

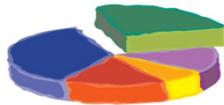


**Missouri River Freight Corridor Development
Forum**

Thursday, December 10, 2009
8:30 a.m. – 3:00 p.m.

Meeting Summary
Distributed 12/23/09



**Partnering *for*
Innovative
Efficiencies** 

**Identifying and Prioritizing Support and Strategies to
Increase Freight Traffic on the Missouri River**

Meeting Summary and Notes

The December 10th Missouri river freight forum and partnering meeting was not only informative and productive, it laid the groundwork for future collaboration in re-developing commerce on the river. The forum was held overlooking the Missouri river at Rocheport, Missouri. Nearly 90 people were in attendance at the all-day forum. Attendees represented the full spectrum of waterways and freight industry sectors. Representatives from barge lines, shippers, commodity groups and producers, co-ops, researchers, economists, developers, as well as state and federal agency representatives were in attendance.

There were four main activities at the meeting designed to share information and ensure a common understanding of the river and navigation among the attendees. The first session of the meeting was comprised of “agency” presentations that outlined the state and federal understanding of the issues and potential solutions regarding navigation on the Missouri. The second session was titled, “Industry Perspectives.” In this session, six representatives from areas representing barge lines, shippers, agriculture, US Army Corps of Engineers, ports and an economist laid out what they see as the issues and the potential for navigation on the river. In the day’s third session, attendees were divided into three groups to discuss what they had heard during the morning and to identify opportunities and strategies that support and drive freight to the river.

During the final session of the day, Brian Weiler, MoDOT’s Multimodal Operations Director, summarized the group consensus regarding areas of concern and potential change to support river operations. The areas identified are:

- **Reliability for Navigation** – channel depth, predictable season
- **Better Communication/Advocacy** – river is viable option, “go on the offensive”, loss of historical and institutional knowledge
- **Better Data** – defend benefits with facts, economic benefits, marketing our products
- **Infrastructure** – freight facility inventory, intermodal connectivity, specialized solutions (low flow, COB, docks, etc.)
- **Environmental** – capitalize on green benefits of river, concerns regarding proposed federal environmental regulations and the impact
- **Economic** – operations on the river must make good business sense for all parties



Based on these issue areas identified by the working groups, many of those in attendance agreed to go forward with the establishment of three teams that will develop and implement the ideas and strategies to increase freight traffic on the Missouri river. The three teams are:

- Technical and Infrastructure Solutions
- Market Assessment, Market Development and Research
- Advocacy/Outreach/Partnering

Your help is important to achieve the results we all desire as the strategies and actions to move forward will be identified and implemented through these teams. If you are interested in participating in one or all of the teams, please contact Dr. Ernie Perry, MoDOT's Freight Development Administrator at Ernest.Perry@modot.mo.gov, or (573)526-5578.

Thank You for your interest and participation!

Summary of Breakout Group Comments

Individual ideas, strategies and concerns elevated during the three breakout groups are listed below. These ideas are considered as the building blocks for the three action teams. The intent was to capture every idea and as such, there is some duplication. The items are not listed in any particular order of importance or priority.

