

# Capitol Currents

October 5, 2009



Gary P. LaGrange, port director at New Orleans, will keynote WCI's forthcoming Annual Meeting and Waterways Symposium.



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## CONGRESS POISED TO PASS CORPS' FY 2010 FUNDING

The U.S. Senate is expected to take up a House-Senate conference report on FY 2010 appropriations for the Corps of Engineers' civil works program this week. In quick succession last week, the House of Representatives approved the report by a vote of 308 to 114. The vote came on the heels of a conference which resolved differences in the House-passed bill and companion Senate version.

The final legislation provides \$5.445 billion for civil works – \$320 million more than the President requested but just \$42.6 million more than appropriated for FY 2009, which ended on September 30. Since then, the Corps and most other Federal agencies have been operating under a continuing resolution.

The conference report recommended only \$101.5 million for inland navigation construction and \$134 million for major rehabilitation,

reflecting a lack of matching funds in the Inland Waterways Trust Fund. The conference rejected a House-passed amendment transferring \$14 million from another account to the Chickamauga L&D replacement project.

House-Senate conferees agreed to approve a provision authorizing emergency measures to keep Asian carp from the Great Lakes but balked at supporting a proposal to pursue an alternate flood protection plan for New Orleans. [For a partial project-by-project tabulation of FY 2010 appropriations, see Page 2.]

A hang-up over earmarks in the energy portion of the legislation kept lawmakers from considering the civil works funding measure last month. In July, the House approved its bill by 320 to 97, and the Senate passed its version by a 85-to-9 vote. ♦

## Former Gov. Roemer Joins Annual Meeting Program

The Waterways Council's 2009 Annual Meeting and Waterways Symposium is just a week away. It's Monday-Wednesday, October 12-14, at the new Ritz-Carlton Hotel in New Orleans. The Annual Meeting, a Board of Directors' meeting, and opening reception are scheduled on Monday.

Gary P. LaGrange, president and CEO of the Port of New Orleans, will keynote the opening session on Tuesday morning.

Assessing world economic trends will be Charles E. (Buddy) Roemer, III, of Baton Rouge, president and CEO of Business First

Bank and a specialist on Asian markets. A former Louisiana governor (1988-92), he replaces Bruce A. Scherr, Ph.D., chairman and CEO of Informa Economics, Inc.

Maj. Gen. Merdith W.B. (Bo) Temple, who heads the Corps' civil works program, is now a confirmed speaker. An addition to our agenda: an optional visit on Monday morning to the \$1.2 billion Lake Borgne Hurricane Surge Barrier and a Corps briefing on techniques to deliver large projects in less time and at lower cost. *More information, Page 7.* ♦

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**CIVIL WORKS PROGRAM FUNDING: FY 2008 – FY 2010**

Civil Works Program	FY 2008 Enacted (000)	FY 2009 Enacted (000)	Stimulus (000)	FY 2010 Request (000)	FY 2010 House (000)	FY 2010 Senate (000)	FY 2010 Conference (000)
Investigations	\$167,161	\$168,100	\$25,000	\$100,000	\$142,000	\$170,000	\$160,000
Construction	2,289,341	2,141,677 <sup>1</sup>	2,000,000	1,718,000	2,122,679 <sup>1</sup>	1,924,000 <sup>1</sup>	2,031,000
Operations & Maintenance	2,243,637	2,201,900 <sup>1</sup>	2,075,000	2,504,000	2,510,971 <sup>1</sup>	2,450,000 <sup>1</sup>	2,400,000
MR&T Flood Control	387,402	383,823	375,000	248,000	251,375	340,000	340,000
Regulatory Program	180,000	183,000	25,000	190,000	190,000	190,000	190,000
General Expenses	175,046	179,365	0	184,000	184,000	186,000	185,000
Formerly Utilized Sites	140,000	140,000	100	134,000	134,000	140,000	134,000
Office of ASA/CW	4,500	4,500	0	6,000	6,000	5,000	5,000
Flood Control & Coastal Emergencies	0	0	0	41,000	0	0	0
<b>TOTAL</b>	<b>\$5,587,087</b>	<b>\$5,402,355</b>	<b>\$4,600,000</b>	<b>\$5,125,000</b>	<b>\$5,541,025</b>	<b>\$5,405,000</b>	<b>\$5,445,000</b>

