



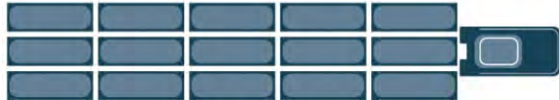
Talking Freight Inland Waterway Barge Transportation September 2, 2020



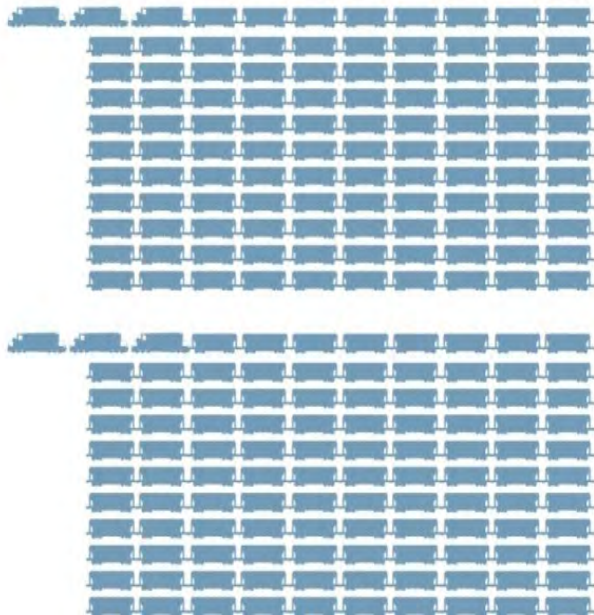
Efficiency of transportation on our Inland Waterways



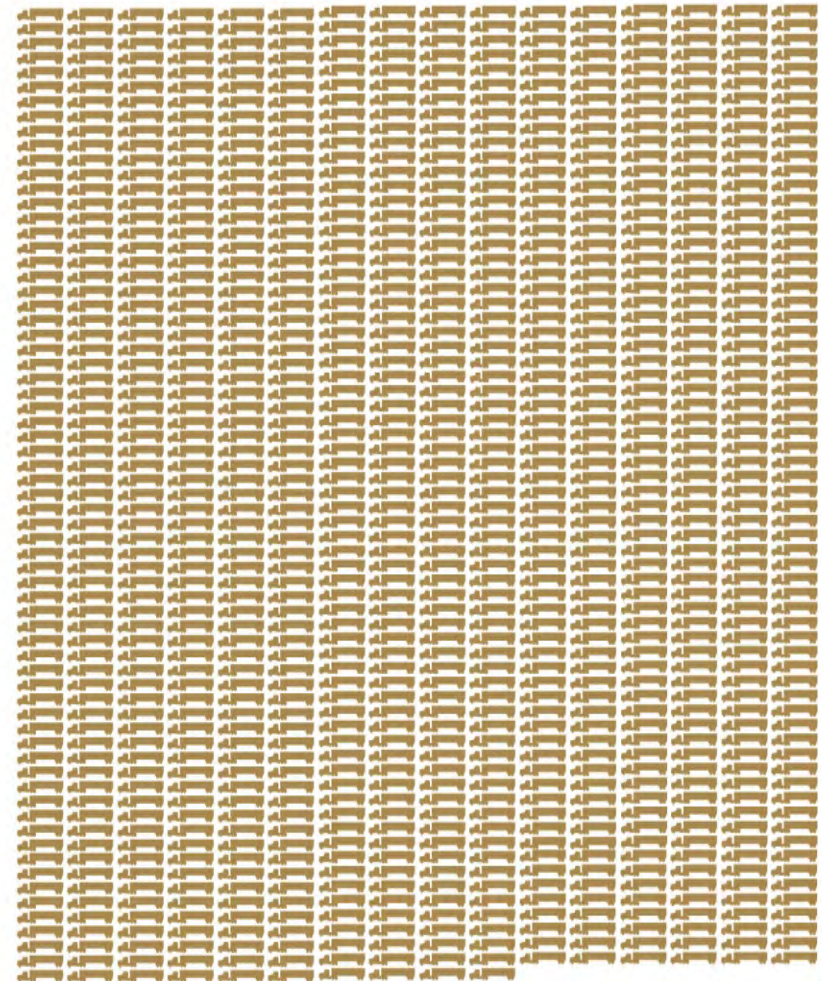
One 15-Barge Tow



216 Rail Cars + 6 Locomotives



1,050 Large Semi Tractor-Trailers



Efficiency of transportation on our Inland Waterways



Waterways Transportation Can Ease Traffic Congestion

WATERWAYS COUNCIL, INC.

