Partnering Navigation with Diverse Stakeholders for a Sustainable Future

Dan Mecklenborg
Senior Vice President
We own and operate over 145 towboats
Over 4,600 hopper & tank barges
Ingram Infrastructure System (ISS)

Hub and Spoke Operations

- Linehaul Motor Vessel Deployment To/From Hubs
- Hubs
Today’s Barge Industry
Economic Impact of Barge Transportation

- More than 33,000 people employed aboard tugs & towboats
- 30,000 people employed by shipyards
- Almost 500,000 workers in industries that rely on raw materials delivered by barge

- $5 billion contributed by industry each year to nation’s economy
- $750 million combined yearly total industry pays in payroll and corporate income taxes
Advantages of Inland Barge Transportation

1. **15-BARGE TOW**

2. **216 RAIL CARS + 6 LOCOMOTIVES**

3. **1,050 LARGE SEMI TRACTOR-TRAILERS**
The **Greener** Way to Move America’s Cargoes

Barges have the smallest carbon footprint among other transportation modes.

To move an identical amount of cargo by rail generates 30% more carbon dioxide than by barge, and 1,000% more emissions by trucks than by barge.
Advantages of Inland Barge Transportation

Inland waterways transport generates fewer emissions

Measured in grams per ton-miles in four standards tracked by the EPA:

- PARTICULATE MATTER (PM)
- HYDROCARBONS (HC)
- CARBON MONOXIDE (CO)
- NITROGEN OXIDES (NOx)

![Graph showing emissions values for PM, HC, CO, NOx in inland waterways transport]
Advantages of Inland Barge Transportation

Transporting freight by water is most energy-efficient choice

For one ton of cargo per gallon of fuel...

- A barge moves 616 miles
- A rail car moves 478 miles
- A truck moves 150 miles

Ton-miles Traveled per Gallon of Fuel
Navigating a responsible course.

- 91,000 tons of metals diverted from landfills
- 3,247 pounds of batteries recycled
- 42,000 pounds of lockline recycled
- 6,200 hours volunteered by Ingram associates at community events
- 11.8% increase in fuel efficiency
- 6.5 million gallons of oil reduction/recycling

12% of vessel fleet waste recycled

Stats quantify Ingram’s sustainability success between January 2009 and July 2013.
STRAEGIC PARTNERSHIPS
OUR GOAL
Stakeholder collaboration that includes navigation interests

• Support balanced organizations and initiatives comprised of diverse stakeholders

• Assist policymakers at all levels of government as well as leaders in academia and the private sector

• Introduce barge industry members to new potential partnerships for improving the resilience and reliability essential for infrastructure
• Navigation is just one of many stakeholders competing for use of our nation’s increasingly scarce and increasingly regulated water resources

• Without a seat at the table, navigation may be subjected to harmful, unbalanced policies
FUNDING ECOSYSTEM RESTORATION:
OBION CREEK STORY
The focus area encompasses 29,000 acres of agriculture land

- Available farm land which floods regularly
- Existing federal and state conservation efforts in the area
LAND ACQUISITION

- Acquired the 266.81-acre tract, and 23-acre tract
- TNC worked with property owners to enroll two additional tracts, adding 208 acres and approximately 5006 feet of river frontage to the conservation acreage
COMMUNICATION

- Solicitation letters to 260 local landowners located within the focus area to share information
- Press releases in local media in 2012
- The Conservancy and the NRCS held a public meetings with landowners
LEVERAGING FUNDING

• In the 3rd year of partnership, Mississippi River Basin Healthy Watershed Initiative (implemented by the Natural Resources Conservation Services) granted $20 million of funding to the project
PRE-PROJECT: ROW CROPLAND
PRE-PROJECT: ROW CROPLAND & CREEK
WETLAND RESTORATION

BOTTOMLAND HARDWOOD RESTORATION
INGRAM BARGES STAGED NEAR PROJECT AREA
AMERICA’S WATERSHED INITIATIVE

Goal:

To foster systemic, integrated approaches to complex issues throughout the Mississippi River Basin. A cross sector collaboration leveraging science, engineering, technology and public policy.
North America Infrastructure Program

An initiative of The Nature Conservancy

Working to influence national policy to better incorporate natural water infrastructure as a tool in managing and developing water resources
North America Infrastructure Program

Goals to complete by 2020:

• Double national investment in Water Infrastructure to $10 Billion/year

• Develop alternative financing strategies to attract $500 million in private investment capital

• Optimize existing U.S. Army Corps of Engineers Water Resources Infrastructure by turning them into multipurpose projects that include environmental benefits (target: 50%)

• Ensure new federal investments in Water Resources Infrastructure incorporate natural infrastructure components (target: 80%)

• Encourage adoption of a transparent Facility Management/Asset Management approach to managing national water infrastructure