**PROJECT FUNDING COMPARISON: FY 2008 – FY 2010**

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Project	FY 2008 Enacted (000)	FY 2009 Enacted (000)	Stimulus (000)	FY 2010 Request (000)	FY 2010 House (000)	FY 2010 Senate (000)	FY 2010 Conference (000)
Robert C. Byrd	\$905	\$931	\$69	\$0 <sup>2</sup>	\$0 <sup>2</sup>	\$0 <sup>2</sup>	0
Chickamauga	34,637	42,000	57,500	1,000	1,000	1,000	1,000
Grays Landing/ Point Marion	0	600	0	0 <sup>2</sup>	0 <sup>2</sup>	0 <sup>2</sup>	0
Inner Harbor	0	957	0	0	0	0	0
John T. Myers L&D	0	0	8,300	0	0	0	0
Kentucky Lock	51,168	22,330	29,400	1,000	1,000	1,000	945
McAlpine	44,280	6,270	0	0 <sup>2</sup>	0 <sup>2</sup>	0 <sup>2</sup>	0
Marmet	29,520	9,000	0	0 <sup>2</sup>	0 <sup>2</sup>	0 <sup>2</sup>	0
Mel Price L&D	468	0	2,000	0 <sup>2</sup>	0 <sup>2</sup>	0 <sup>2</sup>	0
Lower Mon 2, 3 & 4	69,175	15,900	84,000	6,210	6,210	6,210	6,210
Olmsted	102,336	109,094	4,906	109,790	109,790	105,000	101,521
Emsworth	42,312	25,800	13,000	25,000	25,000	25,000	23,619
L&D 3, Upper Miss	986	957	70,239	0 <sup>2</sup>	0 <sup>2</sup>	0 <sup>2</sup>	0
L&D 11, Upper Miss	5,141	2,632	4,138	0 <sup>2</sup>	0 <sup>2</sup>	0 <sup>2</sup>	0
L&D 19, Upper Miss	1,447	0	0	0 <sup>2</sup>	0 <sup>2</sup>	0 <sup>2</sup>	0
L&D 25, Upper Miss	0	0	3,000	0	0	0	0
Lock 27, Upper Miss	6,837	2,486	27,700	0	0	0	0
Lockport	20,118	27,369	88,861	0 <sup>2</sup>	0 <sup>2</sup>	0 <sup>2</sup>	0
Lower Monumental L&D	0	0	0	0	0	0	0
Markland	6,720	10,144	10,135	1,000	1,000	1,000	945
<b>TOTAL</b>	<b>\$417,342</b>	<b>\$276,470</b>	<b>\$403,248</b>	<b>\$144,000</b>	<b>\$144,000</b>	<b>\$139,210</b>	<b>\$134,240</b>
Bayou Sorrel	1,263	1,434	0	1,239	1,239	1,239	986
Calcasieu Lock	98	574	0	1,000	1,000	1,000	852
Emsworth, Dashields and Montgomery	2,460	4,015	285	0	1,250	1,700	1,255
Greenup	492	335	0	0	1,000	0	448
Upper Mississippi/ Illinois Waterway PED	8,856	8,604	0	0	0	9,000	6,276

*Note. For footnotes and expanatory details, see the July 14, 2009, issue of Capitol Currents.*

## Users Board Advocates Cost-Share Adjustment



The Inland Waterways Users Board's recently released annual report included a number of recommendations for both the Congress and Corps of Engineers. "The board strongly urges the development of a long-term public policy that truly recognizes the importance of our navigation system and adopts an investment policy that reflects that vision," the report said.

It called on the Congress to provide "adequate, uninterrupted funding for waterways projects to eliminate the inefficiencies

### 'Systemic' Fix Needed Before Any Tax Increase

"We will not resolve today's project-delivery problems by merely increasing the [inland] industry's tax burden," the report stated.

"There is an inherent inequity in a process where two 'partners' split project costs based on one partner's estimate, yet the other partner pays half of the escalating costs if the estimate proves faulty." The report concluded: "Essential systemic and policy changes must be addressed as we move forward."

"A question policymakers must address is whether it even makes sense to expect [the inland] industry to fund half the cost of new construction and major rehabilitation projects... much less bear half the price of the cost overruns resulting from inefficient construction and funding practices..." the 22-page report said. It also urged that the requirement for cost sharing major rehabilitation be rescinded since it encourages deferral of routine maintenance.

The report was signed by Board Chmn. Stephen D. Little of Crouse Corp., Vice Chmn. Daniel T. Martin of Ingram Barge Co. and all eight of the other board members. (As it was last year, the board is one member short of its authorized 11-member size.) The annual report may be found on the board's website: [www.iwr.usace.army.mil/newusersboard/AnnualReportToCongress.htm](http://www.iwr.usace.army.mil/newusersboard/AnnualReportToCongress.htm). ♦

of start-and-stop construction that result from the current 'annual' appropriation method which often provides less-than-optimal amounts for individual projects and is generally punctuated with continuing resolutions and other uncertainties."

With respect to waterway users' share of project costs, the report recommended that user contributions be limited to 50 percent of each project's original Congressionally authorized cost, providing "an incentive for [more] accurate cost estimating." Even so, the board said the cost-sharing formula should be adjusted "in recognition of the multiple... beneficiaries of the inland waterways system and the many benefits of barge transportation." ♦



Mr. Little



Mr. Martin

### 123 Lawmakers Oppose Proposed Lockage Fees

The Administration's lockage-fee proposal, intended to replace the current waterway fuel tax, is still on the table despite a lack of industry or legislative support. To date, 123 lawmakers have written to express opposition.

The latest letters, circulated by Sens. Tom Harkin (Iowa) and Christopher S. Bond (Missouri), branded the lockage fee as "unfair and unbalanced." Nineteen colleagues joined them in signing a letter to the Environment and Public Works Committee and 18 signed a letter to the Finance Committee.

Another Senator wrote a personal letter.

Last spring, Sens. Harkin and Charles E. Grassley (Iowa) sent a letter opposing the lockage fee, also signed by eight colleagues, to OMB Director Peter R. Orszag. In all, 26 separate Senators signed at least one of the letters. In the House, two similar letters garnered the signatures of 97 separate lawmakers. ♦

## Flood Control Proponents Rally on Capitol Hill



**Meeting and greeting.**

Photo 1: Lt. Gen. Robert L. Van Antwerp, left, with Cong. Leonard Boswell (Iowa), a founder of the Mississippi River Caucus, at the Mississippi Valley Flood Control Assn.'s recent reception.

