

America's Waterway System

**The Right Transportation Choice
for Our Environment**

What Would Happen if Our Rivers Dried Up?

Joe Pyne

Houston Marine Insurance Seminar

September 24, 2001

Environmental Groups Web Site -



Greening The Corps: Creating an Environmental Direction for the Army Corps of Engineers

Presented by:

- American Rivers
- Environmental Defense Fund
- Institute for Ag and Trade Policy
- Izaak Walton League
- National Wildlife Federation
- National Audubon Society
- Sustain
- Sierra Club

Washington Post Series

The Washington Post began publishing a series of over thirty anti Corps articles

- **The effort was well organized and orchestrated and appeared to have help from within the previous administration**
- **Its criticism was aimed primarily at the Upper Mississippi**
- **“Environmentalists believe the project could ravage one of America’s most fragile ecosystems.”**
- **“Environmental groups believe that the extra barges lured by lock expansions would grind up more fish, uproot more vegetation, silt in more side channels and further erode more shorelines.”**

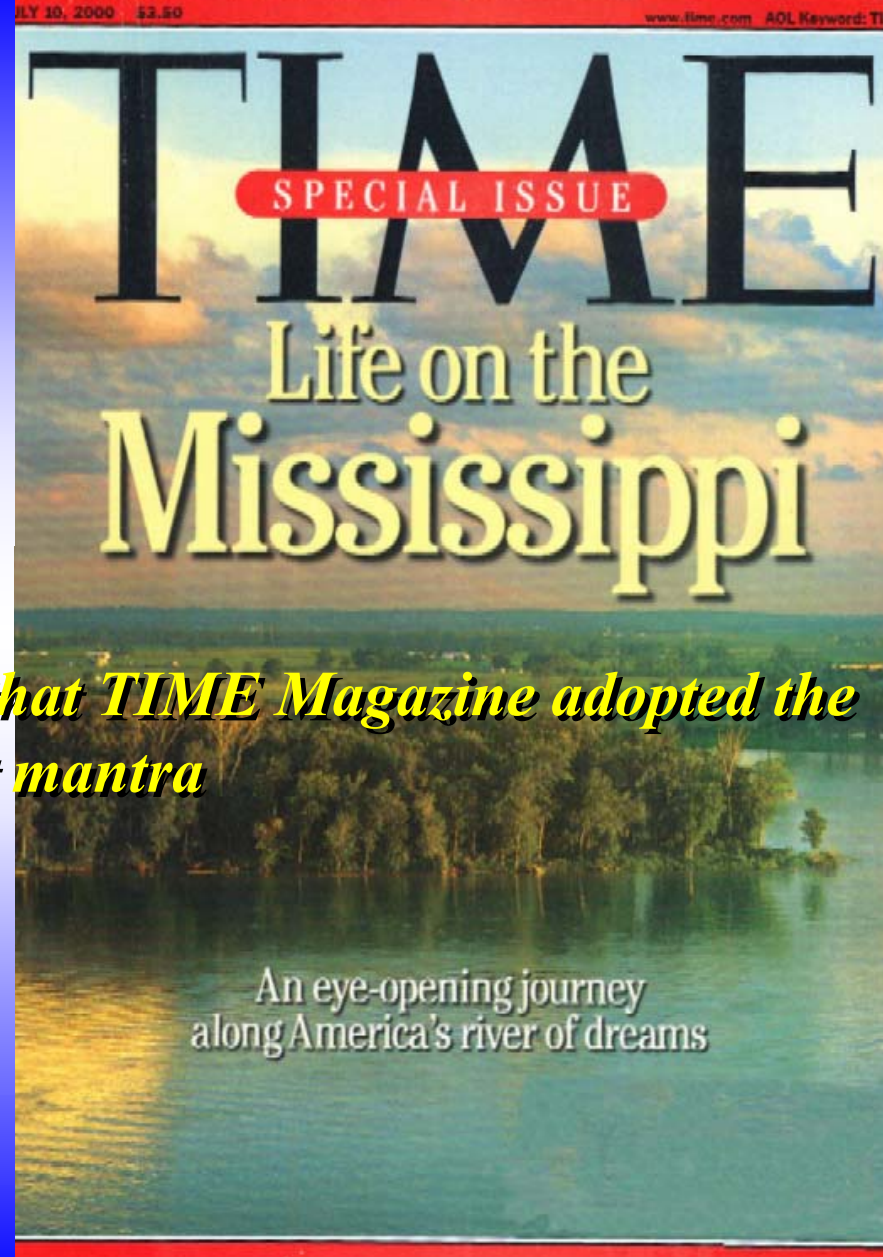
Washington Post Series

**Most people, including many legislators,
simply do not know the facts**

Most people do not know that:

- **Lock extensions would improve the environmental performance of towboats by eliminating long waiting times at the locks**
- **The Corps' whistle blower's model was "flawed and should not be used"**
- **Post writer Michael Grunwald deliberately chose to ignore many facts that were available to him**

Waterways Work!



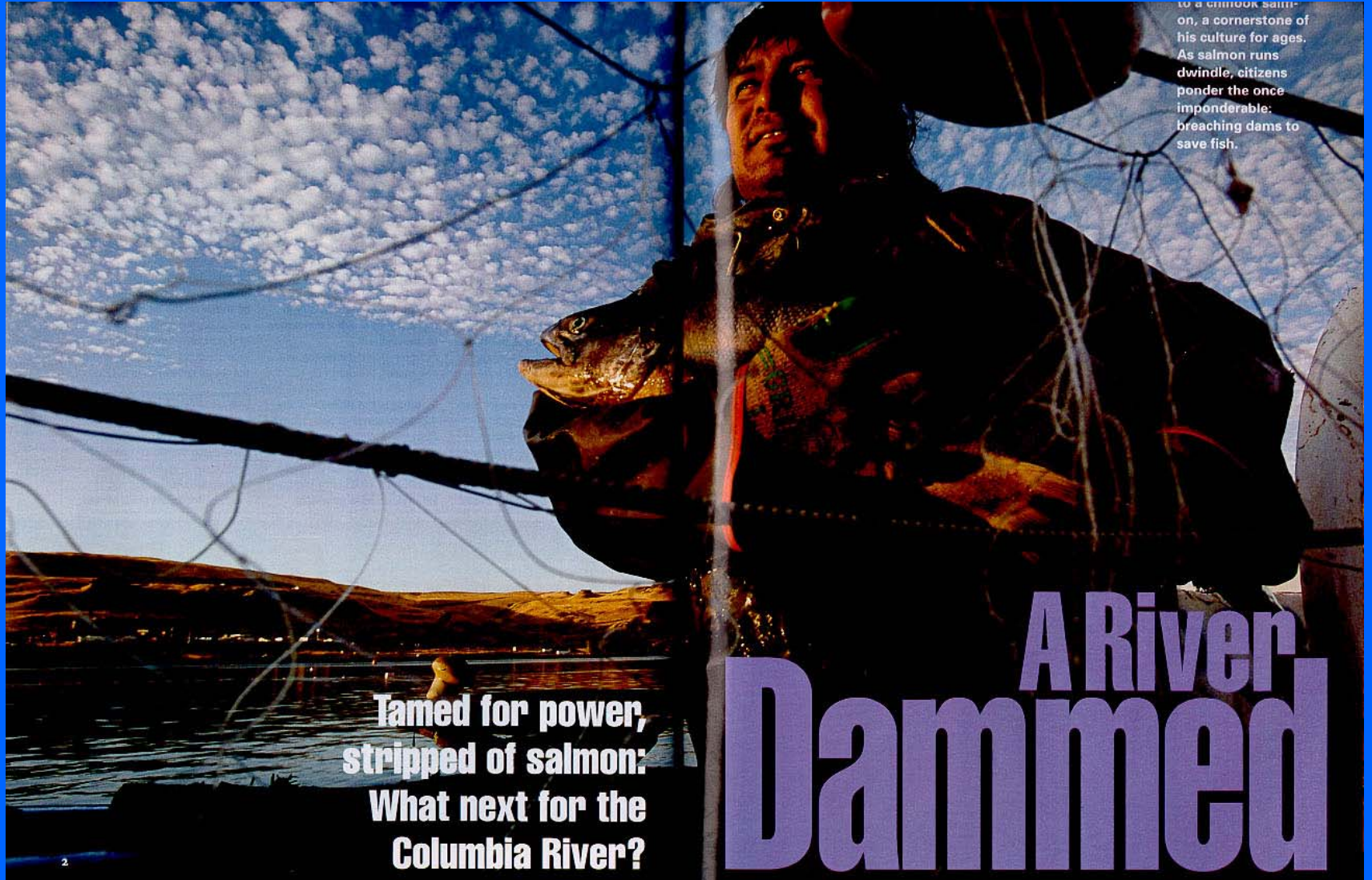
It's no accident that TIME Magazine adopted the environmentalist mantra

