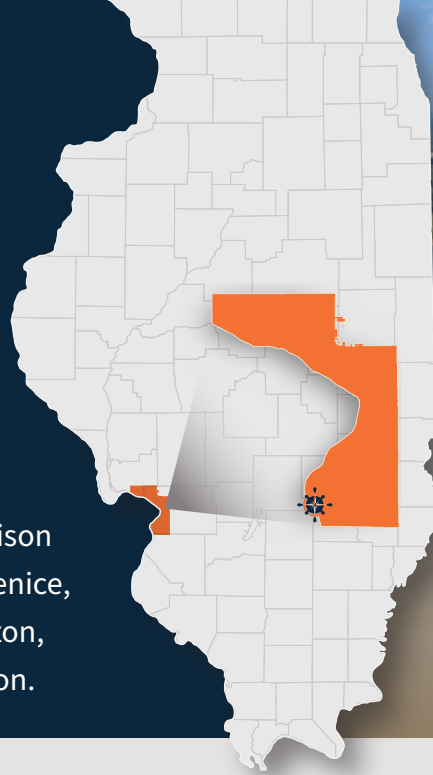


AMERICA'S CENTRAL PORT DISTRICT

America's Central Port District is located in Southwestern Illinois, in the St. Louis metropolitan area. Its boundaries consist of the following townships within Madison and Jersey Counties: Granite City, Venice, Nameoki, Chouteau, Wood River, Alton, Godfrey, Elsah, and the City of Grafton.



Port District Biography

Strategically located in Southwestern Illinois, the Port District has the benefit of being in one of the nation's largest metropolitan areas and access to its vast interstate network. The Port District owns 1,200 acres of mixed use land on the east bank of the Mississippi River and Chain of Rocks Channel spanning across the municipalities of Granite City, Madison and Venice, Illinois. The property includes over 1.9 million sq. ft. of warehouse space, over 50,000 sq. ft. of office space, several development sites and 150 apartments. The Port has two main harbor facilities (Granite City Harbor & Madison Harbor) capable of transloading a variety of dry, liquid and break-bulk cargoes.

1959



Illinois Legislature creates the Tri-City Regional Port District (America's Central Port).

1977



The port district is designated a grantee of Foreign Trade Zone (FTZ) No. 31. This designation gives companies that are approved to operate within the FTZ an economic advantage as they can reduce the costs of importing.

2000



President Clinton signed the National Defense Authorization Act of 2001. This act provides the transfer of 752 acres of the Charles Melvin Price Support Center to the Port District. The transfer doubled the acreage of the port district.

2011



The Port District rebrands itself from Tri-City Regional Port District to its current name of America's Central Port District. This was an initiative to provide a clear message to the world of who, what and where the Port owns and manages.

2015



The Port District completed construction of the Madison Harbor project. The new harbor is located south of Lock 27, and added 9,600 feet of rail track, a new rail/ truck/ barge terminal and general cargo barge dock. The \$50-million project was the largest the Port undertook since its establishment.

Multimodal Connections

HIGHWAY



Several interstates, state routes, and US highways traverse the port district. These include I-55, I-270, IL-3, IL-100, IL-111, IL-140, IL-143, IL-162, and US 67. Included within these routes are a total of 5.92 Critical Urban Freight Corridor miles within the port district

RAIL



Six class I railroads provide service within the port district these include, Union Pacific (UP), Norfolk Southern (NS), Kansas City Southern (KCS), Burlington Northern Santa Fe (BNSF), Canadian National (CN), and CSX Transportation (CSXT). Additionally, a regional carrier Terminal Railroad (TRRA) and two shortlines Alton & Southern Railway and Port Harbor Railroad (PHRR) provide services to the district.

WATER



The Mississippi River flows 37 miles along the port district's western border, the river is part of Marine Highway 35 and Marine Highway 55.

AIR



- MidAmerica St. Louis Airport - BLV (Belleville, IL)
- St. Louis Downtown Airport - CPS (Cahokia, IL)
- St. Louis Regional Airport - ALN (East Alton, IL)

LOCKS and DAMS



- Locks and Dam #27
- Melvin Price Locks and Dam



Port District Top Commodities:

1

FOOD



2

FERTILIZER



3

PETROLEUM PRODUCTS



2017 Commodities by County* (inbound, outbound, in-state):

MADISON COUNTY
4.4 MILLION TONS

JERSEY COUNTY
NO TONNAGE

*Note America's Central Port District does not encompass the entirety of the listed counties.

