ECONOMIC IMPACT OF WISCONSIN’S INLAND WATERWAYS

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

- Nearly 235,000 jobs
- $14.1 billion in personal income
- $22.4 billion in Gross State Product
- $49.4 billion in total output

Giving rise to...

- $1.1 billion in state & local tax revenue

INLAND WATERWAYS SUPPORT WISCONSIN’S KEY INDUSTRIES

<table>
<thead>
<tr>
<th>Industry Sub-Category</th>
<th>Percent of Goods Shipped by Water (Tons)</th>
<th>Direct Wisconsin Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nondurable Manufacturing</td>
<td>25.5% of inbound</td>
<td>33,400</td>
</tr>
<tr>
<td>Construction</td>
<td>8.3% of inbound</td>
<td>66,600</td>
</tr>
</tbody>
</table>

TOP INLAND WATERWAYS COMMODITIES BY WEIGHT (comprising 83% of total tonnage)

- Food & food products, such as fruits, vegetables, oils, & seeds: 1.5 million tons
- Coal, lignite, and coal coke: 803 thousand tons
- Primary non-metal products: 189 thousand tons

TOP INLAND WATERWAYS COMMODITIES BY VALUE (comprising 42% of total value)

- Machinery, including appliances & industrial equipment: $683.9 million
- Gasoline: $432.8 billion
- Electronics, including motors, transformers, and conductors: $376.8 million

Wisconsin has nearly 230 MILES of navigable inland waterways, ranking it 29th in the nation.

WISCONSIN’S INLAND WATERWAY ASSETS AT A GLANCE

- Mississippi and Wisconsin Rivers and Great Lakes System
- 12 public ports

In 2018, 3.0M tons of freight valued at $3.6 BILLION moved on Wisconsin’s inland waterways, which is equivalent to 74,000 TRUCKS.

Avoided trucks translates into reduced congestion, emissions, and crashes, and contributes to the state of good repair of 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 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

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

Source: National Waterways Foundation

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

Source: USDA

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

Source: USACE

Barges have the smallest carbon footprint among freight transportation modes

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

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.

Source: USDA