



WATERWAYS
COUNCIL, INC.

Waterways Council, Inc. Propeller Club of Northern California

MAY 23, 2023

DEB CALHOUN, SVP, WCI

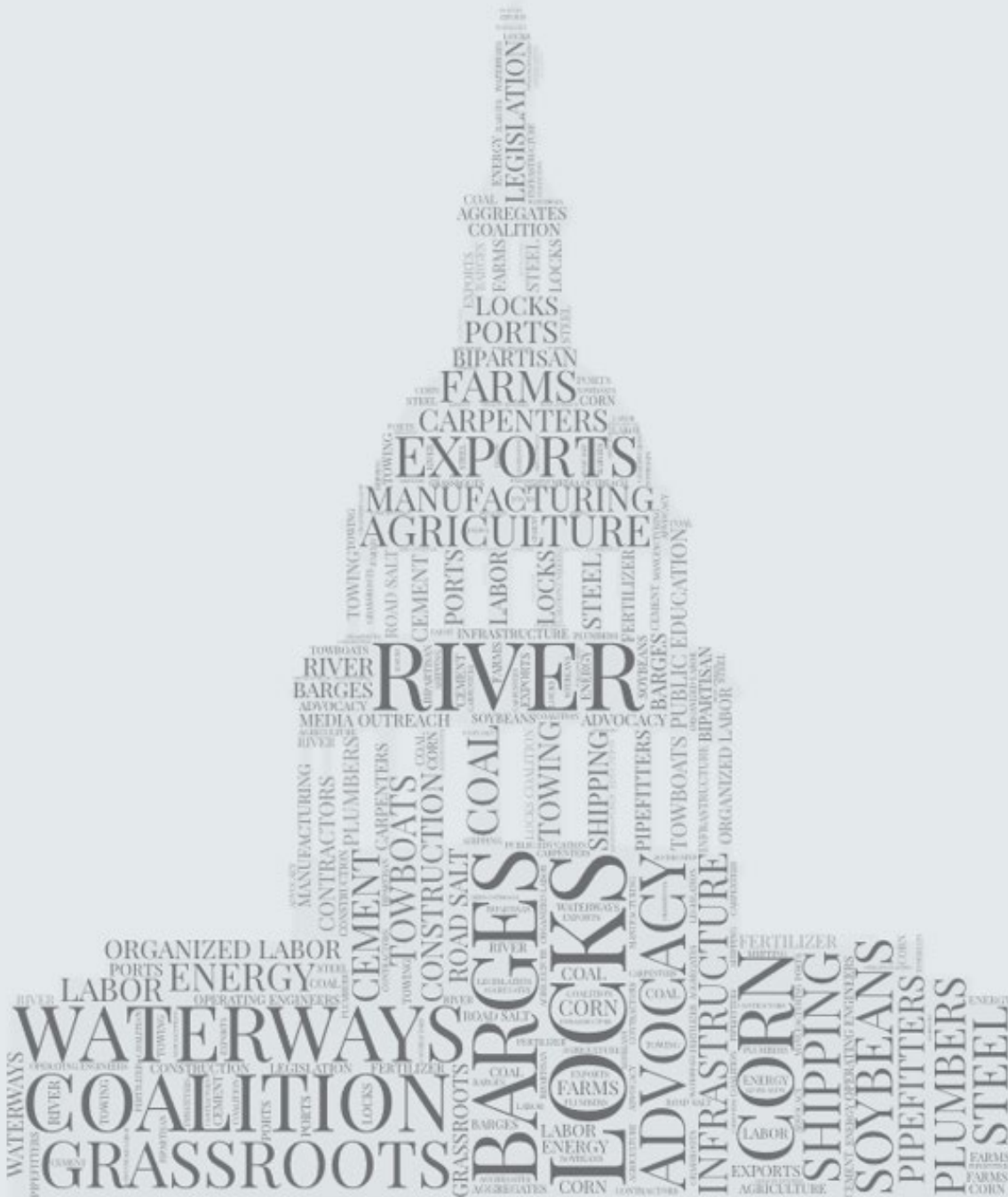


WATERWAYS

COUNCIL, INC.

WCI advocates through a coalition of members for a modern, efficient, reliable inland waterways transportation system. WCI is the only national organization exclusively focused upon issues related to navigation infrastructure (locks and dams) modernization on the inland waterways.

- Towboat operators
- Agriculture producers
- Manufacturers
- Energy providers
- Other Shippers (chemicals, aggregates, large cargoes, etc.)
- Organized Labor
- Conservation members
- Ports



