treatment works be approved at the maximum levels authorized by Section 207, and that authorization, as required, for funding beyond FY75 be provided for so that work may be continued and completed as authorized by the Act.
- (b) Section 203 - 101(f) - We recommend a moratorium on new procedures and guidelines, as provided in Section 101(f) of the Act, be declared by the EPA to eliminate tie-ups and unnecessary paperwork now required to gain approval of application. (We support the "Cleveland-Wright amendment", H.R. 2175 or similar legislation to achieve our recommendation.
- (c) Section 206 - We seek the funds authorized under Section 206, and recommend that they be appropriated and dispensed so that states can be reimbursed for funds advanced to pay the federal share for construction of treatment works. (We support S.20 or similar legislation to secure these funds).



- (d) Section 106(a) - We recommend that the states operating grants under Section 106(a) be continued and funded at the \$75 million annual level thus insuring that state "operating budgets" for water pollution control activities can be maintained at a level to continue and implement activities required to comply with provisions of PL 92-500 and the U.S.-Canada Water Quality Agreement.
- (e) PL 93-243 - This amendment to PL 92-500 was passed in January 1974, and specifically provided that no special priority be imposed for Great Lakes Area projects solely to meet the international agreement in view of the fact that a large portion of the contract obligation authority provided for by Section 207, (\$5 billion in FY73, \$6 billion in FY74 and \$7 billion in FY75) has been impounded or not allocable. We requested Presidential submission of appropriate legislation to Congress that will authorize necessary funding for the Construction of sewage treatment and collection facilities in the Great Lakes Area to meet the requirements and schedules of the U.S.-Canada Water Quality Agreement. Note: Recent letter, D/State, says such legislation is not needed -- that U.S.-Canada Water Quality Agreement provisions will be met.
- (f) Title IV, Permits and Licenses, PL 92-500 (NPDES) - Of the Great Lakes states, Ohio-- Michigan - Wisconsin have permit-issuing authority. We recommend speedy action by EPA on GL states' requests for NPDES permit authority and consideration of states' accomplishments should be a top priority consideration in granting EPA approval of state requests.
- (g) Toxic Substance Control - The toxic substance Act (S. 426, H.R. 5353) to establish in the EPA a toxic substance Board to implement procedures and regulations to control toxic substances that may affect water quality of the Great Lakes died in the 93rd Congress. We recommend that this proposed legislation be re-submitted.



GREAT LAKES COMMISSION
PROGRAMS - GOALS

SHORELINE USE & RECREATION - WATER RESOURCES

Favorable results were obtained in gaining congressional approval of legislation relative to shoreline use regulations, management and assistance as follows:

- (a) Coastal Zone Management Act - Indications are that the Administration favored the proposed Land Use and Planning Assistance bill over the Coastal Zone Management Act. The Commission took the position that PL 92-583 offered the best opportunity, pending enactment of some form of Land Use bill, to assist the Great Lakes states in money to meet coastal zone land use agreements and recommended to the Congress that funds for FY74 should be provided as authorized under the Act to develop state Coastal Zone programs. \$7 million has been granted for FY74 to implement the Act. No funds were included in the President's budget for FY74 to implement the Coastal Zone Management Act, PL 92-583. Funds under this Act are distributed to the states to develop versatile state coastal zone programs.
- (b) Assistance for Damaged Areas - Section 54, PL 93-251, the Water Resources Development Act of 1974, authorizes a demonstration project in the Great Lakes basin to emphasize the development of low cost shoreline erosion control devices with projects to be carried out on private or public lands.

In cooperation with our states, various Federal agencies, local governments and local interest groups, the following has been developed as our open-ended program to prevent, alleviate, and mitigate damages along Great Lakes Shorelands caused by fluctuating water levels, erosion, flooding and storms:

- (a) Control of regulation of lake levels to mitigate damages. This includes acceptance of such measures as contained in SO 901, (Lake Superior) with compensation for losses caused by artificial manipulation of the water levels; maximum outflows through the St. Lawrence River to reduce levels of Lake Ontario; reduction of inflows at Long Lake and Ogoki; maintenance of maximum authorized outflows through the Illinois River system -- and of course, weather modification for reduced precipitation, without drought, and bright sunny days.
- (b) Local and state ordinances which will include zoning, setbacks, construction densities, sanitary restrictions, and so forth.
- (c) Federal funding for programs and projects designed to protect shorelands from erosion and flooding, including private ownerships on a cost-sharing basis.
- (d) Blanket authorization and funding for states and the Federal government to undertake erosion protection measures without the need for each project having to be individually authorized by Congress.
- (e) Appropriation of funds, as authorized by Section 54, PL 93-251, for erosion control development and demonstration program on the Great Lakes, (\$8 million is authorized).
- (f) Continuation of emergency flood protection and flood fighting measures, similar to those carried out under "Operation Foresight".



- (g) Flood Plain Zoning, and Flood Insurance Programs of HUD.
- (h) Federal income tax relief for damages sustained from flooding and erosion damages.

This program is flexible and as stated, open-ended. Our approach is to present the program as a package and to go after individual items which lead to common objectives of preventing damages and losses, protecting established and essential facilities, and assisting and mitigating losses whenever possible.

Other Programs - Legislation yet to be realized:

- (a) Polluted Dredged Materials - In PL 93-251 we were able to obtain partial relief from payment of the construction costs for containment areas for polluted dredged materials where a local interest has assumed such obligation and then becomes eligible for waiver of the 25% requirement.

We continue to seek amendment to PL 91-611 by deleting Section 123(c)(2), which would remove the 25% requirement from the law.

- (b) H.R. 3267- To provide compensation for shore damages due to water level fluctuation attributable to acts of the U.S. Government.
- (c) H.R. 2628 - To provide that certain losses from shoreline erosion shall be deductible for income tax purposes.
- (d) New bill - Federal acquisition of disposal sites for spoils from harbor dredging.
- (e) New bill - Provide relief and assistance from flood and erosion damages to include:
 - (1) Emergency program for erosion protection and controls similar to present flood emergency provision.
 - (2) Small erosion control projects, blanket authorization for State-Federal projects and programs to control erosion; including private ownership on cost sharing basis.

We will continue our support for state programs for shorelands protection and management by seeking implementation of above listed programs and/or legislation.



GREAT LAKES COMMISSION
PROGRAMS - GOALS

ORGANIZATIONAL ASSISTANCE

Continue to serve as a member and Secretary to (1) Great Lakes Task Force (2) Interstate Legislation Committee on Lake Erie and other GL entities as needed to implement programs to benefit the region.

February 1975



GREAT LAKES TASK FORCE

GOALS AND OBJECTIVES 1975*

(Background Information Attached)

Major Objectives: To establish equality for America's Fourth Seacoast and its tributary area, and to promote orderly economic development within a quality environment.

