



System Infrastructure Challenges and Opportunities: Waterway Stakeholders Perspective

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Marine Board
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**12,000 MILES
IN 38 STATES**

219 LOCKS AT 176 SITES

NEARLY
**600 MILLION
ANNUAL TONS**

VALUED AT OVER \$300 BILLION

**20% OF COAL
60% OF GRAIN**

MOVED 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

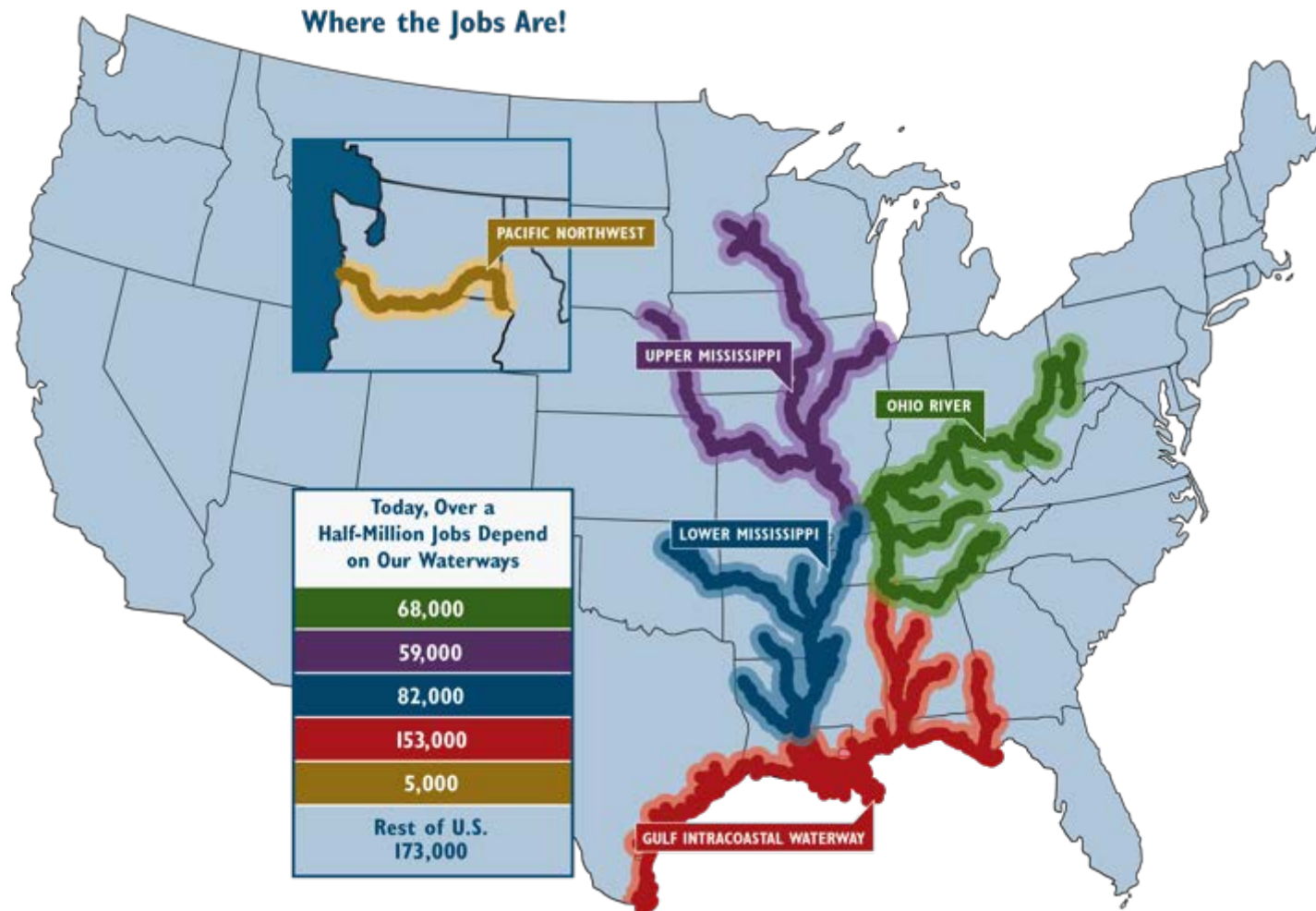
DEPEND ON INLAND NAVIGATION

**THE SAFEST AND
MOST ENERGY-EFFICIENT**

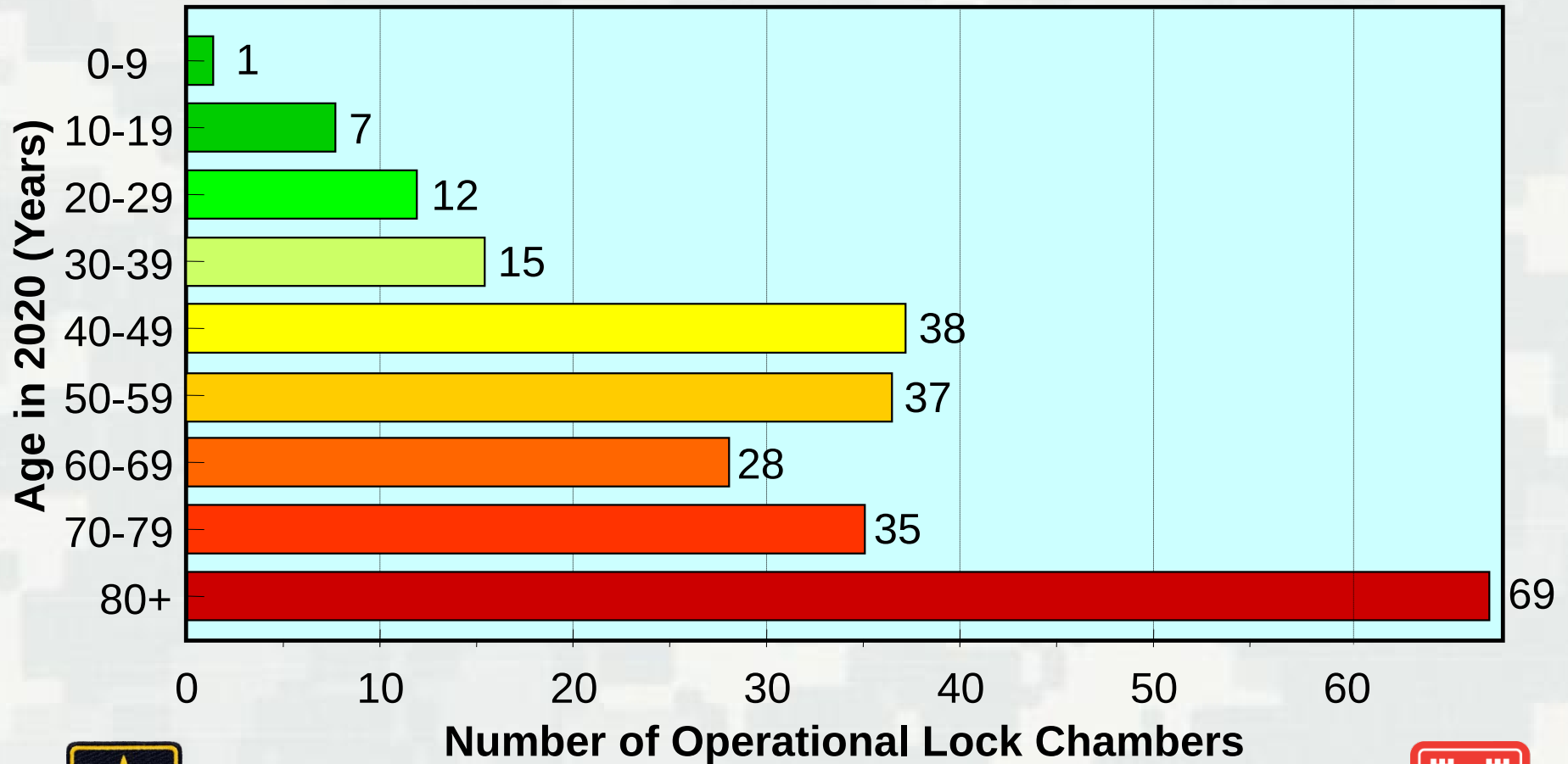
MODE OF SURFACE TRANSPORTATION



Investment spending for national economic activity



Age of Corps Lock Portfolio in 2020



*Includes All Operational Deep and Shallow Draft Corps
and TVA Navigation Locks and Control Structures.