Photo 2: Michael B. Rogers, left, who's now a KBR account executive, visits a former colleague, Mark L. Mazzanti, the Mississippi Valley Division's new programs director. Photo 3: Sam M. Hunter, DVM, left, of the Little River Drainage District with George C. Gruett, executive vice president of the flood control organization.



## CBO Report Includes Cost-Recovery Option

The Congressional Budget Office (CBO), in its biennial report on revenue and spending options, has again suggested substantial increases in waterway user fees, which it said “could take the form of higher fuel taxes, charges for the use of locks, or assessments based on shipments’ weight and distance traveled.”

CBO’s report – which it calls “illustrative options” and not recommendations – describes fees “high enough to cover all costs for construction and operation and maintenance,” with collections reaching \$497 million by FY

2012. Fees could be recorded, CBO said, as “offsetting collections (discretionary) or offsetting receipts (usually mandatory)...”

Added CBO: “The principal rationale for this option is that it would increase economic efficiency ... and perhaps curtail the demand for new construction.... A rationale against this option is that higher fees might slow economic development in some regions that depend on waterway commerce.” Note: CBO has suggested cost-recovery waterway charges many times before, without attracting much Congressional attention. ♦

CHAIRMAN'S MESSAGE**Waterway Taxation Must Be Fair and Affordable**

Mr. Mecklenborg

It's been a great privilege to serve as WCI's Chairman over the past two years. Leading an organization whose diverse membership includes all of the leading barge operators, major shippers in the industrial and agricultural sectors, numerous associations and ports, conservation groups, and hard working construction unions has provided a wealth of new experiences and relationships.

It has also been gratifying to work with the many fine professionals, both civilian and military, comprising our Army Corps of Engineers. At the same time, the past two years have been cause for great concern, as first the Bush Administration and now the Obama Administration have proposed an unfair and excessive system of taxes that threatens the future of inland navigation.

The capital investment necessary to preserve and modernize our inland waterways system over the next 20 years is staggering. One estimate I've seen is in excess of \$13 billion. Currently, barge operators (and their shippers) pay half the cost of new construction and major rehabilitation projects.

Can the barge industry and its shippers afford to invest over \$6.5 billion more? Do the expected returns justify such a large investment?

How can this question be answered, when the cost of locks and dams and the time to complete them is becoming increasingly unpredictable and unreasonable? If you were building a house estimated to cost \$100,000 and take one year to construct, how would you feel if it took three years and cost \$300,000? Would you have started to build it if you knew such a result was possible and you would be required to pay? Would you agree to give your builder a blank check?

Barge operators (and their shippers) are the sole beneficiaries currently required to pay for the system, despite the many other industries, groups and sectors that benefit from locks and dams – recreational boating, municipal water supplies, power generation, and flood control, to name several.

Inland navigation does not exist in a vacuum. It faces real competition from other modes – rail, trucks and even pipelines. A shipper will only choose barge transportation over other modes when it makes economic sense. All things being equal, barge transportation is the lowest cost, most environmentally friendly and safest transportation mode. For shippers, utilities and factories located near a river, barge transportation looks mighty attractive. Right?

But what if government decides to tax barge transportation at a level higher than it taxes rail, trucks or pipelines? What if barge transportation becomes more expensive than other modes?

All these questions (and probably more) surround the current debate over funding inland navigation. What level of taxation is fair? What level is affordable? What level of investment makes economic sense if you are a barge company or a grain or coal shipper?

The future of America's inland navigation system, and its barge industry, depends on how these questions are answered. So too will the future of our nation's farmers, electricity consumers, recreational boaters, municipal water consumers, and flood control interests.

There aren't simple answers to these questions, but it seems clear that if our nation wants to preserve the benefits of inland navigation for future generations, the solution to constructing and financing our system of locks and dams must be a comprehensive solution.

The tax level and structure must be affordable, modally fair and broadly based; the project estimation and construction system must be accurate, timely and efficient; and the Federal government (on behalf of the general public and the many non-navigation beneficiaries of the system) must bear an appropriate portion of the investment burden.

A handwritten signature in black ink that reads "David B. Mecklenborg". The signature is fluid and cursive, with a large, stylized flourish at the end.

Chairman of the Board

## Incidents Halt or Slow Traffic on Four Waterways

A series of recent incidents, including lock failures, has stopped all traffic on the Columbia River and the Warrior-Tombigbee Waterway and slowed barge tows on the Ohio River, and an oil spill halted traffic for three days on the upper Houston Ship Channel.

A miter gate malfunction at The Dalles L&D, some 90 miles upstream from Portland, forced closure of the lock, stopping traffic in that reach of the Columbia River until early next week. On the Warrior-Tombigbee, about 10 miles south of Tuscaloosa, a huge dike around an upland disposal site collapsed last week, sending trees and 200,000 to 300,000 cubic yards of material plunging into the river, blocking the navigation channel until sometime next week.

Most Ohio River tows – and there are at least a dozen a day – now have to double-lock,

using the auxiliary 600-ft. x 110-ft. chamber, to transit Markland L&D about 70 miles above Louisville. One of the main chamber's downstream miter gates fell into the river and the other experienced a broken strut arm as an excursion boat operated by a Louisville restaurant was passing through the main lock chamber. It may be next spring before the lock gates can be repaired. ♦

### Priority Projects Receive More Stimulus Funding

In a second round of allocations from last winter's economic stimulus package, the Corps has added approximately \$34.3 million for inland navigation projects, bringing the total stimulus funding for construction and major rehabilitation of inland lock-and-dam projects to \$437.6 million. The new allocations came partly from other projects unable, for various reasons, to obligate funds originally received.