Goals:

1. Increase Great Lakes-St. Lawrence Seaway commerce through trade promotion, and vigorous legislative and governmental actions to obtain equitable and objective administration of the Merchant Marine Act of 1936, as amended, and establish U.S. flag vessel service into the Great Lakes on a scheduled, convenient basis.
2. Eliminate discriminatory inland freight rates for service to Great Lakes ports.
3. Extend progressively the navigation season within the Great Lakes-St. Lawrence Seaway system as a system, and incrementally implement measures, procedures and operations found to be feasible.
4. Eliminate Section 123 (c) (2) PL 91-611, which requires that non federal interests contribute 25% of the ^{total} cost of construction of containment areas for polluted dredged materials and the Office of Management and Budget to allocate the full amount appropriated (16.4 million) for construction of containment areas in FY 75.
5. Eliminate discriminatory tolls and user charges on the Seaway System.
6. Investigate navigation improvements to the Great Lakes-St. Lawrence Seaway System, including alternate routes between the Great Lakes and the Sea.
7. Encourage international cooperation for environmental conservation and economic development.

*Relating to position paper presented July 30, 1974.



BACKGROUND INFORMATION

GREAT LAKES TASK FORCE

GOALS FOR 1975

1. Increase Great Lakes-St. Lawrence Seaway commerce through trade promotion, and vigorous legislative and governmental actions to obtain equitable and objective administration of the Merchant Marine Act of 1936, as amended, and establish U.S. flag vessel service into the Great Lakes on a scheduled, convenient basis.

The Great Lakes area, the Great Lakes-St. Lawrence Seaway, the eight Great Lakes states, labor, industry, and the nation are subjected to economic, social, and environmental damages for lack of appropriate use of our waterborne commercial traffic, including the Great Lakes-St. Lawrence Seaway system.

The Great Lakes as America's Fourth Seacoast, offers a waterway (water route) extending over 2300 miles into the heartland of the North American continent with the inherent advantages of low-cost transportation, reduced land use for transportation corridors, tremendous savings in short-supply fossil fuels, comparatively pollution-free operating characteristics and transportation economics that will make products and manufactured goods competitive in world markets, thereby improving U.S. position in the foreign trade and the international balance of payments.

The Great Lakes-St. Lawrence Seaway system is underutilized presently but, with improvements in planning and programmed use, extended navigation season, channels, locks, navigation aids, etc., the waterway can move significantly greater tonnages on acceptable schedules and frequencies. It is estimated that only about 4% of the U.S. overseas traffic flows through the Great Lakes gateway or Fourth Seacoast.

SPECIFIC

Major problems faced by Great Lakes maritime interests are development of cargo shipments and traffic via the Great Lakes-St. Lawrence Seaway system (general, containers, and bulk cargoes).

- A. Decline in shipments of general cargo, 1970 to 1974
 - (1) Seaway's share of total U.S. trade to Continental Europe decreased 21%. (U.S. commerce increased to this area by 18%.)
 - (2) Seaway's share of total U.S. trade to Mediterranean decreased 61% (U.S. commerce to the area increased 10%.)
 - (3) Six liner services were lost since 1972 on Continental Europe and Mediterranean routes.
- B. Cargo Preference Law administration contributes to loss of general cargo.
 - (1) No U.S.-flag ships have served the Great Lakes/Seaway in the overseas trade since 1970.



- (2) Lake ports cannot participate in government controlled cargo movements of:
 - (a) Department of Defense goods.
 - (b) AID other than PL 480* (approximately 2 million tons annually).
 - (c) Special agreements.
 - 1. U.S.-Soviet Agreement (waivers)
 - 2. Bilateral trade agreements.

*PL 480 cargoes have declined between 1971 and 1973 from 468,000 tons to 217,000 tons, an average decline of 27 percent. In 1974 we were faced with a 71 percent decline over 1973.

GREAT LAKES TASK FORCE
OBJECTIVES:

- 1. Include the Great Lakes-St. Lawrence Seaway system in the National Transportation plans and programs. This planning should provide for the integration of the various modal transportation services. Also it should include ecological and environmental benefits, land use economies, and a reduction of product market costs. The Nation now has no integrated plan. The Great Lakes must have equal standing with all other interests in governmental transportation development.
- 2. Improve navigation facilities (locks, channels, navigation aids, etc.) and extend the navigation season in the system.
- 3. Join with other port areas to promote fuel economy and transportation efficiencies; use of most appropriate modes; shipments through gateways that offer most benefits; relief to cargo-glutted ports where there are bottlenecks on shipments; broad use of underutilized port areas that have adequate capacity and wherewithal to provide essential services.
- 4. Improve shipping conditions (atmosphere) for ship operators and shippers in the Great Lakes. This includes tolls, lockage charges, restricted season, pilots, restricted channels, long turn-around time, strikes, and extended (time consuming) bureaucratic procedures.

THE GREAT LAKES TASK FORCE recommends the following Congressional and/or MARAD Actions:

- 1. Instigate a program (MARAD), administered and managed in the Great Lakes region, to bring U.S.-flag vessel service to port locations where a great deal of the overseas cargoes are generated. Such a program should include:
 - (a) Specific assistance to private operators to establish U.S.-flag service, such as ship availability, operating subsidies, construction subsidies, cargo promotion, and feeder services.
 - (b) Trial, test and experimental programs under MARAD designed to assist in promoting waterways shipping, including the Great Lakes-St. Lawrence Seaway. (46 U.S.C.A. 1205)



(c) New legislation to authorize needed MARAD programs as appropriate.

2. MARAD should re-evaluate essential trade route findings (S. 173) into the Great Lakes to include fuel and energy economy and efficiency policies enunciated by the President to Congress and to include considerations of the National economic interests and the provisions of the Merchant Marine Act of 1970 (Fourth Seacoast).

3. MARAD should work with other Federal agencies to minimize or eliminate cargo diversions that do not provide for fuel efficiency and conservation and transportation economies and that result in cargo losses to ports in the Great Lakes. What can be done within MARAD to correct inequalities in freight rate structures? How can cargo diversions from the Great Lakes be corrected?

4. MARAD should seek amendment to the U.S.-Soviet Trade Agreement so that (a) shipments of cargoes out of the Great Lakes under the Agreement are exempted from parity considerations, and (b) the Great Lakes are exempted from the 40-port restriction.

5. MARAD should in the national interest initiate the construction and operation of 12 ships (4% of 300 for 4% of the Great Lakes portion of the U.S. foreign trade) that can transit the Great Lakes-St. Lawrence Seaway system, capable of carrying mixed cargoes (package, container and bulk).