*A 50 page piece that never **speaks** to the environmental value of commercial navigation*

Adversaries Have Developed New Strategies and Better Coordination

- **On the same day the Washington Post broke the story on Dr. Sweeney's whistle-blower suit against the Corps, his affidavit was placed on the Environmental Defense Fund web site with links to articles sympathetic to him in the Washington Post, Minneapolis Star Tribune, St. Louis Post Dispatch, Anchorage Daily News, Chicago Tribune, Seattle Post Intelligencier, Des Moines Register, Peoria Journal Star and Lacrosse Tribune**

National Geographic



to a chinook salmon, a cornerstone of his culture for ages. As salmon runs dwindle, citizens ponder the once imponderable: breaching dams to save fish.

**Tamed for power,
stripped of salmon:
What next for the
Columbia River?**

**A River
Dammed**

Dr. Steven Ambrose has agreed to donate \$ 1 million to American Rivers to support their project to restore the Missouri River to “something Lewis and Clark would recognize.”

#1 New York Times Bestseller

UNDAUNTED COURAGE



Meriwether Lewis, Thomas Jefferson,
and the Opening of the American West

"Ambrose takes us into the interior of an adventure filled
with high romance and personal tragedy involving the greatest
expedition ever undertaken in the history of this country."

—Paul Theroux, *Chicago Tribune*

Stephen E. Ambrose
AUTHOR OF *D-Day*

American Rivers Web Site

“Dr. Ambrose met today with Vice President Dick Cheney and Interior Secretary Gale Norton to discuss how operating these dams to mimic the natural rise and fall of water levels..... would revitalize riverfront habitat..... And save native fish and wildlife”

Barges are Efficient



- **Barges move 16% of our nations freight for 2% of the freight bill**
- **Barges save shippers and consumers over \$7 billion annually compared to competitive modes**