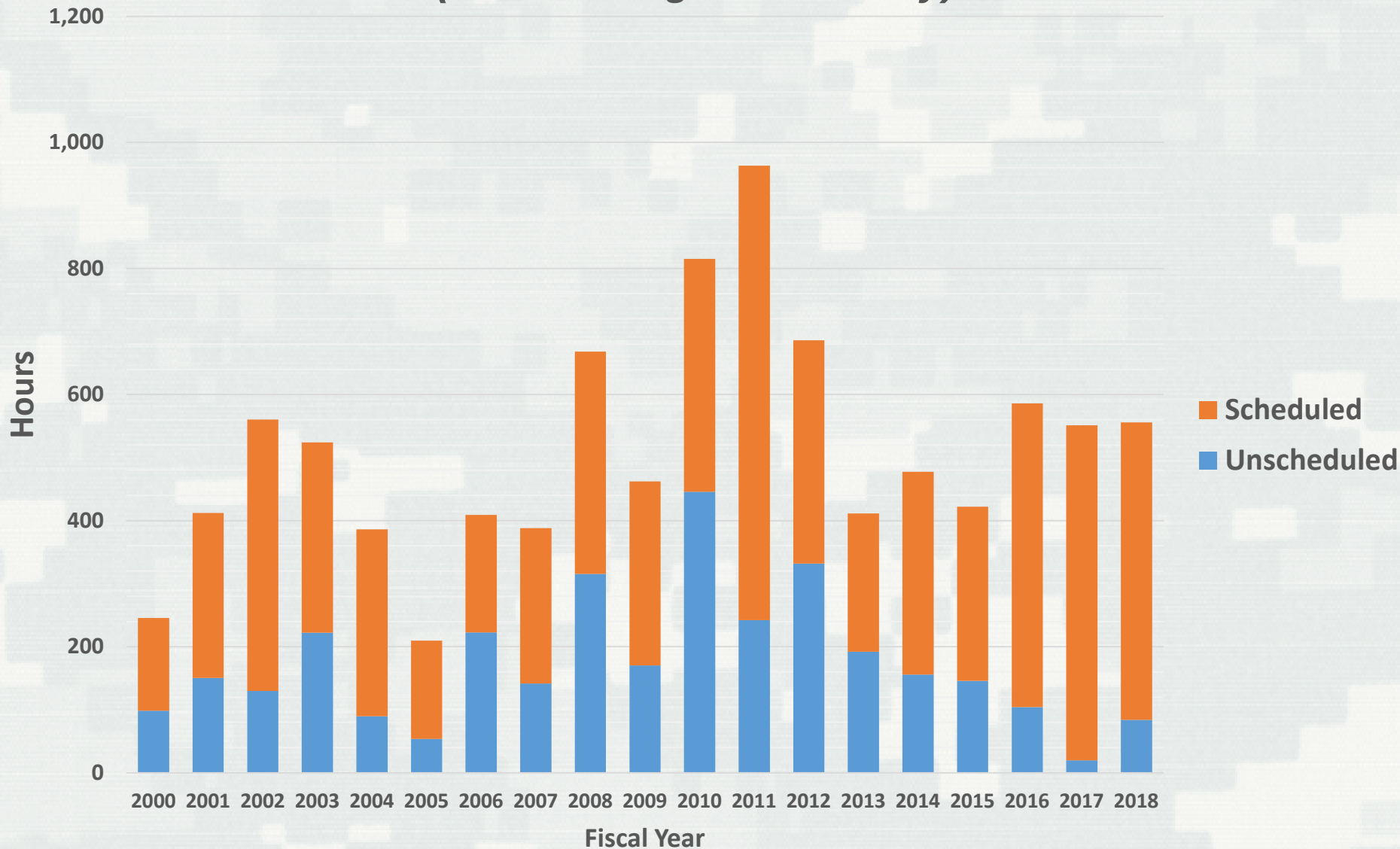


BUILDING STRONG®

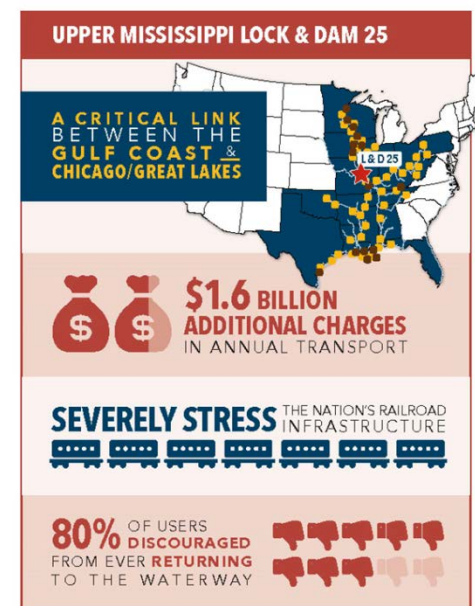
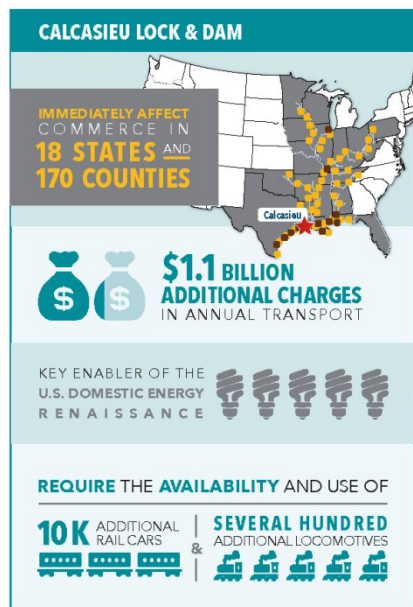
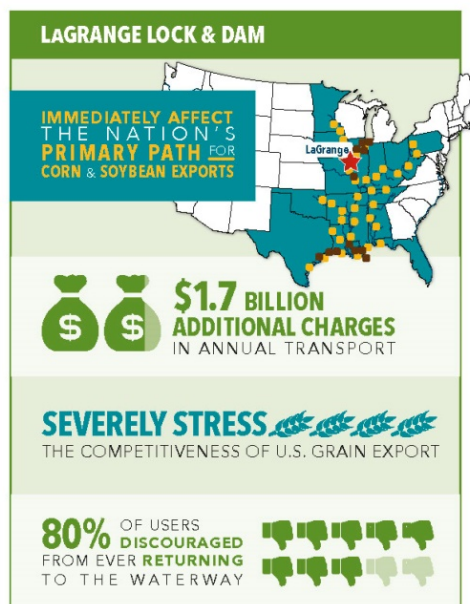
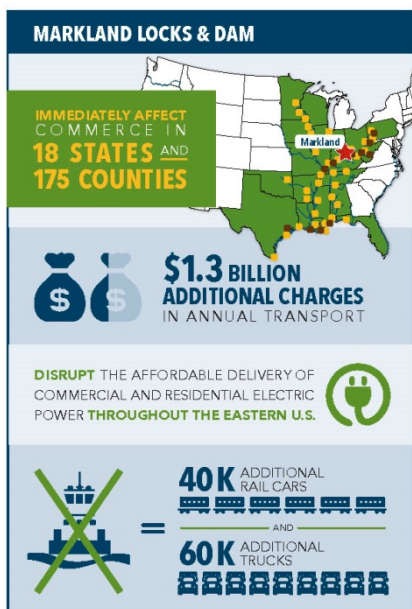
National Lock Portfolio Service Trends

Main Chamber Mechanical Unavailable Hours

(Events Longer than 1 Day)



