

Low Use Rivers on the Inland Waterways

April 22, 2020

Inland River Port & Terminals (IRPT)



Port of Pittsburgh
Commission

Good things
Flow from here.

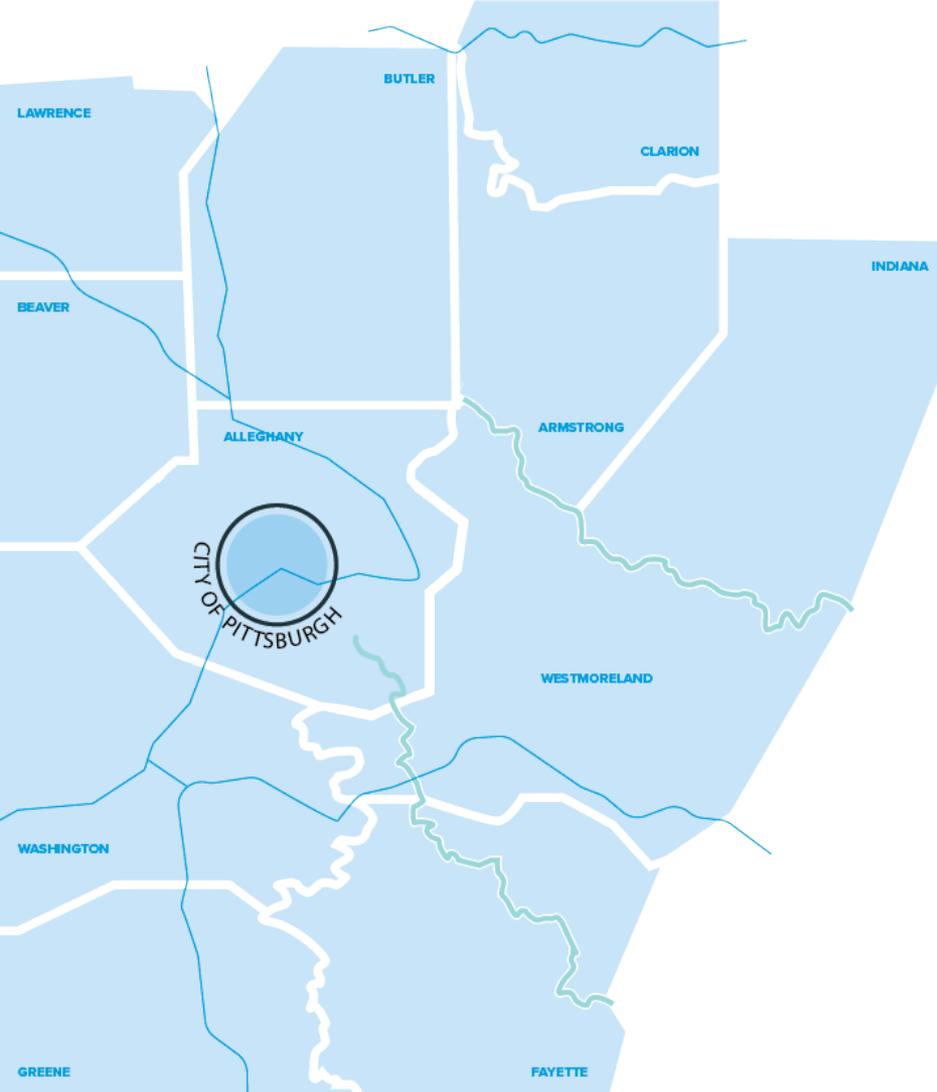
Discussion

An aerial photograph of a wide river, likely the Ohio River, with a large barge and a tugboat in the center. The scene is overlaid with a semi-transparent blue filter. In the background, a bridge and city buildings are visible on the left, and a hillside with buildings is on the right.