**12,000 MILES
IN 28 STATES**

219 LOCKS AT 176 SITES

NEARLY

**500 MILLION
ANNUAL TONS**

VALUED AT OVER \$150 BILLION

**65% OF
GRAIN EXPORTS**

MOVE ON OUR RIVER SYSTEM

TODAY'S U.S. INLAND WATERWAYS SYSTEM

A CRITICAL PART OF THE TRANSPORTATION SUPPLY CHAIN

AS MANY AS

540,000 JOBS

DEPEND ON INLAND NAVIGATION

**SAFEST, MOST
ENVIRONMENTALLY-FRIENDLY
AND ENERGY-EFFICIENT**

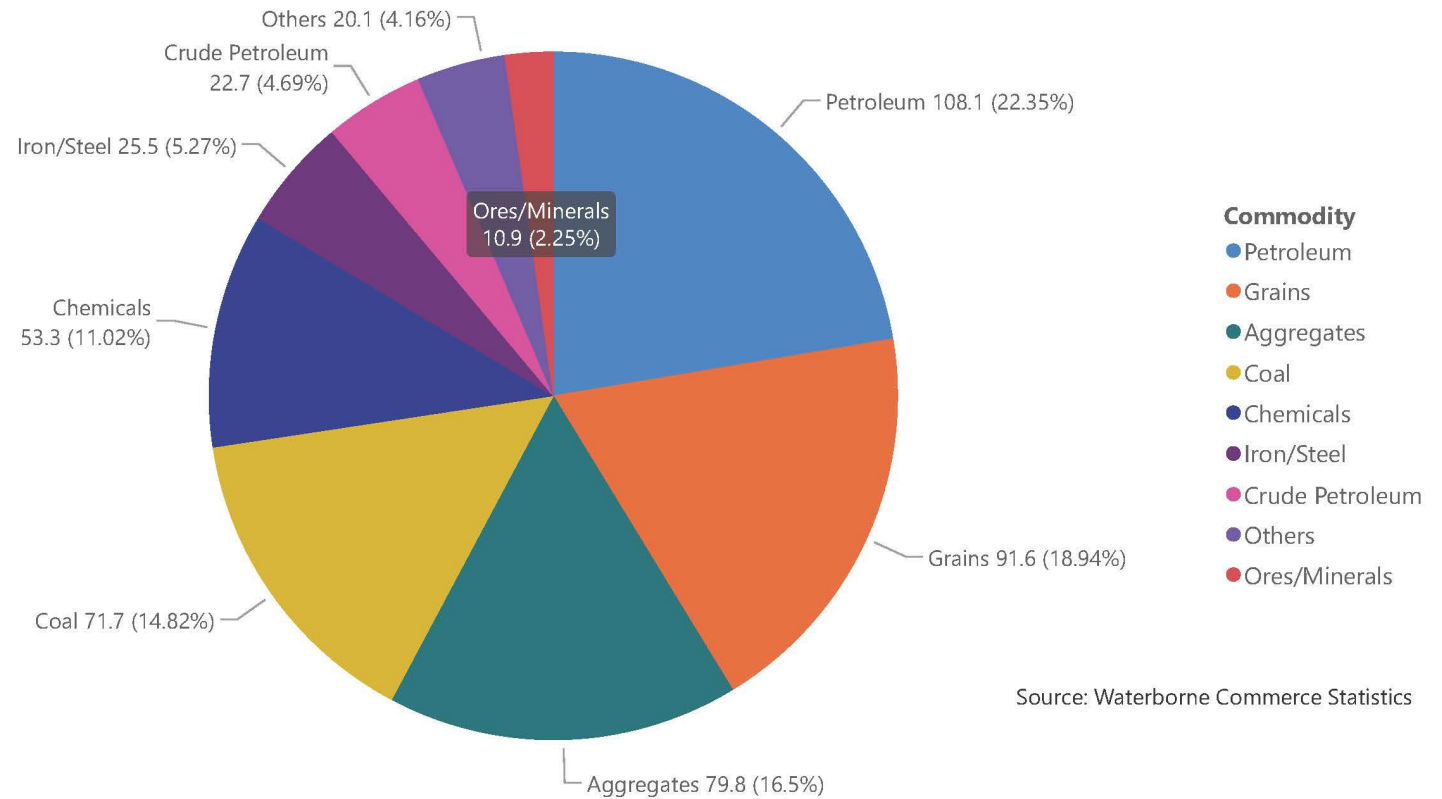
MODE OF SURFACE TRANSPORTATION

What's Moving on the Inland Waterways?