6. The U.S. Congress should establish within MARAD a Great Lakes region office as is now provided for the Eastern, Gulf and Western regions. (MARAD Authorization Bill)

7. The Congress & Federal Agencies involved are requested to assist the Great Lakes Commission and regional and national interests to improve the climate for vessel and shipping operations in the Great Lakes-St. Lawrence Seaway system; reduce and eliminate real or potential harassment conditions that may prevail (tolls, lockage charges, restricted navigation season, pilotage agreements and pilotage services, restricted channels, extended turn-around times, and extended (time consuming) bureaucratic procedures); and promote in a positive manner operations of Federal agencies which will reduce bureaucratic harassment and provide a healthier operating climate.

8. DOT should establish an Ombudsman's office to assist ships with problem areas as they occur.

9. MARAD should expedite their study to establish U.S. flag service in Great Lakes.

These nine points were presented to MARAD and other Federal agencies in November 1974 with the hope that you will give full consideration to them and allow the Great Lakes-St. Lawrence Seaway system and Great Lakes ports to reach their full potential as soon as possible.

These are points that the Great Lakes Commission, the Great Lakes Task Force and Great Lakes Maritime Interests believe are important to such development. We urge Congressional and Federal Agency support for our program.

2. Eliminate discriminatory inland freight rates for service to Great Lakes ports.

On April 19, 1971, in response to the petition by the GLTF and other interests, on its own motion, the ICC ordered an investigation be instituted into the export-import rates and/or charges to and from Pacific Coast ports and GL ports (Ex Parte No. 270, Sub. No. 1). The investigation of Great Lakes rates and charges was re-instituted on March 13, 1972, as Ex Parte 270, Sub.

No. 1B. Briefs were filed in May by petitioners and respondents. Administrative Law Judge Richard E. Ries issued the initial decision on November 26, 1973, with petitioners and respondents required to file exceptions to the decision within 20 calendar days.

In summary, Administrative Law Judge Ries issued the following initial decision:

(1) That the rail rates applicable on general commodity export-import traffic to and from GL ports are not shown to be unduly prejudicial or preferential in violation of Section 3(1) of the Act.

(2) That the export-import rates on TOFC-COFC traffic to and from the GL ports are not shown to be unduly prejudicial or preferential in violation of Section 3(1) of the Act.

(3) That the rates on export-import general cargo traffic to and from the GL ports are not shown to be unjust or unreasonable in violation of Section 1 of the Act, except for the restrictions in tariffs E-2009 and E/W-2010 series that prohibit their application on export-import traffic which are found to be unreasonable and will be ordered cancelled.

(4) That the equalization of export-import rates to and from the west bank of Lake Michigan ports as sought by the Port of Green Bay is denied.

(5) That the present rail rates on whole grains and soybeans are not shown to be unreasonable or unduly preferential to the tidewater ports or unduly prejudicial to the GL ports.

(6) That the request for a prescription of shipside rates for application on grain products exported through the GL ports be subject to a 12 cent waterborne charge is denied.

(7) That the proceeding in Ex Parte No. 270 (Sub. No. 1B) is discontinued. Since the Great Lakes Task Force and other Great Lakes interests do not agree with the initial decision under 1,2,4,5,6, and 7 above, extension of the filing date for replies was requested so that Great Lakes interests could formulate procedure, determine position and file exception to the initial decision. (ICC extended filing date to February 24, 1974, and Great Lakes interests filed exceptions to the initial decision.)

The Great Lakes Task Force recommends:

(1) Immediate relief to the problems of discriminatory freight rates and ICC lack of concern (as demonstrated in Ex Parte No. 270, Sub. No. 1B) should be sought by every available Legislative and judicial means.

(2) That the Great Lakes Ports be placed on a rate parity basis with the tidewater ports, with only proportionate mileage being the difference in inland shipping costs.

(3) Surface transportation Legislation assisting financially troubled railroads should include provision for Great Lakes Ports to be placed on a rate parity basis with the tidewater ports, with only proportionate mileage being the difference in inland shipping cases.

During the deliberations of Ex Parte No. 270, Sub. No. 1B, a study of transportation on the Great Lakes was completed by Reebie Associates for the Maritime Administration, which for the first time focuses on the impact of railroads on



waterborne trade in the lakes. The Great Lakes Task Force reviewed the study and agrees with the report's recommendations for ICC changes.

Recommendation (1) - Rail import-export rates and special demurrage rules applicable to any port on any coast should also apply to GL ports.

Recommendation (2) - ICC should follow its precedents, bolstered by court decisions in land-water competitive cases, rather than cast-by-case rulings as it does now.

Recommendation (3) - Rules should be established to govern land-water competition harmonizing the main criteria of law and policy, to preserve the "inherent advantage" of rail and motor carriers, and water carriers based on comparable average cost.

Recommendation (4) - A system of enforcing ICC rulings against discriminatory rates should be adopted to include monetary fines and damage payments.

Recommendation (5) - MARAD should utilize the authority it has to investigate the above-mentioned 4 recommendations and present findings on discriminatory rates to ICC under Section 8 of the Merchant Marine Act.

Recommendation (6) - The ICC should continue and complete, at the earliest possible time, (Ex Parte No. 270, Sub. No. 1B), investigation of railroad freight structure, export-import rates and charges, Great Lakes Ports.) The ICC should establish the principle of proportioned charges for inland freight movements, including import-export charges to GL ports based on distance or extent of service rendered.

Recommendation (7) - The ICC should support revision of Section 22 to prevent railroads from handling any federal government cargoes at rates which are below out-of-pocket costs.

3. Extend progressively the navigation season within the Great Lakes-St. Lawrence Seaway system as a system, and incrementally implement measures, procedures and operations found to be feasible.

Public Law 91-611, Section 107(b) authorized \$6.5 million for a demonstration program to be completed by July 1974, and Section 107(a) authorized \$3.0 million for a survey scope study to be completed in 1976 to demonstrate the feasibility of extending the navigation season on the Great Lakes-St. Lawrence transportation system. As requested by the GLTF, the Water Resources Development Act of 1974 amended Section 107(b) by increasing funding for the demonstration programs from \$6.5 million to \$9.5 million with completion of report to Congress due December 31, 1976, in lieu of July 1974.

Results of the program in fiscal years 1972, 1973, 1974, and 1975 with limited funding, proved that a 12-month navigation season on the Great Lakes is feasible, with additional study of the St. Lawrence Seaway necessary.

The Special Report on Navigation Season Extension prepared and distributed by the Winter Navigation Board forecasts that 15 million gross tons of iron ore pellets will move from Head-of-the Lakes area to Lower Lake Michigan during an extended season, year round shipping.

