


# WATERWAYS WORK FOR MARYLAND




Waterways and ports support 27,600 Maryland jobs and directly contribute \$4.6 billion to our state's economy. Smart investment in this vital system will help create jobs and keep our economy growing.

## ESSENTIAL COMMODITIES ARE SHIPPED TO AND FROM MARYLAND THROUGH WATERWAYS AND PORTS:


 **\$18.9 Billion**  
of manufactured goods including computers and electronic products, appliances, machinery, electrical equipment and clothing

 **\$4.5 Billion**  
of products made from metal ore, including building materials like re-bar, structural I-beams and steel pipe

 **\$2.8 Billion**  
of basic chemicals used in hundreds of consumer products from appliances to toys, from soap to cosmetics

## COMMODITIES TRAVEL TO AND FROM MARYLAND ON MANY VITAL TRANSPORTATION LINKS, INCLUDING:

 **WATERWAYS:**  
Mississippi River, Great Lakes, Ohio River

 **PORTS:**  
Port of Baltimore, Port of New York/New Jersey, Ports of Los Angeles/Long Beach, Port of Jacksonville

## WATERWAYS AND PORTS CONTRIBUTE DIRECTLY TO MARYLAND'S ECONOMY:

**Total Revenue Impact:** **\$4.6 Billion** = **Direct Business Revenue:** **\$2.1 Billion** + **Personal Income:** **\$2 Billion** + **Local Purchases:** **\$546 Million**

TOGETHER, WATERWAYS AND PORTS SUPPORT  
**27,600 Maryland Jobs**

### DID YOU KNOW?

- Baltimore's channel through the Chesapeake Bay and the C&D Canal allow ships to transfer cargo closer to the Midwest than any other East Coast port
- The cruise industry brings about \$90 million and 220 jobs to the Maryland economy, but the cruise terminal in Baltimore was at capacity just seven years after it opened
- Waterfront space is limited in Baltimore, limiting possibilities for additional growth but demanding improvements to the existing structures

Waterways and ports help drive Maryland's economy. Failure to invest in our waterways and ports will hurt Maryland's exports, business sales and job creation.

With smart investment, we can handle increasing cargo loads efficiently, begin to address problems caused by congestion and delays and power Maryland's economic growth.

Sources: Delcan Real-Time Freight Intelligence, U.S. Army Corps of Engineers Waterborne Commerce Statistics, U.S. Department of Commerce International Trade Administration Import and Export Data, U.S. Department of Transportation's Commodity Flow Survey, National Waterways Foundation, Waterways Council, Inc., ASCE 2013 Infrastructure Report Card



# WATERWAYS WORK FOR AMERICA



## UNDERSTANDING THE WATER RESOURCES DEVELOPMENT ACT (WRDA)

America's marine transportation system is vital to our nation's competitiveness and economic growth.

The system safely, efficiently and cost-effectively transports hundreds of commodities like petroleum, coal, industrial chemicals, building materials and agricultural products to destinations within the United States and to deep water ports for export.

The inland waterways and ports are maintained and operated by the U.S. Army Corps of Engineers (Army Corps). But it's up to Congress to provide authority and funding for maintenance and operations. The Water Resources Development Act (WRDA) is the primary legislative vehicle through which specific projects are authorized while annual appropriations bills are the legislative vehicle that funds these projects.

WRDA authorizes new projects for flood protection, port improvement and upgrades to the nation's aging locks and dams infrastructure. Additionally, the legislation promotes projects that improve hydropower, municipal and industrial water supply, ecosystem restoration and recreational opportunities.

## RELIEF FOR A SYSTEM UNDER STRESS

In 1986 Congress adopted a major overhaul of Army Corps programs and envisioned new WRDA legislation every two years. Unfortunately, it hasn't happened that way. It's been nearly six years since the previous WRDA passed in 2007 — and Congress had to override a Presidential veto to pass the legislation. Before that the previous authorization passed in 2000.

As a result, the Corps has been chronically underfunded. System maintenance has fallen behind. Critical new projects can't get started, and those project that do receive funds move slowly as resources are stretched to meet multiple priorities.

In fact, at current funding levels the Corps estimates it will take 77 years — the entire lifespan of an average American — to complete the 22 planned major construction and rehabilitation projects.

## A VITAL INVESTMENT IN AMERICA

Modernizing the nation's marine transportation system can create American jobs, increase exports, and inject billions of dollars into the U.S. economy. On average, investment in the marine transportation system infrastructure returns more than 10 times to the nation's economy what is spent.

The Water Resources Development Act will promote investment in the nation's critical water resource infrastructure, streamline project delivery and reform the implementation of Corps programs.

The 113th Congress has the opportunity — for the first time in six years — to move WRDA legislation. Congress can kick-start strategic investment in our ports and inland waterways, increase American competitiveness and, in the process, create hundreds of thousands of high-paying U.S. jobs.

## FAST FACTS

# 77 Years

At current funding levels it will take 77 years to complete 22 planned major projects.

# \$1 = \$10

Every \$1 invested in our inland waterways returns \$10 to our nation's economy.

### Sources:

2013 Report Card for America's Infrastructure, ASCE  
National Waterways Foundation  
Waterways Council, Inc.