AMERICA'S CENTRAL PORT DISTRICT



List of Terminals (Public and Private)

- 1** Bluff City Minerals, Alton Sand Dock
- 2** Ardent Mills, LLC
- 3** Koch Fertilizer Storage And Terminal, Wood River Terminal
- 4** Conoco Phillips, Wood River Refinery Docks No. 4
- 5** Conoco Phillips, Wood River Refinery Docks No. 3
- 6** Conoco Phillips, Wood River Refinery Docks No. 2
- 7** Conoco Phillips, Wood River Refinery Docks No. 1-4
- 8** Conoco Phillips, Wood River Refinery Docks No. 1
- 9** The Premcor Refining Group, National Maintenance & Repair, Hartford Plant Dock
- 10** Marathon Ashland Pipe Line, Jaco Landing Dock
- 11** Phoenix Terminal Co. Dock
- 12** Wood River Pipe Line Co. Dock
- 13** Conoco Phillips, Wood River Product and Marine Terminal Dock
- 14** America's Central Port, Roll-on/Roll-off Dock
- 15** Petroleum Fuel And Terminal Co., Granite City Dock
- 16** America's Central Port, SCF Lewis & Clark Marine, Fleeting
- 17** America's Central Port, SCF Lewis & Clark Marine, Red Dock
- 18** America's Central Port, SCF Lewis & Clark Marine , White Dock
- 19** America's Central Port, US Steel Dock
- 20** America's Central Port, SCF Lewis & Clark Marine, Midcoast Dock
- 21** America's Central Port, SCF Lewis & Clark Marine , Madison Harbor
- 22** Beelman River Terminals, Venice

Economic Impact

It is estimated that marine cargo activity being handled within America’s Central Port District directly or indirectly supports 11,980 jobs within the state. These workers earn an estimated \$765.5 million in wages and contribute approximately \$1.3 billion towards the State GDP. The activity enabled comes from shippers across the state making use of facilities within the district, as well as the services supporting their goods movement. The following table breaks out the impact by the type of activity occurring.

	PORT USER	MARINE INDUSTRY	MARINE SUPPORTING	TOTAL
Employment	9,009	1,051	1,921	11,980
Income	\$557.6M	\$70.5M	\$117.7M	\$765.5M
Value Added	\$947.9M	\$117.7M	\$196.9M	\$1,262.5M
Output	\$1,982.3M	\$265.8M	\$343.4M	\$2,591.5M

Port-Owned Property Economic Impact

Independent of the port district economic analysis, the economic impacts of on-port tenants are presented below. These impacts are centered around the employment of businesses on port property’s ranging from manufacturers, distribution centers, and transportation companies, to nonprofits and small businesses. These impacts represent the activities of marine, and non-marine businesses to show the diversity of port activity.

