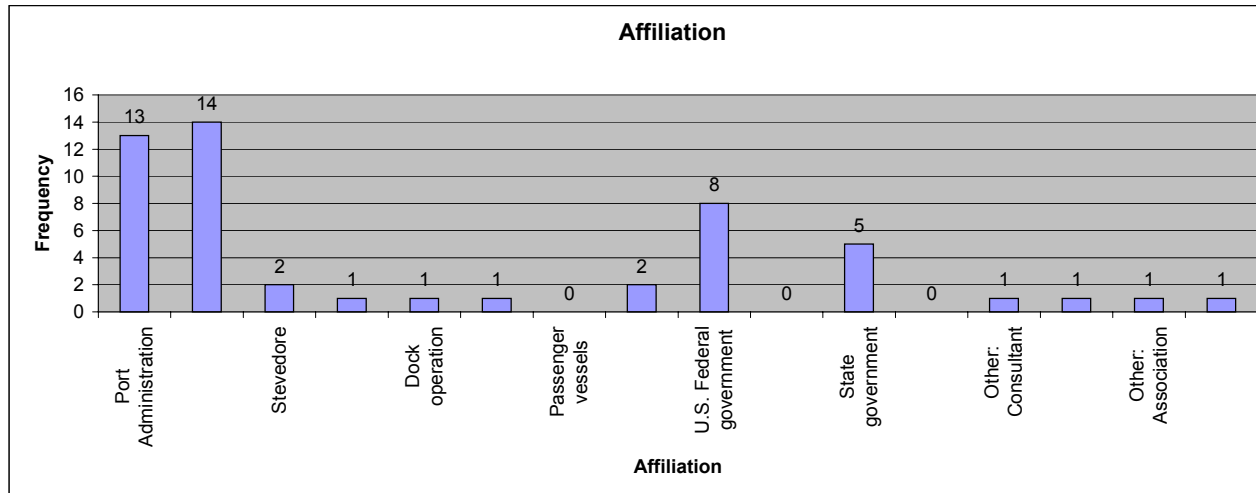
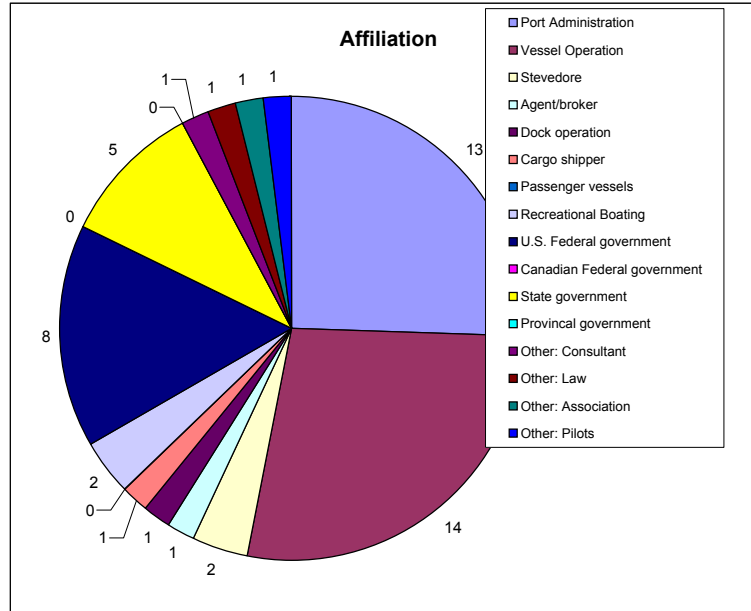


Question 1: My affiliation. This best describes my primary affiliation and/or interest in Great Lakes/St. Lawrence marine transportation:

Total Respondents: 45
Multiple Responses: 5

Answers:		Percent (of 45)
Port Administration	13	28.89%
Vessel Operation	14	31.11%
Stevedore	2	4.44%
Agent/broker	1	2.22%
Dock operation	1	2.22%
Cargo shipper	1	2.22%
Passenger vessels	0	0.00%
Recreational Boating	2	4.44%
U.S. Federal government	8	17.78%
Canadian Federal government	0	0.00%
State government	5	11.11%
Provincial government	0	0.00%
Other: Consultant	1	2.22%
Other: Law	1	2.22%
Other: Association	1	2.22%
Other: Pilots	1	2.22%

Total Responses: 51

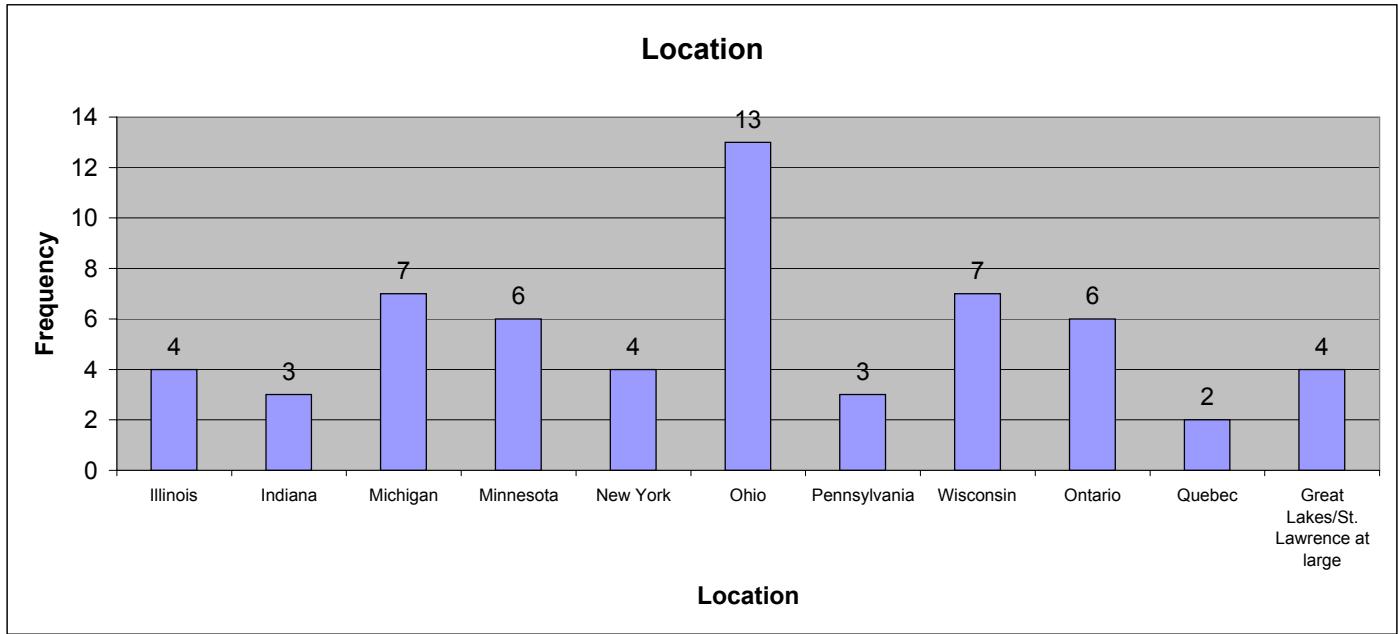
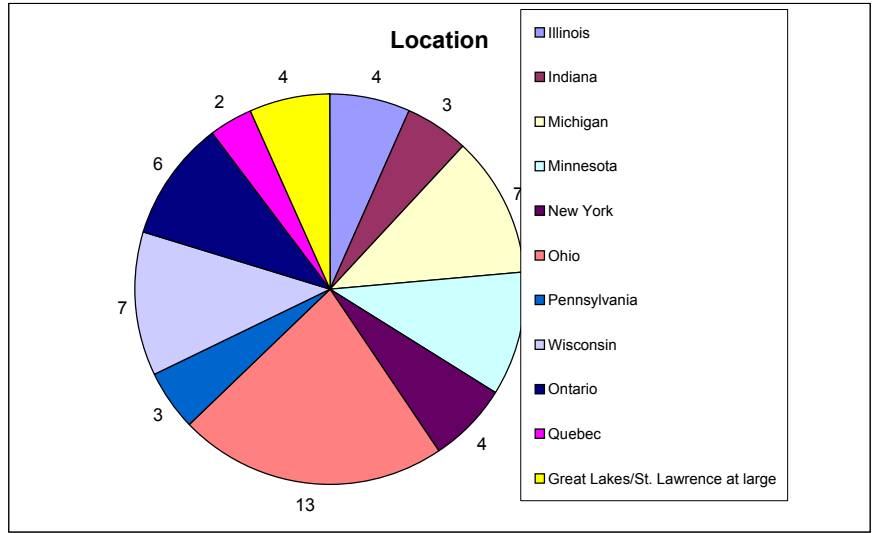


Question 2: Location

Total Respondents: 45
Multiple Responses: 6

Answers:		Percent (of 45)
Illinois	4	8.89%
Indiana	3	6.67%
Michigan	7	15.56%
Minnesota	6	13.33%
New York	4	8.89%
Ohio	13	28.89%
Pennsylvania	3	6.67%
Wisconsin	7	15.56%
Ontario	6	13.33%
Quebec	2	4.44%
Great Lakes/St. Lawrence at large	4	8.89%
Other	0	0.00%

Total Responses: 59

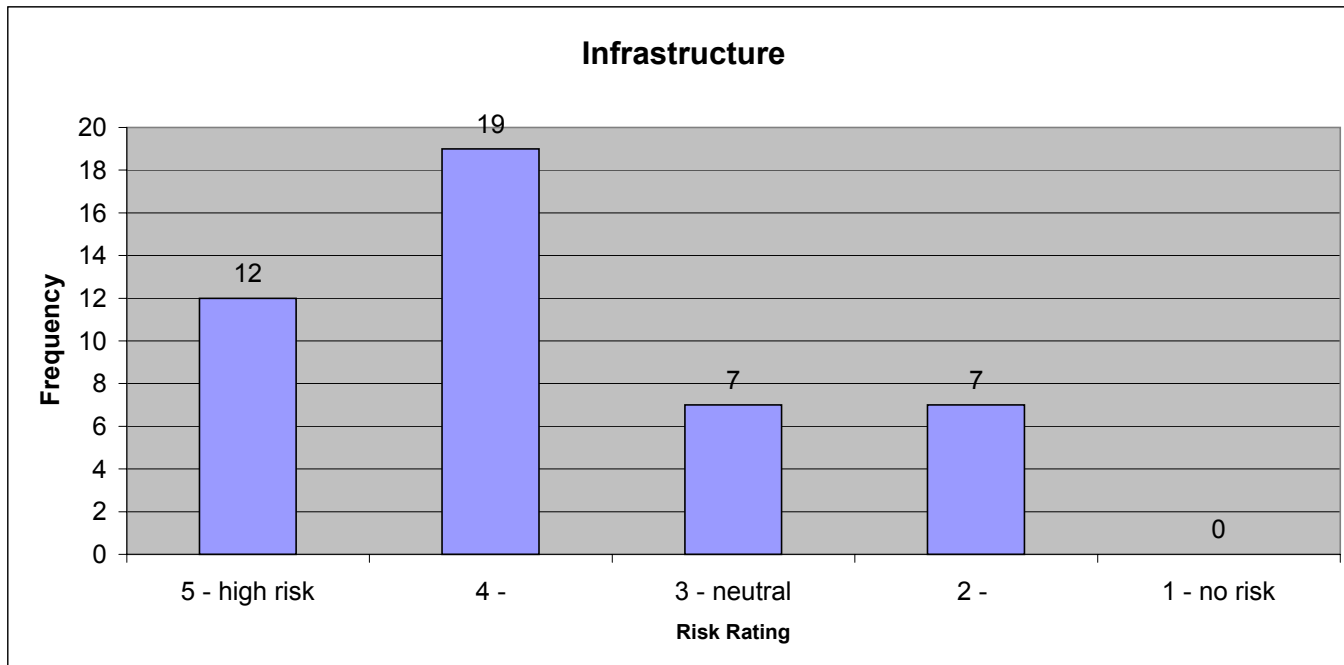
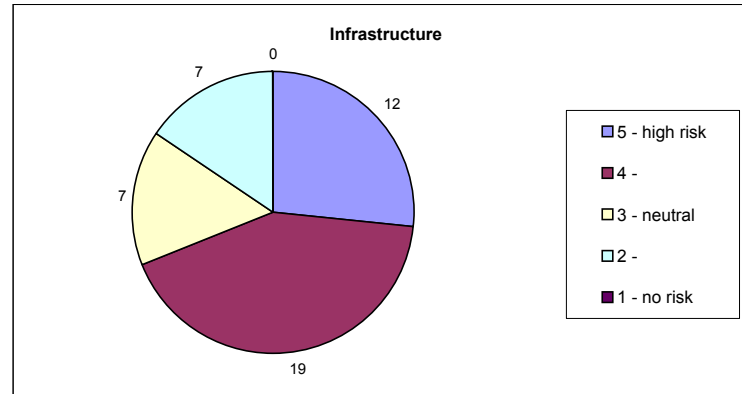


