

August 22, 2018

To Whom It May Concern:

The Toledo Lucas County Seaport is the largest cargo port on the Great Lakes and is a central location for the North American market. This logistical advantage has earned the Port of Toledo the designation as a five-star logistics metro, which has provided businesses that select our region for development, expansion and relocation a low-cost shipping option for large freight and bulk commodities.

In 2017 the Port of Toledo realized a nearly 16% increase in cargo tonnage through the Port and that upward trend is expected to continue into 2018 and beyond.

This increase in the area's economic development is projected to bring thousands of skilled jobs into the region in the areas of construction, steel, and clean energy to name a few.

The Toledo Seaport consists of 15 docks owned by private and public entities, including the City of Toledo and the Toledo Lucas County Port Authority ("Port Authority"). The Port Authority contracts with a third party, Midwest Terminals of Toledo ("Midwest") to manage its docks. Midwest employs approximately 32 employees in both its stevedoring and warehousing operations, which employees are represented by the International Longshoremen's Association, Local 1982 ("ILA") and Teamsters Local 20, respectively. Unfortunately, Midwest and the ILA have been embroiled in eight years of labor strife, which culminated in a majority of the ILA members submitting a petition in January 2018 to Midwest disavowing the ILA as their representative. Despite the members' wishes, the ILA has increased economic pressure on the Toledo Seaport, which has gone beyond causing economic hardship to Midwest, for it has in fact paralyzed international shipping in the lower Great Lakes. This has occurred as a result of the actions of a few members of ILA Local 1982. The ILA's approach resulted in the refusal of Great Lakes pilots to either bring in or take out international vessels calling on ports like the Port of Toledo and the Port of Monroe, Michigan.

The current situation has created substantial economic damage to all segments of the economy in and around northwest Ohio and southeastern Michigan.

The Port of Toledo has just landed one of the largest economic development opportunities in decades, namely - Cleveland Cliffs new \$700,000,000 Hot Briquetted Iron Plant (to be located at the Port of Toledo) to serve the midwestern steel industry.

The equipment to build a large portion of this plant is being shipped internationally beginning next month destined for Port of Toledo. These shipments must be timely received and offloaded, or costly delays could occur.

On behalf of the region's business, labor and governmental leadership we call upon the United States Coast Guard, who oversees pilotage in the Great Lakes, to change its policy to require these pilots to be available to guide international vessels 24/7 - after notice is given by the shipper regardless of any condition except safety.

The net effect of all of this is that economic development in our region has been and will continue to be severely impacted unless this problem is immediately remedied. If it is not, industries looking at northwest Ohio will look to other regions such as Cleveland or Chicago and international commerce in the Great Lakes will essentially be halted.

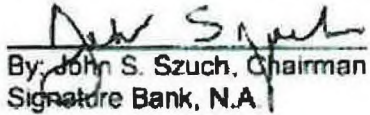
Respectfully Submitted,

**CITY OF TOLEDO**

  
By: Mayor Wade Kapszukiewicz

**TOLEDO-LUCAS COUNTY  
PORT AUTHORITY**

  
By: Paul Toth, President & CEO

  
By: John S. Szuch, Chairman  
Signature Bank, N.A.

**LUCAS COUNTY  
BOARD OF COMMISSIONERS**

  
By: Pete Gerken, President

  
By: Carol Contrada, Commissioner

  
By: Tina Skeldon Wozniak, Commissioner

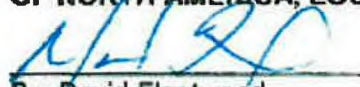
**CMM Inc./Ironunits LLC**

  
By: Ronald M. Mamula, President

**NORTHWEST OHIO BUILDING  
TRADES COUNCIL**

  
By: Shaun Enright, Executive Secretary

**LABORERS' INTERNATIONAL UNION  
OF NORTH AMERICA, LOCAL 500**

  
By: David Fleetwood

**TEAMSTERS LOCAL 20**

  
By: Richard C. Collinson, President