



Tennessee-Tombigbee Waterway Development Council

NEWSLETTER

July 2009

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Kentucky Establishes Committee that will Focus on Waterways



Frankfort, KY As a state legislator whose Western Kentucky district is within a short drive of four major rivers and two of the largest manmade lakes in the United States, **Representative Will Coursey** has long understood the value of waterways to Kentucky. Now, **Representative Will Coursey** and **Senator Robert Leeper** as co-chairmen of the General Assembly's Subcommittee on Kentucky Waterways, will have the opportunity to lead the way in preserving, protecting and promoting one of the state's most vital



resources.

"No other state outside of Alaska has more miles of creeks and rivers than we do," said Representative Coursey. "They have guided our history and have long played a critical role in our economy. My goal is to see how we can build on those gains."

After suggesting to **House Speaker Greg Stumbo** that it would be a natural addition to the legislature's Transportation Committee, Representative Coursey became the driving force behind the newly created committee, Speaker Stumbo and Senate President David Williams authorized the committee earlier this month.

"I really appreciate the passion Will brings to this issue, and I know that he will do a great job as its chairman," Speaker Stumbo said. "His background makes him an ideal choice."

Representative Coursey said the committee will look at a wide variety of topics in the months ahead. Those include ways to limit water pollution; homeland-security measures at our river ports; adventure tourism; increasing barge traffic; and matters tied to hunting and fishing.

"I imagine we will also be in contact with similar committees in other states," Representative Coursey said. "We may be able to build on their successes here, and at the same time perhaps coordinate efforts as well."

The subcommittee will hold its inaugural meeting later this summer.

Lowndes County Mississippi Announces New Steel Company

Mississippi Steel Processing president **Chip Gerber** recently announced that a new industry will begin construction of a 160,000-square-foot plant in September in the Golden Triangle Industrial Park. This plant will bring a \$15 million investment and eventually 50 new jobs to Lowndes County. The facility will be built on 20 acres in two phases and completed about six months after the projected September 1 groundbreaking.

The plant plans to purchase steel coils from Severstal, Russia's largest steelmaker, and will be built on Severstal grounds eliminating shipping costs. They will cut the steel to customer specifications.

Another company, New Process Steel, announced last month that they will also be constructing a processing facility near Severstal. According to Mississippi Steel Processing officials the two companies will not directly compete for business since they will process different types of steel.

House Approves FY2010 Spending Bill For Army Corps of Engineers

By a vote of 320-97, the House of Representatives has approved HR 3183, the Energy and Water Appropriations bill, a \$33.3 billion fiscal year 2010 spending bill that funds the Army Corps of Engineers Civil Works program, along with the Department of Energy and the Interior Department's Bureau of Reclamation's water programs.

Program allocations largely track the Appropriations Committee's action, although there were several amendments.

- Construction: \$2.12 billion
- O&M: \$2.5 billion
- Investigations: \$142 million
- Mississippi River & Tributaries: \$251 million
- Regulatory: \$190 million
- FUSRAP: \$134 million
- Expenses: \$184 million

Lawmakers rejected GOP amendments, including several from longtime earmark opponent Rep. Jeff Flak (R-Ariz), to strip specific earmarks, and one from Rep. Marsha Blackburn (R-Tenn.) to cut funding across the board by 5 percent. Successful amendments include one that reduces the Expenses allocation by 49 million, and adds \$1.8 million to the Regulatory account to address the backlog of project applications. The Chesapeake Bay Oyster Restoration program receives \$7 million, offset by a reduction in Expenses, and \$14 million was transferred from Expenses to Construction.

The House rejected the Administration's proposed lockage fee to replace the current fuel tax to fund the Inland Waterways Trust Fund, stating that "None of the funds in the Act, or previous Acts making funds available for Energy and Water Development, shall be used to award any continuing contract that commits additional funding from the Inland Waterways Trust Fund unless or until such time that a long-term mechanism to enhance revenues in the Fund sufficient to meet the cost-sharing authorized in the Water Resources Development Act of 1986 (Public law 99-662) is enacted."

