

# THE IMPORTANCE OF WATER TRANSPORTATION TO ECONOMIC HEALTH

## THE INDIANA MODEL



**PORTS OF INDIANA**

**3 ports > 2 waterways > 1 system**

# ***A statewide system of ports at the Crossroads of America***

**Port of Indiana  
Burns Harbor**



**INDIANA**

**Port of Indiana  
Jeffersonville**



**Port of Indiana  
Mount Vernon**

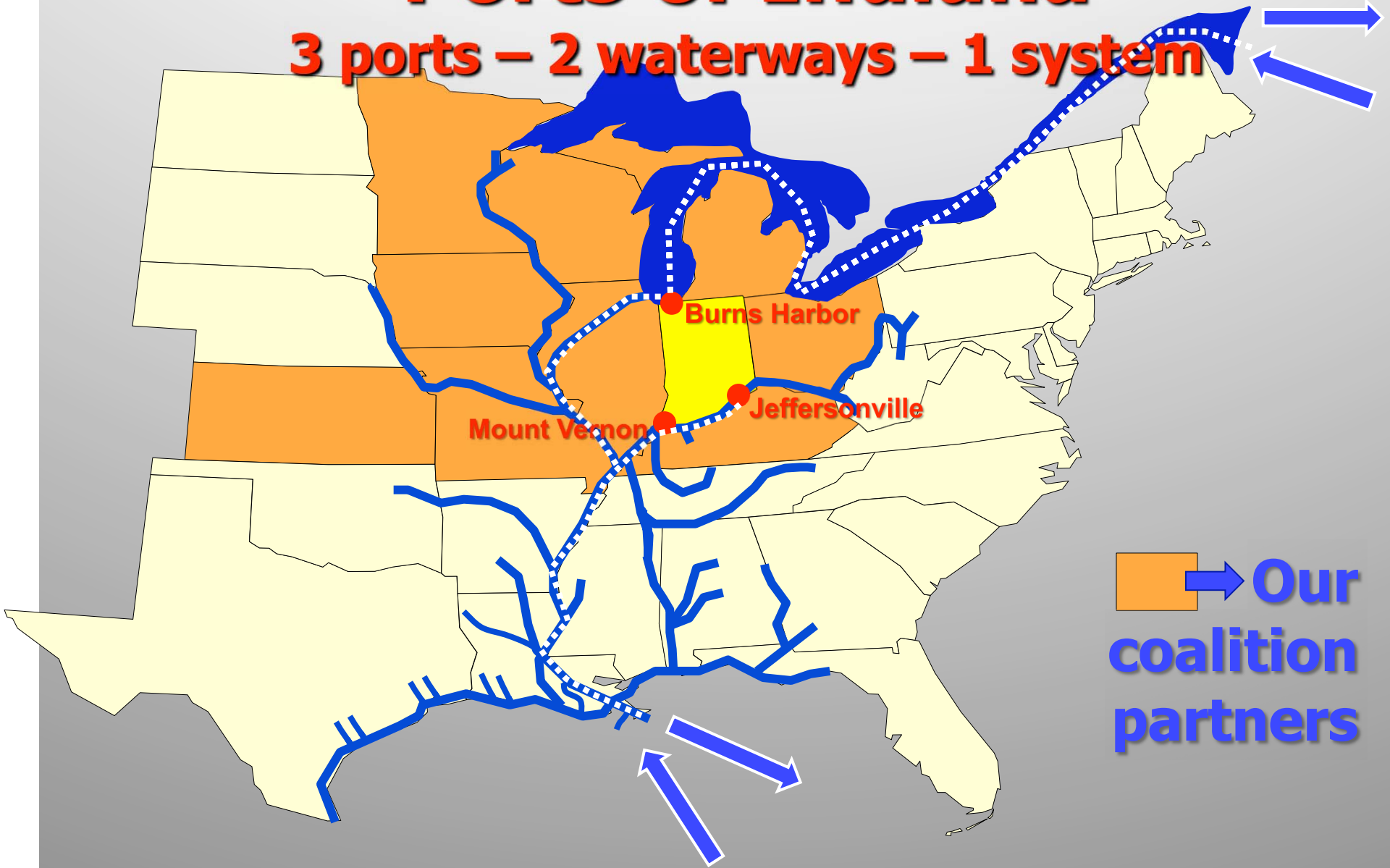


**PORTS OF INDIANA**

**3 ports > 2 waterways > 1 system**

# Ports of Indiana

3 ports – 2 waterways – 1 system



# **Ports of Indiana**

**3 ports – 2 waterways – 1 system**

- **Established by state legislation in 1961**
- **Self-funded port authority – operates without tax support**
- **Governor appoints our board of directors**
- **Public-Private Partnership**
  - **Ports invest in land & infrastructure**
  - **Companies invest in their business**
- **Committed to providing our port partners with a sustainable competitive advantage**

