

Ohio

The State of Ohio borders 452 miles of the Ohio River, from mile 41 through 492. The Ohio River in this reach carries mostly coal, but other valuable commodities such as aggregates, petroleum, iron, steel and chemicals are also transported by barge.

In 2006, over 64 million tons of commodities (mostly coal, petroleum, Iron Ore & Steel Products and aggregates) moved to, from, and within Ohio. These commodities had a combined value of more than \$5.4 billion. Coal made up just over than 73% of this tonnage, followed by aggregates at 5.7%.

Ohio 2006 Waterborne Commerce - To, from and within the State (values in millions of dollars)					
Commodity	Shipped	Received	Within	Total	Value
Coal	9,044,850	30,525,189	7,654,465	47,224,504	\$1,804
Petroleum	859,508	2,295,636	**	3,155,144	\$525
Aggregates	772,860	2,557,058	**	3,329,918	\$88
Grain	1,892,083	**	0	1,892,083	\$293
Chemicals	97,981	2,691,680	**	2,789,661	\$1,015
Ores/Minerals	**	934,822	0	934,822	\$78
Iron/Steel	609,367	3,077,608	0	3,686,975	\$1,383
Other	66,368	1,534,882	51,658	1,652,908	\$313
TOTAL	13,343,017	43,616,875	7,706,123	64,666,015	\$5,499

** 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 Ohio shows that over 13.3 million tons of commodities were shipped on the river system out of the state. A sizeable portion of this tonnage (9.0 million tons) consisted of coal. Docks in the state received over 43.6 million tons, with coal again being the primary commodity. More than 6.6 million tons moved within the state. In 2006, the 64.6 million tons shipped to, from and within Ohio had a value of \$5.5 billion.



WATERWAYS
COUNCIL, INC.

801 North Quincy Street
Suite 200
Arlington, VA 22203
(703) 373-2261
www.waterwayscouncil.org

Pennsylvania - 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
West Virginia	4,851,519	\$207	Coal	West Virginia	11,455,023	\$516	Coal
Ohio	1,539,762	\$77	Coal	Ohio	3,312,261	\$160	Coal
Indiana	1,343,838	\$166	Coal	Louisiana	2,510,057	\$1,130	Iron/Steel
Kentucky	1,245,902	\$225	Coal	Kentucky	948,651	\$128	Others
Tennessee	954,178	\$128	Coal	Texas	483,469	\$238	Chemicals

Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics
Shipments on Ohio River Basin Waterways Only

Ohio docks shipped commodities by barge to 15 states and received commodities from 14 other states. Of those states, West Virginia received the most cargo (over 3.7 million tons worth \$187 million). The leading state shipping by barge to Ohio was also West Virginia, which transported 20.6 million tons of goods, most of which was coal. Louisiana shipments to Ohio of high value commodities such as ores, iron, steel and chemicals were worth \$1.2 billion.

There were 108 manufacturing facilities, terminals, and docks in Ohio that shipped and received tonnage in 2006 (see map). The Port of Cincinnati, which includes 27 miles of the Ohio River (miles 465 to 491 on both banks) shipped and received over 13.3 million tons of commodities in 2006, making it the 3rd largest port in the Ohio River Basin.

More coal is moved by water in the Ohio River Basin than any other commodity. Over 13 million tons of Ohio coal is shipped by barge to 22 power plants in the basin. Ten Ohio power plants receive coal by barge (see map). These plants received just over 7.5 million tons of Ohio coal in 2006.

There are nine Ohio River navigation locks and dams in Ohio (see map). They are Meldahl, Greenup, Robert C. Byrd, Belleville, Racine, Willow Island, Hannibal, Pike Island and New Cumberland. New 110' x 1200' and 110' x 600' locks were completed at Robert C. Byrd Locks and Dam in 1993, removing a major navigation bottleneck.

At Greenup Locks and Dam, 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. The existing 600' x 110' auxiliary chamber will be extended to 1200'. The lock extension will be constructed utilizing float-in construction for the new miter gate bay to help minimize interference with traffic utilizing the main lock chamber. After completion of the new miter gate bay, connection of the new miter gate bay to the existing middle wall and construction of a short section of cofferdam on the land side, lock maintenance bulkheads can be installed on the downstream end of the new miter gate bay and the extension of the land wall and the laterals for the filling and emptying system can be constructed in the dry. Upon completion of the auxiliary lock extension, Greenup will have a set of spare miter gate leaves.

Ohio 2006 Lock Tonnage (in thousands of tons)			
LOCK	UPBOUND	DOWNBOUND	TOTAL
Meldahl	21,017	37,425	58,442
Greenup	24,474	46,579	71,053
Robert C. Byrd	34,086	22,926	57,012
Racine	28,756	22,377	51,133
Belleville	28,185	22,259	50,444
Willow Island	25,488	22,063	47,551
Hannibal	25,333	24,933	50,266

Pike Island	29,946	9,270	39,216
New Cumberland	23,747	8,208	31,955
<i>Source: U.S. Army Corps of Engineers Lock Performance Monitoring System</i>			





Ohio Waterborne Tonnage Shipped to and Received from Other States Ohio River Basin Only