An additional \$26.3 million went to Kentucky Lock Addition, raising its total allocation to \$46.5 million and allowing the award of a contract for construction of partial-height monoliths for the upstream one-third of the new lock, which the Corps said would create a more stable lock configuration. The project also received \$9.2 million in stimulus funding for other work.

Another allocation went to Emsworth L&D, which received \$6 million in new funds for stabilization work and a service bridge, bringing its stimulus funding total to \$19 million. Other allocations, variously classified as either O&M or major rehabilitation, included \$14 million for Lower Monumental Dam on the Snake River (O&M) and \$2 million for Mel Price L&D (major rehab). ♦



**Progress at Olmsted.** Vertical bulkheads rise high above the new Olmsted lock chambers. They will be used to cut off flow through the locks so the miter gates can be taken into or out of service in transitioning from locking to open-river flow, or vice versa. During high-river flows, with traffic going over the navigation pass, the miter gates will be recessed into the lock walls. When the gates are needed for locking, the bulkheads will be lowered to cut off flow since the gates aren't designed to close against the river current.

## WCI Finalizes Agenda for 2009 Symposium

In his report on O&M priorities and waterways needs, Maj. Gen. John W. Peabody of Cincinnati, commander of the Great Lakes and Ohio River Division, will likely discuss the Markland Lock gate failure and plans for getting the main chamber back in operation. On the same panel with him will be Brig. Gen. Michael J. Walsh, commander of the Mississippi Valley Division.

James J. Murphy, acting director of the

Maritime Administration's East Gulf/Lower Mississippi gateway office in New Orleans, and Gregory A. (Greg) Beck, vice president-grain operations of CGB Enterprises, Inc., are new additions to our seminar. It is jointly sponsored by WCI; Informa Economics, Inc., of Memphis; and the *Waterways Journal*.

For last-minute registrations or hotel reservations, please consult our website: [www.waterwayscouncil.org](http://www.waterwayscouncil.org). ♦

## Corps Offers Briefing, Tour of Massive Surge Barrier

The Corps of Engineers' Task Force Hope has arranged for a tour of the on-going construction of the Lake Borgne Hurricane

Surge Barrier, the largest design-build project in the Corps' history and the largest project of its type in the world. This is an added, optional event for our Waterways Symposium.

A bus will leave our headquarters hotel, the Ritz-Carlton, at 8:00 a.m. on Monday, October 12, to take delegates to the barrier site alongside the Inner Harbor Navigation Canal.

Briefings are also planned on "best business practices" for large civil works projects. The bus will return to our hotel by 11:30 a.m.

If you wish to participate in the tour and briefing, please advise Sharmon Truesdale at WCI by calling (703) 373-2261. ♦



**Barrier nears completion.** With a dozen cranes working in the distance, the impressive Lake Borgne Hurricane Surge Barrier is rapidly taking shape. As of last week, exactly 1,136 massive 66-in. spun concrete piles (or about 88 percent of the total 1,284 planned) had been driven to a depth of 130 feet, and engineers had installed 160 36-in. batter piles and 1,076 18-in. closure piles – all part of an immense project to protect New Orleans from hurricane surges roaring out of the Gulf of Mexico.

**PRIORITY PROJECTS.** The Inland Waterways Users Board's annual report listed its priority lock-and-dam construction and major rehabilitation projects, in this order: Olmsted; Monongahela L&Ds 2, 3 and 4; Kentucky; Markland; Emsworth; Inner Harbor Navigation Canal (Industrial) Lock; Chickamauga, Lower Monumental, and John T. Myers.

Priority PED projects and studies: Upper Mississippi/Illinois Waterway improvements, Greenup, Bayou Sorrel, Calcasieu, and Upper Ohio River Navigation Study. ♦

## Dam Breaching Termed Last-Resort Contingency

Once again, U.S. District Judge James A. Redden must decide whether a “more detailed and aggressive” biological opinion (BiOp), filed last month, meets or exceeds the requirements of the Endangered Species Act in protecting salmon runs on the Columbia-Snake River System. For the first time, the plan includes a “biological trigger” which, if tripped, could lead to breaching the four lower Snake River hydroelectric/navigation dams.

Twice before, Judge Redden has rejected proposed BiOps as inadequate. Jane Lubchenco, Ph.D., administrator of NOAA, the lead Federal agency in the dispute, said

performance standards and specified contingency provisions in the new plan constituted “an insurance policy for the fish.”

The biological triggers are linked to any “declining abundance” of endangered or threatened fish that is at odds with BiOp expectations. If short-term measures don’t improve fish survival, then long-term actions would kick in, “including lower Snake River dam breaching as a contingency of last resort.”

The Pacific Northwest Waterways Assn. said the Administration’s revised plan “gives us reason to look forward to a positive ruling from Judge Redden.” ♦



**Russian dam accident.** A sudden water pressure surge (a “water hammer”) ejected a 900-ton turbine in late August at Russia’s largest hydroelectric power station, which was undergoing maintenance at the time. Water flooded the engine and turbine rooms and caused a transformer explosion which claimed 75 lives. But the dam, built in 1978 on the Yenisei River in Siberia, did not fail. It is 800 feet high and 0.6 mile wide.

