

Capitol Currents

September 30, 2016



WRDA AND CONTINUING RESOLUTION MOVE FORWARD

THE UNITED STATES SENATE PASSED ITS \$10.6 BILLION WATER RESOURCES DEVELOPMENT ACT (WRDA) of 2016 on September 15, 2016 on a roll call vote of 95 to 3. WRDA legislation

authorizes Army Corps of Engineers' work on locks and dams, dredging and other water resources projects. Congressional leaders continue to demonstrate that water infrastructure is vital to the nation by restoring a two-year WRDA cycle that had previously slipped to as many as seven years between bills.

The Senate's WRDA Bill includes construction authorization of 30 projects

having signed Chief's Reports, with two directly affecting inland navigation. The Chief's Report on Calcasieu Lock modifications in Louisiana would divert drainage flows away from the existing lock chamber to reduce delay times for east-bound traffic. The Chief's Report on the Upper Ohio River Navigation Study calls for new-600 foot chambers at Emsworth, Dashields and Montgomery locks in the Pittsburgh area.

The inland waterways community was pleased that the Senate-passed bill did not contain authorizing language to allow for lockage fees and tolls on waterways. Seventy-five organizations sent a letter to Congress on April 6, 2016 expressing opposition to the imposition of new fees or tolls on the waterways transportation system. "WCI remains staunchly opposed to fees and tolls on our nation's

commercial locks. The industry successfully raised its user fee by 45% at the end of 2014, and that has yielded much higher investment revenue for capital projects," said Mike Toohey, President/CEO of WCI.

The House bill included Chief's Reports for Calcasieu and Upper Ohio, but also for deepening of the Brazos Island Harbor (Brownsville Ship Channel).

On September 29, just before Congress recessed to gear up for the November Presidential and Congressional elections, a two-and- one-half month Continuing Resolution (CR) was approved to fund the government until December 9 at fiscal year 2016 spending levels. This CR funding level should be more than enough for the top four priority inland navigation projects to continue with construction. However, any decision to fund them in Fiscal Year 2017 will be up to the Administration who makes these decisions in the absence of earmarks from Congress. ♦



Sen. James Inhofe (R-OK) chairs the Senate EPW Committee.



**WATERWAYS
COUNCIL, INC.**

(202) 765-2166

www.waterwayscouncil.org

Get 'er Done!

After much debate over aid to Flint, Michigan after its water crisis, the House of Representatives passed its version of WRDA – H.R. 5303 – on Wednesday, September 28 before recessing to campaign for the upcoming elections. ♦



Looking Back, Moving On

Editor's Note: On August 4, 2016, Steve Stockton retired as Director of Civil Works for the U.S. Army Corps of Engineers after serving for 11 years in that role. He served the Federal government for more than 45 years.

By Steve Stockton

First, let me start by thanking Waterways Council, Inc. (WCI) for being such a great partner with the U. S. Army Corps of Engineers (USACE). Through the efforts of WCI and its member companies working in partnership with USACE and stakeholders, we have made progress in putting together a roadmap to sustain a reliable inland navigation system for the next century. More work obviously needs to be done to sustain the momentum we have gained, but with the 2016 release of the Capital Investment Strategy we have set the vision for the system of the future. Now we just need to be tenacious in our efforts to make funding available to achieve the vision.

As I finish 45+ years of Federal service, and retire from my position over the last 11 years as Director of Civil Works for the Headquarters, U. S. Army Corps of Engineers, I have a few observations and lessons learned I would like to pass on to the tug and barge industry.

Overall, I have enjoyed my time in Washington, DC and have observed that it has a unique blend of cultures, the best possible combination of Northern hospitality and Southern efficiency. While at the Baghdad airport just before departing Iraq, I knew that my next assignment would be in DC. I noted one of the 1st Cavalry Division signs there, which had borrowed a quote from Marine Corps General James "Mad Dog" Mattis,

"Be Polite, Be Professional, But Have a Plan to Kill Everyone You Meet." I said to myself, that's something I can use in Washington, DC!

Much of my thinking reflects experiences gained from successes, but more importantly, from some of my failures and from events that did not go exactly as planned. There is a long

story that goes with each of these but since attention spans in Washington are short, issues usually get boiled down to bumper stickers that capture the essence of the issue.

