



# Lake Carriers' Association

*The Greatest Ships on the Great Lakes*

**JAMES H. I. WEAKLEY, PRESIDENT**

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June 18, 2012

Indiana Department of Environmental Management  
100 North Senate Avenue  
MC65-42 WQS IGCN 1255  
Indianapolis, IN 46204-2251

Dear Sir or Madam:

**Re: Section 401 Water Quality Certification**  
**Project: Vessel General Permit**  
**IDEM No.: 2012-240-00-JWR-A**  
**COE No.: N/A**  
**County: Statewide**

Lake Carriers' Association ("LCA") represents 17 American companies that operate 57 U.S.-flag vessels ("lakers") on the Great Lakes and carry the raw materials that drive the nation's economy. Those include iron ore and fluxstone for steel production, aggregate and cement for construction, coal for power generation, as well as salt, sand and grain. Collectively, our members can move more than 115 million tons of cargo per year. They employ more than 1,600 men and women, all U.S. citizens or legally admitted aliens, and provide annual wages and benefits of approximately \$125 million. In turn the cargos our members carry generate and sustain more than 103,000 jobs in the United States and have an economic impact of more than \$20 billion.

## **Great Lakes Shipping is Indiana Steel's Raw Materials Lifeline**

Indiana is the nation's top producer of steel. The production of a ton of steel requires between 1.3 and 1.5 tons of iron ore, as well as quantities of fluxstone (a type of limestone used as a purifying agent) and other raw materials. It follows then that iron ore and fluxstone are the largest commodities delivered to the ports of Indiana Harbor, Gary, Burns Harbor and Buffington. In 2007, the last full pre-recession year, lakers delivered 22.9 million tons of iron ore and 2.7 million tons of fluxstone to those ports, the equivalent of nearly four tons for each resident of Indiana.

## **Ballast Water Treatment Systems Not Practical and Possible at This Time for Lakers**

Indiana's Section 401 Certification does not require lakers to install ballast water treatment systems. Nor do the Federal agencies that have jurisdiction over ballast water discharges – the U.S. Coast Guard and U.S. EPA. The states of Wisconsin, New York, Ohio, Pennsylvania and Michigan have likewise deemed that lakers should continue to employ the Best Management Practices that have been in effect for some time.

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***Representing Operators of U.S.-Flag Vessels on the Great Lakes Since 1880***

AMERICAN STEAMSHIP COMPANY ♦ ANDRIE, INC. ♦ ARMSTRONG STEAMSHIP COMPANY ♦ BELL STEAMSHIP COMPANY ♦ CENTRAL MARINE LOGISTICS, INC.  
GRAND RIVER NAVIGATION COMPANY, INC. ♦ GREAT LAKES FLEET/KEY LAKES, INC. INLAND LAKES MANAGEMENT, INC. ♦ THE INTERLAKE STEAMSHIP COMPANY  
LAKES SHIPPING COMPANY ♦ LAKE MICHIGAN CARFERRY SERVICE ♦ PERE MARQUETTE SHIPPING COMPANY ♦ PORT CITY MARINE SERVICES  
PORT CITY STEAMSHIP SERVICES ♦ SOO MARINE SUPPLY, INC. ♦ UPPER LAKES TOWING COMPANY, INC. ♦ VANENKEVORT TUG & BARGE INC.

No other decision was possible. There are no systems currently available that can accommodate lakers' fresh water environment and its temperature range, flowrates and large volumes. Nor do we anticipate that any will be available during the term of this permit.

Our members will continue to employ several Best Management Practices, just as they did before there was any such requirement. Our first efforts to address aquatic nuisance species ("ANS") date back to 1993. Our members continue to research other voluntary measures that might be implementable on their vessels.

### **Inspection of Covered Vessels**

Indiana's Section 401 Certification requires that the Commission or authorized representative(s) shall be allowed to enter and inspect covered vessels and equipment, have access to and copy records, and sample and monitor any discharge. We'd like to point out that this would be a duplication of U.S. Coast Guard inspections. All the data Indiana seeks has already been collected by a trusted Federal agency, so we believe this provision is unnecessary and can be deleted without any lessening of the Certification's effectiveness.