## Several Rivers Targeted for Sturgeon Protection

In a notice published in the *Federal Register* last month, the U.S. Fish and Wildlife Service has proposed that the shovelnose sturgeon be listed as a “threatened species” under the Endangered Species Act “due to its similarity of appearance” to the endangered pallid sturgeon.

The pallid sturgeon, which is making a slow comeback on the Missouri River, was listed as endangered in 1990. The Fish and Wildlife Service wants to regulate the “take” of shovelnose sturgeon and shovelnose-pallid sturgeon hybrids on the Missouri, the Mississippi downstream from Mel Price L&D, the Tennessee, the Atchafalaya and several Rocky Mountain rivers.

In Alabama, the Fish and Wildlife Service has finally released its plan to preserve “critical habitat” for the endangered Alabama sturgeon some nine years after it was listed. The plan covers 326 miles of river channel on the Alabama and Cahaba Rivers and requires consultation on any federally funded activities affecting river flows, water chemistry or stability of the river channels. ♦

**RIVER VIDEO.** The Mississippi River was recently featured on the Pentagon Channel’s monthly television series, “Recon.” It explores the Corps of Engineers’ role in keeping the river open and commerce flowing. You can watch the 30-minute program at [http://pentagontv.feedroom.com/?fr\\_chl=059flef4b5814994f85cbd5fffbe8726bf89ddf8&rf=sitemap](http://pentagontv.feedroom.com/?fr_chl=059flef4b5814994f85cbd5fffbe8726bf89ddf8&rf=sitemap) ♦

## NAM Issues Capital Plan for Inland Waterways

In a paper now being widely circulated, the National Assn. of Manufacturers (NAM) says U.S. manufacturers depend on the efficiencies of water transportation to remain competitive but noted that

increasing lock closures, both planned and unplanned, “create costly delays and threaten to erode these efficiencies.” The organization urged users and the Corps of Engineers to agree on a 20-year capital plan.

NAM said it was concerned, however, that higher waterways fees would

“lessen the competitiveness of the waterway option and disproportionately affect the major industrial and agricultural shippers who rely on... the river systems.” Noting that users pay one-half of the capital costs, the paper said such a “split is obsolete for today’s infrastructure needs.”

The Chamber of Commerce of the United States is currently developing a paper dealing with inland waterway needs as a part of its “Let’s Rebuild America” initiative. Like NAM, the Chamber has long supported a robust inland water transportation system. ♦



## AOP Envisions ‘Pulses,’ Full 2010 Barge Season

The draft 2009-10 annual operating plan (AOP) for the Missouri River, released last week, forecasts a return to more normal river flows after nearly a decade of lingering drought. The plan anticipates a full-service, full-length 2010 navigation season, although a final determination on season length won’t be made until next July 1.

Springtime pulses are planned in March and May to avoid jeopardizing the continued existence of the pallid sturgeon. However, high downstream flows next spring could reduce or eliminate the planned pulse releases, which are intended to mimic the river’s historic ebb and flow to aid sturgeon spawning.

A series of six public meetings on the AOP begins tonight in Nebraska City, Neb. Other hearings are scheduled tomorrow in Kansas City and Jefferson City, on Wednesday in Fort Peck and Bismarck, N.D., and on Thursday in Fort Pierre, S.D. The 62-page AOP is available on the “Reports and Publications” section of the Corps’ water management website: [www.nwd-mr.usace.army.mil/rec](http://www.nwd-mr.usace.army.mil/rec). ♦

## Mo. River Study Probes Its Authorized Purposes

Under the leadership of the Omaha and Kansas City Districts, the Corps last week kicked off its new \$25 million Missouri River “authorized purposes study,” which Congress authorized and partially funded earlier this year. A “listening session” was held October 1 in Fort Pierre, S.D., and second is planned on Thursday in Kansas City.

A series of facilitated focus-group meetings, all open to the public, will follow across the Missouri Basin to ensure that “all interested parties are heard” before the final scope of the study is developed sometime next spring. Lynn Meng of the Omaha District and Grady

L. McKissack of the Kansas City District, who are co-managers of the study, said it would not duplicate the master manual review and update, completed in 2004, which only covered mainstem dam and reservoir operations.

In recent testimony before the Mississippi River Commission, Randy C. Asbury, executive director of the Coalition to Protect the Missouri River, reminded the commission that the river’s “extensive flow contribution... can make the difference between navigation, limited navigation, or no navigation” on the middle Mississippi River in the 180-mile reach between St. Louis and Cairo. ♦

*SPECIAL REPORT*

## Conference Reviews U.S., E.U. Waterway Trends

SmartRivers 2009 met in Vienna, Austria, in early September to compare and benchmark best navigation practices in the European Union (E.U.) and the United States. Terrence C. (Rock) Salt, Deputy Assistant Secretary of the Army (Civil Works), headed our delegation and, in a keynote address, WCI Chmn. Daniel P. Mecklenborg described the National Waterways Foundation's study documenting environmental benefits of inland water transportation.

R. Anne Cann of the Institute for Water Resources (IWR) suggested that scenario-based strategic planning, which incorporates various uncertainties, is a better analytical tool for water resources planners than the traditional planning process, which relies on a single, most likely alternative future forecast.

