

APRIL 30, 1972

MEMORANDUM

FOR: SENATOR

FROM: DAN

SUBJECT: TOLEDO MARITIME STATEMENT

WE ARE ATTACHING A BACKGROUND MEMO FOR YOUR INFORMATION ON SOME OF THE KEY ISSUES ASSOCIATED WITH THE GREAT LAKES PORTS. THIS MEMO WILL EVENTUALLY BE TURNED INTO A POSITION PAPER.

YOUR STATEMENT FOR TOLEDO WAS PREPARED AFTER LONG CONSULTATION WITH TOM BURKE (DIRECTOR OF THE PORT OF DULUTH) AND OTHERS. GEORGE STEINBRENNER WAS INSTRUMENTAL IN SUPPLYING INFORMATION TO US ABOUT THE STATE OF SHIPBUILDING.

STEINBRENNER BELIEVES THAT THIS POSITION HAS NOT BEEN ADOPTED BY ANY OTHER CANDIDATE. THERE WILL BE A BIG MEETING OF MARITIME UNIONS IN ST. LOUIS THIS WEEK--SO THE STATEMENT IS WELL TIMED.

WE BELIEVE THAT THIS TYPE OF STATEMENT WILL BE OF GREAT VALUE IN MICHIGAN, MARYLAND AND ESPECIALLY IN CALIFORNIA.

NOTE: THE MARITIME ACT OF 1936 AMENDED BY THE ACT OF 1970 REQUIRES THAT WHEN GOVERNMENT CARGOES ARE SHIPPED ABROAD, SOMETIMES HALF OR MORE OF THOSE CARGOES MUST BE SENT VIA AMERICAN SHIPS. THROUGH VARIOUS BILATERAL TREATIES AND AGREEMENTS, THE STATE DEPARTMENT HAS AVOIDED THIS REQUIREMENT BY ALLOWING CERTAIN COUNTRIES TO USE THEIR SHIPS AS A SUPPLEMENT TO OUR FOREIGN AID. THE MAIN POINT TO EMPHASIZE IS THAT AMERICAN JOBS ARE LOST THROUGH THESE AGREEMENTS.

F.Y.I.-THE F.Y. '73 R & D BUDGET FOR THE GREAT LAKES WAS CUT BY NIXON FROM \$3.5 MILLION TO \$1.6 MILLION.

REMARKS BY
SENATOR HUBERT H. HUMPHREY

TOLEDO MARITIME STATEMENT

TOLEDO, OHIO

MAY 1, 1972

OUR GREAT LAKES TODAY HOLD THE KEY TO A SIGNIFICANT
IMPROVEMENT IN THE QUALITY OF LIFE FOR THE PEOPLE OF
OHIO.

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TOLEDO AND OHIO'S OTHER GREAT PORTS WITH A VAST NUMBER
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OHIO'S PORTS ARE NOT RECEIVING FAIR AND EQUAL TREATMENT FROM THE FEDERAL GOVERNMENT.

WE MUST NOT LET OUR "FOURTH SEACOAST" BECOME OUR FORGOTTEN SEACOAST.

THE NIXON ADMINISTRATION IS SHORTCHANGING OHIO AND ALL THE GREAT LAKES PORTS BY CUTTING VITAL RESEARCH AND DEVELOPMENT BUDGETS WHICH COULD EXTEND THE SHIPPING SEASON.

MORE THAN 40 MILLION AMERICANS COULD BENEFIT BY FURTHER DEVELOPMENT OF THE GREAT LAKES TRANSPORTATION NETWORK. CRITICAL TO THIS DEVELOPMENT IS EXTENDING THE SHIPPING SEASON ON THIS COAST REACHING INTO THE HEARTLAND OF AMERICA.

THE PRESIDENT'S ACTION IN CUTTING AN ALREADY SMALL RESEARCH AND DEVELOPMENT BUDGET ADVERSELY AFFECTS SUCH NECESSARY IMPROVEMENTS AS SHIP DESIGN, NAVIGATIONAL AIDS, ICEBREAKING TECHNIQUES, HARBOR MANAGEMENT AND WEATHER SURVEILLANCE.

WITHOUT THIS INCREASED RESEARCH, THE PORTS OF THE GREAT LAKES CANNOT COMPETE WITH THE OCEAN AND GULF

PORTS OF THIS NATION.