The accompanying report addresses the IWTF insolvency in more detail, noting that "Our national waterways are an efficient mode of transportation from both a carbon emission and fuel consumption standpoint. The Committee encourages the Administration to reevaluate the navigation business line in light of the current discussion on the economy, energy and climate."

Finally, the House chastised the Administration for the late transmission of its budget justifications, and the resulting lack of transparency, and for the fiscal year 2011 budget submission, imposes a penalty of \$100,000 per day for each day after the initial budget submission that the report is not submitted to Congress.

Legislation to Create Alabama Waterway Advisory Board

The Alabama Legislature has created a waterway advisory board within the Alabama Department of Economic and Community Affairs (ADECA) and its office of Inland Waterways and Intermodal Infrastructure to promote waterborne freight transportation. The advisory board will ensure that the needs of water transportation and intermodal infrastructure are properly considered and reflected in the state's comprehensive transportation and strategic planning policies. The board will also assist

and coordinate with public and private entities in the development of the state's rivers, ports, harbors, and intermodal facilities. They will coordinate with Alabama's individual waterway associations to promote continued development and maintenance of federally maintained channels within the state and to market the benefits of water transportation.

According to a report by the Alabama State Port Authority in 2008 the Mobile facility generated over \$120 million in revenues. The availability of the Tennessee-Tombigbee Waterway has made it possible to reach the port from the state's inland waterway system.

Feasibility Study of Hydroelectric Plant on Tennessee-Tombigbee Waterway

Symbiotics, a company based in Utah, was recently given a permit to study the feasibility of operating a small hydroelectric plant at Stennis Lock and Dam on the Tennessee-Tombigbee Waterway near Columbus, Mississippi. The company will have no more than three years to determine the environmental and financial impact of running the hydropower facility. **Mr. Dave Boyter**, director of engineering and operations for Symbiotics, said "We're still thinking about it and what it has and what issues that can be anticipated and whether the value of the energy is sufficient to cover the costs of the project."

The company currently has facilities at 10 river dams in the nation, and estimates the cost of the hydropower plant at \$25M. Both the Corps of Engineers and Tennessee-Tombigbee Waterway Development Authority have shown support for the plans. Administrator **Mr. Mike Tagert** said, "The Authority does not oppose such projects as long as it does not interfere with the navigability of the waterway." He went on to say, "The company's interest is another indication and benefit of having constructed the waterway. Additionally, only healthy river systems are viable candidates for such plants, so this is a real testament to the health of this ecosystem."

The plant would operate in a run-of-river mode using water-driven turbines with spinning blades to generate electricity, which would be conveyed through a two-mile transmission line to a distribution system. The Federal Energy Regulatory Commission (FERC) lists 382 permitted feasibility studies being conducted by developers across the nation. Among them are projects for the Beville and Heflin dams in Alabama, as well.

Panama Canal Trade Mission

The staff is coordinating a trip to the Panama Canal Zone on September 16 – 20. Participants will be able to view the expansion up close and visit the Miraflores Lock museum and observatory. Participants will be able to transit the entire canal as well. The cost will be \$1,365.00 for single occupancy and \$915.00 for doubles in addition to airfare. This includes the cost of the hotel, tours and most meals. We must have a commitment on your participation no later than August 3rd and complete payment must be made by September 1st. For registration information contact the Council office at (662) 328-0812.

James Marine Launches New Drydock

A new drydock was recently added by the James Marine Company, which is headquartered out of Paducah, Kentucky. Named "the Missouri," this 16th drydock joins those currently in service, named after the States of Kentucky and Mississippi. The Missouri's dimensions are identical to those of the Mississippi: 80 by 225 feet, with a 3,400-ton capacity. It was built and launched by Paducah River Service, which is a full-service repair shop and a division of the company. On January 5, 2009, the mv. Harley Hall of Tennessee Valley Towing pushed the drydock down to James Marine Wickliffe. The first boat to dock for repair on the Missouri was the mv. JB Kleinpeter from the Ingram Barge Company. James Marine was founded in 1986 by C. Ronald James and has steadily grown in its Paducah, Kentucky location.