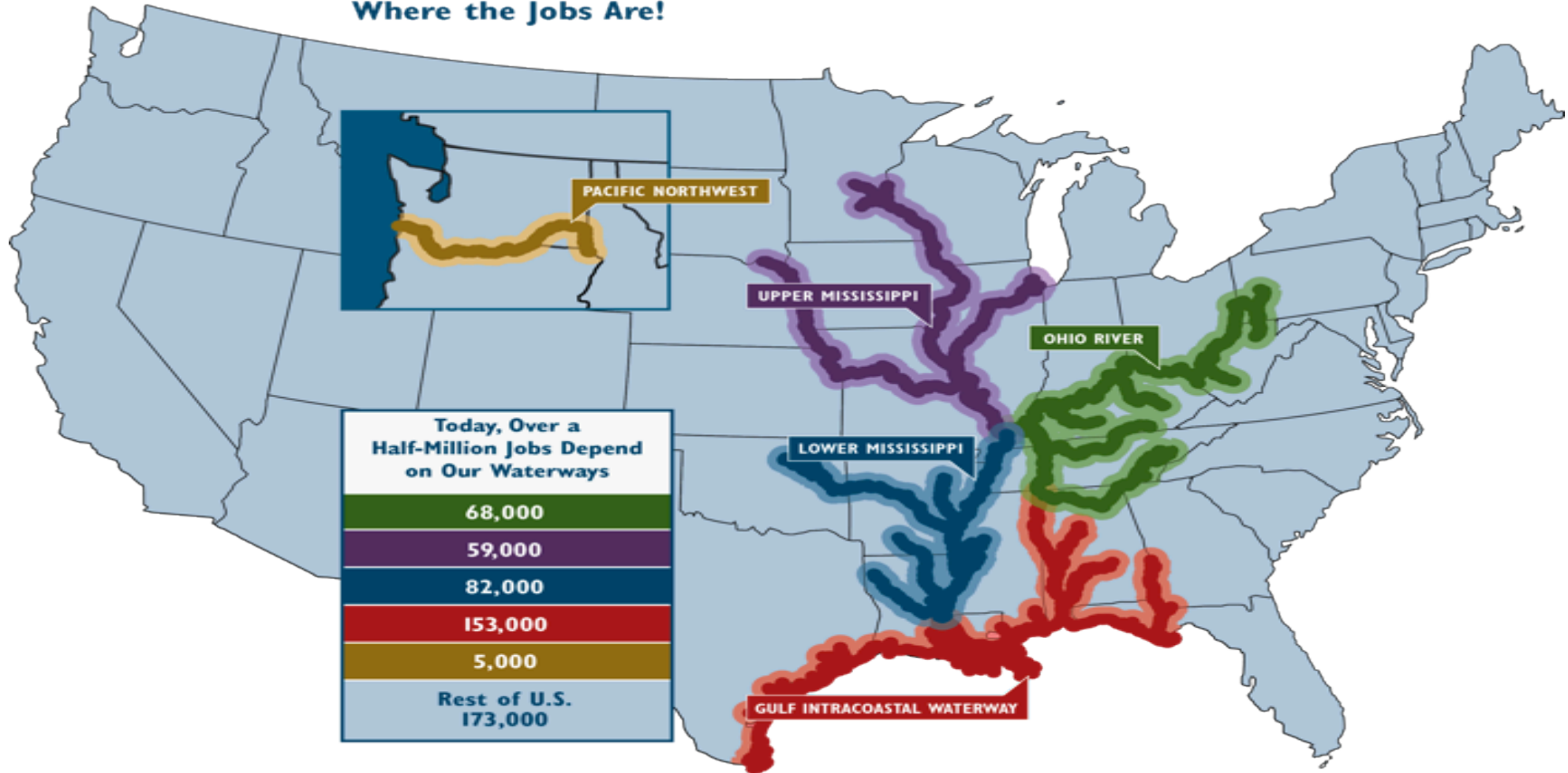
2021 Inland System Commodity Tons

Total Tons: 483.7M



Source: Waterborne Commerce Statistics

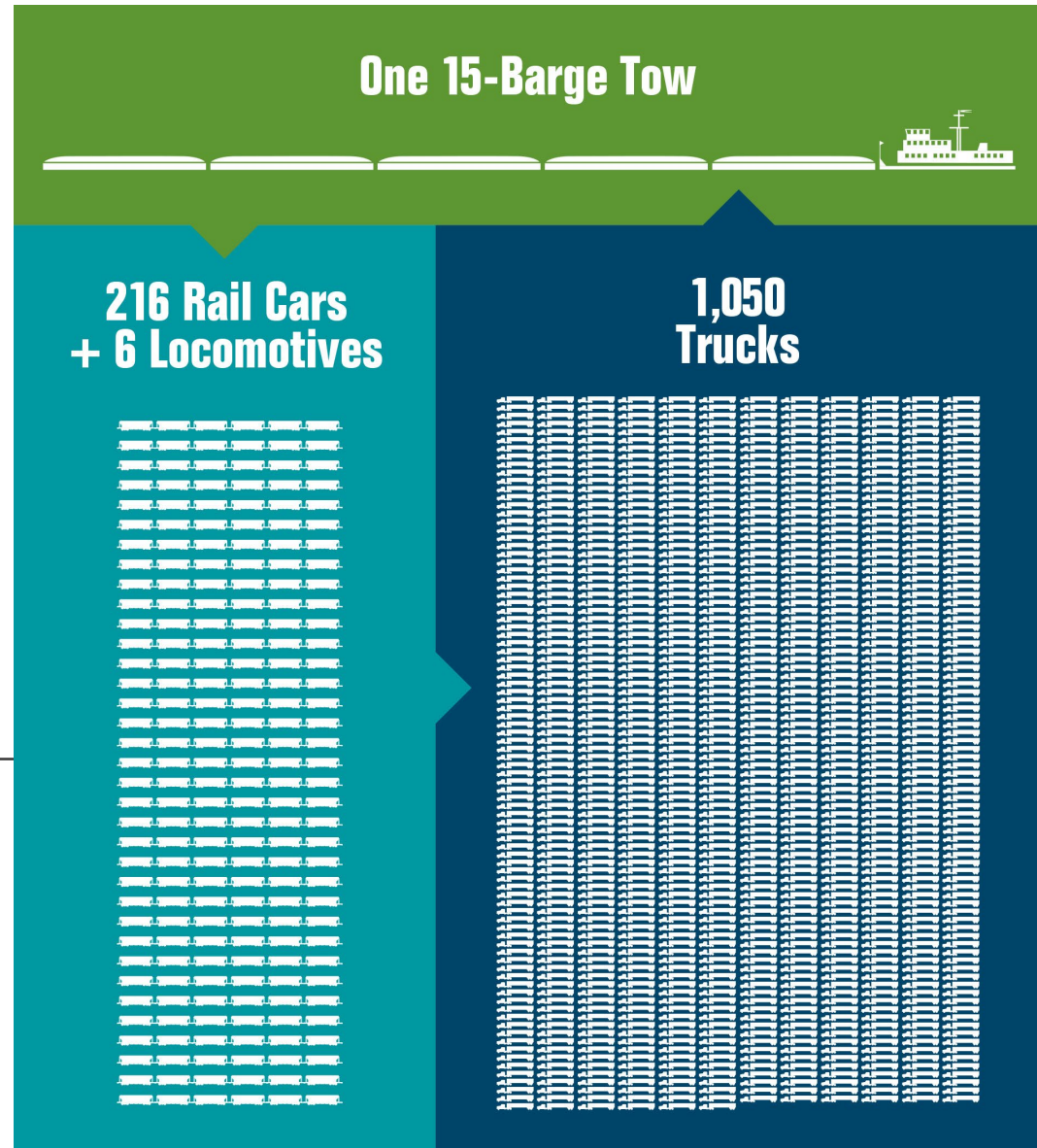
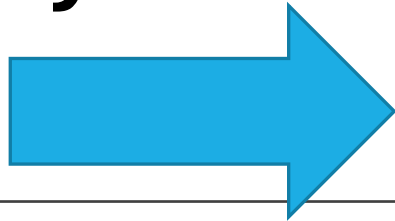
Where the Jobs Are!





