

Gulf Intracoastal Waterway Value to the Nation

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GICA Mission

.....to ensure the Gulf Intracoastal Waterway is maintained, operated and improved to provide

the safest, most efficient, economical and environmentally-sound water transportation route in our nation,

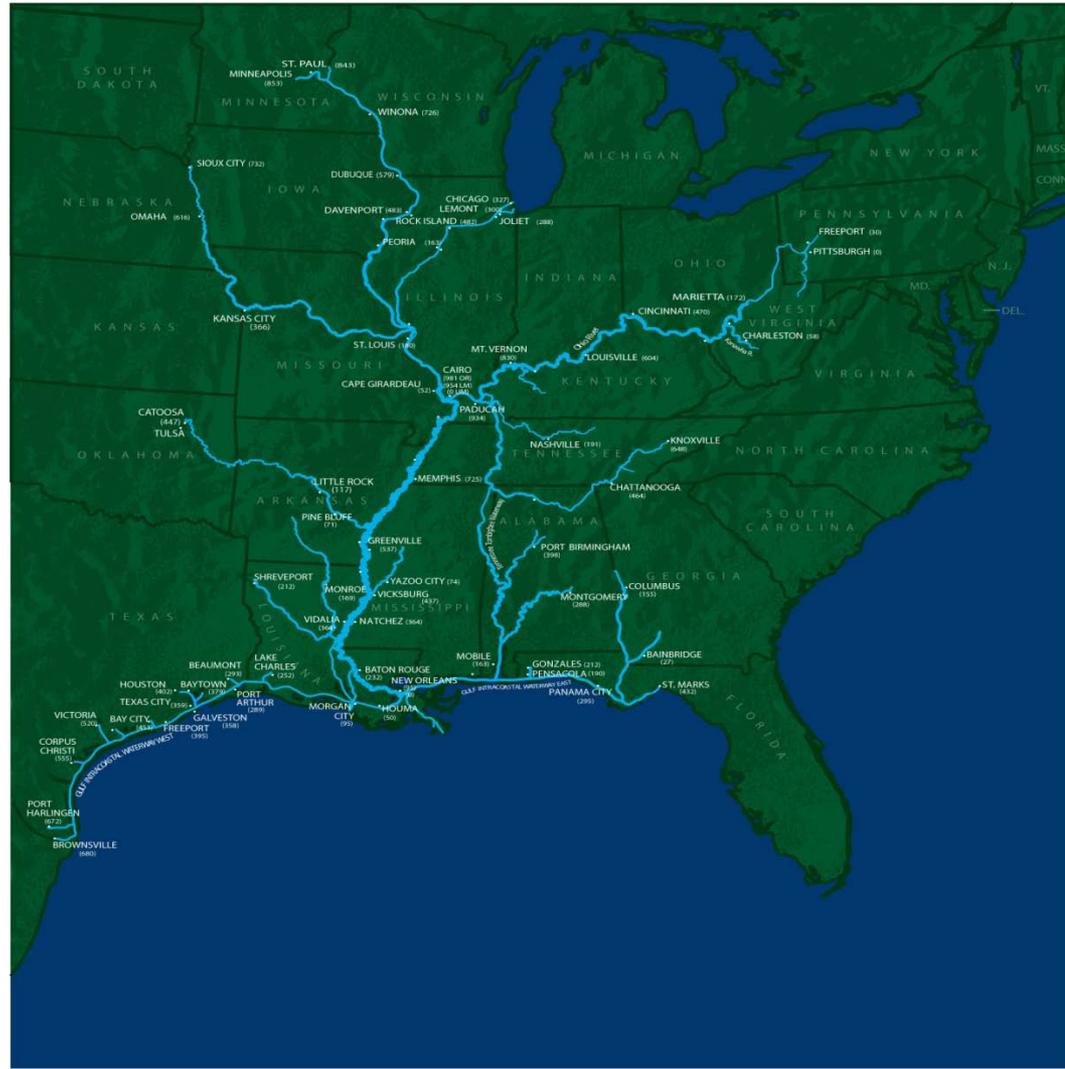
serving petrochemical facilities, refineries, farms, mines, ports, commercial fisheries, recreation and more.



