

Waterways

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Carp may have stopped moving up rivers

Asian Carp apparently don't like the 'small' rivers in the Upper Midwest. Efforts continue to stop and remove the big fish on the Mississippi and Illinois Rivers, but experts and reports indicate that carp migration has stopped on the upper reaches of those streams.

On February 11, [Lt. Gen. Thomas P. Bostick](#), U.S. Army Corps of Engineers commanding officer told the House Appropriations Subcommittee on Energy and Water Develop-

ment that [carp migration seems to have stopped south of a 2002 electronic barrier](#) to keep them out of the Great Lakes.

Although it wasn't in his prepared testimony, Gen. Bostick responded to a question from Rep. Marcy Kaptur (D-OH) about the fish.

"The point is, the leading edge of the Asian carp has not changed movement since 2006," Bostick said "We don't know why they haven't moved further upstream."

Bostick says the Corps finds that the three species of carp are staying about 55 miles away from the lake and below the barrier built on the Chicago Sanitary and Ship Canal. He said established populations of the fish are about 143 miles away from Lake Michigan.

In an effort to reduce producing populations, the Illinois DNR says almost three million pounds of carp have been taken out of the Illinois waters below the barrier since 2010.

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CORRECTION:

The January *Waterways* contained an error concerning future service at the Minneapolis locks. The correct information is that the Corps of Engineers will reduce hours of operation to a single, 10-hour shift, seven days a week at Lower St. Anthony Falls Lock and Dam, and Lock Dam 1 following the closure of Upper St. Anthony Falls Lock and Dam June 10. Hours will be 10 a.m. to 8 p.m. at both locks.

More media raise issue of river infrastructure

For the past few years *Waterways* has pointed out growing media awareness of the deteriorating condition of the nation's vital waterway infrastructure. The latest examples include an opinion piece in [the cutting edge high-tech magazine Wired](#) by Jordan Golson is headed by an aerial picture of the collapsed I-35W bridge in

Minneapolis as an example of infrastructure failures.

"Inland waterways, including canals and rivers, move the equivalent of 51 million truckloads of goods every year—and half the locks are more than 50 years old," Golson says.

And the [New York Times in a February 5th article](#) says it's a system-

wide problem.

"But largely out of sight of most Americans, the locks are crumbling. There are 192 locks on 12,000 miles of river across the country; most were built in the 1930s, even earlier than Kentucky Lock and Dam, and have long outlived their life expectancy," the Times article says.

From the Executive Director...

Most Recent Inland Navigation Study

Harley O. Staggers, Sr.

Daylight-savings time was passed by Congress in an effort to correct a confusion that “. . . irritated thousands of people in this land.” With those words, *The New York Times* announced the 1991 demise of Representative Harley O. Staggers, Sr., first elected to Congress almost a half-century earlier and largely responsible for the passage of the daylight-savings act.

The item of irritation that irritated thousands was exemplified as a West Virginia bus driver who encountered seven time changes while making runs between that state and a nearby city in Ohio, a distance of about 20 miles.

A decade prior to the 1966 daylight saving act, Rep. Staggers proposed the creation of a new Cabinet-level post: Secretary of Peace. Apparently lack of world harmony did not irritate people as much as the then-inability to sync a clock with sunlight movement over the earth, as today’s 15-member U.S. Cabinet includes a Secretary of Defense, but not of Peace; close but not exactly what the Congressman was looking for.

More to the point, it was also in 1996 that Mr. Staggers became chairman of the House Interstate and Foreign Commerce Committee, overseeing such diverse issues as energy, broadcasting, health and transportation. After almost two decades as Chairman he successfully negotiated passage of the Staggers Rail Act of 1980, an economic-deregulation law that radically transformed rail transportation, the U.S. rail footprint and transportation patterns in general; the Staggers Act, an industry moniker, is also a central element of the navigation study at hand.

Inland Waterways

A recent study observed that the U.S. stands at the brink of a watershed area where investments in transportation modes will “require federal resources to be mar-

shaled and combined into a national policy that capitalizes on the comparative efficiencies of all freight transport modes.”

That study, *Inland Navigation in the United States* (November 2014), sponsored by the National Waterways Foundation, concluded that while inland navigation has played a pivotal role in transportation, its future as a freight resource remains unclear. Waterway traffic has not kept up with the growth in total freight volumes, particularly the growth in rail traffic. However this outcome, said the study, is partially the result of changes in rail traffic brought about by the Staggers Act, not from any reduction in navigation efficiency. In fact, it states that any reduction of navigation’s overall share of freight actually reflects relatively stable barge volumes compared to rapidly growing rail ton-miles which increased nearly 70% over three decades ending in 2009.

Nonetheless, this 98-page study continued, the theoretical “all-or-nothing-loss” elimination of navigation across all five regions (Pacific Northwest, Upper and Lower Mississippi, Ohio Rivers and Gulf Intracoastal) would have a significant and immediate impact on economic activity: 550,000 lost jobs and \$29 billion in lost income.