A comparison of capabilities by water, rail and truck follow:

	<u>Vessel</u>	<u>Train (1)</u>	<u>Truck (2)</u>
Single unit trip capacity	50,000 tons	6,500 tons	25 tons
Total round trips required by fleet to deliver 15,000,000 tons	300	2,308	600,394

(1) A train consists of 100-65 ton capacity cars and 4 locomotives. In this example 217.7 trains are required.

(2) Duel or tandem axle trucks w/trailers

For the movement of 15 million tons of iron ore (water route 800 mi.; rail 465 mi.; and highway 490 mi.) ton-mileages respectively are 12 billion for water, 7 billion for rail and 7.4 billion for highway. Full consumption (water 500 ton mi./gal, rail 200 ton mi./gal, highway 60 ton mi./gal.) for 15 million tons of cargo, equates to 24 million gal. for water transport, 35 million gal. for rail transport, and 123 million gallons for highway. A savings of 11 million gallons of fuel is effected through use of water over rail, and nearly one hundred million gallons of fuel is saved in shipping on water rather than highway.

The Great Lakes Task Force recommends that:

(1) Total funding for 1976 should be \$3.0 million to complete original authorized funding for the 3 year demonstration program, and for the 2 1/2 year extension as authorized by the Water Resources Development Act of 1974, signed into law by President Nixon on March 7, 1974.

(2) Funds for FY 76 for other closely associated navigation studies and projects be appropriated to federal agencies capabilities to include: (a) additional locks for the St. Lawrence Seaway (b) Great Lakes connecting channels, (c) improved navigation aids, and (d) up-graded icebreaker capability (6 general purpose ice-breaking tugs - 3 each to be included in the FY 76 and FY 77 budgets. (Note: Two icebreaking tugs, 2500 or larger SHP approx., were being considered by DOT for FY 75, but were not included in the President's budget.)

(3) The Secretary of Commerce be authorized by Congress to provide insurance and/or reinsurance for hulls and cargoes of U.S. flag vessels whenever that insurance is not available commercially at fair and reasonable rates and terms during the winter navigation season.

(4) A central marine, weather and ice information and forecasting center in the Great Lakes basin be established for the 1974-1975 shipping season.

(5) The demonstration program be extended an additional two year with an increase of \$4 million over present authorization. Additional time and financing are needed to complete study particularly in St. Lawrence section of the system.

4. Eliminate Section 123 (c) (2) PL 91-611, which requires that non federal interests contribute 25% of the cost of construction of containment areas for polluted dredged materials and ^{urge} the Office of Management and Budget to allocate the full amount appropriated (16.4 million) for construction of containment areas in FY 75.

Under the provisions of Section 123, PL 91-611, in the Great Lakes, dredged materials, bottom sediments, which have been identified as polluted must be



placed in containment areas rather than being discharged into the open waters of the lakes. The bottom materials in 70 harbor and connecting channel locations in the lakes have been included in this category, and 56 diked disposal sites will be required to confine the polluted sediments. To date, plans have been developed for 21 of the 56 sites; and contracts have been awarded for construction of containment areas for nine areas. Present scheduling calls for initiating construction of containment areas for 15 additional areas in FY 1975. Funds provided for this program through FY 1974 amount to \$47.5 million, with \$18 million appropriated for FY 1975. Additional funds totaling approximately \$175 million will need to be appropriated in FY 1976 and subsequent years to complete the containment area construction program. Lead time for these projects is from 2-4 years.

For maintenance dredging of projects in FY 1975 Congress appropriated \$21.5 million. The normal dredging work load in the lakes is 12 million cubic yards for maintenance and 1 million cubic yards for improvements. During the last dredging season only 7 million cubic yards were dredged -- adding 5 million cubic yards to the backlog. Presently there is a total backlog of 12 million cubic yards. The backlog build-up is attributable to restricted funding and delays in getting containment areas completed to receive dredged materials. When containment areas are completed our dredging effort will need to be stepped up.

To illustrate these points somewhat, on the next page is a tabulation covering 50 projects of Great Lakes Dredging and Containment Area requirements for FY 1975 and FY 1976. It is important to note that the funding for dredging must progress in order to reduce the present backlog and to maintain channel depths, and that the funding for containment areas must progress to meet the requirements of PL 91-611 and to keep the port areas and navigation channels open for navigation. Most striking is the need for more than \$80 million in FY 76 for containment areas and about \$95 million in FY 77.

The requirements for the listed port and channel areas are representative, but not a 100% total, of the needs for the dredging and containment areas program for the Great Lakes. These are BARE BONES requirements, thoroughly essential to Great Lakes navigation, and indispensable to the national economy.

Section 123(c), PL 91-611, provides for the construction and financing of containment areas for the disposal of polluted dredged materials, and requires that non-federal interests:

- (1) Furnish all lands, easements, and rights-of ways.
- (2) Contribute 25% of the construction costs, etc.
- (3) Hold and save the U.S. free from damages.
- (4) Maintain the facility after completion of use for disposal purposes, etc.

Port areas are the recipients of, but not prime contributors, to huge quantities of stream and land run-off sediments and pollutants. Dredging is required to remove both polluted and non-polluted materials to maintain authorized navigation channels. In all cases in the Great Lakes, polluted dredged materials must be placed in containment areas. Because of the lack of areas to confine dredged materials, the C of E estimates a backlog of 12 million cubic yards. (Note: Normal C of E yearly workload is 12 million cubic yards of dredging to keep harbors and channels open.)



GREAT LAKES DREDGING AND CONTAINMENT AREA REQUIREMENTS
(Prepared by the Great Lakes Commission)
(October 1974)

