

SM

GREAT LAKES UNITED

RECEIVED DEC 19 2002

December 16, 2002

Sarah Miller
Canadian Environmental Law Association (CELA)
130 Spadina Ave, Suite 301
Toronto, ON M5V 2L4

Dear Sarah,

The U.S. Army Corps of Engineers is looking to expand commercial navigation on the Great Lakes to allow huge foreign container ships access to these fragile waters. The potential repercussions of such an enormous project include lower water levels, increased introductions of exotic species and toxic contamination of the water and wildlife.

As a current or former member of the board of directors, you understand Great Lakes United's origins and long history with commercial navigation. You also understand the urgency with which we have once again initiated a Great Lakes Navigation campaign. **We need to raise \$25,000 by the end of January 2003 to continue two economic analyses on the Great Lakes Navigation System and Seaway.** This letter is to ask for your financial support.

But first, we'd like to provide an update on the exciting progress of our Great Lakes Navigation campaign.

Great Lakes United kicked off our campaign at the 2002 Annual General meeting. Since that time we am happy to report that our broad coalition of Great Lakes organizations have achieved significant victories in opposing to the current study and moving towards a progressive, alternative study.

Since the AGM in June here are a few highlights accomplished by Great Lakes United and our coalition members:

- *September 4th*: 51 organizations from around the Great Lakes basin sent a letter to the Army Corps of Engineers, members of the U.S. Congress and Canadian Ministries concluding, "We urge you to halt this present Great Lakes Navigation System Review. Our organizations stand ready to assist with projects that restore our wetlands and fisheries, clean up the toxic hot spots and ensure that our waters are safe to drink, swim and fish for generations to come."
- *October*: With united opposition as a backdrop, focused efforts by Save the River! convinced New York political leadership to work against funding for the Army Corps of Engineers Great Lakes Navigation System review in congressional

An international coalition to conserve and protect the Great Lakes/St. Lawrence River ecosystem

Main Office
Buffalo State College, Cassety Hall
1300 Elmwood Ave., Buffalo, NY 14222
(716) 886-0142, fax: -0303
glu@glu.org, www.glu.org

Montréal Office
4525 Rue DeRouen
Montréal, Québec H1V 1H1
(514) 396-3333, fax: -0297
sgingras@glu.org



appropriations. Governor Pataki, U.S. Senators Schumer and Clinton, and U.S. Representatives McHugh, Slaughter and Walsh are all vocally opposed.

- *November 14th*: The New York State Department of Conservation commissioner Erin Crotty sent a letter to the Army Corps of Engineers. Commissioner Crotty clearly stated, "Further investment in the Great Lakes Navigation System is not justified" and supported this position with a six page detailed listing of objections to the study.
- *November 25th*: After extensive pressure by groups and citizens throughout Ontario and Quebec, the Georgian Bay Association received verbal confirmation from the Minister of Transport David Collenette that Canada would not provide \$10 million towards the Corps study as currently conceived.

However, the Great Lakes community cannot just oppose a bad study; we must provide sound direction for a good study. Western Great Lakes cities with major ports hold onto the dream that the Great Lakes can someday become North America's "fourth coast". But many unanswered economic questions remain obstacles to achieving broad political support of alternative studies.

Great Lakes United is looking for a better answer.

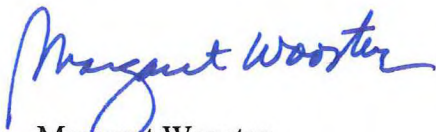
To address economic questions and lay the foundation for a progressive alternative study, Great Lakes United is working to commission two independent economic analyses. These analyses will lay a firm foundation for examination of commercial navigation on the Great Lakes and St. Lawrence River within the context of a rich biological, social, cultural and economic web of life.

We would like to ask you to consider supporting these important economic analyses at the one thousand dollar level. We hope we can obtain your support. Again, Great Lakes United must raise \$25,000 by the end of January 2003 to see these two critical projects completed.

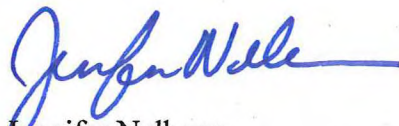
Thank you for all your efforts to protect and restore Great Lakes waters.