Another IWR researcher, Keith D. Hofseth, had a dire forecast, proclaiming that "current trends are not sustainable." He argued that "chronic under-investment

in infrastructure must be reversed," with our future largely dependent on increased education and public awareness of waterborne transportation's "proper role in providing sustainable solutions."

In the same vein, WCI Pres. Cornel J. Martin discussed the importance of advocacy for U.S. waterways. In all, there were over 90 presentations in 16 breakout sessions. It was interesting to see how Europeans integrate their social benefits into project justification and have also developed financing mechanisms favoring modal shifts from truck to rail and water transportation.

All of the presentations can be found at [www.smartrivers.org](http://www.smartrivers.org).

The next SmartRivers conference will be held in two years in New Orleans, with Craig E. Philip of Ingram Barge Co. serving as the conference chairman.

– **James R. McCarville**  
Port of Pittsburgh Commission

**WCI's SmartRivers contingent.**

*Taking a break from the SmartRivers conference to pose for a picture are, from left, WCI Chmn. Daniel P. Mecklenborg; Cherrie D. Felder of Channel Shipyards, Inc.; WCI Pres. Cornel J. Martin; and James R. McCarville of the Port of Pittsburgh Commission. All except Ms. Felder made conference presentations.*

## Marine Highways Benefit Everyone, Mr. Pugh Says

“As we seek solutions to congestion, air quality, and infrastructure capacity, we must view ‘marine highways’ as a vital part of the surface transportation system.” So James D. Pugh, director of marine highways and passenger services for the Maritime Administration, told the recent SmartRivers conference.

In particular, he said waterway corridors “offer immediate benefits to everyone,” including reduced congestion, better air quality, fuel conservation, infrastructure cost

avoidance, safer transportation of hazardous materials, improved highway safety, and increased system resiliency.

The pending FY 2010 Maritime Authorization Act contains \$15 million for short-sea transportation grants to encourage the use of marine highways in moving freight on coastal and inland routes. If appropriations follow, as much as \$5 million a year could be made available during each of the next three years to states and other public entities and sponsors of short-sea projects. ♦

## Ingram, AEP Applauded for Conservation Support

The Nature Conservancy announced it had “joined forces” with the Ingram Barge Co. to restore thousands of acres of forest and wetlands along the Mississippi River in western Kentucky. Conservation activities have already started on the tract, located in Hickman and Fulton Counties where Obion Creek and Bayou de Chien flow into the Mississippi.

Ingram’s gift “will allow the Conservancy to dramatically expand its work in the area,” the organization said, “creating a platform project with the potential to restore and reconnect more than 18,000 acres of bottomland

hardwood forests and wetlands to the Mississippi River floodplain.” The area is a part of the Jackson Purchase, which Gen. Andrew Jackson and Kentucky’s first governor, Isaac Shelby, bought from the Chickasaw Indians in 1818.

In St. Louis, the American Land Conservancy presented an award to AEP River Operations for its contributions to the organization’s Mississippi River program. Its goal is to conserve land in the floodplain, provide public access, restore habitats, and protect endangered species. ♦

***Saving bottomlands.** Large cypress trees abound in the backwaters and wetlands of Kentucky’s Obion Creek and Bayou de Chien area. The Nature Conservancy calls it the home of a “profusion of wildlife including fish, waterfowl, migratory songbirds, bears and perhaps even cougars and woodland bison.”*



© Barry Simpson, The Nature Conservancy

## IN THE MAINSTREAM...



Mr. Matsuda



Mr. Dreyer



Mr. Westphal

As its new chairman, the National Waterways Conference elected **Thomas F. (Fred) Caver** of Caver and Associates, Austin, Tex., who was formerly the Corps' Deputy Director of Civil Works. As its vice chairman, NWC chose **B. Sykes Sturdivant** of Glendora, Miss., president of the Yazoo-Mississippi Delta Levee Board...

**Sam M. Hunter**, DVM, of Sikeston, Mo., and president of the Little River Drainage District, is the new chairman of the Mississippi Valley Flood Control Assn.'s executive committee... **Capt. William J. Diehl**, who retired in June as commander of the U.S. Coast Guard's Sector Houston-Galveston, was named president of the Greater Houston Port Bureau...

At a ceremony in Muskogee, Okla., **Paul N. Revis** of Conway, Ark., was inducted in the Arkansas River Hall of Fame in late August. After retiring from the Corps' Little Rock District, he served as executive director of the Arkansas Waterways Commission for eight years, 1993-2001...

**David T. Matsuda**, a Senate staffer for the last seven years and formerly a Federal Railroad Administration attorney, is the new Deputy Maritime Administrator. As such, he is serving as Acting Maritime Administrator, a post which has gone unfilled since the change of administrations in January...

**NEW PORT DIRECTORS.** Incoming executive director at the Port of Houston Authority is **Alec G. Dreyer**, a Houston businessman who was CEO of Horizon Wind Energy LLC and, earlier, executive vice president of Dynegy, Inc... **James I. (Jim) Newsome, III**, a former president of Hapag-Lloyd (America), III, took over last month as president and CEO of the South Carolina State Ports Authority...

**Harold (Hal) Greer, Jr.**, a former director of the Hickman-Fulton County (Ky.) Riverport Authority, is now director of the Florence-Lauderdale County (Ala.) Port Authority...