- Port of Pittsburgh Commission
- Terminology
- Background
- Issue Description
- Recommendation
- Next Steps

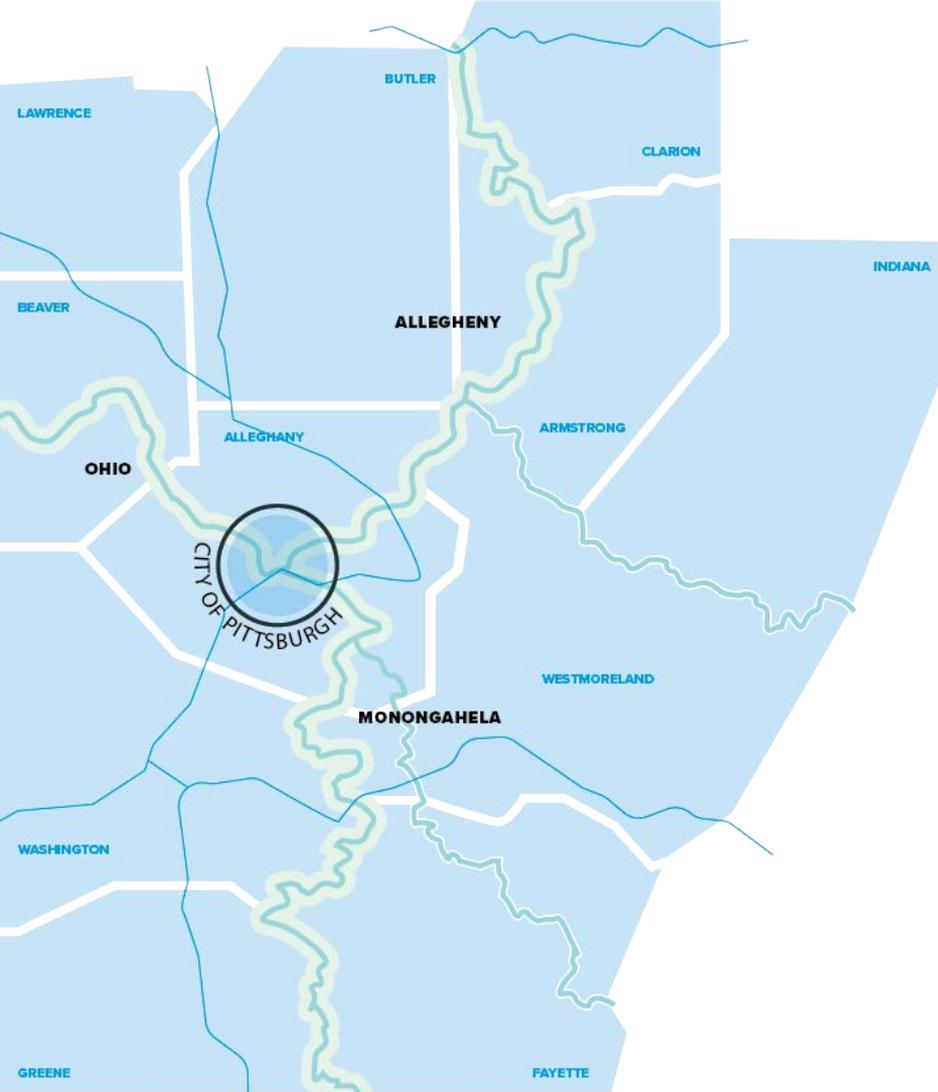


**To promote the commercial use and development of the inland waterway-
intermodal transportation system and to integrate that system into the
economic, recreational, environmental and intermodal future of the residents
and industries of southwestern Pennsylvania.**



The Port of Pittsburgh Commission was created by the Commonwealth of Pennsylvania in 1992.

The Pittsburgh Port District encompasses twelve counties in southwestern Pennsylvania (including Blair County, not shown).



PENNSYLVANIA



The Port consists of 203.5 miles of navigable waterways on the Ohio, Monongahela, and Allegheny Rivers

ABOUT THE PORT OF PITTSBURGH



 200 miles of navigable river

 17 Locks and Dams

 130+ terminal facilities

 13 local and regional barge lines

 Regulatory and oversight agencies

- US Army Corps of Engineers
- US Coast Guard

 4th busiest inland waterway port

 27th busiest port in US

 21.6 million tons of cargo handled in 2018

 86.5 million tons of cargo locked through in 2017

PROMOTING COMMERCIAL NAVIGATION



- Lobby Congress for lock and dam funding
- Educate public on importance of locks and dams
- Act on leads for cargo and site development
- Partner with regional and industry coalitions
- Encourage development of new transportation technologies
- River-site location assistance
- Offer loans to waterway-related transportation or manufacturing companies
- Assist barge companies with federal and state grant programs such as CMAQ
- Offer bond programs and off-balance-sheet financing Grant management for third parties
 - Port security
 - Marine diesel repowers

