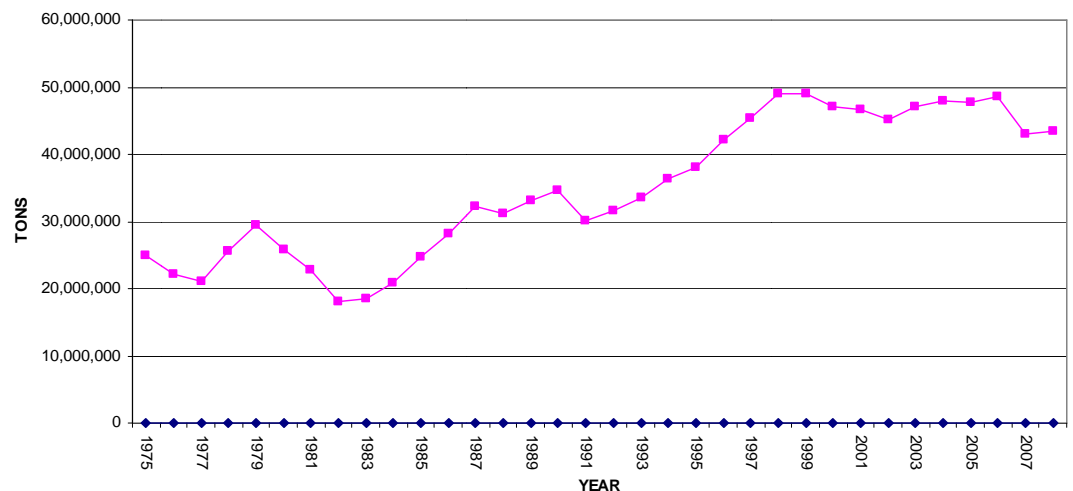


## Aggregates

The Ohio River basin's second largest commodity group is aggregates. There were approximately 382 reported load and unload points for aggregates in the basin in 2008. While most were quarries, retail and construction supply yards, cement plants or other manufacturing facilities, many were mile points where sand was dredged from the river or stone was placed to protect riverbanks. Most of the aggregate shipments began at quarries situated along the waterways or at dredge sites on the Ohio River. The top aggregate shipping dock was the Reed Quarry at mile 22 of the Tennessee River. The Reed Quarry is the third largest limestone quarry in the world. Aggregate shipments went mostly to yards which make retail sales to construction contractors or manufacture ready-mix concrete or asphaltic materials. The newest market for waterborne limestone is represented by coal-fired power plants which use the limestone for desulfurization. The high concentration of stone quarries, lime plants and coal-fired plants in the basin indicate a likelihood of substantial growth in waterborne limestone and lime movements to power plants.

HISTORIC OHIO RIVER BASIN AGGREGATES TRAFFIC



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Aggregate shipments on the Ohio River basin’s waterways totaled over 44 million tons in 2008, or 16.7% of all barge cargo. Of this amount, 803 thousands tons were shipped into the basin from outside. Over 10.9 million tons were shipped out of the basin, and 31.8 million tons moved within the Ohio River System. The 43.5 million tons moving by barge in 2008 had a combined value of \$2.2 billion, which is almost 7.2 per cent of the value of the basin’s commodities moving by water.

The largest aggregate commodity that moved by barge in the basin was limestone, over 22.5 million tons. Over 24.5 million tons of the basin’s limestone originated in Kentucky, which shipped it to Louisiana, Florida, Arkansas and 9 other states as well as within the state. Indiana ranked second in limestone shipments. Kentucky also led in shipments of sand and gravel with over 9.1 million tons. Indiana was also ranked second in this commodity. Waterway improvement material is limestone, rock or any other aggregate used for bank protection along the waterways. It is tracked separately since government agencies are usually the customer for these movements.

<b>Ohio River Basin Barge Traffic – 2008</b> (values in millions of \$)		
<b>Aggregates</b>	<b>Tonnage</b>	<b>Value</b>
LIMESTONE	22,590,135	\$1,785
SAND & GRAVEL	17,264,010	\$293
GYPSUM	2,638,043	\$42
WATERWAY IMPROVEMENT MATERIAL	1,020,621	\$122
<i>Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics</i>		

As mentioned above, most of the aggregates that were moved by barge in the Ohio River Basin originated in Kentucky. Indiana and Illinois were also major shippers of limestone, sand and gravel.

<b>Ohio River Basin Barge Traffic</b> <b>Aggregates Shipped by State – 2008</b> (values in millions of \$)			
<b>State</b>	<b>Tonnage</b>	<b>Value</b>	<b>Top Aggregate</b>
Kentucky	24,577,157	\$1,373	Limestone
Indiana	6,538,635	\$362	Limestone
Pennsylvania	2,621,843	\$67	Sand & Gravel
Illinois	2,466,728	\$173	Limestone
Tennessee	2,220,995	\$108	Sand & Gravel
<i>Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics</i>			

The main destinations for aggregate barges originating in the basin were facilities in Kentucky in the Louisville, Owensboro and Henderson areas. A large amount of the sand and gravel which moved to Tennessee went to Nashville.

<b>Ohio River Basin Barge Traffic                      Aggregates Received by State – 2008                      (values in millions of \$)</b>			
<b>State</b>	<b>Tonnage</b>	<b>Value</b>	<b>Leading Grain</b>
Kentucky	8,829,779	\$409	Sand & Gravel
Louisiana	7,031,092	\$523	Sand & Gravel
Tennessee	5,996,077	\$240	Limestone
West Virginia	4,784,586	\$250	Limestone
Pennsylvania	4,047,730	\$86	Sand & Gravel
<b>Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics</b>			

