

Capitol Currents



Water Resources Programs Get a Big WIIN; Continuing Resolution Funds Government Through April 2017

“House T&I Committee Chairman Bill Shuster said the [WRDA] bill is now called WIIN in honor of President-elect Trump. We’re ending the year with a win. He told us we’re going to win so much we might get tired of it.” (Politico Pro Transportation, December 6, 2016).

ON DECEMBER 8, THE HOUSE OF REPRESENTATIVES PASSED THE WATER INFRASTRUCTURE IMPROVEMENTS FOR THE NATION (WIIN) ACT, which included the Water Resources Development Act (WRDA), by a vote of 360 yeas and 61 nays, restoring the WRDA process to a regular biennial schedule. At nearly midnight on December 9, 2016 the Senate passed the same bill by a total of 78 yeas to 21 nays, sending it the President for his expected signature.

There were several key victories in this legislation for the inland waterways system. The bill did not include a Public-Private Partnership (P3) provision that could have allowed for the collection of tolls or lockage fees on the inland waterways. The agreement did include two Chief’s Reports for the inland waterways, Calcasieu lock modifications in Louisiana and the Upper Ohio River Navigation Study in Pennsylvania.

Unlike the Water Resources Reform and Development Act (WRRDA) of 2014, there were no unwarranted lock closures due to the threat of invasive species. There was also a provision in the bill that said no inland waterways project can be deauthorized by the Army Corps of Engineers for not receiving construction funds until Olmsted is off the books.



Chairman Bill Shuster

“The passage of this significantly important legislation is not only critical to the inland waterways, but to the entire nation. Returning water resources legislation to a biennial schedule instills confidence in the Federal government, while also keeping America competitive in foreign markets. WCI thanks House Transportation & Infrastructure Chairman Bill Shuster and Ranking Member Peter DeFazio for their leadership. Thanks also go to Water Resources and Environment Subcommittee Chairman Bob Gibbs and Ranking Member Grace Napolitano. We also appreciate the work of Senate Environment and Public Works Chairman James Inhofe and Ranking Member Barbara Boxer, as well as Senate Transportation & Infrastructure Subcommittee Chairman David Vitter,” said Michael J. Toohey, President and CEO of Waterways Council, Inc.

Before Congress adjourned, they also voted on and passed a Continuing Resolution to keep the Federal government funded through April 28, 2017. The Army Corps of Engineers will continue to operate slightly below FY 2016 funding levels. There was an additional \$4.1 billion in disaster relief funding to address damage caused by recent natural disasters. Of that amount, the Corps will receive \$1.025 billion for flood and coastal storm protection projects and dredging. ♦

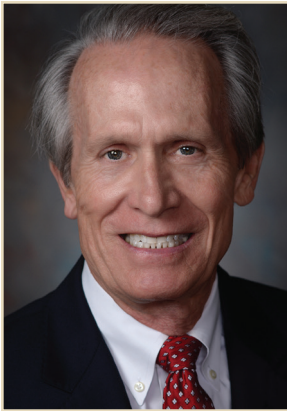


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Tim Parker Named WCI Chairman of the Board



Tim Parker

As its Annual Meeting and Board of Directors Meeting in Cincinnati on November 15, 2016, WCI named Tim Parker, Jr., President of Parker Towing (Tuscaloosa, AL), as its Chairman of the Board. Parker succeeds Merritt Lane, President and Chief Executive Officer, Canal Barge Company (New Orleans, LA).

Mr. Parker serves on the Board of Directors of Mercedes-Benz U.S. International, Inc.; as past Chairman of the Board of the Alabama State Port Authority; as a past member of the Inland Waterways Users Board; Past President and Certified Member of the Alabama Chapter of the American Society of Transportation

and Logistics; Past President of the Tennessee/Tombigbee Waterway Development Council; and a past Board Member of Regions Bank of Tuscaloosa.

Just after being elected, Mr. Parker said, “the recent elections mean a new cast of leaders in the Administration, within Congress, and the agencies. WCI must continue to be allied with the Corps of Engineers, to urge full-use of Inland Waterways Trust Fund revenues, to be on guard for privatization that could negatively affect the industry, and to continue to seek opportunities and to meet challenges.” ♦

PORTS WIIN BIG AS WELL

The American Association of Port Authorities (AAPA) had much to celebrate with the WIIN/WRDA 2016 bill, which modernizes the cost-share depth for navigation construction projects from 45 to 50 feet deep to reflect the growing size of the world vessel fleet. The 45-foot depth was established in 1986. The cost-share for maintenance was updated in WRRDA 2014 and this provision in WIIN makes maintenance and construction cost-share depths consistent.