Question 3: Rate the current risk level for loss of functionality of the Great Lakes St. Lawrence marine transportation infrastructure as a whole

Total Respondents: 45

Answers:		Percent (of 45)
5 - high risk	12	26.67%
4 -	19	42.22%
3 - neutral	7	15.56%
2 -	7	15.56%
1 - no risk	0	0.00%

Total Responses: 45
Average Response: 3.80

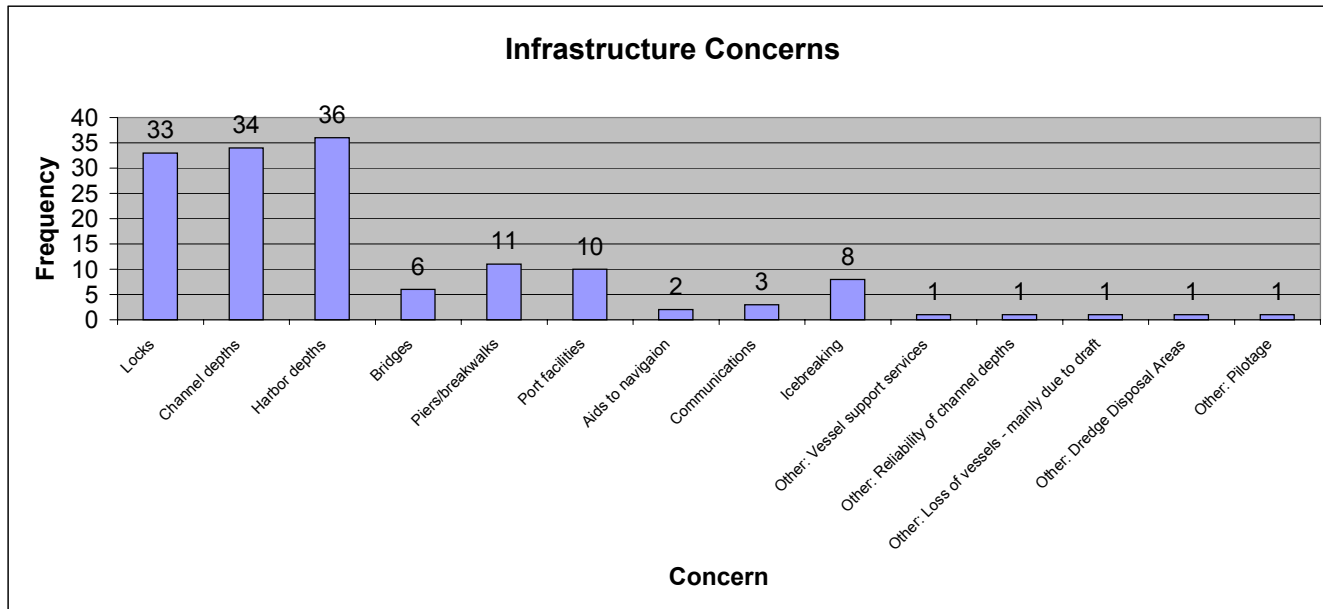
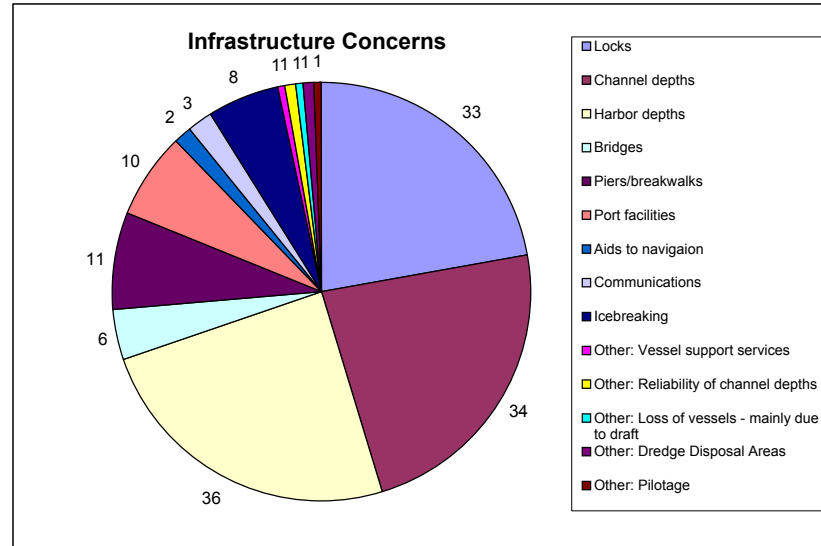


Question 4: What specific infrastructure components, if any, pose the most concern to you?

Total Respondents: 45
Multiple Responses: 44

Answers:		Percent (of 45)
Locks	33	73.33%
Channel depths	34	75.56%
Harbor depths	36	80.00%
Bridges	6	13.33%
Piers/breakwalks	11	24.44%
Port facilities	10	22.22%
Aids to navigaion	2	4.44%
Communications	3	6.67%
Icebreaking	8	17.78%
Other: Vessel support services	1	2.22%
Other: Reliability of channel depths	1	2.22%
Other: Loss of vessels - mainly due to draft	1	2.22%
Other: Dredge Disposal Areas	1	2.22%
Other: Pilotage	1	2.22%

Total Responses: 148



Question 5: Rate how well informed the following categories are concerning the condition and needs of the Great Lakes St. Lawrence marine transportation infrastructure.

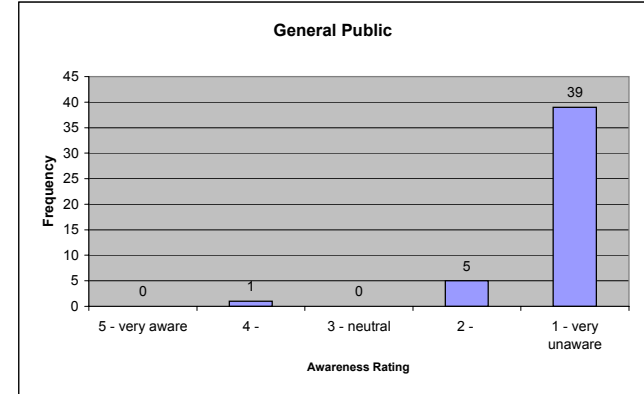
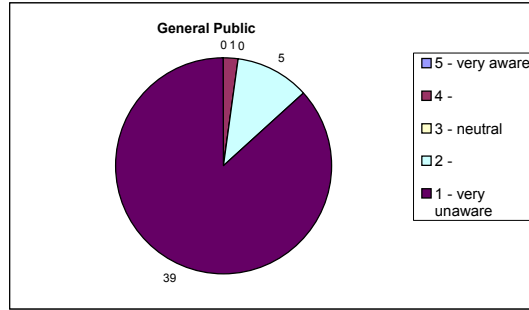
Total Respondents: 45

5a: General Public

Answers:		Percent (of 45)
5 - very aware	0	0.00%
4 -	1	2.22%
3 - neutral	0	0.00%
2 -	5	11.11%
1 - very unaware	39	86.67%

Total Responses: 45

Average Response: 1.18

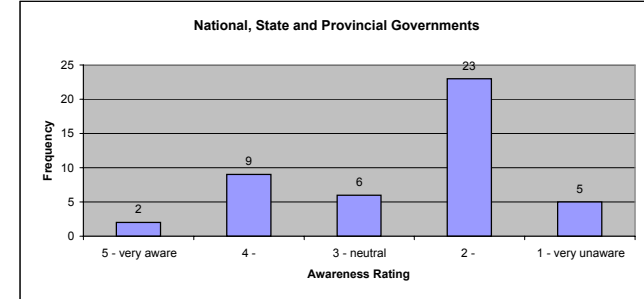
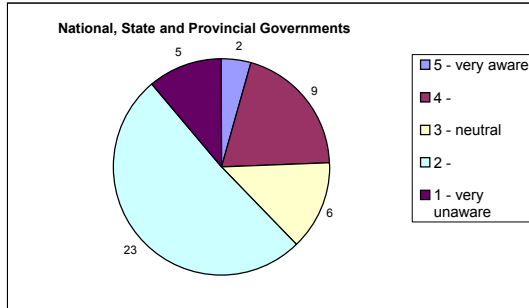


5b: National, State and Provincial Governments

Answers:		Percent (of 45)
5 - very aware	2	4.44%
4 -	9	20.00%
3 - neutral	6	13.33%
2 -	23	51.11%
1 - very unaware	5	11.11%

Total Responses: 45

Average Response: 2.56

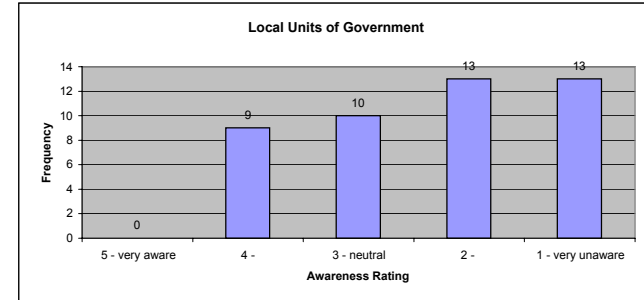
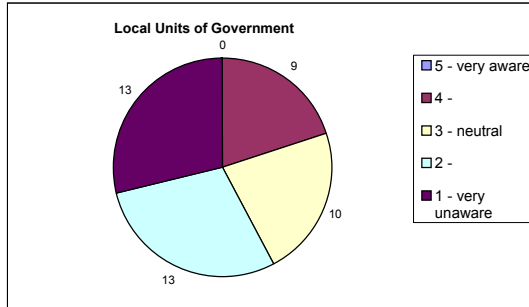


5c: Local Units of Government

Answers:		Percent (of 45)
5 - very aware	0	0.00%
4 -	9	20.00%
3 - neutral	10	22.22%
2 -	13	28.89%
1 - very unaware	13	28.89%

Total Responses: 45

Average Response: 2.33



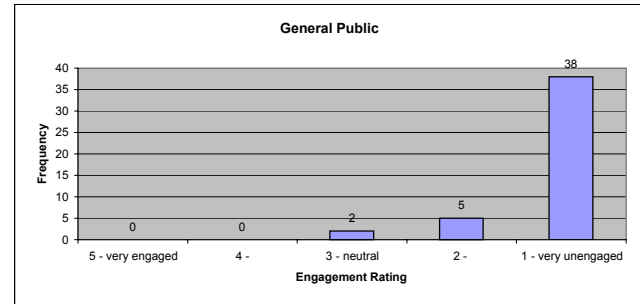
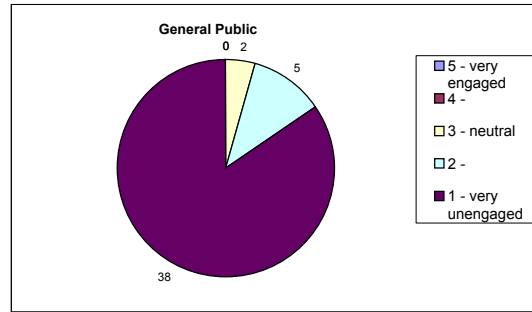
Question 6: Rate how actively engaged the following categories are concerning the condition and needs of the Great Lakes St. Lawrence marine transportation infrastructure.