For instance, I have personally witnessed the aftermath of several natural disasters and been involved in their recovery efforts. Most notably the eruption of Mount St. Helens (1980), Hurricane Katrina (2005) and Superstorm Sandy (2012). What I learned is that there is always a bigger storm, a bigger earthquake, a bigger volcano, a bigger flood or bigger drought. We can't design, or afford, infrastructure systems that reduce all risk. We need to understand risk and incorporate the whole portfolio of risk mitigation strategies so we have systems that fail gracefully, not catastrophically. The bumper sticker for this is: "Mother Nature Bats Last."

When working in Washington I have a few tips for newcomers:

- Make friends before you need friends
- 95% of a relationship is just being there
- Communicate early and often
- Adhere to the "no surprises" doctrine
- First reports are always wrong
- Number one decision in DC is to not make a decision and kick that can down the road so someone else can make an unpopular decision
- There is no difference between Policy and Budget. "Policy = Budget"
- At their core, all issues in DC boil down to "Do you have the authority and do you have the money?"
- Three rules for witnesses when giving Congressional Testimony: 1) Don't tell jokes; 2) Don't tell Lies, and; 3) Never, ever, blurt out the truth
- Take credit for things that you had nothing to do with, since you will get blamed for many things that you had nothing to do with
- No good deed goes unpunished

(continued on page 3)



Steve Stockton, shown here on a winery tour in Tuscany in September 2014, aspires to repeat same in retirement.

Looking Back, Moving On

(continued from page 2)

- Treat everyone you meet with dignity and respect, you could be working for them someday
- When responding to disasters “Go big, go early”
- There are six phases of every project: Enthusiasm, Disillusionment, Panic, Search for the Guilty, Punishment of the Innocent, and Praise and Honors for the Non-Participants. Think of this next time you go to a ribbon-cutting.

- Finish what you start
- Be nice to your children. They will choose your nursing home.

I have very much enjoyed my time in Washington, DC. I have no immediate plans other than to decompress for the next four months and then consider what interesting opportunities, if any, may be available. My wife, Joan, and I will likely eventually migrate to the West Coast where the center of mass of the family still resides.

It has been a pleasure working with industry groups such as WCI. I am convinced that the tug and barge industry is the cleanest, greenest, safest and most efficient way to move bulk commodities and needs to be the centerpiece of the national freight strategy. I encourage you to continue to work with Congress, the Administration and all stakeholders to develop sound investment strategies that will continue to make the tug and barge industry successful in the 21st century and beyond. ♦



A Few Good Men...

The September 7 issue of *Marine News* featured a commentary by WCI President/CEO Mike Toohey recognizing the leadership of a number of other Corps personnel who have retired over the last several months. Read it [here](#). ♦

