

MARINE TRANSPORTATION SYSTEM REGIONAL DIALOG SESSION

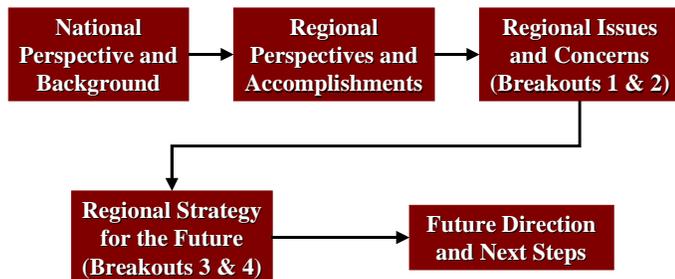
Chicago, IL

May 31 – June 1, 2000



Great Lakes Region Hosts First in Series

Over 50 public and private sector participants from throughout the Great Lakes Region attended the first of seven Marine Transportation System (MTS) Regional Dialog Sessions designed to help regional groups develop strategies for addressing regional maritime transportation issues. Port directors, terminal operators, cargo and passenger vessel operators, shippers, pilots, and representatives from federal, state and local agencies identified, discussed, and proposed strategies about wide-ranging issues affecting marine transportation in the Great Lakes Region. Participants heard reports from national and regional leadership and broke into small groups to identify and clarify regional issues and recommend mechanisms for addressing issues from the regional perspective.



The MTS Dialog Session structure gives participants opportunities to listen and to speak.

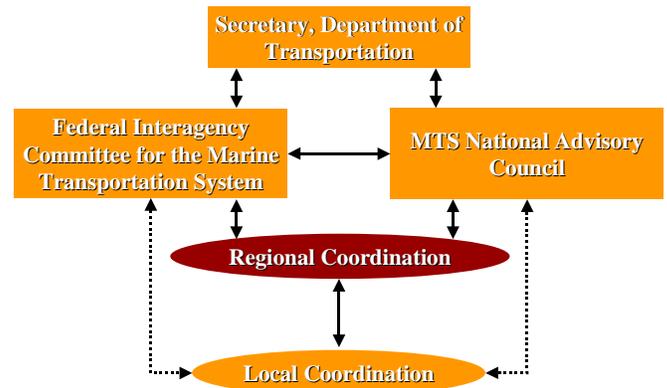
Federal Leadership Sets Context for Regional Discussion

After a welcome by *Al Ames*, the U.S. Maritime Administration's (MARAD) Great Lakes Regional Director, *Bonnie Green*, MARAD's Acting Deputy Maritime Administrator, gave attendees the MTS vision and told them how important the MTS initiative is to the Administration and Transportation Secretary Rodney Slater. Green encouraged

The MTS Vision: "The U.S. Marine Transportation System will be the world's most technologically advanced, safe, secure, efficient, effective, accessible, globally competitive, dynamic and environmentally responsible system for moving goods and people."

them to work together with their federal partners on issues that transcend traditional geographic, functional, and organizational boundaries.

Jeff High, Director of the USCG Waterways Management, and *Richard Walker*, Director of MARAD's Office of Intermodal Development, gave the audience an update on what the federal government and its industry partners are doing at the national level to promote marine transportation system initiatives. High and Walker explained how activities at the national and local levels are moving forward and that what is needed now are mechanisms that provide communication and coordination at the regional level.



Regional coordination is essential to successful implementation of MTS initiatives

Walker went over seven areas addressed in the 1999 MTS Report to Congress where action is needed to achieve the MTS vision:

- Coordination
- Funding
- Competitiveness & Mobility
- Improving Awareness
- Information Management & Infrastructure
- Security
- Safety & Environmental Protection

Regional Panel Describes Current Coordination Efforts in Great Lakes Region

Helen Brohl, Executive Director of the US Great Lakes Shipping Association moderated a panel of regional leaders who described several ongoing cooperative efforts that work well. In her introduction of USCG *CAPT Randy Helland*, Brohl said that the Great Lakes Waterways Management

Forum “has been great! It has improved the interchange of ideas, resulted in better coordination, and provided a basis for talking together.” CAPT Helland described the Forum as providing a mechanism for addressing operational issues that cut across multiple jurisdictions. The Forum, begun in March 1999, is led by US and Canadian co-chairs and a 28 member leadership team representing public and private sector interests. While the Forum meets only twice yearly, members use conference calls, email and the Internet to communicate with each other and their constituencies. As the first regional forum of its kind in the nation, they have many questions to consider about the regional vision, 5-10 year plans for the region, infrastructure investments, environmental concerns, and the role government can play.



Panelists describe successful regional coordination efforts

Erman Cocci, Associate Administrator for the St. Lawrence Seaway Development Corporation, cited bi-national (US/Canadian) cooperation as the strength of the Seaway’s operation. Vessels cross international borders *27 times* as they navigate the Seaway and he works with US and Canadian agencies to ensure seamless vessel traffic control as they traverse this stretch of the inland waterways. US and Canadian partners share responsibilities such as collecting vessel traffic data, promoting the Seaway overseas, and maintaining a joint web page. Cocci sees successful deployment of new technology as key to enhancing safety and making the Seaway more efficient and effective.