Total Respondents: 45

5a: General Public

Answers:		Percent (of 45)
5 - very engaged	0	0.00%
4 -	0	0.00%
3 - neutral	2	4.44%
2 -	5	11.11%
1 - very unengaged	38	84.44%

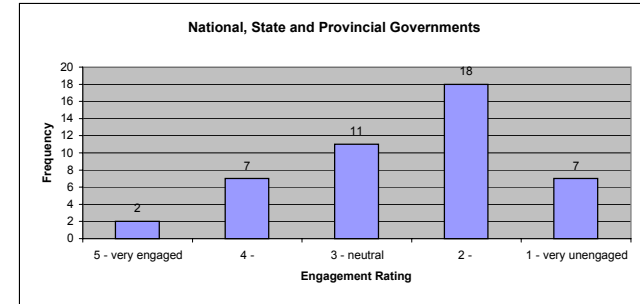
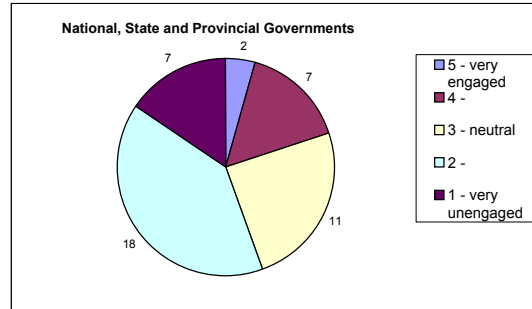
Total Responses: 45
Average Response: 1.20



5b: National, State and Provincial Governments

Answers:		Percent (of 45)
5 - very engaged	2	4.44%
4 -	7	15.56%
3 - neutral	11	24.44%
2 -	18	40.00%
1 - very unengaged	7	15.56%

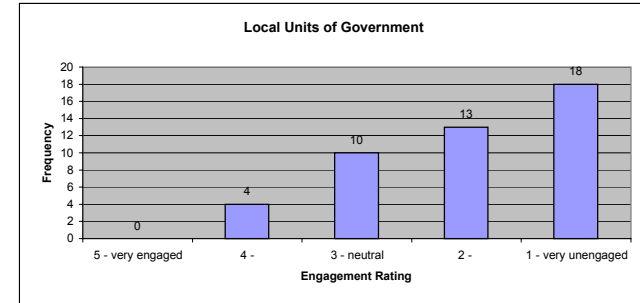
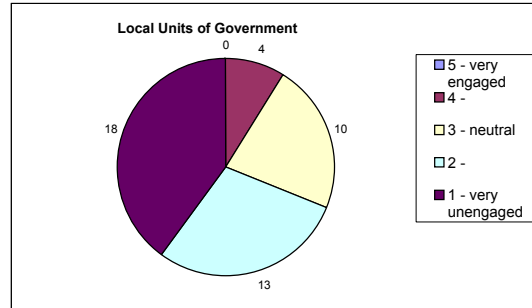
Total Responses: 45
Average Response: 2.53



5c: Local Units of Government

Answers:		Percent (of 45)
5 - very engaged	0	0.00%
4 -	4	8.89%
3 - neutral	10	22.22%
2 -	13	28.89%
1 - very unengaged	18	40.00%

Total Responses: 45
Average Response: 2.00

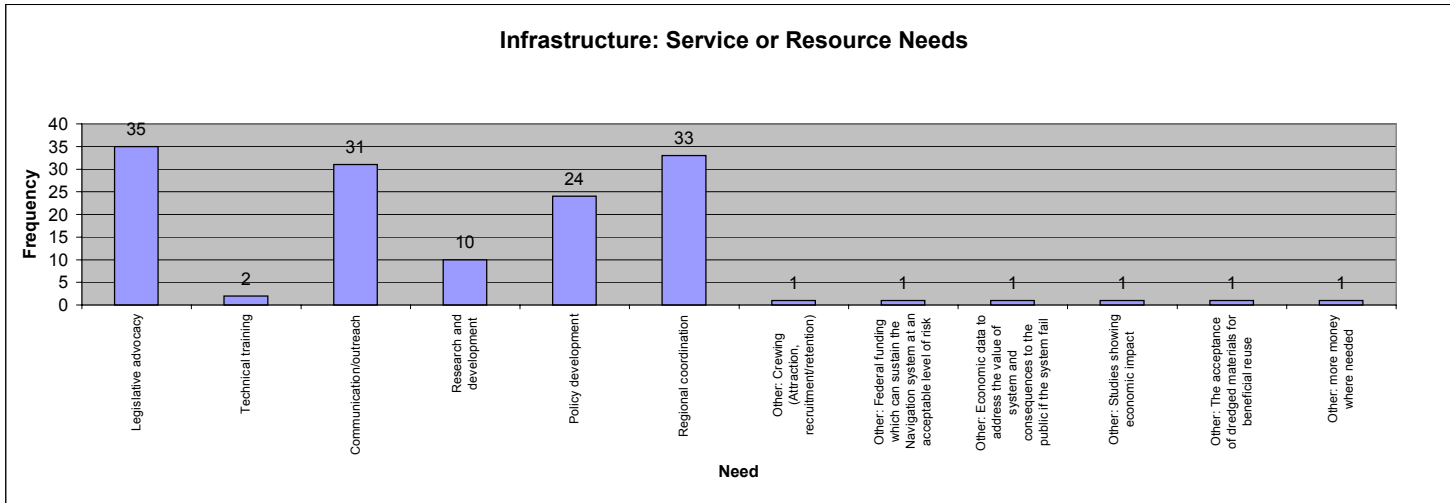
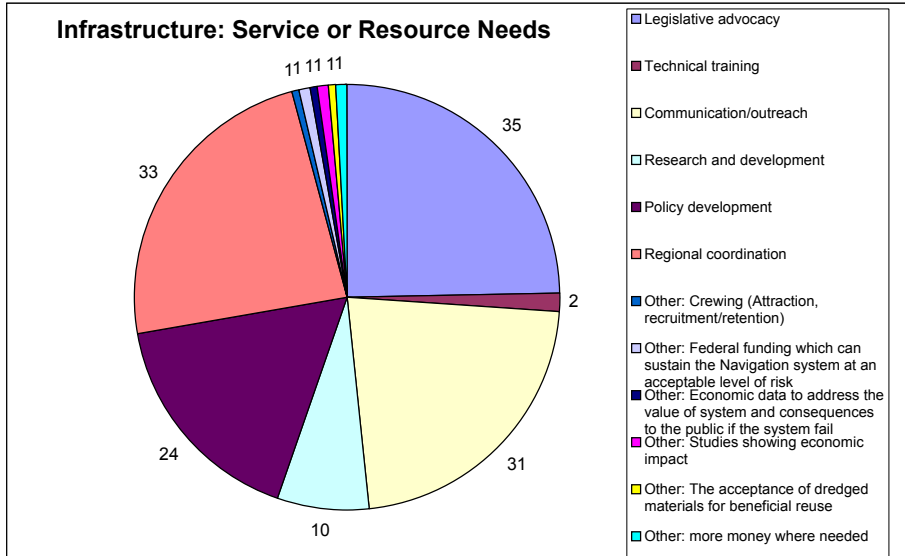


Question 7: What specific services or resources are most needed to sustain a viable Great Lakes St. Lawrence marine transportation infrastructure? Please select one or more listed below.

Total Responses: 45
Multiple Responses: 42

Answers:		Percent (of 45)
Legislative advocacy	35	77.78%
Technical training	2	4.44%
Communication/outreach	31	68.89%
Research and development	10	22.22%
Policy development	24	53.33%
Regional coordination	33	73.33%
Other: Crewing (Attraction, recruitment/retention)	1	2.22%
Other: Federal funding which can sustain the Navigation system at an acceptable level of risk	1	2.22%
Other: Economic data to address the value of system and consequences to the public if the system fail	1	2.22%
Other: Studies showing economic impact	1	2.22%
Other: The acceptance of dredged materials for beneficial reuse	1	2.22%
Other: more money where needed	1	2.22%

Total Responses: 141

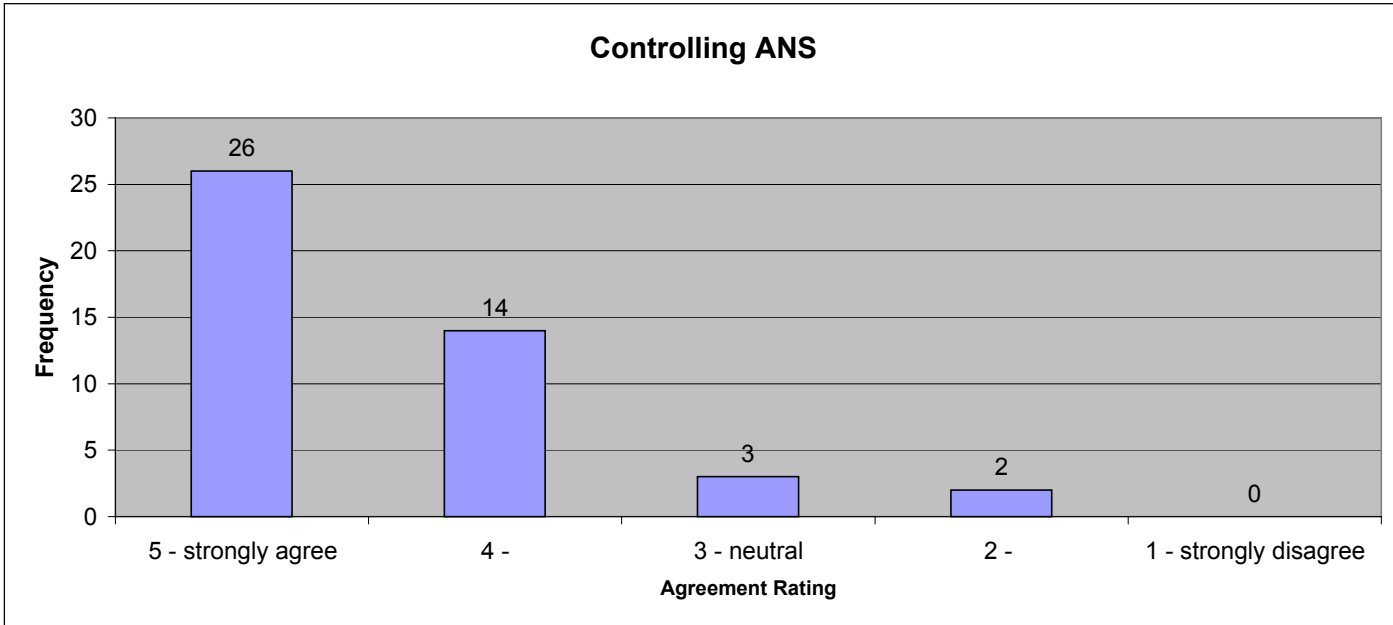
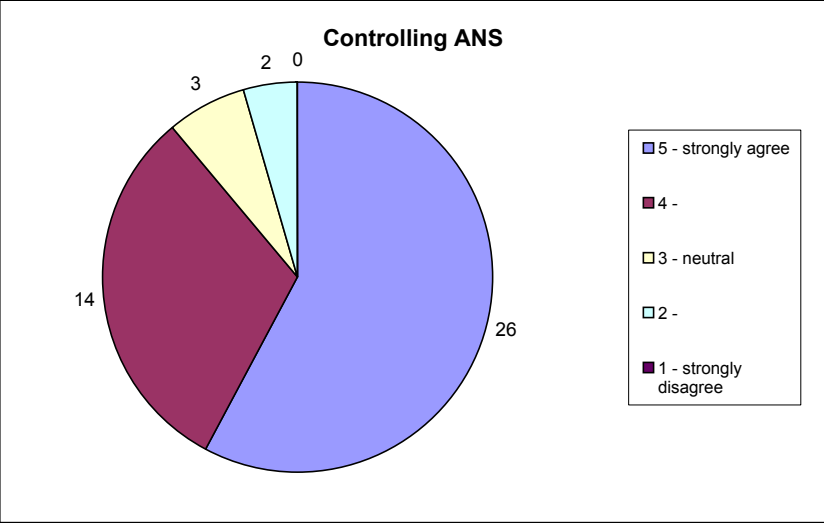


Question 8: Controlling the introduction and spread of aquatic nuisance species (ANS) in the Great Lakes St. Lawrence System is a high priority for the ports and navigation community.