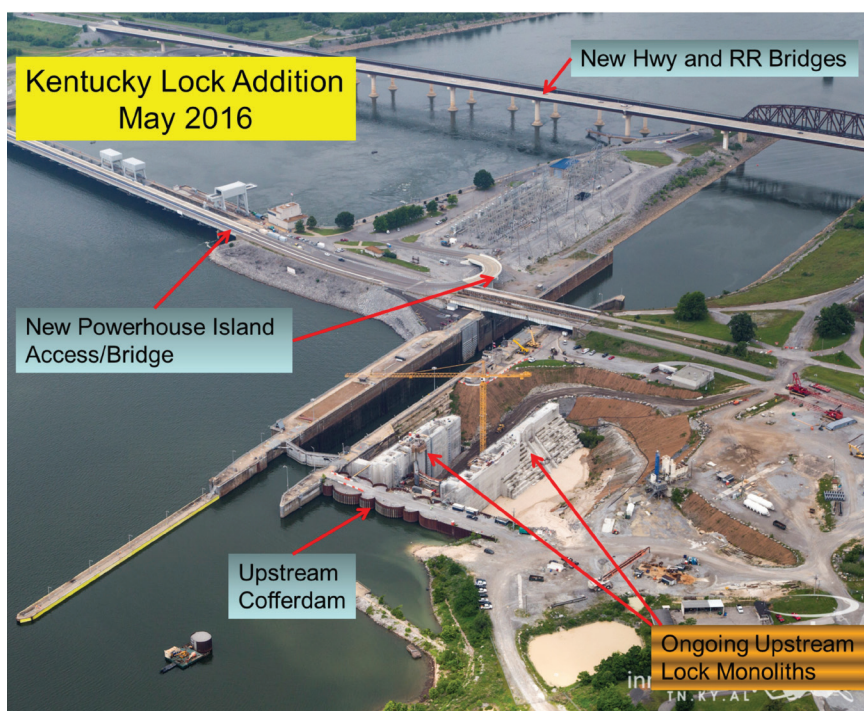


WCI presented its 2016 Leadership Service Award to Congressman Daniel Lipinski (D-IL) (center) at a WCI Executive Committee dinner in Washington, DC on September 14. A long-time champion of waterways transportation and lock and dam modernization, Rep. Lipinski was in Illinois for his primary in March, when the award was initially presented and accepted by the Congressman's Chief of Staff, Eric Lausten, as part of WCI's 2016 Washington meetings. Shown here with Rep. Lipinski are WCI Chairman Merritt Lane (left) and WCI Vice Chairman Rodney Weinzierl (right).

Kentucky Lock Addition: Ramping-up Construction

By Don Getty, Project Manager, Kentucky Lock Addition, U.S. Army Corps of Engineers, Nashville District

Traffic levels are up at the existing Kentucky Lock and so is the pace of construction for the new lock. Average delays for tows at the 600'-long Kentucky Lock were over 14 hours in 2015 and are over 13 hours so far in 2016. These delays underscore the need for the new 1200'-chamber at Kentucky Dam.



Aerial view of Kentucky Lock, whose new FY17 capability level is \$39 million, representing an increase of \$8 million due to higher than expected bids for the downstream cofferdam.

The KY Lock Team is ramping-up construction activities in an effort to bring the new chamber online as soon as possible. The project's \$45.4M in FY16 allocations is making that possible. These funds will go toward the next "critical path" construction contract, the Downstream Cofferdam – with an expected award this month. It is a contract the Corps was ready to award over 10 years ago but could not because of lack of funding. One of the silver linings from this delay was the advancement in "in-the-wet" construction techniques over that period. Back in 2005, the Downstream Cofferdam designers had anticipated having to close the existing lock to traffic on the order of three months

during construction. However, we now expect that closure period to be about one month.

Construction for the new lock project commenced in 1998 and has been steady since then (albeit at a less than efficient pace). Approximately \$421M of the project's \$874 total price tag (including inflation in FY16 dollars) has been spent, making it almost 50% complete. The earliest possible completion and online date is late 2023. However, the project's price tag and online dates are likely to change in the next six months upon the completion of its first ever risk-based total project cost estimate. These risk-based estimates are usually reported at an 80% confidence level that helps ensure they encompass the many risks that these large projects face over many years. These risks include many factors other than funding, including Mother Nature, material price changes, and labor issues.

Over \$200M in project funds have been spent to relocate a two-lane highway and single track railroad off of Kentucky Dam and onto downstream bridges. When essentially completed in 2009, efforts were directed to the central focus of the project – the new lock chamber. That new chamber is now taking shape thanks to \$89M in American Recovery and Reinvestment Act funds the project received from 2009 to 2012 – funds that did not require a 50% match from the Inland Waterways Trust Fund (IWTF).

The new lock is being constructed in two pieces. The upstream 15%, known as the Upstream Lock Monoliths contract, will be complete by this winter. It had to be constructed first to re-establish the axis of Kentucky Dam that was breached for its construction. The lock and dam's owner, the Tennessee Valley Authority (TVA), required two "lines of protection" against pool loss during the Corps construction of the new lock – a prudent measure considering Kentucky Lake is the largest reservoir east of the Mississippi River. Those two lines of protection are being provided now by an upstream cofferdam and the old highway embankment downstream. When the Upstream Lock is complete, the highway embankment can be removed to allow completion of the remainder of the new lock.

(continued on page 5)

Kentucky Lock Addition: Ramping-up Construction

(continued from page 4)

The relationship between the Corps and TVA in the design and construction of both KY and

Chickamauga Locks is unique in the inland navigation arena. It has been a very positive partnership that has allowed both agencies to share in resources and knowledge to better these projects. For example, KY's multiport filling system is a TVA developed design that is simple and low cost. TVA's long reach hit home recently when a visiting delegation from the Corps Detroit District shared that they were using KY Lock's miter gate anchorage design that came from TVA.

