

Capitol Currents

2018: A YEAR TO REMEMBER

FOR THE INLAND WATERWAYS TRANSPORTATION SYSTEM, 2018 has been a very good year.

The FY18 Corps work plan allocated full and efficient funding to five priority navigation projects: Olmsted (\$175 million); Kentucky Lock (\$39.5 million); Lower Mon 2, 3, 4 (\$98 million); Chickamauga (\$76.5 million); and LaGrange (new start, major rehabilitation) (\$10 million).

In September, the President signed the FY19 Minibus spending package that combined appropriations bills for the Legislative Branch,



President Trump signed the America's Water Infrastructure Act of 2018 in the Oval Office on October 23, 2018. Photo courtesy of C-Span and C-Span.org.

Military Construction and Veteran Affairs, and Energy & Water Development that funds the Army Corps of Engineers. For the fourth consecutive year, funding levels for the Corps' Civil

Works program were record-setting, at \$6.99 billion, up 46.08% from the Administration's request of \$4.79 billion. FY19 appropriations funding for Operations & Maintenance (O&M) was a fifth consecutive record-level, at \$3.74 billion, up 24.67% from the Administration's request of \$3 billion. Inland Waterways Trust Fund (IWTF) funding in FY19 was at least \$326.5 million, up at least 833% from the

Administration's request of \$35 million for the Olmsted project only.

A Senate floor amendment offered by Senators John Thune (R-SD), Richard Durbin (D-IL), Amy Klobuchar (D-MN), Mike Rounds (R-SD), Charles Grassley (R-IA), Lamar Alexander (R-TN) and Joni Ernst (R-IA) was included in the final package that changes for FY19 the cost-share for Chickamauga Lock (Tennessee River) to 85% general revenues and 15% from the IWTF (from 50% general revenues/50% IWTF). This change allowed full Corps' work plan allocations to the top five IWTF-supported projects, for FY19.

And the Harbor Maintenance Trust Fund exceeded its WRRDA 2014 target levels, a fifth consecutive year of success.

On October 23, on the heels of the September passage and signing into law of the FY19 Energy & Water Appropriations bill, came the President's signing into law of "America's Water Infrastructure Act," which included the Water Resources Development Act (WRDA) of 2018. This policy bill authorizes Corps of Engineers' work on locks and dams, dredging and other water projects and was passed in the Senate by a vote of 99 to 1 on October 10, and in the House by voice vote in September.

Of particular interest to WCI was that this bill did not include authorization language to allow for lockage fees and/or tolls on the inland waterways system's locks. WCI continues to oppose additional taxation, tolling, lockage fees or adverse changes in cost-sharing for the Inland Waterways Transportation System. The



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(Continued on page 2)

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(Continued from page 1)

WRDA bill also authorized 12 Chief's Reports, including one that will be funded by the IWTF in Three Rivers in Southeast, Arkansas (\$180 million). The bill also authorized three project cost-ceiling modifications, including for the high priority navigation project, Chickamauga Lock on the Tennessee River. This action will ensure that Chickamauga can continue construction once the project has reached its original authorized limit.

The bill also directs the Secretary of the Army to have the National Academy of Sciences (NAS) evaluate the current organizational structure of the Corps of Engineers' Civil Works function, to identify impediments to efficient project delivery, and to provide recommendations to the Congress.

And on November 21, the Corps released its FY19 work plan, which laid out the specific allocations for funding provided in the FY19 Minibus Appropriations bill. The Construction account included allocations totalling \$329.8 million for WCI's five top-priority lock and dam modernization projects, and represented full and efficient use of revenues into the IWTF.

Those allocations funded Olmsted: \$50 million to completion, Kentucky Lock: \$43.6 million, Lower Mon 2, 3, 4: \$89 million, Chickamauga: \$89.7 million, and LaGrange (major rehabilitation), \$57.5 million to completion.

The Investigations account will fund \$3 million for Pre-Construction Engineering and Design (PED) for Three Rivers in Southeast, Arkansas, and \$2.5 million for PED for the Upper Ohio Navigation Program.

Also of note, Mississippi River & Tributaries (MR&T) was allocated \$368 million.