1,750 Tons



1 Barge



70 Tractor Trailers



16 Train Cars

578 Million Tons Moved by Barge Annually = 23.1 Million Tractor Trailers OR 5.3 Million Train Cars



23.1 Million tractor trailers bumper to bumper equals 328,409 miles/enough to circle around the earth more than 13 times!



5.3 Million train cars spanning 50,043 miles/enough to connect New York to L.A. more than 20 times!

Waterways Keep America Moving

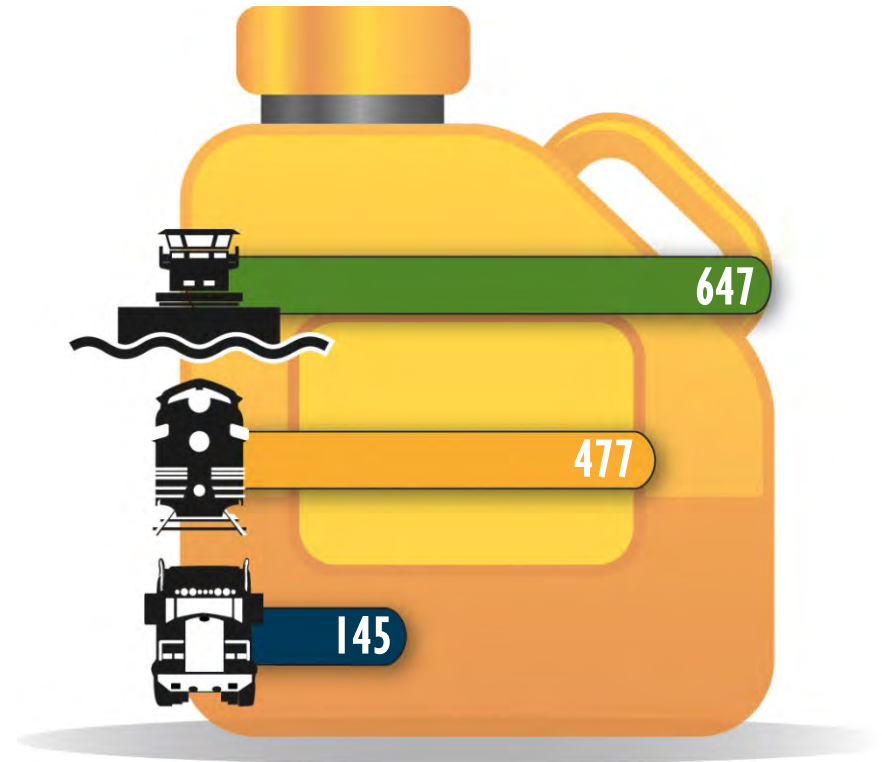
JOIN WCI

WCI@waterwayscouncil.org | WWW.WATERWAYSOUNCIL.ORG
202.765.2166 (DC Office) - 314.422.2268 (Midwest Office)    



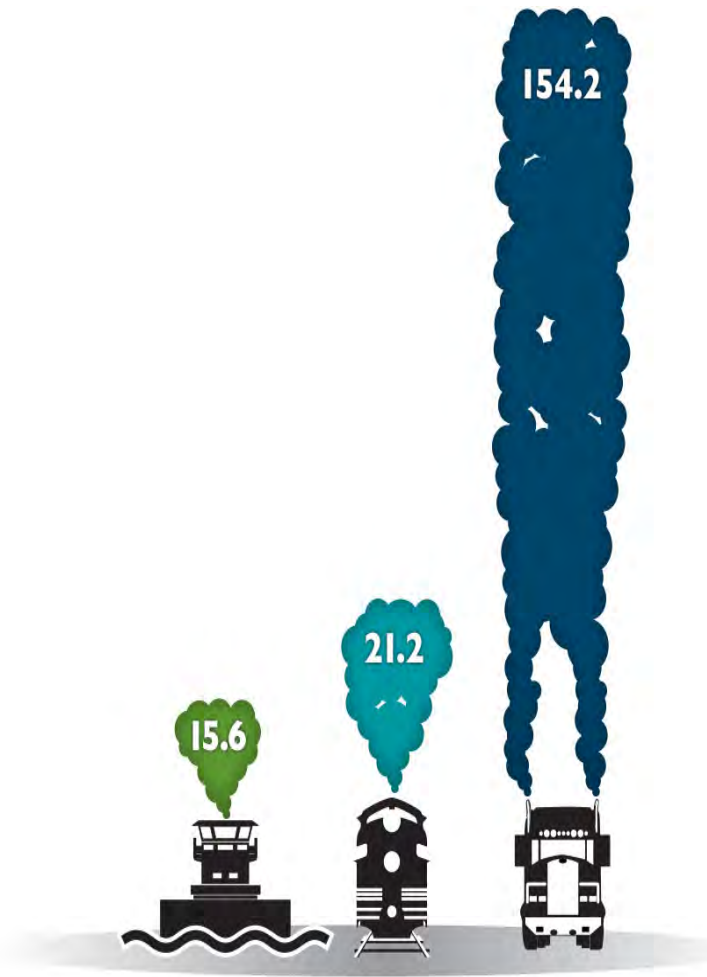
Transporting freight by water is the most energy-efficient.