# **What Ports bring to the party:**

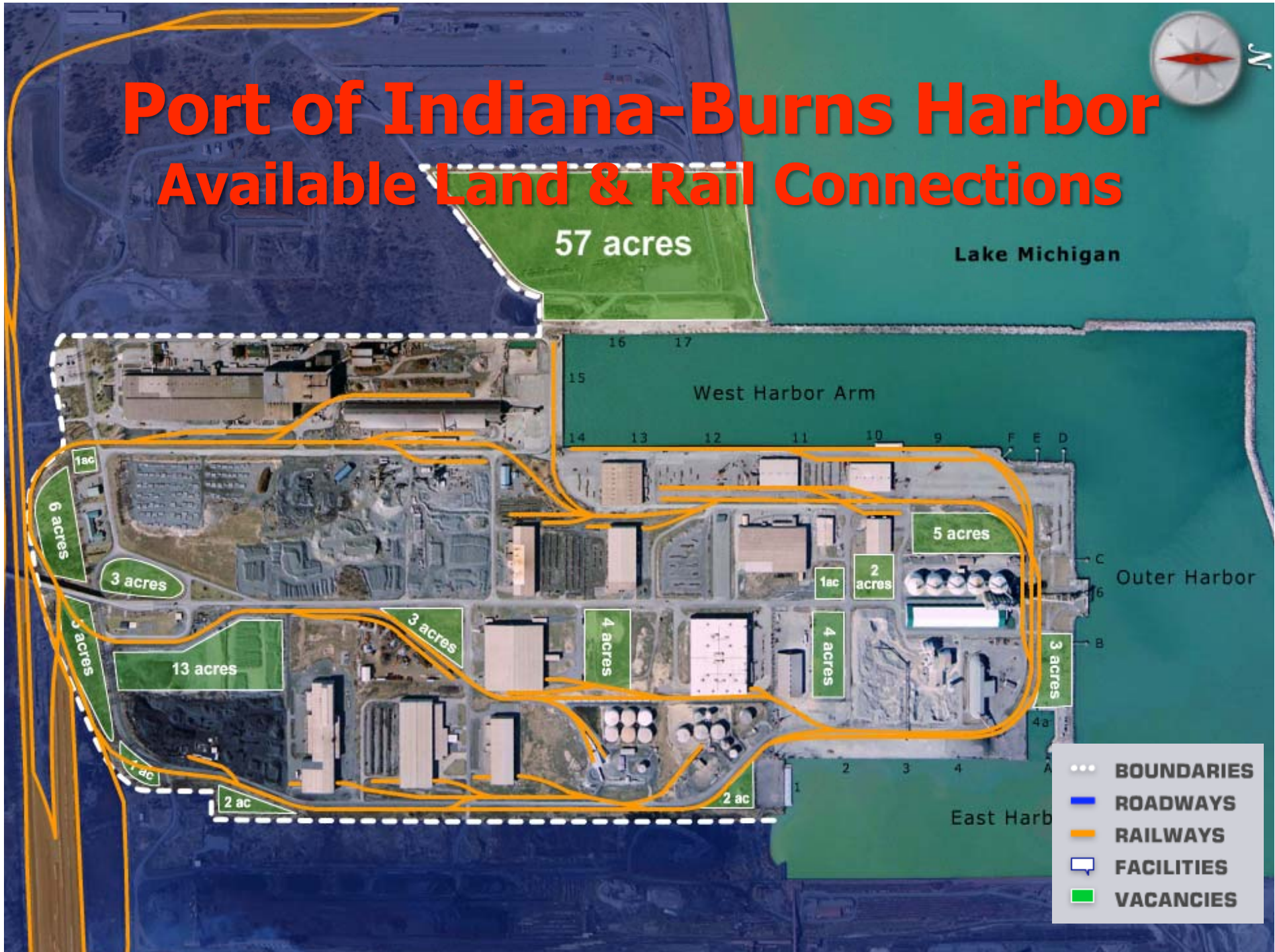
- **2,600 acres of land - 800 acres available**
- **Multimodal connections: road, rail, water**
- **Primary infrastructure already in place**
- **Facilities handle \$1.5B in shipments / year**
- **Foreign-trade zones**
- **60 onsite companies & service providers**
- **Nucleus of companies dependent on synergies**