The Impacts of Unscheduled Lock Outages

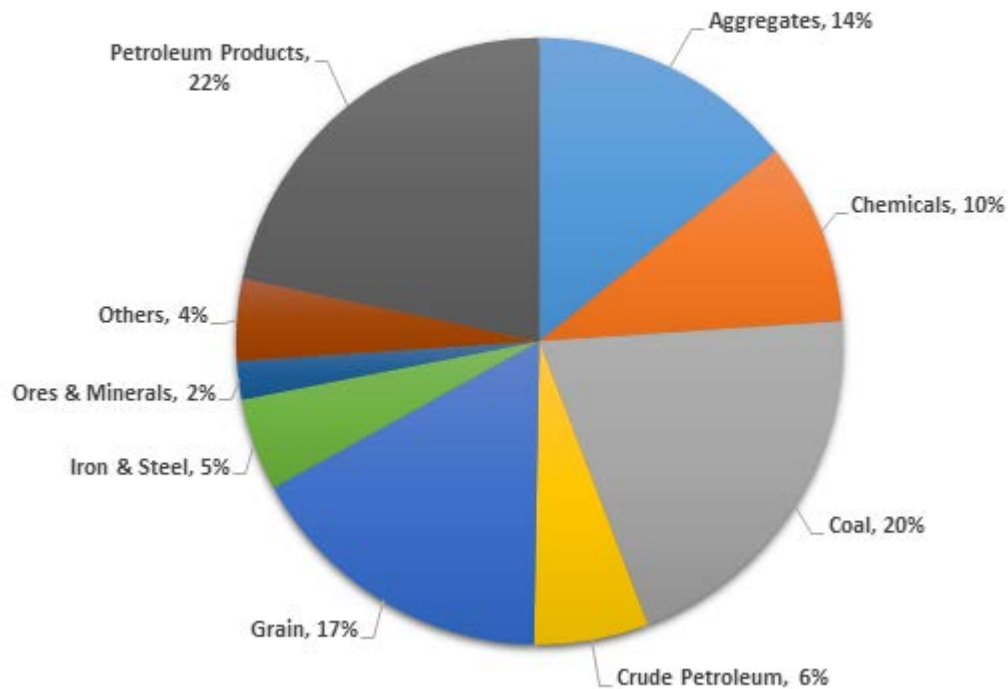




What IS Moving (2017)?

578.1 million tons on fuel-taxed portion of the inland waterways

2017 US Inland Waterways Commodities



WATERWAYS
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**U.S. National Defense is a critical
role of the inland waterways**

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

Photo by Eric M. Johnson, Waterways Journal



A large cargo ship is moving through a narrow waterway, likely a canal or lock. The ship's deck is visible in the foreground, showing various equipment and structures. In the background, a large arched bridge spans the water. The water is calm, and the sky is overcast.

THE TIME TO ACT IS NOW.
WE MUST INVEST IN OUR
WATERWAYS, AND WE
MUST DO SO EFFICIENTLY.

Making Progress Over the Last 5 Fiscal Years

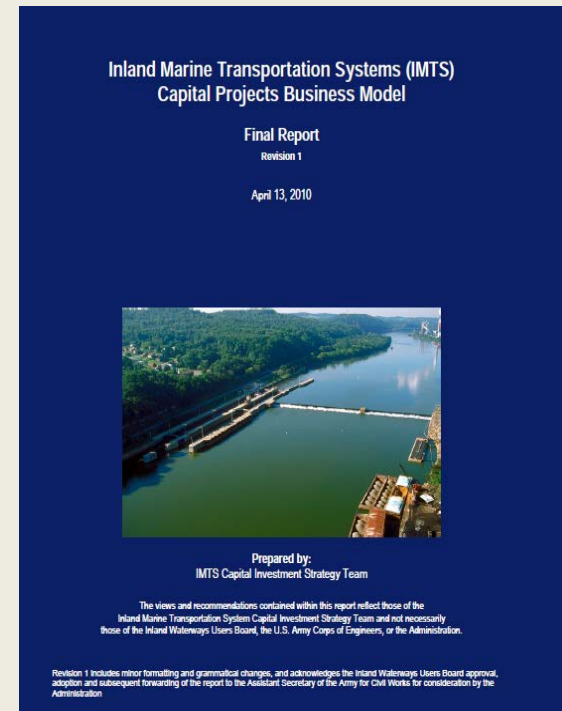
2018: A Very Good Year

- Congressional Appropriations
 - Full and Efficient use of Inland Waterways Trust Fund
 - Record Funding for Operations & Maintenance (O&M)
- Water Resources Development Act (WRDA) Legislation Enacted
 - Harmful Tolls, User Fees Rejected by Congress
 - Existing Public Private Partnership (P3) Reaffirmed
 - New Priority Navigation Projects
- Olmsted Locks and Dam Dedicated
- Capital Development Plan
Implementation well underway



Capital Development Plan

- Phase 1 Projects Schedule
 - Olmsted: November 2018 Operational
 - LaGrange Major Rehabilitation: 2020
 - Kentucky Lock: 2023
 - Chickamauga Lock: 2023
 - *Lower Mon 2, 3, 4: 2024
- ...*funded to completion in the FY20
Administration request



Projects Next Up

- Navigation & Ecosystem Sustainability Program (NESP)

(Seven 1200-foot Locks: Upper Mississippi 20-25; Illinois: LaGrange & Peoria)