THE CONTINUED AND EXPANDED DEVELOPMENT OF OUR SHIPPING INDUSTRY IS NOT ONLY IMPORTANT TO TOLEDO, BUT TO EVERY PORT IN AMERICA.

FURTHERMORE, THIS ADMINISTRATION HAS BROKEN ITS COMMITMENT TO PUT THE AMERICAN SHIPPING INDUSTRY BACK ON ITS FEET.

OUR GREAT MERCHANT MARINE FLEET NO LONGER COMMANDS THE WORLD'S OCEANS. TODAY, ONLY 5 PER CENT OF ALL AMERICAN GOODS SHIPPED OVERSEAS RIDE IN AMERICAN SHIPS.

TWO YEARS AGO PRESIDENT NIXON PROMISED AID FOR THE CONSTRUCTION OF 300 OCEAN GOING SHIPS OVER THE

NEXT DECADE. THE AMERICAN PEOPLE WERE PROMISED 30 NEW SHIPS A YEAR.

AS OF TODAY, \$267 MILLION EARMARKED BY CONGRESS FOR THE CONSTRUCTION OF NEW SHIPS AT GREAT LAKES AND OTHER PORTS SITS UNUSED BECAUSE THE ADMINISTRATION REFUSES TO FACILITATE ITS EXPENDITURE.

IT IS CLEAR THAT THE NIXON ADMINISTRATION HAS BROKEN ITS PROMISE TO AMERICA'S SAILORS, SHIPBUILDERS, LONGSHOREMEN, MARINE ENGINEERS AND PILOTS.

THIS MONEY COULD BE BUILDING AMERICAN SHIPS AND PROVIDING AMERICAN JOBS NOW.

I CALL UPON THE PRESIDENT TO CUT THE RED TAPE WHICH IS HOLDING THIS MONEY BACK FROM THE SHIPYARDS

AND WORKING FAMILIES OF AMERICA.

THIS TRAGIC SLOWDOWN IN SHIPBUILDING IS ONLY
ONE EXAMPLE OF HOW THIS ADMINISTRATION HAS FORGOTTEN
THE PORTS AND PEOPLE OF THE GREAT LAKES.

HERE IS ANOTHER EXAMPLE:

OUR MARITIME LAW REQUIRES THAT AMERICAN GOODS
BE TRANSPORTED IN AMERICAN SHIPS FOR ALL DOMESTIC TRAFFIC.
THE LAW FURTHER REQUIRES THAT AMERICAN SHIPS SHOULD ALSO
CARRY A MAJOR PORTION OF OUR NATION'S EXPORTS.

THESE LAWS WERE MADE TO PROTECT THE JOBS AND
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TODAY, THE GOVERNMENT IS VIOLATING THE SPIRIT
AND TENOR OF THIS LAW.

IN THE ADMINISTRATION OF OUR FOREIGN AID PROGRAM,
THE STATE DEPARTMENT IS ALLOWING FOREIGN SHIPS TO CARRY
AMERICAN FOREIGN AID CARGOES WHEN AMERICAN SHIPS SHOULD
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FOREIGN AID IS DESIGNED TO HELP OUR UNDERDEVELOPED
FRIENDS AROUND THE WORLD.

BUT THESE PROGRAMS SHOULD NOT OPERATE AT THE
EXPENSE OF AMERICAN JOBS. AND THE STATE DEPARTMENT

MUST NOT ALLOW THIS PRACTICE TO CONTINUE IN VIOLATION
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AND LET'S FOLLOW THROUGH ON OUR COMMITMENT
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I'VE FOUGHT LONG AND HARD FOR MORE THAN TWO DECADES FOR THE GREAT LAKES, THE ST. LAWRENCE SEAWAY AND A STRONG AMERICAN MERCHANT MARINE.

I COME FROM A STATE WITH A GREAT PORT. I KNOW WHAT EXPANDED PORT DEVELOPMENT, SHIPBUILDING AND INCREASED TONNAGE MEANS TO A CITY AND STATE IN TERMS OF JOBS, INCOMES AND HOPES FOR A PROSPEROUS ECONOMY.

IN THE COMING WEEKS AS I TRAVEL THROUGHOUT THE NATION I WILL BE SPEAKING OUT ABOUT HOW WE MUST

HALT THE DECLINE OF AMERICA AS A GREAT MARITIME POWER.