			FUNDING REQUIREMENTS			
HARBOR OR CHANNEL	Authorized Depth(Ft.)	Shoaling(Ft.)	FY 75		FY 76	
			Containment Areas	Dredging	Containment Areas	Dredging
ILLINOIS						
Calumet Harbor-River	27	-	-	400,000	4,000,000	400,000
Chicago Harbor	21-28	-	-	-	1,300,000	-
Chicago River	21	4	-	-	1,500,000	-
Waukegan	18-22	-	200,000	-	2,000,000	100,000
INDIANA						
Indiana Harbor	22-27	-	-	-	27,000	400,000
Michigan City	6	4	-	-	-	100,000
MICHIGAN						
Alpena	21	3	-	-	200,000	-
Bay Port	6	-	-	-	100,000	-
Bolles Harbor	6-8	3	-	-	700,000	250,000
Caseville	8-10	2	-	-	100,000	-
Clinton River	5-8	-	-	-	200,000	100,000
Detroit River-Rouge River	21-29	0.5	6,000,000	418,000	12,000,000	400,000
Frankfort	18-24	-	-	56,000	690,000	60,000
Grand Haven	21-23	1	72,000	379,000	30,000*	400,000
Harbor Beach	21-23	5	-	-	1,000,000	-
Holland	21	-	-	231,000	1,200,000	230,000
Keweenaw Waterway	25-32	-	150,000	622,000	1,400,000	175,000
Lake St. Clair	27.5	-	135,000	-	800,000	400,000
Les Chenaux	8	1	-	-	20,000	-
Menominee	21-23	1	-	-	11,000	200,000
Monroe	18-21	-	-	220,000	700,000	250,000
Port Austin	10-12	-	-	-	20,000	-
Port Sanitac	10-12	3	-	-	90,000	-
Saginaw River	24-27	3	260,000	396,000	2,500,000	400,000
St. Joseph	18-21	1	-	-	250,000	100,000
Sebwaing	8	-	-	-	60,000	-
South Haven	19-21	-	-	84,000	90,000	80,000
Whitefish Point	12	-	-	-	70,000	-
MINNESOTA						
Duluth & Superior, (Wisc.)	27-30	-	1,200,000	414,300	2,100,000	750,000
NEW YORK						
Buffalo-Black Rock Channel	23	-	1,910,000	570,000	4,000,000*	500,000
Oswego	24-27	-	138,600	218,000	600,000	230,000
Rochester	21-24	-	180,000	480,000	350,000	400,000
OHIO						
Ashtabula	18-29	-	60,000	220,000	7,500,000	250,000
Cleveland	23-29	4	2,300,000	1,600,000	3,200,000	2,000,000
Conneaut	28	-	1,400,000	215,000	4,000,000	250,000
Fairport	21-25	-	90,000	500,000	1,000,000	500,000
Huron	25	-	500,000	50,000	2,400,000*	150,000
Lorain	27	-	125,000	450,000	3,500,000	500,000
Port Clinton	10	-	-	-	60,000	-
Sandusky	22-25	-	150,000	300,000	300,000	750,000
Toledo	25-28	-	165,000	1,750,000	9,200,000	1,200,000
PENNSYLVANIA						
Erie	29	-	400,000	200,000	3,000,000	200,000
WISCONSIN						
Ashland	21-27	-	154,000*	-	-	-
Green Bay	24-26	-	-	1,000,000	9,000	400,000
Kenosha-Racine	19-27	2	-	-	3,300,000	70,000
Kewaunee	20	1	250,000	-	800,000	-
Manitowoc-Two Rivers	18-21	3	75,000	-	250,000	125,000
Milwaukee-Port Washington	17-28	4-10	135,000	425,000	400,000	900,000
Sheboygan	21	2	200,000	-	700,000	75,000
Sturgeon Bay	22	3	150,000	-	3,900,000*	50,000
TOTAL			16,400,000	11,200,000	81,600,000	12,700,000

*Completes Project



The 25% of the construction costs is beyond the capability of the Great Lakes ports, and many ports have not been dredged over the past several years, due to this requirement.

The GLTF recommended a partial waiver, and Congress included in the Water Resources Development Act of 1974 an amendment which provides for relief under 123(c) (2), PL 91-611, by adding at the end of the subsection (d) of such section the following: "In the event such findings occur after the appropriate on federal interest or interests have entered into the agreement required by subsection (c), any payment due after the date of such finding as part of the required local contribution of 25% of the construction costs should be waived by the Secretary of the Army."

The Great Lakes Task Force recommends:

(1) that Congress delete Section 123(c) (2), PL 91-611, by amendment to appropriate legislation.

(2) that the Office of Management and Budget (OMB) allocates the full amount appropriated (\$16.4 million) for construction of containment areas in FY 75 and that approximately \$80 million be appropriated and allocated by Congress and OMB in FY 76.

5. Elimination of tolls and user charges in the Great Lakes-St. Lawrence Seaway, inland waterways, and channels in the United States

Section 12(a), PL 358, 83rd Congress, provides that the St. Lawrence Seaway Development Corp. is "authorized and directed to negotiate with the St. Lawrence Seaway Authority of Canada, or such other agency as may be designated by the government of Canada, an agreement as to the rules for the measurement of vessels and cargoes and the rates of charges or tolls to be levied for the use of the St. Lawrence Seaway, and for an equitable division of revenues of the Seaway between the Corp. and the St. Lawrence Seaway Authority of Canada". Currently, this income is distributed on a basis of 73% to Canada and 27% to the United States.

The Great Lakes Task Force's goal is to end the discriminatory toll charges entirely on the U.S. portion of the St. Lawrence Seaway and open it to users without charge, as are all other waterways and channels in the United States.

The Great Lakes Task Force continues to support the policy of the National Waterways conference, Inc., the Ohio Valley Improvement Association, Water Resources Association, and other water resources development organizations, to maintain all inland waterways and channels in the United States free from discriminatory tolls and user charges.

The Great Lakes Task Force recommends:

(1) That the Conferences of Great Lakes Senators/Congressmen continue to bolster the SLSDC administrator's negotiating position with their support for a U.S. point of view that any increase of toll charges on the Seaway is unthinkable.

(2) That tolls should be scaled down and eliminated on the Seaway.

6. Investigate navigation improvements to the Great Lakes-St. Lawrence Seaway System, including alternate routes between the Great Lakes and the Sea.

The Great Lakes-St. Lawrence Seaway system is the major trade and commerce throughfare along the U.S.-Canada boundary with the Welland Canal in Canada the only connection for deep draft vessels between Lake Erie and Lake Ontario.

Traffic on the Welland Canal has steadily increased and projections of traffic volume indicate that the Welland Canal will reach its practical capacity by about 1990, preventing further traffic growth and creating a bottleneck in

Great Lakes-St. Lawrence Seaway shipping.

The continuing energy problem and increases in energy costs favor diversion of traffic to water transport and to increase water movements of more abundant energy sources such as coal.

The C of E has completed a study of the feasibility of construction of the Lake Erie-Lake Ontario Canal and the study conclusions indicate:

- a. Some major waterway improvements are needed either in the form of a new waterway or major structural improvement to the existing Welland Canal.
- b. A major decision must be made in the near future in order to prevent constraint of waterborne traffic by about 1990, and a new canal would provide substantial benefits in transportation and fuel efficiency for the region and nations transportation system.
- c. The Lake Erie-Lake Ontario Canal, if provided, would stimulate regional and recreational opportunities in this area.

The Welland Canal is Canadian owned and operated and lies completely within Canada's boundaries and the canal along with the St. Lawrence Seaway are the only tolled waterways in the North American Continent.

The President of the United States has urged an all out effort to make the United States self contained and self-sufficient.

Prudent men consider all possible alternatives before making choices particularly those of significant long range import as are involved here.

