

PUBLIC PORT DISTRICT PROFILES



Port districts are an important part of Illinois' waterway system. They are a special-purpose unit of local government created by the Illinois General Assembly to support and facilitate use of the waterways for the transport of goods. As of 2020, there are a total of 19 public port districts in existence in the state. Their goal is to encourage the use of the waterways to transport goods, provide for economies of scale, effectively move goods, and provide economic development and job creation within their districts. While the main intent is to encourage the use of the waterways, a few districts promote airport activities and have little to do with waterways. The geographic size of each district can vary, from covering the limits of a single municipality to covering multiple counties. Each district is governed by a board of directors that consists of appointees by the governor and the local government(s) each district encompasses.

Each port district is unique, faces different challenges, and uses different approaches to encouraging waterway use. Several port districts own and lease property. They support their tenants by improving rail, road, and waterway infrastructure for cooperative use. These ports districts reinvest their revenue into the port to maintain state of good repair, attract more businesses and continue growth. Additionally, there are many port districts which do not own or operate any property, most of which are actively looking for development opportunities.

3.1 PUBLIC PORT DISTRICT POWERS

Each public port district shown in **Table 3.1**, has unique and specific enabling legislation, however, there are similar powers afforded to each. It is important to note that many public port districts were created with the intention of trying to foster economic development within their regions, however, federal law supersedes state and local laws. Below are commonly held powers each port district enjoys:

- Issue permits: for the construction of all wharves, piers, dolphins, booms, weirs, breakwaters, bulkheads, jetties, bridges or other structures of any kind, over, under, in, or within 40 feet of any navigable waters within the port district, or for the deposit of rock, earth, sand or other material, or any matter of any kind or description in said waters
- Prevent or remove obstructions, including the removal of wrecks
- Locate and establish dock lines and shore or harbor lines
- Regulate the anchorage, moorage and speed of water borne vessels and establish and enforce regulations for the operation of bridges. (Mid-America, Ottawa and Upper Mississippi do not)

- Acquire, own, construct, lease and maintain water terminal facilities and transportation facilities within the port district
- Fix and collect just, reasonable and nondiscriminatory charges for the use of such facilities. The charges so collected shall be used to defray the reasonable expenses of the port district and to pay the principal of and interest on any revenue bonds issued by the district

Additionally, some districts have the following powers:

- Police their physical property, adjacent waterways and to exercise police powers in respect to the enforcement of any rule or regulation provided by the ordinances of the district and to employ and commission police officers and other qualified persons to enforce the same
- Build, construct, repair, and maintain levees

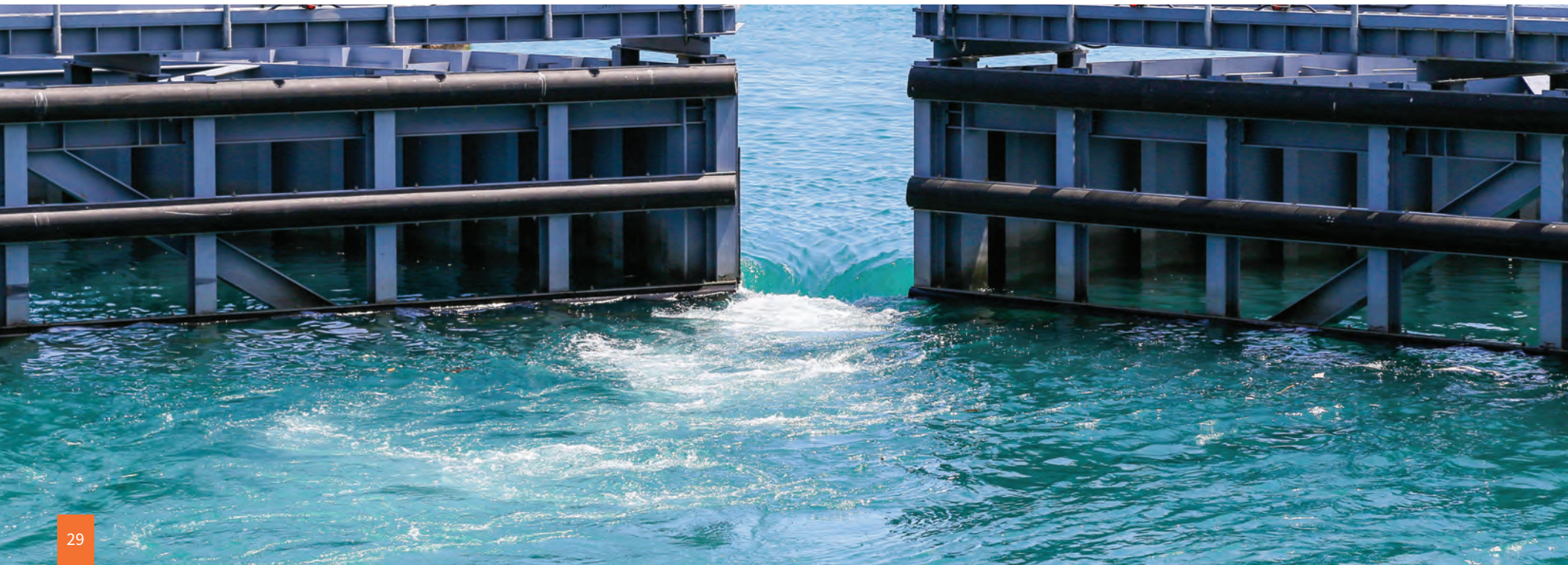


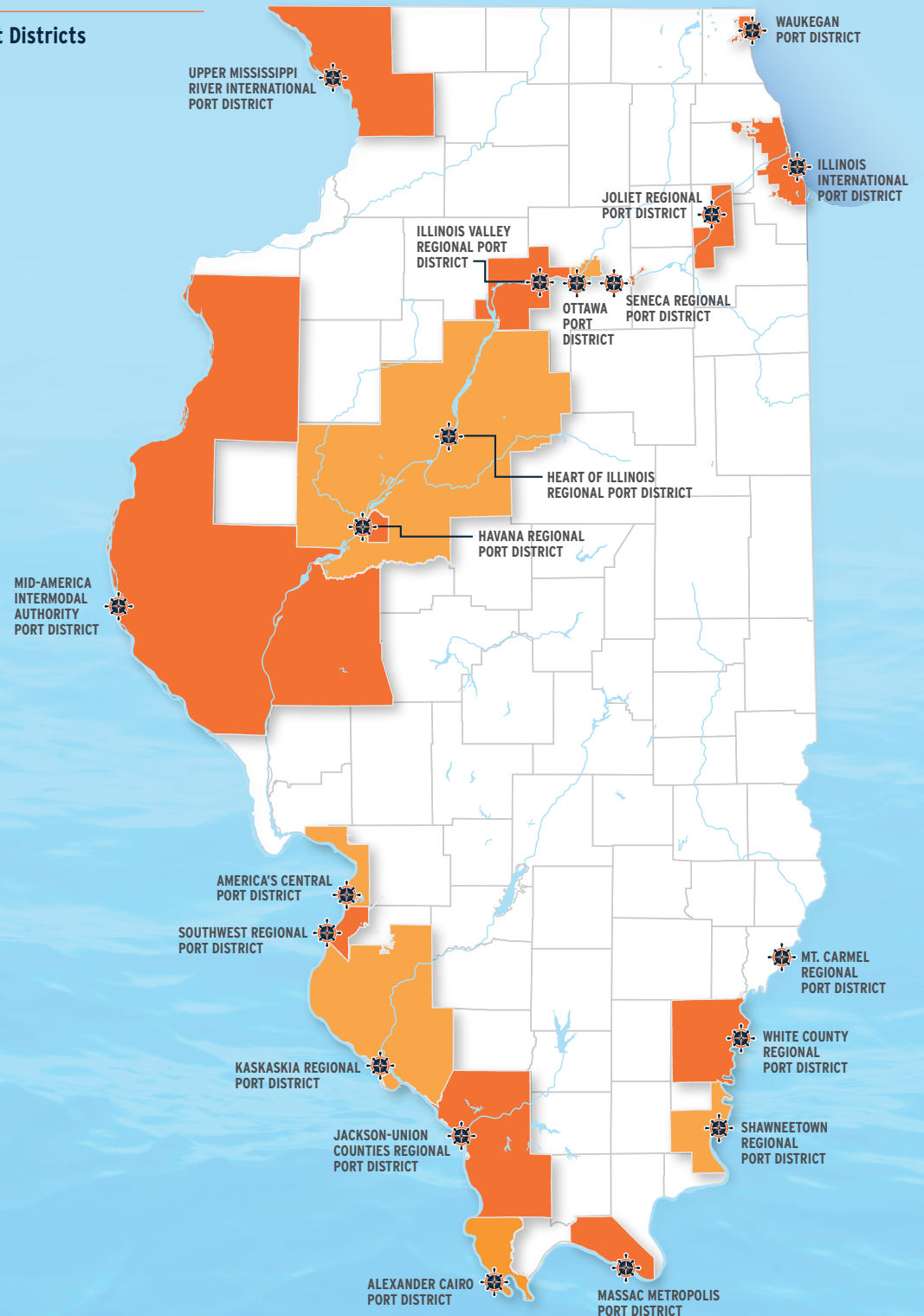
TABLE 3.1 Public Port District Listing

PUBLIC PORT DISTRICT	DATE ESTABLISHED	AUTHORIZATION	PUBLIC PORT DISTRICT	DATE ESTABLISHED	AUTHORIZATION
	2010	70 ILCS 1801/10		1998	45 ILCS 165/10, and 70 ILCS 1831/10
	1959	70 ILCS 1860/3		1969	70 ILCS 1835
	1967	70 ILCS 1805/1		2011	70 ILCS 1837/10
	2003	70 ILCS 1807/10		1961	70 ILCS 1845/3
	1951	70 ILCS 1810/3		1961	70 ILCS 1850/3
	1971	70 ILCS 1815/3		1961	70 ILCS 1855/3
	1976	70 ILCS 1820/3		2009	70 ILCS 1863/3
	1957	70 ILCS 1825/3		1955	70 ILCS 1865/3
	1965	70 ILCS 1830/3		1971	70 ILCS 1870/1
	2009	70 ILCS 1831/10			

3. PUBLIC PORT DISTRICT PROFILES

There are a total of 19 port districts within Illinois encompassing either all or a portion of 37 counties. The size of port districts range from the smallest boundaries of a single municipality (Mt. Carmel Regional Port District) to the largest which makes up 10 counties (Mid-America Intermodal Authority Port District). **Figure 3.1** shows all the port districts within the state. The remainder of this chapter provides a profile for each port district. Each profile highlights the port district's history, multimodal connections, top commodities and tonnage, list of terminals, economic impact, and port district capital needs. Likewise, for port districts that own property, information regarding these properties is included in the respective profiles.

FIGURE 3.1 Illinois Port Districts



3.2 BENEFITS OF PUBLIC PORT DISTRICTS

Port districts provide a number of benefits to the State of Illinois and the communities they govern. As previously stated, they are a special unit of local government created by the Illinois General Assembly which have many powers which can be leveraged to encourage the use of the waterway system for the transport of goods. By transporting goods via the waterway port districts can provide economies of scale to effectively move goods, ultimately providing economic development through job creation.

3.2.1 ECONOMIES OF SCALE

A majority of commodities that are moved on the IMTS are bulk commodities, predominately food products, sand and gravel, chemicals, and fertilizers. Transporting these bulk commodities can become very costly. Trucks cannot move the same volume of goods that barges can. One 15 barge tow is equivalent to 1,050 large semi-tractor trailers. Additionally, while rail is a cheaper means to transport bulk goods than truck, the rail infrastructure must be in place or relatively close to allow for the transport of the bulk goods. Port districts utilize the waterways to provide for the cost-effective movement of goods via a variety of types of vessels that can hold a large volume of goods.

In addition to the benefits mentioned above, port districts provide economies of scale in the capital infrastructure they provide their tenants. The ability to on-load and off-load commodities onto barges

and vessels requires specialized infrastructure and equipment that is costly. These capital infrastructure needs create a barrier to entry for businesses that would use the IMTS to ship and receive commodities. Instead of each business building their own infrastructure, the port district fills that role and leases their property to businesses. By doing so, port districts remove the barrier to entry by providing the infrastructure and equipment needed to ship and receive commodities via the IMTS. This also allows for economies of scale, allowing for multiple businesses to be port district tenants and utilize the infrastructure and equipment that the port district has built.

3.2.2 EFFECTIVE MOVEMENT OF GOODS

There are a total of 1,118 miles of commercially navigable inland waterways within the IMTS. The IMTS is connected to the Atlantic Ocean via the Great Lakes and the St. Lawrence Seaway and to the Gulf of Mexico via the Mississippi River. These connections allow bulk goods to effectively move to markets domestically and internationally. As mentioned above, the economies of scale allow for the effective movement of goods through the IMTS. Port districts can act as a catalyst to facilitate the movement of these goods by investing in capital infrastructure that assists in the movement of goods via the IMTS.

Additionally, moving goods on the waterway allows for greater volumes of goods to be moved at a time. As previously mentioned, a 15 barge tow is equivalent to

216 rail cars and six locomotives or 1,050 semi tractor-trailers. Moving goods via the waterway provides environmental benefits due to the fuel efficiency by volume as compared to the other modes. In addition, moving goods via the waterway is safer due to the lack of conflicts with other vehicles when compared to truck and rail.

3.2.3 ECONOMIC DEVELOPMENT

Terminal facilities and the industries supporting them greatly contribute to Illinois' economy. As mentioned in Chapter 1, the IMTS contributes \$36 billion to the state. This contribution is generated through a number of direct, indirect and induced effects from the IMTS, which will be further explained in Chapter 4. However, of the \$36 billion statewide economic contribution, activity within the 19 port districts accounts for \$24.5 billion of that as shown in **Table 3.2**. It is important to note that the \$24.5 billion in contribution to the state's economy encompasses all activity within the port districts and not only port-owned property.

TABLE 3.2 **Economic Contribution of All Port Districts**

Employment	Income (\$M)	Value Added (\$M)	Output (\$M)
113,938	\$7,118.781	\$11,814.14	\$24,586.66

Source: WSP Analysis

3. PUBLIC PORT DISTRICT PROFILES

Six of the 19 public port districts within the state own property and lease and/or operate that property. These port districts generate a great amount of economic development and significantly contribute to the state and local economies. These 6-port districts contribute a total of 6,675 jobs and generate \$1.5 billion in economic contribution to the state as shown in **Table 3.3**.

TABLE 3.3 **Economic Impact of Port District Owned Property**

Employment	Income (\$M)	Value Added (\$M)	Output (\$M)
6,675	\$457.2	\$742.3	\$1,557.1

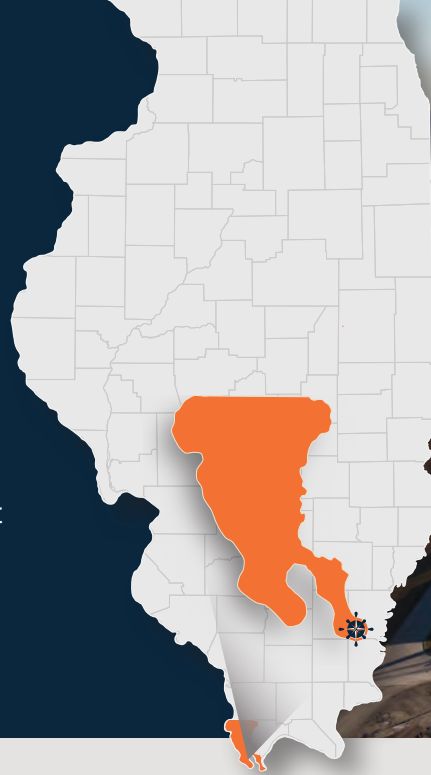
Source: WSP Analysis

Being a special unit of local government, port districts have many powers (as mentioned in section 3.1) that allow them to provide economic development through the establishment and operation of terminal facilities. As shown in **Tables 3.2** and **3.3**, port districts provide great economic contributions to the state and the geographic regions where they reside. There are several port districts that currently do not own or operate any terminal facilities within their jurisdiction. However, through local support and the powers provided to them through the General Assembly they have the ability to try to attract economic development within their jurisdictions.