Ray Skelton, Environmental and Government Affairs Director, Duluth Seaway Port Authority, described how port authorities and legislators in Michigan and Minnesota work together to address issues of mutual interest. He noted that they have been “working on issues for decades, identifying things we have in common.” Skelton portrayed how vital the waterways are, citing the need for timely delivery, the growth in foreign imports, and the need to “keep up” or be priced out of world markets. Skelton listed several specific issues in the Great Lakes Region that need to be addressed:

- New lock system
- Deeper, larger channels

- Accelerated permitting processes
- Full federal funding for national projects
- Uniform policy for all phases of vessel operations
- Access to and permits for terminals
- Highway access
- Cleaner harbors and water transit

Jan Miller, Environmental Engineer with the Great Lakes & Ohio River Division of the US Army Corps of Engineers (USACE), asserted that “regional dialog” is *what they do* in the Great Lakes Region. A 1993 dredging crisis led to formation of an interagency task force and, in 1995, a National Team. The Great Lakes Dredging Team was formed in 1996 and includes federal agencies, representatives from eight states, and the Great Lakes Commission. The region’s Dredged Material Management Plan reflects federal and state participation in the planning process. Miller says they are “looking for an even playing field for use of federal funds.” The Great Lakes Dredging Team has a web site, has published a brochure (*Dredging in the Great Lakes*), and is on the lookout for new needs.

Gerald Rawling is Director of Operations Analysis for the Chicago Area Transportation Study (CATS), the Metropolitan Planning Organization (MPO) for the Chicago metropolitan area. Formed in 1993, CATS’ Intermodal Advisory Task Force is concerned about freight planning. As one of the world’s largest land locked ports, Chicago terminals handle 11 million TEUs per year at 26 separate locations. This makes the region the third largest intermodal volume handler after Hong Kong and Singapore. Rawling questions whether the region’s residents and leadership recognize that freight transportation is a major employer in its own right. Planners need to know where freight growth will occur and how freight handling will change to meet growing demand.

Breakout Groups Consider Regional Issues

Informed by presentations on the national MTS initiatives and successful regional coordination efforts, participants divided into four groups to review, clarify, augment, and prioritize issues of regional significance. Later, they developed regional strategies for addressing high priority needs. Each breakout



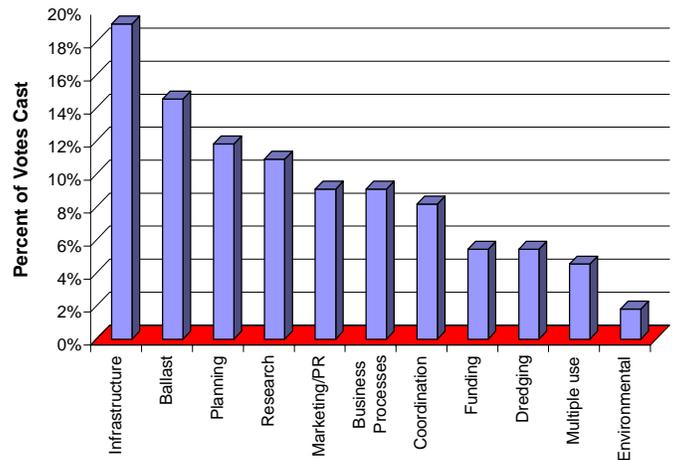
Breakout groups identified issues requiring regional coordination and cooperation

group was intentionally diverse so that multiple perspectives were aired across all issues. After reviewing issues from previous regional listening sessions and surfaced by the regional panelists, each breakout group prepared a list of issues they felt needed to be addressed through regional coordination and cooperation. Session facilitators organized the individual lists of issues into categories as follows. Note that within each category, items may be similar since multiple groups included them on their individual lists:

- **Ballast Management**
 - Regional ballast waters regulations at a minimum
 - Regulation on ballast water management
 - Regional ballast water transfer (regional planning)
- **Business Processes**
 - Reduce red tape
 - Coordinated Customs/Immigration -- Passenger vessels and lakeswide
 - Streamline licensing process
 - License administration
 - Standardize lock staffing and procedures to reduce costs
- **Coordination**
 - Flow of communication
 - Communication mechanisms
 - Establish guidance for harbor safety committee so there is uniform information processing throughout the region
- **Dredging**
 - Dredging federal channels must be maintained and improved
 - Project depth analysis
 - Dredging
 - Timely maintenance dredging
 - Open water disposal – regulatory issues
- **Environmental**
 - Non-indigenous species
 - Allowing CDF use as recycling centers
- **Funding**
 - Full federal funding for projects with national impact (although they are regional in nature)
 - Federal funding mechanisms for expanding shipbuilding
 - Establish funding mechanism for maritime
 - Congressional education
 - New Soo lock: State coordination on local cost share
- **Infrastructure**
 - Infrastructure
 - Access infrastructure (passenger and freight)
 - Replacing and upgrading locks
 - Developing state compacts for improving infrastructure
 - Locks
- **Marketing/PR**
 - Increase labor/manpower awareness
 - More recognition of ferry passengers carried on Great Lakes
 - Market development

