

Missouri ports and waterways network >>

Legend

Public Port Authority Designation

- ▲ Active
- ▲ Developing

Data Sources: MoDOT and ESRI



A Vision for Missouri's Freight Transportation Future >>



Building on MoDOT's long range plan, which established the vision for Missouri transportation, and through collaboration with freight partners, MoDOT has developed a State Freight Plan. The plan describes Missouri's existing freight system, establishes goals and strategies for updating the system over the next 10+ years, and will guide future investments in transportation and prioritize freight projects that will provide the most economic benefits to the state.

Freight is a critical element in the Missouri economy and it's important to have a plan to make sure we keep freight - and the Missouri economy - moving smoothly. Missouri's freight transportation system is how products such as soybeans and aviation parts are transported around the world. Making smart investments can help to provide better options for Missouri businesses to get their products to markets. An improved freight transportation system can also lower transportation costs.

Ports and waterways represent a relatively small share of the modal tonnage and value in Missouri, but there is opportunity for this to increase in the future. The potential for increased traffic is due to the Panama Canal expansion project which could increase freight movement on inland waters and the congestion and capacity issues with highways and rail.

Missouri is a major agricultural producing state. Agriculture products are the second highest commodity by tonnage moving through Missouri ports. Agriculture products account for 10.8 million tons which is nearly 22 percent of Missouri's port tonnage.



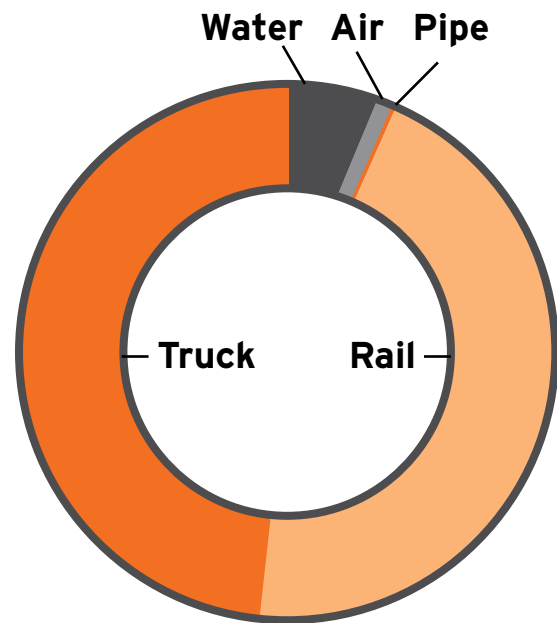
Ports and Waterways

Port and Waterways Network Fast Facts

- Missouri has **1,050 miles of navigable river**, including **500 miles** on the **Mississippi River** and **550 miles** on the **Missouri River**.
- Missouri has over **200 private ports** and **14 public ports**. There are different categories of public port authorities: active, inactive and developing ports. There are **six active public ports** which have shipped product within the last year. There are **three inactive public ports** which have a public port facility but did not ship product within the last year. There are **six developing public ports** which currently do not have a public port facility.
- There are **seven lock and dams** located in Missouri, all of which are located on the Upper Mississippi from St. Louis north to Iowa.
- The Missouri and Mississippi rivers are part of a large inland waterway network **directly connecting 15 states**.
- St. Louis, SEMO, Pemiscot and New Madrid are Missouri's most successful ports. **Port at St. Louis** is the **2nd largest inland port in the U.S. by trip-ton-miles** and **3rd largest by tonnage**.
- Missouri has **four marine highways**: M29, M35, M55, and M70.

For more information
www.MOFreightPlan.org
www.MODOT.org
 1-888-ASK-MODOT (275-6636)

3 top things to know about freight along Missouri's ports and waterways network



1 Port and waterway freight is forecast to increase in both tonnage and value.

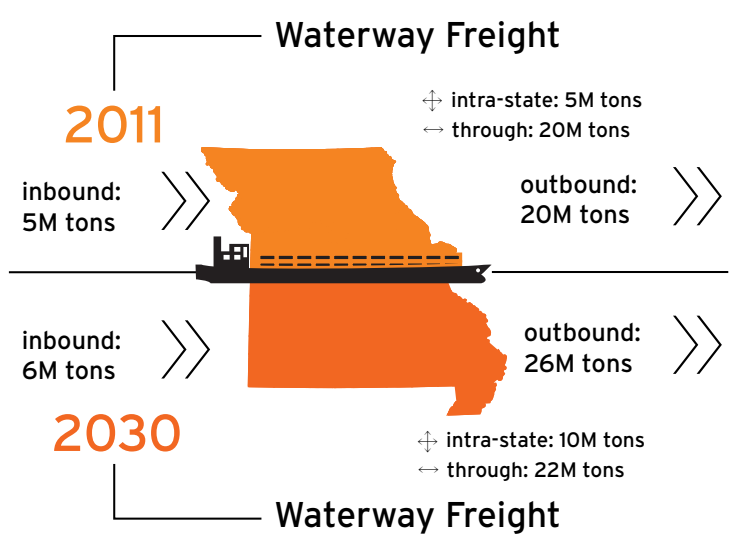
2 The ports and waterways network needs improvements to better handle freight now and in the future.

3 The freight moving through Missouri ports and along its waterways is a valuable commodity.

Ports and waterways network growth trends >>

- >> From 2011 to 2030 it's forecast that the largest growth will be in intra-state (inside Missouri) and outbound water freight.
- >> Port tonnage is forecast to increase from 49.9 million in 2011 to 63.3 million in 2030, an increase of 26.9%.
- >> Port commodity value is forecast to increase from \$12.5 billion in 2011 to \$15.4 billion by 2030, an increase of 23.1%.

Tonnage forecast by direction, 2011-2030 >>



Total Waterway Freight Growth by 2030:

+ 26.9%

inbound » + 16.0% outbound » + 29.8%

intra-state » + 93.6% through » + 10.2%

nearly **22%** of the State's port tonnage are agricultural products, making these products the second highest commodity moving through Missouri ports. Coal is the top commodity.

Top 5 ports and waterways system needs >>

- 1 Maintenance of both the land and water sides of operations
- 2 Upgrades and rehabilitation of locks and dams
- 3 Enhanced water flow for greater river level reliability, particularly on the Missouri River.
- 4 Support for development of emerging ports
- 5 Freight network designation to help focus current and future freight investments.



Key issues identified through regional forums >>

- >> Missouri River is under-utilized and could take strain off of highways and rail
- >> Low water levels are a concern
- >> Outdated locks and dams on upper Mississippi River
- >> Concerns about funding for ports
- >> Need consistent support for dredging

Top 5 ports and waterways network commodities >>

- 1 Coal - 25.3%
- 2 Farm products - 21.7%
- 3 Nonmetallic minerals (such as sand, rock, gravel and salt) - 17.6%
- 4 Chemicals or similar products - 9.2%
- 5 Clay, concrete, glass or stone - 8.6%

Missouri waterways provide low cost transportation and move an average of **\$12.5 billion in cargo per year.**