

ECONOMIC IMPACT OF PENNSYLVANIA'S INLAND WATERWAYS



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

Nearly **248,000 jobs**

\$19.3 billion in personal income

\$40.9 billion in Gross State Product

\$84.5 billion in total output

...Giving rise to
\$4.3 billion
in state & local
tax revenue

INLAND WATERWAYS SUPPORT PENNSYLVANIA'S KEY INDUSTRIES

Industry Sub-Category	Percent of Goods Shipped by Water (Tons)	Direct Pennsylvania Jobs
Oil & gas extraction	↻ 6.4% of outbound	4,400
Mining (except oil & gas)	↻ 4.8% of outbound	9,690
Petroleum & coal products mfg.	↻ 4.6% of inbound	5,820
Utilities	↻ 4.6% of inbound	22,880
Chemical manufacturing	↻ 3.3% of inbound / ↻ 3.6% outbound	39,750

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

Crude petroleum
and petroleum
products

11.7
million
tons

Coal, lignite,
and coal coke

7.9
million
tons

Sand, gravel,
shells, clay,
salt, & slag

3.9
million
tons

TOP INLAND WATERWAYS COMMODITIES BY VALUE (comprising 62% of total value)

Other coal and petroleum
products, including LNGs,
lubricating oils and greases,
and petroleum asphalt

\$4.3
billion

Fuel oils

\$2.9
billion

Crude
petroleum

\$2.6
billion

Pennsylvania has

260
MILES

of navigable inland
waterways, ranking it

28th in the
nation

PENNSYLVANIA'S INLAND WATERWAY ASSETS AT A GLANCE



Ohio, Allegheny,
Monongahela, Delaware,
and Schuylkill Rivers and
the Great Lakes System



6 public
ports

In 2018,
26.7M tons of
freight
valued at
\$15.8 BILLION
moved on Pennsylvania's
inland waterways, which
is equivalent to
667,000 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.

Sources: U.S. Department of Agriculture Inland Waterways Study (2019); U.S. Army Corps of Engineers Waterborne Commerce Statistics; Federal Highway Administration Freight Analysis Framework; U.S. Department of Labor Bureau of Labor Statistics Occupational Employment Statistics; IMPLAN

One standard
15-barge tow
moves the equivalent volume of



216 rail cars



or
1,050 trucks



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



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



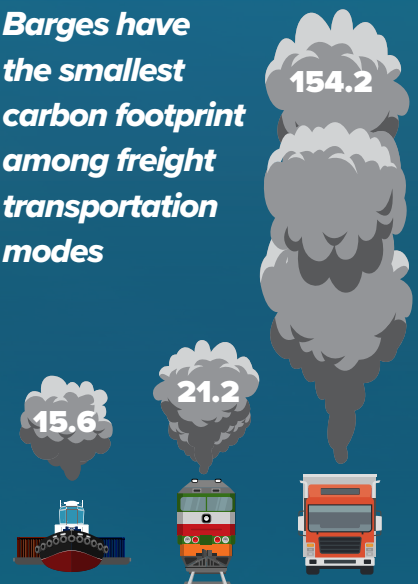
The U.S. currently has a
\$5.35 per metric ton advantage over Brazil when shipping soybeans on the inland waterways system from Davenport, Iowa, to Shanghai, China.

Source: USDA

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