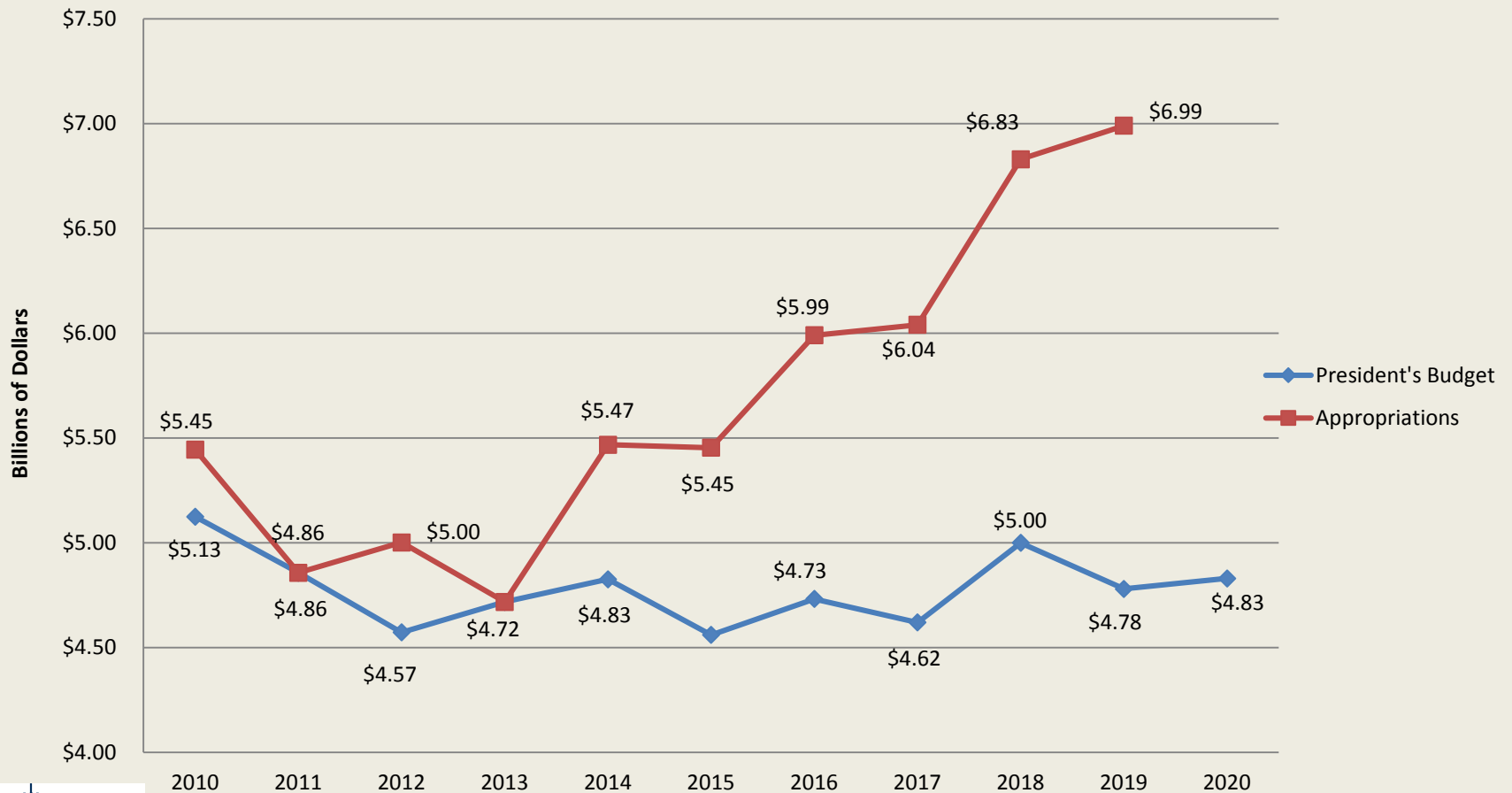
--Three 600-foot Locks: Ohio River Emsworth Dashields & Montgomery (Pennsylvania)

--Industrial Lock Replacement
Inner Harbor Navigation Canal
(Louisiana)