**ON THE HILL.** In a committee shuffle after the death of Sen. Edward M. Kennedy (Massachusetts), **Sen. Blanche L. Lincoln** (Arkansas) became chair of the Agriculture, Nutrition and Forestry Committee. She's a

natural for the job: she comes from a seventh-generation Arkansas farm family that grew rice, wheat, soybeans and cotton in the Mississippi River bottomland near Helena...

The Senate finally confirmed **Congr. John M. McHugh** (New York) as Secretary of the Army and **Joseph W. Westphal**, a former Assistant Secretary of the Army (Civil Works) in the Clinton Administration, as Under Secretary... **John P. Woodley, Jr.**, who served as Assistant Secretary in the last administration, has signed on as consulting director of Richmond-based Advantus Strategies LLC...

**IN THE CORPS.** **Brig. Gen. William E. Rapp**, commander of the Pacific Northwestern Division since May 2008, will have a new job next month: Commandant of Cadets at the U.S. Military Academy. Replacing him will be **Brig. Gen. John R. McMahon**, who was originally scheduled to take over the Southwestern Division...

**Col. Anthony C. (Tony) Funkhouser**, commander of the Tulsa District, will temporarily do double-duty, also serving as interim commander of the Southwestern Division after the departure of **Brig. Gen. Kendall P. Cox**, who became the first commander of the new Transatlantic Division with jurisdiction over Corps programs throughout the Middle East and Central Asia...

**J. Joseph Tyler**, Director of Military Programs, plans to retire in January. Taking his place will be **Robert D. Slockbower**, a former commander of the Louisville District, who is now regional business director in the Southwestern Division...

**MUSICAL CHAIRS.** **Richard C. (Rich) Lockwood**, chief of the operations division in the Pittsburgh District, is the temporary chief of operations in the Mississippi Valley Division, replacing **James R. Hannon**, who was promoted to MVD's chief of regional business...

**Rick D. Granados**, navigation business line manager in the Rock Island District, will become the temporary asset program manager in the Pittsburgh District, taking the place of **James R. Fisher**, who will become acting chief of the operations division, replacing Mr. Lockwood. ♦

## GULF COAST REPORT

### Why Tows Often Run Outside the ‘Project Channel’



Much has been said recently about the “project channel width” of the Gulf Intracoastal Waterway (GIWW), especially as it relates to the navigation spans of the new floodgate structures being built in New Orleans. “Project channel” is a term which refers to the authorized depth and width of any navigation channel.

For the 1,200-mile GIWW, those dimensions are nominally 12 feet deep and 125 feet wide. The “project channel width” of the waterway was cited as the basis for design of the 150-foot-wide Lake Borgne Floodgate, because of the notion that barges did not operate beyond the width of the project channel.

Allowing “project channel” dimensions to govern the design and management of structures and bankside activity on our waterways can lead to major problems. Real-world conditions require that inland barges routinely operate outside the boundaries of the project channel for a number of reasons.

First and foremost is the impact of wind on empty barges. The majority of the GIWW lies in unsheltered territory constantly exposed to windy conditions. Tows must “crab,” or run somewhat sideways, to counteract the effects of wind pushing the barges toward the downwind side of the channel.

This sideways angle of approach increases as the barge tow slows down in approaching a bridge, lock, or other narrow navigation structure opening. Many times an empty tow, drafting less than two feet, must operate with the head or stern of the tow well outside of the project channel in order to position the flotilla for safe passage through the structure.

The same is true of loaded tows buffeted by currents adjacent to these structures. If a tow is forced to stop in these congested areas, structures are at risk.

As efforts to increase waterway efficiency continue, our equipment has

steadily increased in size. Nowadays, 70-foot-wide loaded tows of six barges and 108-foot-wide empty tows with boats of 2,000 horsepower are commonplace on the GIWW – far larger than the 35-foot-wide tows of two or three barges and 800-horsepower towboats of years past.

As testament to the vision of its designers, the GIWW – which moved only about 45 million tons of freight in the years after it opened in 1949 – now carries over 120 million tons annually with the very same project channel dimensions. To facilitate this continued growth and efficiency, barges must operate outside of the project channel in order to meet or pass.

This happens hundreds of times daily without incident. It is not channel dimensions that constrain our waterways, but structures and bankside development that act as bottlenecks. Many older structures now restrict the safe flow of commerce on the most efficient, environmentally friendly, expandable bulk-freight conduit in our country.

We are now replacing structures too narrow or too low to accommodate today’s equipment. We are also learning that bankside congestion, piers, and marinas – even though they may be outside the primary channel – can reduce waterway capacity, too, by creating safety issues or necessitating one-way traffic.

History has confirmed the fact that officials have continuously and grossly underestimated the growth of commerce on our waterways, both in equipment size and tonnage moved. We must learn from these lessons, expand on the vision and foresight of those who preceded us, and broaden our vision of the future as we modernize today’s waterways.

A handwritten signature in black ink that reads "Raymond Butler". The signature is written in a cursive, flowing style.

Raymond Butler, Executive Director  
Gulf Intracoastal Canal Assn.

## In Memoriam...



**Doyle E. Stockton**, 91, of Medford, Ore., who fought forest fires for many of his 37 years with the state forestry department. Survivors include a son, Steven, the Corps' Civil Works Director... **Capt. Robert H. Bosworth**, 81, of Point Pleasant, W. Va., who owned several towing companies, notably G&C Towing Co., now a part of Campbell Transportation Co....