Barges are Safe

Death and Injury Rate by Mode

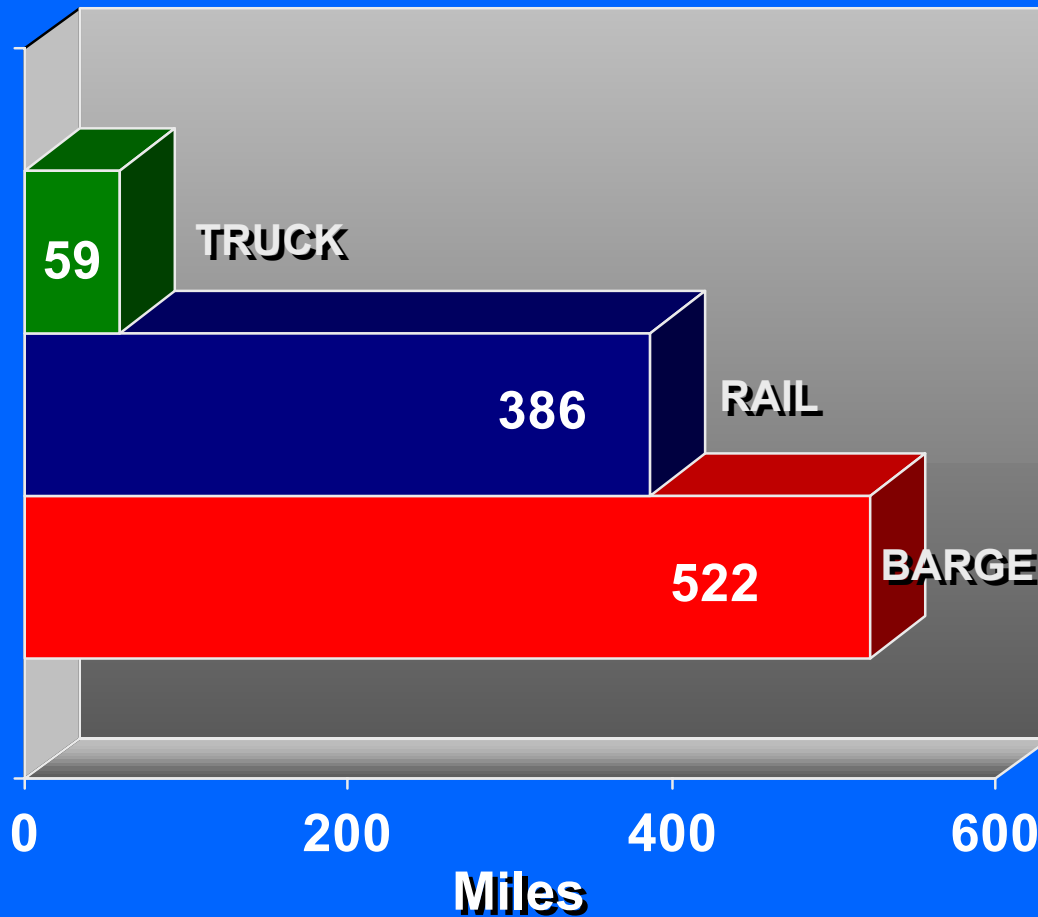
Per billion ton-miles

Mode	Deaths	Injuries
Barges	0.01	0.09
Trucks*	0.84	NA
Railroads	1.05	21.77

* Truck deaths include only truck occupants

Barges are Efficient

One gallon of fuel can move one ton of freight



Barges are Efficient

60,000 bbl. two-barge tow is equivalent to:



80 Rail Cars



300 Trucks



Barges Relieve Highway Congestion



Barges are environmentally friendly

- **Pounds of emissions produced moving one ton of freight 1,000 miles**

Mode	Hydro-Carbons	Carbon Monoxide	Nitrogen Oxides
BARGE	.09	.20	.53
RAIL	.46	.64	1.83
TRUCK	.63	1.90	10.17

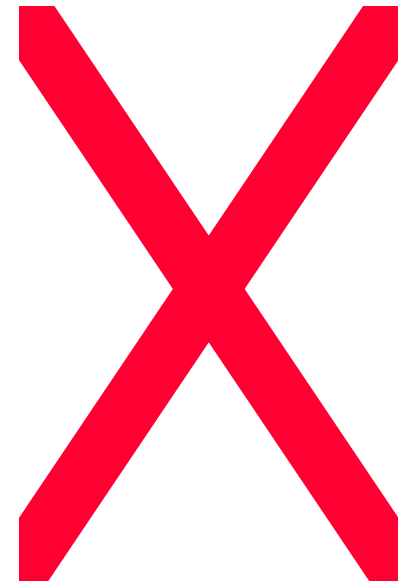
Source: Environmental Protection Agency, Emission Control Lab

We have a great story to tell

Both Europe and Japan have formal programs to shift freight transportation to waterways to improve the environment and relieve highway congestion