Also at AAPA’s urging, WIIN includes authorization backstop language that ensures Harbor Maintenance Tax (HMT) funding targets will increase by 3 percent over the prior year, even

if the HMT revenue estimates decrease, to continue annual progress toward full use of the HMT by 2025.

Another important element was the extension of the HMT donor and energy transfer port provision. WIIN extends the program through 2020, along with a provisional extension to 2025 if the annual HMT appropriation targets are met or exceeded. In WIIN, Congress also included language that clarifies the process for HMT donor rebates and an expansion of this program for medium-size donor ports which handle over 5 million tons of cargo annually. ♦



Infrastructure In The News

On Sunday, November 27, the *New York Times* Business Section carried a prominent feature story about the importance of the inland waterways and its infrastructure needs and challenges. The article, “Choke Point of a Nation,” addresses “the high cost of an aging river lock: a symbol of America’s ailing infrastructure... Lock No. 52 on the Ohio River is responsible for a shipping bottleneck that hobbles commerce far and wide.” Read it [here](#).



“But not all infrastructure can be provided by public-private partnerships. Should every road or bridge be subject to a toll? The new administration also needs to strengthen existing infrastructure programs like those of the Highway Trust Fund and Army Corps of Engineers.”

– Karl Rove (Wall Street Journal Opinion, November 30, 2016, “Trump’s \$1 Trillion Promise vs. Congress”) ♦



Chickamauga Lock Replacement Active Again

*By Adam Walker, Project Manager,
Chickamauga Lock Replacement, U.S. Army
Corps of Engineers, Nashville District*

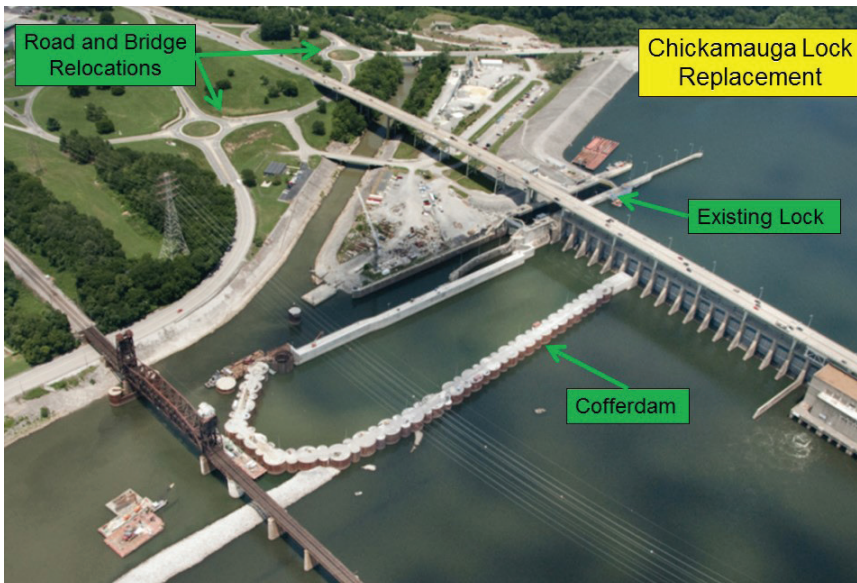
After nearly three years of stalled construction on the Chickamauga Lock Replacement, the site is active again – due to renewed funding prospects made possible by Congressional actions in 2014. The goal of this \$755M project is to complete a new 600' x 110' lock before the existing 360' x 60' lock cracks to pieces. The existing lock has the dubious distinction of being the only U.S. lock that suffers from growing concrete, or more formally known as Alkali Aggregate Reactions (AAR). The Corps' Nashville District works closely with the owner, the Tennessee Valley Authority (TVA), to monitor the existing lock and ensure its operability is maintained until the replacement lock is completed. Once the replacement lock is completed, the existing lock will be removed from service. If the existing lock is forced to close before the replacement is ready, river access to 318 miles of navigable channels upstream of Chickamauga, including the city of Knoxville and numerous businesses, will be cut-off.