Accomplishing the GICA Mission

- Identify, analyze and address GIWW issues
- Educate and inform members of issues
- Educate and inform the public of GIWW's importance to the nation
- Advocate for adequate capital and maintenance funding (Federal and State)
- Coordinate and partner with other industry groups/associations on waterways issues
- Assist CG and USACE in identifying and rectifying hazards and improvements to the waterway – (e.g. Joint Hurricane Team)

GIWW – Key Part of U.S. Inland Maritime Transportation System

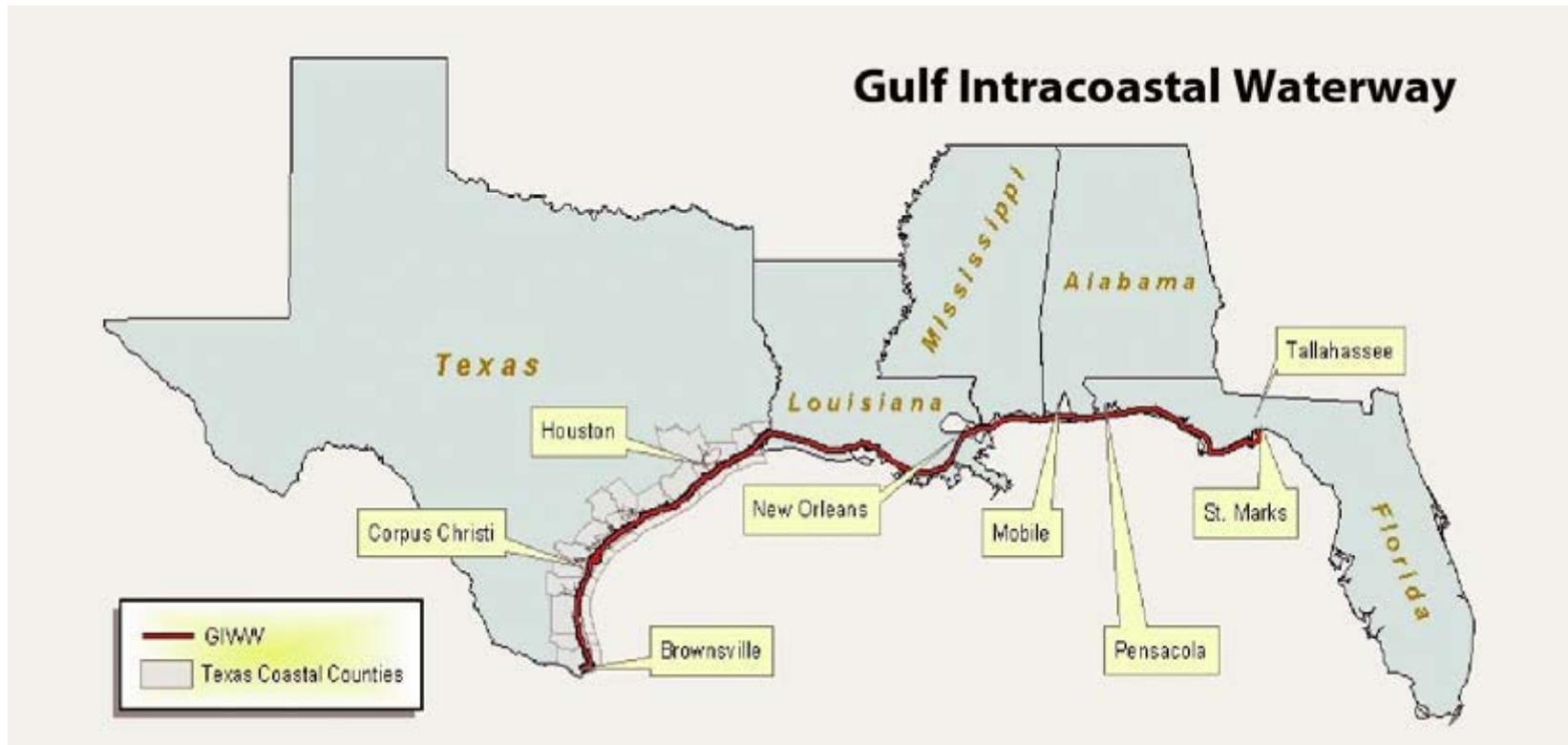


Barge and Towing Industry Statistics Inland Waterways

(USACE Waterborne Commerce Statistics 2010)