“Transport by inland waterway is still a greatly underused option. Nevertheless it has big advantages: it is kind to the environment, very safe, economical on non-renewable energy resources and helps relieve the pressure on the overcrowded road networks of north-west Europe. As a result it is ideally suited to further the objective of sustainable mobility, a priority of the EU’s common transport policy”

- ***One Million Homeless***
- ***27,000 Square Miles Flooded***
- ***Over 1,000 Lives Lost***



Donations to Environmental Groups



**\$3.5 Billion
in 1999**

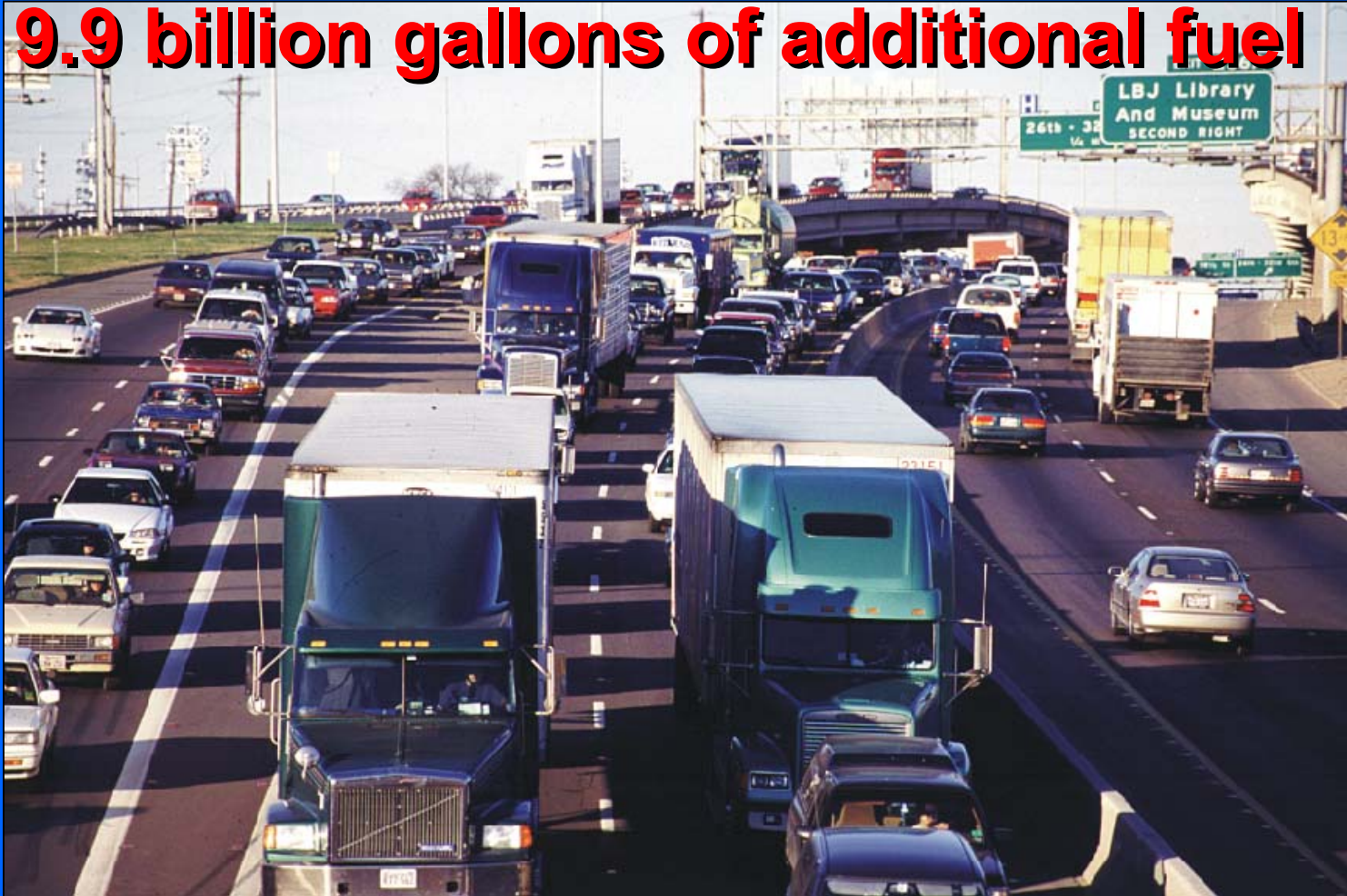
*To Move the Domestic Waterborne Commerce
by Truck Would Require:*