While there was no funding provided for the Navigation and Ecosystem Sustainability Program (NESP), Illinois Waterway O&M totaled \$72.980 million, a portion of which will go toward the six-lock maintenance initiative that begins in 2020. See more about that project here: <http://waterwayscouncil.org/wp-content/uploads/2018/11/Heinold-IWW-Consolidated-Closures-Plan.pdf>.

Thanks to WCI's members and stakeholders for the support provided for these strong funding and policy outcomes this year! ♦

RiverWorks Discovery (RWD), WCI and Waterways Journal teamed up for the second annual photo contest that ran through October 31. Called #waterwaysbuildamerica, the contest focused on the RWD's four "C's" -- commerce, culture, conservation, and careers.



WCI Elects Peter Stephaich as Chairman, Directors



*Peter Stephaich
WCI Chairman of the Board*

As its Annual Meeting and Board of Directors Meeting in Chicago on November 14, 2018, WCI elected Peter H. Stephaich, Chairman and CEO of Campbell Transportation Company, Inc. (Pittsburgh, PA), as its Chairman of the Board. Mr. Stephaich succeeds Tim Parker, President, Parker Towing Company (Tuscaloosa, AL), who served as WCI Chairman from 2016-2018.

Mr. Stephaich has served the barge industry for more than 30 years in a number of key roles, as Past Chairman and Past Treasurer of the American Waterways Operators; Past Chairman and Trustee of the National Waterways Foundation; Commissioner and Vice Chairman of the Port of Pittsburgh Commission; Chairman of the Allegheny Institute for Public Policy; and a Trustee with the Allegheny Foundation.

In the transfer of the Board gavel, Mr. Stephaich said Mr. Parker's tenure as Chairman should be known as "Leadership – Delivered. That's also what WCI's tagline should be, as significant progress has been made, with high-performance outcomes, on the modernization of the inland waterways transportation system." With that, Mr. Stephaich awarded Mr. Parker with an extra large gavel in recognition of his strong leadership over the last two years.

Also elected were the following Directors for three-year terms ending November 2021:

Ohio Valley Region: **Bruce McGinnis**, McNational, Inc., South Point, OH; Mississippi Region Category: **Rob Innis**, Lafarge Holcim, Dundee, MI; Southern Region: **Scott Leininger**, CGB Enterprises, Inc., Covington, LA; Shipper's Category: **Ken Applegate**, Valero Energy, Houston, TX; Carrier's Category: **Matt Woodruff**, Kirby Corporation, Houston, TX; Waterways Services Category: **Cherrie Felder**, Channel Shipyard, Metairie, LA; Associations/Government Category: **Troy Jones**, St. Louis-Kansas City Carpenters Regional Council, St. Louis, MO; At Large Category: **Chris Blanchard**, Cooper/T. Smith, New Orleans, LA; **Mary Ann Bucci**, Port of Pittsburgh Commission, Pittsburgh, PA; **Rob Carlisle**, Carlisle & Bray, Covington, KY; **Marty Hettel**, American Commercial Lines, St. Louis, MO; **Kevin Mulholland**, Phillips 66, Houston, TX; **Mario Munoz**, Turn Services, LLC, New Orleans, LA; **Ken Hartman**, National Corn Growers Association, Waterloo, IL; **Brent Nissen**, ARTCO/ADM, Decatur, IL; **Caryl Pfeiffer**, LG&E & KU Services, Louisville, KY; **Martha Scott Poindexter**, Bunge Corporation, Washington, DC; **Rodney Weinzierl**, Illinois Corn Growers Association, Bloomington, IL; Board Members by virtue of their title: **Michael Toohey**, President and CEO, Waterways Council, Inc., Washington, DC, Nov. 2019; and **Dan Mecklenborg**, General Counsel, Ingram Barge Company, Nashville, TN, Nov. 2019. ♦



Outgoing Chairman of the Board Tim Parker received an extra large gavel in recognition of his Leadership – Delivered over the last two years serving the inland waterways transportation system.



WCI President Mike Toohey (left) stands with new WCI Board of Directors member Ken Hartman of the National Corn Growers Association.