- Attract more mariners
- Manpower
- Season extension
- Shortage of pilots
- Milwaukee/Muskegon ferry service
- **Multiple Use**
 - Recreational/commercial conflict
 - Cooperation/conflict among freight/passenger/recreational vessels
- **System-Wide Data**
 - Impediments to GLMTS
 - Statistical Data for understanding what is happening system-wide
 - Water level reporting
- **System-Wide Planning**
 - Waterfront land use and incentives
 - System-wide planning
 - User congestion management
 - Depth of channels/ports cost/benefits analysis
 - Intermodal links (passenger and cargo)

After listing issues requiring regional coordination, breakout groups assigned priority to issues by voting for those they felt needed regional coordination most. Votes were summed within major categories, resulting in priorities shown in the figure below.



Participants identified areas of high priority for regional coordination

Although all of the major areas identified are important, breakout groups chose to use the three with the highest number of votes as the catalysts for considering regional coordination mechanisms. Participants saw infrastructure maintenance and improvement, ballast management, and system-wide planning (including the need for system-wide data gathering) as highest priority for regional coordination. Working in three breakout groups, participants developed action plans designed to advance regional coordination and cooperation.

The breakout group formulated their recommendations for these high priority areas as Action Plans for Regional Coordination, shown in the tables below.



RADM Hull Offers Framework for the Future

Before hearing results from breakout groups, USCG RADM **James Hull** challenged participants to think big about the future. Reflecting on the history of the marine transportation

system, he acknowledged that “nobody is in charge” and that “those who have regional coalitions can be successful.” He saw a role for the USCG in two-thirds of the issues identified and offered a vision of Great Lakes cooperation that includes traditional and new (e.g., containers) cargo types, passenger and recreational vessels, USCG ice breakers, waterfront development, sport fishing, and consideration of the environment and Midwest quality of life. RADM Hull offered his help in developing a vision for the Great Lakes Region and pledged to “take the message” everywhere he goes.

Panelists Report Action Recommendations

Darren Melvin, Illinois River Carriers Association, **Ray Skelton**, Duluth Seaway Port Authority, and **Richard Purinton**, Washington Island Ferry Lines presented breakout group recommendations. Melvin stressed infrastructure planning and greater efforts to inform the public of the need for infrastructure improvements. He suggested the Waterways Forum as the vehicle for this effort. Skelton emphasized timely action in formulating a regional ballast management plan since Michigan has legislation pending. He sees the Forum as the biggest step forward in the last decade. Purinton saw the need for a bi-national vision in formulating a system-wide plan for the Region, incorporating recreational, commercial, governmental, and intermodal elements.

Representatives from the USCG, USACE, and NOAA responded to the recommendations by acknowledging the need for a regional vision, a master plan, and a study of infrastructure needs. They recognized the opportunity for pursuing a “systems approach” in the region and pledged their support to the region’s effort. They characterized the session as “extremely productive” and reinforced their support for the entire series of regional dialog sessions.

Summary of Action Plans for Regional Coordination

High Priority Regional Coordination Need: Infrastructure Maintenance and Improvement			
Action	Who	When	Desired Outcome
Public Awareness – recreation boaters	GL Regional Waterways Management Forum Outreach Sub-Committee	WRDA 2000	Communication plan Add to the web
Develop infrastructure needs and strategic plan	COE	WRDA 2000	Strategic plan
Conversion of brownfields to ports or other infrastructure needs	EPA, MTS, GLC	Tied into strategic plan	Recycle resources into infrastructure
Forming state compacts to improve infrastructure	GLC	Tied to strategic plan	Possible funding mechanism
High Priority Regional Coordination Need: Ballast Management			
Action	Who	When	Desired Outcome
<ul style="list-style-type: none"> Determine achievable standards Identify technologies and research required Prioritize technologies Identify funding sources and develop a plan Raise political and public awareness of the problem and environmental consequence of changing mode of transportation Identify exactly what is being done (see Smithsonian web site) 	<ul style="list-style-type: none"> Council of Great Lakes Governors Great Lakes Commission International Joint Commission US representative to the International Maritime Organization US Coast Guard EPA 	ASAP (12/2000)	Practical and effective regional ballast water management regulations enforced by U.S. and Canadian Coast Guard
<ul style="list-style-type: none"> NISA reauthorization to provide for authority to set standards and funding 		Reauthorization in 2002	
High Priority Regional Coordination Need: System-wide Planning			
Action	Who	When	Desired Outcome
Bi-national vision for the system	Forum to coordinate	Jan 2001	Vision statement
Achieve bi-national vision through system-wide planning	Forum to coordinate	Jan 2001	Multi-disciplinary work plan to achieve vision

Learn more about the Marine Transportation System at the MTS websites: www.marad.dot.gov/mtsnac/index.html or <http://www.dot.gov/mts>.