ALEXANDER-CAIRO PORT DISTRICT

The Alexander-Cairo Port District is located in Southern Illinois, at the confluence of the Mississippi and Ohio rivers. The Port District's boundaries consist all of Alexander County.



Port District Biography

Being located at the confluence of the Mississippi and Ohio rivers, the Alexander-Cairo Port District was created in 2010 with the goal of attracting the marine industry to Alexander county. The Alexander-Cairo Port District currently does not own or operate a public port. However, the Port District has been working with the City of Cairo and the Cairo Public Utility Company to establish a public port on the western side of Cairo. The City of Cairo owns approximately 190 acres of land at the location.

2010



Alexander-Cairo Port District was created

2014



City of Cairo and the Cairo Public Utility Company publish a conceptual site design and scoping study for a public port terminal in Cairo.

2020



Illinois Legislature approves \$40 million toward planning, design and construction of a new port terminal

Multimodal Connections

HIGHWAY



Several interstates, state routes, and US highways traverse the port district, these include I-57, I-55, IL-3, IL-127, IL-146, US 51, and US 60.

RAIL



Two Class I railroads provide service and own track within the port district these include Union Pacific (UP) and Canadian National (CN). In addition, Norfolk Southern (NS) and Burlington Northern Santa Fe (BNFS) have an agreement with Canadian National to utilize their track.

WATER



The Mississippi River flows 60 miles along the western border of the district. This portion of the river is part Marine Highway 55. The Ohio River flows 6.5 miles along the eastern border of the district, this portion of the river is designated as Marine Highway 70.

AIR

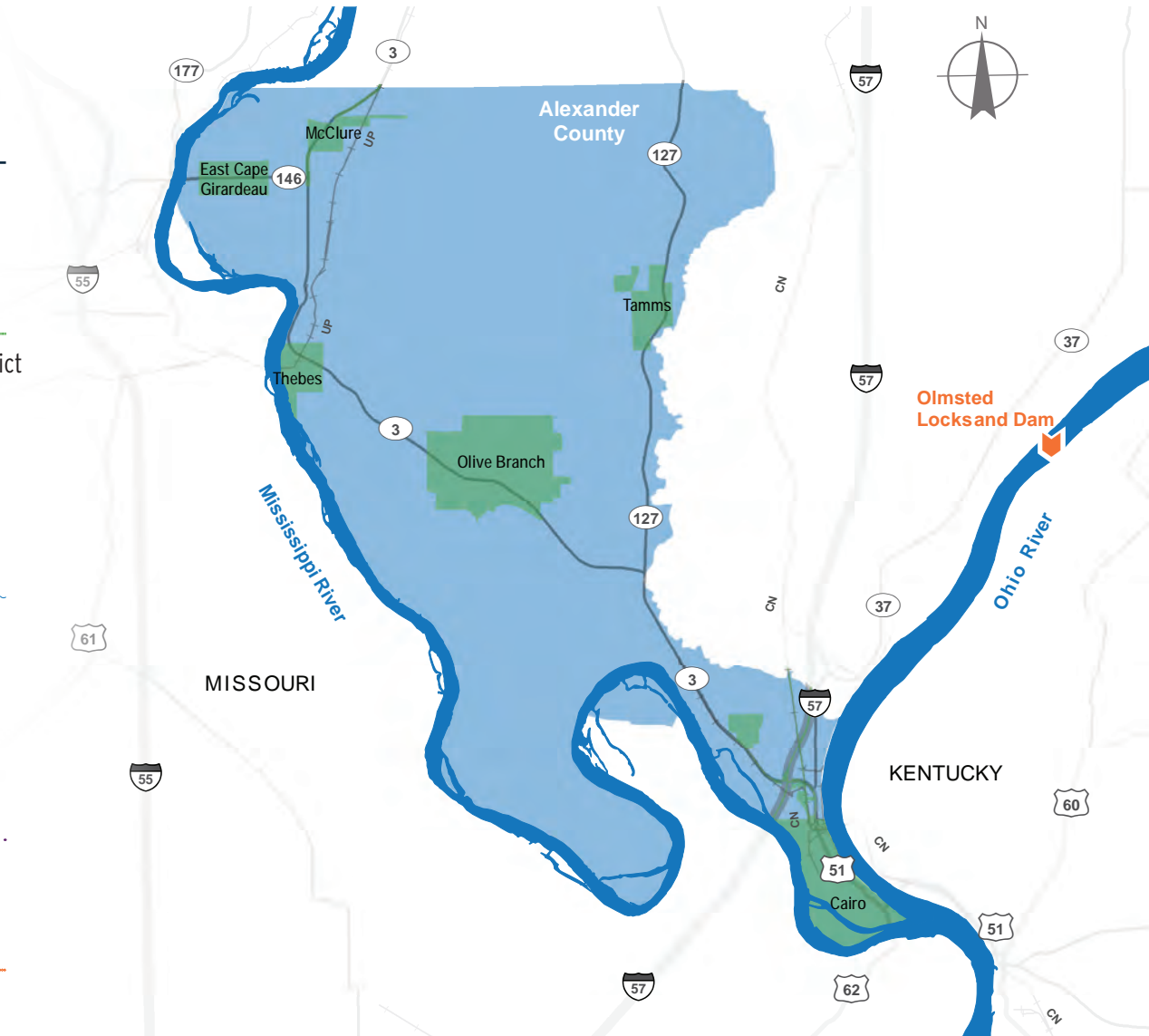


Cairo Regional Airport - CIR (Cairo, IL)

LOCKS and DAMS



Olmsted Locks and Dam - Located near the district



Port District Top Commodities:

1

FOOD



2

PETROLEUM PRODUCTS



3

COAL



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

ALEXANDER COUNTY

476 THOUSAND TONS

ALEXANDER CAIRO PORT DISTRICT

List of Terminals (Public and Private)

- 1 American Commercial Barge Line, Cairo Fleet
- 2 Bunge Corp
- 3 Waterfront Services Co. Cairo, Illinois
- 4 Waterfront Services Co. Cairo Dock



Economic Impact

It is estimated that marine cargo activity being handled within the Alexander-Cairo Port District directly or indirectly supports 456 jobs within the state. These workers earn an estimated \$29.1 million in wages and contribute approximately \$47.5 million towards 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	256	130	70	456
Income	\$15.3M	\$8.2M	\$5.6M	\$29.1M
Value Added	\$27.6M	\$11.9M	\$8.0M	\$47.5M
Output	\$59.9M	\$26.8M	\$13.6M	\$100.3M



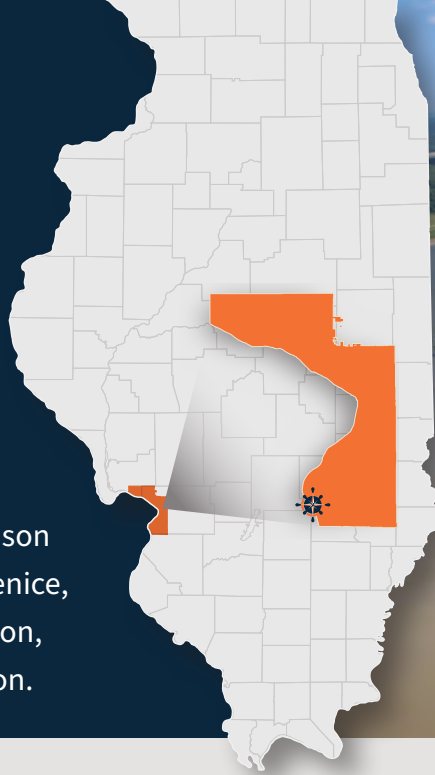
CAPITAL NEEDS

The Port District is in the process of developing a new port on the western side of Cairo along the Mississippi River. A total of 190 acres of land that will be transformed into a state of the art port which will handle grain, coal, and liquid products.

Estimated Total Cost: \$75 Million

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

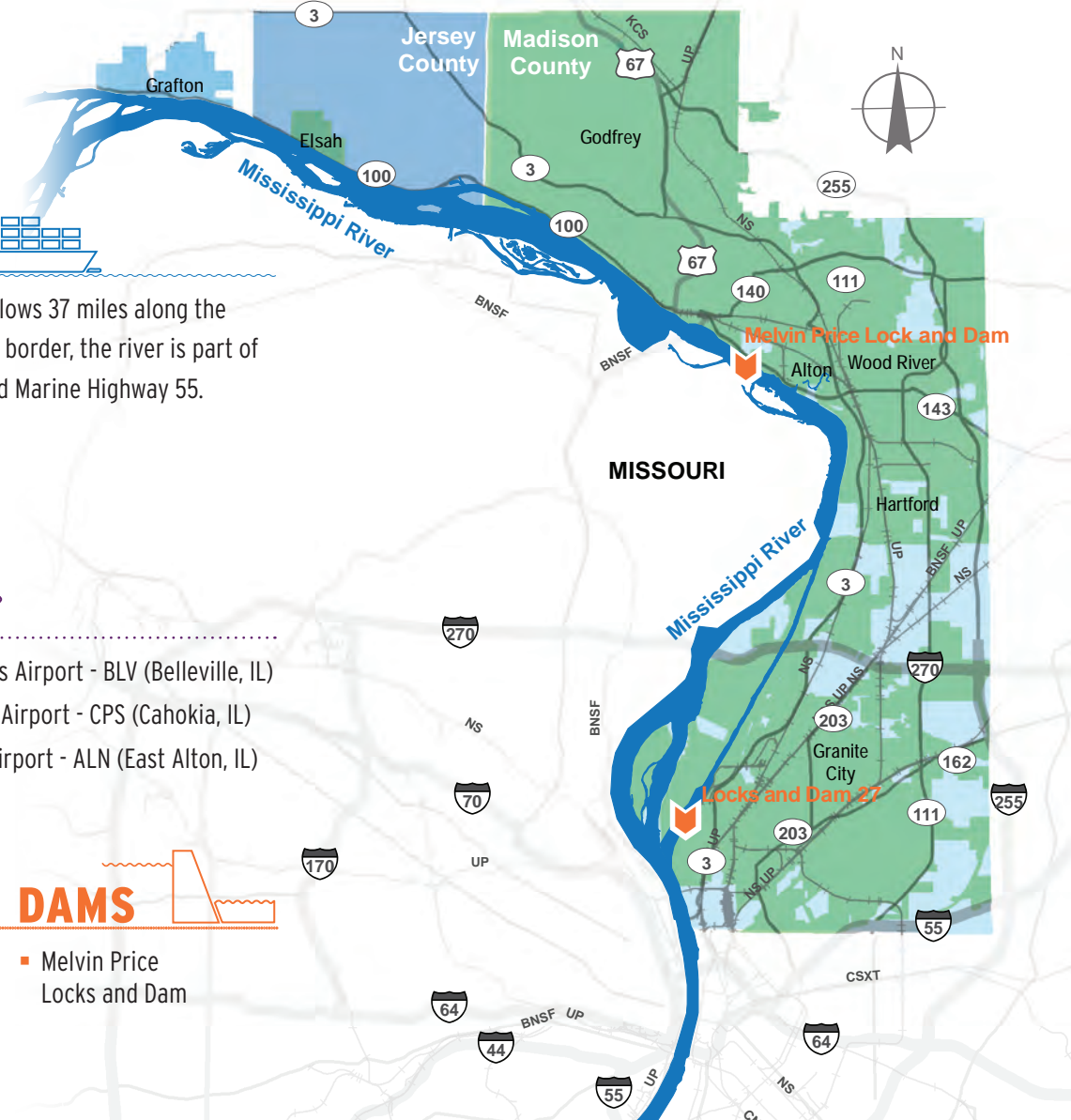


- MidAmerica St. Louis Airport - BLV (Belleville, IL)
- St. Louis Downtown Airport - CPS (Cahokia, IL)
- St. Louis Regional Airport - ALN (East Alton, IL)

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

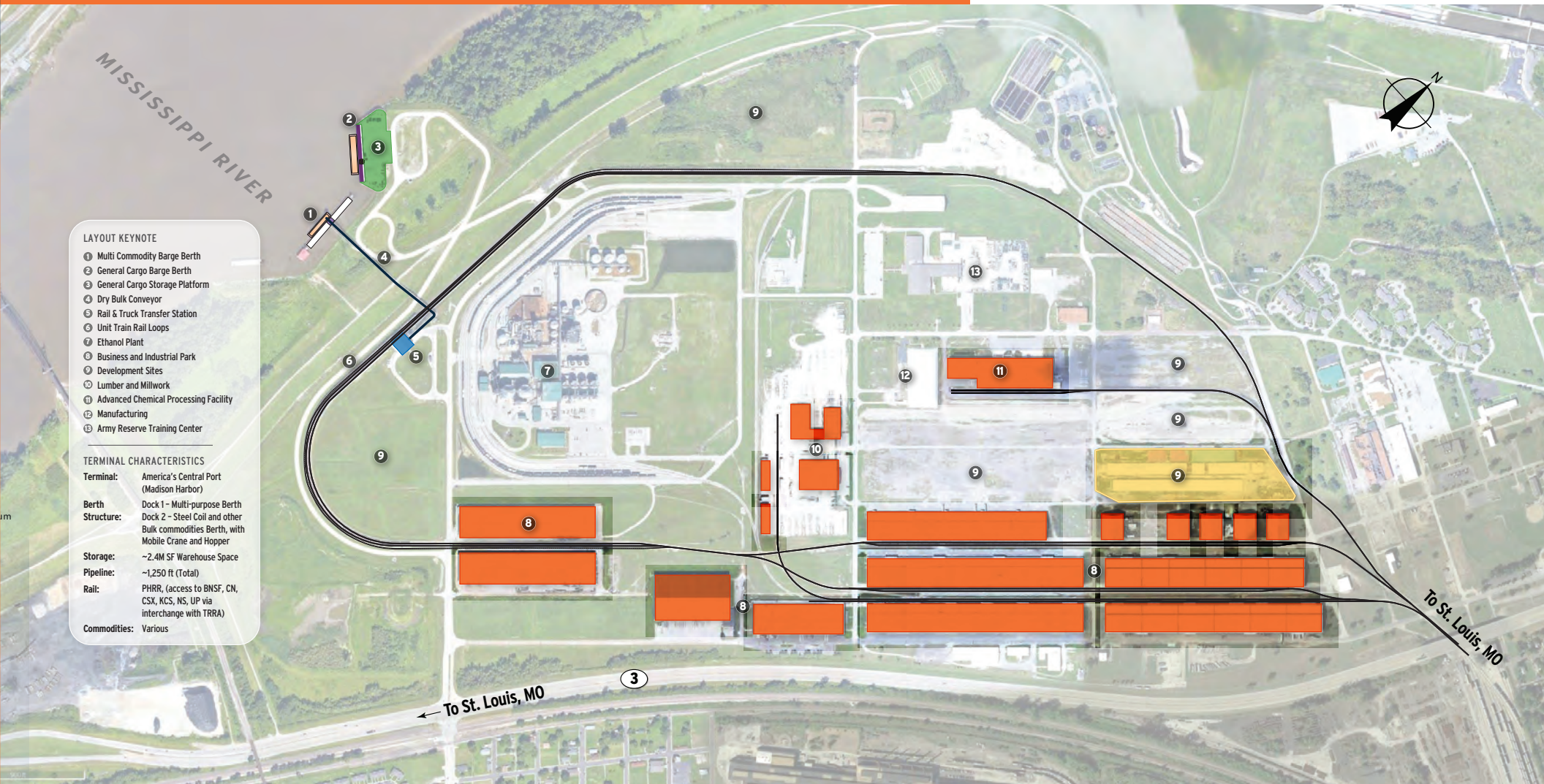
CAPITAL NEEDS

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.



