



Congress of the United States  
House of Representatives

Washington, DC 20515

December 22, 2011

COMMITTEE ON  
TRANSPORTATION AND INFRASTRUCTURE  
VICE-CHAIR, SUBCOMMITTEE ON AVIATION  
SUBCOMMITTEE ON COAST GUARD AND  
MARITIME TRANSPORTATION  
SUBCOMMITTEE ON  
WATER RESOURCES AND ENVIRONMENT  
COMMITTEE ON  
HOMELAND SECURITY  
SUBCOMMITTEE ON  
COUNTERTERRORISM AND INTELLIGENCE  
SUBCOMMITTEE ON  
TRANSPORTATION SECURITY  
COMMITTEE ON  
SCIENCE, SPACE, AND TECHNOLOGY  
SUBCOMMITTEE ON  
TECHNOLOGY AND INNOVATION

Ms. Karen V. Gregory  
Secretary  
Federal Maritime Commission  
800 North Capitol Street, NW  
Washington, DC 20573-0001

Subject: Docket No. 11-19, U.S. Containerized Cargo Flows – Response to NOI

Dear Madam Secretary:

I would like to offer my input in response to the Federal Maritime Commission's Notice of Inquiry on factors that may cause or contribute to the shift of cargo destined for America's heartland from United States to Canadian and Mexican seaports. Several organizations in my Congressional District and State such as the Minnesota Chamber of Commerce, the International Falls Area Chamber of Commerce, and the Duluth Area Chamber of Commerce have also submitted comments in regards to the Federal Maritime Commission's Notice of Inquiry.

Cross-border trade between the United States and Canada is critical to my Congressional District and the State of Minnesota. Port Ranier in International Falls is the largest rail port in the United States. Not surprisingly, Port Ranier provides significant employment and economic opportunities for our region. In total, roughly 157,000 Minnesota jobs depend on trade with Canada and Canada is the largest consumer of Minnesota exports.

Considering the importance of Minnesota's trade with Canada, I am opposed to the imposition of any further taxation on United States-Canada trade. I am concerned that increased taxation would exacerbate our state's unemployment problem and ultimately have a detrimental impact on our country.

To improve the competitiveness of American ports, the United States should start by better utilizing the receipts from the Harbor Maintenance Trust Fund (HTMF) to dredge our channels to their authorized depths and widths.

Thank you for the opportunity to comment on this important issue. Please include this letter in the public docket for this proceeding.

Regards,

Chip Cravaack  
Member of Congress