

# TABLE OF CONTENTS

	<u>PAGE</u>
<b>MARINE</b>	
MICHIGAN'S COMMERCIAL PORTS .....	47
COMMODITIES SHIPPED AT MICHIGAN PORTS .....	48
WATERBORNE COMMERCE AT CARGO PORTS .....	49
HISTORICAL WATERBORNE COMMERCE .....	50
FERRY SERVICE .....	51
ST. MARY'S RIVER FERRY SYSTEM .....	52

# MICHIGAN'S COMMERCIAL PORTS

The St. Lawrence Seaway and the Great Lakes form a maritime transportation system extending more than 2,000 miles from the Gulf of St. Lawrence on the Atlantic Ocean to the western end of Lake Superior. Michigan's 3,200 miles of shoreline contain more than 100 ports serving commercial and recreational navigation. About 90 of these ports

accommodate commercial marine activities, including cargo handling, ferry services, commercial fishing, shipbuilding, marine contracting and excursion services. As of 2000 there are 39 ports, identified on the accompanying map, which regularly accommodate commercial cargoes. Ferry services are provided on 20 routes in Michigan waterways.

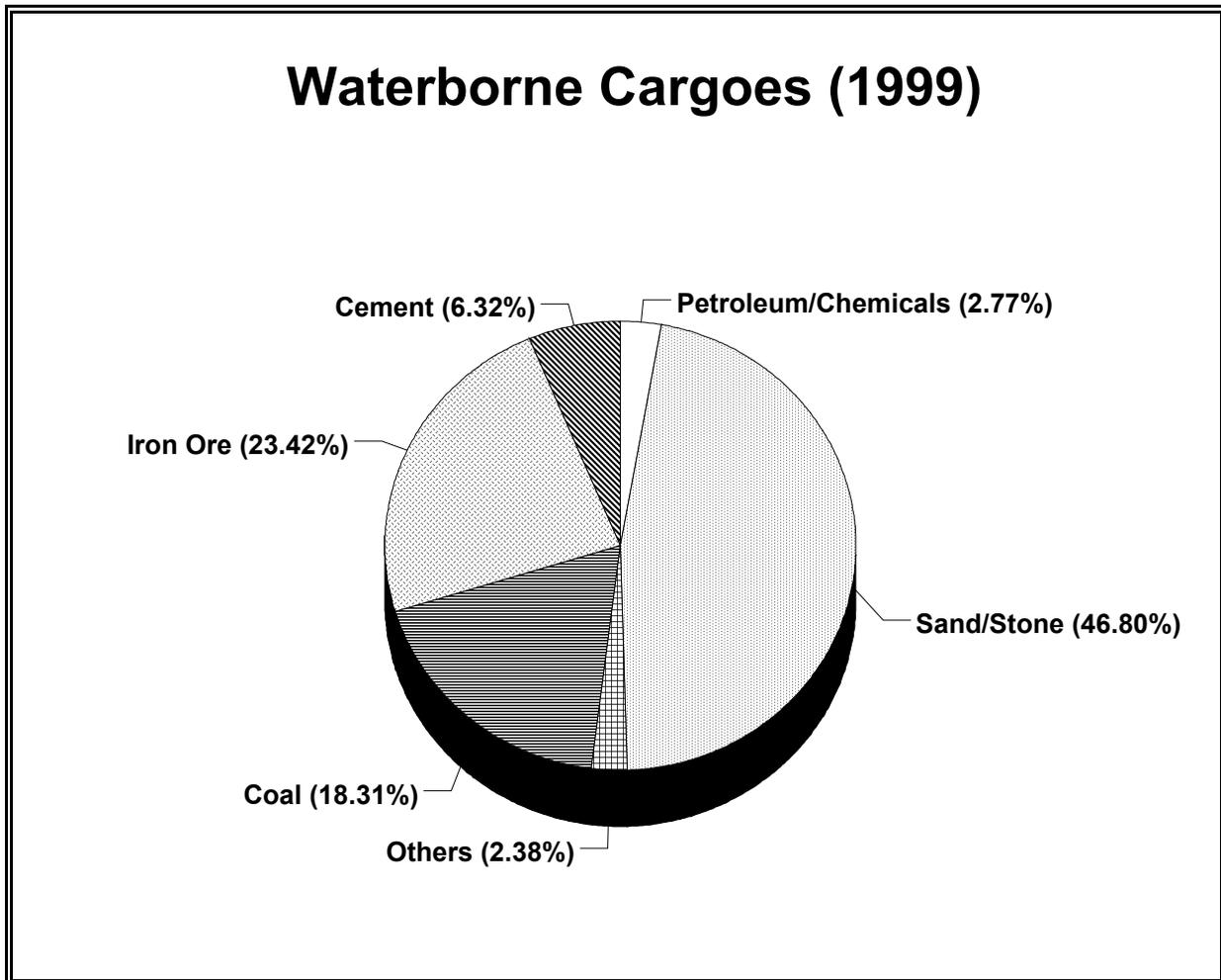


Source: MDOT, Bureau of Transportation Planning, Intermodal Policy Division

## COMMODITIES SHIPPED AT MICHIGAN PORTS

Most of Michigan's waterborne commerce consists of bulk cargoes. Stone, sand, iron ore and coal accounted for 89 percent of the 96 million tons of total traffic in 1999, while cement, petroleum and chemicals total approximately 9 percent.

These materials are used in the steel, construction, agriculture and petroleum industries throughout the Great Lakes region. The steel industry alone accounts for about half of Michigan's total waterborne commerce.