2018 Midterms Produce New Committee Leaders



Rep. Nita Lowey (D-NY)

The 2018 Midterm Elections that resulted in the Democratic takeover of the House of Representatives means new leadership of key Committees important to WCI's work. Many decisions on Committees have not yet been decided, but here is some current thinking for the 116th Congress:

House Appropriations Committee: Rep. Nita Lowey (D-NY) will now Chair the Committee, with Rep. Kay Granger (R-TX) as Ranking Member. On the Senate side, Sen. Richard Shelby (R-AL) remains as Chairman, with Sen. Patrick Leahy (D-VT) as Ranking Member.

On the Energy and Water Development Appropriations Subcommittee, Rep. Marcy Kaptur (D-OH) is expected to become Chair, with Rep. Mike Simpson (R-ID) as Ranking

Member. In the Senate, Sen. Lamar Alexander (R-TN) is likely to remain Chairman, with Sen. Dianne Feinstein (D-CA) likely remaining as Ranking Member.

On the House Transportation and Infrastructure Committee, Rep. Peter DeFazio (D-OR) becomes the Chair, with Rep. Sam Graves (R-MO) now serving as Ranking Member.

On the Senate Environment and Public Works Committee, Sen. John Barrasso (R-WY) and Sen. Tom Carper (D-DE) are expected to remain as Chairman and Ranking Member, respectively.

On the House Ways and Means Committee, Rep. Richard Neal (D-MA) becomes Chairman and Kevin Brady (R-TX) will serve as Ranking Member. ♦



SCI River Bell Honors Eckstein, Thorp and Callahan

The Seamen's Church Institute (SCI) held its 19th Annual River Bell Awards Luncheon on Thursday, December 6, 2018 at the Paducah McCracken County Convention and Expo Center in Paducah, Kentucky. This year the honorees were John Eckstein,

CEO, Marquette Transportation Company, LLC (River Bell Award); Gregory Thorp, Photographer (River Legend Award); and Rear Admiral Dave Callahan, U.S. Coast Guard (ret.) (Distinguished Service Award). ♦



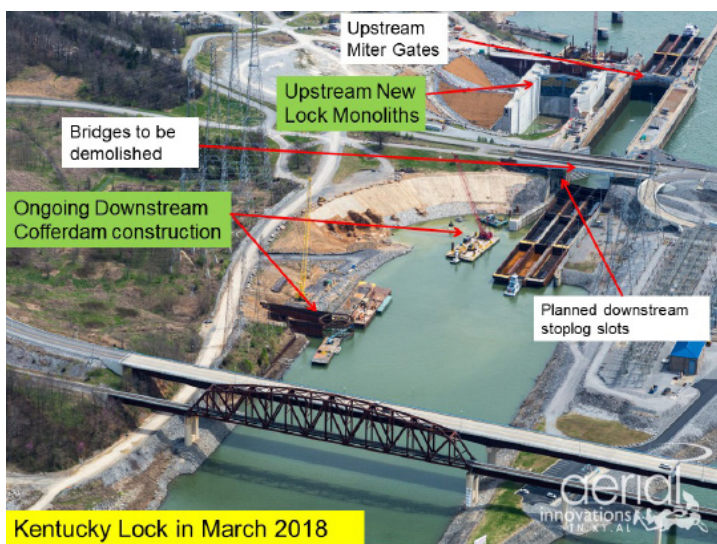
(Left to right): Rev. David Rider (Seamen's Church Institute) stands proudly with Rear Admiral Dave Callahan, U.S. Coast Guard (ret.), and John Eckstein, Marquette Transportation Company. Standing with them is Mark Knoy, Board Vice Chairman, Seamen's Church Institute. Not pictured is Gregory Thorp. (Photo courtesy of Seamen's Church Institute.)

What to Expect in the 2019 Kentucky Lock Maintenance Closure



*By Bradley Bishop, Assistant Chief
Navigation Section, Nashville District,
U.S. Army Corps of Engineers*

The 74 year-old Kentucky Lock on the Tennessee River will be receiving some much needed attention this summer during a 42-day maintenance closure. While the lock's concrete is in good condition, much of its 1944 vintage metals and mechanical components are showing their age. Kentucky Lock is typically is one of the most utilized on the Ohio River system, and its structural components and operating machinery have been subject to much wear and tear. This maintenance closure is needed to increase the lock's reliability into the near-term future.