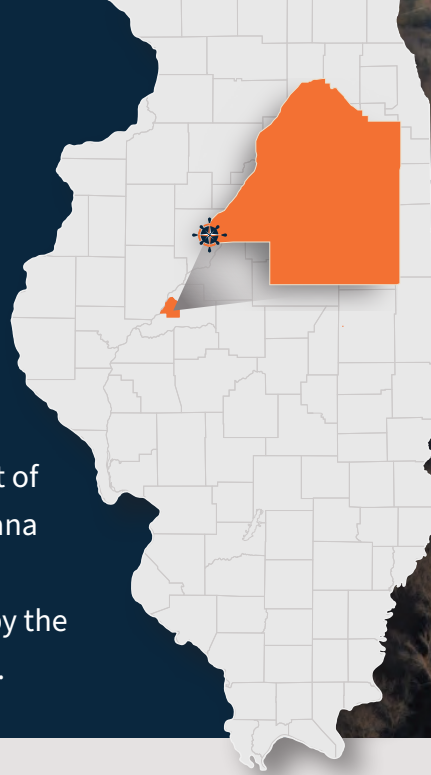
America's Central Port District (Granite City Harbor)

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.



HAVANA REGIONAL PORT DISTRICT

The Havana Regional Port District is located in Central Illinois, approximately 40 miles northwest of Springfield and 37 miles southwest of Peoria. Its boundaries consist of Havana Township of Mason County. Havana Regional Port District is surrounded by the Heart of Illinois Regional Port District.



Port District Biography

The Port District is encircled by the Heart of Illinois Regional Port District; it utilizes the airport powers provided by its statute. The Port District does not own or operate any marine facilities, however it owns and operates the Havana Regional Airport which has one turf runway.

1990



The Havana Regional Port District was created.

Multimodal Connections

HIGHWAY



Several state routes and US highways traverse the port district, these include IL-78, IL-97, and US 136.

RAIL



The Illinois and Midland Railroad (IMRR) a short-line railroad provides service through the port district.

WATER



The Illinois River flows 7 miles along the western border of the port district, the river is part of Marine Highway 55.

AIR

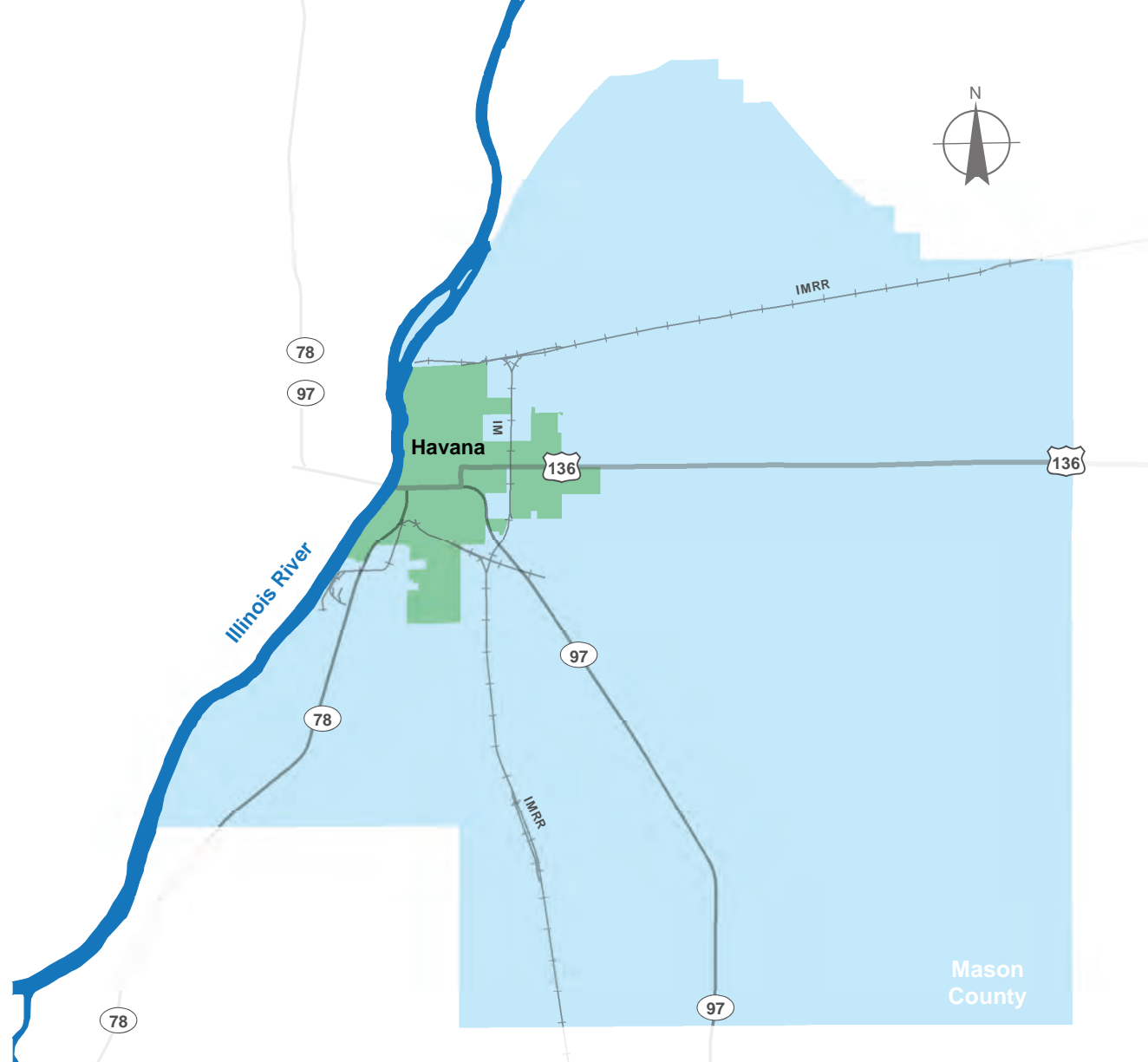


- Havana Regional Airport - 910 (Havana, IL)
- General Downing Peoria Intl Airport - PIA (Peoria, IL)

LOCKS and DAMS



- There are no locks and dams



Port District Top Commodities:

1

FOOD



2

CHEMICALS



3

SAND & GRAVEL



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

MASON COUNTY
1.3 MILLION TONS

*Note Havana Regional Port District does not encompass the entirety of Mason County

HAVANA REGIONAL PORT DISTRICT

List of Terminals (Public and Private)

- 1** SCH Terminal Co., Havana Coal Transfer Plant Dock
- 2** Cargill Aghorizon, Havana North Terminal Grain Docks
- 3** Cargill Aghorizon, Havana Terminal Grain Docks
- 4** Cargill Aghorizon, Havana South Terminal Grain Docks
- 5** ADM/Growmark, Havana North Terminal Grain Dock
- 6** ADM/Growmark, Havana Terminal Grain Docks
- 7** ADM/Growmark, Havana South Terminal Grain Dock
- 8** Imperial Valley Terminal, Havana Dock
- 9** Dynegey Midwest Generation, Havana Power Station Wharf



Economic Impact

It is estimated that marine cargo activity being handled within the Havana Regional Port District directly or indirectly supports 1,384 jobs within the state. These workers earn an estimated \$89.4 million in wages and contribute approximately \$148.3 million towards 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	987	111	286	1,384
Income	\$59.4M	\$7.5M	\$22.5M	\$89.4M
Value Added	\$103.5M	\$12.7M	\$32.1M	\$148.3M
Output	\$229.9M	\$28.7M	\$54.7M	\$313.3M

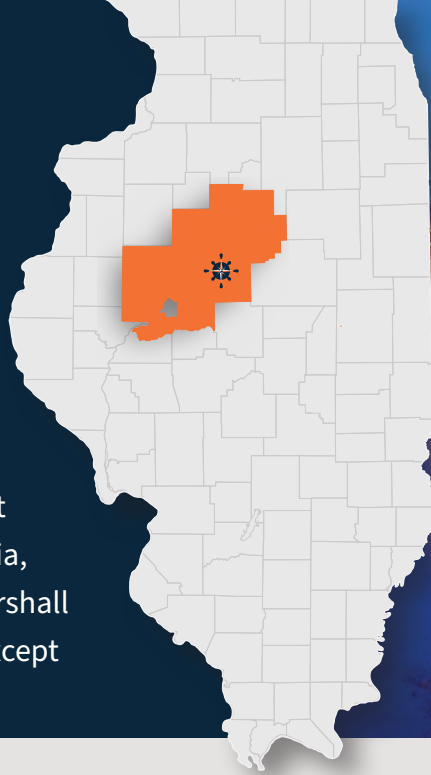


CAPITAL NEEDS

The Havana Regional Port District does not own or operate any terminal facilities. If the port district were to construct a terminal a major investment would be required. Depending on the type of terminal, the cost of construction could range from a couple million dollars to tens of millions of dollars.

HEART OF ILLINOIS REGIONAL PORT DISTRICT

The Heart of Illinois Regional Port District, branded as TransPORT, is located in Central Illinois. The Port District's boundaries consist of Peoria, Fulton, Tazewell, Woodford, and Marshall Counties and all of Mason County except for Havana Township.



Port District Biography

The Port District's strategic location in Central Illinois provide it a great logistical advantage. Central Illinois is one of the state's most productive regions for agriculture with corn and soybeans being the greatest produced commodities. In addition, located within the Port District is Peoria's metro area, one of the state's largest urban centers. It is home to Fortune 500 firms, Caterpillar, Komatsu America, Liberty Steel, two significant regional healthcare systems, and numerous professional technical services (finance, legal, engineering) companies. The Port District is the northern most point on the Illinois River to have year round access and is part of Foreign-Trade Zone #114. The Port District spans both urban and rural communities providing the district diverse industry and potential for growth.

1939



Construction was complete on the Peoria Lock and Dam

2003



Heart of Illinois Regional Port District was created

2004



Peoria Lock and Dam was added to the National Register of Historic Places

2020



US Army Corps of Engineers Peoria Lock and Dam receives Major Maintenance Program funding

Multimodal Connections

HIGHWAY



Several interstates, state routes, and US highways traverse the port district, these include I-39, I-74, I-155, I-474, IL 8, IL 9, IL 17, IL 26, IL 29, IL 78, IL 89, IL 91, IL 95, IL 97, IL 100, IL 116, IL 117, IL 122, US 24, and US 136. Included within these routes are a total of 12.62 Critical Urban Freight Corridor miles and 16.89 Critical Rural Freight Corridor miles within the port district.

RAIL



Four class I railroads provide service within the port district, these include Union Pacific (UP), Canadian National (CN), Burlington Northern Santa Fe (BNSF), and Norfolk Southern (NS). Additionally the following class III railroads provide services to the district: Toledo Peoria and Western (TPW), Tazewell and Peoria Railroad (TZPR), Keokuk Junction (KJRY), Illinois & Midland Railroad (IMRR), and Iowa Interstate railroad (IAIS).

WATER



The Illinois River flows 90.5 miles through the port district and is part of Marine Highway 55.

LOCKS and DAMS

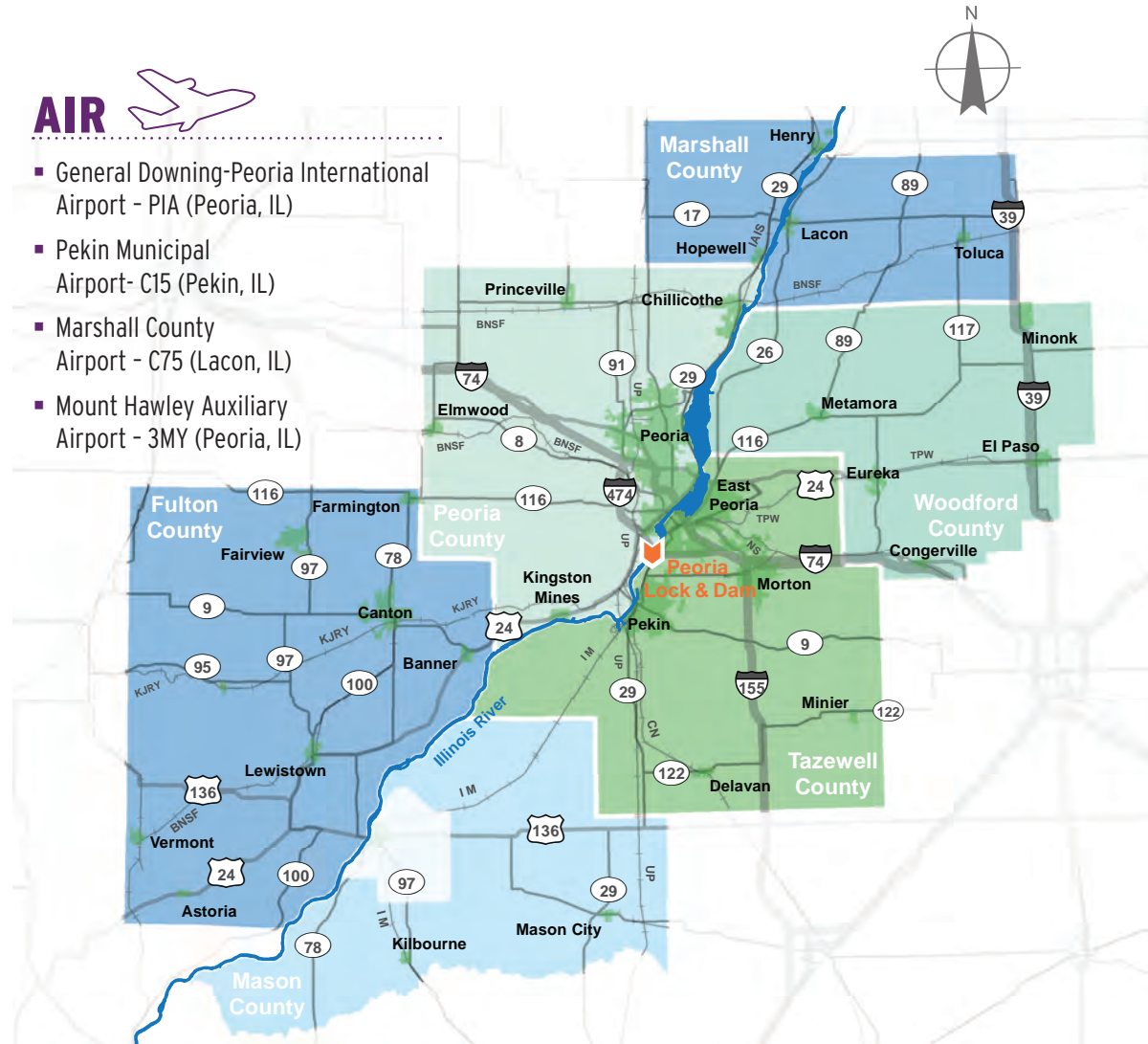


- Peoria Lock and Dam

AIR



- General Downing-Peoria International Airport - PIA (Peoria, IL)
- Pekin Municipal Airport- C15 (Pekin, IL)
- Marshall County Airport - C75 (Lacon, IL)
- Mount Hawley Auxiliary Airport - 3MY (Peoria, IL)



Port District Top Commodities:

1

FOOD



2

CHEMICALS



3

FERTILIZER



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

FULTON COUNTY
NO TONNAGE

TAZEWELL COUNTY
3.7M TONS

MARSHALL COUNTY
866K TONS

WOODFORD COUNTY
1.3M TONS

PEORIA COUNTY
3M TONS

MASON COUNTY
1.3M TONS

*Note Heart of Illinois Regional Port District does not encompass the entirety of Mason County

HEART OF ILLINOIS REGIONAL PORT DISTRICT

List of Terminals (Public and Private)