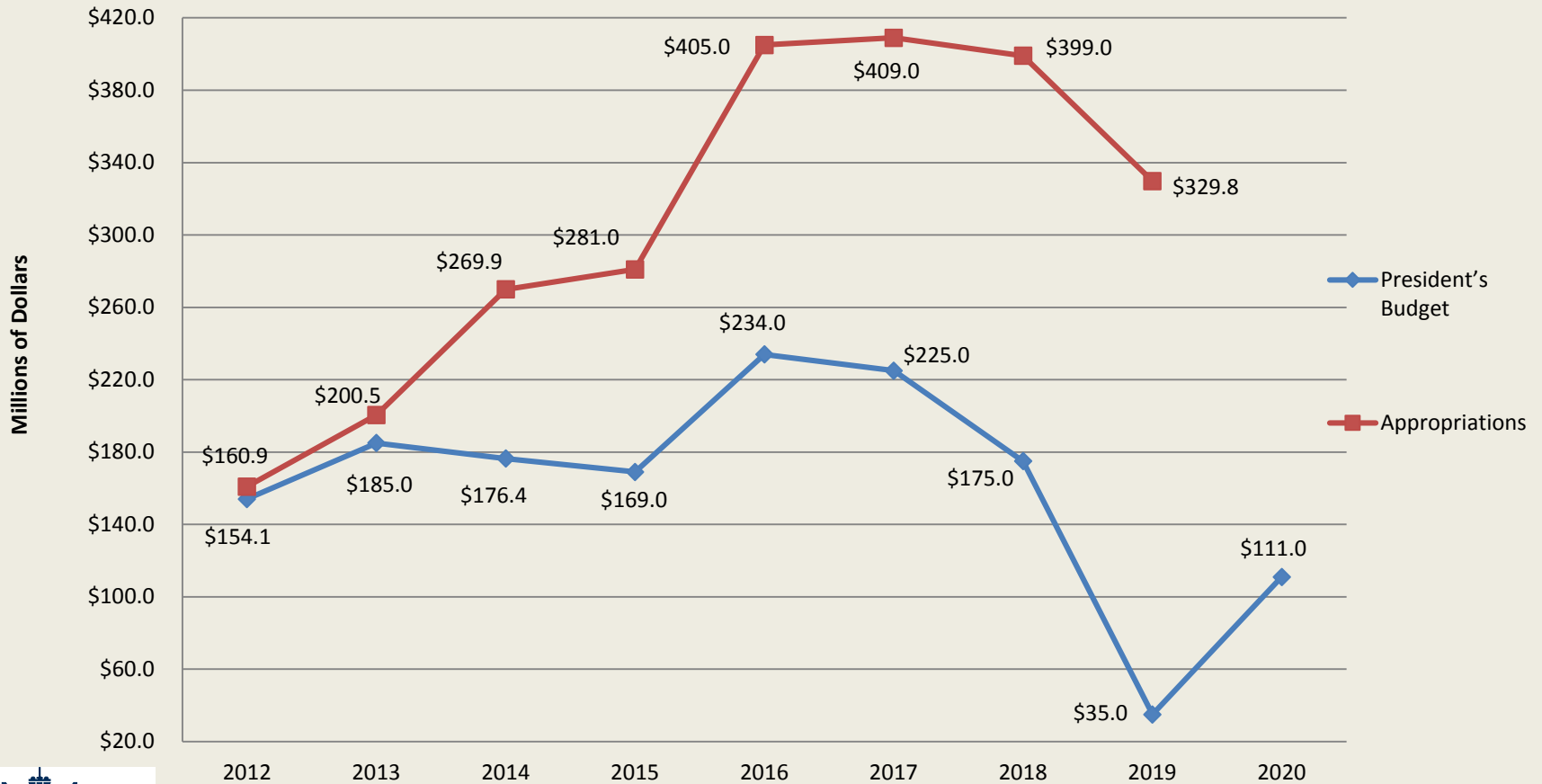
--Three Rivers project
(Arkansas)