Total Respondents: 45

Answers:		Percent (of 45)
5 - strongly agree	26	57.78%
4 -	14	31.11%
3 - neutral	3	6.67%
2 -	2	4.44%
1 - strongly disagree	0	0.00%

Total Responses: 45
Average Response: 4.42

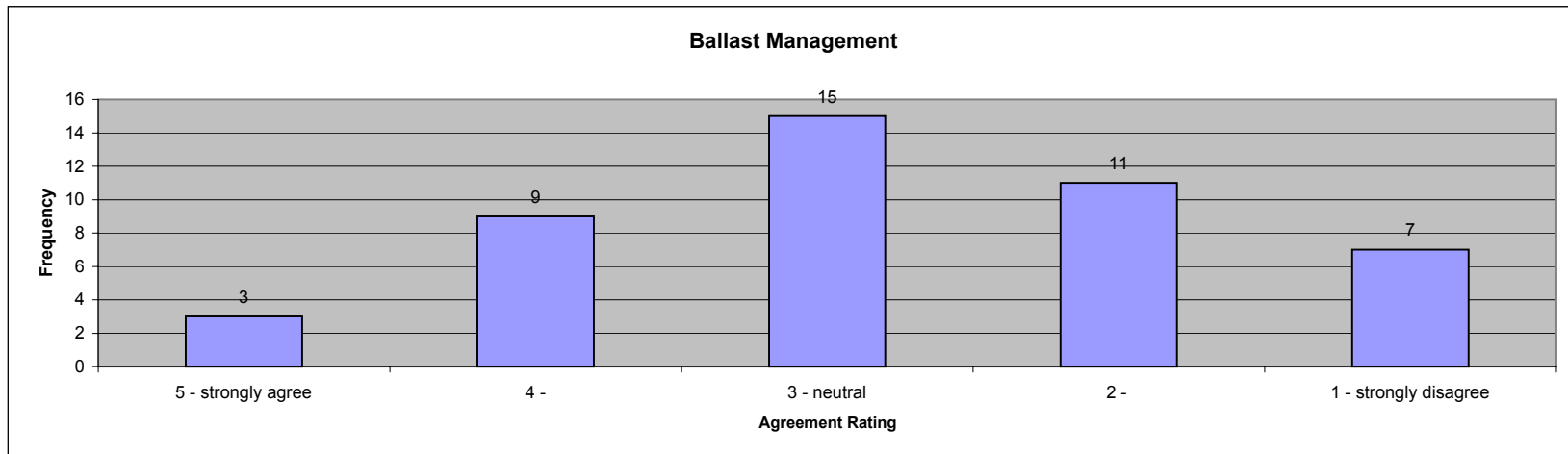
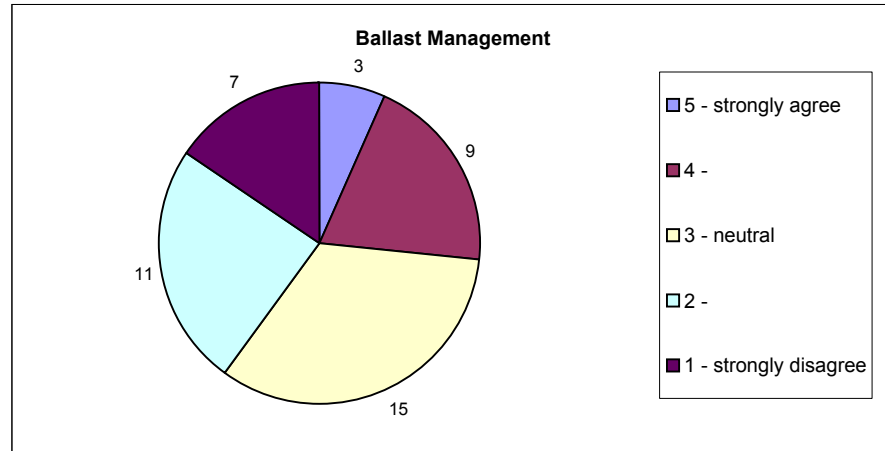


Question 9: Current ballast management practices are satisfactory for controlling the introduction and spread of aquatic nuisance species (ANS) in the Great Lakes St. Lawrence System.

Total Respondents: 45

Answers:		Percent (of 45)
5 - strongly agree	3	6.67%
4 -	9	20.00%
3 - neutral	15	33.33%
2 -	11	24.44%
1 - strongly disagree	7	15.56%

Total Responses: 45
Average Response: 2.78



Question 10: Adequate steps are being taken in ballast technology research to control the introduction and spread of aquatic nuisance species (ANS) in the Great Lakes St. Lawrence System.

Total Respondents: 45

Answers:

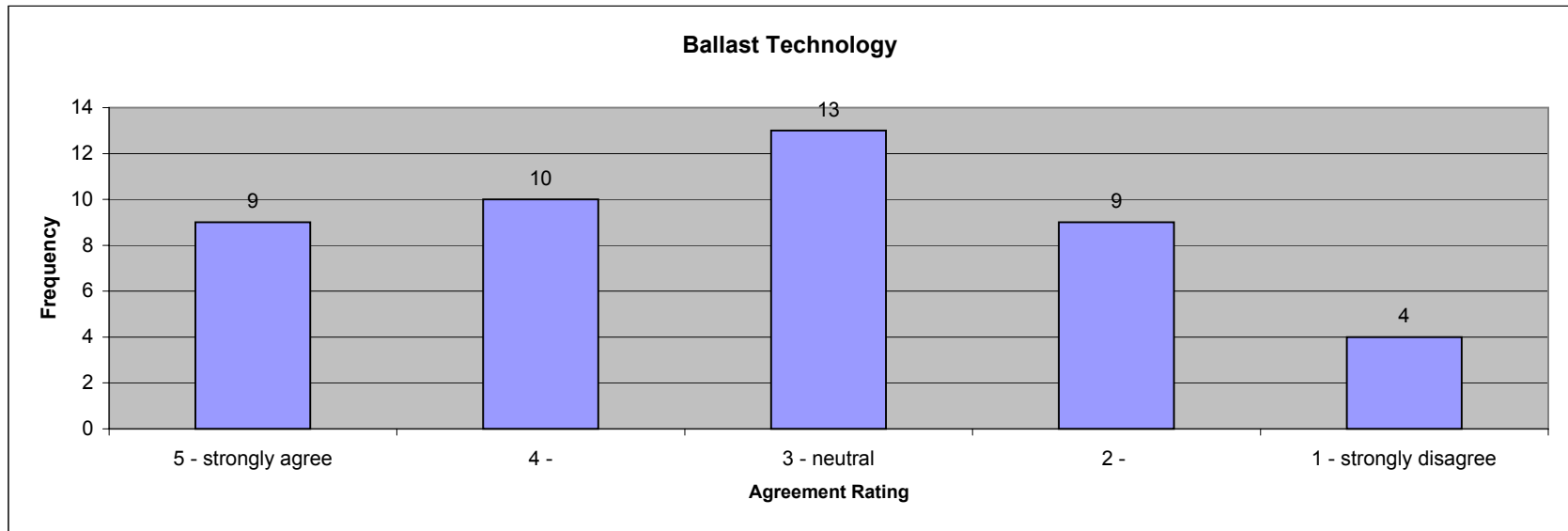
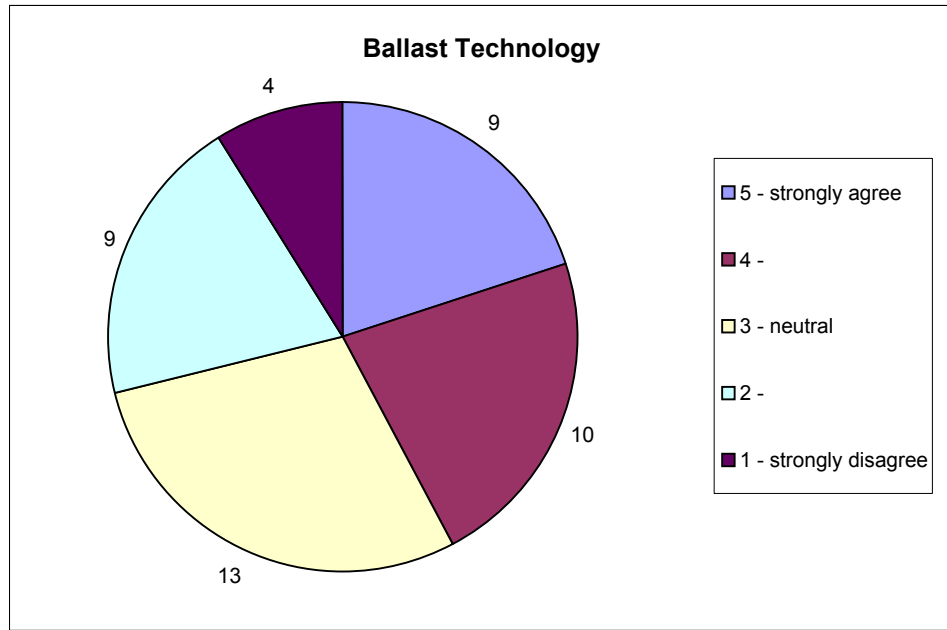
5 - strongly agree 9
 4 - 10
 3 - neutral 13
 2 - 9
 1 - strongly disagree 4

Total Responses: 45

Average Response: 3.24

Percent (of 45)

20.00%
 22.22%
 28.89%
 20.00%
 8.89%



Question 11: The amount of information and education resources available on the introduction and spread of aquatic nuisance species in the Great Lakes St. Lawrence is sufficient to address the issue.

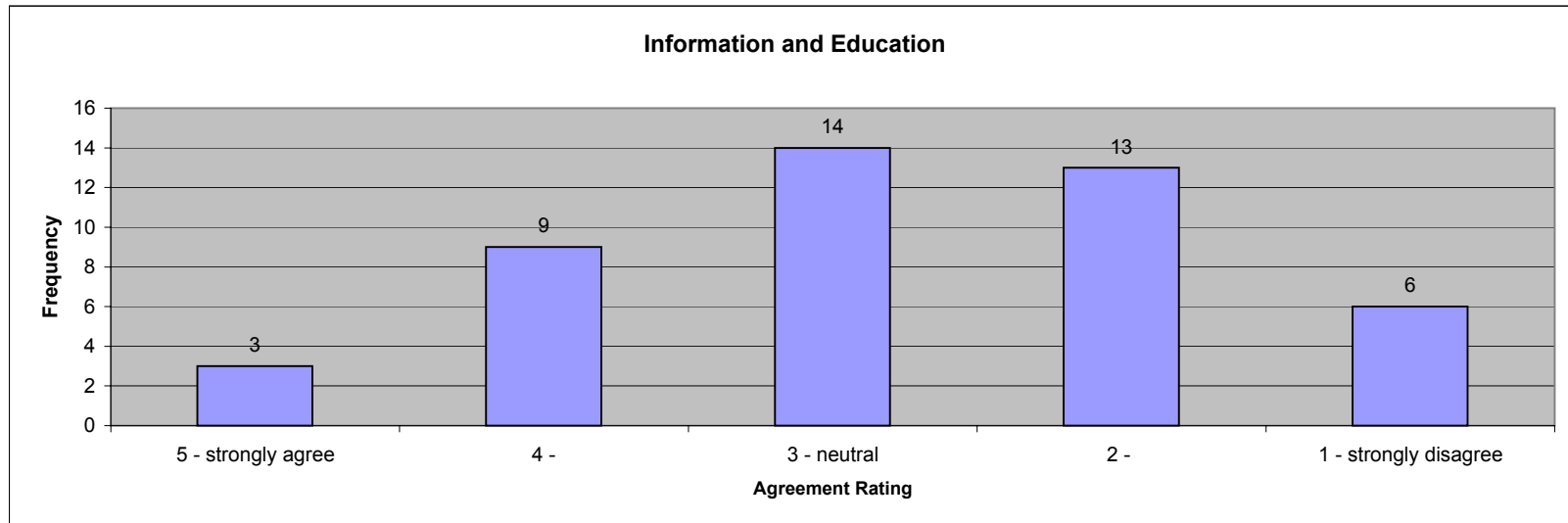
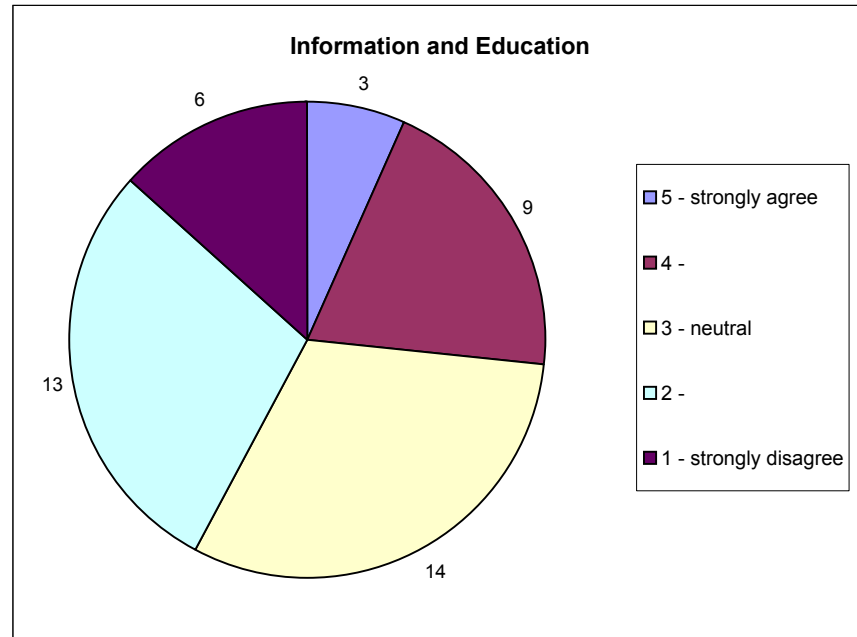
Total Respondents: 45