BACKGROUND MEMO

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Our Great Lakes today hold the key to a significant improvement in the quality of life for the people of Ohio.

is ~~great~~ almost unlimited

Their potential/for providing this region with a vast number of jobs, billions in industrial production and a balanced transportation network for our nation's goods.

Today at a time of economic recession with high unemployment and reduced production, the industrial ports of Ohio ~~are~~ are not being utilized to their full potential in providing jobs and increasing production in our nation's heartland.

We must begin to plan now the future development and ~~and~~ ^{growth} of our nation's Fourth seacoast so that Ohioans can benefit more from the goods they grow and produce.

I've fought long and hard for more than two decades for the Great Lakes and the St. Lawrence Seaway. I was one of the authors of the 1954 legislation which created the Seaway.

Whenever there is a new idea--an idea that changes the way we work and live--there are some people who object, who don't want progress. But we persevered and the people of the Great Lakes won the chance to compete equally with the rest of America.

I am today dedicated to the full realization of this potential equality.

Sensuety, Lorraine

~~Comment~~

Today, the great ports of Toledo, ^ACleveland and Astabula^A have the opportunity to compete on an equal basis with ports like New York, Baltimore and San Francisco.

But in fact, all Ohioans have not received the great benefits from a fourth seacoast because the ~~seacoast~~ ports of the Great Lakes are not receiving fair and equal treatment from the Federal government.

More than 30 million Americans and nearly half of our nation's Gross National Product can be affected by proper development of Great lakes transportation.

The great agricultural and industrial producers of mid-America and ~~their~~ the millions of working men and women in Ohio will directly benefit if our Fourth^h seacoast receives the equal treatment it deserves.

More jobs and increased industrial and agricultural production are some of the benefits to be derived ~~by expanding Great~~ by expanded Great Lakes development.

Our fourth seacoast must no longer be our forgotten seacoast.

I propose the following steps to be taken as part of a master plan for the development of the ~~ports~~ Great Lakes ports in the 1970's.

First, we must ~~make~~ attempt to make the Great Lakes navigable twelve months a year. We have the technology to achieve this goal.

Unfortunately, the Nixon administration has cut an already small research and development budget that could provide the first step to an all year shipping season.

The April to December shipping season can be lengthened.

We must work on ship design, navigational aids, icebreaking techniques, harbor management and weather surveillance--so that the sea route to mid-America can be used more frequently and more efficiently.

Second, Great Lakes shipping from Ohio ports to all corners of the world must be made ~~as~~ cost competitive with other ports.

Up to now, trucks and railroads have held a virtual monopoly 010 2032
over the export of Ohio's goods.

The time has come to have true competition between land, sea and air transportation. The people of Ohio will benefit from a thorough examination of current rate structures which are not competitive.

Why should factories and farms in Ohio pay a higher rate to ship their goods by land when an expanded Great Lakes seaway ~~system~~ system will save them money?

I call upon the Interstate Commerce Commission to expedite ^{this} its hearings on ~~the~~ non-competitive rate structure so that our Great Lakes ports can have a fighting chance to compete for Ohio's goods.

Third, we must create incentives for American ships to carry American goods to and from Great Lakes ports.

Last year 53 million tons of goods were shipped through the ~~the~~ St. Lawrence Seaway--a record. However, that record is feeble when compared to the fact that the port of New York ~~has~~ alone shipped 174 million tons of cargo.

The Great Lakes' 53 million tons through the St. Lawrence are only 3 percent of America's total annual shipping of over 1 1/2 billion tons.

We can and must increase cargoes through the St. Lawrence Seaway to Ohio's ports. There are not enough American ships to carry American goods. The shipbuilders of the Great Lakes now have a chance to compete with the shipbuilders on other coasts and in other countries.

We must provide the incentives so that American ships call upon our new American ports. We should at least consider the feasibility

of offering incentives to bring ships to the ports of Ohio.

One of the first steps that can be taken to bring ~~ships~~ ships to Ohio's cargoes is to let the world know of the tremendous potential of the Great Lakes. Up to now, only 6 people in the St. Lawrence Development Corporation~~s~~ work on ~~a~~ promoting Great Lakes trade. This number must be increased.

Finally, the Federal government must initiate a program of equity. The Great Lakes must get their fair share of government cargoes. The grain in our Food for Peace program would be a good first step in initiating equal treatment for our fourth reservoir.

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