- Towing Industry transported 566 million tons of cargo on our inland waterways system - represents 62% of all domestic waterborne commerce nationwide.
- GIWW traffic accounted for 116 million tons.
- Estimated value of that cargo is about \$45 Billion
- Only the Mississippi and Ohio Rivers accounted for more waterborne cargo traffic than GIWW.
- On the GIWW, cargo leaders are:
 - Petroleum / Petroleum Products 51%
 - Chemicals 17%
 - Crude Materials 17%
 - Coal 6%

GIWW is 108 years old, spans 1100 miles St. Marks to Brownsville



The GIWW in Texas

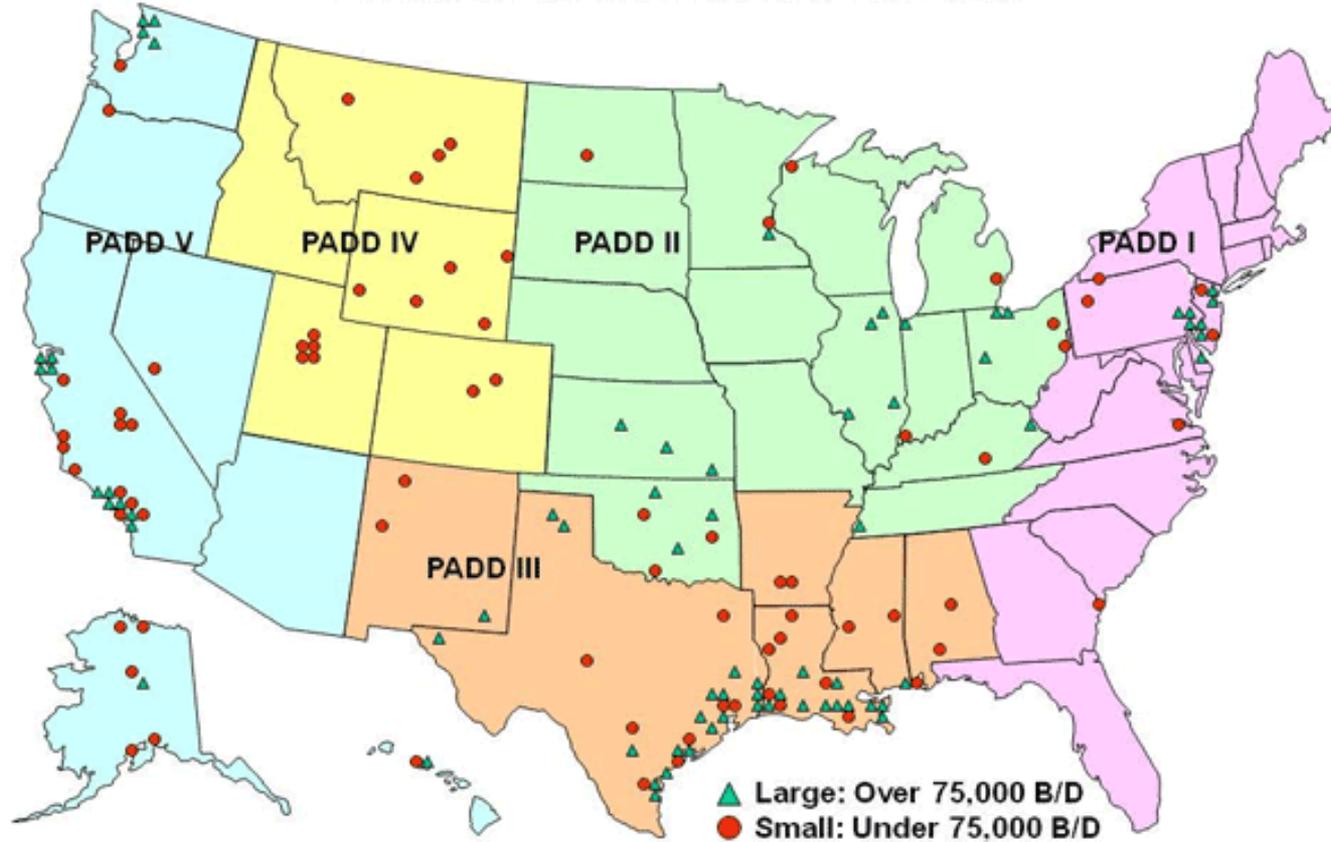
- 423 miles of GIWW in Texas
- 73 million tons of cargo on the GIWW in Texas (2010)
- 87% Petroleum or Petrochemical products
- Cargo valued at \$28 Billion
- Serves 17 Texas ports