- Barges are currently working on the river. Service is available now!
- Carbon credits for large industries
- Don't lose S & G towing
- Tax incentives/grants for development and replacing equipment
- Develop northbound destination points
- Scheduled/coordinated water release/service intervals – will result in regularity and reliability
- Deeper center of channel and use GIS as navigation tool for monitored/scheduled traffic
- Work with the Corps to get authorized deeper draft
- Canvas market – speak to customers on the waterway
- Better promotion
- Go to a twelve-foot draft
- Deeper Missouri river channel depth
- Integration of river, rail and highway modes in development of commercial facilities
- Multimodal distribution center
- Improve communication with state and federal outlets (political uncertainty, i.e., unknown environmental requirements – cannot purchase equipment)
- Increased warehouse capacity (liquid and dry)
- Preach/educate on the benefits of all modes working together
- Establish priority on waterway freight development versus environmental development. Currently the investment is weighted toward environmental issues. Waterway freight could be a key environmental strategy in the future
- Target commodity-based businesses for river distribution center for national distribution
- Work with various industries to increase businesses along the river
- Dialogue with the Corps regarding the expansion of the navigation season
- Benchmark off of other waterways
- Improve communications with other states along the Missouri river
- Tax incentives/carbon credits/grants for using waterway
- Continue/expand these types of partnering efforts
- Marketing – identify commodities best moved by water
- Open river one month earlier
- Locks and dams on the river improved
- Organize specifically focused Missouri river coalitions and/or advocacy groups
- Incentives to rail and trucking to ship via river
- Rocheport area could benefit from locks/dams
- Take advantage of all stimulus dollars
- Educational programs for pilots as well as encouraging the profession
- Weigh our needs versus recreational upper basin
- Increase dredging
- Learn from European navigation systems
- Compare cost rates of other shipping modes versus water
- Identify potential customers by working with Mississippi ports
- As part of research, include container on barge and the Panama Canal expansion
- Establish marketing agreements with imports and all gulf ports

- Have the Corps move the Missouri river to the Mississippi Valley Division
- Work with the Coast Guard with navigational aids
- Ask Corps to provide a similar series that show Missouri river docks like they have for the Mississippi in Post series #70
- Ask Joe Gibbs about key information he would like to see be a part of the research
- Define or identify the river's biggest impact opportunity regarding location
- Marketing efforts should include ways to reduce fractions and have a centralized place for all information and advertize it that way
- Increase funding for private/public infrastructure
- Solve degradation problem
- Promote centralized multimodal
- Examine more technological solutions
- Missouri river agency for cargo transportation
- Guaranteed nine-foot channel
- Address safety
- Locate strategic clients needed
- Make sure stakeholders are involved
- Focus on the point to point moves
- Partnerships with NGO's
- Support Panama Canal – understand the impact – conduct study
- Examine COE organization
- Nine month season
- Environment (air quality)
- Safety (trucks)
- Balance funds for environment versus maintenance
- Endangered species act – difficult (ease)
- Marketing – the river will be here for the long haul
- Bring back – dredging higher dikes (pre 1993 elevation)
- Promote nine foot tow to compete on world markets
- Connect operator to government
- Let towing companies decide where Corps focuses on river repairs
- 100 Tamper barge for 6 foot draft
- Need group to advertise coop
- Need mix sediment from earth
- Expedited promoting for existing deck systems
- Stage COE/F&W land acquisition
- Look across river
- Barge availability
- Money support – shallow drafts true facts
- Include Mississippi river benefits in study
- Include water compelled rates and basis in study
- Policy – based on environmental benefits of river transportation
- Incentivize (via Europe model) - Panama Canal
- Expand: consideration of upper Mississippi impacts
- Containers
- Poll of shippers
- Reliable forecasting
- Eliminating spring flood
- Increased public awareness, including school children
- Focus on low density cargos if for export
- Strategic client identification – all 197 counties
- 9.5 draft Sioux City – mouth
- 9.5 segments

- 9 foot channel has to be 9 foot to the docks
- 300 foot wide
- Reorganization of Mo river as freight route in MPO/State/Regional Planning/EDA
- Competiveness by commodity, by time
- Can water be staged or pooled closer to navigable portions to better control flow?
- Make COE a department of transportation administration
- Build infrastructure through collective action with capital investment incentives like ethanol – clustering
- Put user incentives in place to offset risky periods of movement
- Support upgrades of Panama Canal so meg-vessels can go from gulf to Asia at lower cost...enhancing need to move commodities on back-hauls
- Have one coordinator across all ports instead of each port managed separately to coordinate shipments
- Focus of containers (ag) is to bundle enough quantity (port role)
- 9.5 feet March 1 – April 30 (60 days)
- 9.5 feet last 60 days of season
- 9 shallow depth rest of season (7.5 feet)
- 9.5 for high volume freight
- 7.5 for containers
- Improve port facility infrastructure in KC, solve degradation near mouth of Kansas river