Aerial photo of work being conducted on Kentucky Lock.

Like most lock closures, a lot of work is planned to be accomplished in a short period of time in order to minimize impacts to the navigation industry. This requires a substantial amount of advance planning and well-choreographed teamwork to be successful. This particular closure will be much more challenging because there will be three distinct organizations actively involved throughout the entire closure.

Kentucky Lock is owned by the Tennessee Valley Authority (TVA), but it is operated by the Corps of Engineers. While the Corps provides

primary maintenance of the lock, TVA has an interest in maintenance to components that are integral to their dam safety program (lock gates, emergency closures structures, etc.). During this closure, TVA work crews will be working on the 50-foot tall upstream miter gates. Their main goal is to apply new protective coatings to the worst areas of the gates, and if time allows, recoating all of both gate leaves. Removing old coatings and painting tall miter gates is a difficult job. This difficulty multiplies when working in double-skin plate gates like those at Kentucky Lock. Double-skin plate gates have solid steel plates on both the upstream and downstream faces, requiring work inside the gates. The space inside the gates is extremely confined with openings between bulkhead steel girders approximately 2.5 feet wide by 1.5 feet tall.

The Corps of Engineers will replace worn bushings on gate machinery, rebuild the strut assemblies that move the miter gates, replace the original low-speed gearboxes that operate the 100-foot-tall downstream miter gates, and repair damaged wall armor. The Corps' Lakes and Rivers Division Regional Repair Fleet will support onsite Nashville District Corps personnel for these activities.

A third group performing work during this closure is a Corps' construction contractor working on the new lock under construction next to the existing lock. This contractor will demolish two of three abandoned bridges crossing the lower approach that have to be removed to build the new lock. In addition, they will complete downstream stoplog slots that are needed because the original downstream emergency closure used in lock dewaterings and major maintenance activities has exceeded its safe life expectancy.

To help optimize flow conditions of the alternate route for shippers (through Barkley Lock on the Cumberland River), this closure is scheduled to commence on August 6, 2019. The total cost of this closure to the Government is approximately \$4.8 million. It is an investment that will have a high rate of return by increasing the reliability of this critical link in Tennessee/Cumberland River system. ♦



By the American Soybean Association

Trade is the lifeblood of the American soybean industry and President Trump's Section 301 tariffs unnecessarily place soybean growers, who have worked for decades to create a soybean market in China, in the crosshairs of a trade war.

Before the tariffs, soybeans were one of the brightest lights in U.S. exports—the number one agricultural export, with sales of \$27 billion last year (*Foreign Agricultural Service*). Of those \$27 billion in soy exports, \$14 billion worth of soy/soy products were sold to China, our largest trading partner.



This is not a market that appeared overnight. Soybean farmers have worked with the U.S. Department of Agriculture for 60 years to develop foreign markets for soybeans and have seen the value of U.S. soybean exports to China grow 26-fold, from \$414 million in 1996 to over \$14 billion in 2017.

Through the work of the United States Soybean Export Council, China grew from a small soy market to the largest in the world, and market opportunities continue to grow, but it is reliant on U.S. trade policies at home that support growers and the export markets they depend on.

On July 6, the President imposed \$50 billion in tariffs on Chinese products which escalated September 24 when the President imposed a 10% tariff on an additional \$200 billion in Chinese goods under the Section 301 investigation against Chinese products.

China responded in-kind, announcing that it would place a 25% tariff on \$50 billion of U.S. imports, including a 25% tariff on U.S. soybeans. This was then followed-up by China proposing an additional \$60 billion in tariffs on U.S. products.

ASA remains highly concerned about this escalating feud, as it will continue to exacerbate both short- and long-term damage to our China market. From June-August, the price of U.S. soybeans at export position in New Orleans has

dropped 20%, from \$10.89 to \$8.68 per bushel. Farm prices have fallen even further. During the same three-month period, the premium being paid for Brazilian soybeans increased from virtually zero to \$2.16/bushel, or \$80/ton.