Please fill out the enclosed donation slip now, as time is of the essence.

Sincerely,



Margaret Wooster
Executive Director



Jennifer Nalbone
Habitat and Biodiversity

P.S. As always, your contribution is tax deductible.



Let me tell you more about the economic analyses...

Independent economic analyses are essential to refute the notion that the Great Lakes can someday be North America's "fourth coast." But Great Lakes advocates cannot merely refute a bad study.

As long as expansion proponents believe that bigger locks, ports and channels can attract a significant portion of the Atlantic Ocean trade, we will encounter this fight over and over again.

We must lay the foundation for new approach that views the Great Lakes-St-Lawrence River as a vital life support system that commercial navigation must share and use in the fullest socially and environmentally acceptable manner. Independent economic analyses can lay the foundation for a new approach.

With limited funding, Great Lakes United commissioned the Institute for Agriculture and Trade Policy (IATP) to develop parameters for economics analyses on the Great Lakes Navigation System / St. Lawrence Seaway.

IATP has been involved in assessing the impact of increased navigational capacity of the Mississippi and Illinois Rivers. IATP concluded that the Army Corps of Engineers' efforts to lengthen locks on these rivers would not benefit local economies and would result in economic dominance by corporations in regional industries.

The issues currently confronting activists in the Great Lakes basin are frighteningly similar. IATP is laying the ground for independent economic analyses on "Jobs and the Seaway," and "The Viability of the Great Lakes as a U.S. International Trade Lane."

Jobs and the Great Lakes Navigation System / St. Lawrence Seaway

How has the St. Lawrence Seaway impacted jobs in the Great Lakes basin, both positively and negatively? How would expansion of the Great Lakes Navigation System impact future job growth? Proponents of the Great Lakes Navigation System review are espousing expanded navigation as the best method for creating construction jobs in the short-term and revitalizing a flailing regional economy in the long-term.

But what impact would expanded commercial navigation have on jobs in the fisheries, recreational boating, summer tourism, local communities and businesses dependent on Great Lakes water?

Great Lakes United is working to commission the Center for Transportation Studies (CTS) at the University of Missouri-St. Louis to perform a "Jobs and the Seaway" analyses. Former Army Corps of Engineers economist and famous whistleblower for the Army Corps of Engineers Mississippi River study, Don Sweeney, is now on staff at the Center for Transportation Studies.

The role and viability of the Great Lakes / St. Lawrence River as U.S. international trade lane

How attractive is the Seaway to international shippers? What are the limitations of the Seaway? Proponents of the Great Lakes Navigation System review are saying expanded navigation will make the Great Lakes competitive with Atlantic Ocean ports. The role of the Seaway is central to arguments for expansion. But will trends in containerization of international cargo make even an expanded Great Lakes Navigation System and Seaway obsolete in a decade?

This second study is broader, and will be commissioned by Great Lakes United in partnership with key coalition members Save the River! and National Wildlife Federation. The Pennsylvania Transportation Institute (PTI) at The Pennsylvania State University will be commissioned to perform this work.

With a long history of expertise on the Great Lakes Navigation System, PTI led a major 1979 independent assessment of winter navigation season expansion on the Great Lakes. PTI's previous work found season extension to be economically unacceptable. The same assessment found the economic benefits predicted by the Army Corps of Engineers to be greatly overstated. PTI also shed light on the declining competitiveness of Great Lakes ports due to global trends in containerization and container ship movement.

There have been significant changes in U.S. international trade, containerized shipping, the iron and steel industries, and the logistics and supply chain management community since the Seaway opened in 1959. A study on the role and viability of the Great Lakes Navigation System and St. Lawrence Seaway as a trade lane for international trade will address the Army Corps of Engineers' assumption that the silver bullet for the Great Lakes struggling shipping industry is deeper and wider locks, ports and connecting channels.

Please consider supporting these independent economic analyses on Great Lakes commercial navigation by filling out the enclosed donation slip.

Thank you so much!