The funding future of the KY Lock project looks bright because of the changes enacted by Congress in 2014 that have taken the pressure off the IWTF. The Team is already preparing its next construction contract and is looking forward to the day when the new KY Lock gets those average delays down to essentially zero. ♦

In Memoriam...

Tony Ellis, long-time Resident Engineer of the Kentucky Lock Addition project passed away suddenly on July 27th at the age of 53. He worked in the KY Lock construction office for 16 years, with the last 11 years leading the construction team. He also was a farmer and is survived by his wife, Debbie, who is the executive director of the KY Soybean Association. He had a true passion for the inland waterways and will be sorely missed in the navigation community.

Read more [here](#). ♦

Rural Infrastructure Summit Held

WCI was a sponsor of the Rural Infrastructure Summit, sponsored primarily by the Association of Equipment Manufacturers, in conjunction with *Agri-Pulse* Communications, on August 29 at Iowa State University. The Summit addressed how innovative ideas are developed to solve infrastructure challenges in rural America, including the day-to-day operations of the agriculture economy and moving products around the world. ♦



Addressing "Rural Infrastructure and the Ag Economy: The Good, the Bad and the Ugly" were (left to right): Amanda De Jong, Senior Policy Advisor, Iowa Corn Growers Association; Stuart Anderson, Director of Planning, Programming and Modal Division, Iowa Department of Transportation; Mike Steenhoek, Executive Director, Soy Transportation Coalition; Doug Boone, President, NTCA-The Rural Broadband Association and CEO, Premier Communications; Bob Fox, Vice Chair, Ag and Rural Affairs Steering Committee, National Association of Counties and Commissioner; and Sara Wyant, Editor/President, Agri-Pulse Communications, Inc.

Member Spotlight on NASDA: Celebrating 100 Years of Advancing Agriculture in the States



The National Association of State Departments of Agriculture (NASDA) is celebrating its 100th Anniversary. NASDA is a nonpartisan, non-profit association which represents the elected and appointed commissioners, secretaries, and directors of the departments of agriculture in all 50 states and four U.S. territories.

NASDA grows and enhances agriculture by forging partnerships and creating consensus to achieve sound policy outcomes between state departments of agriculture, the federal government, and stakeholders. With partnerships and sound policy at the heart of its mission, NASDA is taking a closer look in 2016 at the partnerships the association can leverage to address current and upcoming challenges to American agriculture.

“NASDA has been advocating for American agriculture for 100 years,” said NASDA CEO Dr. Barbara P. Glenn. “As the chief agriculture officials in the states, our members are keenly aware of the changing dynamics to the production and transportation of agriculture goods and commodities for our global economy. Water-

ways Council is a key partner to supporting policy and funding initiatives which are critical to the future of American waterways infrastructure.

NASDA advances policy across the spectrum of agriculture. This year, the association is focusing on four top priorities:

1. Implementation of the U.S. Food and Drug Administration’s (FDA) Food Safety Modernization Act (FSMA)
2. International Trade and the Trans-Pacific Partnership (TPP)
3. Waters of the United States (WOTUS)
4. Pollinator Health

Supporting international trade requires supporting waterways infrastructure. As Congress takes up the TPP trade agreement, NASDA is focusing on international trade and harmonization issues. U.S. Census Bureau trade data shows in 2014 that 73% of U.S. agricultural exports (154 million metric tons) and 65% of imports (40 million metric tons) were carried via waterways. Shippers depend upon maintained and modernized ports and lock and dam infrastructure to move these goods. USDA’s Grain Inspection, Packers & Stockyards Administration estimates over 60% of grains inspected for export departed from the Mississippi River, Texas and East Gulf ports in 2014.

“Fully functional infrastructure is hugely important to realizing the full potential of TPP – a measure which will hopefully be passed by Congress this year.”

NASDA’s 100th anniversary activities will culminate at its 2016 Annual Meeting, with the theme of “Agriculture Amplified,” hosted by NASDA President and Nebraska Director of Agriculture Greg Ibach. The meeting will be held in Lincoln, Nebraska September 21-24. WCI is a proud sponsor of this national event. To learn more about NASDA, visit www.nasda.org. ♦



NASDA President Greg Ibach (right) accepts a 100th Anniversary Proclamation from U.S. Secretary of Agriculture Tom Vilsack (left).

