



“Status of Inland Waterways Infrastructure Legislation”



The national public policy organization advocating a modern and well-maintained system of ports and inland waterways



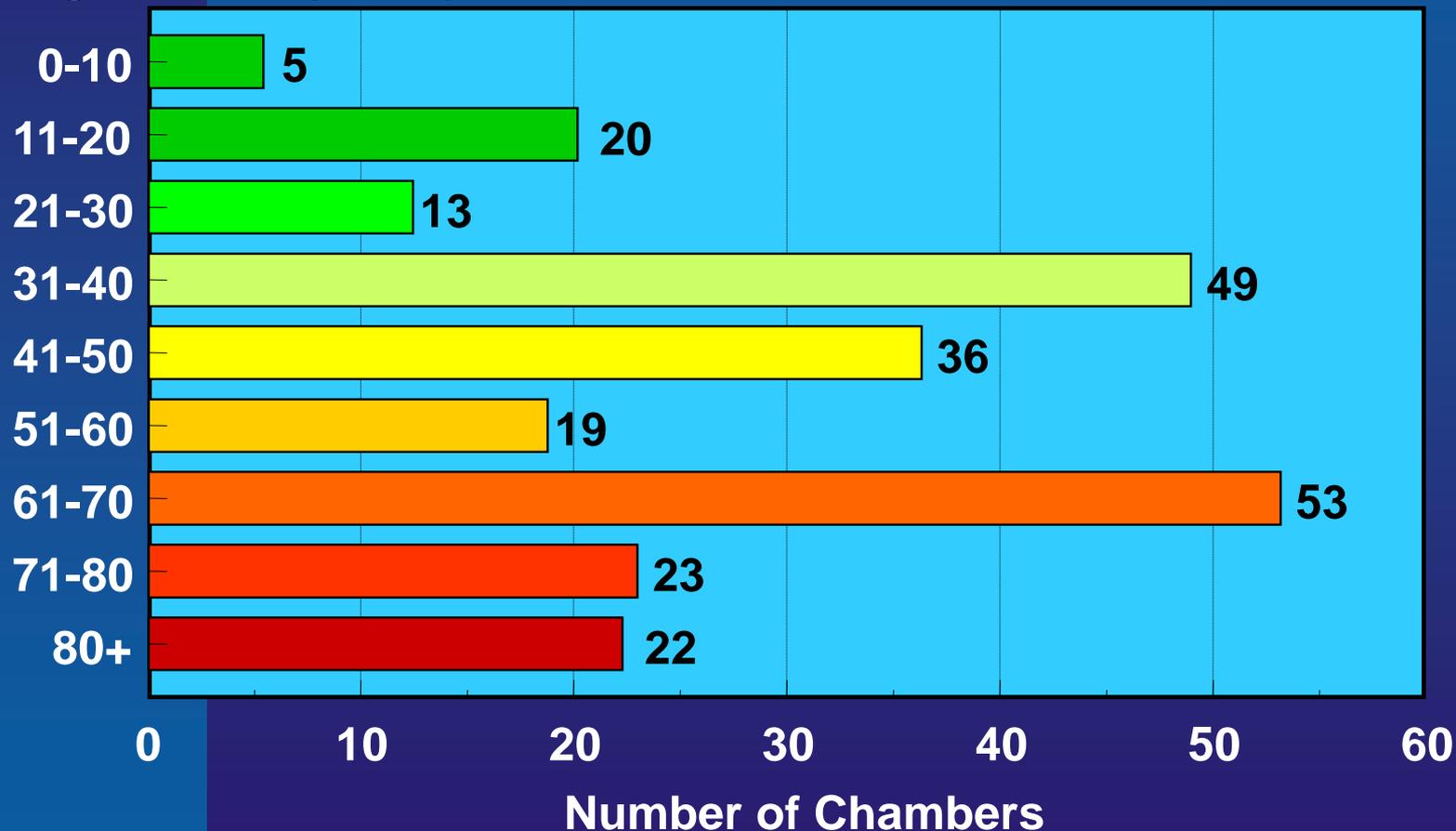
WCI is made up of nearly 250...

- *Tug and barge companies*
- *Companies that ship goods on our inland waterways*
- *Companies that use goods shipped on our inland waterways*
- *Ports*
- *Economic Development organizations*
- *Chambers of Commerce*
- *Agricultural groups*
- *Environmental, Conservation groups*
- *Labor organizations, and*

- *Those who recognize waterways transportation as the most fuel efficient, environmentally sound and economical way to ship America's bulk commodities.*

Challenge: Aging Lock Inventory*

Age in 2005 (Years)



*Includes all operational deep and shallow draft Corps and TVA navigation locks.