Source: U.S. Army Corps of Engineers, Waterborne Commerce of the United States, Calendar Year 1999. Part 3: Waterways and Harbors, Great Lakes, New Orleans; U.S. Army Corps of Engineers, 2001; and local port officials as reported by MDOT, Bureau of Transportation Planning, Intermodal Policy Division

## WATERBORNE COMMERCE AT CARGO PORTS

---

**D**etroit is Michigan's largest port, handling 17.5 percent of the state's total tonnage. Several large ports, including Calcite, Stoneport, Port Inland, Port Dolomite, Port Drummond, Alabaster and Port Gypsum are privately-owned and were

built to ship stone produced from nearby quarries. Most of the traffic at Escanaba and Marquette is iron ore mined in the Upper Peninsula and destined for Great Lakes steel mills. Other ports typically receive a variety of cargoes for local or regional consumption.

Port	1999 Tonnage	Port	1999 Tonnage
Detroit	16,948,500	St. Joseph	553,019
Marquette	10,344,500	Ludington	492,000
Calcite	9,532,500	Port Gypsum	489,000
Stoneport	8,873,000	Holland	453,000
Escanaba	8,513,000	Manistee	422,000
Port Inland	5,665,000	Cheboygan	365,500
St. Clair	5,326,000	Traverse City	248,000
Saginaw River	5,290,000	Menominee-Marinette	165,500
Alpena	3,948,000	Gladstone	143,000
Marine City	3,653,000	Frankfort	141,000
Port Dolomite	3,118,000	Harbor Beach	102,000
Muskegon	1,926,000	Ontonagon	99,800
Port Drummond	1,732,000	Sault Ste. Marie	89,000
Monroe	1,771,000	Munising	50,000
Charlevoix	1,488,000	St. James	19,000
Marysville	1,357,000	Mackinac Island	10,000
Grand Haven	1,109,000	Houghton-Hancock	1,000
Port Huron	972,000	All Other Ports	189,500
Alabaster	895,000	<b>TOTAL</b>	<b>96,493,819</b>