NATIONAL WATERWAYS
FOUNDATION

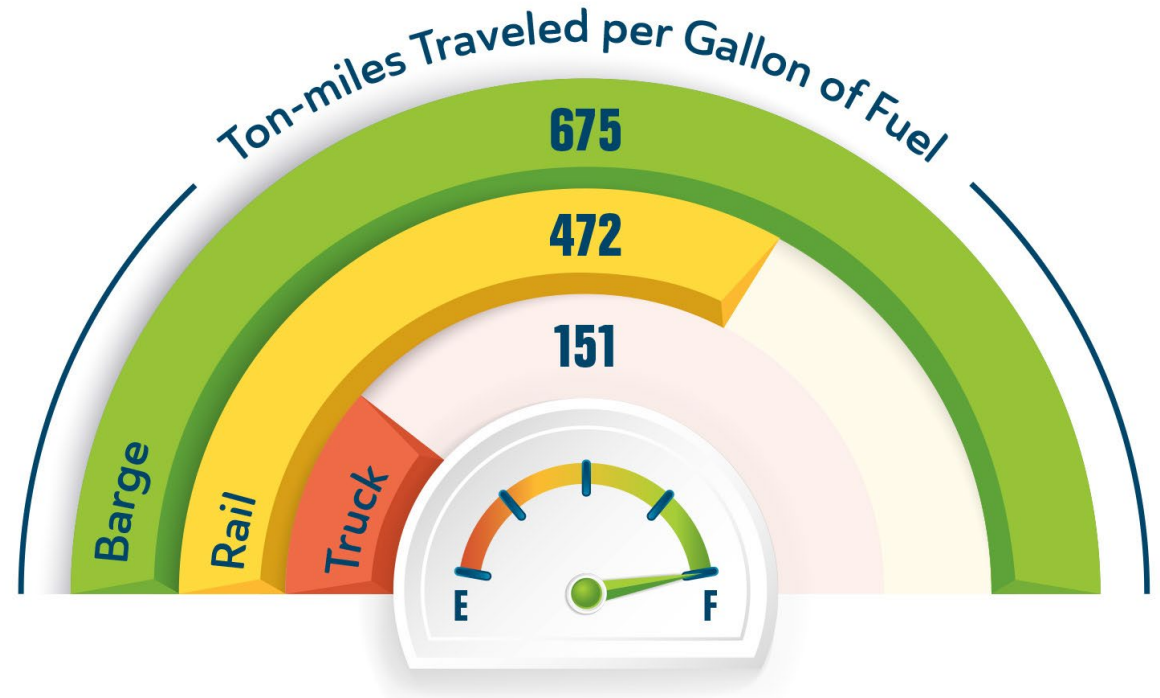
Inland waterways
reduce congestion
on our highways
and railways....



Moving Freight Efficiently Throughout America

Transporting freight by water is also the most energy-efficient choice.

Barges can move one ton of cargo 675 miles per gallon of fuel. A rail car would move the same ton of cargo 472 miles, and a truck only 151 miles.