Aging Infrastructure

- Frequent closures for repairs
- Decreased performance
- Costly delays



*Concrete deterioration
at Chickamauga*

*Crumbling lock wall,
Lower Mon 3, opened
in 1907*

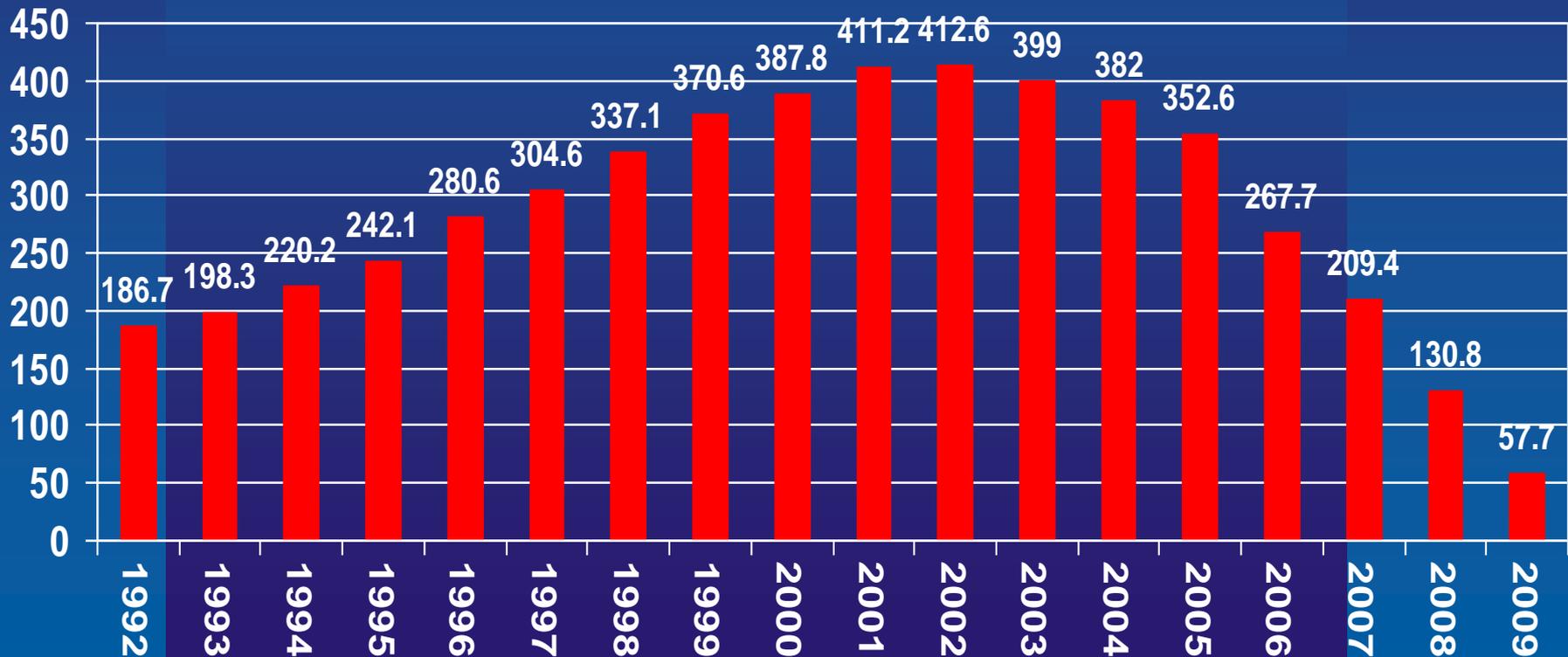


*Leaking miter gates,
Upper Miss Lock 19*





Inland Waterways Trust Fund Year-End Balances 1992 - 2009





Current Projects Over Budget

Olmsted Lock & Dam

- \$775 million Original Estimate 1988
- \$387.5 million Industry Share from IWTF
- \$2 billion Current Estimate
- \$1 billion Industry Share from IWTF

Lower Monongahela Locks & Dams 2, 3 & 4

- \$554 million Original Estimate 1992
- \$277 million Industry Share from IWTF
- \$1.7 billion Current Estimate
- \$850 million Industry Share from IWTF