-
- 1** Ozinga Materials, Inc., Henry Terminal
 - 2** Koch Nitrogen Co., Henry Terminal Dock
 - 3** ADM/Growmark River System, Henry Grain Elevator Dock
 - 4** Midwest Foundation Corp., Lacon Mooring Dock
 - 5** Adm/Growmark River System, Lacon Grain Elevator Wharf
 - 6** Cargill Aghorizons, Lacon Grain Elevator Dock
 - 7** Galena Road Gravel, Chillicothe Dock
 - 8** Louis Dreyfus Corp., Chillicothe Grain Elev
 - 9** ADM/Growmark River System, Peoria Terminal Wharf
 - 10** Artco Fleeting Services, Peoria Dock And Fleet Moorings
 - 11** J & L Dock Facilities Wharf
 - 12** Peoria Barge Terminal Wharf
 - 13** Peoria River Terminal Wharf
 - 14** Central Illinois Freight Handling Corp. Dock
 - 15** ADM/Growmark, Creve Coeur Grain Dock
 - 16** Koch Nitrogen Co., North Pekin Terminal Barge Dock
 - 17** Keystone Steel & Wire Co., Dock
 - 18** Mosaic, Pekin
 - 19** Terra Industries, Pekin
 - 20** Vistra Energy
 - 21** Cargill Crop Nutrition, Pekin Terminal Dock
 - 22** Semmaterials, Pekin Asphalt Plant Dock
 - 23** Garvey Marine, Pekin Left Bank Fleet Mooring
 - 24** CHS, Pekin Grain Elevator Dock
 - 25** Pacific Ethanol, Pekin
 - 26** American Milling Co., Pekin Grain Elevator Dock
 - 27** CF Industries, Peoria Warehouse No. 1 Dock
 - 28** CF Industries, Peoria Warehouse No. 2 Dock
 - 29** CF Industries, Peoria Warehouse Docks
 - 30** CF Industries, Kingston Mines Terminal Dock

Economic Impact

It is estimated that marine cargo activity being handled within the Heart of Illinois Regional Port District directly or indirectly supports 27,624 jobs within the state. These workers earn an estimated \$1.6 billion in wages and contribute approximately \$2.7 billion towards 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	21,583	2,285	3,756	27,624
Income	\$1,270.2M	\$153.8M	\$254.2M	\$1,678.2M
Value Added	\$2,151.8M	\$259.4M	\$365.9M	\$2,777.1M
Output	\$4,562.4M	\$585.9M	\$649.3M	\$5,797.6M

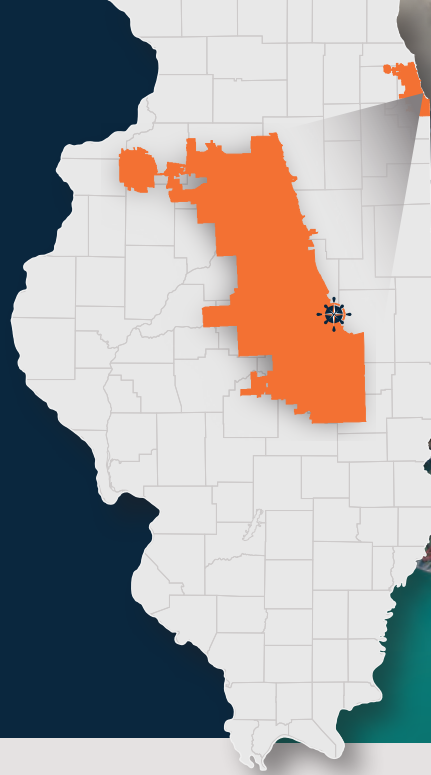


CAPITAL NEEDS

The Heart of Illinois Port District does not own or operate any terminal facilities. If the port district were to construct a terminal a major investment would be required to include heavy cranes, dredging, and storage facilities. Depending on the type of terminal, the cost of construction could range from a couple million dollars to tens of millions of dollars.

ILLINOIS INTERNATIONAL PORT DISTRICT

The Illinois International Port District is located in Northeastern Illinois and encompasses the entire city limits of Chicago.



Port District Biography

The Port District has a rich history that can be dated back to early nineteenth century, over the course of its history it has been an important part of the industrial and economic development of the City of Chicago and the surrounding areas. The Port District owns three locations in the southeast side of Chicago totaling 1,690 acres these include, Iroquois Landing, Lake Calumet Harbor, and Harborside International Golf Center.

1913



Illinois Legislature passed law allowing the City of Chicago to acquire, develop, own and operate port facilities within the city limits.

1921



Illinois Legislature passed the Lake Calumet Harbor Act, the act allowed the City of Chicago to construct a harbor, having a basin and slips.

1946



Congress authorized the Cal Sag Project to facilitate barge traffic between Lake Michigan, the Illinois and Mississippi Rivers.

1951



Chicago Regional Port District was created to oversee harbor and port development.

1952



Chicago Regional Port District was established as an independent municipal corporation and granted the district roughly 1,500 acres of marshland at Lake Calumet. In the following years, construction began of a turning basin, docks, grain elevators, and public terminals.

1978



The Port District acquired an additional 190 acres at the mouth of the Calumet River. This site was named Iroquois Landing and construction of two new terminal sheds was complete.

1985



Illinois International Port District Act was signed into law, this act created a political subdivision and municipal corporation by the name of the Illinois International Port District, and widened the districts responsibilities.

1994



Illinois International Port District Act was amended to allow for the District to operate recreational facilities, the Port District would develop Harborside International Golf Center.

Multimodal Connections

HIGHWAY



Several interstates, state routes, and US highways traverse the port district, these include I-55, I-57, I-90, I-94, I-290, IL 1, IL 19, IL 50, IL 64, US 12, and US 41. Included within these routes are a total of 20.8 Critical Urban Freight Corridor miles within the port district.

RAIL



Six class I railroads provide service within the port district, these include Burlington Northern Santa Fe (BNSF), Union Pacific (UP), Canadian National (CN), Norfolk Sothern (NS), CSX Transportation (CSXT), and Canadian Pacific (CP).

WATER



The Port District has 28 miles of coastline along Lake Michigan, the lake is part of Marine Highway 90. Additionally the following navigable waterways flow through the port district the Chicago Sanitary & Ship Canal and the Chicago River 10 miles, the Chicago River North Branch 6.5 miles, and the Calumet River and Channel 13.5 miles. These waterways are part of Marine Highway 55.*

AIR

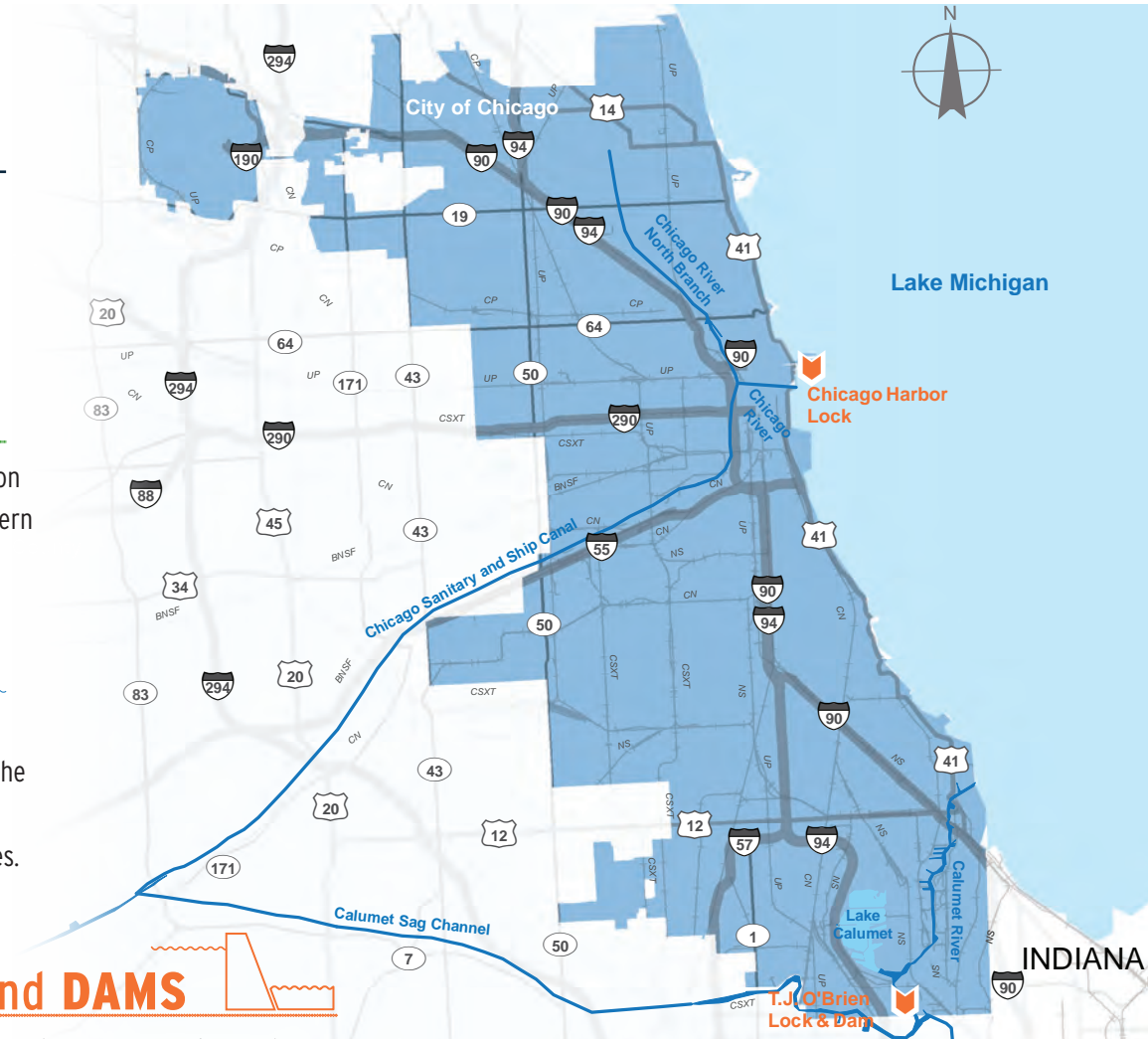


- Chicago O'Hare International - ORD (Chicago, IL)
- Chicago Midway International Airport - MDW (Chicago, IL)

LOCKS and DAMS



- Chicago Harbor Lock
- T.J. O'Brien Lock & Dam



Port District Top Commodities:

1

SAND & GRAVEL

2

PETROLEUM PRODUCTS

3

METAL PRODUCTS



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

COOK COUNTY
13.9 MILLION TONS

*Commercial navigation on the North Branch of the Chicago River is limited north of the North Avenue Bridge
**Illinois International Port District does not encompass the entirety of Cook County

ILLINOIS INTERNATIONAL PORT DISTRICT



List of Terminals (Public and Private)

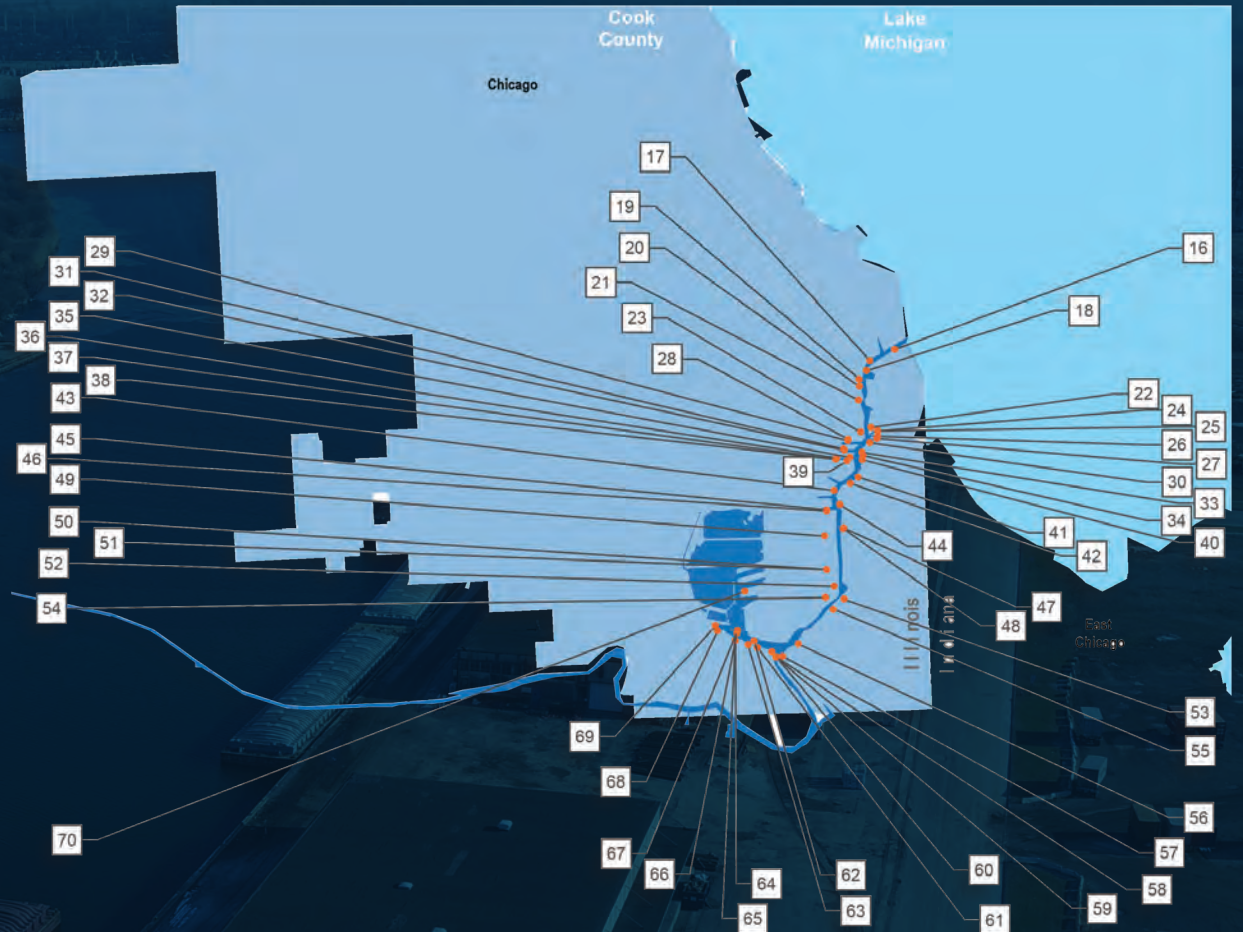
- | | | | |
|-----------|--|-----------|--|
| 1 | Midwest Marine & Rail Term - Northside | 16 | Iroquois Landing Terminal |
| 2 | Prairie Material Yard 32 | 17 | Scrap Processing Wharf |
| 3 | Midwest Marine & Rail - Chinatown Terminal | 18 | North American Salt Co., Chicago Plant Wharf |
| 4 | Welsch Ready Mix | 19 | The Brown 95th Street Wharf |
| 5 | E. A. Cox Construction Co. Wharf | | |
| 6 | Cozzi Iron & Metal Wharf | | |
| 7 | Barge Term Trucking/Damen Ave Yard, Sante Fe Slip | | |
| 8 | Domino Sugar Corp., Chicago Wharf | | |
| 9 | Ameropan Oil Corp., 33rd St. Terminal Dock | | |
| 10 | Prolerized Chicago Corp. Wharf | | |
| 11 | Prairie Material Yard 33 | | |
| 12 | Ameropan Corp., Bell Oil Terminal Wharf | | |
| 13 | Reliable Asphalt Corp. Wharf | | |
| 14 | Mobil Oil Corp., Cicero Avenue Dock | | |
| 15 | Citgo Petroleum Corp., Cicero Compound Plant Wharf | | |

List Of Terminals (Cont'd)

- 20** Holcim, Inc.
- 21** Cozzi Calumet River Wharf
- 22** Morton Salt, Calumet River Wharf
- 23** Kcbx Terminals Co., Loading Wharf.
- 24** S. H. Bell Co., Chicago Terminals
- 25** S. H. Bell Co., Chicago Terminal, North Slip
- 26** S. H. Bell Co., Chicago Terminal, Middle Slip
- 27** S. H. Bell Co., Chicago Terminal, South Slip
- 28** KCBX South
- 29** KCBX Terminals Co., Barge-Unloading Slip
- 30** S. H. Bell Co., Chicago Terminal, Barge Wharves
- 31** E L G Metals Inc.
- 32** TPG Chicago Dry Dock
- 33** Carmeuse Lime, North Wharf
- 34** Carmeuse Lime
- 35** Midwest Marine Terminals Inc.
- 36** General Mills, Rialto Grain Elevator Wharf
- 37** General Mills, Chicago Cereal Plant Wharf
- 38** General Mills, Inc.
- 39** Calumet Transload Facility
- 40** Carmeuse Lime, South Wharf
- 41** Speciality Steel Products Wharf
- 42** Arcelormittal
- 43** Acme Steel Co., Furnace Plant, North Warf
- 44** Acme Steel Co., Furnace Plant, South Warf
- 45** Heckett Multiserv/Plant 45 Whf & Semet Solvay Slip
- 46** Asphalt Operating Services of Chicago, LLC (Aosc)
- 47** Reserve Marine Terminal (Vulcan Dock)
- 48** LTV Steel Co., Chicago Plant Wharf
- 49** Horsehead Resource Development Co., Chicago Wharf
- 50** Cargill, Chicago Wharves
- 51** Cargill, Chicago Mooring Wharf

- 52** Midwest Marine & Rail Terminals
- 53** PVS Chemicals Solutions Inc., Calumet Dock
- 54** Cargill, Chicago Salt Wharf
- 55** Kinder Morgan - Ferro Operation
- 56** S.E.E. Terminal Wharf
- 57** Lafarge Corp., Chicago Terminal
- 58** Scrap Corp. of America, Butler Wharf
- 59** Scrap Corp. of America
- 60** Scrap Corp. of America, Pennsylvania Wharf
- 61** Illinois International Port District, Lake Calumet Harbor Shed No. 3 Wharf

- 62** Ceres Terminals, Lake Calumet Harbor North Term WF
- 63** Illinois International Port District, Lake Calumet Harbor Shed No. 2 Wharf
- 64** Lake Calumet Harbor, Shed No. 1, 2 & 3 Wharves
- 65** Illinois International Port District, Lake Calumet Harbor Shed No. 1 Wharf
- 66** Maryland Pig Service
- 67** Kinder Morgan Liquid Terminal
- 68** Countrymark Coop/Gateway Grain Term/Lake Calumet
- 69** Continental Grain Co., Elev C, Lake Calumet
- 70** Emesco Marine Term, Lake Calumet Slip



Economic Impact

It is estimated that marine cargo activity being handled within the Illinois International Port District directly or indirectly supports 22,851 jobs within the state. These workers earn an estimated \$1.4 billion in wages and contribute approximately \$2.4 billion towards 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 table to the right breaks out the impact by the type of activity occurring.

