

Thank you for your comment, Terry Doyle.

The comment tracking number that has been assigned to your comment is GLMRISANS50087.

Comment Date: February 15, 2012 16:45:38PM

GLMRISANS

Comment ID: GLMRISANS50087

First Name: Terry

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Attachment:

Comment Submitted:

Calumet River Fleeting is a full service towing company located in South Chicago. We service the needs of our customers in South Chicago from O'Brien lock to Lake Michigan as well as all around Lake Michigan and all the other Great Lakes. We have over 40 well trained employees working our tugs and we are the only company in South Chicago that employs live onboard crews. Our captains have worked all their lives on tugs, in and around the Great Lakes. We operate our tugs 24 hours a day, 7 days a week, 365 day a year. Our fleet includes 10 tugs dedicated to our customers and their specific needs at harbors we service daily.

Calumet River Fleeting Inc., is also co-owner of the Lake Trader. This oversize deck barges is used to handle cargo from river barges that are not able to traverse the Great Lakes. Cargo is brought up the Mississippi River and transferred from river barges to the Lake Trader.

Our company has contracts with many river companies to handle all their barges in South Chicago and across the lake to Indiana Harbor, Gary Harbor, Burns Harbor, and Milwaukee Harbor on a regular basis. We have moved in the neighborhood of 500 to 800 per year.

Calumet River Fleeting Inc. will be out of business if the Lockport Lock, O'Brien Lock and the Chicago Lock are shut down. This will put 40 full time employees out of work and will bankrupt this company. The barges that traverse the Lake Michigan are already hampered with weather issues for delivery and being delivered on certain days of the week will seriously hurt those deliveries.

The only answer that everyone proposes is shutting down the locks. The locks are not watertight and they were never meant to be. They are a navigational assistant and were installed for those reasons. To use the locks as a fish barrier for Lake Michigan is worthless. The water movement goes around the locks and over the slues gates. There is also the Grand Calumet River and the Little Calumet River before O'Brien Locks that travel to Indiana Harbor and Burns Harbor in Indiana that the fish will use to travel into Lake Michigan. At times of flooding the gates are opened and the water is run down river or opened to Lake Michigan to keep the Chicago area from flooding.

Calumet River Fleeting Inc. does understand the need to curtail the Asian Carp problem but would like to see a trend toward electric fish barriers, because as far as I understand no fish have made it past the barrier so it must be doing the job. Install more barriers! Construction of bubble or acoustic barriers. Institute commercial fishing in the river areas.

Since the carp have already been found in Lake Erie, get more general scientific study about the potential of the carp to survive within the Great Lakes system and even if it is believed to be possible due to the cold water temperature and the depth of the lakes. Someone should be observing Lake Erie since there is already a problem.

The cargos are in the millions of dollars that are transported up here to make various products that are shipped all over the world through the river system to the Gulf. The economic impact to customers if barge traffic is stopped will be in the millions and the trickle down effect will be in the billions.

Calumet River Fleeting Inc will cease to exist without the millions of tons of cargo that pass through O'Brien Lock from the Gulf and various areas of the river system.

I sincerely hope that everyone takes a long hard look at the volume of cargo that comes up the Mississippi River to various locations in Chicago and the outlet that Chicago is to the Great Lakes.