Manufacturing a Sustainable Future

By Greg Bertelson, Senior Director, Energy and Resources Policy, National Association of Manufacturers



Greg Bertelson

I was recently sitting in a meeting in Washington, DC with a combination of lawyers, lobbyists and other DC-types in which someone described sustainability in manufacturing as, “an emerging trend.” I was struck at how much agreement there was on this statement—everything except the “emerging” and the “trend” parts.

Anyone who thinks sustainability in manufacturing is a new or novel concept has not been paying attention.

The National Association of Manufacturers (NAM), my employer and voice in Washington of 14,000 member companies, recently launched a guest sustainability blog series. The concept was to provide our manufacturing members a platform to share, in their own voice, sustainability initiatives and accomplishments with other NAM members—i.e.; their peers, suppliers and customers—as well as Members of Congress, Hill staff, regulators and advocates. Knowing the importance of sustainability to our members, but recognizing that we were asking companies to sign up for extra homework, we were unsure of the level of interest we would receive. We sent out one email soliciting participants and within a day had enough companies volunteering to fill our blog series content pipeline through 2017.

Why are manufacturers so eager to share their sustainability story? I have a few theories.

First, sustainability is a business differentiator and driver. An increasing number of customers, both individuals and businesses, expect—even demand—their suppliers to be committed to sustainable business practices. Manufacturers are looking beyond the four walls of their factories to their suppliers and their suppliers’ suppliers. There is an arms race taking place in sectors across the economy to be positioned as the most sustainable company amongst your competitors. This market effect, is driving incredible innovation in the sustainability space and creating new business opportunities in the process.

John Bradburn, General Motors’ (GM) global

manager of waste reduction, was our inaugural guest blogger. Whether it’s recycling cardboard packaging into their Buicks to keep the cabin quiet or recycling water bottles from their facilities to produce engine covers, GM is revolutionizing the way waste is viewed in the manufacturing process. Waste is no longer waste, it’s a resource. GM already has 131 landfill-free facilities, and has set a goal to achieve zero-waste manufacturing at all of their global plants. This is just one example of the things GM and other manufacturers are doing to become ever-more sustainable.

Johnson Controls is combining its expertise in lithium ion battery technology and building systems to create new products that can rapidly respond to the changing demand requirements of the electric grid. Doing so can reduce a facility’s annual expenditure for electricity by as much as 35 percent. The world’s largest commercial building—Merchandise Mart in Chicago, Illinois—is already leveraging Johnson Controls’ energy storage solution. Meanwhile, in 2015, *Corporate Responsibility Magazine* recognized Johnson Controls as the #14 company in its annual “100 Best Corporate Citizens” list.

A second reason I think our manufacturing members are so eager to tell their story to a DC-heavy audience is that there is a recognition that when it comes to sustainability, Washington still does not “get it.” What’s new? My qualitative assessment of the average Washingtonian’s definition of sustainability is, “it’s environmental stuff.” While there is unquestionably a “green” element to sustainability, for manufacturers, it is much bigger and frankly, much more important than just “environmental stuff.”

The world’s population is expected to grow from 7.3 billion people today to 9.7 billion by 2050; 795 million people in the world currently do not have enough food to lead a healthy active life; 1.3 billion people lack access to electricity; droughts and other natural disasters threaten many already environmentally and economically stressed parts of the world; and far too many are still treated unjustly, or worse, or otherwise lack a fair opportunity to live a healthy

(continued on page 8)

Manufacturing a Sustainable Future

(continued from page 7)

and high-quality life. These are all sustainability issues.

Manufacturers, and many others, view sustainability on three pillars:

1. Environmental protection – living within our planet’s finite resources; further minimizing our environmental footprint; reducing emissions; and minimizing waste;
2. Social well-being – ensuring the well-being of the people on our planet, in our country, that work in our businesses and in the communities where we live; and,
3. Economic performance – using all resources efficiently to add economic value to society and make a profit in order to continue operating from one year to the next, providing stability and economic value to society.