EMPLOYMENT	2,468
INCOME	\$162.9M
VALUE ADDED	\$269.6M
OUTPUT	\$555.1M

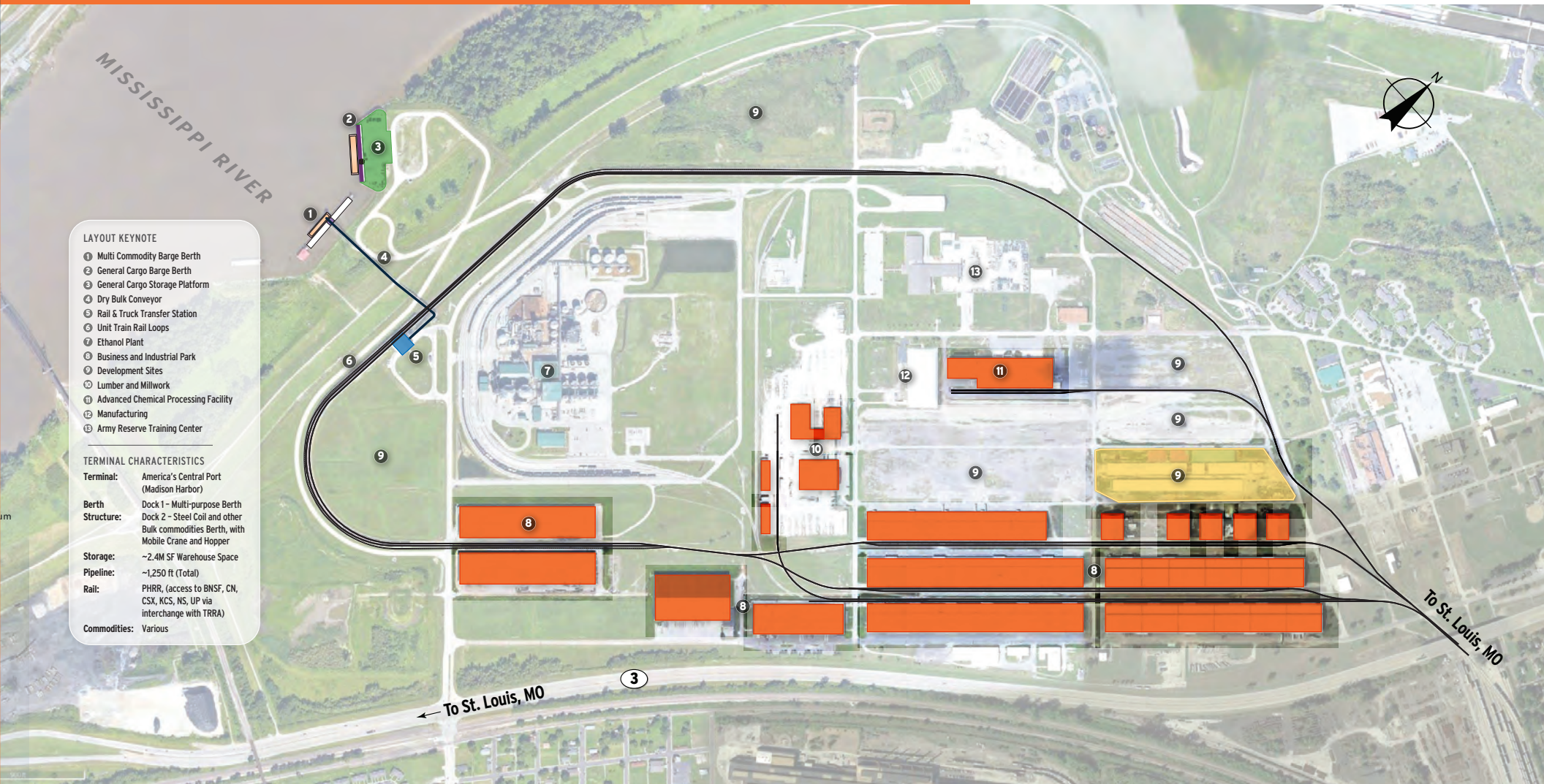
CAPITAL NEEDS

The Port District has many improvement and expansion projects planned. The port is planning to develop an intermodal facility which will include the need for expanded rail, road, and water access, additional land will need to be acquired for the development of the facility. In addition, the Port requires several improvements including upgrading a general cargo dock, revitalizing rail track, and multiple road reconstruction.

Estimated Total Cost: \$162 Million

America's Central Port District (Madison Harbor)

America's Central Port District South Terminal is located along the Mississippi River and Chain of Rocks Canal and is served by Norfolk Southern Railroad. The property houses several tenants which handle many products including steel coils, lumber and millwork, ethanol, and various break bulk products. The terminal has two docks one which is a multi-purpose berth, and the other is used for steel coils and other break bulk commodities. The site has roughly 2.4 million square feet of warehouse space.



America's Central Port District (Granite City Harbor)

America's Central Port (Granite City Harbor) is located along the Chain of Rocks Canal and is served by Norfolk Southern Railroad. The property houses several tenants which handle many products including fertilizer, grain, asphalt, and steel. The terminal has seven docks one which handles fertilizer, two which handle grain, two which handle steel and general cargo, one roll-on/roll-off dock, and one which handles asphalt. The site has 3,700 square feet of warehouse space, and has storage capacity to handle 827,000 barrels of asphalt and coal tar, 25,000 tons of grain, and 300,000 CF for fertilizer.

