

Louisiana

Louisiana has both shallow draft navigation (inland waterway barge) and deep draft navigation (ocean vessels), with over 366 miles of the Gulf Intracoastal Waterway (GIWW) and borders 428 miles of the Mississippi River. The Port of New Orleans is the point where the GIWW has its major connection with the Mississippi River and the interior of the country. This area is a vital segment of the inland waterway system, providing an economic transportation link from the Upper Midwest to the lower Mississippi Valley and the Gulf of Mexico. The GIWW is maintained at a depth of 12 feet allowing for shallow draft barge traffic.

Louisiana is the top state in waterborne transportation. The state contains or borders the lower 507 miles of the Lower Mississippi River. Deep draft navigation is possible for the first 236 miles to the Baton Rouge area. The state also includes over 310 miles of the Gulf Intracoastal Waterway (GIWW) system, with over 270 miles to the west of the New Orleans area and about 40 miles to the east. Louisiana also contains major connecting waterways such as the Port Allen-Morgan City Route and Atchafalaya River which connect the Mississippi River to the GIWW West. Other major waterways are the Mississippi River Gulf Outlet (MRGO), the New Orleans Inner Harbor Navigation Canal (IHNC), portions of the Mermentau, Calcasieu, Ouachita, Black, West Pearl and Red Rivers, and numerous lakes, bayous, canals and passes ([see map](#)).

The GIWW is the nation's third busiest waterway. As seen in Table 1, in 2008, almost 483 million tons of commodities (mostly petroleum products, grain, chemicals and coal) moved to, from, and within Louisiana on the GIWW and Deep Draft Ports via shallow draft barges and deep draft vessels. These commodities had a combined value of almost \$153 billion. Petroleum Products comprised 27% of this tonnage, followed by grain at 23%.

Total Deep Draft commodities accounted for 52%, with Deep Draft Crude Petroleum and grain, accounting for 81% and 56%, respectively. The majority of the crude petroleum originated from foreign markets, while the majority of the grain was shipped by barge (Table 2), primarily from Illinois, Missouri and Arkansas, down the Mississippi River for export. The remaining commodities total tonnage, were split fairly evenly between Deep and Shallow Draft commodities.



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Table 1					
Louisiana 2008 Waterborne Commerce To, From and Within the state Shallow and Deep Draft Commodities <i>(tonnage in thousands of tons; values in millions of dollars)</i>					
Commodity	Shipped	Received	Within	Total	Value
Coal	18,231	23,418	2,435	44,084	\$1,929
Petroleum Products	56,338	28,156	24,043	108,537	\$13,219
Crude Petroleum	1,774	63,778	6,317	71,869	\$7,115
Aggregates	259	17,804	0	18,063	\$4,360
Grain	70,524	54,730	1,586	126,840	\$21,339
Chemicals	23,179	16,400	6,378	45,957	\$23,119
Ores/Minerals	12,698	9,441	1,974	24,113	\$2,953
Iron/Steel	11,816	10,464	536	22,816	\$9,030
Other	9,677	9,628	1,200	20,505	\$69,628
TOTAL	204,496	233,819	44,469	482,784	\$152,692
<i>Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics</i> <i>** Insufficient barge operators to release this tonnage – included in “Other Commodities”</i>					

Table 2					
Louisiana 2008 Waterborne Commerce					
To, From and Within the state					
<i>(tonnage in thousands of tons; values in millions of dollars)</i>					
Commodity	Shipped	Received	Within	Total	Value
Coal	1,546	21,527	2,434	25,507	\$1,098
Petroleum Products	17,616	11,866	31,632	61,114	\$9,138
Crude Petroleum	1,759	5,924	6,263	13,946	\$1,462
Aggregates	237	10,579	0	10,816	\$3,765
Grain	373	53,514	1,490	55,377	\$9,772
Chemicals	16,620	3,601	6,335	26,556	\$15,151
Ores/Minerals	12,281	359	1,974	14,614	\$1,710
Iron/Steel	10,366	1,607	534	12,507	\$5,528
Other	5,185	4,596	1,180	10,961	\$59,828
TOTAL	65,983	113,573	51,842	231,398	\$107,452
<i>Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics</i>					
<i>** Insufficient barge operators to release this tonnage – included in “Other Commodities”</i>					

An analysis of the waterborne commerce data, displayed in Tables 1 and 2, for the State of Louisiana shows that more than 204 million tons of commodities were shipped in 2008. Grain was the largest commodity shipped, 70.5 million tons, mainly for export. Over 53.5 million tons of this grain was received on the inland waterway system out of the state, mainly from the midwest states, mentioned above. A total of over 138.5 million tons were shipped out of the state by deep draft vessels.