The three-legged stool of sustainability is not a new concept. However, some advocates and policymakers still view sustainability too narrowly and are well behind the curve in terms of understanding just how central all three pillars of sustainability are to manufacturers’ everyday decision-making. Being sustainable is not a new or emerging business trend for manufacturers, it is their fundamental business objective – and has been for some time. ♦

CINCINNATI PRIDE

A message from WCI Board of Directors member Rob Carlisle, President & Partner, Carlisle & Bray Enterprises

What a tremendous opportunity for Waterways Council, Inc. (WCI) to experience Cincinnati – an historically great river town – for its Fall Waterways Symposium, November 15-17! Cincinnati/Northern Kentucky offer a wide range of experiences for visitors that include the Aronoff Center for the Arts which hosts off-Broadway and opera events; the Contemporary Arts Center, one of the first contemporary art institutions in the United States, has

exhibited Renoir, Van Gogh, Gauguin, Picasso, and today focuses on “new developments in painting, sculpture, photography, architecture, performance art and new media”; the National Underground Railroad Freedom Center, where WCI will host its special dinner event on November 16; to the founding team of professional baseball, the Cincinnati Reds, and the Cincinnati Bengals. While this town has whatever you may be looking for, what amazes me is the history behind Cincinnati/Northern Kentucky.

Cincinnati is truly great because it is truly a river town. Cincinnati was founded in December 1788 and was originally named Losantiville, which meant “the city opposite the mouth of the Licking River.” In 1790, the name was changed to Cincinnati by the Governor of the Northwest Territory in honor of the Society of the Cincinnati, which got its name from Cincinnatus, the Roman general and dictator who saved the city of Rome from destruction. The introduction of steam navigation and the completion of the Miami and the Erie Canals in 1811 helped the city grow to 115,000 residents. The city’s nickname “Porkopolis” was added in 1835 when Cincinnati became the country’s chief hog packing center. At around the same time, the poet Henry Wadsworth Longfellow



Cincinnati beauty at night. Photo credit: DePauw University

(continued on page 9)

CINCINNATI PRIDE

(continued from page 8)

called the city the “Queen of the West” which stuck with her. Today, she is known simply as “The Queen City.” All of the accomplishments and growth of Cincinnati have been tied directly to the city’s access to river transportation. Cincinnati is an eight-hour drive to within 64% of the population of the United States, making it the intermodal capital, with the waterways figuring extremely prominently.

Celebrate 10!

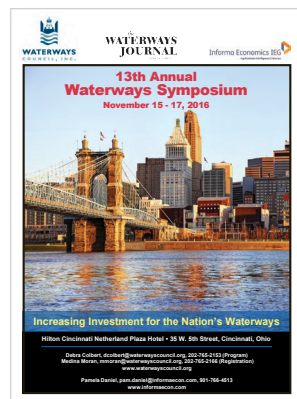
RiverWorks Discovery (RWD) -- the national educational outreach effort of the National River Center & Hall of Fame, located at the National Mississippi River Museum & Aquarium -- will celebrate its 10th anniversary during the opening reception of the Fall Waterways Symposium on November 15. Over the last decade, RiverWorks Discovery has brought together industry, community leaders, museums, nature centers, educators, and the general public to understand and appreciate the role of our rivers in our nation’s past, present and future. For more information on RWD, contact Errin Howard, 513.403.9312, errin@riverworksdiscovery.org. ♦



The Port of Cincinnati and Northern Kentucky has been expanded by the Corp of Engineers, with the collaboration of two port authorities and directed by The Central Ohio River Business Association (CORBA) to span 113 miles on each bank. As of the end of 2015, the Port became the number one inland waterway port in the country and the 13th in the nation, including blue water ports for waterborne freight.

As a proud Cincinnati, I – and my fellow residents – look forward to welcoming WCI and its symposium guests to our beautiful city on the river. See you in November!