41.5 million more truck trips



*To Move the Domestic Waterborne Commerce by
Truck Would Require:*

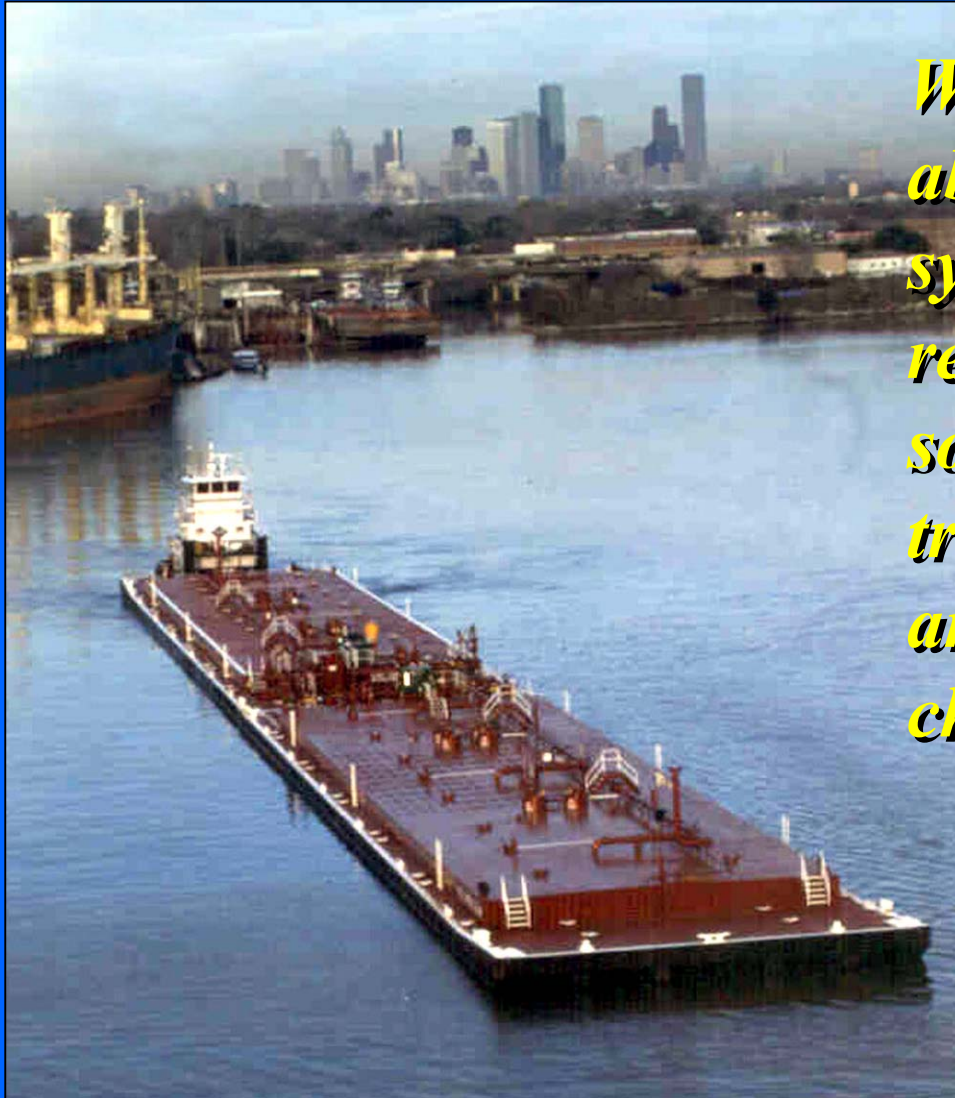
9.9 billion gallons of additional fuel



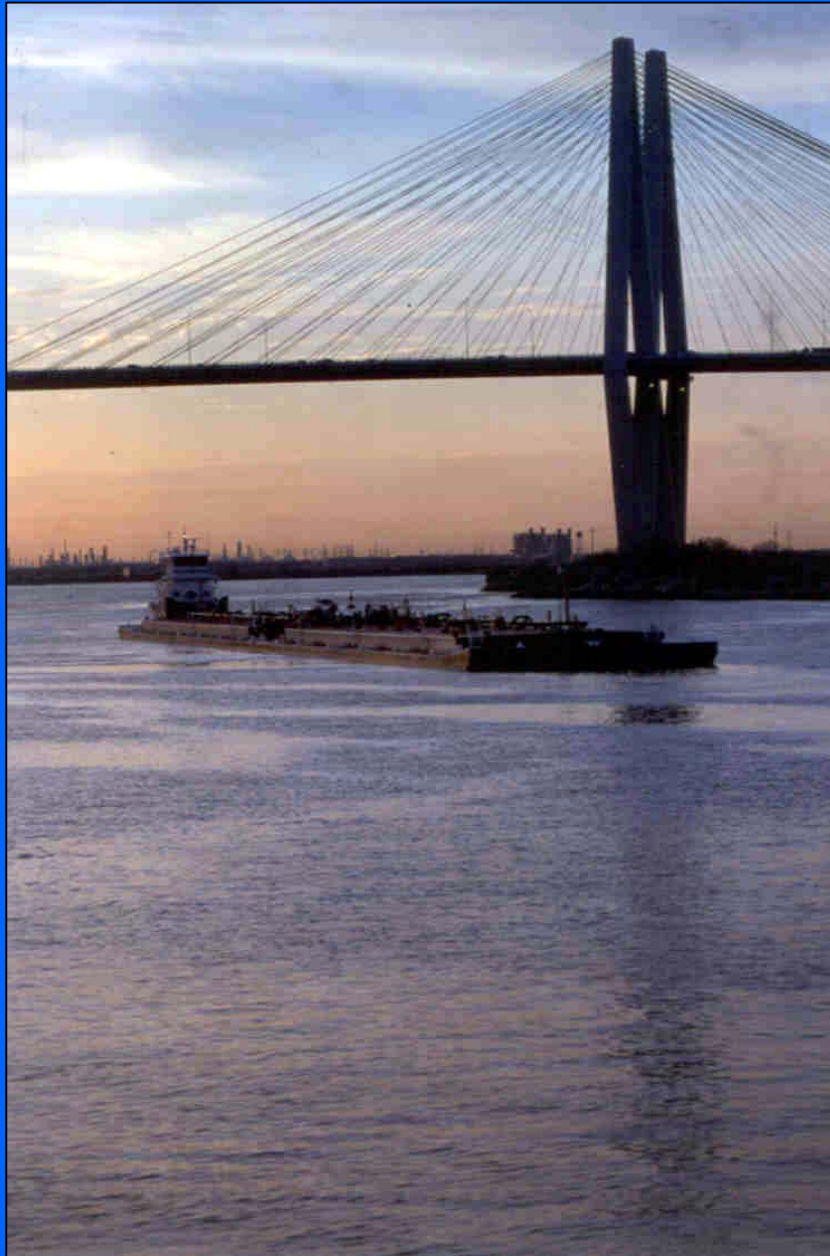
***To Move the Domestic Waterborne Commerce by
Truck Would Put:***

**7.8 billion more pounds of pollutants in the air
each year**





When the facts are known about America's waterway system, it will be clearly recognized as a principal solution to this country's truck and rail congestion and other environmental challenges.



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