TEPPCO Seeks Corps Permit

Texas Eastern Products Pipeline Company, LLC (TEPPCO) has applied for a permit from the Corps of Engineers for its barge terminal at Mile 160.7 of the Tennessee River. The Bath Springs terminal should begin construction in the spring of 2011, and is one of three terminals to be added along the Cumberland and Tennessee Rivers. The terminals will have a combined capacity of 800,000 barrels of biofuels and refined petroleum products. The project would require no dredging because the normal depth of the river location is 30-36 feet. When completed, there will be five petroleum storage tanks, 1,700 feet of steel piping from the dock to storage tanks, a three-bay truck rack and a storm water retention basin. TEPPCO anticipates 16 barges per month, and the six 4-foot diameter mooring dolphins with rubber fenders could accommodate four petroleum barges at a time.

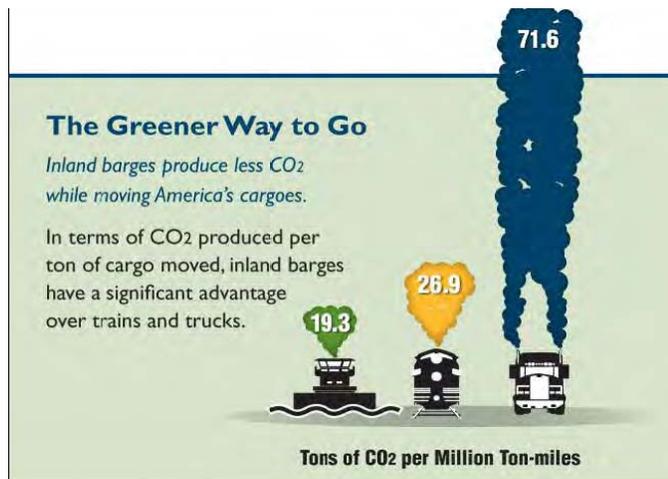
Treasury Issues Statement on Lockage Fees

In an effort to clarify the Administration's recommendation on lockage fees, the Treasury Department recently described the proposed lockage fee as a means of preserving "cost sharing of inland waterways capital costs." As to the reason for replacing the current fuel tax with a lockage fee, the a treasury spokesman said, "The fuel excise tax does not raise enough revenue to pay for the users' 50 percent share of the capital costs of the locks and dams that make barge transportation possible on the inland and intracoastal waterways." The proposal states that January 1, 2012 would mark the beginning of fuel tax reductions to 10 cents per gallon. The tax would be repealed "for periods following December 31, 2013. January 2013 would be the first month of the lockage fee phase-in, and it would be "adjusted as necessary to maintain an appropriate level of net assets in the Inland Waterways Trust Fund.

Alabama Freight Mobility Study Final Report

The final report of the Alabama Freight Mobility Study has been completed and posted on the CARIA website at www.caria.org. The findings were presented at several workshops in the region. Those in attendance included freight forwarders, inland port operators, tow operators, and shippers. Links to the presentations and information about moving containers by barge can be found on the CARIA website. A follow-up stakeholders meeting will be held at the upcoming opportunities conference in Point Clear, Alabama. For more information please see the conference schedule at www.tenntom.org

Texas Transportation Institute Reveals Additional Advantages of Shipping by Barge



A chapter has been added to the November 2007 publication entitled *A Modal Comparison of Domestic Freight Transportation* by the Texas Transportation Institute (TTI). Both the Maritime Administration and the National Waterways Foundation worked on the study, which showed that a less-significant "carbon footprint" is left by barge than shipping by rail or truck.