Key Link for Texas Commerce



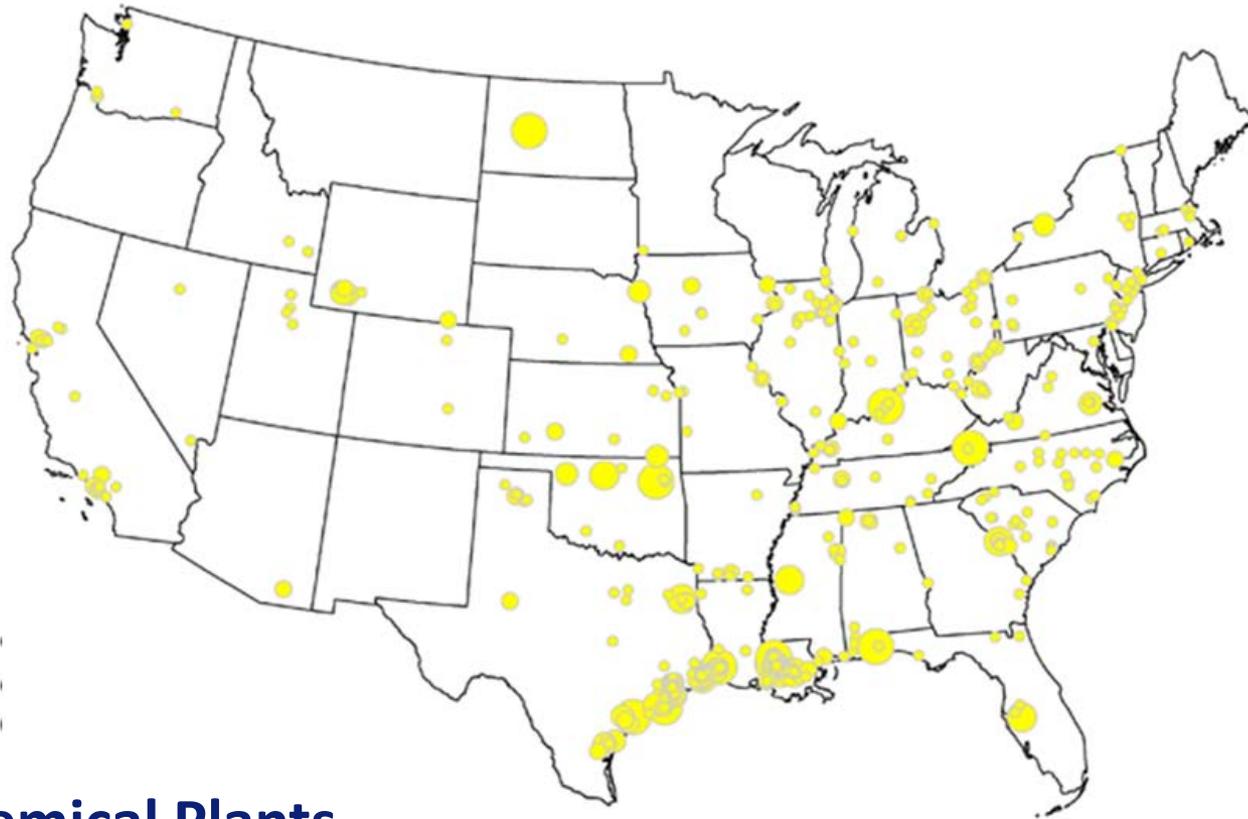
GIWW Cargo – Where's it go?

