

Indiana

The State of Indiana borders 358 miles of the Ohio River, from mile 491 through mile 848. The Ohio River in this reach carries a variety of commodities, including coal, aggregates, grain, petroleum products and chemicals.

In 2006, 39.5 million tons of commodities (mostly coal, iron and steel products, petroleum and aggregates) moved to, from, and within Indiana and were valued at more than \$4.1 billion. Coal, the leading commodity, comprised 52% of the tonnage, followed by aggregates at 21.1%.

Indiana 2006 Waterborne Commerce					
Commodities Moved to, from and within the State					
<i>(values in millions of dollars)</i>					
Commodity	Shipped	Received	Within	Total	Value
Coal	2,389,801	18,041,908	**	20,431,709	\$777
Petroleum	467,793	643,941	**	1,111,734	\$165
Aggregates	4,598,942	2,041,881	1,761,347	8,402,170	\$431
Grain	3,844,165	34,929	**	3,879,094	\$581
Chemicals	344,849	875,944	**	1,220,793	\$342
Ores & Minerals	0	857,087	**	857,087	\$45
Iron & Steel	466,934	1,158,168	**	1,625,102	\$1,184
Other	273,383	247,467	1,536,769	2,057,619	\$630
Total	12,385,867	23,901,325	3,298,116	39,585,308	\$4,155

**** Insufficient barge operators to release this tonnage – included in “Other Commodities”**

Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics

Shipments on Ohio River Basin waterways only

An analysis of the waterborne commerce data for the State of Indiana shows that approximately 12.4 million tons of commodities were shipped on the river system out of the state. Over 87% of this amount consisted of aggregates, grain and coal. Docks in the state received almost 24 million tons, with coal being the largest commodity. More than 3.2 million tons moved within the state. In 2006, almost 40 million tons shipped to, from and within Indiana had a value of \$4.1 billion.



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Indiana 2006 Commodities Shipped by Barge to and from Other States (values in millions of dollars)							
Shipments To	Commodity			Shipments From	Commodity		
	Tons	Value	Top		Tons	Value	Top
Louisiana	4,306,198	\$604	Grain	Illinois	12,634,565	\$511	Coal
Kentucky	2,555,730	\$305	Aggregates	Kentucky	4,294,818	\$234	Coal
Ohio	1,628,799	\$45	Aggregates	West Virginia	2,085,363	\$82	Coal
West Virginia	1,583,999	\$83	Aggregates	Louisiana	1,827,709	\$551	Iron/Steel
Alabama	768,702	\$179	Coal	Pennsylvania	1,343,838	\$166	Coal
<i>Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics Shipments on Ohio River Basin waterways only</i>							

Indiana docks shipped commodities by barge to 15 other states and received commodities by barge from 15 other states. The leading state shipped to was Louisiana, receiving 4.3 million tons at a value of over \$604 million. Shipments to Kentucky ranked second in tonnage and were worth \$305 million. The leading state shipping by barge to Indiana was Illinois, which transported over 12 million tons valued at \$511 million. Louisiana shipped and received over \$1 billion worth of tonnage to and from Indiana, including high-value commodities such as petroleum products, iron and steel, ores and minerals and grain.

There were 81 manufacturing facilities, terminals, and docks in Indiana that shipped and received tonnage in 2006. The Port of Mount Vernon, which includes 5 miles of the Ohio River (miles 827 to 831), shipped and received approximately 5.7 million tons of commodities in 2006, making it the 5th largest port in the Ohio River Basin.

More coal is moved by water in the Ohio River Basin than any other commodity. Indiana coal is shipped by barge to thirteen power plants in the basin. Four Indiana power plants receive coal by barge. These plants received just over 18.8 million tons of coal in 2006 with a value of over \$717 million.

There are five navigation locks and dams on the Ohio River bordering Indiana. They are Markland, McAlpine, Cannelton, Newburgh and John T. Myers.

Construction began at McAlpine in 1999 on a new 110' x 1200' lock, which will replace the active 110' x 600' auxiliary and an inactive auxiliary lock. Innovations associated with this project include roller compacted concrete walls, wrap around filling and emptying system with in-chamber culverts, a shortened guide wall and reduced cofferdam length. Construction began in 1996 and is scheduled for completion in 2008 depending on funding. During construction, the McAlpine project is reduced to a single chamber project because the new 1200' lock is being constructed in the foot-print of the auxiliary 600' chamber.

At John T. Myers Locks and Dam the existing 600' x 110' auxiliary chamber will be extended to 1200'. Major repairs of the main chamber associated with heavy use and age force greater future reliance on the inadequately-sized auxiliary chamber. This results in accelerating transit costs. Cost savings were incorporated into the authorization (base line cost) based on results of the innovative lock design program and model tests at WES. Additional savings have been designed-in based on using an innovative F&E system and float in wall extension and miter gate monoliths. Floating approach wall

extensions which were optimized and shortened with physical model tests utilized in conjunction with user industry input will be a part of the project. Estimated completion is approximately 2012, depending upon funding.

The Interim Feasibility Report, a product of the Ohio River Mainstem Study, recommends a 600' extension of the auxiliary chamber and a miter gate quick changeout system at John T. Myers Locks and Dam. This project was authorized for construction in the Water Resources Development Act of 2000.

Indiana - 2006 Lock Tonnage			
<i>(in thousands of tons)</i>			
Lock	UPBOUND	DOWNBOUND	TOTAL
Markland	28,605	25,120	53,725
McAlpine	35,374	20,214	55,588
Cannelton	36,327	22,439	58,766
Newburgh	48,757	20,781	69,538
John T. Myers	47,379	25,962	73,341

Source: U.S. Army Corps of Engineers Lock Performance Monitoring System





