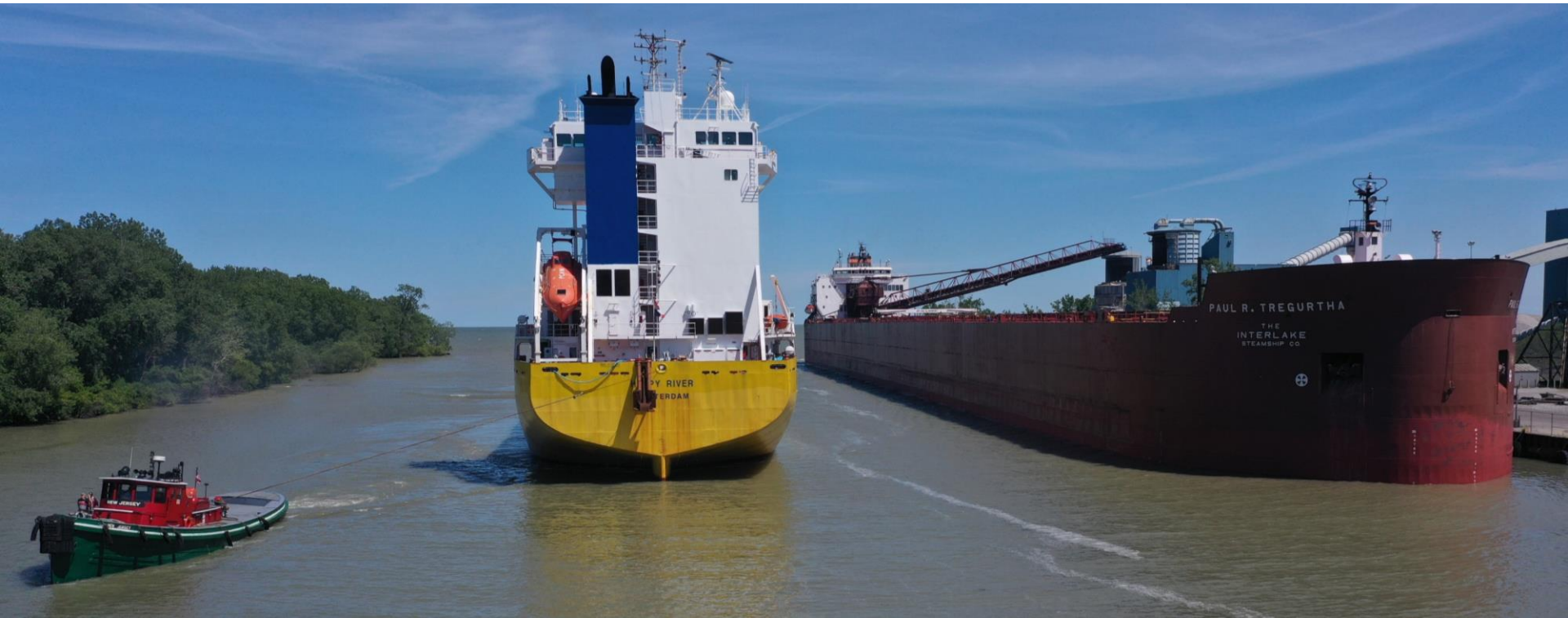




MICHIGAN'S GATEWAY PORT



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“OUR” Port

FOCUS

CRAIN'S MICHIGAN BUSINESS: MONROE

STEPPING OUT
A Monroe shop becomes a community hub for runners.
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TRADE BLOCKADE?



The Happy Ranger arrives in the Port of Monroe.