	PORT USER	MARINE INDUSTRY	MARINE SUPPORTING	TOTAL
Employment	16,881	1,977	3,993	22,851
Income	\$1,067.7M	\$133.7M	\$283.2M	\$1,484.6M
Value Added	\$1,800.7M	\$227.4M	\$405.9M	\$2,434.0M
Output	\$3,850.2M	\$515.0M	\$703.5M	\$5,068.8M

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: ranging from restaurants, golf courses, and youth organizations, to manufacturers and barge operators. These impacts represent the activities of marine and non-marine businesses to show the diversity of port activity.

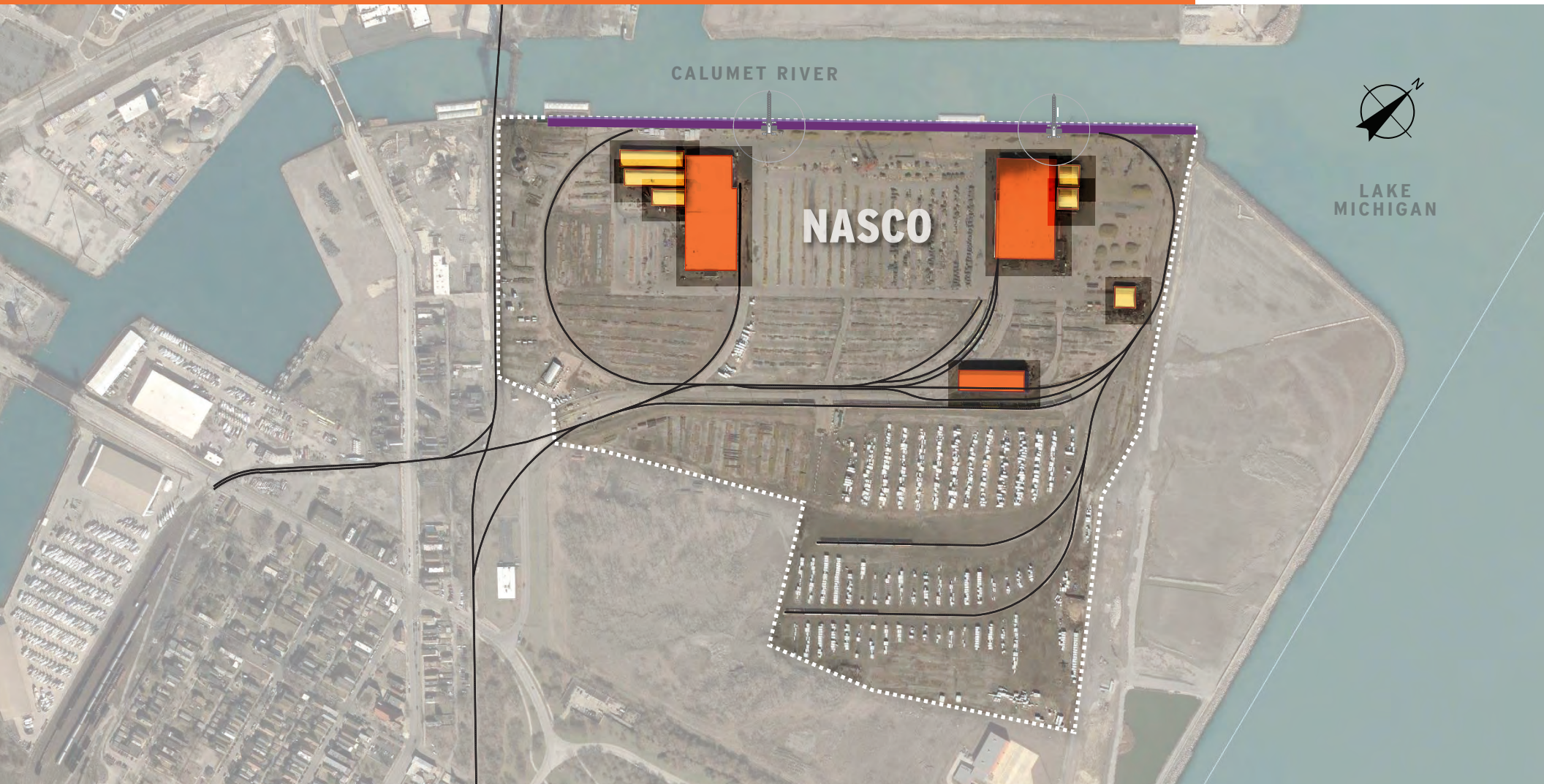
EMPLOYMENT	Iroquois Landing	585	2,765
	Lake Calumet	2,180	
INCOME	Iroquois Landing	\$40.7M	\$196.1M
	Lake Calumet	\$115.4M	
VALUE ADDED	Iroquois Landing	\$71.3M	\$322.7M
	Lake Calumet	\$251.4M	
OUTPUT	Iroquois Landing	\$110.8M	\$731.4M
	Lake Calumet	\$620.6M	

CAPITAL NEEDS

The Port District has many capital and maintenance needs which will require tens of millions dollars to address them. As of early 2021, the Port District is amidst a master planning process. This process will help the Port District better understand its investment needs. Capital improvements and needs will be a component of the master plan.

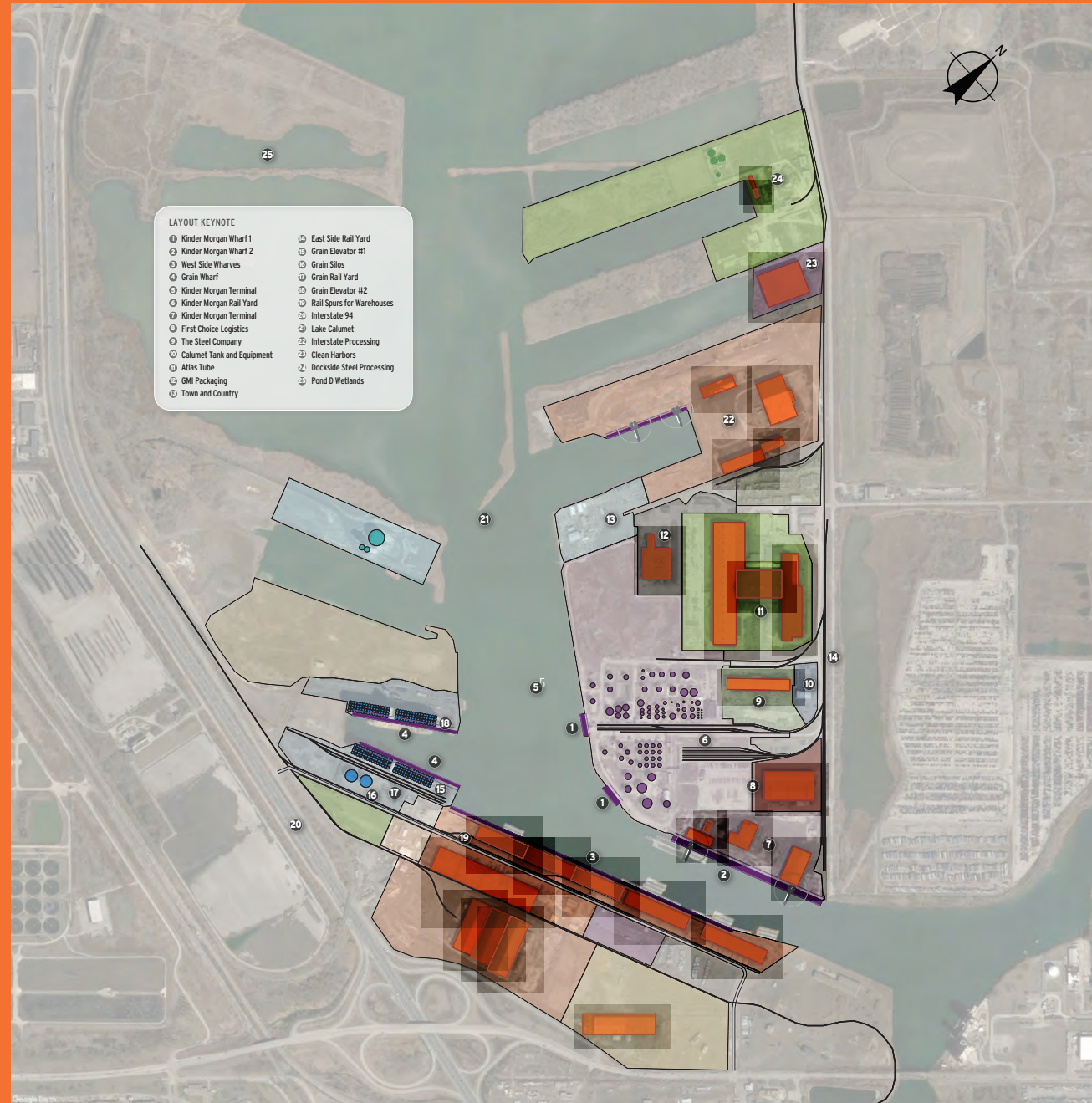
Iroquois Landing Terminal

Iroquois Landing is a 190-acre site located along the mouth of the Calumet River and Lake Michigan. The site has one major tenant North American Stevedoring Company which mainly handles steel, iron and lumber products. Located on the site are three warehouses which combined boast over 251 thousand square feet of storage space, additionally there are six canopy structures with over 72 thousand square feet of space. The site has 3,000 linear feet of berthing space which can accommodate both barges and large ships, this is due to the waterway having a navigation channel of 27 feet. Additionally, the site has a rail loop which can hold more than 135 railcars and has access six Class I railroads via interchange service provided by the South Chicago and Indiana Harbor Railway.



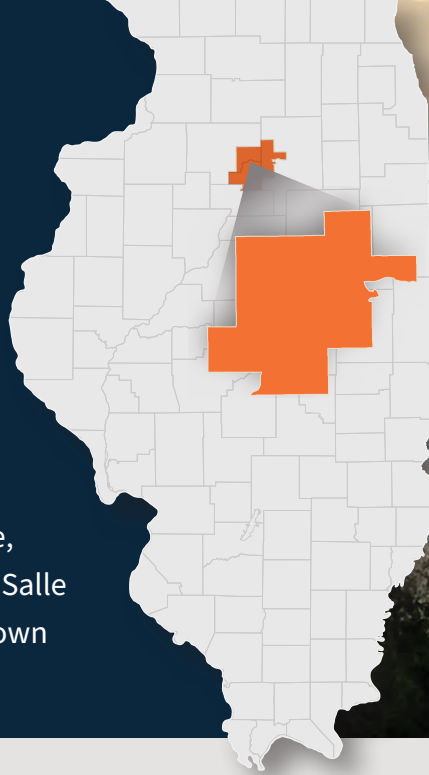
Calumet Lake Terminal

Lake Calumet is a 1,500 acre site located roughly six miles south of Lake Michigan and is situated on the Calumet River and Lake Calumet. The site has roughly 25 tenants who handle a diverse array of products including, but not limited to petroleum, chemicals, cement, iron, and sugar. There are several warehouses located on the site including four transit sheds that total 400,000 square feet of space. The transit sheds are located along the Calumet River and provide nearly 3,000 linear feet of berthing space for ships and barges. Additionally, there are 86 liquid storage tanks which have a capacity to store 741,116 barrels. The site has access to several modes of transportation including Chicago Rail Link which links into six Class I railroads, immediate access to interstate 94, and the Calumet River which is channelized 27 feet to the site.



ILLINOIS VALLEY REGIONAL PORT DISTRICT

The Illinois Valley Regional Port District is located in North-Central Illinois. The Port District boundaries consist of Putnam County and the townships of LaSalle, Peru, Utica, Eden and Dimmick in LaSalle County and Hall, Selby and Leppertown townships in Bureau County.



Port District Biography

The Port District is strategically located in North-Central Illinois. One of its key advantages is having interstate 80, one of the nation's most important freight corridors cross through the district within miles of the Illinois River. Additionally, being in Northcentral Illinois there is an abundance of agriculture production that takes place that utilizes the river. The district has a robust network of state and U.S highways that provide access to river facilities. Included in the highway system is Interstate 39 which is part of an international interstate system stretching from Winnipeg, Canada, to the Gulf of Mexico.

1933



Construction was completed on the Starved Rock Lock and Dam

1971



Illinois Valley Regional Port District was created

2004



Starved Rock Lock and Dam was added to the National Register of Historic Places

Multimodal Connections

HIGHWAY



Several interstates, state routes, and U.S. highways traverse the port district, the include I-39, I-80, I-180, US 6, IL-18, IL-26, IL-29, IL-71, IL-89, and IL-251. Included within these routes are a total of 0.73 Critical Rural Freight Corridor miles within the port district.

RAIL



Two class I railroads provide service throughout the port district these include, Burlington Northern Santa Fe (BNSF) and Norfolk Southern (NS). Iowa Interstate Railroad (IAIS), a class II railroad and Illinois Railway (IR) provide service as well.

WATER



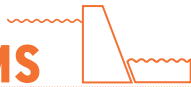
The Illinois River flows 38.5 miles through the port district, the river is part of Marine Highway 55.