The construction restart began after the project received \$3M in July 2015 to fund the Coff-

ferdam Stabilization contract, substantially completed in July 2016. This contract included placing grout along the perimeter of the cofferdam to bolster the structure's ability to maintain a dry working area during future contracts. This construction momentum continued in FY 16 when the project received \$29.9M to start work on the Lock Excavation contract. This contract (awarded September 2016) will accomplish the majority of the rock removal (approximately 98,000 cubic yards) required prior to placing concrete for the replacement lock; this volume of rock equates to a 46' high block of rock the size of a football field.

Original construction on the replacement lock project commenced in 2005 with roadway, bridge, and utility relocations. Over \$185M has been spent to date to complete the relocations, the single cofferdam, fabrication of upstream and downstream miter gates, approach wall beams and a completed design for the project; it entered a temporary shutdown period in 2013. However, the Team is currently gearing up for the next potential contract, Lock Chamber, to be awarded in FY17, pending receipt of additional funding.

Risk-based total project cost estimate and economic updates were completed for the replacement project in 2016. The fully-funded cost estimate went from \$1.2B to \$755M to reflect the efficiency of a 2023 completion date with efficient funding compared to the 2042 completion date assumed for the \$1.2B cost estimate. The updated benefits combined with the newly estimated price tag of \$755M (including inflation in FY 16 dollars) resulted in a new Benefit-Cost Ratio (BCR) of 0.8 at the Office of Management and Budget (OMB) designated historic 7% discount rate, which presents a challenge for the project to be budgeted. However, when the \$185M in previous expenditures are taken into account, the Remaining Benefit to Remaining Cost Ratio (RBRCR) becomes 1.8 at 7%, economically justifying finishing the remaining project features. The BCR and RBRCR improve dramatically to 2.4 and 8.8, respectively, when evaluated at a more current rate of 3.125%. ♦



Aerial view of Chickamauga Lock, where the new 600' x 110' lock will be constructed riverward of the existing lock and downstream of the dam.

Member Spotlight: Parker Towing Company



A Parker Towing Company boat pushes coal-laden barges past Mobile, Alabama.

More than 75 years ago, Parker Towing began as a company operating one sternwheel steamboat, the *M/V Heloise*, pushing wooden barges loaded with coal on the Black Warrior River. What started as humble beginnings has now grown into one of the largest barge lines in the southeastern United States. Today, Parker Towing Company operates 26 towboats, more than 306 hopper barges, and two tank barges. Commodities transported include coal, steel, ores, aggregates, forest products, grain products, and cement, asphalt and petroleum products. Parker Towing prides itself in its corporate responsibility, reliability, operating efficiencies, cost competitiveness, and protection of the environment.

In addition to its barging transportation operations, Parker Towing Company also operates seven inland terminals for loading and unloading barges at several locations in Alabama and Tennessee. These terminals handle a broad range of cargoes and provide an intermodal link between barges, trucks and rail. One of those terminals is the Port of Decatur. The Port of Decatur is one of the busiest ports on the Tennessee River with access to the Tennessee-Tombigbee Waterway and the Ohio River. The port handles a large portion of the more than five million tons of river freight that move through Decatur, Alabama. Established in 1971, the Port of Decatur is one of the oldest ports on the Tennessee River.



Parker Towing also owns and operates a machine shop in Mobile, Alabama. Whistler Machine Works Inc. is a job shop specializing in the repair, rebuild, new machining, and fabrication of all types of parts and equipment. Centrally located in Mobile, Whistler has served both the industrial and marine industries for 36 years with quality workmanship and on-time deliveries. Parker Towing also operates Mobile-based boats

that provide shifting services in the Port of Mobile as well as east-to-west towing services on the Intracoastal Waterways traveling from Panama City, Florida to Brownsville, Texas.

At the helm of Parker Towing is Tim Parker, Jr. Having grown up around the business that his father, Captain Tim Parker founded, Tim Jr. officially joined Parker Towing Company in 1974 in the personnel and dispatching department.