China has begun to source more of its soy imports from Brazil and other countries, a trend to continue regardless of when the tariff is lifted.

ASA appreciates the Administration's effort to lessen the short-term impact of tariffs on exports and prices through payments to farmers through the Market Facilitation Program, but as U.S. soybean farmers face a prolonged period of depressed prices well below the already-low levels that existed before tariff threats began in March, farmers must find new markets and expand existing markets to replace an increasing amount of the soybean previously exported to China.

In the wake of tariffs and the low prices and down farm economy they have brought on soy growers, new free trade agreements are vitally important. The U.S. has free trade agreements in force with 20 different countries, and the Administration has been working with other countries to secure new free trade deals.

Improving infrastructure to move beans easily and efficiently to ports and export markets is critical for ASA and a key component in our ability to compete globally. Having an inland waterways system that runs through the heart of the soybean production region in our country is a major advantage for U.S. soybean competitiveness.

Truck, rail, and barge transportation play an important role in soybean industry economics. While there are certainly challenges and improvements that can be made in the trucking and rail sectors, waterways infrastructure – including expanded dredging of shipping channels and lock/dam modernization – continue to be top priority for soybean farmers.

Agricultural exports have been the strongest positive contributor to our nation's balance of trade. Mending China trade relations while creating new and expanding current markets is vital to U.S. soy growers. To learn more visit <https://soygrowers.com>. ♦

Member Spotlight: Harbor Towing & Fleeting LLC – STAR FLEET

Nearly five decades of excellence earns Harbor Towing & Fleeting/Star Fleet (HTF) a strong reputation as a leader in Southeast Louisiana for reliable, safety-conscious towing and fleeting companies.

HTF was founded in 1970 by Gerald D. Clower who at the time of the company's founding had a long, distinguished career in the barge industry. He moved from his home in Mississippi to Memphis to begin work with Federal Barge Lines and would eventually rise to be a senior executive with Dixie Carriers. He purchased Star Fleet (LMR MM 91 RDB) – a former Federal Barge Lines fleet operating from World War I – with the vision to provide barge companies the convenience of a first-class towing and fleeting company servicing the Port of New Orleans.

From the time of its founding until today, the company thrives as a family business owned and operated by Gerald's son, Gerald E. "Jerry" Clower and his grandson Todd G. Clower. Jerry grew up in the tank barge business and learned the absolute need for slow safe operations under his father Gerald. Jerry joined the company full-time in 1983 and continues today to be active in the daily operations of the business.

Todd Clower joined the company in 2008. He serves as Executive Vice President, overseeing the day-to-day operations of the vessels and the Star Fleet fleeting facility. Following Hurricane Katrina, Todd was instrumental in the repair, renovation and re-opening of Star Fleet in 2010 – and he has since helped the company to continue growing through upgrades to vessels and equipment.

The third member of the senior management team is Michael C. Nation. Michael assists Jerry and Todd with all aspects of operations, customer relations, and industry relations, and compliance.

Gerald's original vision for the company remains a driving force for operations in the 21st century. From tripping barges through the locks

in the Port of New Orleans to shifting barges from one dock to another or conducting stand-by work at nearby refineries, the company's seasoned, professional mariners accomplish this with a singular focus on safe and efficient service to customers. The company enjoys having long-tenured employees both aboard and ashore. Long tenures not only demonstrate employee job satisfaction but an inherent knowledge about the areas in which the company navigates and an exceptional safety record in order to expertly serve customers.

With approximately 95% of business dedicated to handling red-flag barges, the company understands the critical necessity to foster a strong safety culture and to maintain its vessels and Star Fleet in first-class condition. To foster a strong safety culture the company engages best-in-class safety and regulatory consultants and utilizes first-rate safety training materials and safety classes. On November 1, 2018, the company rolled out the latest iteration of a best-in-class safety management system. Elements of this comprehensive safety management system include an easy-to-read and comprehend safety manual, regular safety meetings, safety drills onboard our boats and monthly visits and/or safety audits. The company provides each employee with appropriate personal protection equipment as well as jackets, shirts, hats and other items clearly marked to identify them as part of the Harbor team. The company stresses the importance that employees utilize stop work authority to halt unsafe practices on the job. The company leads not only in Sub M safety compliance but is TMSA (Tanker Management Self-Assessment) Stage Two and three vessels participate in the SIRE (Ship Inspection Report Programme).