AIR

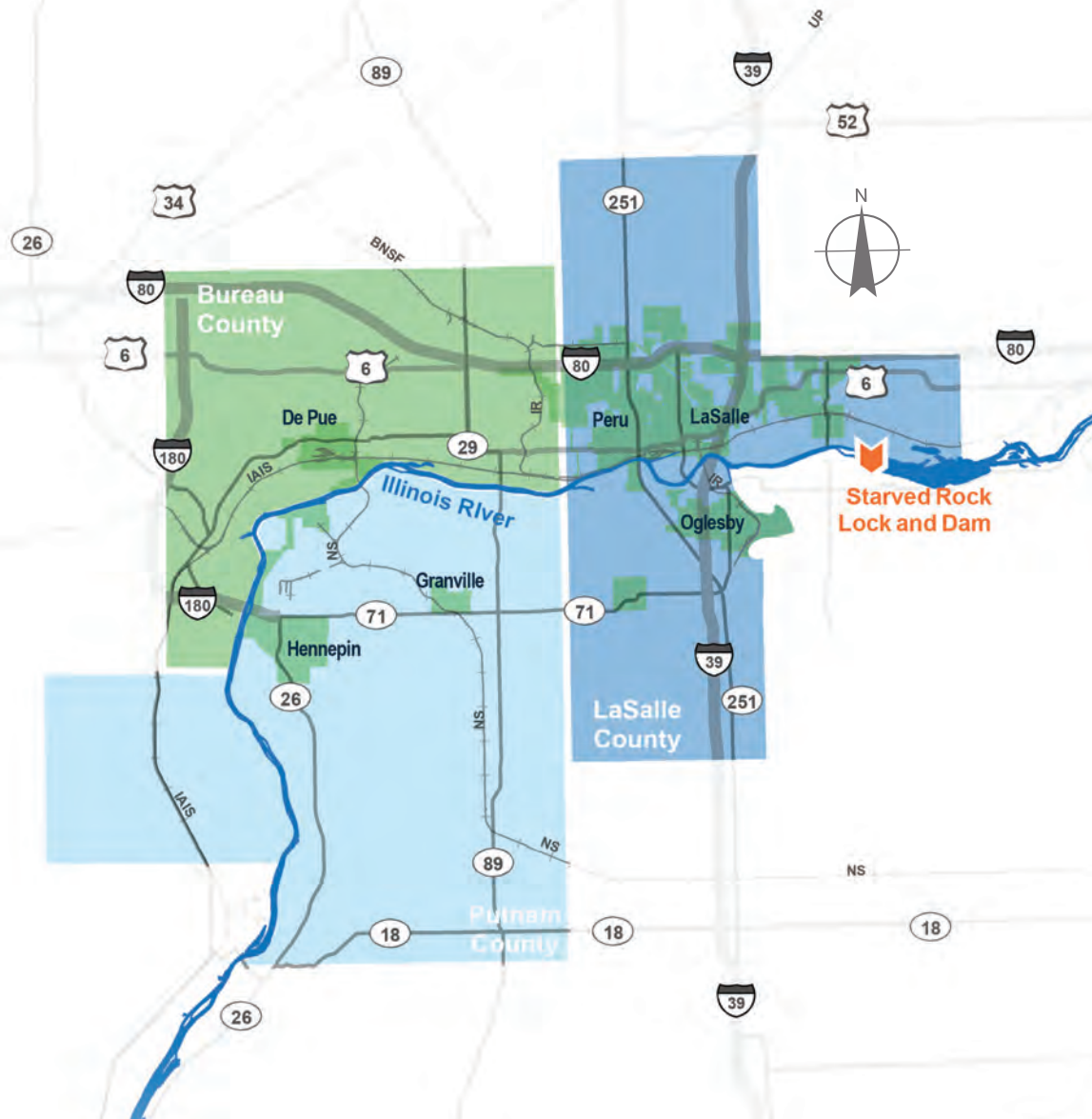


- Illinois Valley Regional Airport - VYS (Peru, IL)

LOCKS and DAMS



- The Starved Rock Lock and Dam



Port District Top Commodities:

1

PETROLEUM PRODUCTS



2

FOOD



3

COAL



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

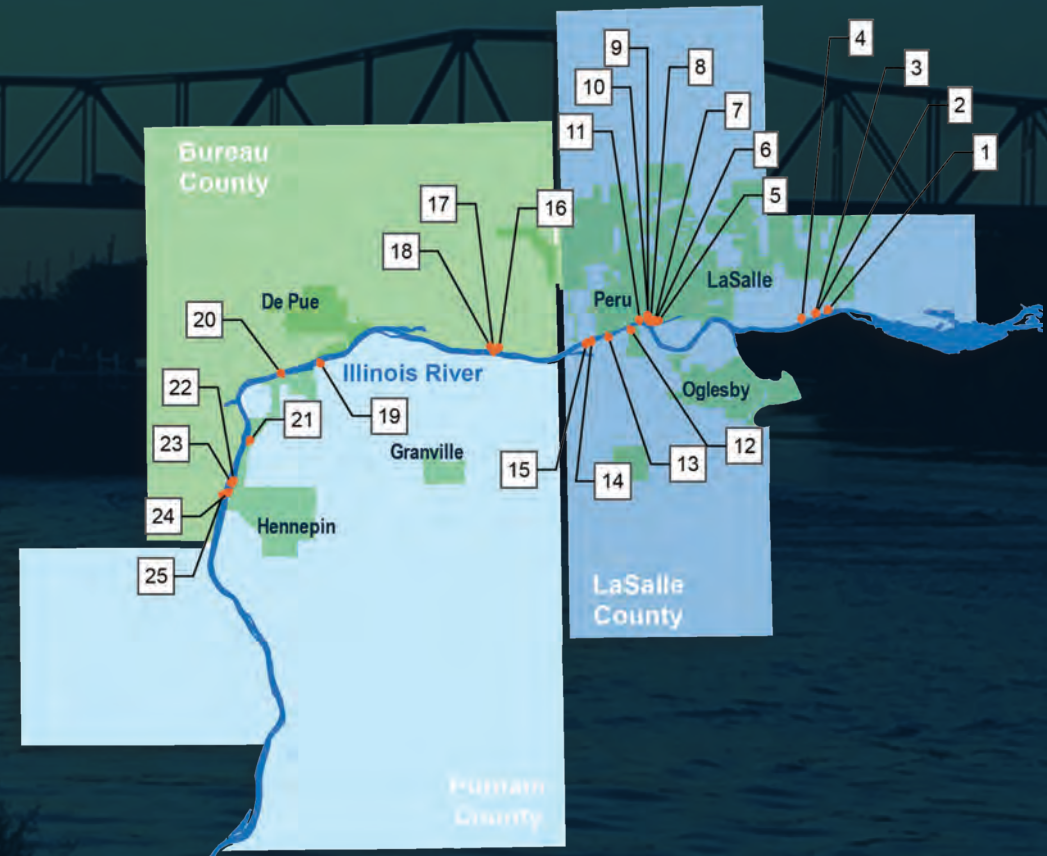
BUREAU COUNTY
1.1 MILLION TONS

PUTNAM COUNTY
230 THOUSAND TONS

LASALLE COUNTY
2.2 MILLION TONS

*Note Illinois Valley Regional Port District does not encompass the entirety of the listed counties

ILLINOIS VALLEY REGIONAL PORT DISTRICT



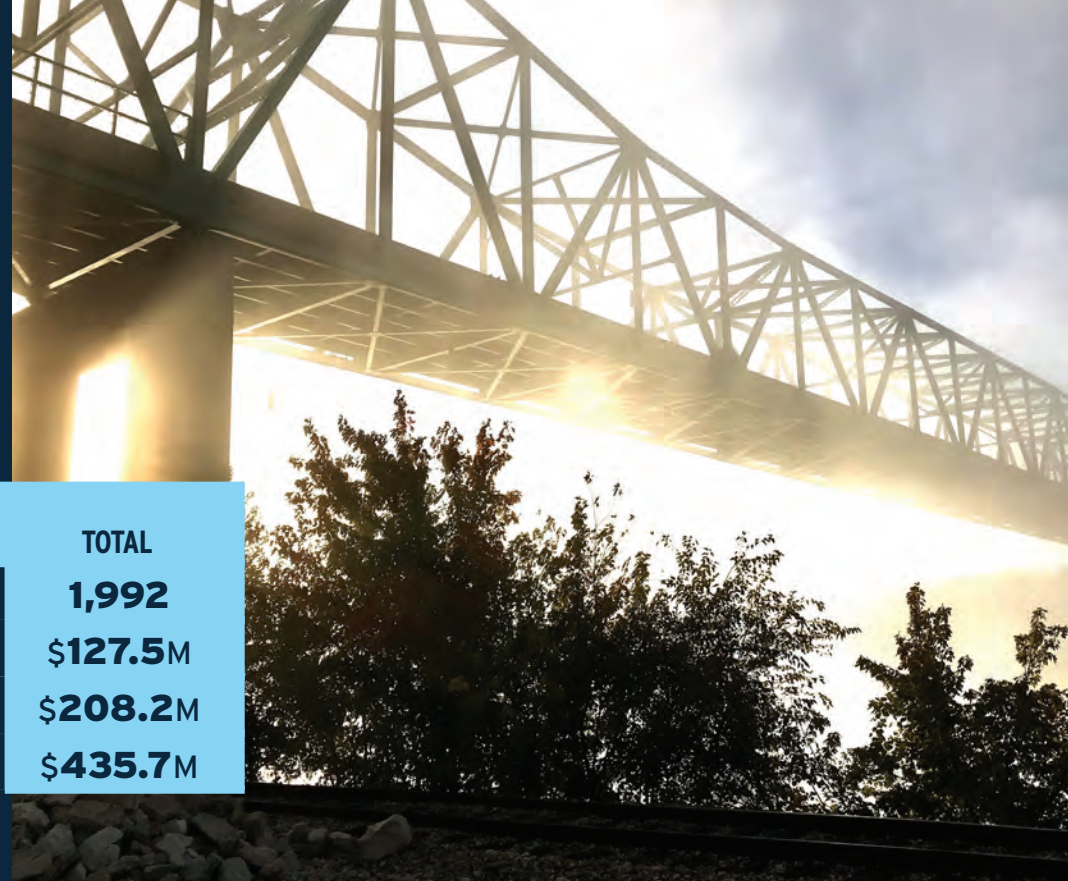
List of Terminals (Public and Private)

- | | | | |
|-----------|--|-----------|--|
| 1 | Consolidated Grain & Barge Co., Utica Terminal Crain Dock | 16 | ADM/Growmark River System, Spring Valley Grain Elevator Dock |
| 2 | Consolidated Grain & Barge Co., Utica Terminal Grain Dock | 15 | Cargill Aghorizons, Spring Valley Grain Elevator Dock |
| 3 | Consolidated Grain & Barge Co., Utica Terminal Dock | 18 | Cargill Aghorizons, Spring Valley North Grain Elevator Dock |
| 4 | Utica Terminal Dock | 19 | Tri-con Materials, Inc. |
| 5 | ADM/Growmark River System, Lasalle Grain Elevator Dock | 20 | Dynegy Midwest Generation, Hennepin Power Station Coal Dock |
| 6 | ADM/Growmark River System, Lasalle Grain Bulk Materials Dock | 21 | Terminal Express, Dry Cargo Dock |
| 7 | ADM/Growmark River System, Lasalle Docks | 22 | Terminal Express, Liquid Fertilizer Dock |
| 8 | Consolidated Grain And Barge Co., Peru Terminal Dock | 23 | ADM/Growmark River System, Hennepin Grain Elevator Dock |
| 9 | QLF | 24 | Cargill Aghorizons, Hennepin Grain Elevator Dock |
| 10 | Flint Hills Chemical Corp., Peru Plant Dock | 25 | Consolidated Grain And Barge Co., Hennepin Terminal Dock |
| 11 | Helena | | |
| 12 | Mertel Multi-Modal facility | | |
| 13 | River Docks, Barge Wharf | | |
| 14 | CHS/Northern Partners, Peru Terminal Dock | | |
| 15 | CF Industries, Peru Nitrogen Terminal Dock | | |

Economic Impact

It is estimated that marine cargo activity being handled within the Illinois Valley Port District directly or indirectly supports 1,992 jobs within the state. These workers earn an estimated \$127.5 million in wages and contribute approximately \$208.2 million towards 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	1,345	204	443	1,992
Income	\$82.3M	\$13.5M	\$31.7M	\$127.5M
Value Added	\$141.0M	\$21.9M	\$45.3M	\$208.2M
Output	\$309.6M	\$49.4M	\$76.7M	\$435.7M

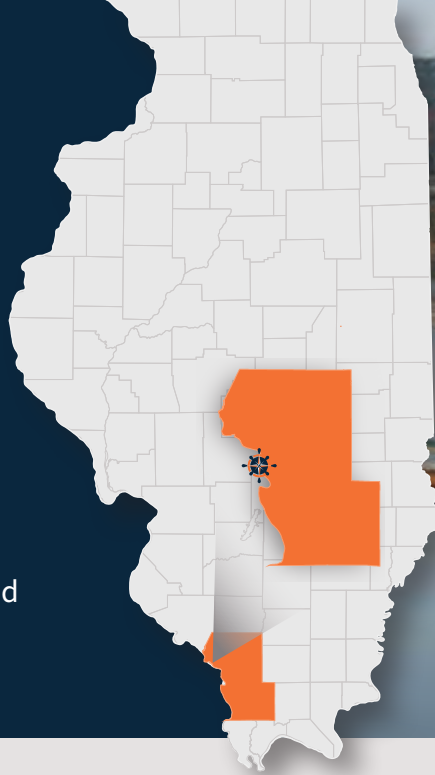


CAPITAL NEEDS

The Illinois Valley Port District does not own or operate any terminal facilities. If the port district were to construct a terminal a major investment would be required. Depending on the type of terminal, the cost of construction could range from a couple million dollars to tens of millions of dollars.

JACKSON-UNION COUNTIES REGIONAL PORT DISTRICT

The Jackson-Union Counties Regional Port District is located in Southern Illinois. The Port District's boundaries consist all of Jackson and Union Counties.



Port District Biography

The Port District is strategically located in Southern Illinois, along the Mississippi River. The Port District has many great advantages including a robust network of state and U.S. highways that provide easy access throughout the district. Additionally, there are no locks and dams located south of the district, the nearest lock and dam to the north is Lock and Dam #27 in Granite City. Due to this fact shippers receive reduced costs by not having to travel through locks to deliver goods.

1976



Jackson-Union Counties Regional Port District was created.

Multimodal Connections

HIGHWAY



Several interstates, state routes, and US highways traverse the port district, these include I-57, I-24, IL-3, IL-13, IL-127, IL-136, IL-146, IL-149, and US 51.

RAIL



Two class I railroads provide service within the port district these include, Canadian National (CN) and Union Pacific (UP).

WATER



The Mississippi River flows 43 miles along the port district's western border, the river is part of Marine Highway 55.