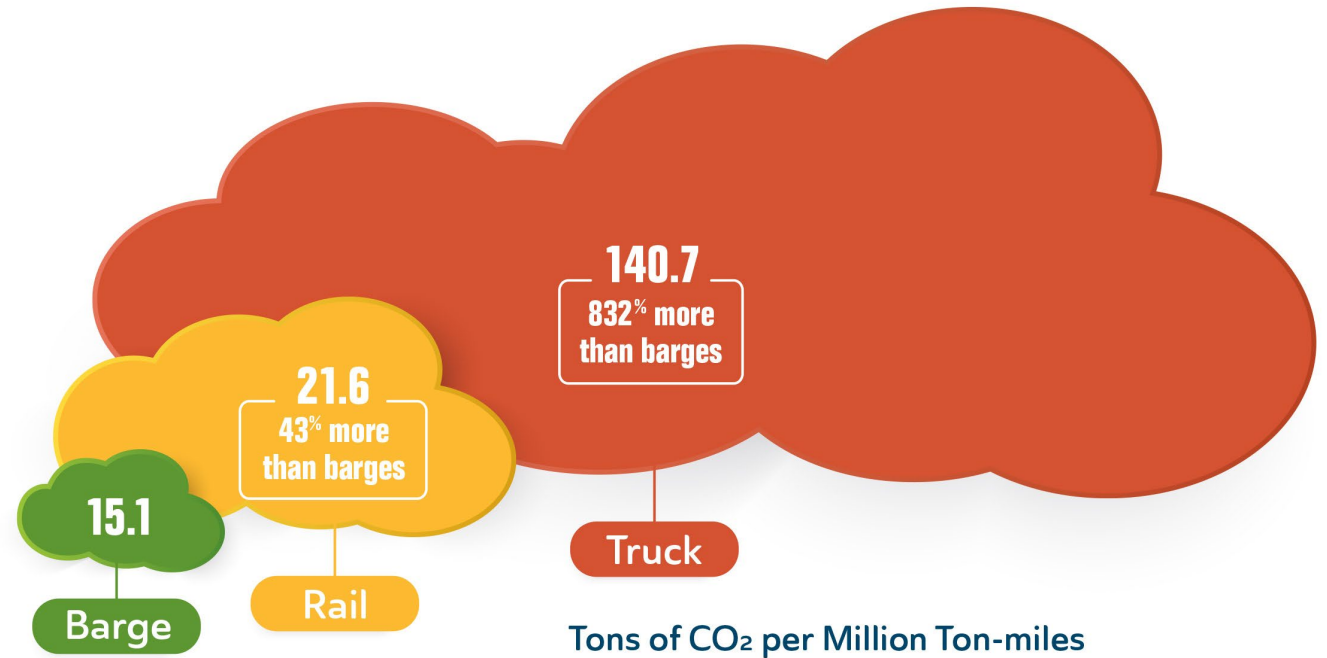


Ton-miles Traveled per Gallon of Fuel

The Greener Way to Move America's Cargoes

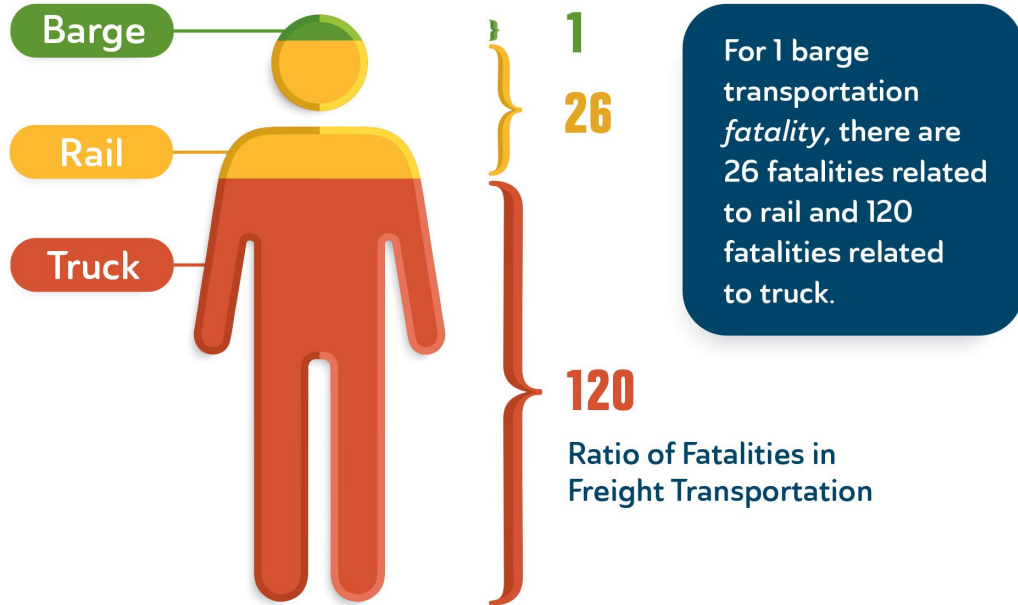
Barges have the smallest carbon footprint among other transportation modes.

To move an identical amount of cargo by rail generates 43% more carbon dioxide than by barge, and 832 % more emissions by trucks than by barge.



The Safer Way to Move America's Cargoes

Barges are the safest mode of surface transportation with the lowest injury and fatality rates.



1 For Every Barge Injury, There Are -

96
Rail Injuries

1,145
Tractor-Trailer Truck Injuries

Ratio of Injuries in Freight Transportation

INLAND WATERWAYS ARE CRITICAL TO AGRICULTURE

USDA study: "A Reliable Waterway System Is Important to Agriculture" (2022)

- U.S. agriculture is expected to contribute \$10.5 billion to the U.S. balance of trade in fiscal year 2022.
- In 2019, every \$1 billion of U.S. agricultural exports required approximately 7,784 full-time civilian jobs throughout the economy. U.S. agricultural exports in 2019 required a total of 1,102,000 such jobs.
- Based on the October 2021 estimates for marketing year 2021-22, the U.S. is projected to export 22% of the grain it produced. This will include 53% of wheat, 48% of rice, 44% of soybeans, and 18% of corn.



More than 60% of U.S. export grain moves on the inland waterways



United States Department of Agriculture



A Reliable Waterway System Is Important to Agriculture

publication of the Agricultural Marketing Service • www.ams.usda.gov/services/transportation-analysis • FEBRUARY 2022

Overview

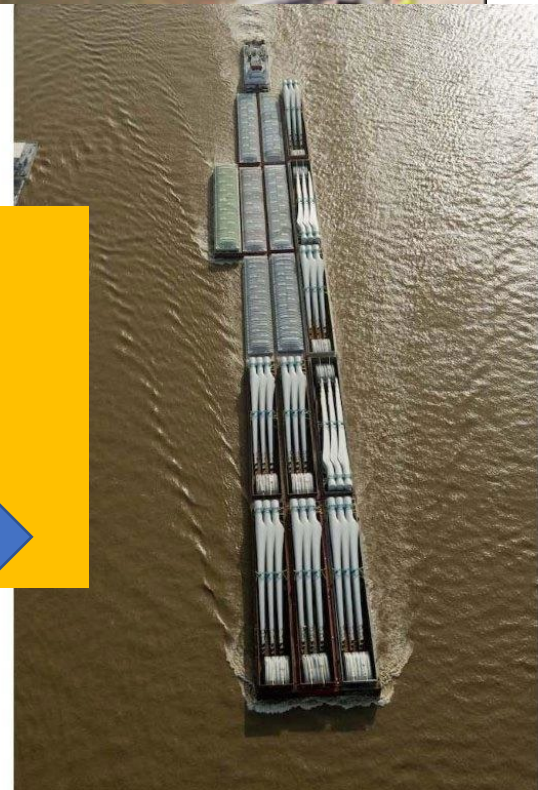
- U.S. agriculture is expected to contribute \$10.5 billion to the U.S. balance of trade in fiscal year (FY) 2022.¹
- All U.S. exports are forecast to reach \$175.5 billion. Imports are forecast to reach \$165.0 billion in FY 2022.²
- In addition to forestry and fishery products, critical farm inputs (such as fertilizer, feed, and fuel) move on the waterway system.³
- In calendar year 2019, U.S. agricultural exports of \$142 billion generated an additional \$161.4 billion in the U.S. economy and supported 1,102,000 jobs. The farm sector's share of the income supported by agricultural exports was 25.5 percent.⁴
- In 2019, every \$1 billion of U.S. agricultural exports required approximately 7,784 full-time civilian jobs throughout the economy. U.S. agricultural exports in 2019 required a total of 1,102,000 such jobs.⁵
- and widths of ports, waterways, locks, and dams.⁷
- The Harbor Maintenance Tax (HMT) was created by the Water Resources Development Act of 1986. HMT is a 0.125 percent ad valorem tax on the value of imports and certain domestic waterborne cargo deposited in the Harbor Maintenance Trust Fund (HMTF) for harbor maintenance and dredging.⁸
- Estimated FY 2019 HMT receipts and investment interest were \$1.8 billion, and congressional appropriations from the HMTF were \$1.5 billion, yielding an estimated year-end balance of \$9.5 billion.⁹
- Commercial vessels engaged in waterborne transportation in the inland waterways system generate revenues and investment interest from a tax on diesel fuel of 29 cents per gallon. The tax is deposited in the Inland Waterways Trust Fund (IUTF) to finance the Federal costs of authorized locks and dams projects.¹⁰

Inland waterways are an economic engine

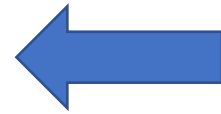
- **M/V *Big Eddie*** carrying a large refiner vessel for the Shell Oil Corporation ethylene cracker plant under construction near Pittsburgh. Pictured here is Canal Barge Company's heavy-duty flatbed barge to transport equipment to the construction site.