**Don C. Hines, Ph.D.**, 64, dean of Sorrell College of Business at Troy (Ala.) University and a former president of University of West Alabama. An avid rodeo bull-rider, he was a frequent waterways consultant and a former chairman of the Tennessee-Tombigbee Waterway Development Council. To their families and many friends, we extend our condolences. ♦

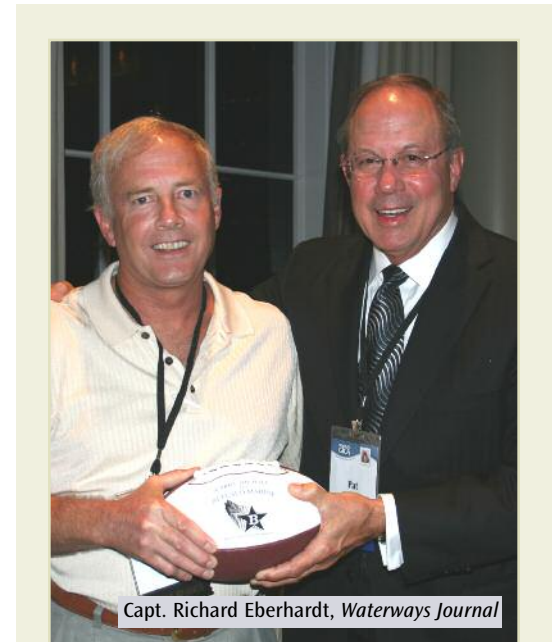
## UPDATES...

To follow up on items in our last issue:

**Page 8.** Lower Monumental L&D on the Snake River has received \$14 million in O&M stimulus funding, which should give the Corps sufficient money in time to design and construct a new downstream lock gate for placement during the planned 16-week Columbia-Snake River lock closure that will begin in December 2010.

**Page 8.** The U.S. Senate has now passed FY 2010 funding for DOT with \$1.2 billion for a nationwide high-speed rail network – but not any money for a national infrastructure bank, as the House bill provides. However, the Senate did include \$1.1 billion for infrastructure investments making “a significant impact” on the nation, a region or a metropolitan area.

**Page 15.** On August 27, the McPhail sisters – Katie, 26, and Elizabeth, 22 –



**Carrying the ball.** Raymond Butler, left, executive director of the Gulf Intracoastal Canal Assn., received the Buffalo Team Spirit Award at GICA's recent annual meeting in New Orleans. The award, a specially decorated football, was presented by Patrick J. (Pat) Studdert, president of Buffalo Marine Service, Inc., in recognition of Mr. Butler's contributions to the Gulf Coast maritime community.

completed their three-month, 6,000-mile “great loop,” traveling in a 16-foot boat from Chicago to the Gulf Coast, around Florida, up the East Coast and the Hudson River, and back to the Great Lakes.

Along the way, they transited almost 30 locks and met or passed dozens of tows and ships, all without incident. ♦

**DAM REMOVAL.** The Federal government and the states of Oregon and California must still approve, but 29 other parties signed a draft agreement last week to remove four hydroelectric dams on the Klamath River. The dams are owned by PacifiCorp. ♦

**Dalmuir “drop lock.”**

A major highway bridge was built in the 1960s just inches above the abandoned Forth and Clyde Canal in Scotland.

When officials later decided to reopen the historic waterway, they built a “drop lock,” with chambers on each side of the bridge to drop the water level so boats could travel under the bridge. This is just one of dozens of lock design innovations described in a newly released 208-page PIANC report (No. 106-2009).



**ON THE HORIZON...**

Oct. 5-7, Arkansas Governor’s Conference on Waterborne Transportation, Little Rock... Oct. 8-9, Ohio River Basin Summit, Covington, Ky.... Oct. 12-14, Waterways Council’s Annual Meeting and Waterways Symposium, Ritz- Carlton Hotel, New Orleans...

Oct. 13-15, Pacific Northwest Waterways Assn., Vancouver, Wash.... Oct. 14-16, AWO fall convention, New Orleans... Oct. 15-17, Women on the Water Conference, Maine Maritime Academy, Castine, Me....

Oct. 19-20, Tennessee River Valley Assn., Gatlinburg...

Oct. 25-28, American Assn. of Port Authorities, Galveston... Oct. 28, PIANC USA seminar (“Navigating the Environment: Managing Risks and Sustaining Benefits”), New Orleans...

Nov. 2-4, Global Soybean and Grain Transport Conference, New Orleans...

Nov. 13-18, National Industrial Transportation League, Anaheim, Calif....

Nov. 18-20, Atlantic Intracoastal Waterway Assn., Savannah... Dec. 2-4, International

WorkBoat Show, New Orleans... Dec. 3-5, Mississippi Valley Flood Control Assn., New Orleans...

Dec. 10, Seamen’s Church Institute’s River Bell Awards Luncheon, Paducah... Dec. 15, Inland Waterways Users Board, New Orleans... Feb. 10-12, 2010, World Trade & Transport Conference, New Orleans...



March 1-3, WCI Washington Meetings, headquarters at W Hotel, Washington...

March 2-4, Corps of Engineers/Coast Guard Inland Navigational Conference, St. Louis... March 9-11, NWC’s Budget Summit, Washington... April 14-16, Inland Rivers Ports & Terminals, Inc., Mobile...

April 25-28, ASCE’s Ports 2010, Jacksonville... May 6-7, Warrior-Tombigbee Waterway Assn., Perdido Beach, Ala... ♦

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Vol. 6, No. 1