

Mackinac Island, Michigan
June 1, 2013

RESOLUTION

GREAT LAKES-ST. LAWRENCE RIVER MARITIME INITIATIVE

WHEREAS, the Great Lakes Navigation System consists of the Lakes, locks, ports of refuge, navigational structures, recreational harbors and commercial ports tied together by rivers, locks and connecting channels; and,

WHEREAS, maritime trade and recreation are essential to the regional economy, and manufacturing and coastal communities depend on the health of Great Lakes-St. Lawrence River ports; and,

WHEREAS, the Great Lakes-St. Lawrence Seaway Navigation System generates over 226,833 U.S. and Canadian jobs related to the shipping industry, and U.S.\$33.6 billion in business revenue by firms, split evenly between the U.S. and Canada, supplying cargo handling and vessel services, and inland transportation services, generating U.S. \$4.6 billion in State, Provincial and Federal tax revenues in 2010; and,

WHEREAS, overall the Great Lakes-St. Lawrence River maritime portfolio includes more than 100 commercial ports in the bi-national Great Lakes-St. Lawrence Basin maritime system, 25 of the United States' top 100 ports by tonnage and in Ontario 12 of Canada's top 50 ports by tonnage, and is designed as a continuous waterway extending more than 2,400 miles from Duluth, Minnesota to the Gulf of St. Lawrence on the Atlantic Ocean; and,

WHEREAS, more than 40 provincial and interstate highways and nearly 30 rail lines link the 15 major ports of the Great Lakes-St. Lawrence River Basin maritime system and 50 regional ports with consumers, products and industries all over North America, and serve as a critical connection between the Atlantic ocean and the Ohio, Illinois and Mississippi River transportation systems; and,

WHEREAS, the Great Lakes-St. Lawrence River Basin maritime system includes well over 100 harbors, at least 16 locks on both sides of the borders, hundreds of miles of breakwaters and jetties, and more than 600 miles of maintained navigation channels; and,

WHEREAS, major technological advances including hands-free mooring and navigation technology incorporating real-time draft information are also improving the safety and efficiency of maritime trade through the bi-national waterway; and,

WHEREAS, the U.S. Army Corps of Engineers forecasts U.S. maritime trade to grow steadily over the next three decades, particularly once the Panama Canal expansion is completed in 2014; and,

WHEREAS, according to the U.S. Army Corps of Engineers "Approximately 80 percent of the Great Lakes harbor structures are older than their 50-year design life and many are more than 100 years old"; and,

WHEREAS, according to the U.S. Army Corps of Engineers there is currently a backlog of dredging that will cost \$200 million to remove 18 million yards of sand and silt to enable the Great Lakes-St. Lawrence River Basin's harbors to become fully functional; and,

WHEREAS, the Governors and Premiers recognize the Great Lakes Navigation System as a single entity where the majority of cargo moved on the Great Lakes-St. Lawrence River system begins and ends within the Great Lakes and Saint Lawrence Seaway; and,

WHEREAS, the region is a home to a confluence of waterways, rail lines, interstate highways, airports, and telecommunications lines, all of which combine to create a regional infrastructure network that is unmatched in the world, placing the States and Provinces in a position to work together to capitalize on this interconnected, inter-jurisdictional transportation system to increase the economic competitiveness of the entire region; and,

WHEREAS, the total rail volume traffic through the Chicago metropolitan area is projected to increase by 62% and the total highway volume traffic for freight is projected to increase by 62% between 2007 and 2040, placing an increasing toll on our already overtaxed highway systems and highlighting the need to understand why the region's truck and rail transportation users do not more fully use the waterway and what changes they would require to use the waterway more when moving cargo from and through the Great Lakes-St. Lawrence River region; and,

WHEREAS, the Great Lakes-St. Lawrence River infrastructure network is one of our region's competitive advantages and key to continued prosperity, and regional collaboration is required to protect it; and,

WHEREAS, a number of barriers and challenges prevent the Great Lakes-St. Lawrence River maritime system from being utilized to its full potential, including but not limited to regulatory hurdles; aging and unreplaced infrastructure; dropping water levels that result in shallow harbors that remain undredged; winter closure of the Seaway; and other obstacles that stand in the way of achieving a seamless transportation system that incorporates in a coordinated way rail, highway and maritime shipping across the Great Lakes-St. Lawrence River region; and,

WHEREAS, there is a great need to reinvest in the rehabilitation and possible expansion of this regional infrastructure network that connects the Great Lakes States, Ontario and Québec with one another and with the world; and,

WHEREAS, there are a wide variety of opportunities and structural arrangements to fund the improvement of the Great Lakes-St. Lawrence River maritime infrastructure network, including but not limited to governmental investment, private capital, public-private partnerships and creative financing mechanisms; and,

WHEREAS, the Great Lakes Governors and Premiers are in a critically important position to implement and advocate for the changes necessary to improve the Great Lakes-St. Lawrence River Maritime transportation system.

NOW, THEREFORE BE IT RESOLVED that the Governors and Premiers call on both Federal Governments to authorize, manage and fund the Great Lakes-St. Lawrence River maritime system as a single transportation system for the benefit of the entire region and the National Economies of Canada and the United States.

BE IT FURTHER RESOLVED that the Great Lakes Governors and Premiers hereby create a "Great Lakes—St. Lawrence River Maritime Initiative."

BE IT FINALLY RESOLVED that there is hereby created a "Great Lakes-St. Lawrence River Maritime Task Force" consisting of appointments made by the Great Lakes Governors and Premiers, and is hereby charged with developing recommendations to improve the Great Lakes-St. Lawrence River maritime system including financing options for the maintenance or replacement of aging infrastructure, and provide such initial recommendations to the Great Lakes Governors and Premiers by December 31, 2013.

Adopted by the Governors of the Great Lakes States and the Premiers of Ontario and Québec on this 1st day of June 2013.