

Yearly revenue for barge companies<sup>1</sup>

<b>Material moved</b>	<b>Yearly revenue gained through transport through Chicago area</b>
Petroleum products, including asphalt above Joliet and into Indiana	\$17.5 million
Road salt, ethanol, fertilizer, steel and coal from Lemont	\$16 million
Sand and limestone through Lockport	\$4.9 million

Value of Products/Facilities Moved by Barge for Different Companies

<b>Type of Product/Facility</b>	<b>Value of Products</b>
Petrochemicals and refining products, including the raw material for aircraft deicing fluid from Lemont	\$90 million
Floating sand plant in Morris	\$3.5 million invested
Petroleum products through Chicago-area Locks	\$859 million/year
Anti-freeze, brake fluid, and windshield wiper fluid out of Lemont	Between \$1 million and \$1.6 million
Petroleum products through Whiting, IN refinery	\$100 million
Petroleum, chemicals & pharmaceuticals out of Lemont to locations throughout the Great Lakes Region, including airports in Minneapolis and Chicago	\$270 million/year
Coal and coke terminal at mile marker 297 on the main channel	\$1 million invested in equipment
Producer of caustic soda out of Hinsdale	\$20 million/year
Petroleum terminal in Forestview that holds cargo transported to Wisconsin & Indiana (would no longer be viable)	\$13.5 million/year (through O'Brien) & \$74.6 million/year (through Lockport)
Oil Refinery in East Chicago connected to barge-capable terminals in Oklahoma & Arkansas	\$6.7 million/year
Refinery in Joliet delivering coke and asphalt (moving to truck or train is not a viable option)	\$17.25 million/month
Loader of ethanol and benzene in Argo and	\$10.2 million/year

<sup>1</sup> The numbers are based on responses by less than 50% of the towing companies operating in the region.

Lemont	
Carrier of refined, chemical, oil and petroleum products through all three locks, and provider of project cargo transportation for refinery construction projects	\$500 million/year; \$50 million invested into Chicago market over past five years
Provider of towing and fleeting services out of Lemont, Joliet and Channahon (unlikely to stay viable)	\$14 million invested in vessel improvements and upgrades to marine repair service facilities
Mover of dry cargo; involved in marine construction (based out of WI)	\$15 million invested in equipment for environmental remediation projects; currently investing \$12.5 in new vessels; move \$250,000/year of dry cargo through Chicago waterways

#### Types of Entities Affected by Lack of Waterborne Commerce

- Local governments through decreased tax revenues
- Airports and airplanes
- Automobile manufacturing plants
- Food manufacturing plants
- Pharmaceutical manufacturing plants
- Road and highway infrastructure
- The Metropolitan Water Reclamation District (has 39-year multi-million dollar leases with a variety of companies on the assumption of companies being able to use the waterways)
- Existing suppliers whose contracts would be affected by the commercial stoppage.
- Those who rely on home heating oil and salt on the roads in wintertime.

<b>Waterway Customers</b>
1. Supplier of anti-freeze, brake fluid, and windshield wiper fluid to auto assembly plant in Lemont
2. Floating sand plant in Morris & distribution dock in Peoria
3. Shipyard in Romeoville
4. Petroleum, chemical & pharmaceutical facility in Lemont
5. Mover of steel, cement to Indiana & Wisconsin
6. Mover of petroleum products, including asphalt, above Joliet and into Indiana
7. Operator of warehousing and stevedoring services-terminal in Lemont
8. Mover of road salt, ethanol, fertilizer, steel and coal to areas above the locks from out of Lemont
9. Coal and coke terminal at mile marker 297 on the main channel (would no longer be viable)
10. Producer of caustic soda out of Hinsdale
11. Oil Refinery in East Chicago

Customers referenced as being affected

- Midwest Generation
- Oxbow Midwest
- Aspen Valley Landscape Supply
- Garick
- Citgo Petroleum
- OxyChen
- Westlake Chlor-alkali
- Gardner Asphalt
- Ozinga

Other Information

- Based on reports only from companies who submitted information, over 400 jobs would be put in jeopardy by lack of access to waterways.
- One terminal on the Calumet-Sag Channel supports the delivery of liquid fertilizer and would be forced to close down.
- Future flexibility for moving products between U.S. and Canadian markets would be negatively impacted.
- A global supplier of paints, coatings, optical products, specialty materials, chemicals, glass and fiber glass has a terminal in Lemont that receives their products. Moving to truck or rail would not be economically feasible.
- One company recently agreed to construct a liquid asphalt storage facility on the Calumet-Sag Channel north of O'Brien Lock. It will not be able to operate, as it will not be able to receive or ship materials via the river system.
- The value of soil, sand, gravel, rock and stone moving through the Chicago Sanitary and Ship Canal per year is \$26.7 million.
- Using trucks instead of barges for the delivery of materials to make concrete in the Chicago area would raise the product's price by between 20 to 30% and result in job losses, according to Ozinga.
- The amount of material required to move 1 barge would require 40 rail cars or 60 trucks.

Emissions Comparisons Between Truck, Rail and Boat

**Summary of Emissions - Grams per Ton-Mile**  
**(The following figure comes from a 2007 study by the Texas Transportation Institute titled, “A Modal Comparison of Domestic Freight Transportation Effects on the General Public”)**

Tons of Greenhouse Gases (GHG) per Million Ton-Miles