The company takes pride in maintaining its vessels (*Pamela Ann*, *Silver Fox*, *Todd G*, and *Wendy C*) and Star Fleet in a first-class condition – an absolute necessity when handling oil and petrochemical cargoes. Star Fleet is double in size from 1970, encompassing 4000 linear feet of barge dock space and 23



Member Spotlight: Harbor Towing & Fleeting LLC – STAR FLEET

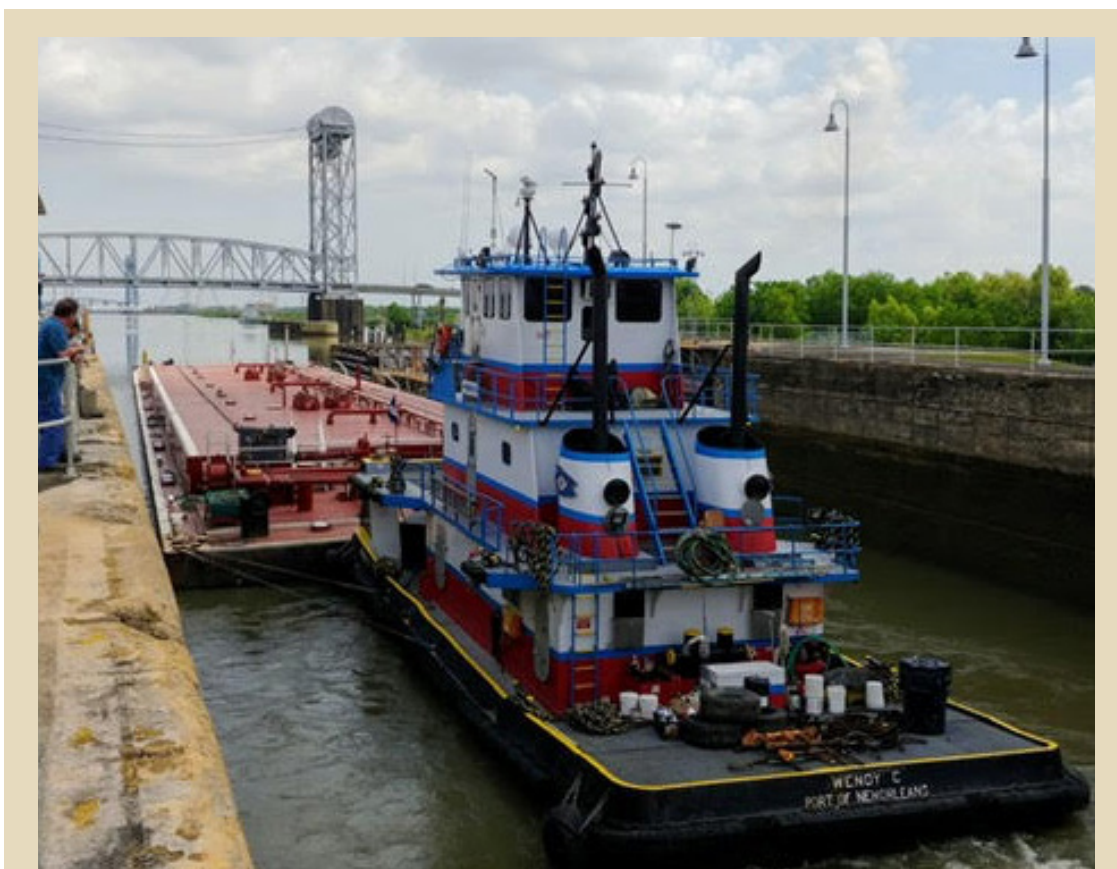
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monopiles featuring robust mooring lines for added safety and convenience. The company also takes pride in its Star Fleet's office barge which allows customers safe, reliable dock to which to moor when needing to facilitate a crew change, take on a mechanic, receive groceries, remove trash or take on potable water.