See the schedule of activities and register for the Fall Waterways Symposium under the Early Bird rate by October 21 [here](#). ♦



the
**WATERWAYS
JOURNAL**



 **informa economics**
an AGRA informa company

National Rivers Lifetime Achievement Awardees

The National Rivers Hall of Fame will present its Lifetime Achievement Awards to WCI Chairman of the Board Merritt Lane (Canal Barge Company) and Rick Calhoun (WCI Past Chairman; Cargill Marine & Terminal, Inc.). The awards will be presented on November 16 at the WCI Symposium’s special dinner event. ♦



Merritt Lane



Rick Calhoun

PYNE RECEIVES 2016 SILVER BELL AWARD

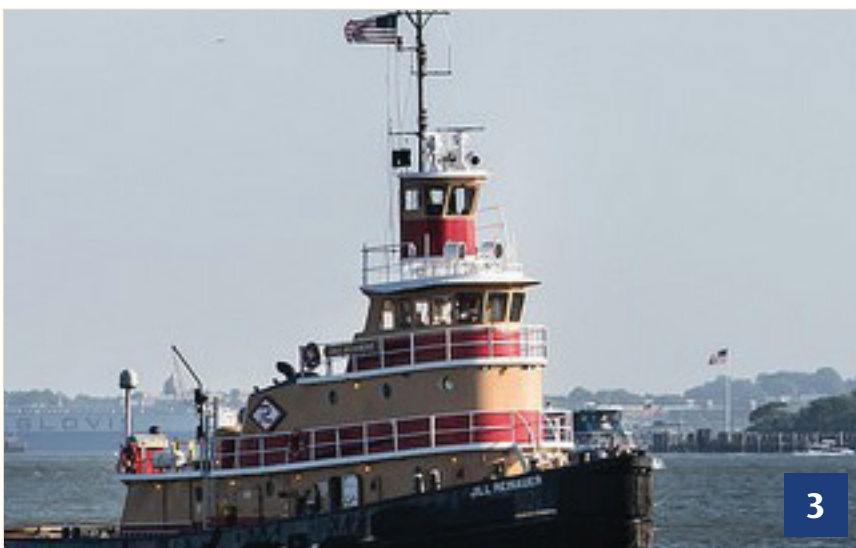
The Seamen's Church Institute held its 39th Annual Silver Bell Awards Dinner on June 9, 2016, in New York City. The dinner honored Joseph H. Pyne, Chairman of Kirby Corporation, with the 2016 Silver Bell Award, and the Hellenic Coast Guard, Italian Coast Guard and Italian Navy with Lifesaving Awards. *Photo credit: Leo Sorel and Saskia Kahn ♦*



2



1



3



4

Photo 1: Silver Bell Chairman Richard T. du Moulin (left) stands with Silver Bell Award recipient Joe Pyne (center) and Orrin Ingram, Ingram Barge Line (right), who presented the award. **Photo 2:** Michael J. Monahan, President, Campbell Transportation Company, Inc. and his wife, Kim, attend the reception. **Photo 3:** The "blessing of the tugboats" on the Hudson River is a unique part of the Silver Bell dinner. **Photo 4:** American Waterways Operators Executive Vice President & Chief Operating Officer Jennifer A. Carpenter (right) visits with Jim Farley (AWO Chairman; Kirby Corporation) (middle) and his wife, Linda.

WCI HOSTS MEDIA AT LOCKS

On August 1-2, WCI held its second annual media briefing for reporters from Washington, DC and around the country. This year, participants were Tiffany Stecker, *Energy & Environment Daily/Greenwire*, Pam Glass, *Workboat*, Spencer Chase, *Agri-Pulse*, John Shoulberg and Heather Ervin, *Waterways Journal*, Tom Steever, *Brownfield Ag News*, and Leah Thorsen, *St. Louis Post-Dispatch*. The group visited LaGrange and Mel Price locks and dams, joined by stakeholders from the Illinois Corn Growers Association (Rodney Weinzierl), National Corn Growers Association (Garry Niemeyer), ADM ARTCO (Brent Nissan), Illinois Marine Towing (Mike Blaske), the Nature Conservancy (Robert Sinkler), and the Inland Waterways Users Board (Marty Hettel). Illinois Lieutenant Governor Evelyn Sanguinetti also participated in the media tour at LaGrange. The group also boarded a Marquette Transportation Co. towboat, the *M/V Chris Myskowski* for a briefing and lunch. ♦



1



3



2

Photo 1: Media were able to see the aging of LaGrange Lock up close and personal. **Photo 2:** Marty Hettel (IWUB, in yellow) discusses the importance of the lock and dam system with Tiffany Stecker (EE Daily, in hat) (left), Robert Sinkler (The Nature Conservancy), Lt. Gov. Sanguinetti, and Tom Heinold, (U.S. Army Corps of Engineers). **Photo 3:** Pamela Glass, Washington Correspondent for WorkBoat Magazine, stands in front of LaGrange Lock. **Photo 4:** Before a tour of Mel Price Lock and Dam, reporters and guests boarded the *M/V Chris Myskowski*, owned by Marquette Transportation Co, LLC, for a briefing and lunch.