# Port of Indiana-Burns Harbor



- 600 acres (85 available)
- 28 companies – 14 steel related
- 150 ships & 400 barges per year
- Located next to 2 steel mills
- Foreign-Trade Zone

# Port of Indiana-Burns Harbor Available Land & Rail Connections



# Port of Indiana-Mount Vernon

*8<sup>th</sup> largest inland port by ton-miles*

- 1,000 acres (500 available)
- 10 companies
- 4.5 million tons per year
- Foreign-Trade Zone
- Barge to New Orleans: 9 days





# Port of Indiana-Mount Vernon

## *Available Land & Rail Connections*

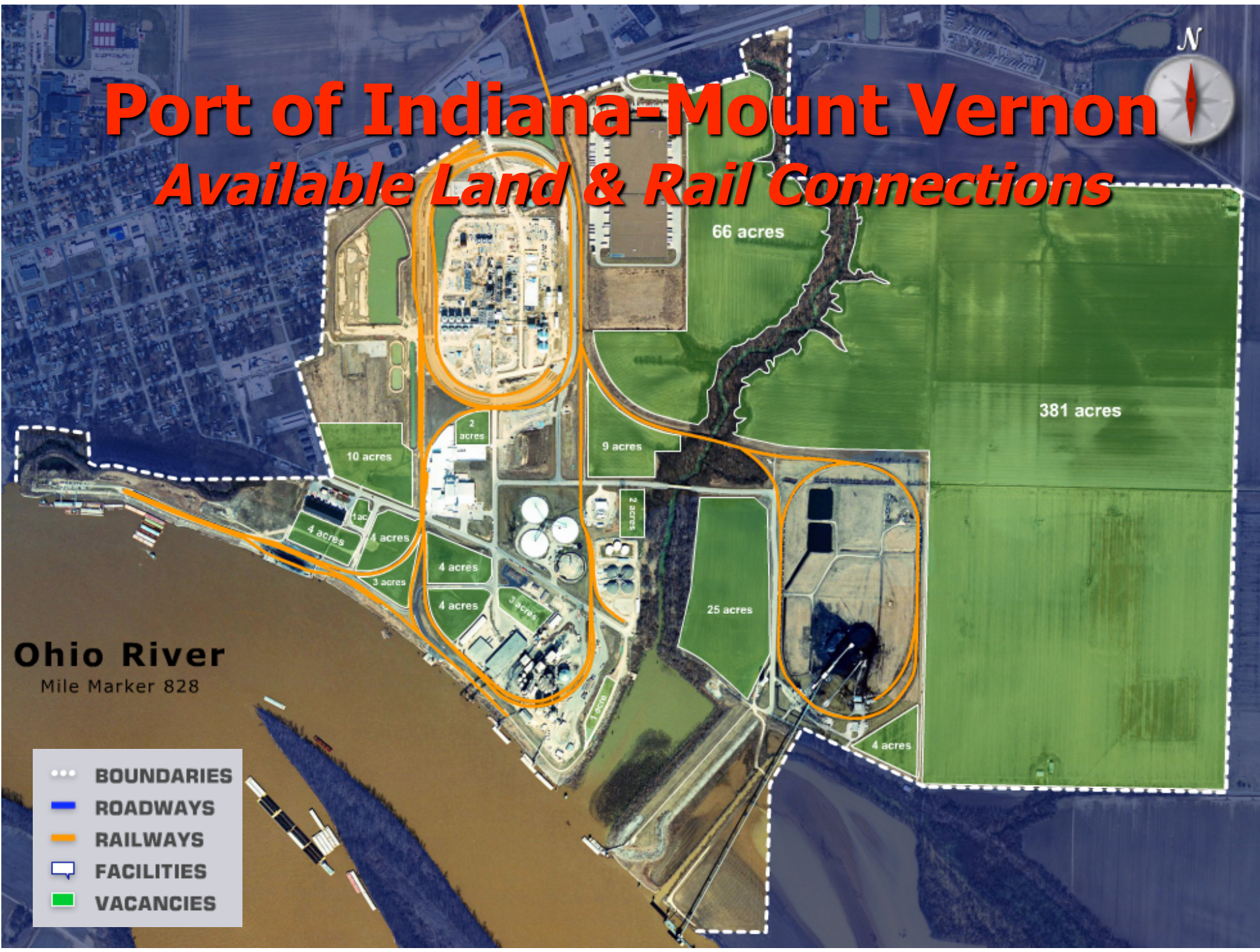


66 acres

381 acres

**Ohio River**  
Mile Marker 828

- BOUNDARIES
- ROADWAYS
- RAILWAYS
- FACILITIES
- VACANCIES



# Port of Indiana-Jeffersonville

- 1,000 acres (300 available)
- 25 companies – 13 steel related
- Foreign-Trade Zone
- Barge to New Orleans: 12 days



