

## Missouri

The State of Missouri is located in the heart of the American inland water transportation system. The state borders 488 miles of the Mississippi River, including 361 miles of the Upper Mississippi River (above the junction with the Ohio River) and 127 miles of the Lower Mississippi River below the junction. Missouri also contains the lower 367 miles of the Missouri River and borders another 186 miles.

<b>Missouri 2008 Tonnage by Commodity Groups</b>					
<b>Shipped From, To and Within the State</b>					
<i>(values in millions of dollars)</i>					
<b>Commodity</b>	<b>Shipped</b>	<b>Received</b>	<b>Within</b>	<b>Total</b>	<b>Value</b>
Coal	151,362	1,569,861	**	1,721,223	\$103
Petroleum	42,151	836,007	0	878,158	\$154
Aggregates	6,604,883	503,332	6,332,165	13,440,380	\$600
Grain	5,696,200	36,206	**	5,732,406	\$912
Chemicals	424,094	1,229,127	**	1,653,221	\$587
Ores/Minerals	155,603	1,237,899	0	1,393,502	\$114
Iron/Steel	248,407	224,063	0	472,470	\$356
Other	2,834,603	179,611	773,901	3,788,115	\$1,112
<b>TOTAL</b>	<b>16,157,303</b>	<b>5,816,106</b>	<b>7,106,066</b>	<b>29,079,475</b>	<b>\$3,938</b>
** Insufficient barge operators to release this tonnage – included in "Other Commodities"					
Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics					

An analysis of the waterborne commerce data for the State of Missouri shows that more than 16 million tons of commodities were shipped on the river system out of the state. A sizeable portion of this tonnage consisted of aggregates (6.6 million tons) and grain (5.8 million tons). Docks in the state received 5.8 million tons, with coal being the largest commodity. Over 7 million tons moved within the state. In 2008, the 29.0 million tons shipped to, from and within Missouri were worth \$3.9 billion.



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<b>Missouri 2008 Commodities</b> <b>Shipped by Barge to and from Other States</b> <i>(tonnage in thousands of tons; values in millions of dollars)</i>							
Shipments To	Ktons	Value	Top Commodity	Shipments From	Ktons	Value	Top Commodity
Louisiana	3,114	\$630	Grain	Louisiana	9,082	\$1,227	Ores/Minerals
Tennessee	726	\$143	Aggregates	Illinois	2,184	\$131	Petroleum
Texas	513	\$19	Aggregates	West Virginia	952	\$134	Coal
Illinois	263	\$4	Aggregates	Kansas	935	\$130	Aggregates
Mississippi	229	\$20	Aggregates	Pennsylvania	663	\$101	Coal

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

Missouri docks shipped commodities by barge to 15 states, and received commodities from 16 states. The leading state shipped to was Louisiana, with over 9.1 million tons and a value of over \$1.2 billion. The leading state shipping by barge to Missouri was also Louisiana, which shipped over 3.1 million tons, with chemicals being the primary commodity.

There are approximately 195 manufacturing facilities, terminals, and docks on the waterways of Missouri that shipped and received tonnage in 2008 (see map). The Port of Metropolitan St. Louis is defined as 71 miles of the Mississippi River and includes facilities on both sides of the river. The port shipped and received 29.5 million tons in 2008 worth over \$4.4 billion, making St. Louis the 3rd busiest inland port in the country. The main commodity was coal, with over 11.8 million tons shipped and received.

There are seven navigation locks and dams on the Mississippi River bordering Missouri (see map). Locks and Dam 27 (also known as the Chain of Rocks Locks and Dam) and Melvin Price feature 110' x 1200' main chambers and 110' x 600' auxiliaries. The other five projects have single chambers that are 110' x 600'.

Major rehabilitation is ending at Lock and Dam 24, located near Clarksville, Illinois. This project has been in operation for over 60 years. Some components of the facility have suffered wear and tear that can not be repaired by ordinary maintenance. The major rehabilitation will address various structural, electrical and mechanical components of the lock and dam. The rehabilitation of the major electrical and mechanical equipment that operates the lock is complete. The main lock miter gates have been replaced along with their electrical controllers. The Illinois abutment of the dam has been rehabilitated. All of the deteriorated lock wall concrete was successfully removed and replaced. A contract to rehabilitate the 15 large dam gates and award was awarded in September 2004 and is currently in progress. New bulkheads for the dam will be designed in FY 2006 with construction scheduled for FY 2007, dependent on funding.

<b>Missouri 2008 Lock Tonnage</b> <i>(tons in thousands)</i>			
<b>LOCK</b>	<b>UPBOUND</b>	<b>DOWNBOUND</b>	<b>TOTAL</b>
<b>Locks &amp; Dam 27</b>	<b>4,072</b>	<b>909</b>	<b>4,981</b>
<b>Melvin Price</b>	<b>21,088</b>	<b>29,986</b>	<b>51,074</b>
<b>Lock and Dam 25</b>	<b>8,760</b>	<b>13,699</b>	<b>22,459</b>
<b>Lock and Dam 24</b>	<b>8,701</b>	<b>13,699</b>	<b>22,400</b>
<b>Lock and Dam 22</b>	<b>8,420</b>	<b>13,169</b>	<b>21,589</b>
<b>Lock and Dam 21</b>	<b>8,477</b>	<b>12,669</b>	<b>21,146</b>
<b>Lock and Dam 20</b>	<b>8,063</b>	<b>11,738</b>	<b>19,801</b>
<b><i>Source: U.S. Army Corps of Engineers Lock Performance Monitoring System</i></b>			





