



Chism Hardy Investments, LLC



SCF MARINE, INC.



Mississippi River Cities & Towns Initiative

MRCTI Sustainable Economies

Container-on-Vessel, a public/private effort



Returning Container Shipping to the Mississippi River

Mayors along the Mississippi River, in a drive to sustainably build the river economy, add jobs, and improve intermodal movement through their cities, have built a coalition of major stakeholders comprised of organizations such as FedEx Trade

Few of the 30 million containers that entered the U.S. in 2014 traveled the Mississippi River.

Networks, Home Depot, the Inland River Port & Terminal Association, Ingram Barge, and the IL Soybean Association. DOT Secretary Foxx has confirmed that the Mayors' effort to restore container movement to the Mississippi River has been made an official project within the U.S. Department of Transportation under the MARAD Marine Highway Program. This designation allows the existing public private partnership to become eligible for Federal grant funds as well as technical assistance. Most importantly, however, the organized process and coordination that comes with Maritime Administration project designation keeps the effort focused, on track, and organized. The work has been so successful, navigation industry leaders are now using the same model to pursue container-on-barge service from Illinois to Louisiana.

Why are mayors pursuing a project to move containers on the Mississippi once again? The simple

answer is mayors couldn't afford not to. Cities have a severe traffic congestion problem. The freight situation through-out the Mississippi River corridor is over dependent on truck and rail. One fully loaded semi wears on roads as much as 6,400 cars. But, that's not even the most pressing reason.

Container movement on the Mississippi River presents a tremendous opportunity.

According to U.S. DOT Bureau of Transportation Statistics, the U.S. freight transportation system moved more than 17.6 billion tons of goods valued at \$16.8 trillion in 2011. The Maritime Administration predicts the U.S. will need to move an additional 14 billion tons of cargo by 2050 to accommodate population growth. This means the U.S. will need to almost double freight movement capacity within 35 years. There is only one way the nation can possibly meet that growth – by utilizing our inland waterway system.

For the first time since 2007, the Marine Highway Grant Program has been funded for FY 2016. The Mayors coordinated applications from St. Louis to New Orleans to maximize the potential of the grant to start and expand container service. Now, U.S. DOT is poised to announce the new grantees and MRCTI will be there to assist this burgeoning economy on the Mississippi River.

