

December 8, 2022

The Honorable Charles Schumer
Majority Leader
United States Senate
Washington, D.C. 20510

The Honorable Nancy Pelosi
Speaker
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Mitch McConnell
Minority Leader
United States Senate
Washington, D.C. 20510

The Honorable Kevin McCarthy
Minority Leader
U.S. House of Representatives
Washington, D.C. 20515

Dear Senate Majority Leader Schumer, Senate Minority Leader McConnell, Speaker Pelosi, and House Minority Leader McCarthy:

The undersigned organizations support the inclusion of the bipartisan Water Resources Development Act (WRDA) of 2022 in the National Defense Authorization Act (NDAA) and urge swift action by Congress to ensure this critical legislation moves to the President's desk to become law before the end of the year. WRDA is critical biennial legislation that authorizes water resources infrastructure projects that maintain the health of our nation's ports and modernizes inland waterway infrastructure to benefit key manufacturing and consumer goods transfer ports.

The U.S. maritime infrastructure system is a critical link of the American economy. In 2020, the U.S. maritime transportation system—consisting of harbors, ports, channels, locks, dams and waterways—delivered over \$1.8 trillion worth of imports and exports.¹ The U.S. coastal port and inland waterway system support over 2.5 million jobs associated with the shipping industry.^{2,3} Many commodity markets rely on waterborne commerce, including farm and livestock products, raw materials and minerals, coal, iron ore, petroleum and petroleum products, and consumer goods. Additionally, coastal ports and the inland waterway system support 28 million jobs in these and related industries.⁴ With many American jobs and markets dependent upon our waterways and infrastructure and conflicts overseas threatening the global supply chain, a healthy and reliable maritime system is more important than ever in keeping domestically produced goods and markets competitive.

As a significant contributor to the economic success of our local communities, states, and nation, the health of our maritime system is critical to our way of life. Moreover, dependable, modernized maritime infrastructure is essential to maintaining and enhancing U.S. competitiveness in the global marketplace. Accordingly, the undersigned organizations strongly support your bipartisan leadership to improve our nation's infrastructure and urge swift action by Congress to pass the NDAA before the end of the year.

1 2022 USDOT, Bureau of Transportation Statistics, U.S.-International Freight Trade by Transportation Mode

2 PwC. Economic Contribution of the US Tugboat, Towboat, and Barge Industry. May 10, 2017

3 Martin Associates. 2018 National Economic Impact of the U.S. Coastal Port System. March 2019

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Sincerely,

American Association of Port Authorities

American Chemistry Council

American Council of Engineering Companies

American Farm Bureau Federation

American Fuel and Petrochemical Manufacturers

American Petroleum Institute

American Society of Civil Engineers

Associated General Contractors of America

Big River Coalition

Chamber of Shipping of America

Great Lakes Dredge & Dock Co, LLC

National Association of Wheat Growers

National Corn Growers Association

National Mining Association

National Waterways Conference

The American Waterways Operators

U.S. Chamber of Commerce

Waterways Council, Inc.

Cc: Members of the Committee on Environment and Public Works

Members of the Committee on Transportation and Infrastructure

¹ 2022 USDOT, Bureau of Transportation Statistics, U.S.-International Freight Trade by Transportation Mode

² PwC. Economic Contribution of the US Tugboat, Towboat, and Barge Industry. May 10, 2017

³ Martin Associates. 2018 National Economic Impact of the U.S. Coastal Port System. March 2019

⁴ Martin Associates. 2018 National Economic Impact of the U.S. Coastal Port System. March 2019