



Lake Carriers' Association

The Greatest Ships on the Great Lakes

JAMES H. I. WEAKLEY, PRESIDENT

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September 16, 2013

The Honorable Bill Shuster
Chairman
U.S. House Committee on Transportation & Infrastructure
Washington, DC 20515

The Honorable Nick J. Rahall, II
Ranking Member
U.S. House Committee on Transportation & Infrastructure
Washington, DC 20515

The Honorable Bob Gibbs
Chairman
Water Resources & Environment Subcommittee
U.S. House Committee on Transportation & Infrastructure
Washington, DC 20515

The Honorable Timothy H. Bishop
Ranking Member
Water Resources & Environment Subcommittee
U.S. House Committee on Transportation & Infrastructure
Washington, DC 20515

U.S.-Flag Great Lakes Fleet Supports Passage of WRRDA

Dear Chairman Shuster and Ranking Member Rahall and Chairman Gibbs and Ranking Member Bishop:

Lake Carriers' Association ("LCA") represents 17 American companies that operate 57 U.S.-flag vessels ("lakers") on the Great Lakes and carry the raw materials that drive the nation's economy: iron ore and fluxstone for the steel industry, aggregate and cement for the construction industry, coal for power generation, as well as salt, sand and grain. Collectively, our members can transport more than 115 million tons of dry-bulk cargo per year and employ more than 1,600 men and women, all of whom are U.S. citizens or legally admitted aliens, and provide annual wages and benefits of approximately \$125 million. In turn, the cargos our members carry generate and sustain more than 103,000 jobs in the eight Great Lakes and have an economic impact of more than \$20 billion.

We are writing to thank you for your efforts to craft the recently introduced Water Resources Reform and Development Act of 21013 (WRRDA). The much needed legislation is one of the finest examples of bipartisan government we have ever seen.

This legislation and its provision that the Great Lakes be treated as a system in terms of dredging is critical to resolving the decades-old dredging crisis that has negated the intended efficiencies of waterborne commerce on our Fourth Sea Coast. More than 18 million cubic yards of sediment clog Great Lakes ports and waterways, and as result, ships that should be carrying 70,000 tons each trip have, at times, left the dock with less than 60,000 tons in their holds. Even as we write this letter the top loads are still less than 66,000 tons.

Again, thank you for your outstanding leadership on this issue. We pledge our full support and will help in any way to ensure WRRDA's passage.

Very Respectfully,

James H. I. Weakley
President

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The Association Representing Operators of U.S.-Flag Vessels on the Great Lakes Since 1880

AMERICAN STEAMSHIP COMPANY ♦ ANDRIE INC. ♦ ARMSTRONG STEAMSHIP COMPANY ♦ BELL STEAMSHIP COMPANY
CENTRAL MARINE LOGISTICS, INC. ♦ GRAND RIVER NAVIGATION COMPANY, INC. ♦ GREAT LAKES FLEET/KEY LAKES, INC.
INLAND LAKES MANAGEMENT, INC. ♦ THE INTERLAKE STEAMSHIP COMPANY ♦ LAKES SHIPPING COMPANY
LAKE MICHIGAN CARFERRY SERVICE ♦ PERE MARQUETTE SHIPPING ♦ PORT CITY MARINE SERVICES ♦ PORT CITY STEAMSHIP SERVICES
SOO MARINE SUPPLY, INC. ♦ UPPER LAKES TOWING COMPANY, INC. ♦ VANENKEVORT TUG & BARGE INC.