



# Lake Carriers' Association

*The Greatest Ships on the Great Lakes*

**JAMES H. I. WEAKLEY, PRESIDENT**

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June 6, 2013

The Honorable Candice Miller  
United States House of Representatives  
Washington, DC 20510

Dear Congresswoman Miller:

Lake Carriers' Association (LCA) represents 17 American companies that operate 57 U.S.-flag vessels (lakers) on the Great Lakes. Their vessels 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, grain and gypsum. Collectively, our members can transport more than 115 million tons of dry-bulk cargo per year, and those cargos generate and sustain more than 103,000 jobs in the eight Great Lakes.

On behalf of all our members, eight of which are based in Michigan, thank you very much for sponsoring the Great Lakes Navigation System Sustainability Act (H.R. 2273). By directing the U.S. Army Corps of Engineers to fund and manage the Great Lakes Navigation System as a system rather than a collection of 60 individual ports, decades of inadequate funding for dredging and infrastructure maintenance and improvement will end and this great waterway will once again be considered equal to our inland rivers and coast port ranges.

We know your interest in Great Lakes shipping stems from the fact that Michigan boasts more deep-draft ports than the other seven Great Lakes states combined. However, we are gratified that you share our vision of a Great Lakes Navigation System that serves the needs of the entire Great Lakes basin and all of America's industrial heartland. Ending the dredging crisis will not just benefit limestone quarries in Michigan, it will strengthen iron ore mining in Minnesota, steelmaking in Indiana, power generation in Wisconsin, construction in Ohio...

America needs efficient Great Lakes shipping more than ever. Even saddled with 18 million cubic yards of sediment clogging ports and waterways, it is estimated that waterborne commerce on the Lakes annually saves its customers \$3.6 billion in freight charges compared to the next least costly mode of transportation. Just think of the savings that will follow when ships can once again carry full loads.

The environment will benefit as more cargo returns to the Lakes. It is a demonstrable fact that vessels use less fuel and produce fewer emissions per ton of cargo moved compared to trains and trucks.

In the days ahead we will be communicating our support for H.R. 2273 to your colleagues in Michigan and other Great Lakes states. It is crucial that the Lakes be funded as a system. A continuation of the status quo will condemn Great Lakes shipping a sure and painful death.

Again, thank you for sponsoring H.R. 2273.

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  
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