The Great Lakes Task Force recommends:

(1) Implementation of a U.S. multi-agency (including C of E, DOT, D/Commerce, etc.) systems analysis of the GL-St. Lawrence Seaway system to include present and existing studies, as a prerequisite to an international study of the system:

- a. To address the total demand of transportation in the respective U.S., Canadian Great Lakes-St. Lawrence regions with a goal to meet the countries' needs by 1990 and subsequent decades.
- b. To be coordinated with and utilize data compiled under the Great Lakes-St. Lawrence Seaway navigation season extension study.
- c. To develop as a major goal a program, system-wide in scope, in the Great Lakes-St. Lawrence Seaway system to insure proper timing, sizing, and sequencing of future navigation improvements based on the projected traffic needs of the system.

(2) Implementation of a U.S. Army Corps of Engineers feasibility study of alternate navigation improvements (N.Y. State Barge Canal, etc.) needed to meet the needs for deep draft vessels plying between the Great Lakes ports and the Atlantic, and subsidiary ports along its own route for use in the year 1990 and thereafter.

7. International environmental conservation - economic development

The Great Lakes Task Force recognizes that the Seaway is a cooperative effort and believes the excellent relations which exist between the U.S. and Canada should be fostered and encouraged. The Great Lakes Commission serves as Secretary to the Action Committee, Great Lakes Environmental Conference



(Governors of the eight-Great Lakes states - Prime Ministers of Manitoba, Ontario and Quebec - federal representatives, United States and Canada), which was instrumental in the development of recommendations which served as a basis for "the 1972 Executive Agreement on Water Quality in the Great Lakes, U.S.-Canada". The Great Lakes Task Force recognizes the need for continued support for the established program of interstate and international cooperative efforts to enhance the environment of the Great Lakes region.

The Great Lakes Task Force recommends:

That adequate funds be released under provisions of the Federal Water Pollution Control Act of 1972 to complete states waste treatment facilities construction programs to meet the water quality objectives for the Great Lakes agreed to be President Nixon and Prime Minister Trudeau.

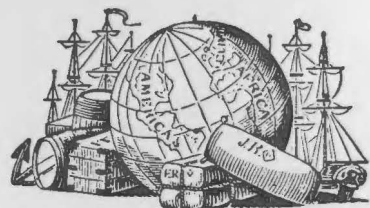
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Seaway Review

VOLUME 4 NUMBER 4





A Word from the Publisher

**Seaway Administrator D. W. Oberlin
renews acquaintances with a Great Lakes supporter
from Michigan who moved to 1600 Pennsylvania Avenue**



... NO CHANGE OF ADDRESS NOTICE WAS NEEDED

*"As you may know, I have more than a casual interest in the Great Lakes and...
[I am] therefore, especially pleased to receive ... Seaway Review magazine."*

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Seaway Review

The Voice of The Lakes®

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Want to know just how little you really understand about the Great Lakes?
Here's a real eye opener. *Eve Wirth*

- 29 DATELINE: GREAT LAKES

- 31 CROSS INDEX OF SEAWAY REVIEW, VOLUME FOUR
An index by author and by subject of the articles and features.

B. L. Hills

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Road, Ann Arbor, Michigan 48105.



GREAT LAKES TASK FORCE



Declaration

Whereas, cooperative efforts—governmental, commercial, industrial, and private—directed toward economies in transportation costs, savings in fuel consumption and fuel cost, and cessation of the inflationary spiral, now prevail which call for expanded use of the nation's waterborne commerce as a part of the nation's transportation system; and

Whereas, concerted efforts are underway—U.S. Department of Commerce (MARAD), and Department of Transportation — to stimulate the foreign commerce of the United States and to make foreign products available and U.S. products attractive for sale in foreign markets; and

Whereas, the Great Lakes-St. Lawrence Seaway System offers access to the Heartland of the North American Continent and more than one-half of the prime production areas of the United States and Canada; and

Whereas, in the United States, the tributary area of the Great Lakes-St. Lawrence Seaway System contain 31 percent of the nation's population—and accounts for 44 percent of the value added to manufacturing, 50 percent of all foreign products sold and 40 percent of employment; and

Whereas, in 1970 the system accommodated some 237 million tons of traffic, over 50 million tons of which transited the St. Lawrence Seaway in the international trades; and

Whereas, U.S. mid-west commercial interests eagerly seek economic stimuli and opportunities which will permit them to engage in foreign commerce such as that which can be provided by low cost, regular and convenient sailing schedules to and from Great Lakes ports; and

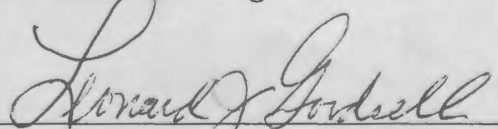
Whereas, Great Lakes labor interests pledge uninterrupted service at ports and at vessels; port officials promise increased solicitation of cargoes and expedited collection and distribution of cargoes at and through the ports; freight forwarders assure efficient cargo documentation services and governmental entities will contribute to the overall harmonious atmosphere necessary for the smooth flow of cargoes,

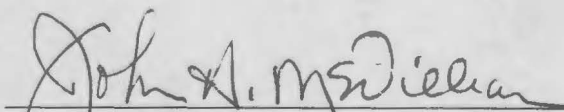
Now therefore be it resolved, the Great Lakes Task Force, consisting of

- The Council of Lake Erie Ports
- The Great Lakes Commission
- The International Association of Great Lakes Ports
- International Longshoremen's Association
- Marine Engineers Beneficial Association
- The Western Great Lakes Ports Association

invites you to take advantage of the unparalleled opportunities offered in The Great Lakes—overseas trade and commerce, and

pledges to assist you in any possible way in making this commercial experience profitable, pleasant and rewarding.


Secretary


Chairman

THE WHITE HOUSE
WASHINGTON

- Interdepartment coordination
- Drayage on Great Lakes
- Ships / tonnage vs. Tonnage
- Freight rates - m. less than
(Dist. New Orleans / N.Y. and Great
Lakes)
- Factors in freight rates vs. m. less than
- No new starts on issue



EXECUTIVE PROTECTIVE SERVICE

To: Officer-in-charge
Appointments Center
Room 060, OEOB

Please admit the following appointments on Thursday March 13, 19 75
for Norman E. Ross, Jr. of Domestic Council:
(Name of person to be visited) (Agency)

ANDERSON, Robert
AVERY, Edwin
BOLLA, Leonard
BOLTON, Charles
BROLUND, Eugene
BUCHANAN, David
BYRD, James
CARROLL, Matthew
FILBIN, Maria
FILBIN, William
FORSSMARK, Stig
GIERSAL, Robert
GOODSELL, Leonard
HAKMAN, Peter
HILL, F. O.
HIVELY, Jack R.
HOLDEN, Margaret
HORTON, John L.
HUGHES, Col. Bernard
HUMPHREY, Daniel J.
LANCASTER, Arthur
LesSTRANG, Barbara
LesSTRANG, Jacques
LYNHAM, Paul
MILLER, Bernice
MILLER, Ralph W.