Answers:

Answer	Count	Percent (of 45)
5 - strongly agree	3	6.67%
4 -	9	20.00%
3 - neutral	14	31.11%
2 -	13	28.89%
1 - strongly disagree	6	13.33%

Total Responses: 45

Average Response: 2.78



Question 12: The current resources applied by governments to address the issue of controlling aquatic nuisance species via ballast water is sufficient.

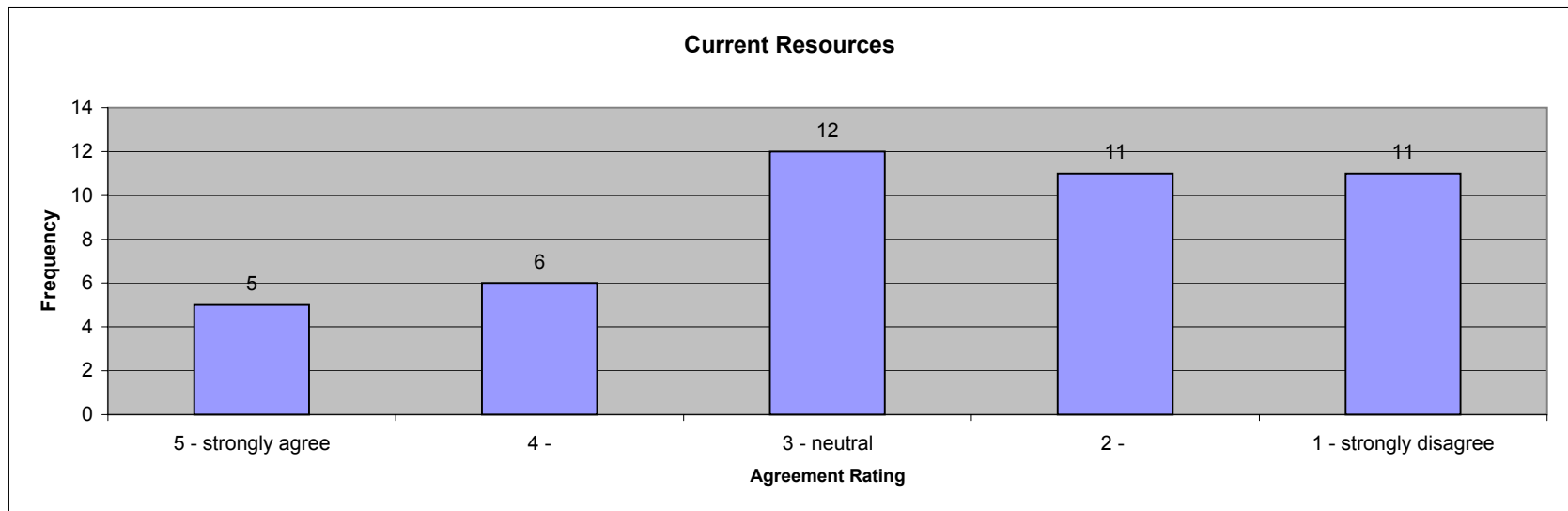
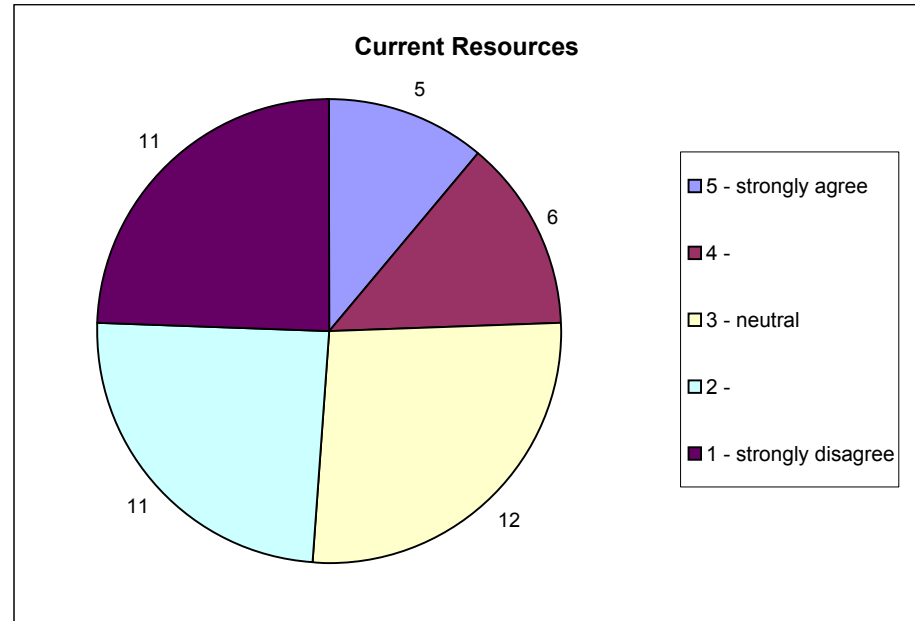
Total Respondents: 45

Answers:

Answer	Count	Percent (of 45)
5 - strongly agree	5	11.11%
4 -	6	13.33%
3 - neutral	12	26.67%
2 -	11	24.44%
1 - strongly disagree	11	24.44%

Total Responses: 45

Average Response: 2.62



Question 13: There is clear leadership and coordination within the ports and navigation community to effectively represent its interests regarding the aquatic nuisance species issue.

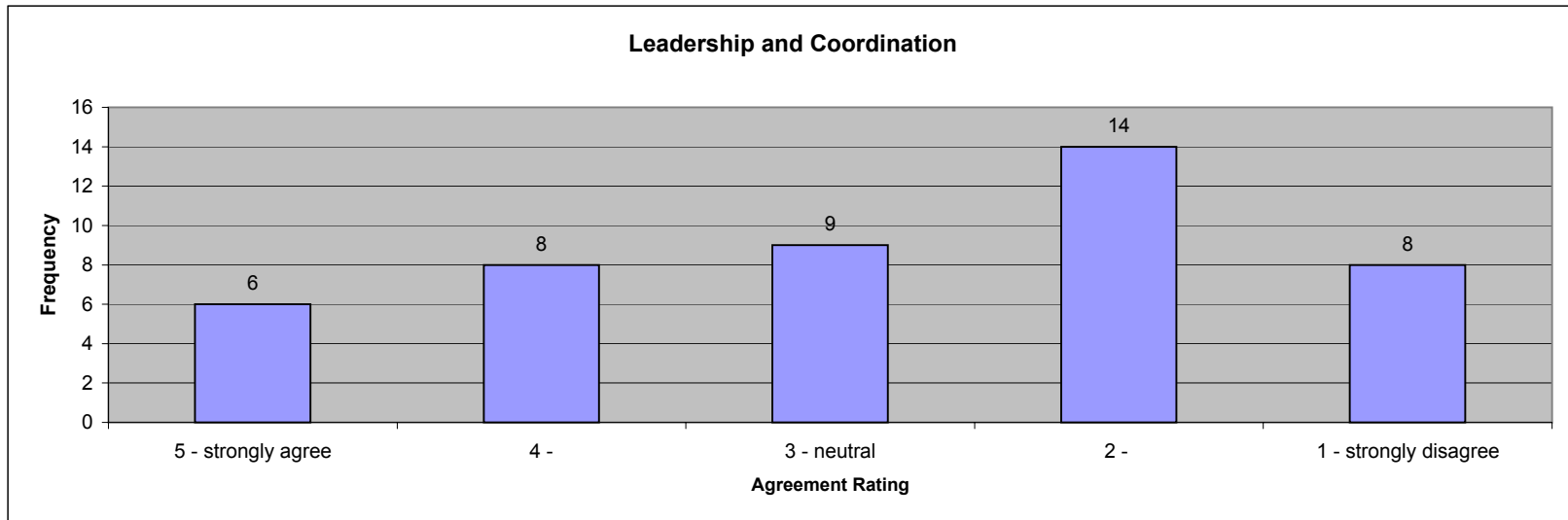
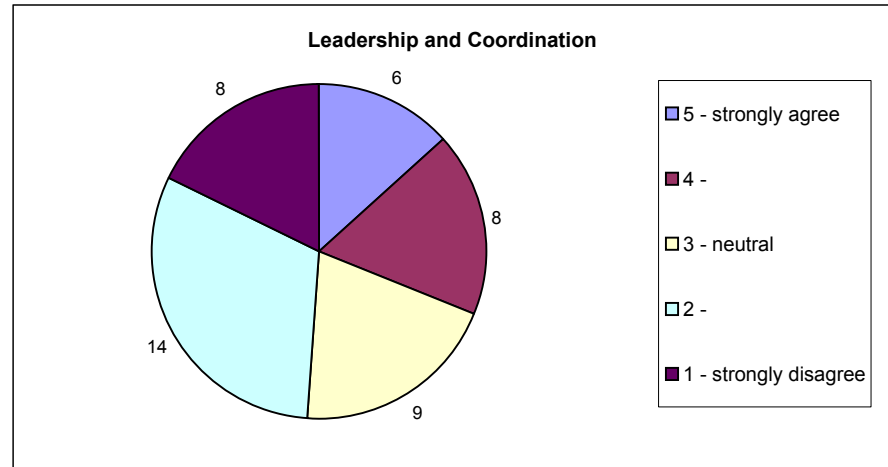
Total Respondents: 45

Answers:

Answer	Count	Percent (of 45)
5 - strongly agree	6	13.33%
4 -	8	17.78%
3 - neutral	9	20.00%
2 -	14	31.11%
1 - strongly disagree	8	17.78%