Barges can move one ton of cargo 647 miles per gallon of fuel. A rail car would move the same ton of cargo 477 miles, and a truck 145 miles.



Barges have the smallest carbon footprint among other transportation modes.

To move an identical amount of cargo by rail generates 30% more carbon dioxide than by barge, and 10 times more emissions by trucks than by barge.



Tons of CO₂ per Million Ton-miles

- ACBL Operates 3,504 barges
- 180 Towboats
- 2,150 Teammates
- Moving 61 Million tons annually

ACBL operates throughout the entire Inland Waterways



Covered Hopper Barges



2,424 Covered Hopper Barges



692 Open Hopper Barges

American Commercial Barge Line



388 Liquid Barges (282 -10,000 Barrel and 106 - 30,000 Barrel)

ACBL Towboats



ACBL's 180 Towboats vary in size and horsepower between 2,000 Horsepower and 11,200 Horsepower.

Tow Sizes



Tow sizes vary, dependent upon horsepower, from a dedicated tank barge tows, 2-30,000 Barrel Liquid Barges, 15 barge locking river tows, and lower river tows anywhere from 25-56 barges depending on direction and horsepower.

ACBL Fleeting Areas



ACBL has fleeting areas in strategic geographic areas to compliment our movement of freight.

- Lemont, IL.
- Cairo, IL
- Baton Rouge, LA
- Convent, LA
- Harahan, LA
- Mobile, AL
- Houston, TX

ACBL Terminals



ACBL also has Terminals in strategic geographic areas for loading and unloading of freight.

- Lemont, IL
- St. Louis, MO
- Memphis, TN
- West Memphis, AR

How do we improve our Inland Waterway System?

- **New Lock & Dam Construction and Major Rehab is funded through the Inland Waterway Trust Fund (IWTF) and the General Revenues at 50% GR and 50% IWTF.**
- **This trust fund was established in the Inland Waterway Revenue Act of 1978.**
- **The deposits into the IWTF come from a tax from companies that utilize the Inland Waterway based on the amount of propulsion fuel used. Deposits are made on a quarterly basis to the IRS.**
- **The original tax was \$.02/ gallon and was gradually increased to \$.20/Gallon through 2014.**
- **Then in the 2014 Lame Duck Session of Congress, the Inland Waterway Companies voluntarily increased our tax by 45% to \$.29/Gallon.**
- **ACBL's contribution to the IWTF has averaged \$17.64 Million since we voluntarily increased our fuel tax in 2014.**
- **This voluntary tax increase coupled with the WRDA2014 legislation that changed the remaining cost of Olmsted to 85%GR and 15% IWTF enabled funding for 4 other projects to continue, along with Olmsted coming on line 4 years sooner.**

How do we improve our Inland Waterway System?



Those four other projects are:

- **Lower Monongahela Project**
- **Kentucky Lock Project**
- **Chickamauga Lock Project**
- **Lagrange Lock Major Rehab project.**

By efficiently funding these four other projects we have seen the cost de-escalate and the completion of these projects sooner. Not only have we seen reduced cost of the projects, but also the Economic Benefits of these projects realized 4 years sooner by the projects coming on line sooner.