Docks in the state received a total of 234 million tons of traffic, from both shallow and deep draft vessels. Shallow draft traffic accounted for 114 million tons of this total, with grain accounting for the largest commodity received by shallow draft vessel. Crude petroleum was the largest commodity, being received via shallow or deep draft vessel, with almost 64 millions of tons originating from foreign sources. Grain was the second largest commodity being received accounting for a total of 54.7 million tons. Docks in the state received 113 million tons (shallow draft), with grain, being the largest commodity, 53.5 million tons.

In 2008, the 483 million tons (shallow and deep draft draft) were shipped to, from and within Louisiana were worth \$153 billion. Shallow draft traffic accounted for 231 million tons of this traffic with a value of almost \$76 million.

Table 3							
2008 Louisiana Waterborne Commerce							
Shipped to and from Other States and Countries							
Shallow and Deep Draft Commodities							
<i>(tonnage in thousands of tons; values in millions of dollars)</i>							
Shipments To	Commodity			Shipments From	Commodity		
	Tons	Value	Top		Tons	Value	Top
Florida	22,347	\$2,462	Petroleum	Illinois	39,236	\$4,797	Grain
Texas	15,091	\$3,564	Petroleum	Kentucky	13,094	\$1,213	Aggregates
Illinois	9,485	\$3,084	Chemicals	Texas	11,769	\$3,291	Petroleum
Ohio	5,851	\$2,690	Ores/Minerals	Missouri	8,408	\$1,186	Grain
Kentucky	5,369	\$1,271	Ores/Minerals	Arkansas	5,780	\$1,054	Grain
Foreign	110,464	\$26,418	Grain	Foreign	110,838	\$26,947	Crude Petro
OT	4,820	\$31,049	Others	Canada	1,063	\$548	Crude Petro
Canada	1,157	\$1,795	Petroleum	OT	206	\$33	Crude Petro
<i>Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics</i>							
<i>*OT - Offshore transfer of commodities</i>							

Louisiana docks shipped commodities by barge and deep draft vessels to 34 states, and received commodities from 23 states, Puerto Rico and other foreign countries ([see map](#)). The leading state shipped to was Florida, with over 22 million tons and a value of over \$2.4 billion. Grain was the largest commodity exported from Louisiana ports with 110.4 million tons exported at a value of \$26.4 million. The leading state shipping by barge to Louisiana was Illinois, which shipped over 39 million tons, with grain being the primary commodity. Crude Petroleum was the largest commodity imported to Louisiana ports with 110.8 million tons exported at a value of \$26.9 million.

There are approximately 665 manufacturing facilities, terminals, and docks on the waterways of Louisiana that shipped and received tonnage in 2008.

Five port areas in Louisiana were ranked in the top 15 in the United States in 2008. The Port of South Louisiana was the country's busiest, with over 212 million tons shipped and received. This port is defined as Lower Mississippi River (LMR) miles 114.9 through 168.5. The Port of New Orleans (LMR miles 81.2-114.9, plus parts of the Mississippi River Gulf Outlet (MRGO), Inner Harbor Navigation Canal (IHNC) and Harvey Canal) ranked 8th nationally. The Port of Baton Rouge (LMR miles 168.5-253, plus the Baton

Rouge Barge Canal) was 9th and the Port of Plaquemines (LMR miles 0-81.2) was 15th. The state's non-Mississippi River port, Lake Charles, ranked 13th in the U.S. with over 55 million tons shipped and received on the Calcasieu River.

There are no locks located on the Mississippi River in Louisiana.

Table 4						
Major Ports in Louisiana - 2008 Waterborne Commerce						
(tons in thousands; values in billions)						
Port Name	Tons				Commodity	
	Total	Domestic	Foreign		Value	Top
			Imports	Exports		
S. Louisiana	223,987	112,550	47,270	64,167	\$44	Grains
New Orleans	73,011	36,530	19,582	16,899	\$33	Petro Prod
Plaquemines	63,744	35,813	8,150	19,782	\$8	Coal
Lake Charles	53,778	22,012	26,009	5,757	\$16	Petro Prod
Baton Rouge	51,809	35,909	10,885	5,016	\$12	Petro Prod
<i>Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics</i>						

Louisiana has 25 locks on its waterways ([see map](#)). The Inner Harbor Navigation Canal Lock (also known as the Industrial Canal Lock) is located just off of the Mississippi River in the New Orleans Industrial Canal. This canal connects the Mississippi River to Lake Pontchartrain, the east portion of the Gulf Intracoastal Waterway (GIWW) and the Mississippi River-Gulf Outlet (MRGO). The current lock was built by nonfederal interests in 1923 and is 640 feet long and 75 feet wide. The new lock will be 1200 feet long and 110 feet wide and will be located just north of the existing facility between the North Claiborne Ave. and Florida Ave. bridges.