HTF maintains its family business environment, with an emphasis on exceptional personal service and attention to customers' needs, a deep commitment to safety, a dedication to environmental stewardship, and is excited about its future as a partner in the strong growth happening within the Port of New Orleans. This commitment to Gerald's founding vision as a first-class company that takes the time and effort to do the job right – every time makes

HTF the safe and efficient logistical resource to trip barges or to conduct stand-by operations in the Ports of New Orleans, South Louisiana, Baton Rouge, Morgan City, Houma, Gulfport, Pascagoula, and Mobile.

“Our vessels transit the locks in New Orleans on a daily basis, and we enjoy strong, personal relationships with the Corps of Engineers' local operational personnel,” said Todd G. Clower, Harbor Towing's Executive VP and Owner. “There is no doubt that membership in WCI provides the strongest voice in Washington with decision-makers both in the Corps and in Congress for maintaining the navigational infrastructure upon which both our company and our nation depend.” ♦



The locks in the Port of New Orleans are vital to the work of Harbor Towing & Fleeting LLC and the nation. The M/V Wendy C, seen here with a loaded tank barge in tow, locks through the Inner Harbor Navigation Canal Lock in the Port of New Orleans, still known by locals as Industrial Lock.

Windy City Hosts 15th Annual Waterways Symposium, WCI Annual Meeting

Chicago was the site of the 15th Annual Waterways Symposium and WCI's Annual Meeting held November 14-16. The Symposium is sponsored by WCI, Informa Economics IEG and *Waterways Journal*. More than 120 attendees participated in the events that featured Symposium Keynote Luncheon Speaker Stephen Censky, Deputy Secretary of Agriculture. Other speakers included Assistant

Secretary of the Army for Civil Works R.D. James, MG Scott Spellmon, Deputy Commanding General for Civil and Emergency Operations; Dr. Allen Sinai, Chief Global Economist/Strategist, Decision Economics, Inc.; Corps' District Leaders discussing the closure of the Illinois waterway in 2020, the removal of Locks 52 & 53, and Emergency Supplemental Funding flowing to the Gulf; Kurt Nagle,

President & CEO, American Association of Port Authorities; and key industry representatives addressing What's Moving on the Waterways? on a panel moderated by Ken Eriksen of Informa Economics.

Attendees also took in the breathtaking views of Chicago from the 95th Floor of the Signature Room, the former Hancock Building. ♦

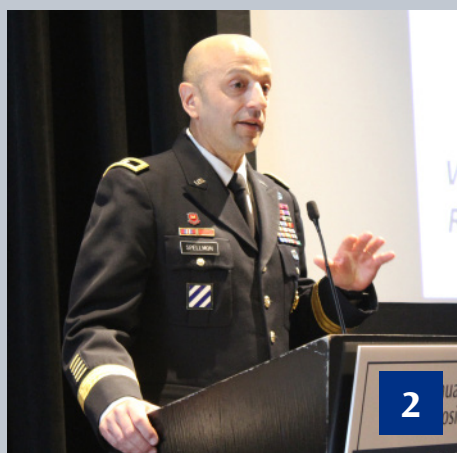


Photo 1: WCI President/CEO Mike Toohey congratulates American Association of Port Authorities President & CEO Kurt Nagle, who will retire next year.

Photo 2: MG Scott Spellmon, Deputy Commanding General for Civil and Emergency Operations, discusses the importance of risk-informed decision-making and accelerating project delivery within the Corps.

Photo 3: Ben Doane, Barge Freight Merchandiser, CHS, Inc., addresses the grain and fertilizer moving on the waterways as part of the ever-popular "What's Moving on the Waterways?" panel.

Photo 4: (left to right): Pat Chambers, Chief, Operations Division, Mississippi Valley Division; William Chapman, Chief, Operations and Regulatory Division, Great Lakes and Ohio River Division; and Tom Heinold, Chief

of Operations, Rock Island District, served on a panel to address Emergency Supplemental Funding in the Gulf, The Opening of Olmsted and the Removal of Locks 52 & 53; and Illinois Waterway Closures in 2020, respectively.