However, one of the advantages in using REMI simulation software (Regional Economic Models, Inc, a member of the study team) is its dynamic nature. By factoring in changes made by industries that lost barge transport, the model estimates how producers begin to use alternative inputs and change production locations. In essence, said the study, the economy begins to heal from the damage of higher freight rates due to elimination of barge transport. By year-10 analysis, annual job losses have been reduced by almost 30% and reduction in total output have stabilized – but recovery is not complete. Permanent damage remains, concentrated in the counties served by wa-

“...Elimination of navigation across all five regions...would have a significant and immediate impact on economic activity...”

terways, while the “rest of the U.S.” begins to recover over the course of two decades. While the overall demand for water transport would diminish, the labor required to transport the remaining traffic would increase because it would take more labor and other resources than previously provided by the waterway industry.

Effect of Navigation System Modernization

The study also considers the broader economic benefits of investing in navigation infrastructure. Beyond yielding generations of freight capacity, new jobs would be created: roughly 12,000 new full-time, permanent jobs each year with annual incomes exceeding \$500 million. These results assume continuation of current commodity flows, not potential traffic increases tied to core changes in the U.S. economy that now seem to be happening.

Continuing, the study addressed an Ohio River issue this way: regarding the one-time “cost-to-complete” Olmsted, new additions to Trust Fund totals as reflected in WRRDA 2014’s new cost-share for Olmsted’s completion [reduced to 15%], would mean a larger number of additional navigation projects could be undertaken more quickly than would otherwise be possible.

Study Summary

The nation’s inland navigation system moves roughly 550 million annual tons of freight, leads to reduced freight costs of about \$12.5 billion, is directly responsible for approximately one-quarter million jobs and \$132 billion in output that would not exist otherwise, and reduces the need for U.S. rail capacity by as much as 20%. Further, relatively modest investment in the system’s modernization

could assure the availability of current waterway capacity for future generations and increase the existing productive impacts of the waterway by as much as 10% in some navigation-served regions.

The inland navigation system, as it stands, represents a minimum of five generations of federal infrastructure investment. The study also states that in 2014 dollars, the replacement value of those investments would, perhaps, exceed \$200 billion. On the other hand, the improvements used to generate the simulations used in the study have an incremental cost of between \$5 and \$7 billion – an amount that is relatively small compared to either the overall system value or the magnitude of other ongoing federal infrastructure investment programs.

Paraphrasing the last paragraph of the study’s

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“...The inland navigation system, as it stands, represents a minimum of five generations of federal investment...”

Other items of interest:

- Like the groundhog, one sure sign that spring will come is the start of the annual Corps of Engineers Lake Pepin ice thickness measurements. Using an airboat and GPS equipment, the crew will begin taking readings February 18. You can check the measurements and previous data at <http://www.mvp.usace.army.mil/Missions/Navigation/IceMeasurements.aspx>.
- A group including elected officials, as well as representatives of utility companies and the St. Paul Port Authority will be going with Mayor Chris Coleman for a March trip to Europe to visit redevelopment sites in Sweden, Denmark and Germany as the city considers [the future of the Ford Motor Company plant site](#) along the Mississippi River. Coleman says he wants to see the area redeveloped into a transit-friendly, energy-efficient model of modern living.
- A just-completed survey shows that billions of dollars have been spent to renew and maintain shipping [infrastructure on the Great Lakes](#). The American Great Lakes Ports Association and the Canadian Chamber of Marine Commerce released the survey Jan. 14.

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Kevin Irons, Manager, Aquaculture & Aquatic Nuisance Species Program for the IDNR told the [Marina City Online blog](#) recently that IDNR has not found invasive carp in the Chicago River despite many attempts to do so.

“We spent thousands of hours out there with commercial fishers,” Irons told the publication. “We caught a bighead carp in Lake Calumet in 2010 but haven’t caught anything since.”

Irons also says the scientific understanding of eDNA has changed and IDNR doesn’t react to DNA alone.

The most recent effort to find carp in Illinois waters was Oct. 20, 2014 when the U.S. Fish and Wildlife Service collected 57 water samples and found DNR in five samples.

Irons told the publication that IDNR has been trying to catch Asian Carp north of the electronic barriers about 30 miles south of Chicago, but hasn’t found one.

“We spent thousands of hours out there with commercial fishers,” Irons told Marina City Online. “We caught a bighead carp in Lake Calumet in 2010 but haven’t caught anything since.”

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summary, its authors seemingly suggest that if the cost of attaining these outcomes does not come at the expense of developing alternative freight capacity [truck, rail], the decisions facing policy-makers would be simple: make waterway investments since in all likelihood 50% of this cost will be funded through user charges.

Study is available at:
[http://
nationalwaterwaysfoundation.org/documents/
INLANDNAVIGATION-
INTHEUSDECEMBER20
14.pdf](http://nationalwaterwaysfoundation.org/documents/INLANDNAVIGATION-INTHEUSDECEMBER2014.pdf)

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