Today, Tim Parker, Jr. serves as Chairman of the company, and was elected as WCI's Chairman of the Board at its annual meeting in Cincinnati, succeeding Merritt Lane, President and Chief Executive Officer of Canal Barge Company. Of his newly appointed role, Parker says, "I look forward to working with WCI and its coalition of waterways stakeholders as we continue to educate those on Capitol Hill, in the Trump Administration, in the news media, and the general public about the critical need to maintain and modernize our nation's ports and inland waterways infrastructure." ♦

Sustainability Column: Private Sector Solutions for Securing a Sustainable Water Future



By Jennifer Gerholdt, Senior Director,
Environment, Corporate Citizenship Center,
U.S. Chamber of Commerce Foundation

Water is essential to support all life on Earth, whether for drinking, cleaning, irrigating crops, transporting or manufacturing the goods and services we depend on every day. Yet, businesses, communities, and countries across the globe are running out of this precious, finite resource.

According to the United Nations, the world will face a 40% shortfall in freshwater in as soon as 15 years under the current scenario. Already, approximately 66% of the world's population, or 4 billion people, live without sufficient access to freshwater for at least one month out of the year, according to Science Advances. More than half of the world's cities and three-fourths of irrigated farms experience water shortages on a regular basis.

A rapidly growing population; increasing demand from cities, agriculture, and industry; shifting diets; greater demand for energy; and intensification of extreme weather events are fueling water shortages globally.

The private sector increasingly recognizes water as a critical resource for long-term business growth and profitability, and recognizes the need to develop comprehensive water management strategies and initiatives as water scarcity becomes the new normal for many parts of the world.

At the U.S. Chamber of Commerce Foundation Corporate Citizenship Center, we showcase innovative approaches and solutions for how companies are helping to solve the global water challenge within their fence lines and throughout their value chains. Examples include the following:

- 1. CH2M:** Deploy smart technology and advanced data analytics so local water utilities can improve their response and minimize wet weather overflows into the environment.
- 2. Intel Corporation:** Treat and return approximately 80% of the water it uses back to municipal water treatment operations for reuse by local communities.
- 3. MGM Resorts International:** Leverage a wide range of process and technology improvements, including water-smart landscaping and drip irrigation systems, to conserve and reclaim water.
- 4. The Dow Chemical Company:** Deploy membrane technology to reduce high energy and cost burden associated with water purification, and advance innovative collaboration to get the most out of every drop.

EDITOR'S NOTE: This article originally appeared in the U.S. Chamber Foundation publication *From Scarcity to Abundance: Business Solutions for a Water Constrained World*. ♦

Sustainability [suh-stey-nuh-bil-i-tee]

Definitions (2); Popular Terms.

- 1. General:** (1) Ability to corroborate or substantiate a statement.
(2) Ability to maintain or support an activity or process over the long term.
- 2. Economics:** Continued development or growth, without significant deterioration of the environment and depletion of natural resources on which human well-being depends. This definition measures income as flow of goods and services that an economy can generate indefinitely without reducing its natural productive capacity. ♦



Credit: [Business Dictionary.com](http://BusinessDictionary.com)

President's Message



Michael J. Toohey

As the end of the year 2016 winds to a close and we publish this last issue of *Capitol Currents* for the year, I wish to take a moment to thank our WCI members for your tireless support this year, and every year. We have accomplished a number of key goals this year within our “three-legged advocacy stool” (lobbying, stakeholder support and media relations): Legislatively, we saw the final passage of WIIN/WRDA 2016 in the lame duck session of Congress, returning this important water resources policy bill to a regular, two-year process. Stakeholder support allowed us to beat back an onerous Public-Private Partnership (P3) proposal potentially within the bill that could have imposed tolls on our waterways and likely driven traffic off the waterways. And a nearly three-page feature story in the Business Section of the *New York Times* in late November profiled the criticality of the inland waterways and its lock infrastructure to commerce.

We have much work to do ahead within a new Administration and Congress, especially as an infrastructure funding package is contemplated likely within the first 100 days. Please be assured that WCI is on the front lines fight-

ing for inland waterways infrastructure to be included in any funding proposal.

We remain steadfast in advocating for the highest funding levels for the Corps' Civil Works mission, and for full-use of spending of the Inland Waterways Trust Fund. We will also press for efficient Operations & Maintenance (O&M) funding levels, for Pre-engineering Construction Design (PED) funding for the Navigation & Ecosystem Sustainability Program (NESP), and for the earmark ban to be lifted on Corps' projects. We remain committed to the National Waterways Foundation in its important work to commission studies that present intellectual arguments to support the inland waterways.