Strict Michigan customs rules send cargo shipping business to ports in Ohio and beyond

BY TOM HENDERSON
A policy by the Detroit office of U.S. Customs and Border Protection has cost Michigan millions of dollars in revenue — much of which ends up in Ohio. That's according to a report by the University of Michigan evaluating the economic impact of the policy on Michigan ports. The rule, in place since 2016, requires large steel shipping containers and other rotated cargo entering or leaving Michigan ports to be scanned for radiation and X-rayed. None of Michigan's 40 ports has equipment in place to do that. Cargo that is prohibited from being unloaded in Monroe and other state ports is routinely offloaded in the nearby ports of Toledo and Cleveland, creating large docking and unloading fees and hundreds of jobs. Toledo, which is just 17 miles from Monroe, doesn't have scanning or X-ray equipment. According to David Guthrie, the chief commercial officer for the Port of Cleveland, his port has two radiation scanners but no X-ray equipment. The Chicago office of Customs and Border Protection oversees ports in Ohio and Wisconsin and has far more lenient rules than the Detroit office. Container shipping is used worldwide in more than 90 percent of international cargo movements, according to industry data cited in the UM report. The Detroit policy effectively locks Michigan out of the marine container shipping trade entirely.

“THE CBP-DETROIT IMPOSES CLEARANCE REQUIREMENTS ON MICHIGAN PORTS THAT ARE NOT REQUIRED ELSEWHERE IN THE UNITED STATES. THIS RENDERS MICHIGAN PORTS UNABLE TO HANDLE CRATED OR CONTAINERIZED CARGO, PUTTING THEM AT A COMPARABLE DISADVANTAGE.”
—University of Michigan report

See CARGO on Page 14

THE CONVERSATION
Gerry Brisson, president and CEO of Gleaners Community Food Bank of Southeastern Michigan.
PAGE 22

Entrepreneurship: Auburn Hills-based AutoPets automates the litterbox. **PAGE 6**

CRAIN'S

DETROIT BUSINESS

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CRAIN'S MICHIGAN BUSINESS | MONROE

PORTS IN A STORM

Customs has 2 sets of rules that mean big steel shipping containers can't flow through Michigan ports. So they go to Ohio instead.
STORY, PAGE 10

MORE MONROE
► Historic city enjoys a downtown revival. **PAGE 11**
► Farm-to-table flourishes in a former Big Boy. **PAGE 11**
► From oil shop workshop to IT entrepreneur. **PAGE 12**
► Laser-welded parts supplier goes global. **PAGE 15**
► More stories online. **CRAINSDetroit.COM**

OPINION



EDITORIAL

One set of rules for shipping

A quip of remarketing that could be easily fixed is costing Michigan ports millions of dollars in potential revenue and causing shippers to route cargo to other ports. The problem? The Detroit office of U.S. Customs and Border Protection enforces a rule on ships that want to load or unload large steel shipping containers to have them scanned for radiation and X-rayed. None of Michigan's ports has the required equipment. Other offices of the agency, including those that oversee Cleveland and Chicago, don't have any such rule, so shippers send containers through those ports. The most stark contrast, as related by Tom Henderson on Page 10, is between the ports of Monroe and Toledo, just 17 miles apart. The Monroe port lacks the required scanning equipment. So does the Toledo port, but it is governed by the Cleveland office, which imposes a different set of rules. To say this is unworkable is an understatement. Differing rules don't increase security. They don't increase trade. They simply make life more difficult for shippers and logistics companies. The agency that runs the field offices argues that every port is different and each needs different rules and requirements. Much less clear is how the Monroe and Toledo ports' security needs differ for the exact same type of cargo.

The Detroit office, observers say, believes that it's the only office doing things correctly and that other offices should adopt the same rule. By all appearances, this is an ironic agency stance in which the field offices have no such power and too little oversight, which has real consequences in the world outside of agency politics, for shippers, and users and Michigan's economy. The simple, short-term solution is that the agency should tell its field offices, at least those that govern Great Lakes shipping, to enforce one set of rules. For Michigan, it would obviously be better to adopt the less-strict rules. But even if the stricter scanning was required, at least all ports would be operating on a level playing field. In the long term, this seems like a job for Congress to sort out what the requirements really should be, and who should have the power to create them.