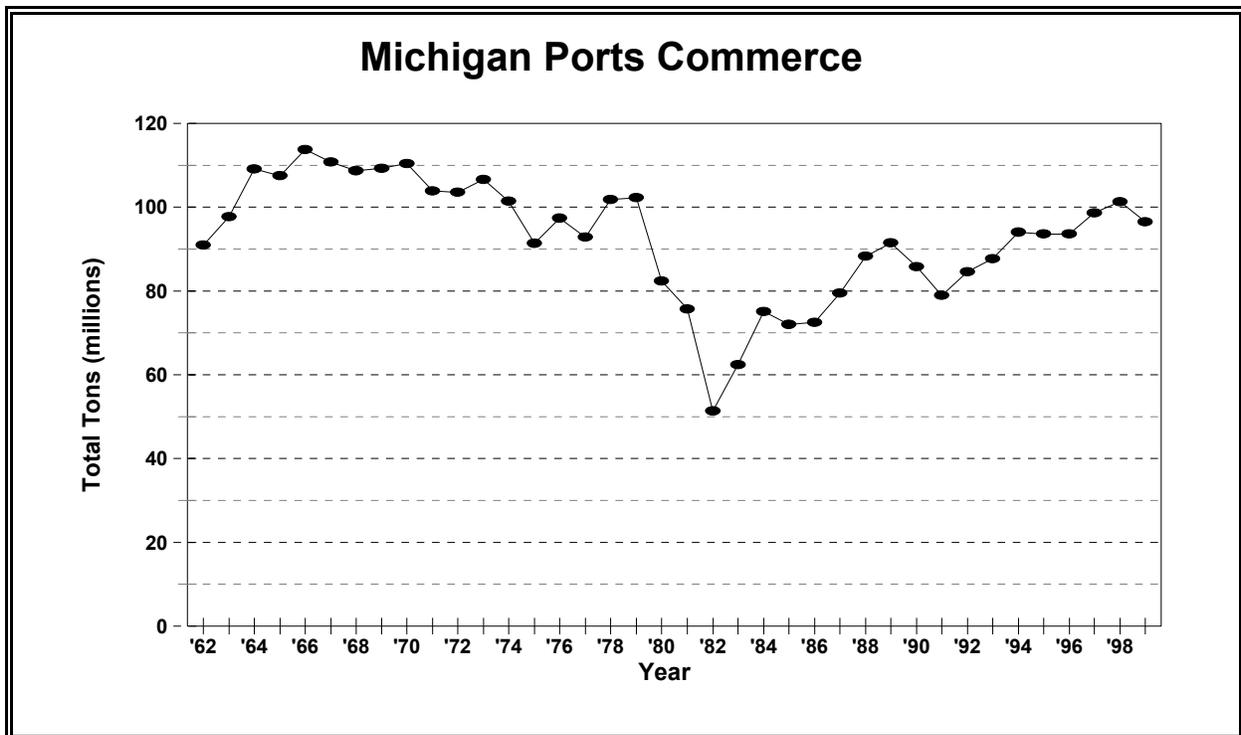
Source: U.S. Army Corps of Engineers, Waterborne Commerce of the United States, Calendar Year 1999. Part 3: Waterways and Harbors, Great Lakes, New Orleans; U.S. Army Corps of Engineers, 2001; and local port organizations; as reported by MDOT, Bureau of Transportation Planning, Intermodal Policy Division

# HISTORICAL WATERBORNE COMMERCE

Since the opening of the St. Lawrence Seaway in 1959, Michigan's waterborne commerce has ranged from 51 million to 114 million tons. During this period, the mean annual tonnage was approximately 93 million. Most of Michigan's waterborne

traffic is generated by steel and construction industries and is susceptible to variations in the general economy and restructuring of the steel industry. The most recent example of this can be seen in the early 1980's in the graph below.