Location of U.S. Refineries 2008



NPR4 2008

GIWW Cargo – Here, too



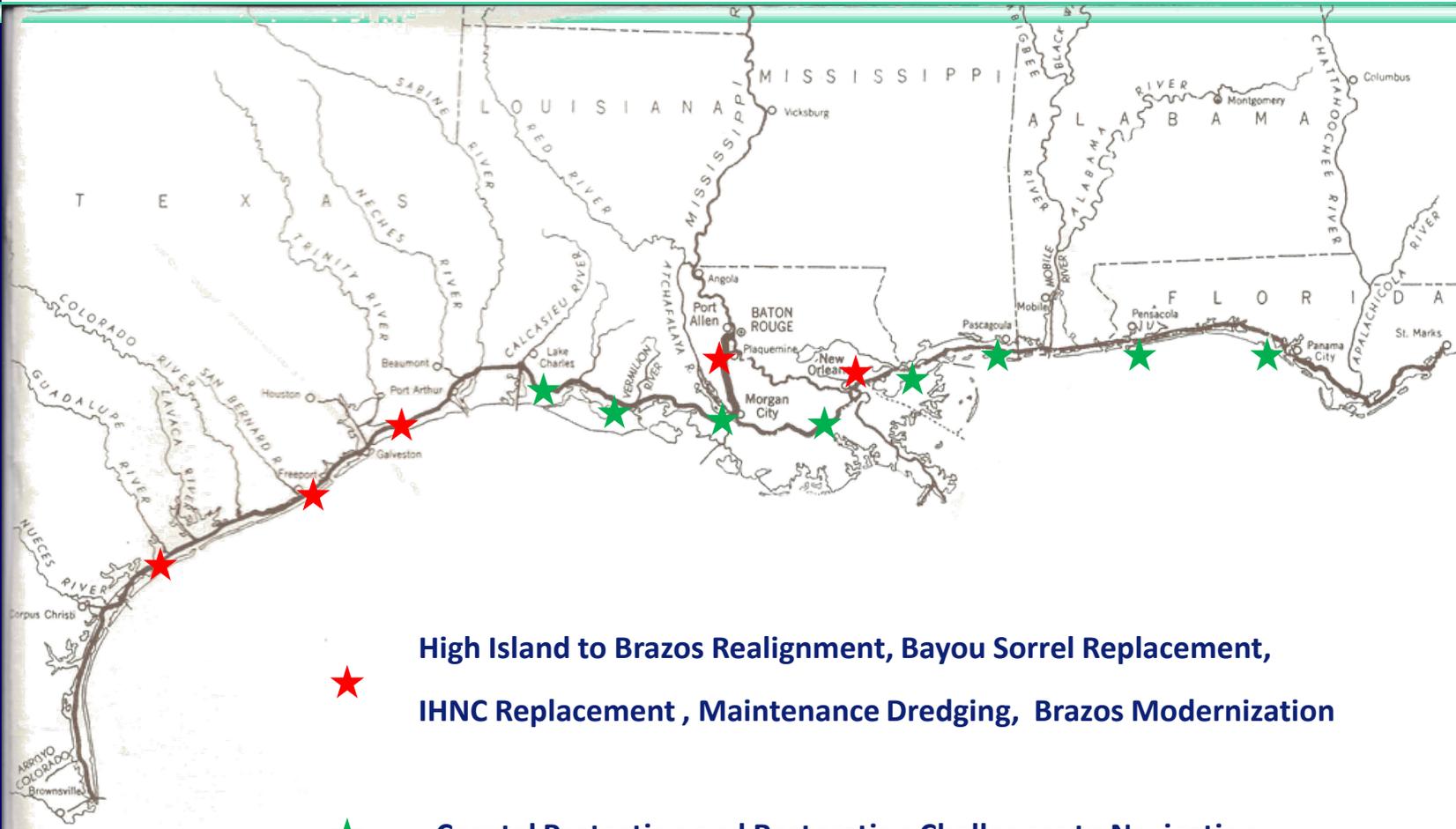
Chemical Plants

Data Source: 2010 Greenhouse Gas Reporting Program

Texas GIWW Areas of Concern

- **USACE Dredging Funds for 2013 – Need to maintain depth**
 - **Advanced maintenance**
- **Mooring Basins – Additional Buoys**
- **Aged Infrastructure**
 - **Brazos River Floodgates**
 - **Colorado Locks**
- **Encroachment – Need to maintain width**
 - **USACE effort to establish revised, realistic setback policies**
- **ATON – USCG needs funding support to recapitalize aged tenders**

The Rest of the Canal



Panama Canal Project – GIWW Impacts

- **Difficult to quantify direct impacts or project increased cargo shipments**
 - **Recent Eagle Ford Shale development is resulting in significant increases in GIWW barge shipments**
 - **Oil OUT – Sand IN**
- **GIWW represents key transportation mode...if post widening results in increased truck or rail, can avoid overstressing surface mode by utilizing barge options**
- **Efficiencies, safety, environmental impacts all point to reasons to properly maintain the GIWW**

Easing Rail and Highway Congestion in Our Communities



A loaded tank barge carries 27,500 barrels of gasoline, enough to keep about 2,500 automobiles running for an entire year.