PAINCHAUD, Noel C.
POWELL, Robert E.
SHEPPARD, Charles, F.
STARK, Larry F.
SULLIVAN, Mark
TIMPSON, James
TODD, Arthur W.
TODD, Dora

Came at 2:30



MEETING LOCATION

Building OEOB
Room No. 305

Requested by NORMAN E. ROSS, JR.

Room No. 218 Telephone 6554
Date of request 3/13/75

Additions and/or changes made by telephone should be limited to three (3) names or less. Please submit new list (original and three copies) for additions and/or changes of more than three (3) names.



THE
STATLER
HILTON

Sixteenth Street • At K and L Streets N. W.
Washington, D. C. 20036

Brynn Ensign

Attached per conversation
is the list of persons
of Council of Lake Erie
Port who planned to
come on March 13 as
submitted with my letter
of March 8. A subsequent
list was transmitted with
my letter of March 10 which
you have already received.

Thank you

Walter Bad



MEMBERS OF THE COUNCIL OF LAKE ERIE PORTS TO VISIT WHITE HOUSE
THURSDAY MARCH 13, 1975 2:30 PM

✓ William R. Filbin, President of the Council and President of
W. R. Filbin Co., 2211 Cass Ave., Detroit MI 48201

✓ Mrs. Maria Filbin

✓ Arthur W. Todd, Secretary-Treasurer of the Council and Director of
Purchases, Lincoln Electric Company 22801 St. Clair Ave., Cleveland
OH 44117

✓ Mrs. Dora Todd

✓ Mrs. Margaret Holden, Executive Secretary of the Great Lakes Waterways
Development Ass'n., 155 James St. Hamilton, Ontario, Canada

✓ John L. Horton, Vice President, Cleveland Cliffs Iron Company,
1460 Union Commerce Bldg., Cleveland OH 44115

✓ Edwin F. Avery, Manager of Trade and Commerce, Port of Toledo,
241 Superior St., Toledo, OH 43604

✓ Mark Sullivan, Director of Public Relations, Port of Toledo

✓ Jack R. Hively, Acting Executive Director, Cleveland-Cuyahoga
County Port Authority 101 Lakeside Ave, Cleveland OH 44114

✓ Paul Lynham, Director of Public Relations, Cleveland-Cuyahoga County
Port Authority

✓ Stig O. Forssmark, Vice President, Trygve Hoff & Associates (Engineers)
1922 East 107th St., Cleveland OH 44106

✓ Harry F. Stark, Transportation Associate, Greater Cleveland Growth
Association 690 Union Commerce Bldg., Cleveland OH 44115

✓ Noel C. Painchaud, Consultant, Cleveland-Cuyahoga County Port
Authority and President, Business Development International, Burke
Lakefront Airport, Cleveland OH 44114

✓ David L. Buchanan, Vice President, Lake Carriers Association,
Rockefeller Bldg, Cleveland OH 44115

✓ Leonard C. Bolla, Trade Representative, Erie Port Commission,
Municipal Bldg. Erie Pa. 16502

✓ Col. Leonard J. Goodsell, Executive Director, Great Lakes Commission,
2200 Bonisteel Blvd. Ann Arbor, Mich 48105

✓ W. O. (Brooks) Hill, Chairman, Fairport Harbor Port Authority,
423 Independence, Fairport Harbor OH 44077

✓ Eugene Brolund, Chairman, Grand River Port Authority, River St.
Grand River OH 44045

✓ Arthur Lancaster, Trade Representative, Niagara Frontier Transportation
Authority, 941 Fuhrmann Blvd. Buffalo, NY 14202





THE LINCOLN ELECTRIC COMPANY

22801 St. Clair Avenue
CLEVELAND, OHIO 44117
Area 216, 481-8100

Mr. Norman Ross
The Domestic Council
The White House
Washington DC 20500

March 10, 1975

Dear Mr. Ross

Referring further to the visit by the Council of Lake Erie
Ports to the White House on Thursday March 13, I attach a list of
additional names of people who would like to join the meeting.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Arthur W. Todd", written in a cursive style.

Arthur W. Todd



"World's Largest Manufacturer of Arc Welding Equipment and Electrodes"
"Manufacturer of Motors Since 1895"

✓ Charles B. Bolton, Director of International Trade, State of Ohio
23rd floor State Office Bldg, Columbus OH 43215
✓ Robert Giersal, Vice President, Codan Construction Co. Box 1667 Erie Pa. 16507
✓ James Timpson, Vice President Soros Associates 575 Lexington Ave., New York NY 10017
✓ Peter Hakman, Vice President, Soros Associates above address
✓ Leonard J. Goodsell, Executive Director, Great Lakes Commission 2200 Bonisteel Blvd.
Ann Arbor, Mich. 48107
✓ Jacques LesStrang, Publisher, Seaway Review 3750 Nixon Rd. Ann Arbor Mich. 48107
✓ Mrs. Jacques LesStrang (Barbara)
✓ James Byrd Byrd, Business Manager Laborers Local 758 City Hall Lorain OH 44052
✓ Robert E. Powell 2nd Vice President Laborers International Union of North
America Washington DC
✓ Robert Anderson Vice President Stanley Consultants 6659 Pearl Rd. Cleveland OH 44130
✓ Ralph W. Miller member Board of Directors Lorain Port Authority City Hall Lorain OH 44052
✓ Mrs. Ralph Miller (Bernice)
✓ Daniel J. Humphrey Manager Coal Sales Bessemer & Lake Erie RR Pittsburgh Pa. 15230
✓ Charles F. Sheppard Secretary Ashtabula Port Commission 4200 Park Ave. Ashtabula OH 44004
✓ Matthew Carroll Manager Trade Development Niagara Frontier Transportation Authority
941 Fuhrmann Blvd. Buffalo NY 14202
✓ Col. Bernard Hughes District Engineer, US Corps of Engineers 1776 Niagara St.
Buffalo, N.Y. 14207

Stiller Hotel
6919

393-1000

Mr. Todd





THE COUNCIL OF LAKE ERIE PORTS

March 4, 1975

WILLIAM R. FILBIN
PRESIDENT
W. R. FILBIN & CO., INC.
2211 CASS AVENUE
DETROIT, MICHIGAN 48201
313-964-1144

★

LEONARD S. BOLLA
VICE PRESIDENT
ERIE PORT COMMISSION
ROOM 507 MUNICIPAL BLDG.
ERIE, PENNSYLVANIA 16501

★

ARTHUR W. TODD
SECRETARY-TREASURER
BOX 3115
CLEVELAND, OHIO 44117
216-481-8100

★

FRED BARTONE
ASSISTANT SECRETARY
PITTSBURGH & CONNEAUT DOCK 6
CONNEAUT, OHIO 44030

★

ROBERT G. WALKER
ASSISTANT TREASURER
NORTHEASTERN OHIO NATIONAL BANK
P.O. DRAWER B
ASHTABULA, OHIO

Mr. Norman Ross
The Domestic Council
The White House
Washington, D. C. 20500

Dear Mr. Ross:

On February 12, Mr. Warren S. Rustand, Appointments Secretary to the President, responded to Mr. W. R. Filbin, President of Council of Lake Erie Ports in respect to a request for an appointment with the President, Gerald Ford, suggesting that instead the members of The Council of Lake Erie Ports meet with Mr. Norman Ross.