Total Economic Benefits of Olmsted alone, according to USACE estimates, are \$640 Million annually.

Increased Cost of Projects Under Construction due to inefficient funding.



Project	Authorization	Authorized Cost	Most Recent Cost Est.	Time Frame	Actual Cost	% of Increase vs Authorized Cost
Olmsted	WRDA88	\$775	\$3,099	28 Years	\$2,790	360%
Lower Monongahela	WRDA92	\$556	\$2,760	31 Years	*\$1,124	496%
Kentucky Lock	WRDA96	\$393	\$1,230	26 Years	\$1,230	313%
Chickamauga Lock	WRDA92	\$267	\$766	21 Years	\$776	291%

• Cost is basis deferring the second lock chamber at Charleroi and not raising the Port Perry R/R bridge.

** Values are in millions.

Inland Waterway Trust Fund Deposits



Fiscal Year	Tax Revenues	Interest Earnings	Withdrawal	Balance
1987	\$48.30	\$16.50	\$24.50	\$300.60
1988	\$48.10	\$24.30	\$62.10	\$310.80
1989	\$47.00	\$26.00	\$62.80	\$321.10
1990	\$62.80	\$26.20	\$117.30	\$292.80
1991	\$60.50	\$21.20	\$148.60	\$225.90
1992	\$69.90	\$13.70	\$122.70	\$186.70
1993	\$78.60	\$7.50	\$74.50	\$198.30
1994	\$88.40	\$9.30	\$75.70	\$220.20
1995	\$103.40	\$13.30	\$94.80	\$242.10
1996	\$108.40	\$15.60	\$85.50	\$280.60
1997	\$96.40	\$17.00	\$89.50	\$304.60
1998	\$91.10	\$18.30	\$76.90	\$337.10
1999	\$104.37	\$17.41	\$88.24	\$370.63
2000	\$99.58	\$19.96	\$102.40	\$387.80
2001	\$112.68	\$20.90	\$110.20	\$411.20
2002	\$95.28	\$12.40	\$104.50	\$412.70
2003	\$89.52	\$9.52	\$101.50	\$399.00
2004	\$90.85	\$6.91	\$117.30	\$382.00
2005	\$91.29	\$7.66	\$135.20	\$352.60
2006	\$80.81	\$9.37	\$183.90	\$267.70
2007	\$91.10	\$10.38	\$205.00	\$137.70
2008	\$87.60	\$4.77	\$202.00	\$27.48
2009	\$75.95	\$0.45	\$90.00	\$14.25
2010	\$73.95	\$0.15	\$50.10	\$38.25
2011	\$83.95	\$0.05	\$90.30	\$31.90
2012	\$89.24	\$0.04	\$75.23	\$45.90
2013	\$75.11	\$0.43	\$83.20	\$33.80
2014	\$81.73	\$0.02	\$97.90	\$24.70
2015	\$97.89	\$0.01	\$68.50	\$54.20
2016	\$110.90	\$0.23	\$108.00	\$57.40
2017	\$113.70	\$0.67	\$108.40	\$63.40
2018	\$115.00	\$1.80	\$49.30	\$130.90
TOTAL	\$2,763.39	\$332.04		
IWTF plus Interest		\$3,095.43		

* Values are in millions.