AIR

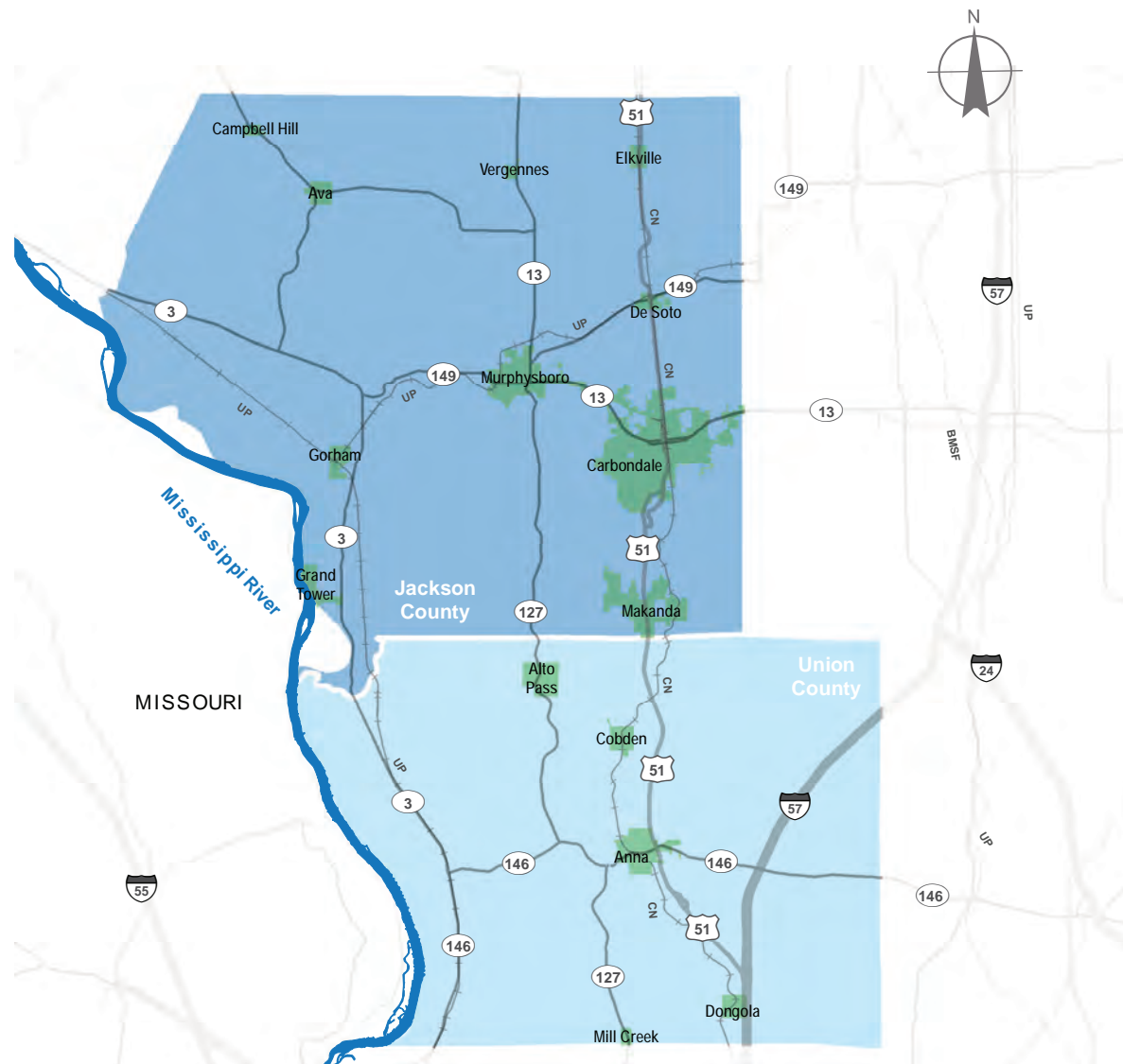


- Southern Illinois Airport - MDH (Carbondale, IL)

LOCKS and DAMS



- None



Port District Top Commodities:

1

FOOD



2

PETROLEUM PRODUCTS



3

CHEMICALS



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

UNION COUNTY
NO TONNAGE

JACKSON COUNTY
327 THOUSAND TONS

JACKSON-UNION COUNTIES REGIONAL PORT DISTRICT

List of Terminals (Public and Private)

- 1** Kinder Morgan Energy Partners, Cora Terminal Dock and Fleet MO
- 2** Gavilon Grain, Cora
- 3** Bunge North America, Fountain Bluff Dock



Economic Impact

It is estimated that marine cargo activity being handled within the Jackson-Union Regional Port District directly or indirectly supports 453 jobs within the state. These workers earn an estimated \$28.1 million in wages and contribute approximately \$47.7 million towards 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	356	39	58	453
Income	\$21.8M	\$2.6M	\$3.7M	\$28.1M
Value Added	\$37.9M	\$4.5M	\$5.3M	\$47.7M
Output	\$80.8M	\$10.1M	\$9.6M	\$100.5M

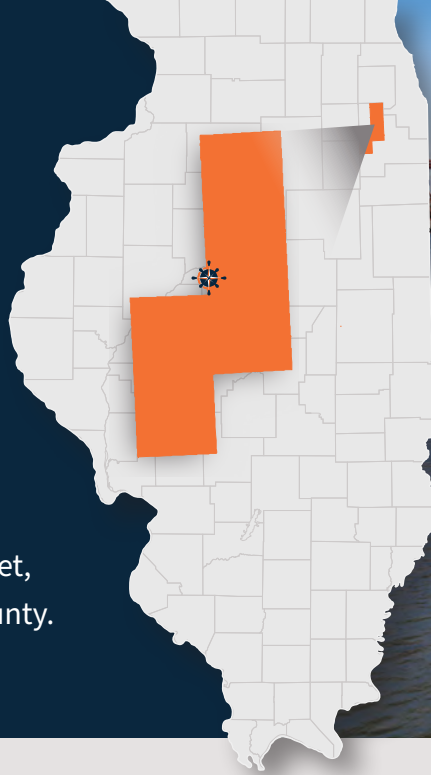


CAPITAL NEEDS

The Jackson-Union Counties Regional Port District does not own or operate any terminal facilities. If the port district were to construct a terminal a major investment would be required. Depending on the type of terminal, the cost of construction could range from a couple million dollars to tens of millions of dollars.

JOLIET REGIONAL PORT DISTRICT

The Joliet Regional Port District is located in northeastern Illinois, its boundaries consist of the townships of DuPage, Lockport, Joliet, Troy and Channahon within Will County.



Port District Biography

The Port District is located in the Chicago metro area with access to a number of interstates, rail lines, and intermodal freight facilities. The Port District owns and operates Lewis University Airport, the airport is situated on 732 acres and is equipped with two runways.

1933



Construction was complete on the Brandon Road and Lockport Lock and Dam

1957



The Joliet Regional Port District was created

1989



Port district acquired the Lewis University Airport

Multimodal Connections

HIGHWAY



Several interstates, state routes, and US highways traverse the port district, these include I-55, I-80, I-355, IL 7, IL 53, IL 171, US 52, US 30, and US 6. Included within these routes are a total of 10.82 Critical Urban Freight Corridor miles within the port district.

RAIL



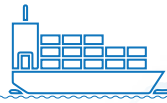
Four class I railroads provide service within the port district, these include CSX Transportation (CSXT), Union Pacific (UP), Canadian National (CN), and Burlington Northern Santa Fe (BNSF).

LOCKS and DAMS



- Lockport Lock and Dam
- Brandon Road Lock and Dam
- Dresden Island Lock and Dam (Located near the district)

WATER

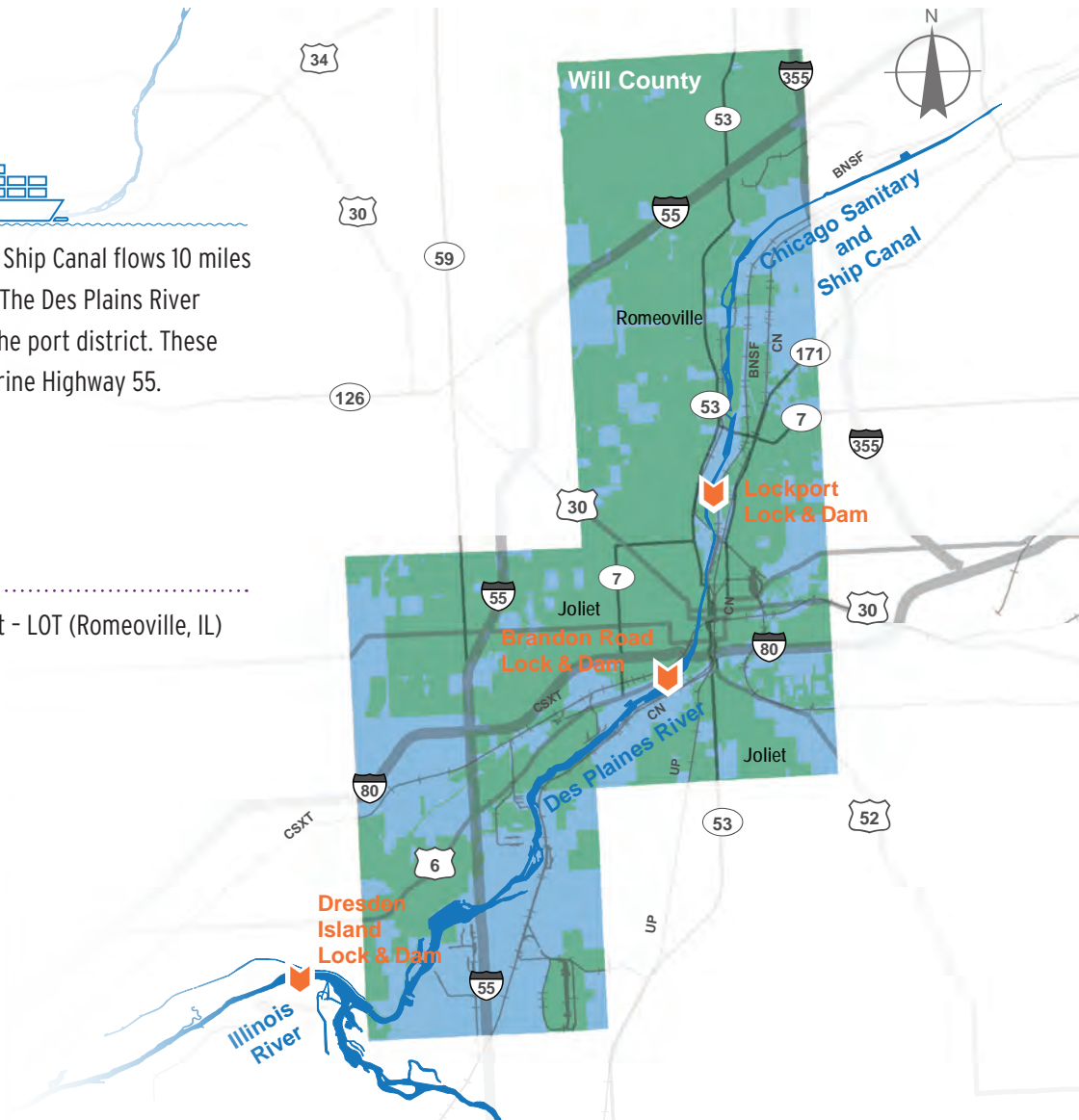


The Chicago Sanitary and Ship Canal flows 10 miles through the port district. The Des Plaines River flows 15.5 miles through the port district. These waterways are part of Marine Highway 55.

AIR



- Lewis University Airport - LOT (Romeoville, IL)



Port District Top Commodities:

1

PETROLEUM PRODUCTS



2

FOOD



3

CHEMICALS



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

WILL COUNTY
3.2 MILLION TONS

*Note Joliet Regional Port District does not encompass the entirety of the listed counties

JOLIET REGIONAL PORT DISTRICT

List Of Terminals (Public And Private)

-
- 1** Austeel Lemont Co. Wharf
- 2** Kaiser Lemont Wharf
- 3** Noramco - Chicago
- 4** Citgo Petroleum Corp. Lemont
- 5** Scarpelli Materials, Inc. Terminal #301
- 6** Unocal Corp., Chicago Carbon Plant Wharf
- 7** Commonwealth Edison Co./Will County Gen Sta Coal WH
- 8** Material Service Corp., Lockport Marine Repair Basin
- 9** Unknown
- 10** Material Service Corp., Lockport Sand And Stone Wharf
- 11** Material Service Corp., Lockport Wharves
- 12** Continental Grain Co., Lockport Grain Elev Dock
- 13** Cargill, Lockport Grain Elevator Dock
- 14** BL Duke Recycling
- 15** Seeler Industries, Inc. Three Rivers Term Div.
- 16** Prairie Creek Grain Company, Inc.
- 17** Ozinga Illinois
- 18** Middle River Marine
- 19** Unknown
- 20** Centerpoint Intermodal Center - Joliet/Elwood
- 21** Canal Terminal Co., Channahon Asphalt Terminal Dock
- 22** Cf Industries, Channahon Terminal Dock
- 23** Northfield Block Co., Channahon Terminal Dock
- 24** Unknown
- 25** Flint Hills Resources, LLC
- 26** Stepan Co., Millsdale Plant Barge Dock
- 27** Illinois Marine Towing, Inc., Channahon
- 28** Exxon Mobil Refining & Supply Co. Wharf
- 29** Material Distribution Docks
- 30** BASF Corp., Joliet Polystyrene Plant Dock
- 31** IMTT - Channahon
- 32** Interstate Chemical Co., Alpont Terminal Dock
- 33** Loders Croklaan, Joliet Plant Dock
- 34** Dow Chemical Co., Joliet Plant Styrene Dock
- 35** Dow Chemical Co., Joliet Plant East Dock
- 36** Dow Chemical Co., Joliet Plant West Dock

Economic Impact

It is estimated that marine cargo activity being handled within the Joliet Regional Port District directly or indirectly supports 11,320 jobs within the state. These workers earn an estimated \$709.4 million in wages and contribute approximately \$1.1 billion towards 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 table to the right breaks out the impact by the type of activity occurring.

	PORT USER	MARINE INDUSTRY	MARINE SUPPORTING	TOTAL
Employment	8,824	921	1,575	11,320
Income	\$540.4M	\$62.1M	\$107.0M	\$709.4M
Value Added	\$906.9M	\$105.0M	\$153.7M	\$1,165.6M
Output	\$1,867.9M	\$237.2M	\$272.5M	\$2,377.7M

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: ranging from restaurants, golf courses, and youth organizations to manufacturers and barge operators. These impacts represent the activities of marine, and non-marine businesses to show the diversity of port activity.

EMPLOYMENT	279
INCOME	\$20.4M
VALUE ADDED	\$30.9M
OUTPUT	\$44M

CAPITAL NEEDS

The Joliet Regional Port District does not own or operate any terminal facilities. If the port district were to construct a terminal a major investment would be required. Depending on the type of terminal, the cost of construction could range from a couple million dollars to tens of millions of dollars.

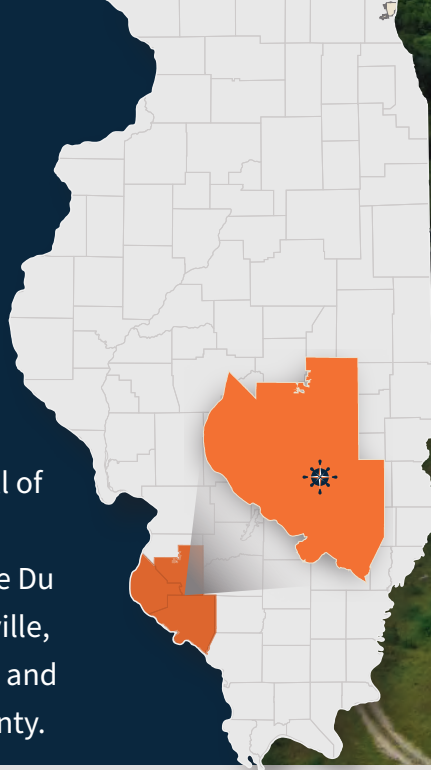
Lewis University Airport

The Lewis University Airport is owned and operated by the Joliet Regional Port District, the airport is located 43 miles southwest of downtown Chicago. The airport has 14 hangars which total 293 thousand square feet and a terminal building that is approximately 15 thousand square feet. The airport has two paved runways one which is 6,500 feet long and another which is 5,697 feet long.



KASKASKIA REGIONAL PORT DISTRICT

The Kaskaskia Regional Port District is located in Southwestern Illinois, just south of St. Louis, Missouri. Its boundaries consist of all of Monroe and Randolph Counties and Freeburg, Millstadt, Smithton, Prairie Du Long, New Athens, Marissa, Fayetteville, Engleman, Mascoutah, Shiloh Valley and Lenzburg Townships of St. Clair County.



Port District Biography

Being located in Southwestern Illinois the Port District provides the area great economic benefits, it encompasses portions of the Mississippi River and surrounds the 36 navigable miles of the Kaskaskia River. The Port District owns four properties along the Kaskaskia River. These include terminals near New Athens, Baldwin, Fayetteville, and Evansville along the Kaskaskia River, and the Kellogg dock along the Mississippi River.

1965



Kaskaskia Regional Port District was created.

1966



The Army Corps of Engineers began work on the Kaskaskia River Navigation Project, the project canalized the lower half (36 miles) of the Kaskaskia River from Fayetteville south to the confluence with the Mississippi River.

1973



Construction of the Jerry F. Costello Lock and Dam was complete.

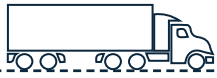
2020



12th largest inland port in the US by volume.

Multimodal Connections

HIGHWAY



Several interstates and state routes traverse the port district, these include I-64, I-255, IL-3, IL-4, IL-13, IL-154, IL-155, IL-156, IL-158, and IL-159.