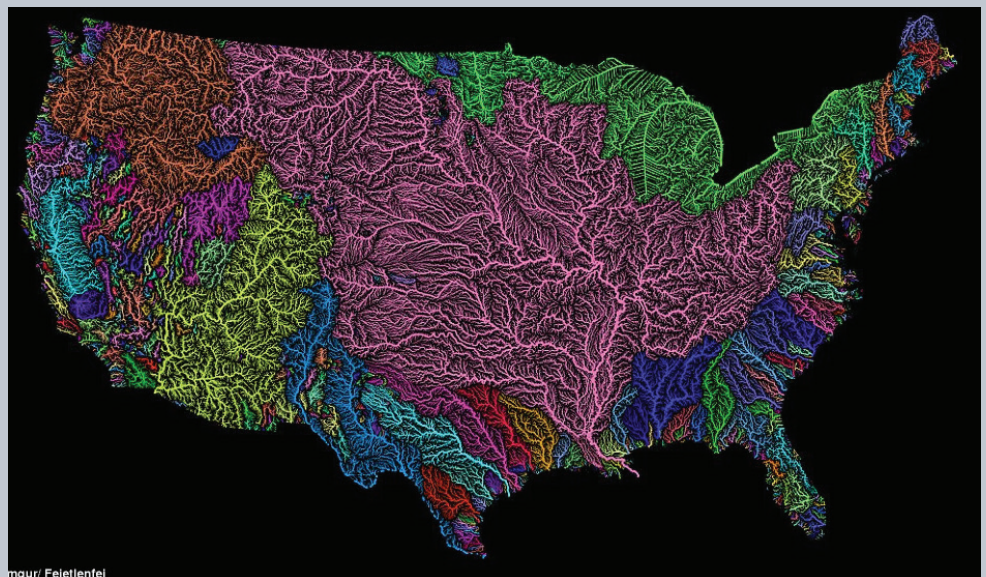
Thanks to all of you for lending your voices to our – your – cause. Wishing you the very best the holiday season can offer ahead and to prosperity, good health and joy in 2017. ♦

President/CEO
Waterways Council, Inc.

A Historical Context of the U.S. Waterways

WCI Waterways Symposium Speaker Rodger Baker, Stratfor Global Intelligence, addressed the “Geopolitical Importance of the Inland Waterways to the United States,” highlighting the historical context of the rivers with this quote from Frederick Jackson Turner from 1909/10:

“The men of the Mississippi Valley compelled the men of the east to think in American terms instead of European. They dragged a reluctant nation on a new course.”



Map showing the network of streams and rivers in 48 contiguous states of the U.S. The largest, shown in pink, reveals basins for the Mississippi, Missouri, and Arkansas rivers. Photo credit: Daily Mail (UK).

WCI Elects Members to Key Posts



Lee Nelson, Upper River Services, was elected to the WCI Executive Committee.

At WCI’s Board meeting on November 15, the following Directors were elected to terms ending November 2019:

- Ohio Valley Region: **Mike Somales**, Murray American Transportation
- Mississippi Region: **John Wepfer**, Wepfer Marine
- Southern Region: **Merritt Lane**, Canal Barge
- Shipper’s Category: **John Engelen**, CHS, Inc.
- Carrier’s Category: **Matt Ricketts**, Crouse Corporation
- Waterways Services Category: **Stephen Sheridan**, Trinity Industries
- Associations/Government Category: **Jeff Shoaf**, Associated General Contractors
- At-Large Category: **John Eckstein**, Marquette Transportation; **Charlie Jones**, Amherst Madison; **Scott Ramshaw**, Plumbers and Pipefitters Local 562
- Board Members by virtue of their title: **Michael Toohey**, President and CEO, Waterways Council, Inc.; **Dan Mecklen-**

borg, General Counsel, Ingram Barge Company

- **Jeff Keifer**, American Electric Power, was elected to fill a vacancy in the at-large category for the term ending November 2017.