Total Responses: 45

Average Response: 2.78

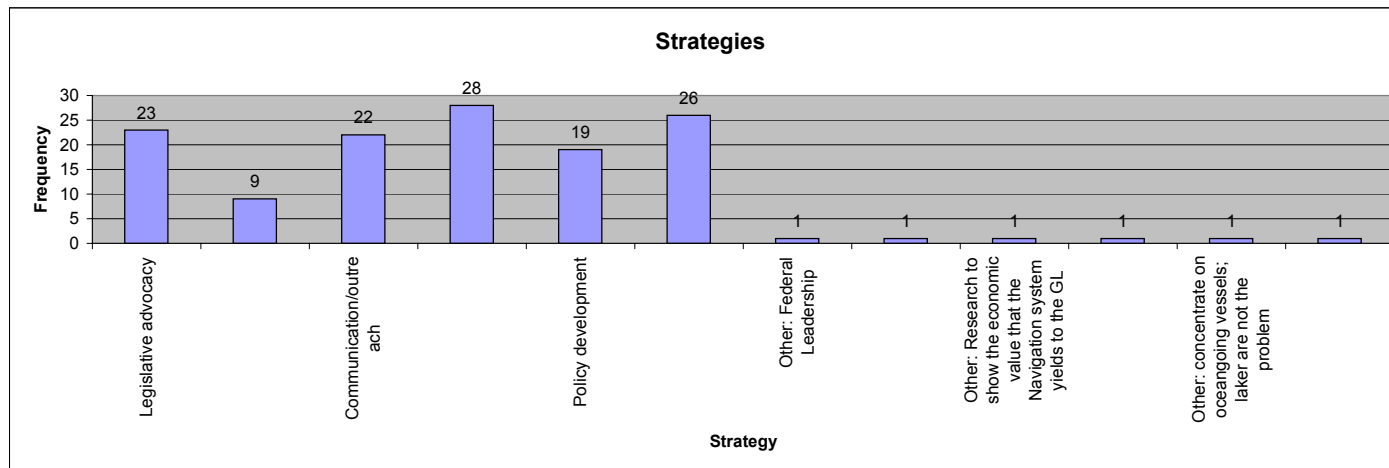
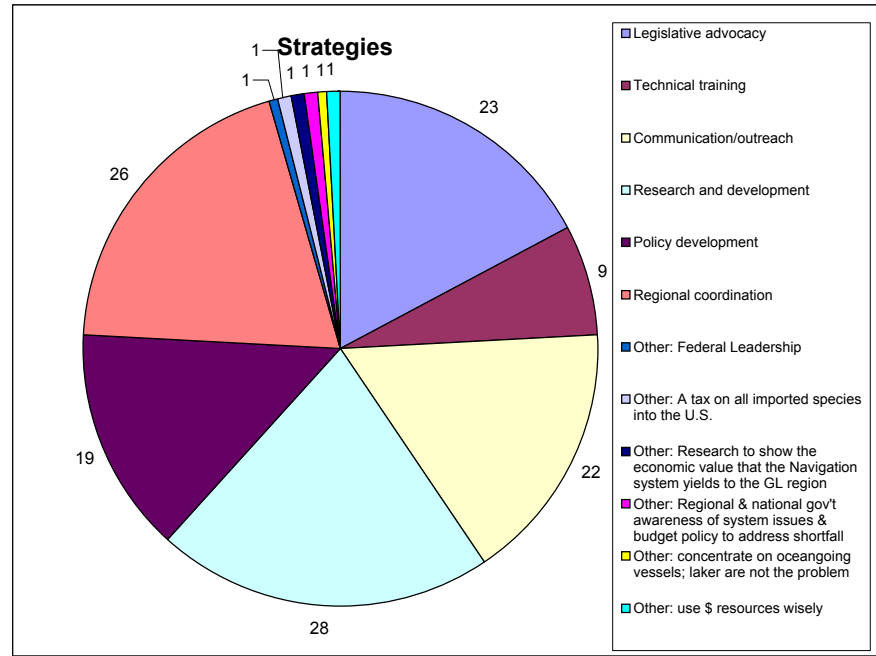


Question 14: What strategies, services or other resources would help you address any shortfalls identified above? Please select one or more listed below.

Total Responses: 45
Multiple Responses: 40

Answers:	Percent (of 45)
Legislative advocacy	23 51.11%
Technical training	9 20.00%
Communication/outreach	22 48.89%
Research and development	28 62.22%
Policy development	19 42.22%
Regional coordination	26 57.78%
Other: Federal Leadership	1 2.22%
Other: A tax on all imported species into the U.S.	1 2.22%
Other: Research to show the economic value that the Navigation system yields to the GL region	1 2.22%
Other: Regional & national gov't awareness of system issues & budget policy to address shortfall	1 2.22%
Other: concentrate on oceangoing vessels; laker are not the problem	1 2.22%
Other: use \$ resources wisely	1 2.22%

Total Responses: 133



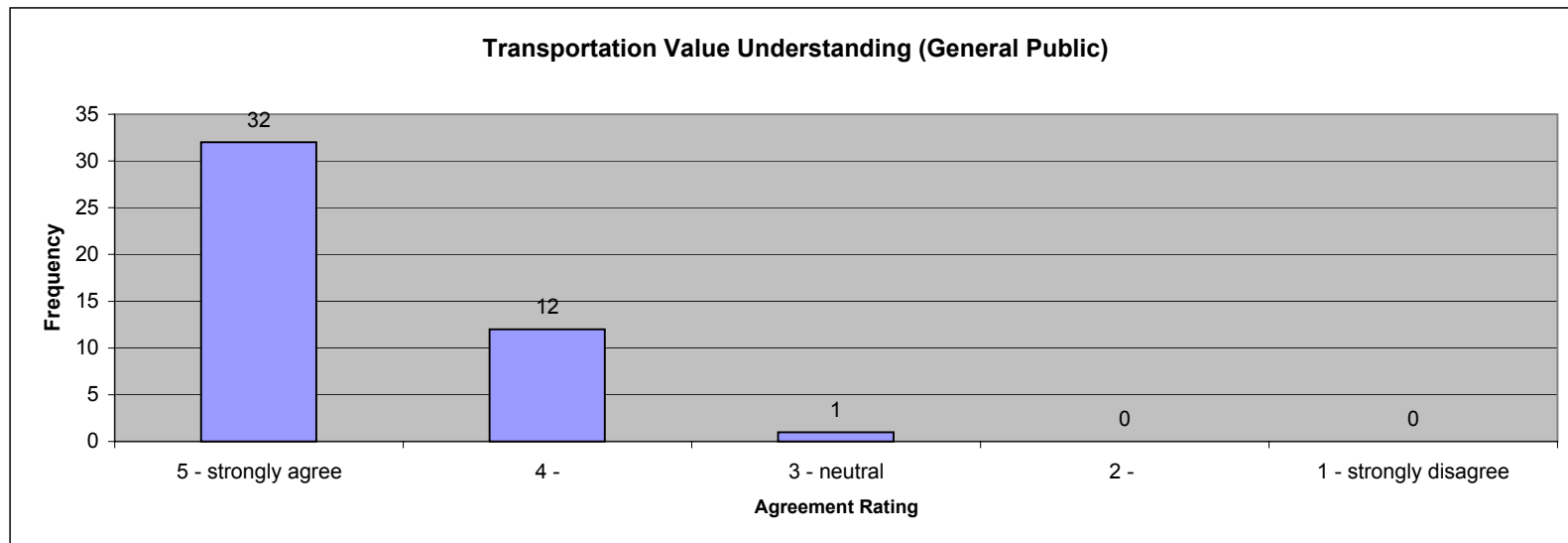
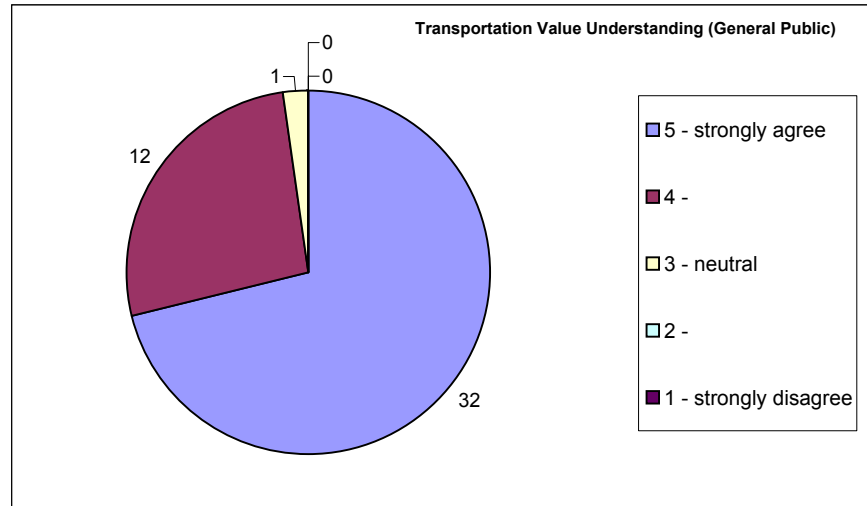
Question 15: A broader understanding by the general public of the role played by the Great Lakes St. Lawrence marine transportation system in the North American economy would greatly benefit the ports and navigation community.

Total Respondents: 45

Answers:		Percent (of 45)
5 - strongly agree	32	71.11%
4 -	12	26.67%
3 - neutral	1	2.22%
2 -	0	0.00%
1 - strongly disagree	0	0.00%

Total Responses: 45

Average Response: 4.69

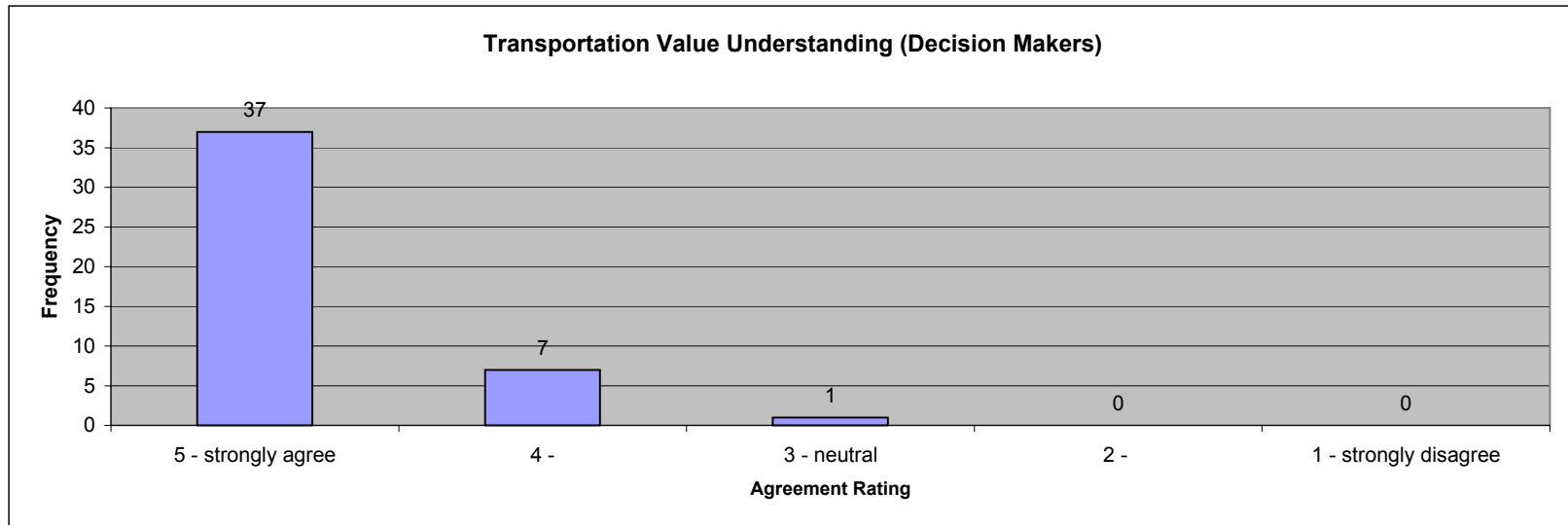
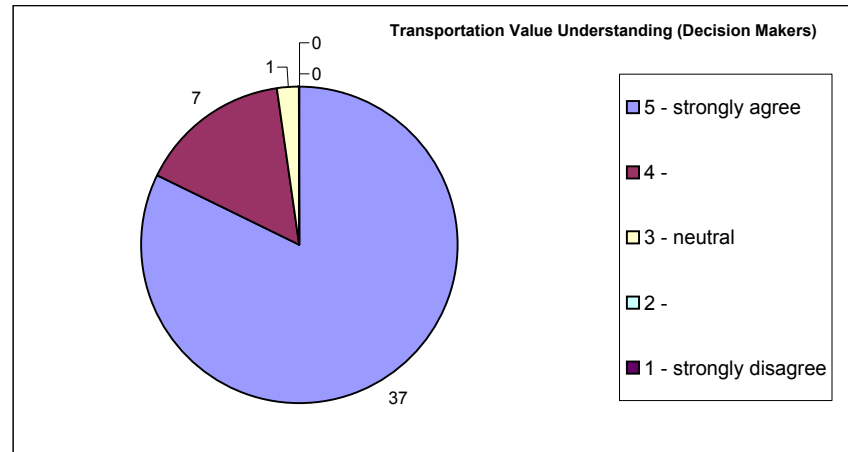


Question 16: A broader understanding by decision makers of the role played by the Great Lakes St. Lawrence marine transportation system in the North American economy would greatly benefit the ports and navigation community.