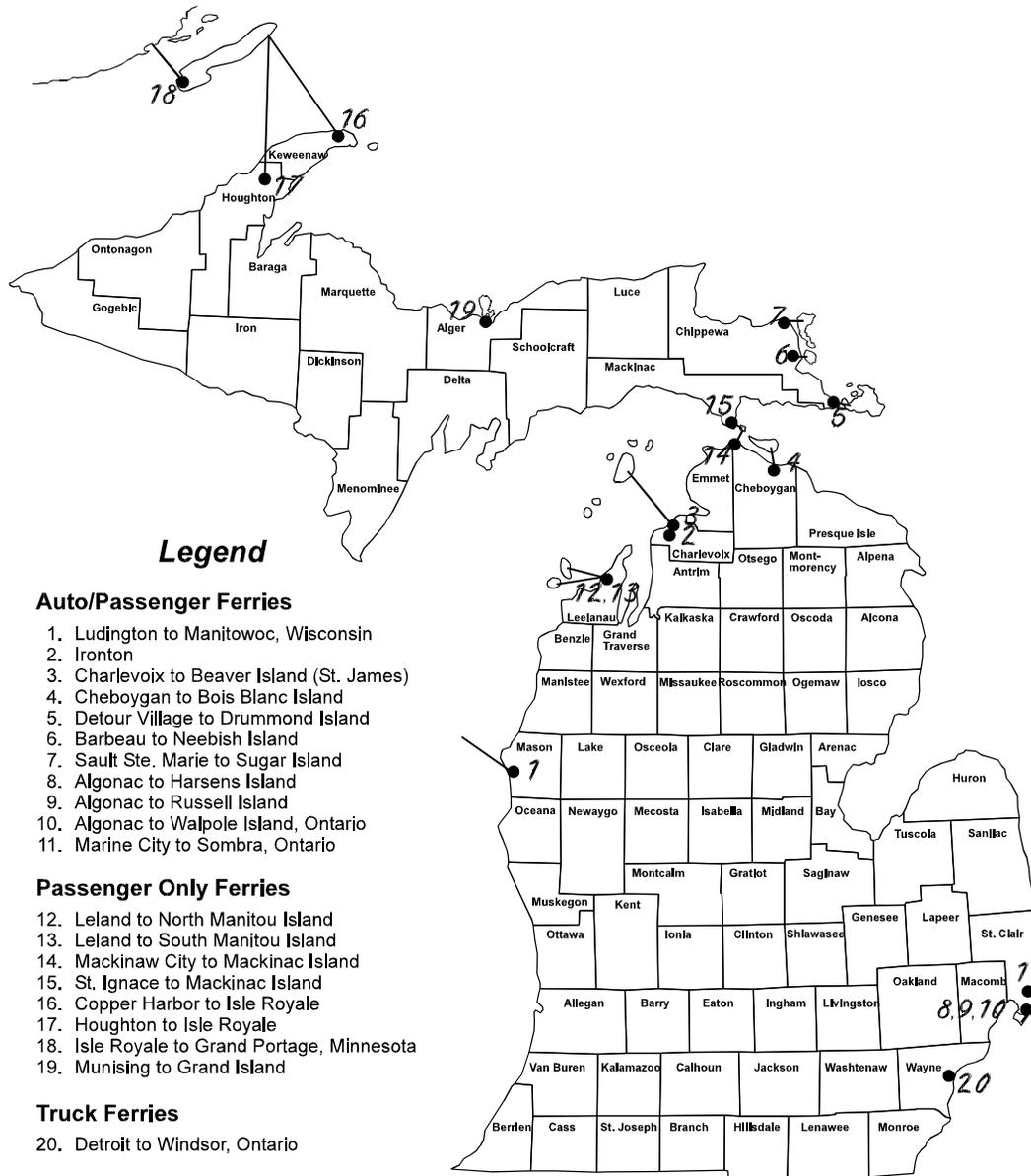
Year	Tonnage	Year	Tonnage	Year	Tonnage	Year	Tonnage
1960	96,684,998	1970	110,397,756	1980	82,409,928	1990	85,764,857
1961	88,815,641	1971	103,879,534	1981	75,685,806	1991	78,952,003
1962	90,959,374	1972	103,555,651	1982	51,312,257	1992	84,622,726
1963	97,730,256	1973	106,598,408	1983	62,416,537	1993	87,701,134
1964	109,139,474	1974	101,393,927	1984	75,067,451	1994	93,990,253
1965	107,500,170	1975	91,411,396	1985	71,981,889	1995	93,610,750
1966	113,716,689	1976	97,380,680	1986	72,527,695	1996	93,613,000
1967	110,767,016	1977	92,834,512	1987	79,430,130	1997	98,673,521
1968	108,668,893	1978	101,788,264	1988	88,243,048	1998	101,306,079
1969	109,328,660	1979	102,225,008	1989	91,459,033	1999	96,493,819
						<b>Annual Average</b>	<b>92,750,956</b>



Source: MDOT, Bureau of Transportation Planning, Intermodal Policy Division

# FERRY SERVICE

There are 20 ferry services, excluding excursion services, operating in Michigan. Of these, three receive state operating support. All three are run by the Eastern Upper Peninsula Transportation Authority, providing service for passengers and vehicles to Drummond, Neebish and Sugar Islands. In Fiscal Year 2000, they carried 848,998 passengers, 529,809 vehicles and made 68,457 crossings.



Source: MDOT, Bureau of Transportation Planning, Travel Demand and Intermodal Services Section

## ST. MARY'S RIVER FERRY SYSTEM

The ferries serving Drummond, Neebish and Sugar islands are supported by state funds administered by the Eastern Upper Peninsula Transportation Authority. The combined ridership on the three ferries has increased nearly 89 percent since 1983.

<b>Fiscal Year</b>	<b>Passengers Carried</b>	<b>Vehicles Carried</b>	<b>Number of Crossings</b>
1983	448,883	199,370	52,409
1984	463,917	208,469	53,659
1985	470,336	218,306	54,589
1986	476,936	225,123	54,608
1987	509,083	246,996	56,431
1988	520,701	269,238	59,108
1989	535,260	286,195	58,973
1990	570,728	312,973	60,869
1991	576,907	306,868	60,647
1992	607,487	337,086	61,907
1993	664,230	383,294	64,957
1994	684,348	401,414	66,458
1995	719,188	433,275	68,089
1996	722,804	437,697	62,369
1997	627,418	387,133	54,530
1998	763,634	475,569	66,255
1999	807,604	498,820	65,644
2000	848,998	529,809	68,457

Source: MDOT, Bureau of Transportation Planning, Travel Demand and Intermodal Services Section, in Cooperation with the Eastern Upper Peninsula Transportation Authority