The WCI Board also approved its 2017 Executive Committee, Officers, and Audit Committee as follows:

EXECUTIVE COMMITTEE: **Tim Parker**, Chairman; **Merritt Lane**, Immediate Past Chairman; **Michael Toohey**, (WCI President and CEO); **Peter Stephaich**, First Vice Chairman; **Steve Golding**, Vice Chairman; **Caryl Pfeiffer**, Vice Chairman; **Rodney Weinzierl**, Vice Chairman; **Matt Woodruff**, Vice Chairman; **Dan Mecklenborg**, General Counsel; **Marty Hettel**, Secretary; **Cherrie Felder**, Treasurer; **Rick Calhoun**, At Large; **Rob Innis**, At Large; **Scott Leininger**, At Large; **Lee Nelson**, At Large; **Dale Roth**, At Large; **Mark Knoy**, Honorary Past Chairman; **Berdon Lawrence**, Honorary Past Chairman

OFFICERS: **Tim Parker**, Chairman; **Merritt Lane**, Immediate Past Chairman; **Michael Toohey**, President and CEO; **Peter Stephaich**, First Vice Chairman; **Steve Golding**, Vice Chairman; **Caryl Pfeiffer**, Vice Chairman; **Rodney Weinzierl**, Vice Chairman; **Matt Woodruff**, Vice Chairman; **Dan Mecklenborg**, General Counsel; **Marty Hettel**, Secretary; **Cherrie Felder**, Treasurer; **Debra Calhoun**, Senior Vice President; **Paul Rohde**, Vice President

AUDIT COMMITTEE: **Lee Nelson**, **Caryl Pfeiffer**, **Peter Stephaich**, **John Wepfer** ♦

New, Notable NESP Now!
MANY LOCKS ARE AGING
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With the generous support of the Illinois Corn Marketing Board, WCI has prepared a new 30-second TV commercial, as well as a four-minute video, to educate viewers about the importance of the Navigation Ecosystem and Sustainability Program (NESP) as a solution to modernize infrastructure and restore marine ecosystems. A series of three animated videos are also in production. View the commercial here with passcode “NESP2016”: <https://vimeo.com/191362256> and the video here: <https://vimeo.com/194514697>.

Cincinnati Hosts WCI 13th Annual Waterways Symposium

On November 15-17, WCI, along with partners *Waterways Journal*, Informa Economics IEG, and around 150 industry members, descended upon host city Cincinnati for the 13th Annual Waterways Symposium, along with WCI's Annual and Board of Directors meetings. Speeches, panel discussions, a celebration of RiverWork Discovery's 10th Anniversary, a special dinner event at the National Underground Railroad Freedom Center, and the bestowing of Lifetime Achievement Awards to two esteemed industry leaders made for a memorable few days.

A few highlights: Offering a world economic outlook, Dr. Bruce Scherr, Informa IEG's Chairman & CEO Emeritus, proclaimed, "The energy markets are coming back!" Rodger Baker, Vice President of Strategic Intelligence and Asia-Pacific Analysis for Stratfor Global Intelligence, in his inspiring, historical presentation of the Geopolitical Importance of the Inland Waterways to the United States, said, "The Mississippi River created the U.S. identity as America, tying the colonies and provinces together." U.S. Maritime Administrator Paul "Chip" Jaenichen said, "Exports here in the Cincinnati area have grown over 56%...the container on barge movement



WATERWAYS
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is finally happening." On the "What's Moving on the Waterways?" commodities panel, Misty McGowen, Director of Federal Relations for the American Petroleum Institute, said, "36.7% of all barge traffic is petroleum or petroleum products." Serving on the Industry-Corps O&M panel, Kathy Griffin, Deputy Chief of the Operations and Regulatory Division of the Corps' Pittsburgh District, described the "5Cs of Stakeholder Engagement: Commitment, Consistency, Collaboration, Continuous Improvement and Communication." John Doyle of WCI's lobby team added a sixth "C" to the list for "Caring." On the same panel, William Chapman, Chief of the Operations & Regulatory Division for the Corps' Great Lakes and Ohio River Division, said of the Corps, "we are listening and trying to better understand industry drivers." Chad Pregracke, Founder and President of Living Lands & Waters (LL&W), said the organization planted its one millionth tree this year (since 2007). In his "Trash Talkin'" presentation, he wowed attendees with statistics: since 1998, LL&W has removed 9.1 million pounds of garbage from rivers, hosted 983 cleanups, educated 9,563 students, and engaged 98,133 volunteers. ♦



The ever-popular "What's Moving on the Waterways?" Commodities Panel this year featured Misty McGowen (far left), (American Petroleum Institute); Terry Huch (second from left), (CF Industries); Jason Klootwyk (third from left), (Bunge); panel moderator Ken Eriksen (second from right), (Informa Economics IEG); and Eric Thomas (CORBA).