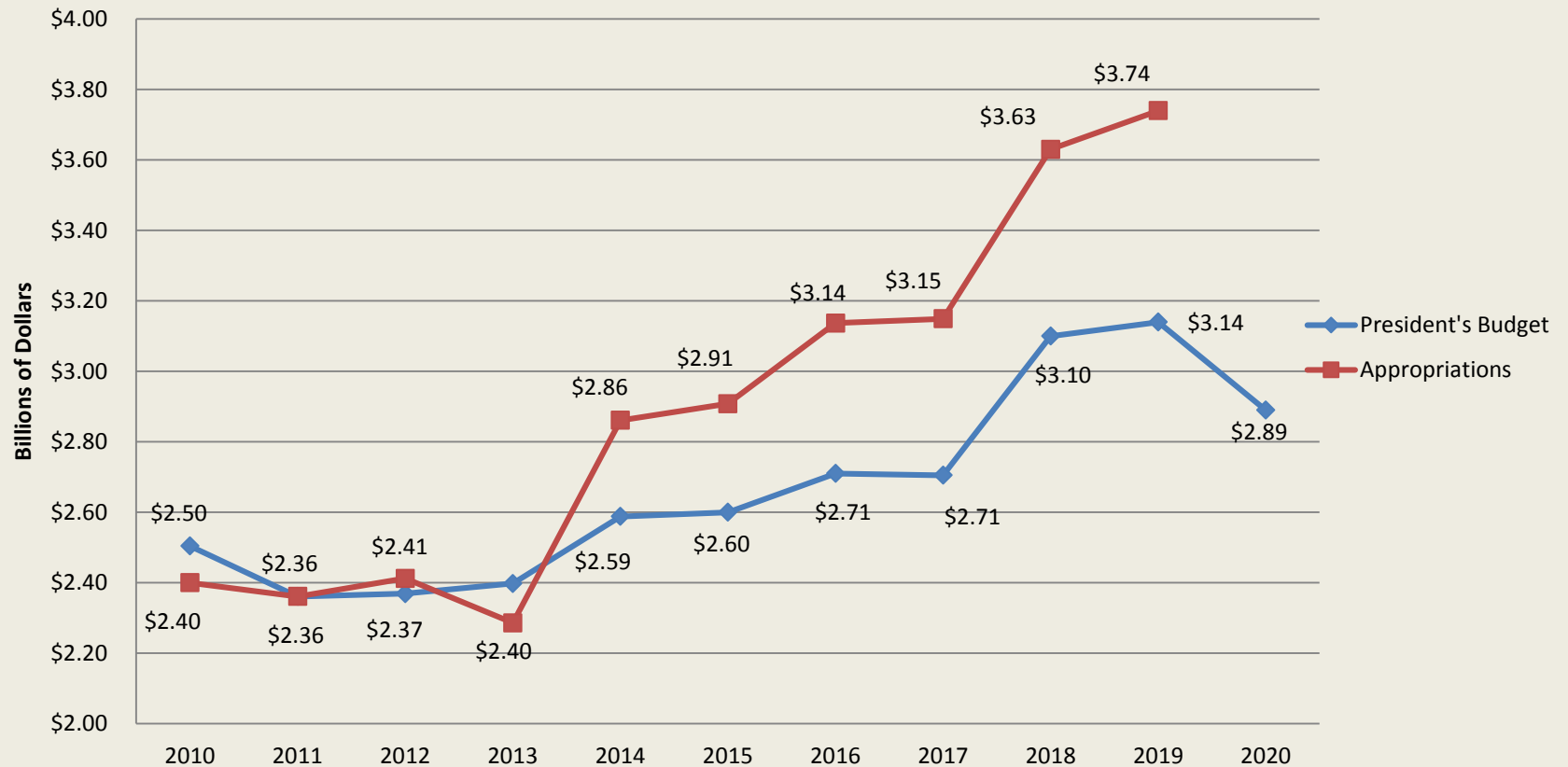
Corps Civil Works Total Annual Funding



Inland Waterways Trust Fund Annual Funding



Operations & Maintenance Annual Funding



Conforming the Construction Cost-Share

50/50
Cost
Share

- In 10 years = 6 projects funded to completion
- In 20 years = 13 projects funded to completion
- After 20 years = **13 projects still not completed**

75/25
Cost
Share

- In 10 years = 13 projects funded to completion
- In 20 years = all 26 projects funded to completion



Infrastructure Initiatives (industry non-starters)



- Tolling or other user fees/taxes
- Forcing commercial users to pay for O&M, a fully federal responsibility since the Founding fathers
- Substitution, not supplemental, funding
- Inadequate protection of the public interest
- Driving traffic off the waterways system



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Questions?



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A photograph showing a large number of yellow military vehicles, likely M1 Abrams tanks, moving through a lock system. The vehicles are arranged in a long line, and the water is visible in the foreground and background. The scene is captured from an elevated position, possibly a bridge or a high vantage point on the lock's infrastructure.

*Military equipment transits Kentucky Lock,
2018 (Fort Campbell)*

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