Photo by Eric M. Johnson, *Waterways Journal*

Barge transporting wind turbine blades



The inland waterways have always played an important national defense role.



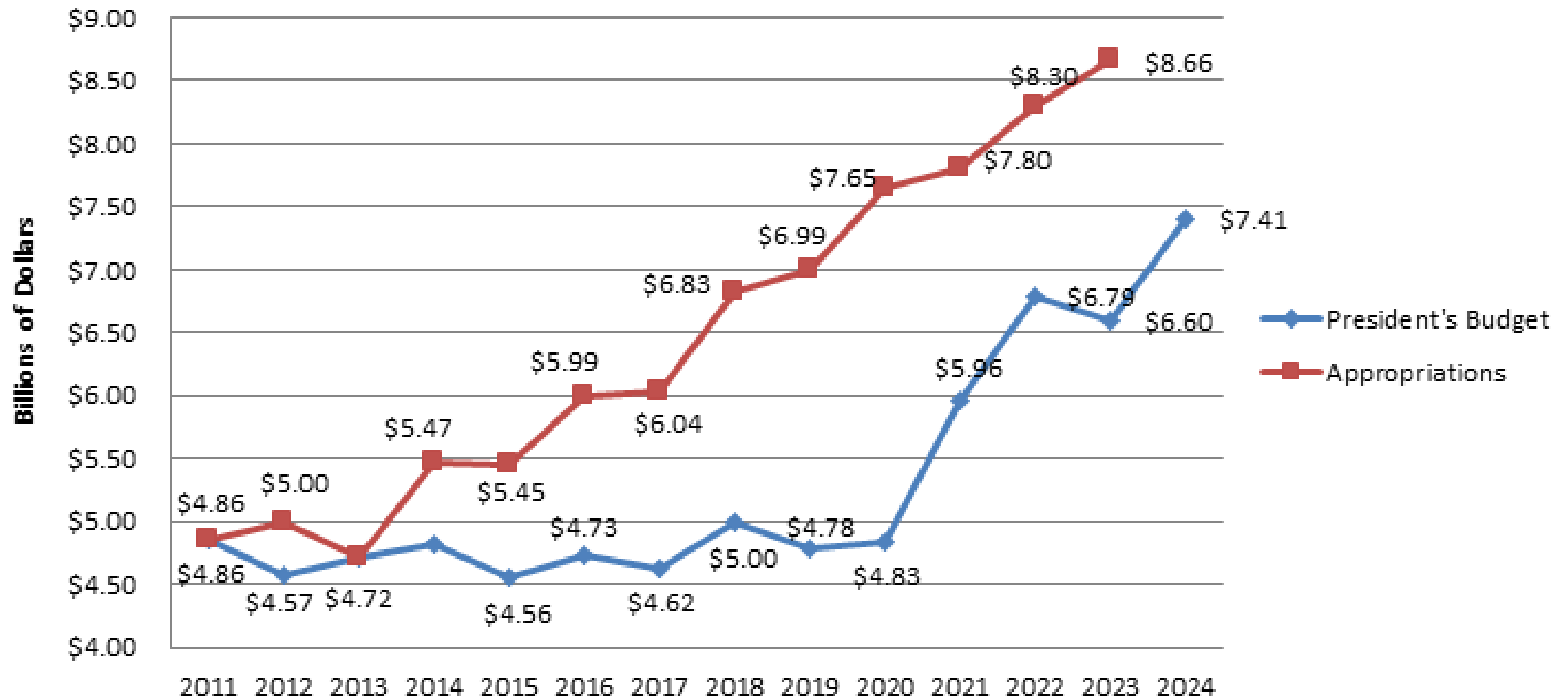
Illinois Army National Guard 1st Battalion, 106th Aviation Regiment deployment by barge from Peoria, Illinois to the Joint Readiness Training Center at Fort Polk, Louisiana and return. 114 vehicles and aircraft support equipment were transported via the Illinois, Mississippi, and Red Rivers on 13 May 1999 and again on 15 Apr 2000. This was the largest known military movement by inland waterways on record since the Civil War.

