

Waterways: Vital To Missouri's Economy

Missouri is blessed with two river freight ways. Forming the northwest border and bisecting the state in a 550-mile path is the Missouri River. The mighty Mississippi River draws our 500-mile eastern border.

The Missouri River's flow is controlled by dams upstream – the nearest is the Gavins Point Dam at Yankton, South Dakota – and is managed by the US Army Corps of Engineers for an eight-month navigation season – April 1 to December 1. In 2012, approximately four million tons of commodities such as grain, sand, fertilizer and cement move by barge across the state. Occasionally, extremely large construction equipment that would be difficult to transport on roadways moves by water instead.

Locks and dams north of St. Louis control the flow of Mississippi River water and traffic. South of the city, the Mississippi River flows freely to the Gulf of Mexico. Because the southern section of the river is rarely closed by ice, port facilities in this stretch operate year-round.

In 2013 the Mississippi River moved more than 300 million tons of goods, including food, chemicals, wood products, coal and scrap metal. Fertilizers, petroleum, manufactured goods and other commodities travel through the ports for consumption in Missouri.

Ports are Economic Engines

Missouri's port facilities are much like industrial parks where billions of dollars worth of goods can be transferred from one transportation mode to another. The most efficient facilities are capable of transferring commodities between barge, railcar and truck. The ports directly employ hundreds of Missourians, with hundreds more working on barges, in transportation sales and other associated jobs.

Ports give Missouri businesses a logistical advantage over other states. Movement of goods by water is often the lowest cost method of transportation. Having this option gives Missouri firms an advantage in transportation pricing negotiations. Public investment in ports attracts private investment and creates economic opportunities in the short and long term.



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Port of New Madrid

A Success Story

Leveraging State and Federal Funds

The Port of New Madrid worked to earn state general revenue and federal American Recovery and Reinvestment Act funding to improve rail access, strengthen a road and build a warehouse on the condition that two companies, new to the area, constructed the rest of the facility and created permanent jobs.

State and federal investments of \$2.58 million were used to attract an additional \$70 million in private investment in 2009.

State

Warehouse	\$500,000
Rail	\$650,000

Federal

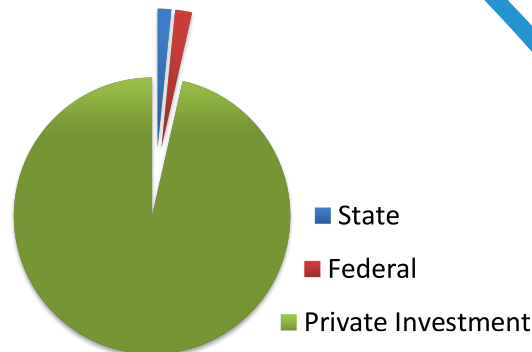
ARRA Rail	\$700,000
Road*	\$735,000

*Federal road funds administered through the Delta Regional Authority and Delta Region Transportation Development Program.

Fast Facts

- In Missouri, the Mississippi and Missouri Rivers combined are more than 1,000 miles long (250 miles longer than Interstates 44, 55 and 70 combined).
- Missouri's first port authority was formed in Jefferson County in October 1974. Today, Missouri has 14 public port authorities and one tri-state port commission.
- In 2013 Missouri's public ports shipped 5 million tons of goods, more than double the amount they shipped in 2010.
- 15 barges can carry as much freight as 870 tractor trailers.
- More barges from Missouri travel to Louisiana than to any other state.

Port of New Madrid Investment Sources



Port of New Madrid before (right) and after a 2009 expansion and improvement project (left).



Attracting New Jobs and Businesses

Crop Production Services and Agrium Advanced Technologies invested in new plants and other infrastructure. When they began operations, they doubled the tonnage shipped through the port.

The project is a great success. In fact, Agrium has already expanded its operations in New Madrid.

In all, the project created more than 100 construction jobs, and 60 full-time, permanent positions.