



National Grain and Feed Association

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Maintaining our nation's waterways

...Build on the investments that keep U.S. competitive in global marketplace.

The U.S. transportation infrastructure system long has contributed to U.S. agricultural producers and agribusinesses competitiveness and a strong comparative advantage against foreign competitors.

Startlingly, a majority of locks on the U.S. inland waterways system have surpassed their design life span of 50 years. Further, navigation channels at U.S. ports need to be deepened and widened to accommodate larger vessels to stay competitive.

U.S. infrastructure currently is 11th in the world, according to the World Economic Forum's Global Competitiveness report. As recently as 2008, the U.S. ranked 7th. We cannot fall further behind and yield our ability to efficiently serve domestic and global markets.

Importance of waterways

- A modern, efficient inland waterways transport system (locks and dams) is vital to U.S. agriculture and the entire U.S. economy. In 2015, 72 percent of U.S. agricultural exports (142 million metric tons valued at \$128 billion) were waterborne.
- The United States exports about 25 percent of its grain. Of this quantity, nearly 60 percent moved via the Gulf ports while another 27 percent moved through Pacific Northwest ports.
- Our inland waterways provide a low-cost, economically and environmentally sustainable way to move grain and other agricultural products while supporting more than 540,000 jobs. For every \$1 billion in exports shipped through U.S. ports, 15,000 jobs are created.

NGFA's Ask: Will you support these investments in waterways infrastructure?

- Support a FY 2018 Energy and Water Appropriations bill that:
 - Allows for "full use" of the Inland Waterways Trust Fund (IWTF)
 - Includes at least \$3.17 billion in operations and maintenance funding for the U.S. Army Corps of Engineers.
 - Ensures that the \$1.33 billion spending target for the Harbor Maintenance Trust Fund is met.
 - Includes \$10 million for the Navigation & Ecosystem Sustainability Program (NESP).
- As Congress and President Trump craft an infrastructure package, please urge that they prioritize and provide funding for the existing backlog of 25 critical inland waterways modernization projects. (\$8.75 billion).
- Oppose efforts to impose tolling or lockage fees on the inland waterways. Industry already pays for the system through the IWTF, and tolling would drive traffic off the river, make agriculture less competitive and hit farmers square in the pocketbook.

NGFA Membership Profile

- Country elevators that provide storage, merchandising and farm supply services to farmer-customers.
- Feed mills that manufacture premixes and complete feeds for the livestock, poultry, aquaculture and pet food industries.
- Export elevators that merchandise and ship U.S. grains, oilseeds and processed commodities to foreign customers.
- Cash grain and feed merchandisers who buy and sell grains, oilseeds and grain products.
- Commodity futures brokers and commission merchants who provide hedging services to grain buyers and sellers through the use of futures markets.
- End users of grain and grain products, such as:
 - grain processors and millers who process raw grain into myriad products – such as flour, corn meal and syrup, and soybean oil and meal – for human and animal consumption, and industrial uses;
 - livestock and poultry integrators; and
 - biofuels producers, who manufacture fuel ethanol and soy diesel, as well as coproduct ingredients for animal feed.
- Allied industries, such as banks; railroads; barge lines; grain exchanges; biotechnology providers; engineering and design/construction firms; insurance companies; computer/software firms; and other companies that supply goods and services to the industry.

NGFA Contact:

Bobby Frederick, Director of Legislative Affairs: bfrederick@ngfa.org, 202-888-1093