



THE NATION'S BACKBONE

THE IMPORTANCE OF INVESTING
IN OUR PORTS AND WATERWAYS



WHY IS THE MARITIME SYSTEM IMPORTANT?

Almost 1/2 of all U.S. imports and exports are delivered via our ports and waterways.¹ 41% of all U.S. waterborne trade (imports & exports) is petroleum or petroleum products and 40% of all crude oil arriving at refineries is delivered via water.

The inland and coastal waterway system is a critical component for the safe, efficient, and secure transportation of raw materials, energy, consumer goods, and other commodities that impact our everyday lives.

WHAT DO WE NEED TO STAY COMPETITIVE?



Needed investments are not being made to keep our systems competitive.

On June 10, 2014 President Obama signed the 2014 Water Resources Reform and Development Act (WRRDA) into law. WRRDA's policies are critical to our nation's inland waterways, which provide and sustain more than half-a-million American jobs, support exports, and protect the environment.

The inland and coastal waterways relieve traffic congestion, are one of the safest, most energy-efficient modes of surface transportation, and are vital to our agriculture, manufacturing and energy sectors. However, the White House Office of Management and Budget is proposing budgets that would cut funding for crucial inland waterways projects.² It is up to Congress to ensure that the funds paid by users to maintain the system are spent as intended.

¹ <http://www.infrastructurereportcard.org/a/#p/inland-waterways/conditions-and-capacity>

² <http://waterwayscouncil.org/key-issues/advance-waterways-improvement-legislation>

LONG TERM PROJECTS, UNCERTAIN FUTURE

U.S. maritime is in critical condition, limiting the competitiveness of domestically produced goods. The average age of locks in the United States now exceeds 50 years. Many were built in the 1930s, with the newer generation built in the 1950s. As a result of aging infrastructure and under investment in modernization, delays, back-ups and added costs are common events for barges and tows traveling through inland waterway systems.



PROJECT COMPLETION DATES (Pre-WRRDA, New Construction)

Olmsted L/D Construction (IL) **(2020)**
Lower Mon 2,3 & 4 Replacement, phase 1 (PA) **(2027) NOW 2023**
Kentucky Lock Addition (KY) **(2041) NOW 2023**
Chickamauga Replacement Lock (TN) **(2051) NOW 2024**
L/D 25 Upper MS 1200' Lock Addition (MN/WI) **(2064) NOW 2032**
High Island to Brazos River, TX **(2053) NOW 2016**
Lagrange 1200' Lock Addition (IL) **(2070) NOW 2028**
L/D 22 Upper MS 1200' Lock Addition (MN/WI) **(2083) NOW 2035**
L/D 24 Upper MS 1200' Lock Addition (MN/WI) **(2090) NOW 2036**

Even if Congress can meet the proposed targets for WRRDA, most projects will still take 10 to 20 years to complete. Without meeting those targets, some projects could be pushed back more than 60 years! Lack of support from the administration and challenges in the appropriations process make it even more unlikely that funds will be successfully allocated to meet the needs of our aging infrastructure.

WE CAN DO IT

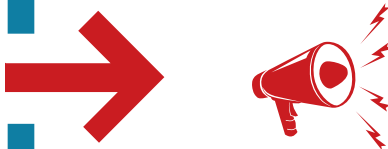
Maritime Transportation is an Extremely Safe Mode of Transport.

Since 1970, there has been a 98% reduction in oil spilled from tankers worldwide.³ This marked decrease is due to the investments operators have made in the safety features of vessels and the training of crews. However, to ensure the continued safety of our crews, vessels and products, we need the Congress to act to improve the resilience and reliability of our port and waterway infrastructure.

Who pays for these improvements?

Users pay into funds, the Inland Waterway and Harbor Maintenance Trust Funds, based on a diesel fuel tax and a user fee on the value of cargo shipped, respectively. It is Congress' responsibility to see these payments invested as they have been intended, to ensure we remain a competitive nation in the global economy, with dependable, modernized infrastructure.

³ http://www.itopf.com/fileadmin/data/Documents/Company_Lit/OilSpillstats_2013.pdf



TELL CONGRESS AND THE ADMINISTRATION TO SUPPORT THE INVESTMENTS IN WRRDA 2016 AND THE U.S. ARMY CORPS OF ENGINEERS BUDGET FOR PORT AND WATERWAY MAINTENANCE AND OPERATIONS.



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