Photo by CW2 David Hammon

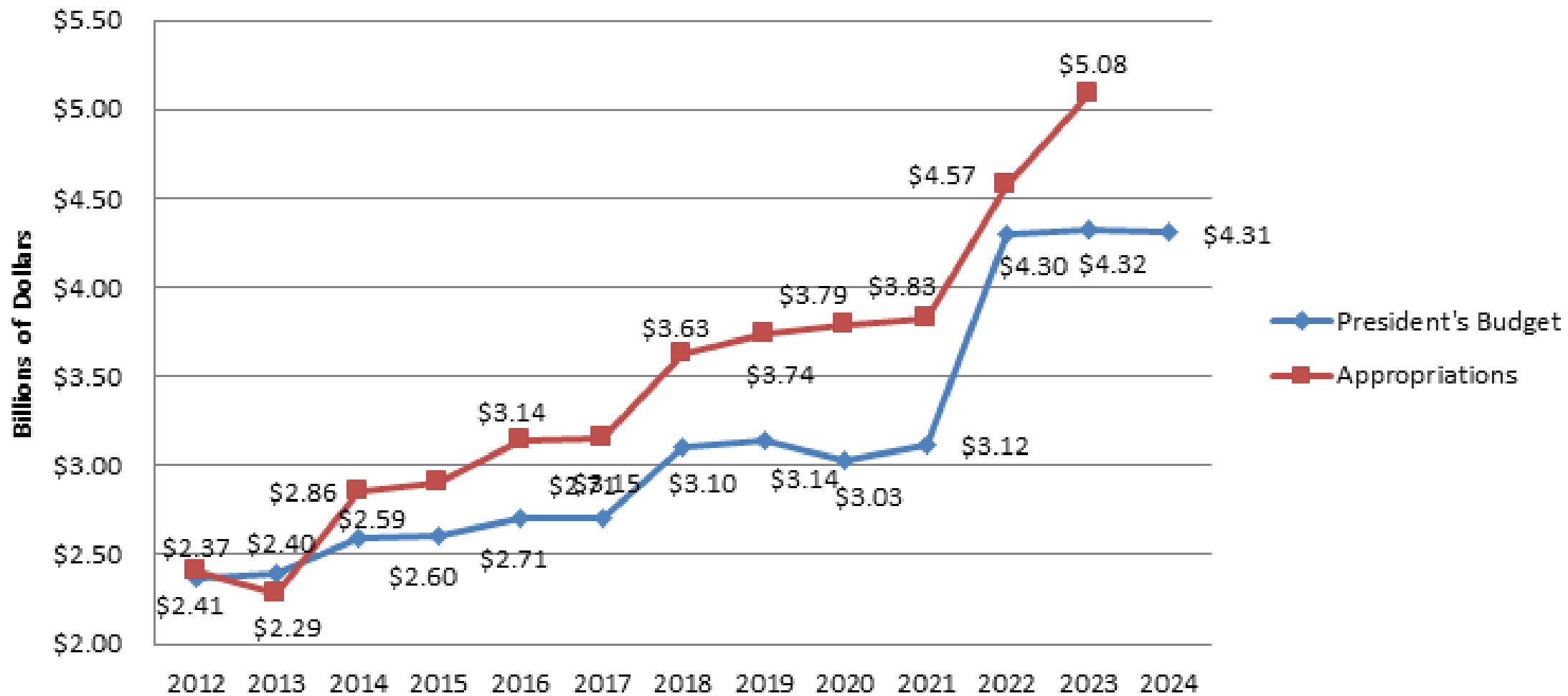


Military equipment transits Kentucky Lock, 2018

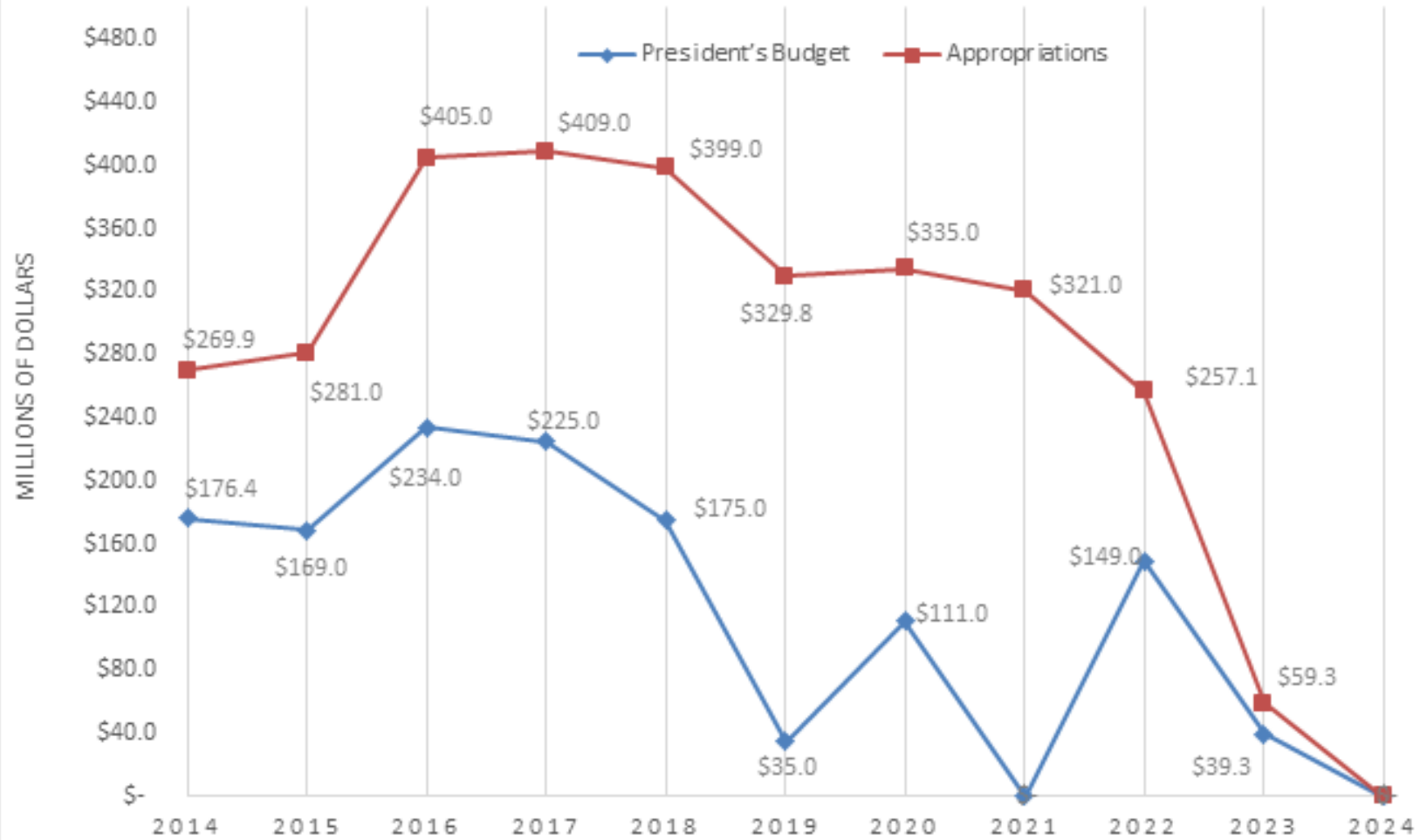
Army Corps – Civil Works Total Annual Funding