Total Respondents: 45

Answers:		Percent (of 45)
5 - strongly agree	37	82.22%
4 -	7	15.56%
3 - neutral	1	2.22%
2 -	0	0.00%
1 - strongly disagree	0	0.00%

Total Responses: 45
Average Response: 4.80

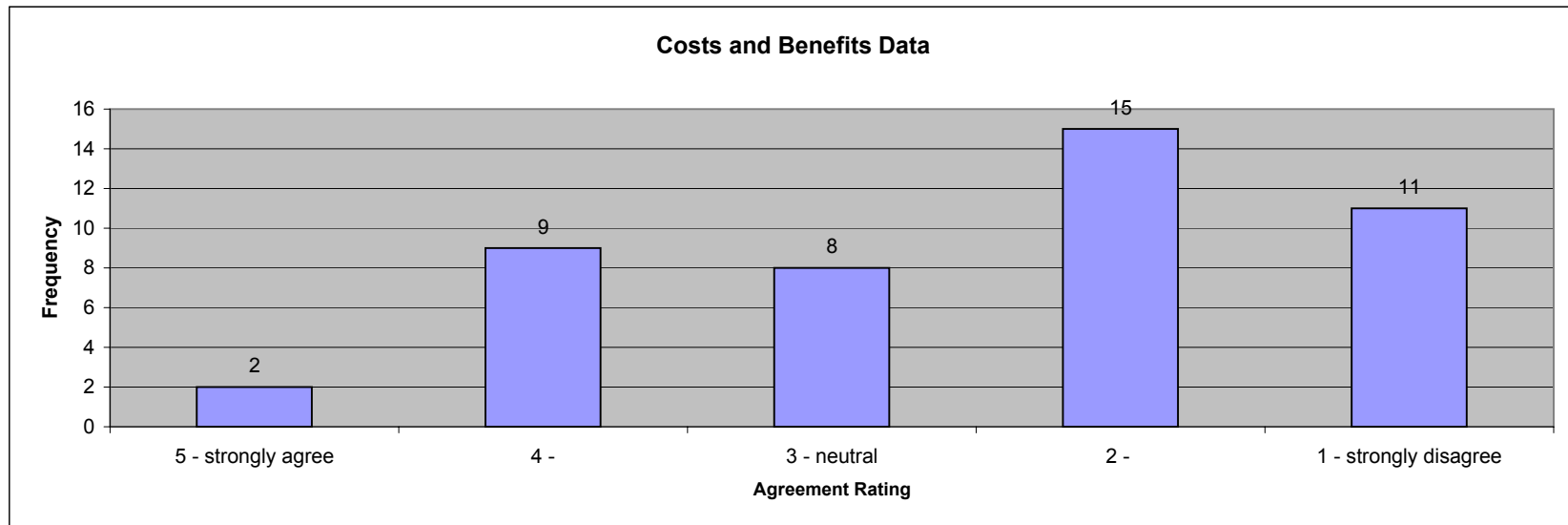
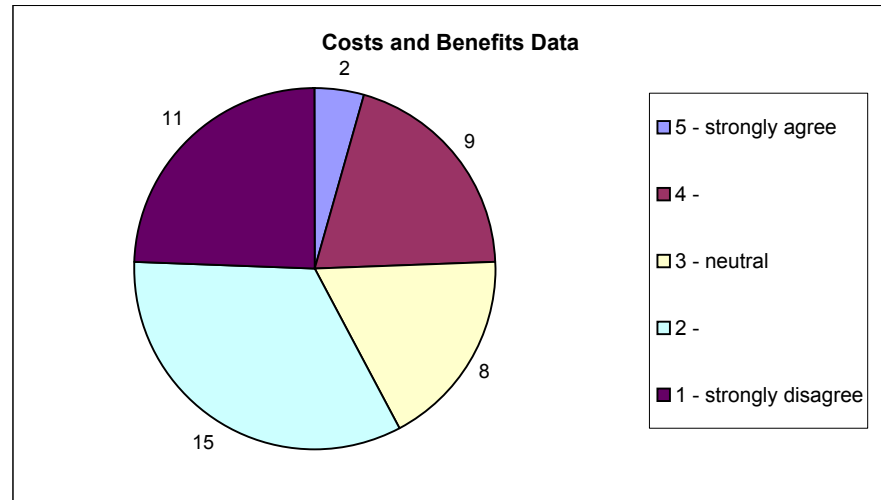


Question 17: Readily available data exists for policy makers to accurately evaluate true costs and benefits of the Great Lakes St. Lawrence marine transportation system.

Total Respondents: 45

Answers:		Percent (of 45)
5 - strongly agree	2	4.44%
4 -	9	20.00%
3 - neutral	8	17.78%
2 -	15	33.33%
1 - strongly disagree	11	24.44%

Total Responses: 45
Average Response: 2.47



Question 18: Agencies, organizations and individuals engaged in analyzing environmental, economic and social dynamics of the Great Lakes St. Lawrence marine transportation system share information effectively

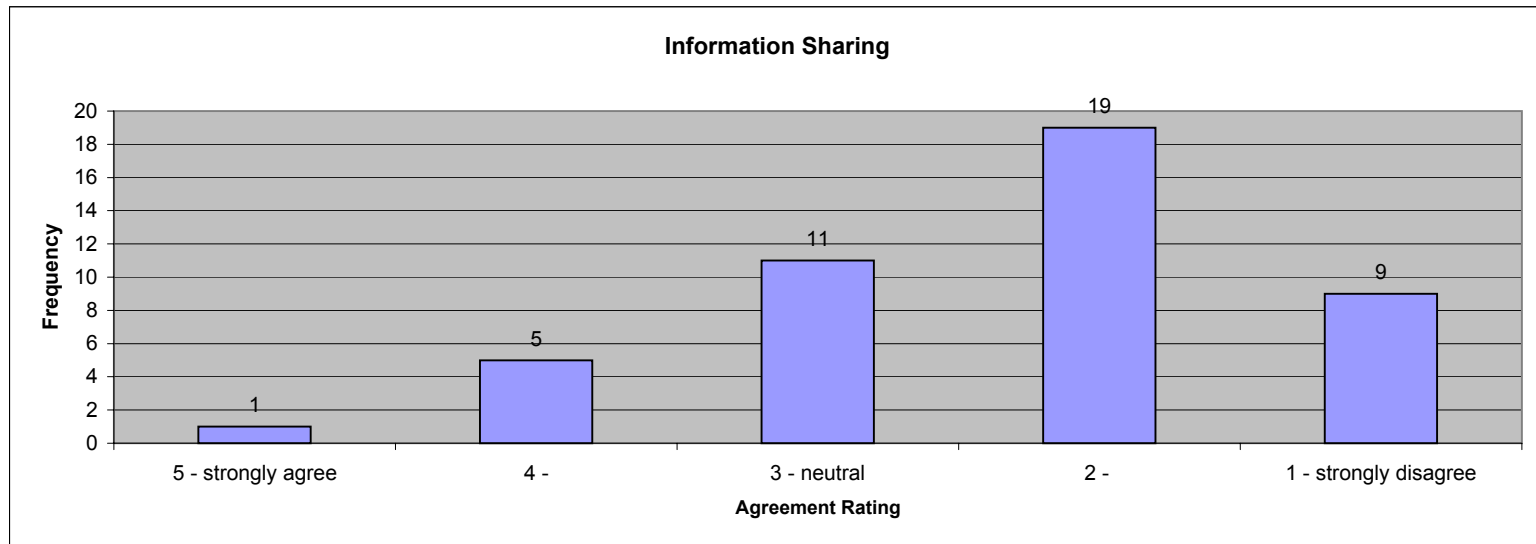
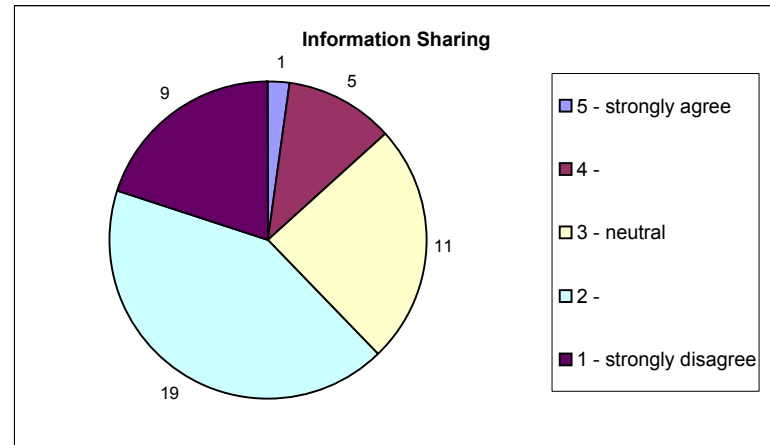
Total Respondents: 45

Answers:

Answer	Count	Percent (of 45)
5 - strongly agree	1	2.22%
4 -	5	11.11%
3 - neutral	11	24.44%
2 -	19	42.22%
1 - strongly disagree	9	20.00%

Total Responses: 45

Average Response: 2.33



Question 19: What are specific areas of need in the provision of data within the Great Lakes/St. Lawrence ports and navigation sector? Please select one or more in the list below.

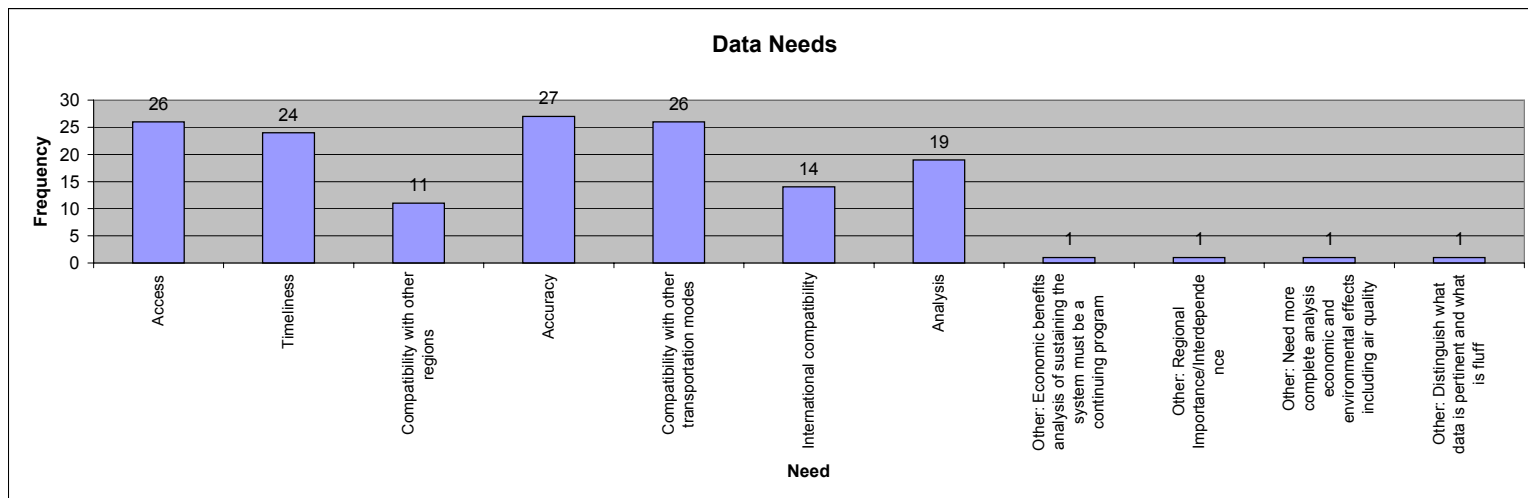
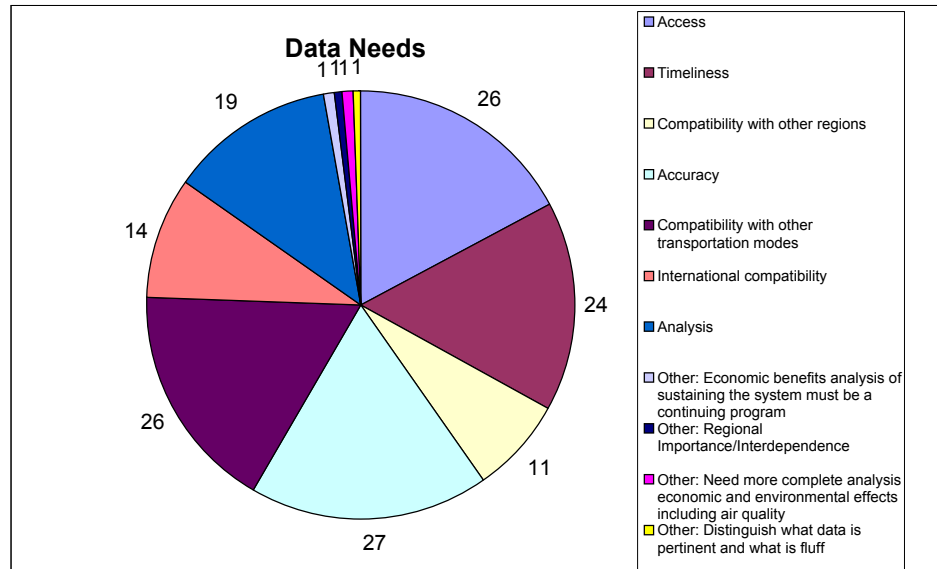
Total Respondents: 45
Multiple Responses: 43

