ECONOMIC IMPACT OF WEST VIRGINIA’S INLAND WATERWAYS

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

Nearly 138,200 jobs

$8.5 billion in personal income

$15.2 billion in Gross State Product

$35.8 billion in total output

...Giving rise to more than $1.3 billion in state & local tax revenue

INLAND WATERWAYS SUPPORT WEST VIRGINIA’S KEY INDUSTRIES

<table>
<thead>
<tr>
<th>Industry Sub-Category</th>
<th>Percent of Goods Shipped by Water (Tons)</th>
<th>Direct West Virginia Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crop production</td>
<td>24.5% of inbound</td>
<td>890*</td>
</tr>
<tr>
<td>Construction</td>
<td>22.3% of inbound</td>
<td>36,370</td>
</tr>
<tr>
<td>Utilities</td>
<td>14.6% of inbound</td>
<td>77,550</td>
</tr>
<tr>
<td>Nondurable manufacturing</td>
<td>8.6% of inbound</td>
<td>21,650</td>
</tr>
<tr>
<td>Oil &amp; gas extraction</td>
<td>8.5% of outbound</td>
<td>71,160</td>
</tr>
</tbody>
</table>

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

WEST VIRGINIA’S INLAND WATERWAY ASSETS AT A GLANCE

Ohio, Monongahela, and Kanawha Rivers

1 public ports

In 2018, 48.8M tons of freight valued at $2.9 BILLION moved on West Virginia’s inland waterways, which is equivalent to 1.2 MILLION TRUCKS

Avoided trucks translates into reduced congestion, emissions, and crashes, lessening impacts on highway infrastructure

TOP INLAND WATERWAYS COMMODITIES BY WEIGHT (comprising 88% of total tonnage)

- Coal, lignite, and coal coke: 28.1 million tons
- Sand, gravel, shells, clay, salt, and slag: 8.1 million tons
- Petroleum products: 6.5 million tons

TOP INLAND WATERWAYS COMMODITIES BY VALUE (comprising 75% of total value)

- Other coal and petroleum products, including LNGs, lubricating oils and greases, and petroleum asphalt: $1.1 billion
- Coal: $565.0 million
- Fuel oils: $537.4 million
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.


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.

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.

Barges have the smallest carbon footprint among freight transportation modes.

Compared to barges, moving an identical amount of cargo by rail generates 30% more emissions, while trucks generate 1000% more emissions.

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: National Waterways Foundation

Tons of CO2 per Million Ton-Miles

Source: Texas Transportation Institute

Source: USDA

Source: USACE