# Port of Indiana-Jeffersonville

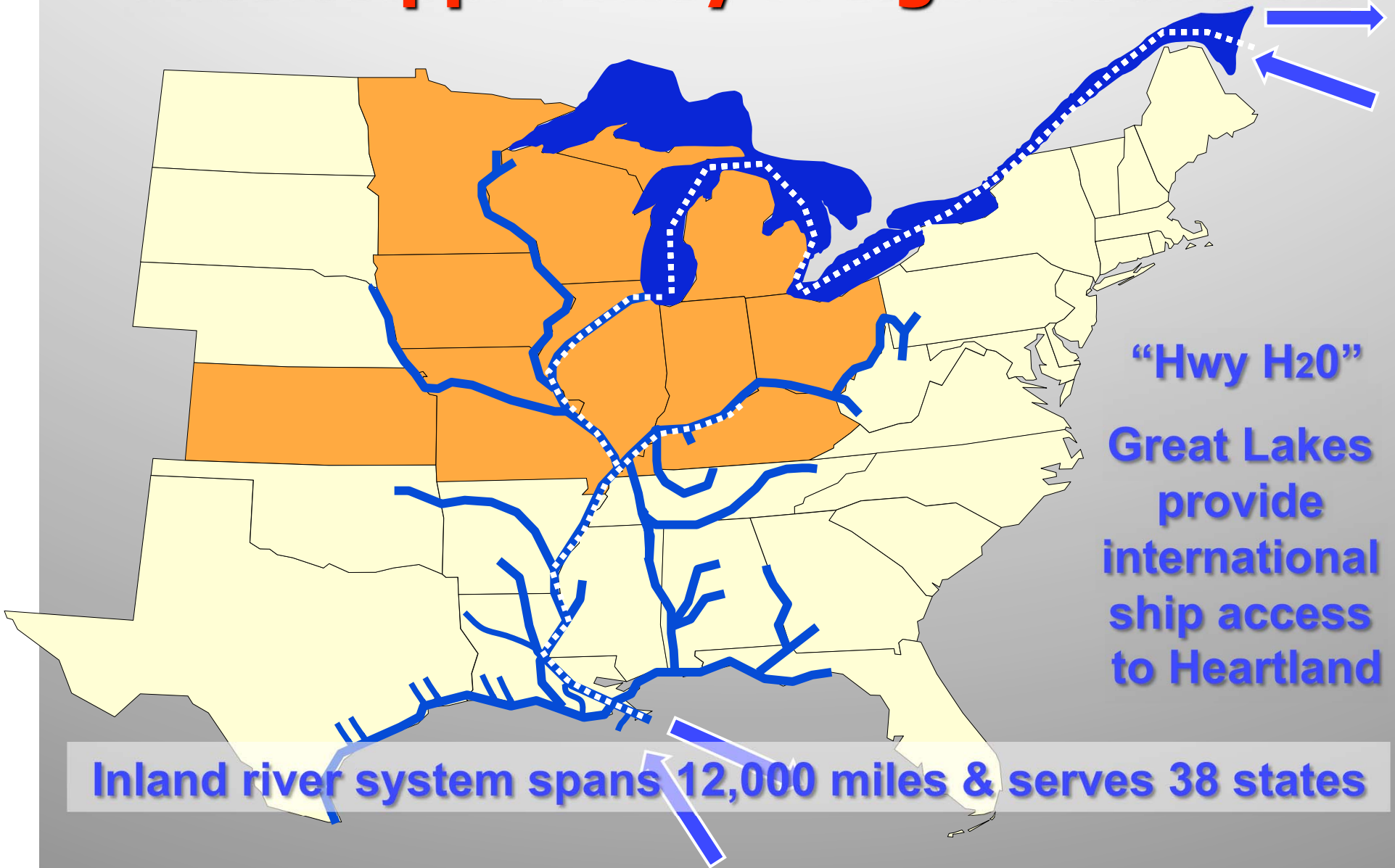
## Available Land & Rail Connections



# **Mississippi Valley Freight Coalition**

- **Served by 2 global trade corridors**
  - **St. Lawrence Seaway: 'Highway H20'**
  - **Inland River System**

# Mississippi Valley Freight Coalition



**“Hwy H20”**  
Great Lakes  
provide  
international  
ship access  
to Heartland

**Inland river system spans 12,000 miles & serves 38 states**

# Great Lakes - “Highway H20”

## St. Lawrence River, St. Lawrence Seaway, Great Lakes

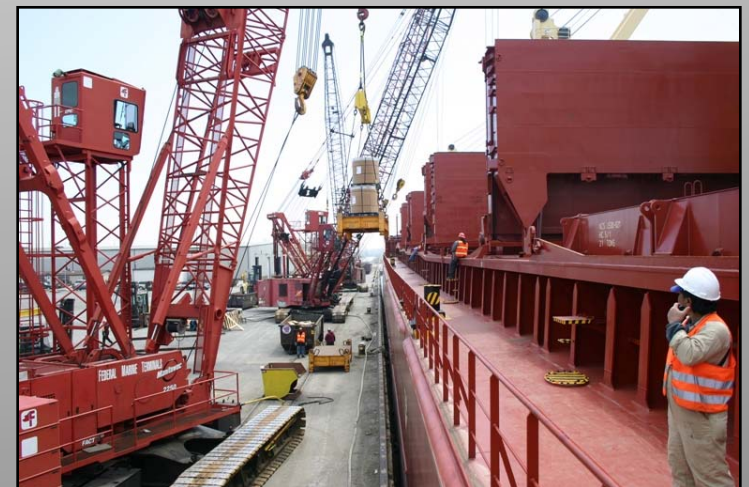
- Seaway is international partnership with binational rules
  - U.S.: St. Lawrence Seaway Development Corp.
  - Canada: St. Lawrence Seaway Management Corp.
- Directly connects Atlantic Ocean to U.S. commercial, industrial and agricultural heartland
- Home to 100 million people, ¼ Canada-US population
- 41 ports connecting vast road-rail network
- Handling over 300 million tons of cargo per year
- Remarkably, system is currently under 50% capacity



# Great Lakes - “Highway H20”

## Linking World to U.S. & Canada heartland

- Direct connection to America’s Heartland from Atlantic Ocean
- 2,400-mile marine highway servicing Canada & U.S.
- Majority of ports are closer to European markets than East Coast or Gulf ports
- For instance, Montreal is closer to Rotterdam than most Eastern seaboard ports. Cleveland is closer to Hamburg than Baltimore in nautical miles.



# Great Lakes - “Highway H20”

## Hwy H20 serves a region that accounts for:

- 40% of U.S. manufacturing
- 2/3rds of Canada’s industrial output\
- 1/2 of U.S. soybean & corn production
- >1/3 of continent’s gross national product
- 100 million customers in North America’s manufacturing-mining-agricultural heartland



## Hwy H20 generates:

- \$4.3 B in personal income
- \$3.4 B in transportation-related revenue
- \$1.3 B in federal, state and local taxes per year





# Inland River System

## *“A Marine Highway For Freight”*

- 12,000 miles of commercially navigable channels
- Serves 38 states, industrial and agricultural centers
- Annual U.S. barge shipments:
  - 600 million tons
  - \$70 billion
- Facilitates imports & exports at international gateway ports
- Offers significant economic & environmental benefits