Projects Funded Under Current System

New Construction

- **Olmsted**—\$136 million in FY11 (\$700 million more to complete by FY19) , and now another cost over-run
- **Kentucky Lock**—\$2.868 million in FY11 (\$400+ million to complete by FY29)
- **Lower Monongahela River Locks & Dams 2, 3 & 4**—
\$2 million in FY11 (\$1.1+ billion to complete by FY23)
- **Chickamauga**—\$0 in FY11, restart in FY22 & completed in FY25
- **IHNC Lock in New Orleans**—\$0 in FY11, restart in FY29 & completed in the 2040's
- **NO OTHER NEW STARTS UNTIL AFTER FY 2040!**

Rehabilitation

- **Emsworth Dam**—\$11.5 million (\$4.1 million more to complete by FY13)



Inland Marine Transportation System Investment Strategy Team

Inland Waterways Users Board and
U.S. Army Corps of Engineers Team of
Experts Assembled to Develop a Long-
Term Capital Development Plan



Inland Waterways Capital Development Plan

- Prioritize navigation projects across the entire system
- Improve the Corps of Engineers' project management and processes to deliver projects on time and on budget
- Recommend a funding mechanism that is affordable and meets the needs of the entire system



Construction Projects Funded Under Inland Waterways Capital Development Plan

- **Chickamauga Lock** complete in FY15
- **Olmsted Lock** complete in FY19
- **Kentucky Lock** complete in FY19
- **Lower Mon 2, 3 & 4** complete in FY23
- **Upper Mississippi River Lock 25** complete in FY19
- **High Island to Brazos River, TX** start FY13, complete FY15
- **LaGrange Lock** start FY17, complete FY24
- **IHNC Lock in New Orleans** start FY21, complete FY28
- **Greenup Lock** start FY22, complete FY27
- **Upper Mississippi Lock 22** start FY22, complete 2030's
- **Upper Mississippi Lock 24** start FY24, complete 2030's



Rehabilitation Projects Funded Under Inland Waterways Capital Development Plan

- Emsworth completed FY13
- Markland completed FY11
- Upper Mississippi Lock & Dam 25 completed FY14
- Lower Monumental Lock & Dam completed FY13
- O'Brien Lock start FY13, complete FY15
- Greenup Dam start FY13, complete FY18
- John T. Myers start FY16, complete FY16
- Meldahl Dam start FY15, complete FY19
- Montgomery Dam start FY16, complete FY23
- Mel Price Lock start FY23, complete FY23
- Arkansas River Lock 2 start FY24, complete FY25
- Joe Harden Lock start FY24, complete FY24
- Willow Island Lock & Dam start FY26, complete FY29
- Marmet Lock & Dam start FY27, complete FY29
- Upper Mississippi Lock 22 start FY30, complete FY30

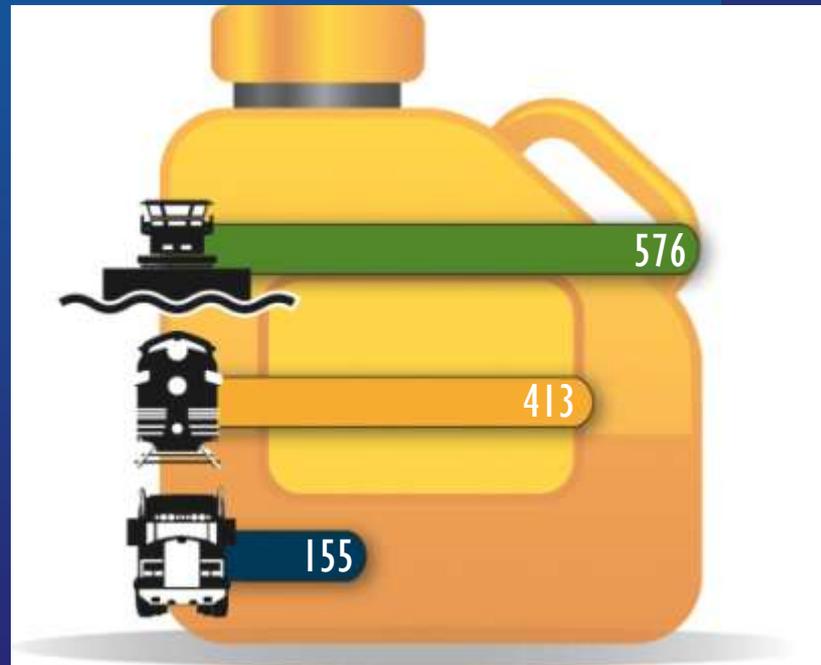


Advantages of Inland Waterways Transport:

Moving Freight Efficiently Throughout America

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

Barges can move one ton of cargo 576 miles per gallon of fuel. A rail car would move the same ton of cargo 413 miles, and a truck only 155 miles

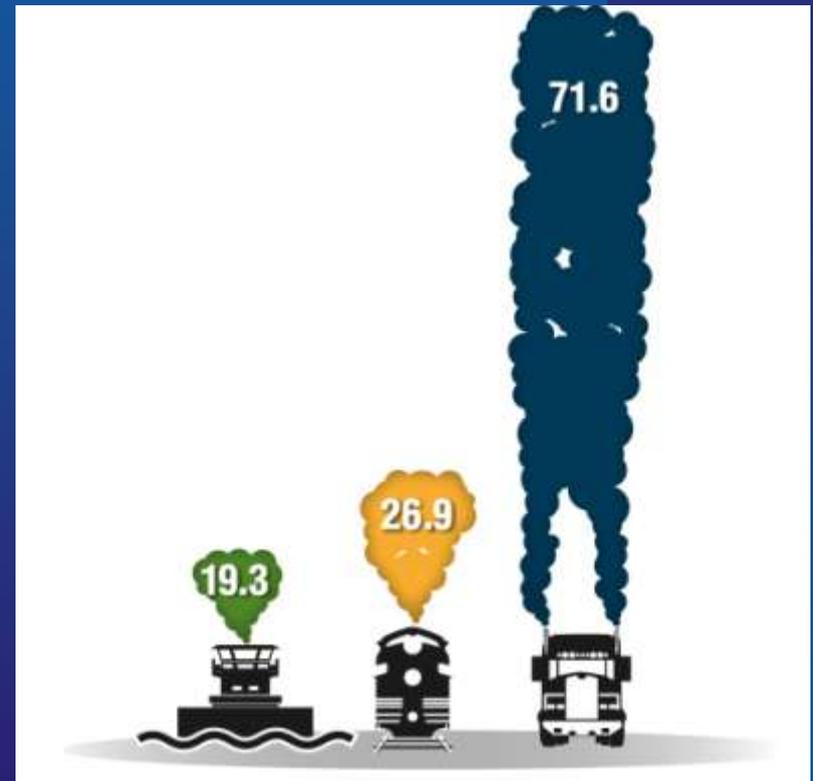


Ton-miles Traveled per Gallon of Fuel



Advantages of Inland Waterways Transport: **The Greener Way to Go**

- Inland barges produce less carbon dioxide while moving America's cargoes
- In terms of CO₂ produced per ton of cargo moved, inland barges have a significant advantage over trains and trucks.



Tons of CO₂ per Million Ton-miles



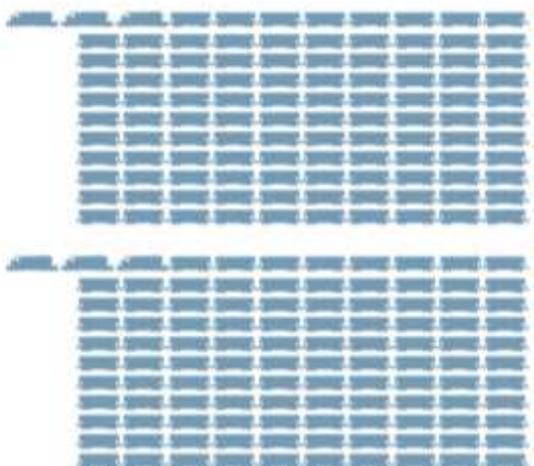
Advantages of Inland Waterways Transport:

One 15-Barge Tow Equals 216 Rail Cars or 1,050 Trucks

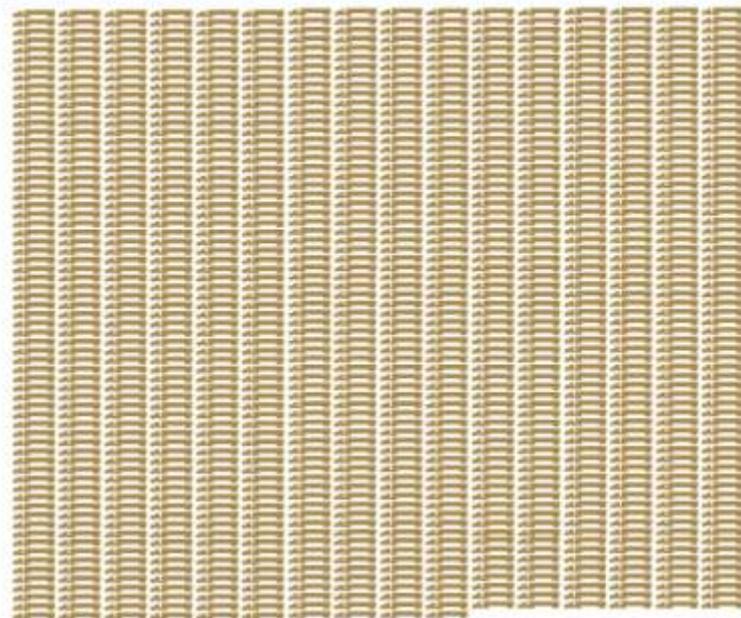
One 15-Barge Tow



216 Rail Cars + 6 Locomotives



1,050 Large Semi Tractor-Trailers





Why Invest in Inland Waterways Infrastructure?

Inland Waterways Transportation is

- Fuel-Efficient
- Environmentally Friendly
- Reduces Traffic Congestion



Administration Positions Regularly Promoted by President Obama...The U.S...

- needs to be More Environmentally Conscious
- needs to be More Fuel Efficient
- needs to Expand Exports to Create Jobs
- needs to Promote Marine Highways to reduce highway congestion
- needs to Promote Industry/Government Partnership to find innovative ways to solve problems

Corps of Engineers Annual Appropriations Bills

(in millions of dollars)

	2006	2007	2008	2009	2010 ¹	2011 ²	2011 ³	2012 ⁴
General Investigations	164	162.9	167.2	168.1	160	104	104	104
Construction General	2,372	2,336	2,289	2,141	2,031	1,690	1,690*	1,480
Operations & Maintenance	1,989	1,975	2,243	2,202	2,400	2,361	2,361	2,314
Mississippi River & Tribs.	400	396.6	387.4	383.3	340	240	240	210
Regulatory	160	159.3	180	183	190	193	190	196
General Expense	154	167.2	175	179.4	185	185	185	185
FUSRAP	140	138.7	140	140	134	130	130	109
FCCE						30		27
OASA (CW)	4	4	4.5	4.5	5	6	5	6
Total	5,383	5,340	5,587	5,402	5,445	4,939	4,905*	4,631

- (1) Does not include ARRA or supplemental appropriations bills
- (2) Administration budget proposal
- (3) House Republican C.R. (H.R.1)
- (4) Administration budget proposal

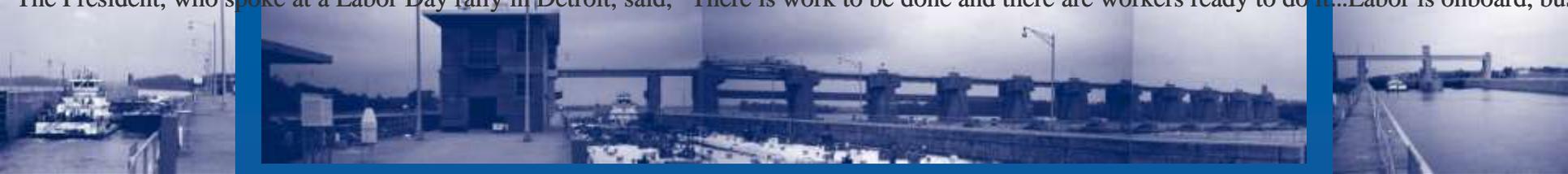
*Does not include \$100M rescission



President Obama's American Jobs Act

“There is work to be done and there are workers ready to do it. ...Labor is onboard, business is onboard; we just need Congress to get onboard. Let's put America back to work”—

Barack Obama, Labor Day 2011



SHOVEL READY!



Investment in the waterways will put Americans back to work to build and modernize 24 priority navigation projects that have been authorized by Congress.

With Congressional action these projects are ready to be funded in Ohio, West Virginia, Illinois, Kentucky, Pennsylvania, Washington, Arkansas, Tennessee, Texas, Louisiana and Missouri.



Recent Initiatives: OMB Discussions

Capital Development
Plan

Jobs Initiative

Army Meetings

Olmstead

Inland Waterways User
Board

Congressional Testimony



Legislation

CDP bill introduction by
Congressman Whitfield (R-KY)



WATERWAYS
COUNCIL, INC.

www.waterwayscouncil.org