### **Lakers and the Next Certification of this Permit**

Technology will continue to advance and the day may come when a system will be available that can handle 16 million gallons of frigid ballast at 80,000 gallons per minute. When and if that day arrives, any decision to require lakers to treat ballast must take into consideration these important factors:

- U.S.-flag lakers never leave the system, so have never and will never introduce an ANS. Most never sail any farther east than Conneaut, Ohio. A few deliver cargo to Erie, Pennsylvania, and Buffalo, New York. There is the occasional voyage into Lake Ontario (mostly to load cement in Bath, and as the vessel is loading, it is pumping out ballast, not taking on ballast), but the vast majority of voyages are conducted between Duluth-Superior and Conneaut, Ohio. Some of the vessels that service Indiana's steel mills have not even been on Lake Huron or Lake Erie for years. The vast, vast majority are too big to transit the Welland Canal or locks in the St. Lawrence Seaway.
- Once an ANS has taken root, it can and will migrate independent of commercial navigation. The ruffe is a case in point. Since its discovery in the port of Duluth/Superior in the late 1980s, it has been migrating along the southern shore of Lake Superior at the rate of about 25 miles per year. Once it reaches the St. Marys River, the rest of the Great Lakes lies before them. Installing ballast water management systems on lakers could at best slow what appears to be an inevitable expansion of the ruffe's range.
- Lakers' ballast is but one of many means of spreading ANS. The U.S. Geological Survey has identified 64 vectors and ballast is but one. (See Attachment A.)

For all these reasons we must question the value of treating lakers should the day come that systems are available.

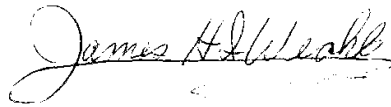
### **Conclusion**

Lake Carriers' Association has been actively engaged in efforts to find solutions to what is a world-wide problem - ballast water transport and non-indigenous species. We could list several initiatives, but in closing we commend Indiana DEM for taking a reasoned approach to its Section 401 certification. There are no treatment systems that can be installed on lakers today or likely during the

term of the next Vessel General Permit. Our members will continue to employ Best Management Practices to lessen the potential that their ballast operations spread an ANS introduced by an oceangoing vessel. Our members share Indiana DEM's desire to protect the state's Lake Michigan waters and have always operated their vessels with that goal in mind.

If you have any questions or need additional information, please contact me at your convenience.

Very Respectfully,

A handwritten signature in black ink that reads "James H. I. Weakley". The signature is written in a cursive style with a long horizontal stroke at the end.

James H. I. Weakley  
President

Cc: LCA Board  
Bruce Bowie, Canadian Shipowners Association

**Attachment A**

**Vectors for Introduction and Spread of Non-Indigenous Species  
 Identified by U.S. Geological Survey**

Accidental	Hitchhiker - Plants	Released – Packing Material
Canal	Hitchhiker - Platforms	Released - Pet
Dispersed	Hitchhiker - Scuba Gear	Shipping
Dispersed - Flood	Hitchhiker - Oysters	<b>Shipping - Ballast Water</b>
Dispersed - Ocean Current	Hitchhiker - Stocked Fish	Shipping - Hull Fouling
Dispersed - Waterfowl	Hitchhiker With Tunicates	Shipping - Solid Ballast
Escaped Captivity	Hybridized	Stocked
Escaped Captivity - Aquaculture	Ocean Currents	Stocked - Aquaculture
Escaped Captivity - Farm	Planted	Stocked - Aquarium
Escaped Captivity - Fur Farm	Planted - Erosion Control	Stocked - Escaped
Escaped Captivity - Pet	Planted - Food	Stocked - For Biocontrol
Escaped Captivity - Pond	Planted - Forage	Stocked - For Conservation
Escaped Captivity - Research	Planted - Ornamental	Stocked - For Exhibit
Escaped Captivity - Zoo	Planted - Restoration/Mitigation	Stocked - For Food
Gulf Stream Drift	Planted - Wildlife Habitat	Stocked - For Forage
Hitchhiker	Released	Stocked - For Research
Hitchhiker - Fishing, Boating	Released – Aquarium	Stocked - For Sport
Hitchhiker - Aquaculture	Released - Bait	Stocked - Illegally
Hitchhiker - Aquatic Plants	Released - Fish Food	Stocked - Misidentified
Hitchhiker - Imported Logs	Released - Biocontrol	Stream Capture
Hitchhiker - Imported Plants	Released - Food	Unknown
Hitchhiker - Packing Material	Released - Lab Animals	

Source: U. S. Geological Survey database Great Lakes Aquatic Non-Indigenous Species Information System