ECONOMIC IMPACT OF MISSISSIPPI'S INLAND WATERWAYS

IN 2018, MISSISSIPPI'S PORTS, INLAND WATERWAYS, AND INLAND WATERWAYS-DEPENDENT INDUSTRIES SUPPORTED

Nearly 66,000 jobs

$2.9 billion in personal income

$4.5 billion in Gross State Product

$15.2 billion in total output

...Giving rise to $335 million in state & local tax revenue

INLAND WATERWAYS SUPPORT MISSISSIPPI'S KEY INDUSTRIES

<table>
<thead>
<tr>
<th>Industry Sub-Category</th>
<th>Percent of Goods Shipped by Water (Tons)</th>
<th>Direct Mississippi Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crop production</td>
<td>27% of inbound</td>
<td>3,640*</td>
</tr>
<tr>
<td></td>
<td>9% of outbound</td>
<td></td>
</tr>
<tr>
<td>Primary metal manufacturing</td>
<td>22% of inbound</td>
<td>2,909</td>
</tr>
<tr>
<td>Transportation equipment mfg.</td>
<td>16% of outbound</td>
<td>21,160</td>
</tr>
<tr>
<td>Chemical manufacturing</td>
<td>10% of inbound</td>
<td>4,570</td>
</tr>
</tbody>
</table>

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

TOP INLAND WATERWAYS COMMODITIES BY WEIGHT (comprising 69% of total tonnage)

- Petroleum Products: 4.7 million tons
- Food & food products, such as fruits, vegetables, oils, & seeds: 4.6 million tons
- Sand, gravel, shells, clay, salt, & slag: 3.0 million tons

TOP INLAND WATERWAYS COMMODITIES BY VALUE (comprising 60% of total value)

- Crude petroleum: $1.4 billion
- Fuel oils: $1.0 billion
- Agricultural products, such as fruits, vegetables, oils, & seeds: $517 million

MISSISSIPPI'S INLAND WATERWAY ASSETS AT A GLANCE

- Mississippi, Yazoo, Tennessee-Tombigbee Rivers, and the Gulf Intracoastal Waterway
- 16 public ports
- In 2018, 17.9M tons of freight valued at $5.0 BILLION moved on Mississippi's inland waterways, which is equivalent to over 447,000 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.

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

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

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

Source: USDA

Source: National Waterways Foundation

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: Texas Transportation Institute

Source: USDA