LOCKS & DAMS



LOCKS & DAMS

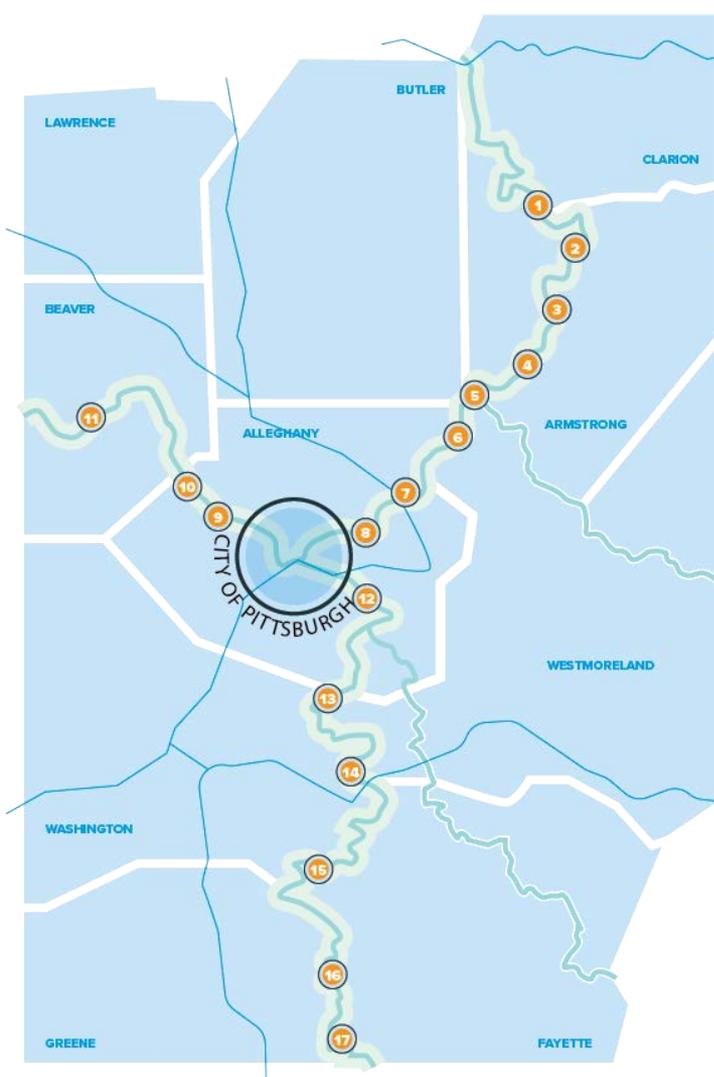


RIVERS



INTERSTATE
HIGHWAYS

PENNSYLVANIA



1	L/D 9 RIMER 1938	2	L/D 8 TEMPLETON 1931
3	L/D 7 KITANNING 1930	4	L/D 6 CLINTON 1928
5	L/D 5 FREEPORT 1927	6	L/D 4 NATRONA 1927
7	C.W. BILL YOUNG L/D BARKING 1934	8	L/D 2 PITTSBURGH 1934
9	EMSWORTH L/D EMSWORTH LOCKS - 1921 DAM - 1938	10	DASHIELDS L/D GLENWILLARD 1929
11	MONTGOMERY L/D INDUSTRY 1936	12	L/D 2 BRADDOCK LOCKS - 1905 DAM - 2004
13	L/D 3 ELIZABETH 1907	14	L/D 4 CHARLEROI 1932
15	MAXWELL L/D LABELLE LOCKS 1963 DAM 1965	16	GRAYS LANDING GREENSBORO LOCKS - 1993 DAM - 1995
17	POINT MARION L/D DILLINER LOCKS 1993 DAM 1959		

Low-Use River Terminology

River Systems:

-  **High**
At least 3 billion ton-miles per year
-  **Moderate:**
1 to 3 billion ton-miles per year
-  **Low**
Less than 1 billion ton-miles per year

Low-Use River Terminology

Navigation Locks:

-  Full service if lock has at least 1,000 commercial lockage per year
-  Five (5) levels of less than full service depending on commercial and recreational lockages
-  There can be low use locks on high use river systems and high use locks on low use river systems

Levels of Service

1. Level of Service 1:
Full Service – 24 hours/day, 7 days/week, 365 days/year
2. Reduced Service – Two Shifts Per day
16-20 hours/day, 7 days/week, 365 days/year (two shifts of either 8 or 10 hours).
3. Limited Service – Single Shift
8-10 hours per day, 7 day/week, 365 days/year
4. Schedule Service – Set Times per Day
Lockages (including recreation craft) at set time per day.
5. Weekend & Holidays
Lockages on weekend and holidays only
6. Service by Appointment
Commercial lockages by appointment

Performance Guidelines



1. Full 24/7/365
More than 1,000 commercial lockages per year
2. Two Shifts Per Day
Between 500 to 1000 commercial lockages per year
3. Single Shift
Less than 500 commercial lockages per year
or greater than 1,000 recreational lockages per year
4. Set Times per Day
Limited commercial and/or substantial recreational traffic, with a more consistent pattern
5. Weekend & Holidays
Little to no commercial lockages with significant recreational lockages (500 or more per year) with no consistent pattern
6. Service by Appointment
Limited commercial traffic with no consistent pattern of lockage

Fifteen Low Use Rivers

- Alabama-Coosa Rivers, Mobile
- **Allegheny River, Pittsburgh**
- Apalachicola-Chattahoochee & Flint Rivers, Mobile
- Atlantic Intracoastal Waterway
- Green and Barren Rivers, Louisville
- Kanawha River, Huntington
- Kaskaskia River, St. Louis
- Kentucky River, Nashville
- Missouri River, Kansas City
- **Monongahela River, Pittsburgh**
- Ouachita-Black River, Vicksburg
- Pearl River, Vicksburg
- Red River, Vicksburg
- White River, Little Rock
- Willamette River, Portland

Background:

- The United States relies on an efficient Inland Marine Transportation System (IMTS) to maintain its role as a global economic and military power.
- Inland waterways provide a cost-effective and environmentally sustainable means for moving bulk commodities.
- Ancillary uses such as hydropower, water supply, and recreation rely on the IMTS to provide associated economic and quality of life benefits.

The Problem:

- Use of the waterway designation metric threatens the Corps ability to provide a safe, and reliable, inland waterways transportation system.
- We need to establish consistent and adequate funding that provide a standard of maintenance necessary to ensure system reliability.

The Issue

- The USACE operates navigation projects located on 15 rivers considered low-use rivers.
- These low-use river are defined by the USACE as a navigable river system with the national metric of < 1 billion ton-miles.
- This metrics makes the budgeting process difficult or precludes budgeting for major maintenance of critical infrastructure located on low-use rivers.
- As the system reliability decreases, the entire river transportation industry is significantly impacted, and future economic expansion is curtailed not just locally, but regionally and nationally.
- As commercial transportation declines on low-use river systems, IMTS Levels of Service (LOS) will continue to decrease resulting in corresponding reduced hours of operation and from lack of maintenance.

Recommendations

- ✓ Assemble a National Project Development Team (PDT)
- ✓ Re-evaluate the ton-mile metric
- ✓ Include metric addressing the interconnectedness of the rivers and the value of the commodities that move between them
- ✓ Include metric for other project purposes
- ✓ Establish a set aside in the civil works budget reserved for low-use river system major maintenance.
- ✓ Engage USACE Headquarters as champions.
- ✓ Engage Asst. Secretary of the Army and Office Management & Budget
- ✓ Engage stakeholders and congressional leaders

Recommendations

- ✓ Include value of ancillary uses: hydropower, water supply, and recreation.
- ✓ Recommend policy changes and proposed WRDA language that establishes consistent and adequate funding to provide a standard maintenance necessary to reduce risk and ensure system reliability.
- ✓ Implement in FY23 Civil Works Budget Engineer Circular and 2022 WRDA.

Next Steps

The Pittsburgh District will lead this effort for Lakes & Rivers Division (LRD) and work closely with other Districts Divisions and USACE Headquarters communicating issues, concerns, requirements and risks to system reliability both regionally and nationally to bring the best “Value to the Nations”.

THANK YOU!

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PORTPITT

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