Units to Carry
27,500 Barrels of Liquid Cargo

1 barge



46 rail cars

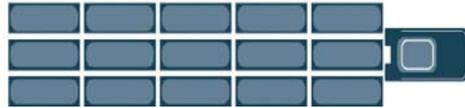


144 trucks

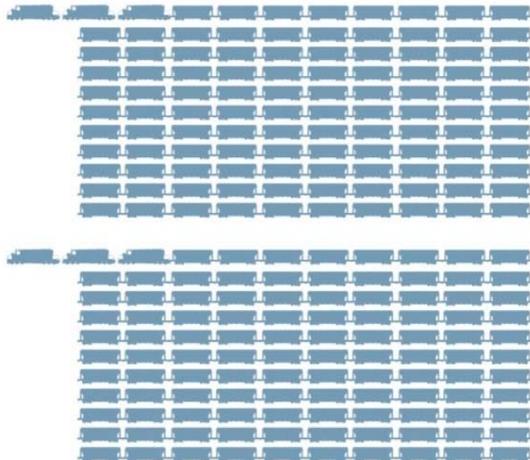


A Matter of Scale

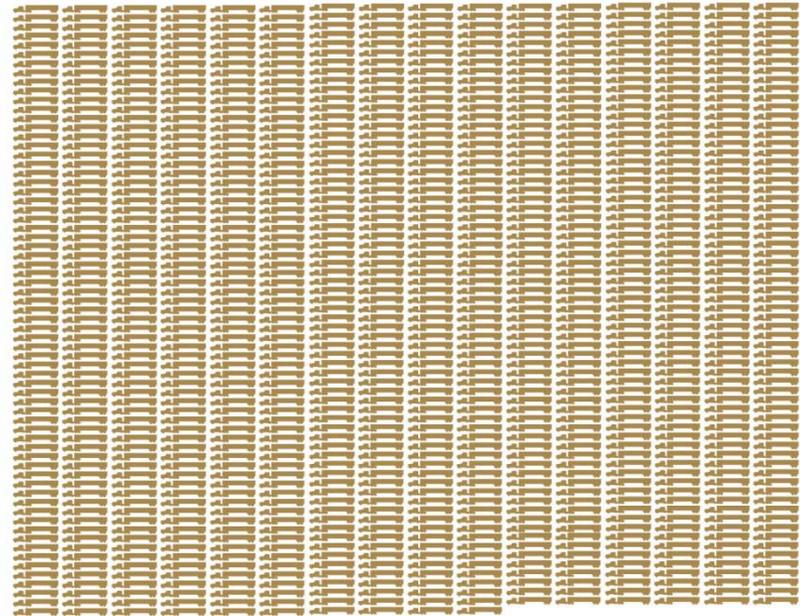
One 15-Barge Tow



216 Rail Cars + 6 Locomotives



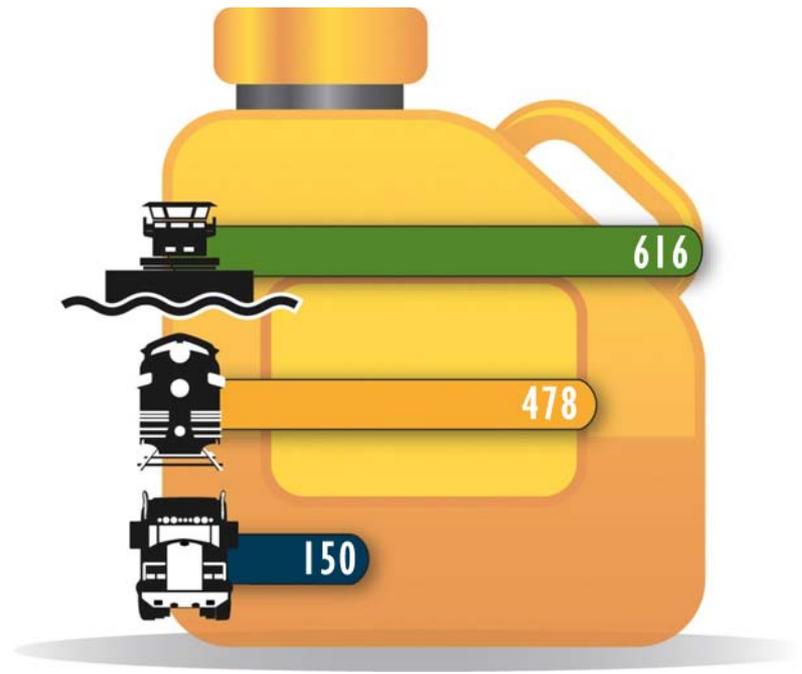
1,050 Large Semi Tractor-Trailers



Moving Freight Efficiently Throughout America

Transporting freight by water is also the most energy-efficient choice.