THE MONROE PORT LACKS THE REQUIRED SCANNING EQUIPMENT. SO DOES THE TOLEDO PORT, BUT IT IS GOVERNED BY THE CLEVELAND OFFICE, WHICH IMPOSES A DIFFERENT SET OF RULES

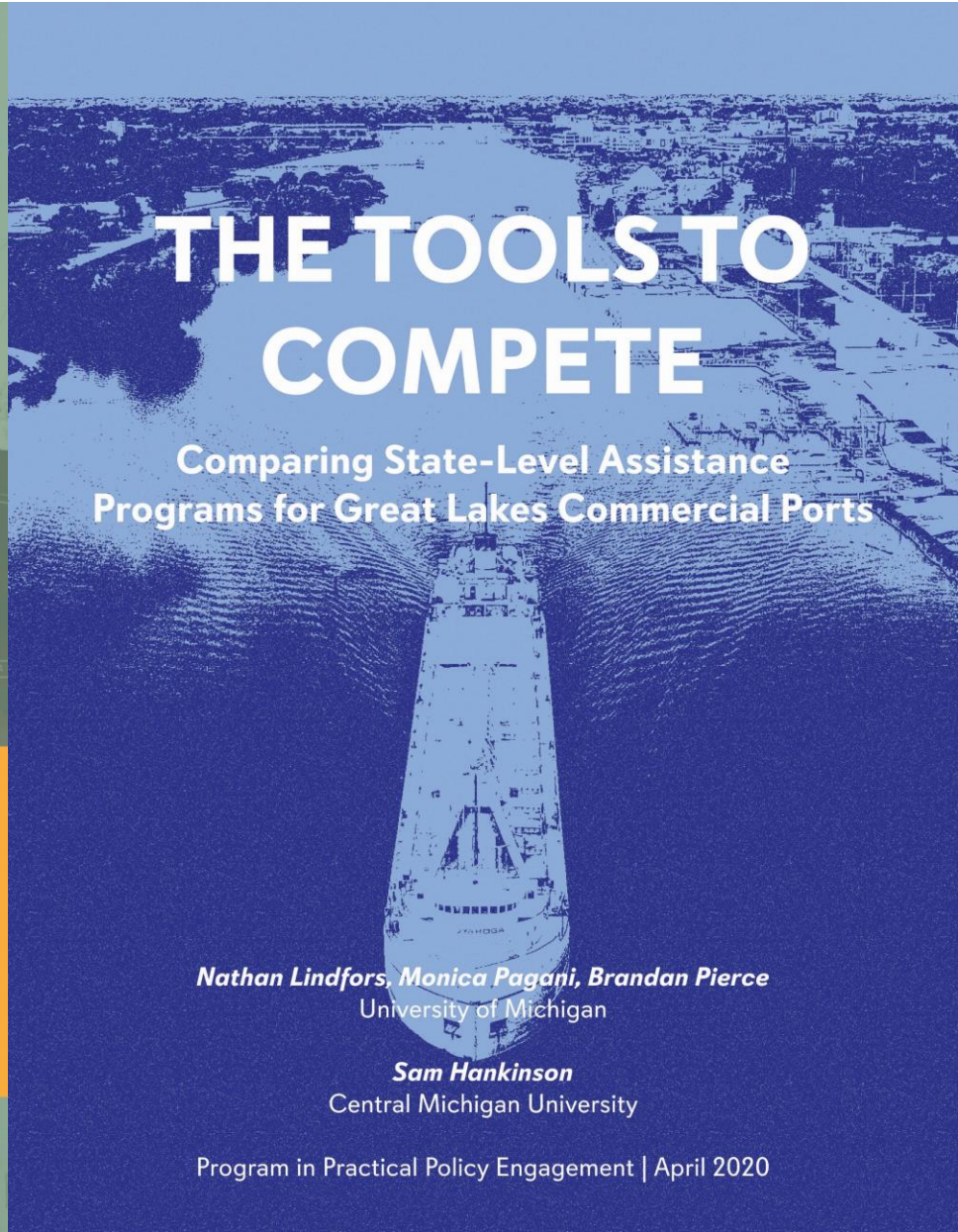
Education...



CONTAINERIZED SHIPPING IN THE PORT OF MONROE

IMPACTS OF CUSTOMS AND BORDER
PROTECTION POLICY AND ECONOMIC ANALYSIS

Nathan Lindfors, Monica Pagani, & Brandan Pierce
Program in Practical Policy Engagement
University of Michigan | May 2019



THE TOOLS TO COMPETE

Comparing State-Level Assistance
Programs for Great Lakes Commercial Ports

Nathan Lindfors, Monica Pagani, Brandan Pierce
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Questions?