



# National Association of Waterfront Employers

---

919 – 18<sup>TH</sup> STREET, NW • SUITE 901 • WASHINGTON, DC 20006  
TEL 202 587-4800 • FAX 202 587-4888 • [www.nawe.us](http://www.nawe.us)

October 22, 2013

The Honorable William Shuster, Chairman  
Committee on Transportation & Infrastructure  
U.S. House of Representatives  
2165 Rayburn House Office Building  
Washington, DC 20515

The Honorable Nick Rahall, Ranking Member  
Committee on Transportation & Infrastructure  
U.S. House of Representatives  
2163 Rayburn House Office Building  
Washington, DC 20515

Dear Chairman Shuster and Ranking Member Rahall:

On behalf of the National Association of Waterfront Employers (NAWE) I am pleased to state our strong support for your committee's efforts to move water resource development legislation through the 113th Congress.

NAWE members are marine terminal operators in major American ports where navigation channels are the essential arteries of commerce. The federal channel system and the U.S. Army Corps of Engineers civil works program that is responsible for the underwater infrastructure are a principal basis for judging the competitiveness of American ports. If vessels cannot enter a port or operate at design efficiencies due to shallow or shoaling navigation channels U.S. exports are uncompetitive on the international market and imported goods are made more costly.

Some of the ports where our member terminals are located are awaiting channel improvements while many others depend on periodic maintenance dredging. Congressional approval of annual funding and biennial water resource bills is critical to that predictability. Unfortunately Congress has a record of delayed appropriations and infrequent action on authorization bills. That is why we join others in the port and maritime sectors in supporting H.R. 3080, the Water Resource Reform and Development Act of 2013.

While the bill does not adequately address the underfunding of maintenance work and the use of Harbor Maintenance Trust Fund resources for that purpose H.R. 3080 is important for other reasons. Notably, it is the first WRDA/WRRDA bill to have a chance of becoming law since 2007. The prior WRDA was enacted in 2000. Thirteen years is a long time to wait for just



October 22, 2013

Page 2 of 2

two bills while improvement projects languish. If the House acts this month, conference soon can commence with the Senate-passed bill.

Related to that, and to your credit, the bill would put in place a means by which Congress would take up navigation and other water projects with greater regularity. That kind of reform has been needed for too long. Another reform has to do with the permitting process. We would welcome a streamlined process that could mean fewer delays and more efficient work on the part of government agencies in reviewing project details and receiving public input.

As a final observation, those of us in the waterborne commerce business appreciate your effective use of ports and shipping to illustrate the importance of House approval of your bill. In simple but effective terms using animation you explain what water resource policy and projects legislation means to our industry as well as the average consumer. Thank you for that.

In summary, please add the National Association of Waterfront Employers to the long list of stakeholders that support House passage of H.R. 3080.

Sincerely,

A handwritten signature in black ink that reads "Charles T. Carroll, Jr." The signature is written in a cursive, flowing style.

Charles T. Carroll, Jr.  
Executive Director

cc. Hon. Bob Gibbs  
Hon. Tim Bishop