### **Primary Cargoes:**

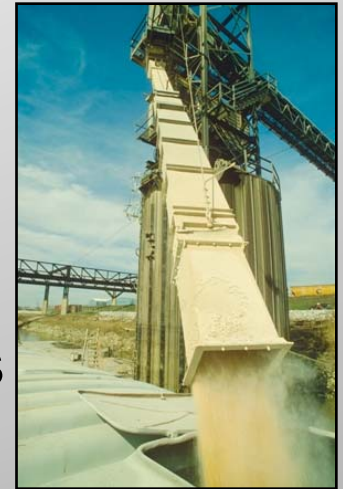
Coal, Iron & Steel, Chemicals,  
Petroleum, Grain, Aggregates,  
Project Cargoes, Containers



# Inland River System

## *“A Marine Highway For Freight”*

- Barges handle:
  - 60% of U.S. grain exports
  - 22% of domestic petroleum
  - 20% of coal used in electricity generation
- World-wide demand for waterborne commerce is expected to more than double by 2025
- A strategic vision and investment is needed for our waterways infrastructure to maintain America's economic competitiveness
- America's safe, reliable and efficient inland river transportation system can be key component for highway congestion & emission issues



# The Barge Advantage

*Efficiencies reduce freight costs*

## CARGO CAPACITY COMPARISON

ONE JUMBO  
HOPPER CAR  
(100 tons)

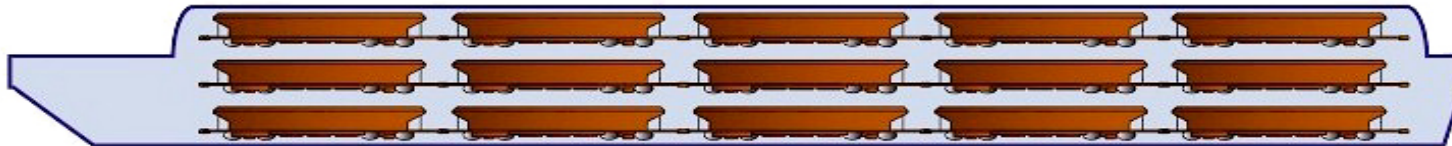


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3.8 LARGE  
SEMI TRUCKS  
(26 tons each)



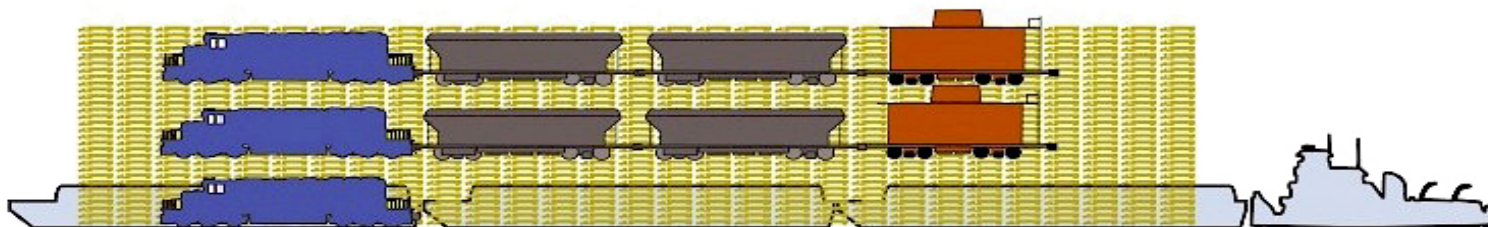
ONE BARGE (1,500 TONS) = 15 JUMBO HOPPER CARS



ONE BARGE (1,500 TONS) = 58 LARGE SEMI TRUCKS



15 BARGE TOW = 2 1/4 ONE-HUNDRED CAR UNIT TRAINS OR 870 TRUCKS



# How serious are we...?

## *Finding new solutions for freight congestion*

- Is waterborne commerce part of the solution to your state's transportation challenges?
- Are we collaborating as neighboring states to identify cargoes that could divert to water?
- Does your DOT have funding channels that could benefit your ports?
- What have you done to give freight a voice in your DOTs?
- Can we ever achieve what we are capable of without considering the impacts of all modes?

***Thank you.***

**INDIANA**

***For more information visit  
[www.portsofindiana.com](http://www.portsofindiana.com)***



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