4

Administrator Addresses WCI

U.S. Maritime Administrator Paul “Chip” Jaenichen (left) spoke to WCI’s Executive Committee at a breakfast in Washington, DC on September 16. The Maritime Administration has just produced a new whiteboard animation video outlining America’s Marine Highway System, consisting of over 29,000 nautical miles of navigable waterways including rivers, bays, channels, the Great Lakes, the Saint Lawrence Seaway System, coastal, and open-ocean routes. The Marine Highway Program works to further incorporate these waterways into the greater U.S. transportation system, especially where marine transportation services are the most efficient, effective, and sustainable transportation option. Watch the video [here](#). ♦



Industry Events Ahead

October 12: Warrior Tombigbee Waterway Association Annual Meeting (Mobile, AL)

October 12-14: American Waterways Operators Fall Convention & Board of Directors Meeting (Seattle, WA)

October 13-14: “Raising the Grade” 2016 Upper Mississippi River Conference (Moline, IL)

October 17-18: Tennessee River Valley Association-Tennessee-Cumberland Waterways Council 50th Annual Meeting (Nashville, TN)



November 15: Inland Rivers Ports and Terminals Board Meeting (Cincinnati, OH)

November 15-17: WCI 2016 Waterways Symposium (Cincinnati, OH)

December 8: 17th Annual River Bell Awards Luncheon (Paducah, KY)

SAVE THE DATE: March 20-22, 2017: WCI Washington Meetings, (Washington, DC) ♦

Sticky Wicket. There was trouble in river city in mid-September when three broken dam wickets at Lock 52 on the Ohio River caused the river to close for a short period when the nine-foot navigation pool could not be maintained. The Corps performed emergency work and navigation was able to be quickly restored. Shown here: L&D 52's wickets in better days.



In August, GICA held its 111th Annual Gulf Intracoastal Canal Association Seminar, attended by, among others, (left to right): Mike Toohey (WCI President/CEO), Matt Woodruff (Kirby Corporation; Treasurer, GICA), Senator Roger Wicker (R-MS), Jim Stark (Executive Director, GICA), Rob Sadler (Golding Barge; President-elect, GICA), and Mario Munoz (Turn Services; President, GICA).



Expanded Panama Canal Opens To Mixed Reviews

After delays due to labor disputes, contractor challenges and bad weather, on June 26, a newly expanded Panama Canal opened. The Canal's largest project since its original construction, the expansion created a third set of locks to significantly increase traffic capacity. The original lock allowed for the passage of vessels that could carry up to 5,000 containers or TEUs. The expansion increased the width and depth of the locks' lanes to accommodate Post-Panamax vessels, which can carry up to 14,000 TEUs. The project also provided a Pacific access channel, dredged navigational channels and improved water supply. The project began in September 2007 "at a total cost of \$5.2 billion (U.S.)," said the official canal website.

The *New York Times*, in a June 22, 2016 article ("The New Panama Canal: A Risky Bet"), raised a series of concerns about how well the canal will meet expectations.

In an April 2006 speech about the then-forthcoming project, former Panamanian President Martín Torrijos, said that the canal "is like our 'petroleum.' Just like the petroleum that has not

been extracted is worthless and that in order to extract it you have to invest in infrastructure, the canal requires to expand its capacity to absorb the growing demand of cargo and generate more wealth for Panamanians." ♦



The expanded Panama Canal may offer additional opportunities for U.S. inland shippers. Photo credit: Nationwide Newsnet

Capitol Currents is
published by



WATERWAYS
COUNCIL, INC.

Deb Calhoun
Editor

Michael J. Toohey
Publisher

499 S. Capitol Street, SW
Suite 401
Washington, DC 20003
202.765.2166

www.waterwayscouncil.org

Vol. 12, No. 3