ECONOMIC IMPACT OF MISSOURI’S INLAND WATERWAYS

IN 2018, MISSOURI’S PORTS, INLAND WATERWAYS, AND INLAND WATERWAYS-DEPENDENT INDUSTRIES SUPPORTED

- Nearly **140,000 jobs**
- **$8.3 billion** in personal income
- **$13.3 billion** in Gross State Product
- **$37.0 billion** in total output

...Giving rise to...

- **$930.4 million** in state & local tax revenue

INLAND WATERWAYS SUPPORT MISSOURI’S KEY INDUSTRIES

<table>
<thead>
<tr>
<th>Industry Sub-Category</th>
<th>Percent of Goods Shipped by Water (Tons)</th>
<th>Direct Missouri Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chemical manufacturing</td>
<td>32% of inbound</td>
<td>19,760</td>
</tr>
<tr>
<td>Primary metal manufacturing</td>
<td>19% of inbound</td>
<td>6,460</td>
</tr>
<tr>
<td>Crop production</td>
<td>12% of outbound</td>
<td>2,900*</td>
</tr>
<tr>
<td>Mining (except oil &amp; gas)</td>
<td>10% of outbound</td>
<td>3,030</td>
</tr>
<tr>
<td>Nonmetallic mineral product mfg.</td>
<td>8% of outbound</td>
<td>8,210</td>
</tr>
</tbody>
</table>

*Total for Agriculture, Forestry, Fishing, and Hunting sector (NAICS 11)

TOP INLAND WATERWAYS COMMODITIES BY WEIGHT (comprising 70% of total tonnage)

- Sand, gravel, shells, clay, salt, & slag: **13.0 million tons**
- Food & food products, such as fruits, vegetables, oils, & seeds: **9.2 million tons**
- Primary non-metal products, such as sulfur & chlorine: **5.8 million tons**

TOP INLAND WATERWAYS COMMODITIES BY VALUE (comprising 87% of total value)

- Basic chemicals used in consumer products, including appliances, toys, & cosmetics: **$4.1 billion**
- Cereal grains, including wheat, corn, barley & oats: **$2.4 billion**
- Agricultural & food products: **$536.2 million**

Missouri has over **1,050 MILES** of navigable inland waterways, ranking it **10th in the nation**

MISSOURI’S INLAND WATERWAY ASSETS AT A GLANCE

- Missouri and Mississippi Rivers
- 12 public ports

In 2018, **39.9M tons of freight** valued at **$8.0 BILLION** moved on Missouri’s inland waterways, which is equivalent to over **999,000 TRUCKS**

Avoided trucks translates into reduced congestion, emissions, and crashes, lessening impacts on highway infrastructure
BENEFITS OF INLAND WATERWAYS TRANSPORTATION

America’s inland waterways system is vital to our nation’s competitiveness and economic growth. The inland waterways efficiently, sustainably, cost-effectively and safely transport critical commodities like agricultural goods, energy products, building materials and industrial chemicals to destinations within the U.S. and to deep water ports for export. In 2018, 766.3 million tons of goods valued at $507.3 billion moved on the U.S. inland waterways system, and by 2045 it is expected to increase by 23% to 942 million tons valued at $871 billion. Barge transportation is the safest, most environmentally-friendly, economical, and fuel-efficient way to move our nation’s goods for use domestically and for export. On a single gallon of fuel, one barge can move freight more than four times farther than trucks, releasing 10 times fewer emissions.

Called “the backbone of the transportation logistics system,” the inland waterways are a key part of the United States’ transportation supply chain. The system includes a vast network of 12,000 miles of connecting waterways and 218 locks. However, the majority of locks and dams on the Mississippi River system were constructed during the 1930s and are operating well beyond their 50-year design life. Modernizing the nation’s inland waterways system will support and create American jobs, increase U.S. exports, and inject billions of dollars into the U.S. economy to power our growth for the next 50 years.


One standard 15-barge tow moves the equivalent volume of 216 rail cars or 1,050 trucks

The National Waterways Foundation estimates overall investment needs of inland waterways at $8 billion over the next 10 years.

The U.S. currently has a $5.35 per metric ton advantage over Brazil when shipping soybeans on the inland waterways system from Davenport, Iowa, to Shanghai, China.

In 2016, 250M recreational visitors of Corps lakes resulted in $10.6B in total trip spending, supporting over 189K jobs nationwide.

Barges have the smallest carbon footprint among freight transportation modes.

Over the next 10 years, constructing all authorized navigation projects and rehabilitating existing locks could have significant national impacts, leading to a 20% increase in jobs, 39% increase in Gross Domestic Product, and 40% increase in output.

The U.S. inland waterways system saves between $7 billion & $9 billion annually over the cost of other modes due to efficiency and low cost.

Tons of CO2 per Million Ton-Miles

Compared to barges, moving an identical amount of cargo by rail generates 30% more emissions, while trucks generate 1,000% more emissions.

Source: USDA

Source: Texas Transportation Institute

Source: USACE

Source: USDA