

The Great Lakes Winter Commerce Act

Senator Tammy Baldwin and Senator Todd Young

The *Great Lakes Winter Commerce Act* would update the outdated Coast Guard's Great Lakes icebreaking mission and increase the icebreaking capacity of the Great Lakes fleet. Icebreaking is critical for commerce in the Great Lakes and increasing icebreaking capacity to meet the actual need will help the many businesses and workers that rely on the maritime industry to ship their goods.

Why is Legislation needed?

28% of our nation's GDP is generated in the Great Lakes region, including the bulk of U.S. integrated steel manufacturing. Great Lakes commerce has suffered in recent years due to insufficient icebreaking during the winter season. According to the Lake Carriers' Association, vessel delays due to lack of icebreaking in the **2018-2019** winter season alone cost business that depend on the region's maritime industry **\$1.04 billion in lost revenues** from an estimated loss of the equivalent of 21 shiploads of coal and 860 shiploads of iron ore. These economic losses resulted in the **loss of 5,421 jobs** dependent on the U.S. flagged fleet's ability to deliver cargo throughout the Great Lakes Region. Similar problems occurred during the 2013-2014 and 2014-2015 winters.

The need to safeguard the viability of these shipping lanes cannot be exaggerated. Annually, U.S. Great Lakes waterborne commerce supports more than **147,000 jobs** in eight Great Lakes states, **\$20.3 billion** in business revenue, **\$10.5 billion** in wages, and **\$4.6 billion** in federal and state taxes. The Great Lakes facilitate interstate and international commerce and the USCG clears Great Lakes shipping lanes during the ice season. Despite this, no statute requires the USCG to break ice in the Great Lakes. Instead, the USCG follows a 1936 Executive Order requiring icebreaking "in accordance with the reasonable demands of commerce" without much definition of when, where, and what that is.

What does this Bill do?

Adds a new section to title 14 USC:

1. **Codifies into law the USCG's icebreaking mission in the Great Lakes.** Requires the USCG to break ice in the Great Lakes in accordance with the reasonable demands of commerce and standards set forth in the bill. Updating the standards will improve how the USCG measures successful icebreaking, allowing USCG to size its icebreaker fleet to handle the vast majority of ice seasons while limiting excess capacity. The bill includes a one-time report on the operating costs associated with this new performance standard.
2. **Requires USCG to report to Congress on the icebreaking season.** Requires an annual report of USCG activities during the previous winter's icebreaking activities, including the numbers of icebreaking operations performed by each country in three categories of Great Lakes water.
3. **Requires USCG to coordinate with industry for icebreaking operations.**
4. **Defines "reasonable demands of commerce."** "The safe movement of commercial vessels transiting ice-covered waterways in the Great Lakes, regardless of type of cargo, at a speed consistent with the design capability of Coast Guard icebreakers operating in the Great Lakes
5. **Authorizes \$350 million for a new Great Lakes Icebreaker.** The bill also authorizes expedited acquisition based on contractor qualification and price.

The Great Lakes Winter Commerce Act

Senator Tammy Baldwin and Senator Todd Young

Endorsements

ADM Agri-Industries	Detroit Wayne County Port Authority	Aerospace Workers Lodge 60 International Brotherhood of Boilermakers International Longshoremen's Association International Shipmasters Association	Port of Milwaukee Muskegon/Muskegon County
Algoma Central Corporation	Donjon Marine	Lehigh Cement	Port of Monroe
American Great Lakes Ports Association	Duluth Seaway Port Authority	Lower Lakes Towing (Rand)	Port of Cheboygan
American Iron and Steel Institute	Edward C. Levy Co. Erie-Western Pennsylvania Port Authority	Key Lakes Shipping Kokosing Industrial LafargeHolcim Lake Carriers' Association	Port of Toledo
American Maritime Congress	Fednav	Lake Michigan Carferry Service	Protos Shipping Ltd.
American Maritime Officers	Federal Marine Terminals	Lakes Pilots Association	Royal Wagenborg Shipping
American Maritime Officers Service	Fincantieri Bay Shipbuilding & Marine Group	Lorain Port Authority	Roen Salvage Company
American Waterways Operators	Fraser Shipyards	Lower Lakes Towing	Ryba Marine
American Steamship Andrie	Gresco Ltee. Grand River Navigation	Marine Engineers Beneficial Association	Robert Reford Ltd. Seafarers
ArcelorMittal	Great Lakes Fleet	Midwest Energy Resources Company	International Union Shipping Federation of Canada
Dofasco G.P.	Great Lakes Maritime Task Force	Masters Mates and Pilots Union	Stelco
Carneuse	Great Lakes Towing Company	McAsphalt Marine Transportation	Sterling Fuels
Canfornav LTD.	Inland Lakes Management	McKeil Marine	Soo Marine Supply
Canadian Steel Producers Association	Interlake Maritime Services	MCM Dredging	The American Waterways Operators (AWO)
Cargill	Hallet Dock 8	Michigan Maritime Trades Port Council	Toledo Port Council, MTD, AFL-CIO Transportation Institute
Cleveland-Cuyahoga County Port Authority	Hamilton-Oshawa Port Authority	Northwest Indiana Forum	Transport Desgagnés
Chicago Harbor Safety Committee	Inchcape Shipping Ltd.	Osborne Concrete & Stone, CO.	United Steelworkers - Local 5000
Central Marine Logistics	ILA - Lake Erie Coal & Ore Dock Council	Ogdensburg Bridge and Port Authority	U.S. Steel Corp.
Chamber of Marine Commerce	ILA- Local 1317	Pere Marquette Shipping Company	VanEnkevort Tug and Barge
City/Port of Superior, WI	ILA Great Lakes District Council	Port City Marine Services	Western Great Lakes Pilots Association
Colley Motorship Inc.	ILA - Local 1768		Port of Green Bay
Cleveland-Cliffs	Hornblower Cruises and Events		Ports of Indiana
Consumers Energy	International Association of Machinists & Aerospace Workers		IAMAW Local 1943
CSL Group	International Association of Machinists &		Ohio
Consumer Energy Alliance			Verplank Family Holding Company & Dock
DTE Energy			Western Grain Elevator Association
Dock 63 Inc.			Windsor Port Authority