By making a comparison of emissions of carbon dioxide for cargo shipped by shallow-draft barges, railroads, and tractor-trailers, researchers determined that barges produce

19.27 tons of carbon dioxide for every 1 million ton-miles of cargo moved. Rail transportation produced 26.88 tons, and trucks created 71.61 tons. According to the Texas Transportation Institute, if the entire 274.4 billion ton-miles of cargo moved by barge in 2005 were shifted to either rail or truck,

freight rail would emit an additional 2.1 million tons of CO₂ while trucks would generate an additional 14.4 million tons of CO₂. For a copy of the study please visit www.waterwayscouncil.org

TIGER Grants Available



September 15, 2009 is the deadline for applications for the Transportation Investment Generating Economic Recovery (TIGER) grants, according to **Mr. Ray LaHood**, Transportation Secretary. State and local governing bodies, such as transit agencies, port authorities, are eligible to receive grants ranging from \$20M to \$300M and totaling \$1.5B for high-impact transportation projects. More information about the program can be obtained by emailing TIGERGrants@dot.gov.

Tishomingo County, Mississippi Recognized

According to a press release from the Tishomingo County Development Foundation, Tishomingo County was named as the hottest market with a population under 22,000 in the southeastern United States by *Southern Business and Development* magazine.

“This recognition of Tishomingo County is a testament to the power of teamwork, beginning with the Board of Supervisors, the municipalities, electric power association and the Yellow Creek Port Authority as well as the private sector,” said **Mr. Gary Matthews**, Executive Director of the Tishomingo County Development Foundation. For more information you can visit the Foundation website at www.tishomingo.org.



Proposed Lock Closures:

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|---|--------------------------------|
| Wilson Main Lock (Auxiliary will be available) | July 28 – August 25, 2009 |
| Selden Lock | September 9 – October 8, 2009 |
| Coffeeville Lock | September 11 – October 1, 2009 |
| Bankhead Lock | September 14 - October 4, 2009 |
| Old Hickory Lock | October 27 – November 17, 2009 |

News About Members



Captain Steven D. Poulin has replaced Captain Edwin Stanton as Sector Commander, U. S. Coast Guard Section Mobile. Captain Poulin earned his B.S. from the U. S. Coast Guard Academy, his MPA from the University of South Alabama and his J. D. from the University of Miami.

Mrs. Martha Segars, member of the Tennessee-Tombigbee Waterway Development Authority Board of Directors has been named one of the top 50 business women professionals by the Mississippi Business Journal.

Mr. Jerry L. Sailors, president of the Coosa-Alabama River Improvements Association, was re-elected as president of Inland Rivers Ports and Terminals, Inc. at the association’s recent meeting in Chicago, Illinois.

Mr. Mark K. Knoy, president of AEP River Operations has been named to the Seamen’s Church Institute board of trustees.

Governor Haley Barbour (MS), Governor Bob Riley (AL) and several transportation officials from Mississippi and Alabama attended the 100th anniversary of the Paris Air Show in June. Aerospace has grown into a major growth sector in the south with manufacturing plants in operation and being built along the Tenn-Tom corridor. All significant forces in the aerospace world gather every two years in Paris for the world's largest air show.



Mr. Nick Ardillo, member of the Tennessee-Tombigbee Waterway Development Authority board of directors welcomes **Senator Daniel Inouye**, Chairman of the Senate Appropriations Committee at the Ambassador's residence while attending the Paris Air Show.

Welcome New Members

Liza M. Joffrion

MultiModal Research, LLC
Nashville, Tennessee

Mr. Trey Fredriksen

H. G. Fredriksen Company, Inc.
Mobile, Alabama



Sympathy

Mrs. Valerie Ezell, director of the Sumter County Industrial Development Board passed away on February 14 and **Ms. Deanna Morgan** Executive Director of the West Alabama Economic Development Authority passed away May 26, 2009. We offer our condolences to both of these families.

The following is a copy of a Letter to the Editor written by Don Waldon, former administrator of the Tenn-Tom Authority.