Projects Funded through the IWTF



Projects Completed	Started	Completed	Years	IWTF Cost	Gen. Treas.	Total Cost		
Bonneville New Chamber	1987	1994	8	\$170.6	\$170.4	\$341.0		
Oliver Replacement L&D	1987	1991	5	\$60.0	\$63.0	\$123.0		
Mel Price Aux.	1987	1993	7	\$106.3	\$106.3	\$212.6		
RC Byrd 1200' & 600' Chambers	1987	1993	7	\$191.7	\$191.9	\$383.6		
Grays Landing Lock & Dam	1988	1993	5	\$89.0	\$89.0	\$178.0		
Point Marion New Chamber	1989	1994	6	\$56.6	\$56.5	\$113.1		
Winfield New Chamber	1989	1997	8	\$118.2	\$118.1	\$236.3		
Illinois River 4-Rehabs	1993	1996	4	\$13.6	\$13.6	\$27.2		
Upper Miss 13 & 15 Rehabs	1993	1996	4	\$20.2	\$20.1	\$40.3		
Brazos Rehab	1994	1995	2	\$4.5	\$4.5	\$9.0		
Sargent Beach Protective Barrier	1994	1999	6	\$26.4	\$26.4	\$52.8		
Upper Miss Lk 25 Rehab	1994	2000	7	\$13.0	\$12.9	\$25.9		
Marmet New Chamber	1998	2009	10	\$202.9	\$202.9	\$405.8		
Upper Miss Lock 3 Rehab	1998	2009	10	\$3.7	\$67.5	\$71.2		
London Lock Extension & Rehab	2000	2003	4	\$11.5	\$11.4	\$22.9		
Upper Miss Lock 12 Rehab	2000	2003	4	\$5.2	\$9.5	\$14.7		
Upper Miss Lock 11 Rehab	2002	2008	7	\$20.3	\$27.0	\$47.3		
Upper Miss Lock 19 Rehab	2003	2008	6	\$15.8	\$15.8	\$31.6		
Upper Miss Lock 27 Rehab	2007	2011	5	\$3.4	\$33.9	\$37.3		
Upper Miss Lock 14 Rehab	1996	2000	5	\$10.0	\$10.0	\$20.0		
McAlpine 2nd 1200' Chamber	1996	2009	14	\$212.9	\$216.4	\$429.3		
Olmsted	1995	2022	28	\$1,014.2	\$1,839.3	\$2,853.4		
Total				\$2,370.0	\$3,306.4	\$5,676.3		
Projects Under Construction	Started	Est. Completion	Years	IWTF Cost	Gen. Treas.	Total Cost	Remaining Cost	Gand Total
Lower Monongahela River	1994	2025	31	\$527.9	\$596.2	\$1,124.1	\$0.0	\$1,124
Kentucky Lock	1998	2024	26	\$239.9	\$363.2	\$603.1	\$569.1	\$1,172
Chickamauga	2004	2023	20	\$207.3	\$319.4	\$526.7	\$231.0	\$758
Lagrange Rehab	2019	2020	1	\$33.8	\$33.8	\$67.6	\$0.0	\$0
Total				\$1,008.9	\$1,312.6	\$2,321.5	\$800.1	\$3,054.0
Grand Total				\$3,378.9	\$4,618.9	\$7,997.8	\$800.1	\$3,054.0

Authorized IWTF Projects Awaiting Construction



Project	River/State	Amount
Inner Harbor Navigation Canal Lock/WRDA56,76,86,96	Mississippi River/Louisiana	\$1,000,000,000 (EST)
John T. Meyer Lock/WRDA2000	Ohio River/KY	\$225,000,000
McClellan/Kerr Waterway 12' Channel E&WDA 2004	Arkansas/Oklahoma	\$185,000,000
Brazos High Island/WRDA2004	Gulf Intracoastal Waterway/ TX	\$17,400,000
Brazos River to Port O'Connor/WRDA2004	Gulf Intracoastal Waterway/ TX	\$22,000,000
Bayou Sorrel Lock/WRDA2007	Gulf Intracoastal Waterway/ TX	\$170,000,000
LaGrange Lock/WRDA2007	Illinois River/ IL	\$357,700,000
Peoria Lock/WRDA2007	Illinois River/ IL	\$358,900,000
Upper Mississippi River Lock 20/WRDA2007	Mississippi River/ MO	\$323,100,000
Upper Mississippi River Lock 21/WRDA2007	Mississippi River/ IL	\$449,700,000
Upper Mississippi River Lock 22/WRDA2007	Mississippi River/ MO	\$372,900,000
Upper Mississippi River Lock 24/WRDA2007	Mississippi River/ MO	\$434,000,000
Upper Mississippi River Lock 25/WRDA2007	Mississippi River/ MO	\$543,100,000
Emsworth Lock/WRDA2014	Ohio River/ PA	\$737,100,000
Dashields Lock/WRDA2014	Ohio River/ PA	\$800,700,000
Montgomery Lock/WRDA2014	Ohio River/ PA	\$782,300,000
Three Rivers Project/WRDA2018	Arkansas/White/Mississippi Rivers/AR	\$174,000,000
	Total	\$6,952,900,000

Olmsted Opening Ceremony August 30, 2018



Ceremonial Button opening the lower miter gates allowing the M/V Glenn Jones to lock through.



Questions?



Martin Hettel
martin.hettel@bargeacbl.com
314-616-5586