In the interim, we have telephoned the office of Mr. Norman Ross and thanks to you and to him, we have made an arrangement to meet in his office on Thursday, March 13, at 2:30 in the afternoon, either in room 218 of the old Executive Mansion at the corner of 17th and Pennsylvania Avenue, or in some conference room in the same building as may be assigned.

We further understand that the complete list of persons who intend to make this visit should be furnished to Mr. Ross in advance of the meeting and this I will do. At the minute, I estimate that there will be about 15 such people.

We certainly appreciate the opportunity which has been afforded to the members of the Council.

Very truly yours,

Arthur W. Todd
Secretary-Treasurer

ei

cc: Mr. W. R. Filbin, Pres.
The Council of Lake Erie Ports - c/o W. R. Filbin & Co.
2211 Cass Avenue, Detroit, Michigan 48201

Mr. Warren S. Rustand, Appointments Secretary to the Pres.
The White House, Washington, D. C. 20500



THE WHITE HOUSE

WASHINGTON

February 12, 1975

Dear Mr. Filbin:

On behalf of the President, I wish to acknowledge your telegram of February 6 asking if his schedule would permit a brief, informal meeting with the members of the Council of Lake Erie Ports late in the day on March 13 or during the morning of March 14.

The President appreciates your thoughtfulness and that of the others of this group in asking to see him but, in light of his previous commitments, it looks very doubtful he can meet with you. He will be pleased, however, to have you meet with Mr. Norman Ross of The Domestic Council who is familiar with your area, and you may call him at 456-6554 to work out a mutually agreeable time for an appointment.

With the President's best wishes.

Sincerely,

Warren S. Rustand
Appointments Secretary
to the President

Mr. W. R. Filbin
President
Council of Lake Erie Ports
c/o W. R. Filbin & Co., Inc.
2211 Cass Avenue
Detroit, Michigan 48201

Had Draft response letter -

*They are coming
in March 13th*

2:30

about 16 members

He called me 2-25-



Audience
3/13/75

ACTION
T/D
SCHEDULE BD.
DATE RECEIVED
FEB 7 1975
MESSAGE
SPEAKERS BUREAU
OTHER
APPOINTMENT OFFICE

WHA079(1018)(1-006909C037)PD 02/06/75 1045

TX WRFILBIN DET

002 DETROIT, MICHIGAN FEBRUARY 6, 1975

PMS PRESIDENT FORD

WHITE HOUSE D.C.

DEAR MR. PRESIDENT,

EACH YEAR SINCE 1956, THE COUNCIL OF LAKE ERIE PORTS REPRESENTING, BUSINESS, INDUSTRY LEADERS AND PORT AUTHORITIES FOR THE PORTS OF ASHTABULA, BUFFALO, CLEVELAND, CONNEAUT, DETROIT, ERIE, FAIRPORT HARBOR, HURON, LORAIN, MONROE, SANDUSKY AND TOLEDO, CONVERGE ON WASHINGTON THE 2ND WEEK IN MARCH TO TWIST A FEW ARMS, KNOCK ON DOORS OF OUR SENATORIAL AND REPRESENTATIVES PLUS FEDERAL AGENCIES TO MAKE THEM AWARE OF OUR CONTRIBUTION TO THE ECONOMY AND OUR PORT NEEDS, THIS YEAR WILL BE NO EXCEPTION/

OUR VISIT TO WASHINGTON WILL OFFICIALLY COMMENCE STARTING WITH

MEETING AT 4:30 P.M. AT STATLER HILTON MARCH 12, OF OUR MEMBERSHIP WITH THE U.S. ARMY CORP OF ENGINEERING LATEST UP DATE ON THE EXTENSION OF THE NAVIGATION SEASON ON THE GREAT LAKES, FOLLOWED BY DINNER.

ON MARCH 13TH AT 8:00 A.M. AT AN EARLY MORNING BREAKFAST BETTER KNOWN AS "WASHINGTON ROUND UP" WILL BE HELD IN RAYBURN HOUSE WITH SENATOR H. SCOTT OF PENNSYLVANIA AS OUR GUEST OF HONOR.

AFTER BREAKFAST ON 13TH A LUNCHEON WILL BE HALD IN RAYBURN HOUSE AT NOON WITH JOINT SPONSERSHIP GREAT LAKES TASK FORCE, GREAT LAKES COMMISSION AND COUNCIL TO ANNOUNCE 1975 OBJECTIONS.

MR. PRESIDENT, WATER TRANSPORTATION IS MOST EFFICIENT BASED ON

2104

1
2
3
4
5
6
7 CONSERVATION OF ENERGY TODAY. WE WANT OUR COUNTRY TO UTILIZE SUCH
8 TRANSPORTATION TO ITS FULLEST.
9
10

11 DOES YOUR SCHEDULE PERMIT A BRIEF INFORMAL MEETING WITH OUR MEMBERS
12 SAY LATE ON DAY OF 13TH ON A.M. OF 14TH?
13
14

15 THE COUNCIL IS PLEDGED TO CONSERVATION OF ENERGY - WE WANT TO
16 DO OUR PART/.
17
18
19

20 RESPECTFULLY,
21

22 W. R. FILBIN - PRESIDENT

23 COUNCIL OF LAKE ERIE PORTS (m)
24
25

26 REPLY OUR TELEX NO. 23-5247

6
7 OUR TWX NO. 818-221-5246
8
9

10 ADDRESS - ^{3) 40} W. R. FILBIN & CO., INC.
11

12 ⁴⁾ 2211 CASS AVE
13

14 ⁵⁾ DETROIT, MICHIGAN 48201
15

16 SEC/TRES. ART TODD
17

18 CLEVELAND, OHIO
19

20 216-481-8100
21

22 NNNN
23
24
25
26