Judge Robert Hugh Kirksey passed away on July 4th Judge Kirksey made many lasting contributions to Pickens County, the State of Alabama and to the Nation. Many of his life's accomplishments were appropriately memorialized by the media and at his funeral, but his involvement and leadership in helping make the Tennessee-Tombigbee Waterway a reality did not get the deserved attention.

Last year, the Tenn-Tom Waterway Museum completed a long awaited oral history of the waterway. I had the pleasure of directing that project. As part of that effort, I interviewed Robert Hugh for about one hour as he reminisced about his long involvement with the waterway. It was one of the more memorable interviews I conducted. His recollections were video taped and are now part of the Museum's archives.

I learned that he and some other leaders from west Alabama began to meet with others from northeast Mississippi during the mid-1950's to devise a plan to get the Tenn-Tom started since little progress had been made since the project was authorized in 1946 due mainly to Washington politics. Deliberations by this group led to the creation of the multi-state waterway development authority in 1958 that was instrumental in eventually gaining congressional approval to build the waterway. Those visionaries like Robert Hugh helped keep the dream of the waterway alive during these years when many had little hope that it would ever be built.

The State of Alabama was responsible for constructing new bridges across the waterway such as the one at Highway 17 that was too low to accommodate barge traffic. Those state plans did not include a bridge at Pickensville to replace the ferry that Raleigh Ryan had operated for many years. Raleigh was fond of saying that he was the only person whose job was abolished by the Tenn-Tom. After Robert Hugh learned the State had no plans to build a bridge at Pickensville he worked tirelessly to convince then Governor Fob James and his administration for the need for that crossing. His persistence paid off and it is hard to imagine how that part of the Tenn-Tom would have ever developed if that bridge had not been built, to say nothing of the great inconvenience to travelers. That bridge appropriately now bears his name as a tribute to his accomplishment.

Robert Hugh Kirksey's life-long work has set a very high standard for those who aspire to leave a legacy that would not only improve the quality of life for this generation but for future ones to come. I relish the 30 or more years I had the pleasure of knowing Robert Hugh and working with him on waterway-related matters affecting Pickens County. I will miss him very much.

**All times and speakers are tentative.
Please check final program for times.**

**Tennessee-Tombigbee Waterway
Development Opportunities Conference
&
Tennessee-Tombigbee Waterway Development Council
Annual Meeting
Schedule of Events**

◆ Tuesday, August 25, 2009 ◆

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|------------------|------------------------|--|
| 2:00 – 3:30 p.m. | Container on Barge | Stakeholders Meeting Beachside Room |
| 4:00-5:00 p.m | Registration Desk Open | |
| 6:00-7:00 p.m. | Chairman's Reception | Grand Ballroom North Patio |

Sponsored by:

Tennessee-Tombigbee Waterway Development Council

DINNER ON YOUR OWN

♦ Wednesday, August 26, 2009 ♦

7:30 a.m. Continental Breakfast

8:00 a.m. Registration Desk Open

8:30 a.m.

**Tennessee-Tombigbee Waterway Development Council
Annual Meeting Convenes –**

Presiding: Tim Weston, Chairman
Tennessee Valley Authority
Tupelo, Mississippi

Mr. Wynne Fuller
U. S. Army Corps of Engineers
Mobile, Alabama

Mr. Rick Saucer
U. S. Army Corps of Engineers
Columbus, Mississippi

Mr. Tom Cayce
U. S. Army Corps of Engineers
Nashville, Tennessee

Mr. Harry Stone
Bay Springs Resource Office
Dennis, Mississippi

10:00 am **Break**

Second Session Begins Mr. Jeff Ballweber

Pickering, Inc.
Jackson, Mississippi

Captain Steve Poulin
U. S. Coast Guard
Mobile, Alabama

Mr. Sandor Toth (Invited)
Criton Corporation
Silver Springs, Maryland

11:00 a.m.

**Tennessee-Tombigbee Waterway Development Council
General Membership Meeting**



**Tennessee-Tombigbee Waterway
Development Opportunities Conference Convenes**

2:00 p.m.