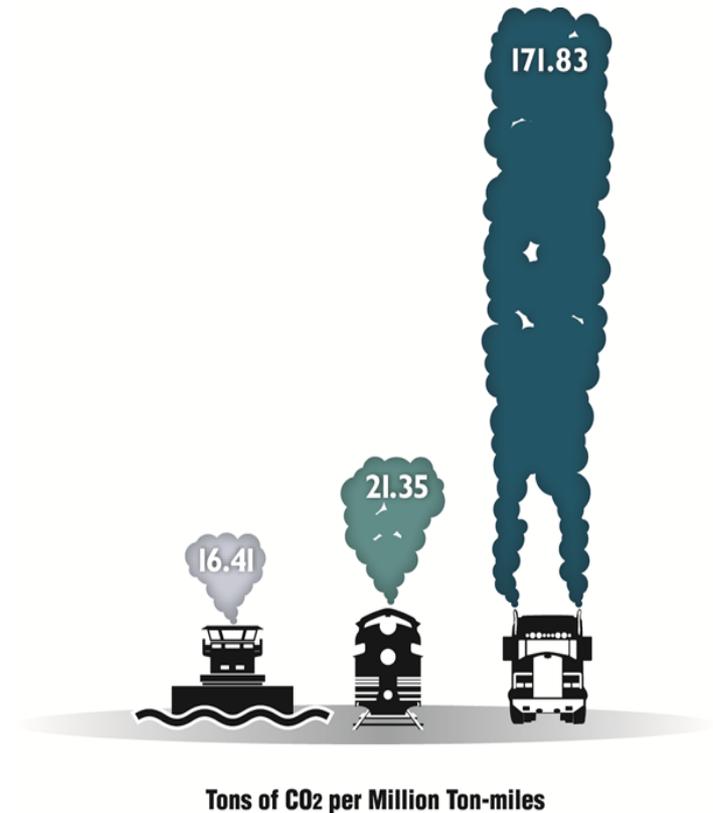
Barges can move one ton of cargo 616 miles per gallon of fuel. A rail car would move the same ton of cargo 478 miles, and a truck only 150 miles



Ton-miles Traveled per Gallon of Fuel

The Greener Way to Go

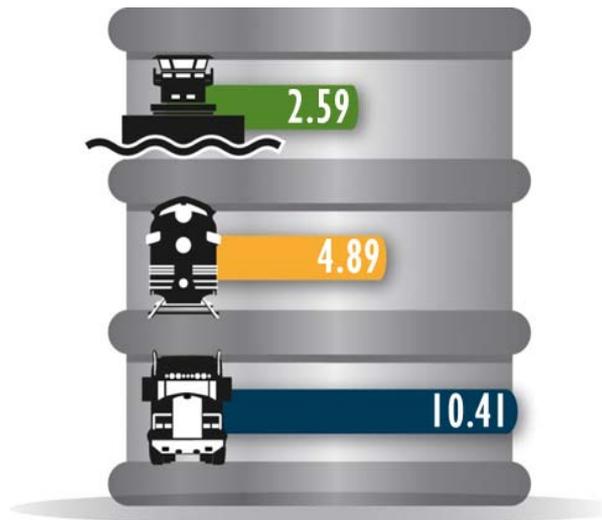
- Inland barges produce less carbon dioxide while moving America's cargoes
- In terms of CO₂ produced per ton of cargo moved, inland barges have a significant advantage over trains and trucks.



Waterborne Cargo – SAFER

HAZMAT -

Trucks lose **10.41** gallons per one million ton-miles, rail cars **4.89** gallons and barges **2.59** gallons per one million ton-miles



INJURIES -

For each *injury* involving barge transportation, there were **95.3** injuries related to rail and **1,609.6** truck-related injuries