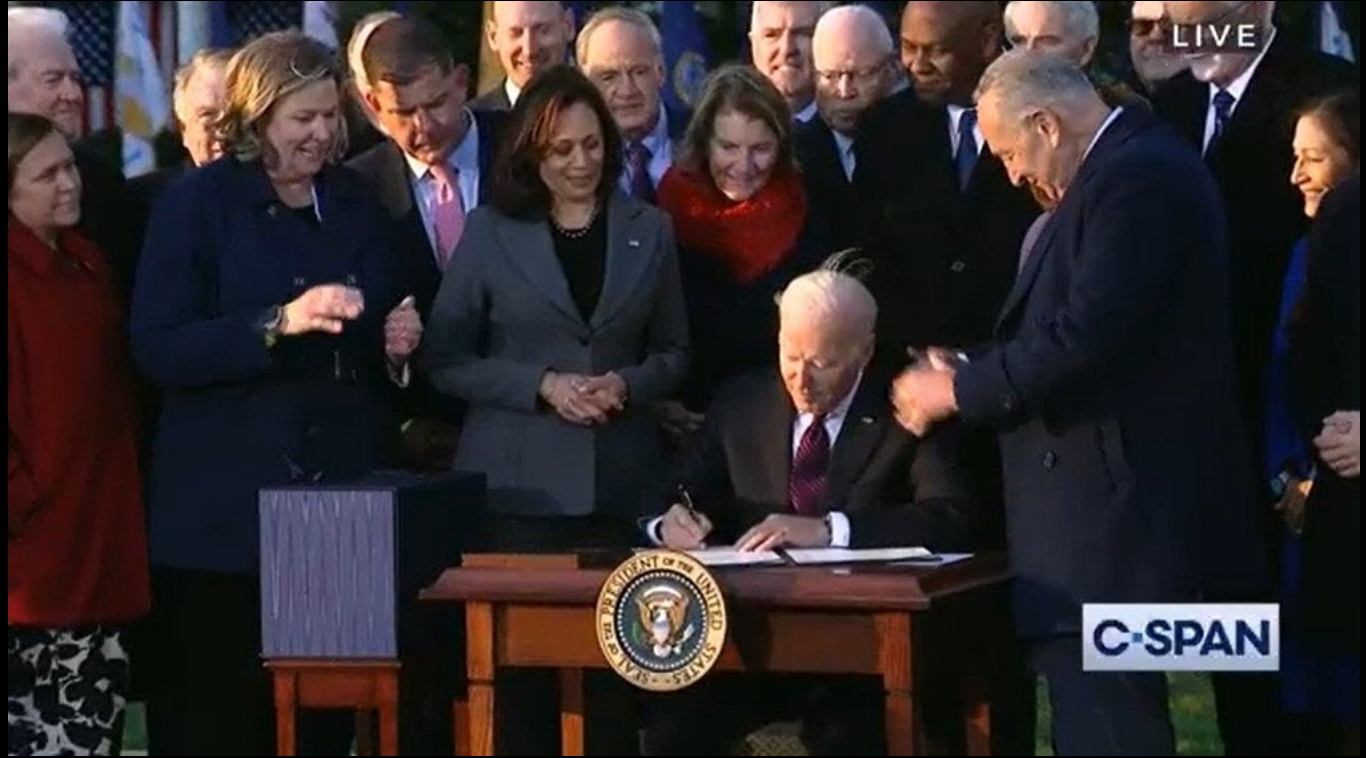
Annual Funding for Operations and Maintenance



ANNUAL FUNDING FOR THE INLAND WATERWAYS TRUST FUND



Infrastructure Investment and Jobs Act (IIJA) Signed into Law November 15, 2021






Navigation & Ecosystem Sustainability Program (NESP)

The Navigation and Ecosystem Sustainability Program (NESP) was authorized in 2007. NESP encompasses the Upper Mississippi River – Illinois Waterway System and the five states (IL, IA, MN, MO & WI).


- It received \$5 million in PED funding in the FY21 Work Plan (\$2.625 million for navigation and \$2.375 for the environmental restoration component)
- In FY20, NESP, for the first time since 2012, received PED funding of \$4.5 million in FY20 (\$3 million for navigation and \$1.5 million for the environmental restoration component.)
- In IJJA, Lock and Dam 25 NESP provided \$732 million (funded to completion)
- “Receiving funding for L/D 25 of NESP is the greatest accomplishment of my career.” - Congresswoman Cheri Bustos (D-IL).


The Impacts of Unscheduled Lock Outages




MARKLAND LOCKS & DAM




**IMMEDIATELY AFFECT
COMMERCE IN
18 STATES AND
175 COUNTIES**

 **\$1.3 BILLION
ADDITIONAL CHARGES
IN ANNUAL TRANSPORT**


DISRUPT THE AFFORDABLE DELIVERY OF
COMMERCIAL AND RESIDENTIAL ELECTRIC
POWER **THROUGHOUT THE EASTERN U.S.** 


 = **40K** ADDITIONAL
RAIL CARS 
AND
60K ADDITIONAL
TRUCKS 

CALCASIEU LOCK & DAM





**IMMEDIATELY AFFECT
COMMERCE IN
18 STATES AND
170 COUNTIES**

 **\$1.1 BILLION
ADDITIONAL CHARGES
IN ANNUAL TRANSPORT**

KEY ENABLER OF THE
U.S. DOMESTIC ENERGY
RENAISSANCE 

REQUIRE THE AVAILABILITY AND USE OF

10K ADDITIONAL
RAIL CARS  | **SEVERAL HUNDRED**
ADDITIONAL LOCOMOTIVES 



Questions?

www.waterwayscouncil.org

202-765-2165

dcalhoun@waterwayscouncil.org

*FDR at press conference at
Chickamauga Lock (Tennessee River),
1938*