Photo 5: As Keynote Speaker, Deputy Secretary of Agriculture Stephen Censky said, "When the waterways are moving efficiently, Americans are winning."

15th Annual Waterways Symposium, WCI Annual Meeting Moments



Photo 6: Army Civil Works Assistant Secretary RD James spoke to WCI for the first time, and said “the inland navigation system in the U.S. made us the Inevitable Empire.”



Photo 7: (left to right): WCI Board Members Steve Golding (Golding Barge Line) and Ken Applegate (Valero Energy), chat at the reception with John Doyle (Jones Walker) and Austin Golding (Golding Barge Line).



Photo 8: Martha Scott Poindexter, Vice President, Government & Industry Affairs, Bunge North America, catches up with Robert Holfield, Co-founder & Managing Principal of the Lincoln Policy Group. The two worked together as Staff Directors on the U.S. Senate Committee on Agriculture, Nutrition, Forestry & Related Agencies.



Photo 9: (left to right) Brent Nissen (ARTCO), Michael Hennessey (Metal Shark) and Stephen Sheridan (Arcosa) enjoyed the WCI opening reception.



Photo 10: On November 14, during WCI's Board of Directors meeting, the National Rivers Hall of Fame bestowed the National Achievement Award posthumously to the late Captain O. Nelson Jones, presenting it to his father, President and CEO of Amherst Madison, Captain Charles T. Jones at an October 5 award presentation at Port Amherst in Charleston, WV. A video of that ceremony was shown to WCI Board members and guests. With this award, the National Rivers Hall of Fame Award celebrates Nelson Jones' commitment to the river industry through hard work and personal dedication at Amherst Madison, as well as his passion for preserving inland river history. Mark Knoy (ACBL) and friend to Nelson Jones accepted the award at the meeting. Shown here (left to right) National Rivers Hall of Fame staff Errin Howard (left) and Teri Goodman (right) stand with Mark Knoy.

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TRASHY WORK...

Congratulations to Living Lands & Waters (LL&W), whose 2018 end-of-the-year letter notes their volunteers (shown here are just a few of the more than 108,000 total volunteers to work with LL&W since its founding) have removed their 10 millionth pound of trash from the nation's rivers! Since 1998, LL&W has also planted 1,208,689 trees, educated more than 12,000 students and teachers on the importance of the rivers, and removed 18 cars, trucks and vans from

the waterways. Next year, their goal is to remove one million pounds of trash in just one year! We thank Chad Pregracke, Founder & President of LL&W, and all the volunteers, for your efforts to remove garbage from our rivers. See Living Lands & Waters' new video here: www.youtube.com/watch?v=RGkjMAKlgM&feature=youtu.be

Want to learn more? Visit www.livinglandsandwaters.org. ♦



Marty Hettel, VP Government Affairs for American Commercial Barge Line, and Chairman, Inland Waterways Users Board, stands with Vice President Mike Pence and Rep. Rodney Davis (R-IL), at an event for Congressman Davis in Springfield, IL on October 12. Also in attendance were Congressman John Shimkus, Congressman Adam Kinzinger, and Illinois Lieutenant Governor Evelyn Sanguinetti.





Happiest Holidays from the WCI staff (left to right) (Mike Toohey (President/CEO); Paul Rohde (Vice President-Midwest); Medina Moran (Executive Assistant); Deb Calhoun (Senior Vice President); and Tracy Zea (newly promoted Vice President of Government Relations). Capitol Currents returns in 2019.

Industry Events Ahead

January 17-20: Passenger Vessel Association Annual Convention (New Orleans). Visit www.passengervessel.com

SAVE THE DATE...

February 12-14: WCI 2019 Washington Meeting and Waterways Seminar (Mayflower Hotel, Washington, DC). Online registration is open, please visit <http://www.eiseverywhere.com/386242>. Reserve your hotel room here (<https://book.passkey.com/e/49668911>) before January 21. ♦



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