Answers:		Percent (of 45)
Access	26	57.78%
Timeliness	24	53.33%
Compatibility with other regions	11	24.44%
Accuracy	27	60.00%
Compatibility with other transportation modes	26	57.78%
International compatibility	14	31.11%
Analysis	19	42.22%
Other: Economic benefits analysis of sustaining the system must be a continuing program	1	2.22%
Other: Regional Importance/Interdependence	1	2.22%

Other: Need more complete analysis economic and environmental effects including air quality 1 2.22%

Other: Distinguish what data is pertinent and what is fluff 1 2.22%

Total Responses: 151

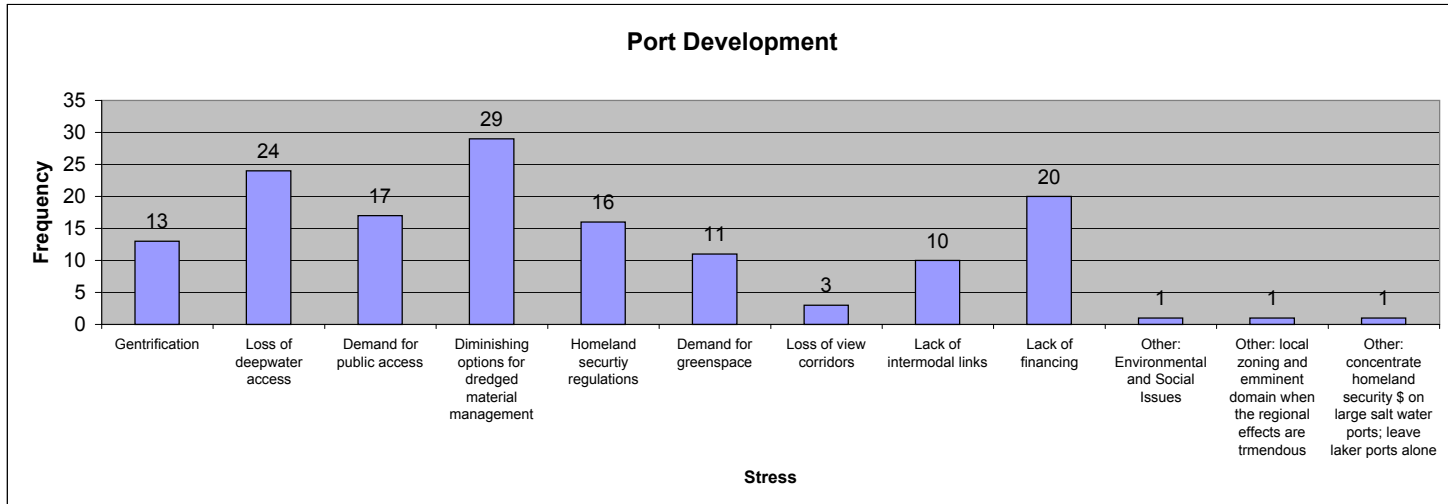
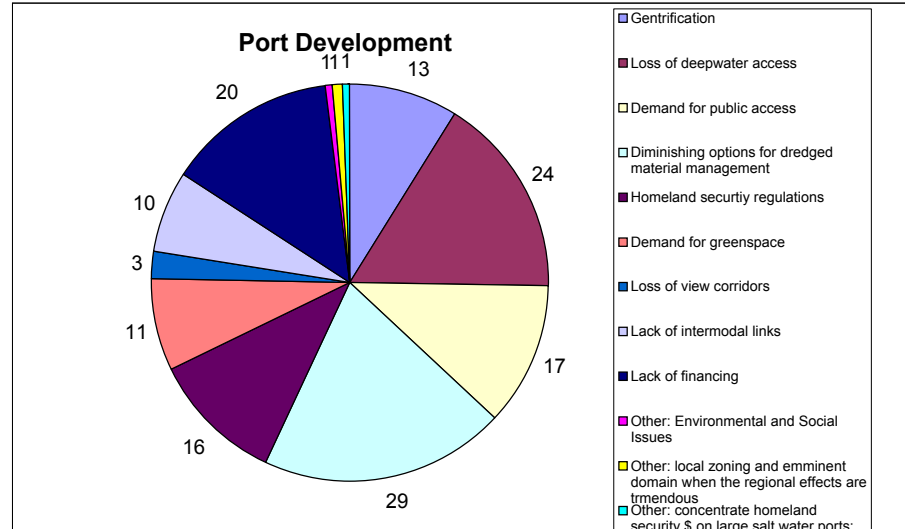


Question 20: What trends and patterns in port development and redevelopment, if any, concern you most? Please select one or more listed below.

Total Respondents: 45
Multiple Responses: 43

Answers:		Percent (of 45)
Gentrification	13	28.89%
Loss of deepwater access	24	53.33%
Demand for public access	17	37.78%
Diminishing options for dredged material management	29	64.44%
Homeland security regulations	16	35.56%
Demand for greenspace	11	24.44%
Loss of view corridors	3	6.67%
Lack of intermodal links	10	22.22%
Lack of financing	20	44.44%
Other: Environmental and Social Issues	1	2.22%
Other: local zoning and eminent domain when the regional effects are tremendous	1	2.22%
Other: concentrate homeland security \$ on large salt water ports; leave laker ports alone	1	2.22%

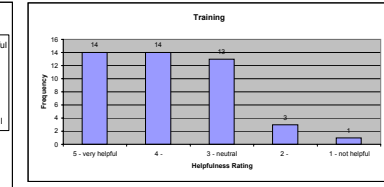
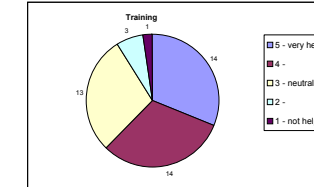
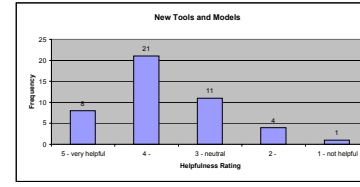
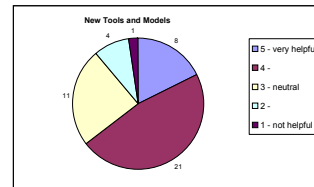
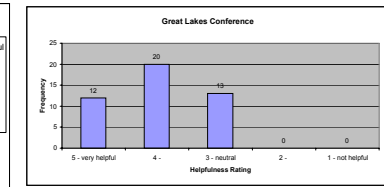
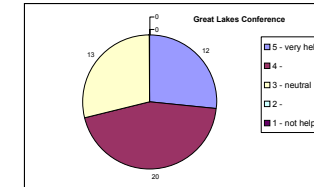
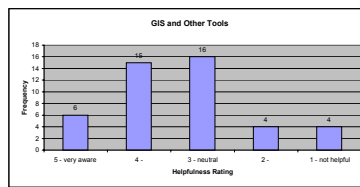
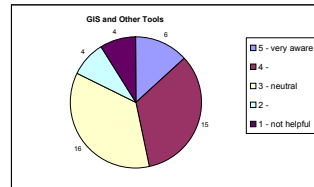
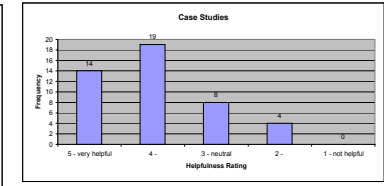
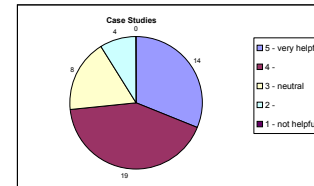
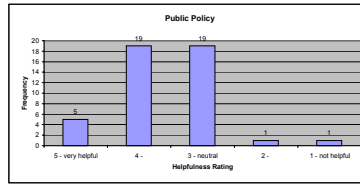
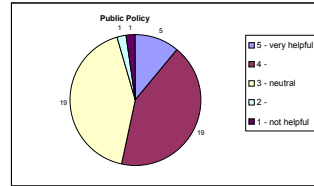
Total Responses: 146



Question 21: Please rate the following services based on how helpful you think they would be to support your local port planning and development

Category	Total Responses:	Average Response:
21a: Public Policy	45	3.58
Answers:		
5 - very helpful	5	11.11%
4 -	19	42.22%
3 - neutral	19	42.22%
2 -	1	2.22%
1 - not helpful	1	2.22%
21b: GIS and other tools	45	3.33
Answers:		
5 - very aware	6	13.33%
4 -	15	33.33%
3 - neutral	16	35.56%
2 -	4	8.89%
1 - not helpful	4	8.89%
21c: New tools and models	45	3.69
Answers:		
5 - very helpful	8	17.78%
4 -	21	46.67%
3 - neutral	11	24.44%
2 -	4	8.89%
1 - not helpful	1	2.22%
21d: Case studies	45	3.96
Answers:		
5 - very helpful	14	31.11%
4 -	19	42.22%
3 - neutral	8	17.78%
2 -	4	8.89%
1 - not helpful	0	0.00%
21e: Great Lakes Conference	45	3.98
Answers:		
5 - very helpful	12	26.67%
4 -	20	44.44%
3 - neutral	13	28.89%
2 -	0	0.00%
1 - not helpful	0	0.00%
21f: Training	45	3.82
Answers:		
5 - very helpful	14	31.11%
4 -	14	31.11%
3 - neutral	13	28.89%
2 -	3	6.67%
1 - not helpful	1	2.22%
21g: Other	45	3.82
Answers:		
We have to build a case for what the industry on the Great Lakes is doing to address environmental and social issues	1	2.22%
Getting non-political people to attend conferences and meetings: those who really understand the issues	1	2.22%
Total Responses:	2	

Percent (of 45)



Question 22: In the area of port environmental management, which products, services or other resources, if any, would have value to your situation but are not currently available or accessible? Please select one or more listed below.

Total Respondents: 45
Multiple Responses: 28

Answers:		Percent (of 45)
Legislative advocacy	12	26.67%
Technical training	6	13.33%
Communication/outreach	23	51.11%
Research and development	19	42.22%
Policy development	22	48.89%
Regional coordination	19	42.22%
Other: x	1	2.22%
Other: No	1	2.22%

Total Responses: 103

