ECONOMIC IMPACT OF MISSISSIPPI'S INLAND WATERWAYS

NATIONAL WATERWAYS FOUNDATION

IN 2021, MISSISSIPPI'S INLAND PORTS, INLAND WATERWAYS, AND INLAND WATERWAYS-DEPENDENT INDUSTRIES SUPPORTED

Nearly **114,000 jobs**

$6.0 billion *in personal income*

$9.2 billion *in Gross State Product*

$23.8 billion *in total output*

...Giving rise to **$879 million** *in state & local tax revenue*

INLAND WATERWAYS SUPPORT MISSISSIPPI'S KEY INDUSTRIES

Industry Sub-Category	*Percent of Goods Shipped by Water (Tons)*	*Direct Mississippi Jobs*
Mining *(except oil & gas)*	**27.3%** of outbound	*710*
Textile Product Mills	**7.7%** of inbound / **15.2%** of outbound	*1,970*
Transportation & Warehousing	**26.3%** of inbound	*21,490*
Construction	**18.7%** of inbound	*44,180*
Petroleum & Coal Products Mfg	**7.9%** of outbound	*669*

TOP INLAND WATERWAYS COMMODITIES BY WEIGHT

(comprising 69% of total tonnage)

- ***Food & Food Products,*** *such as oils & seeds* — **5.3 million tons**
- ***Petroleum Products*** — **4.8 million tons**
- ***Sand, Gravel, Shells, Clay, Salt, & Slag*** — **2.2 million tons**

TOP INLAND WATERWAYS COMMODITIES BY VALUE

(comprising 69% of total value)

- ***Gasoline*** — **$3.7 billion**
- ***Transportation Equipment,*** *including railcars, aircraft, and commercial ships* — **$1.9 billion**
- ***Natural Gas and Other Fossil Products*** — **$1.3 billion**

Mississippi has nearly **870 MILES** of navigable inland waterways, ranking it **12th in the nation**

MISSISSIPPI'S INLAND WATERWAY ASSETS AT A GLANCE

Mississippi, Yazoo, Tennessee-Tombigbee Rivers, and the Gulf Intracoastal Waterway

16 public ports

In 2021, **17.9M tons of freight** valued at **$10.0 BILLION** moved on Mississippi's inland waterways, which is equivalent to over **446,000 TRUCKS**

Avoided trucks translates into **reduced congestion, emissions, and crashes**, and contributes to the state of good repair of highway infrastructure

45% of Mississippi's ***MARINE FREIGHT TONNAGE*** moves on inland waterways

BENEFITS OF INLAND WATERWAYS TRANSPORTATION

America's inland waterways system is vital to our nation's competitiveness and economic growth. The inland waterways efficiently, sustainably, cost-effectively and safely transport critical commodities like agricultural goods, energy products, building materials and industrial chemicals to destinations within the U.S. and to deep water ports for export. In 2021, nearly 500 million tons of goods valued at more than $158 billion moved on the U.S. inland waterways system. The U.S. Department of Transportation Freight Analysis Framework freight forecasts suggest total water tonnage will increase at an annual growth of 0.7% per year through 2040. Barge transportation is the safest, most environmentally friendly, economical, and fuel-efficient way to move our nation's goods for use domestically and for export. On a single gallon of fuel, one barge can move freight more than four times farther than trucks, releasing 10 times fewer emissions.

Called "the backbone of the transportation logistics system," the inland waterways are a key part of the United States' transportation supply chain. The system includes a vast network of 12,000 miles of connecting waterways and 219 locks. However, the majority of locks and dams on the Mississippi River system were constructed during the 1930s and are operating well beyond their 50-year design life. Modernizing the nation's inland waterways system will support and create American jobs, increase U.S. exports, and inject billions of dollars into the U.S. economy to power our growth for the next 50 years.

Sources: U.S. Department of Agriculture Inland Waterways Study (2019); U.S. Army Corps of Engineers Waterborne Commerce Statistics; Federal Highway Administration Freight Analysis Framework; U.S. Department of Labor Bureau of Labor Statistics Occupational Employment Statistics; IMPLAN

One standard
15-barge tow
moves the equivalent volume of
216 rail cars
plus **6 locomotives**

or
1,050 trucks

Source: National Waterways Foundation

Our nation's ports and waterways remain the crucial ***backbone of our economy****. Approximately* ***2.3B tons of cargo*** *are shipped to, from or through* ***41 states each year.*** *The U.S. marine transportation industry supports* ***trillions of dollars in commerce*** *and* ***millions of jobs****.*

Source: U.S. Army Corps of Engineers Value to the Nation Civil Works, 2021.

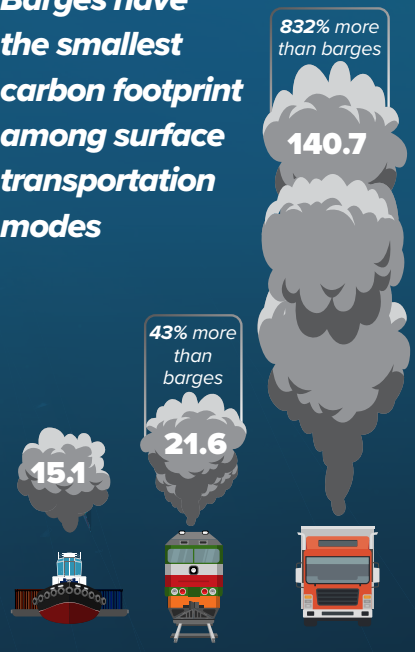
The annual net economic benefit generated by the Corps' Civil Works mission is estimated to be ***$89B*** *– a return of about* ***$12 for every dollar expended*** *– with the total amount provided to improve the nation's water infrastructure at* ***$10.24B****.*

Source: Senate Environment and Public Works Committee summaries, 2023

In 2021, there were
115,580 ***recreational lockages***
on the inland waterways system.

Source: U.S. Army Corps of Engineers Recreation 2021 National Report

Barges have the smallest carbon footprint among surface transportation modes



Tons of CO2 per Million Ton-Miles

Compared to barges, moving an identical amount of cargo by rail generates 43% more carbon dioxide emissions, and trucks generate over 800% more emissions.

Source: Texas Transportation Institute

Marine transportation is critical to ***agricultural exports****, forecast at* ***$175.5B****.*

Agriculture will provide a ***$10.5B*** ***trade surplus*** *to the American economy, with* ***imports forecast at $165 billion****. Forestry and fishery products, and critical farm inputs such as fertilizer, feed, and fuel move on the waterway system as well.*

Agricultural exports are responsible for ***25.5%*** *of* ***U.S. farm income****, also driving rural economic activity and supporting more than* ***1M*** ***American jobs*** *on and off the farm.*

Source: A Reliable Waterway System Is Important to Agriculture, 2022