First Session Begins

Presiding: Mr. Robert Barnett, Vice Chairman
Tennessee-Tombigbee Waterway
Development Authority

Honorable Seth Hammett, Speaker
State of Alabama House of Representatives

General Robert L. Van Antwerp (Invited)
U. S. Army Corps of Engineers
Washington, D. C.

Assistant Secretary of the Army for Civil Works
(Nominee Invited)
Washington, D. C.

Honorable Travis Childers
United States Congress
First District, Mississippi

3:30 p.m.

Second Session Begins

Mr. Cornel J. Martin
President and CEO
Waterways Council, Inc.
Arlington, Virginia

Representative of the
U. S. Chamber of Commerce (Invited)
Washington, D. C.

Mr. John Robertson
Vice President and Senior Economist
Federal Reserve Bank
Atlanta, Georgia

6:00 – 7:00

Reception and Silent Auction
Benefit Tennessee-Tombigbee Waterway
Transportation Museum

7:00 p.m.

Dinner

Keynote Speaker

Mr. Glenn McCullough

Chairman
Advance Mississippi
Jackson, Mississippi

◆ Thursday, August 27, 2009 ◆

7:30-8:30 a.m. Continental Breakfast

8:30 a.m. Third Session Begins

Mr. Jimmy Palmer
Butler Snow
Memphis, Tennessee

Dr. Robert E. Martinez
Norfolk Southern Corporation
Norfolk, Virginia

Mr. Bruce Lambert
Executive Director
Institute for Trade and Transportation
Mandeville, Louisiana

10:00 a.m. **Break**

10:15 a.m. Fourth Session Begins

Mr. Lance Brown
The Partnership for Affordable Clean Energy
Montgomery, Alabama

Ms. Vickie Sullivan
The Southern Company
Birmingham, Alabama

Ms. Erika Young
Transportation Director
National Association of Regional Councils
Washington, D. C.

11:30 a.m. Adjourn

LUNCH ON YOUR OWN

1:30 p.m.

**Twenty Second Annual Golf Classic
Rock Creek Golf Course
Bob Day, Coordinator**

1:30 p.m. Departure for tour of

Mobile Container Terminal

6:30 p.m. **Reception**

7:00 p.m. **Dinner**



FORTHCOMING EVENTS

August 5 – 7, 2009 ♦ Joint Mississippi Water Resources Association - Mississippi Water Resources Research Institute Annual Conference . Harrah's Grand Hotel, Tunica, Mississippi www.mswater.org.

August 12 – 14, 2009 ♦ Gulf Intracoastal Canal Association, annual convention, Westin Canal Place Hoel, New Orleans, Louisiana. Contact: Raymond or Nita Butler (281) 996-6915.

August 25 – 28, 2009 ♦ Tennessee-Tombigbee Waterway Development Opportunities Conference. Marriott's Grand Hotel, Point Clear, Alabama. Contact: Agnes Zaiontz (662) 328-3286 or email azaiontz@tenntom.org

September 6 – 9, 2009 ♦ SmartRivers Conference: Vienna, Austria. Contact: Otto Schwetz, email: Otto.Schwetz@tinavienna.at

September 9 – 11, 2009 ♦ 2009 Alabama Water Resources Conference Perdido Beach Resort, Orange Beach, Alabama. Contact: Auburn University (334) 844-4132 or email: stonemk@auburn.edu.

September 16 – 20, 2009 ♦ Panama Canal Trade Mission. Contact: Agnes Zaiontz or Mike Tagert (662) 328-3286 or email azaiontz@tenntom.org

October 2 – 4, 2009 ♦ Trash & Treasures along the Tenn-Tom - 234 miles of Yard Sales. Contact: (800) 386-4373 or (800) 457-9739

October 26 – 28, 2009 ♦ Alabama-Mississippi Rural Tourism Conference. Holiday Inn, Sheffield, Alabama (256) 381-4710. Contact: Tenn-Tom Tourism Association at (662) 328-8936 or (800) 457-9739 or email azaiontz@tenntom.org