Cincinnati Hosts WCI 13th Annual Waterways Symposium



Photo 1: Illinois Corn Growers Association (ICGA) Executive Director and WCI Board member Rodney Weinzierl (left) chats with Jim Tarmann, ICGA's Field Services Director. **Photo 2:** WCI Board Member Todd Sandifer (left) (Marathon Petroleum), catches up with Jim Farley (Kirby Corporation), American Waterways Operators' Chairman of the Board. **Photo 3:** Tim Parker, newly elected WCI Chairman of the Board (second from left) is congratulated by Tim Delaney (far left) Heartland Barge Management, LLC; Marty Hettel (right) (ACBL); and Andrew Holthaus (far right) (Heartland Barge Management, LLC).

Photo 4: At WCI's opening reception, RiverWorks Discovery Executive Director Errin Howard makes remarks in celebration of the educational organization's 10th anniversary. **Photo 5:** Spencer Murphy (left), (Canal Barge Company) enjoys the reception with Bobby Frederick, National Grain and Feed Association.

More Scenes from the WCI 13th Annual Waterways Symposium



Photo 6: The National Rivers Hall of Fame recognized outstanding career accomplishments of Rick Calhoun (left) (Cargill) and Merritt Lane (Canal Barge Company) with National Achievement Awards. **Photo 7:** The Corps of Engineers' Bill Chapman (left) of the Great Lakes & Ohio River Division, shares a laugh with Dennis Norris from the Mississippi Valley Division. **Photo 8:** Newly-named President-elect of Cargill Marine & Terminal Jeff Webb (center) with Mike Hennessey (far left) (Brownsville Marine Products) and Jennifer Carpenter, American Waterways Operators.

Photo 9: Living Lands & Waters Founder/President Chad Pregracke and 2013 CNN Hero of the Year, describes the trashy year his organization has had. **Photo 10:** WCI's Government Relations Director Tracy Zea (left) stands with Bunge's Martha Scott Poindexter and Cooper/T. Smith's Chris Blanchard (right). Zea, a South Dakota State University graduate, dons an Illinois State University Red Birds t-shirt after losing a bet to Illinois Corn Growers Association's Jim Tarmann when their teams recently met on the gridiron.



River Pioneers Honored at 17th Annual River Bell Awards: (From left to right): Rev. David Rider (Seamen's Church Institute); River Legend Award Recipient Angus Cooper, II (Cooper/T. Smith); River Bell Award Recipient Tim Parker (Parker Towing Company); and Distinguished Service Award Recipient Chad Pregracke (Living Lands & Waters).



Photo credit: SCI

Users Board Reports Optimism for Olmsted

The Inland Waterways Users Board (IWUB) held its 81st meeting in Baltimore, Maryland on December 13, 2016. This was the fourth and final meeting of the year for the IWUB. Traditionally, the IWUB tours inland infrastructure projects the day before their meeting, but due to time constraints and lack of inland projects in Baltimore, there was no tour offered for this meeting.

During the meeting, the Corps confirmed that Olmsted Lock and Dam construction continues to perform ahead of schedule and under-budget from the level set in the Post Authorization Change Report, as well as hitting every planned milestone and three “stretch” construction goals

for calendar year 2016. The Olmsted Project Manager said that if funding and weather continue next year as they have in the past few years, all construction necessary for the project to become operational would be completed by the end of calendar 2017, which would allow Olmsted to become operational in 2018.

IWUB Chairman Marty Hettel announced tentative locations for upcoming IWUB meetings next year. The first meeting will be held in Lake Charles, LA, followed by Charleston, WV, a location to be determined in the Pacific Northwest region, and ending the year in Vicksburg, MS. ♦

Capitol Currents is published by



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Industry Events Ahead

March 6-8, 2017: National Waterways Conference 2017 Legislative Summit (Washington, DC)

March 7-8: 2017 Inland Waterways Conference (Cincinnati)

March 19-21: 2017 National Grain and Feed Association Annual Convention (New Orleans)

SAVE THE DATE: March 20-22: 2017 WCI Washington Meetings and Waterways Seminar (Willard Hotel, Washington, DC) ♦



Happy Holidays from WCI! Capitol Currents will return next year!