RAIL



Four class I railroads provide service within the port district these include, Union Pacific (UP), Canadian National (CN), Norfolk Southern (NS), and CSX Transportation (CSXT).

WATER



The Mississippi River flows 73.5 miles along the port district's western border, this portion of the river is designated as Marine Highway 5. The Kaskaskia River flows through the port district and is commercially navigable for 36 miles to Fayetteville, IL.

AIR

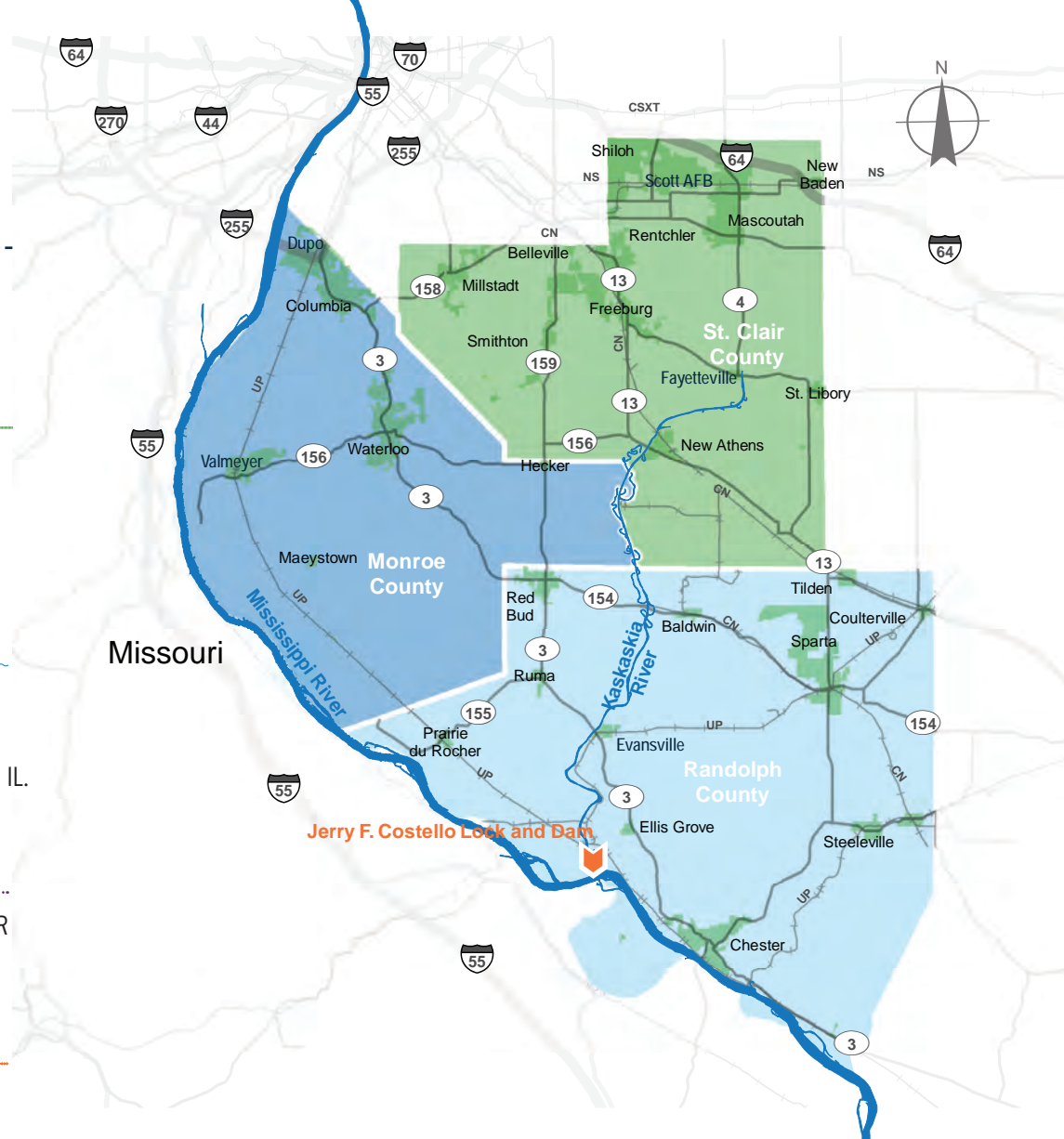


- MidAmerica St. Louis Airport - BLV (Belleville, IL)
- Sparta Community Airport - SAR (Sparta, IL)

LOCKS and DAMS



- Jerry F. Costello Lock and Dam



Port District Top Commodities:

1

SAND & GRAVEL



2

FOOD



3

FERTILIZER



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

MONROE COUNTY
173 THOUSAND TONS

RANDOLPH COUNTY
5.1 MILLION TONS

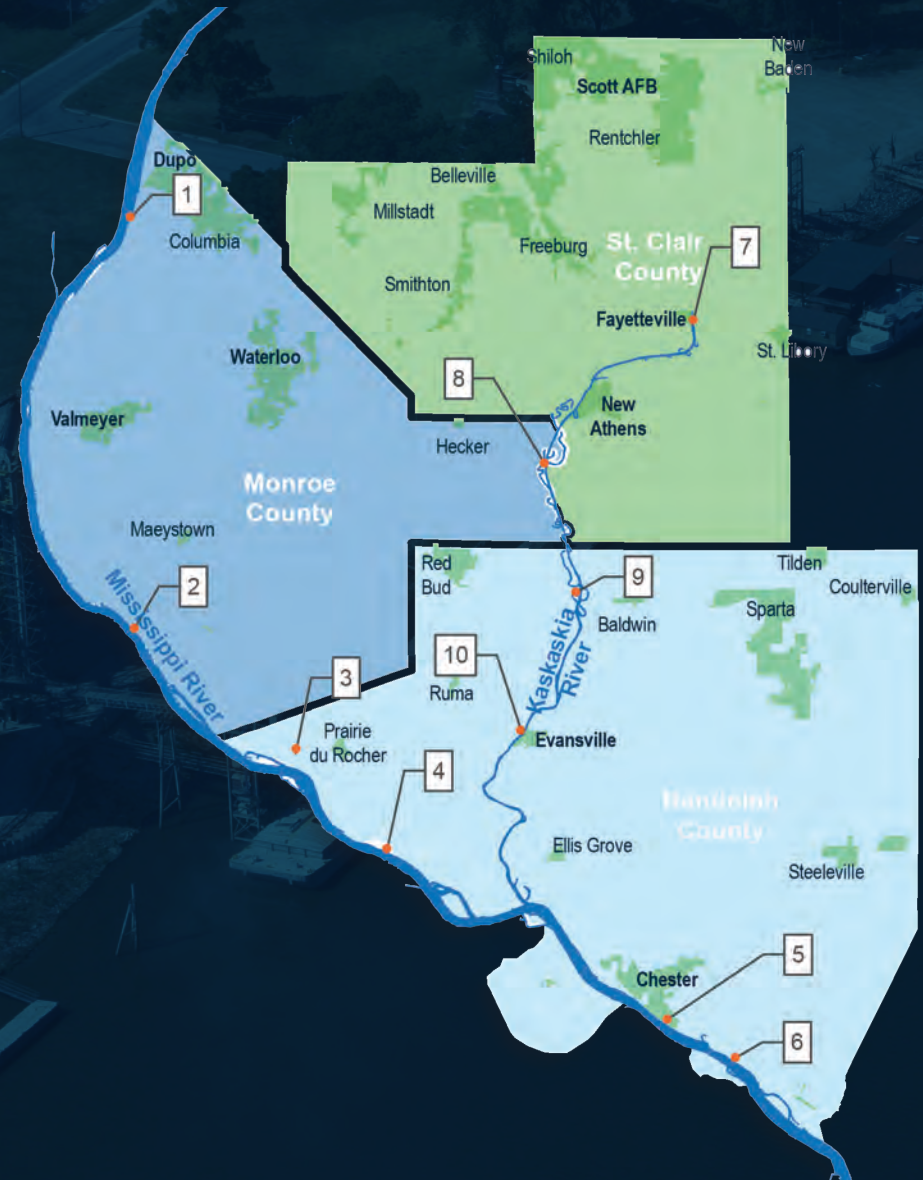
ST. CLAIR COUNTY
11 MILLION TONS

*Note Kaskaskia Regional Port District does not encompass the entirety of the listed counties

KASKASKIA REGIONAL PORT DISTRICT

List of Terminals (Public and Private)

- 1** Luhr Bros., River Docks
- 2** Gateway FS, Kempers Landing Terminal Dock
- 3** Mississippi Lime Co. Prairie Du Rocher, II
- 4** Kaskaskia Regional Port District, Kellogg Dock
- 5** Conagra Foods, Chester Grain Elevator Wharf
- 6** Knight Hawk Coal, Lone Eagle Dock And Fleet Mooring
- 7** Kaskaskia Regional Port District, Fayetteville Terminal
- 8** Kaskaskia Regional Port District, Dock No. 1
- 9** Kaskaskia Regional Port District, Dock No. 2
- 10** Gateway FS, Evansville Elevator Dock



Economic Impact

It is estimated that marine cargo activity being handled within the Kaskaskia Regional Port District directly or indirectly supports 7,219 jobs within the state. These workers earn an estimated \$455.6 million in wages and contribute approximately \$765.2 million towards 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 table to the right breaks out the impact by the type of activity occurring.

	PORT USER	MARINE INDUSTRY	MARINE SUPPORTING	TOTAL
Employment	5,811	622	787	7,219
Income	\$365.0M	\$42.0M	\$48.7M	\$455.6M
Value Added	\$623.3M	\$71.2M	\$70.6M	\$765.2M
Output	\$1,286.9M	\$160.9M	\$131.1M	\$1,578.8M

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: ranging from restaurants, golf courses, and youth organizations, to manufacturers and barge operators. These impacts represent the activities of marine, and non-marine businesses to show the diversity of port activity.

EMPLOYMENT	Evansville	15	321
	KRPD 1	23	
	KRPD 2	282	
INCOME	Evansville	\$15.4M	\$320.6M
	KRPD 1	\$23.4M	
	KRPD 2	\$281.8M	
VALUE ADDED	Evansville	\$15.4M	\$320.6M
	KRPD 1	\$23.4M	
	KRPD 2	\$281.8M	
OUTPUT	Evansville	\$15.4M	\$320.6M
	KRPD 1	\$23.4M	
	KRPD 2	\$281.8M	

CAPITAL NEEDS

There are several planned improvements at multiple locations throughout the Port District. Planned rail improvements at KRPD Terminal #1 will allow the terminal to accommodate coal byproducts. Additionally, there are planned upgrades at KRPD Terminal #2, these upgrades will allow the terminal to handle offloading of Urea and enhance roadway conditions.

Estimated Total Costs: \$24.5 Million

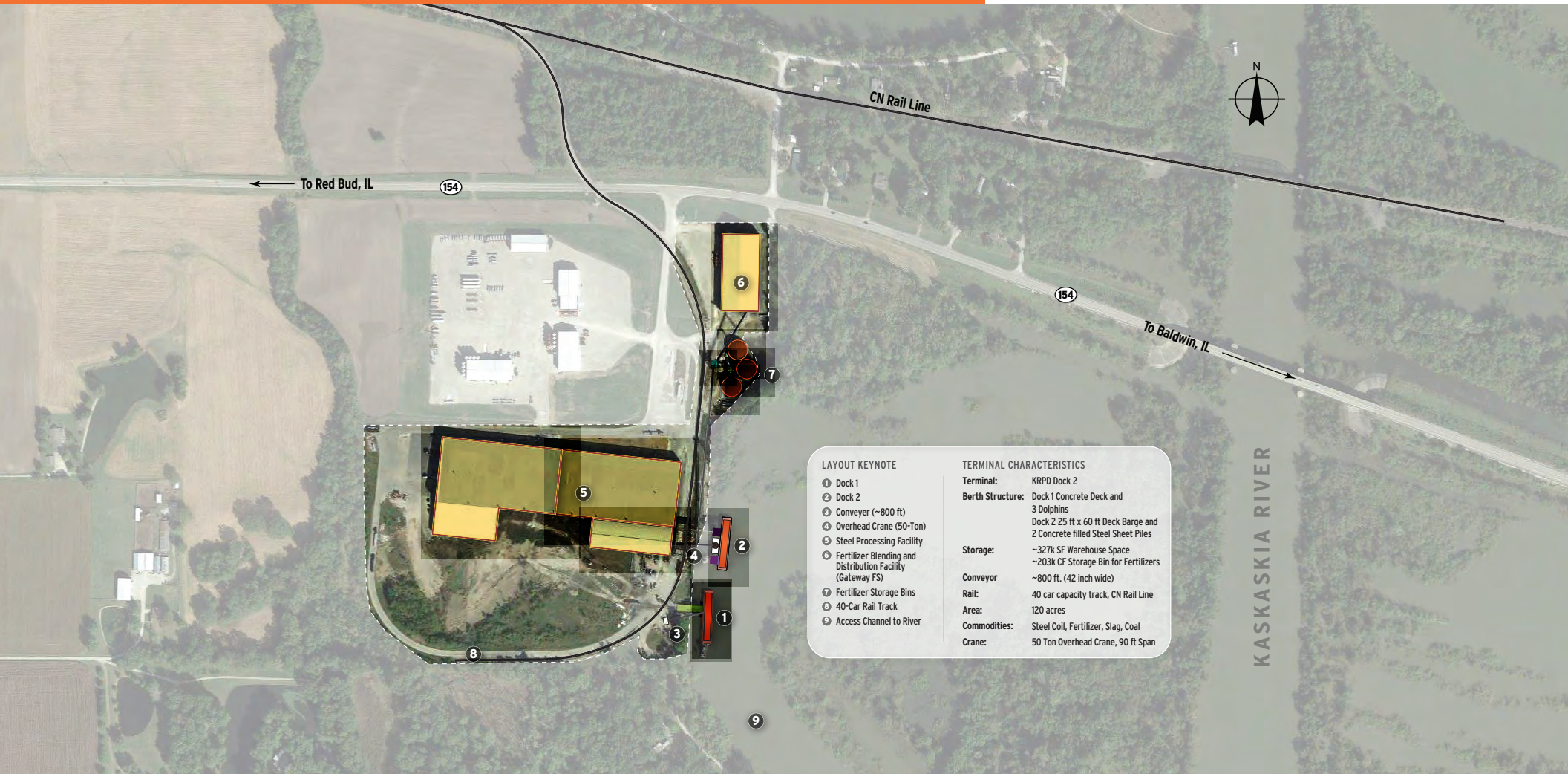
Kaskaskia Regional Port District Dock 1 (KRPD1)

KRPD 1 is a limestone terminal situated on 103 -acres along the Kaskaskia River in New Athens, IL. The terminal is owned by the Kaskaskia Regional Port District. The terminal has a train loop which can handle 125 car unit trains, which is served by the Canadian National Railroad. The terminal has one 10,500 square foot covered storage structure. Additionally, the terminal has a roll-on/roll-off ramp to receive oversized equipment.



Kaskaskia Regional Port District Dock 2 (KRPD2)

KRPD 2 is situated on 450-acres along the Kaskaskia River in Baldwin, IL, of which 120 are developed or suited for development. The terminal is owned by the Kaskaskia Regional Port District and has two tenants, the Material Works and Gateway FS. The Material Works is a steel processing company which occupies a 286 thousand square foot warehouse, steel coils are unloaded via a 50-ton overhead crane. Gateway FS has three fertilizer storage bins which can hold roughly 203 thousand cubic feet of product. The terminal has a 40-car capacity rail track that is serviced by Canadian National.



Evansville Terminal

The Evansville Terminal is situated on 11-acres along the Kaskaskia River in Evansville, IL. The Kaskaskia Regional Port District owns the river bank and a bar and grill with a recreational boat dock. The grain terminal is owned and operated by Gateway FS. The terminal receives shipments of wheat, corn, and soybeans via truck and transfer them by barge. There are six concrete silos located at the terminal that have a storage capacity of 48 thousand cubic feet and three steel silos that have a storage capacity of 182 thousand cubic feet. The terminal does not have rail access.



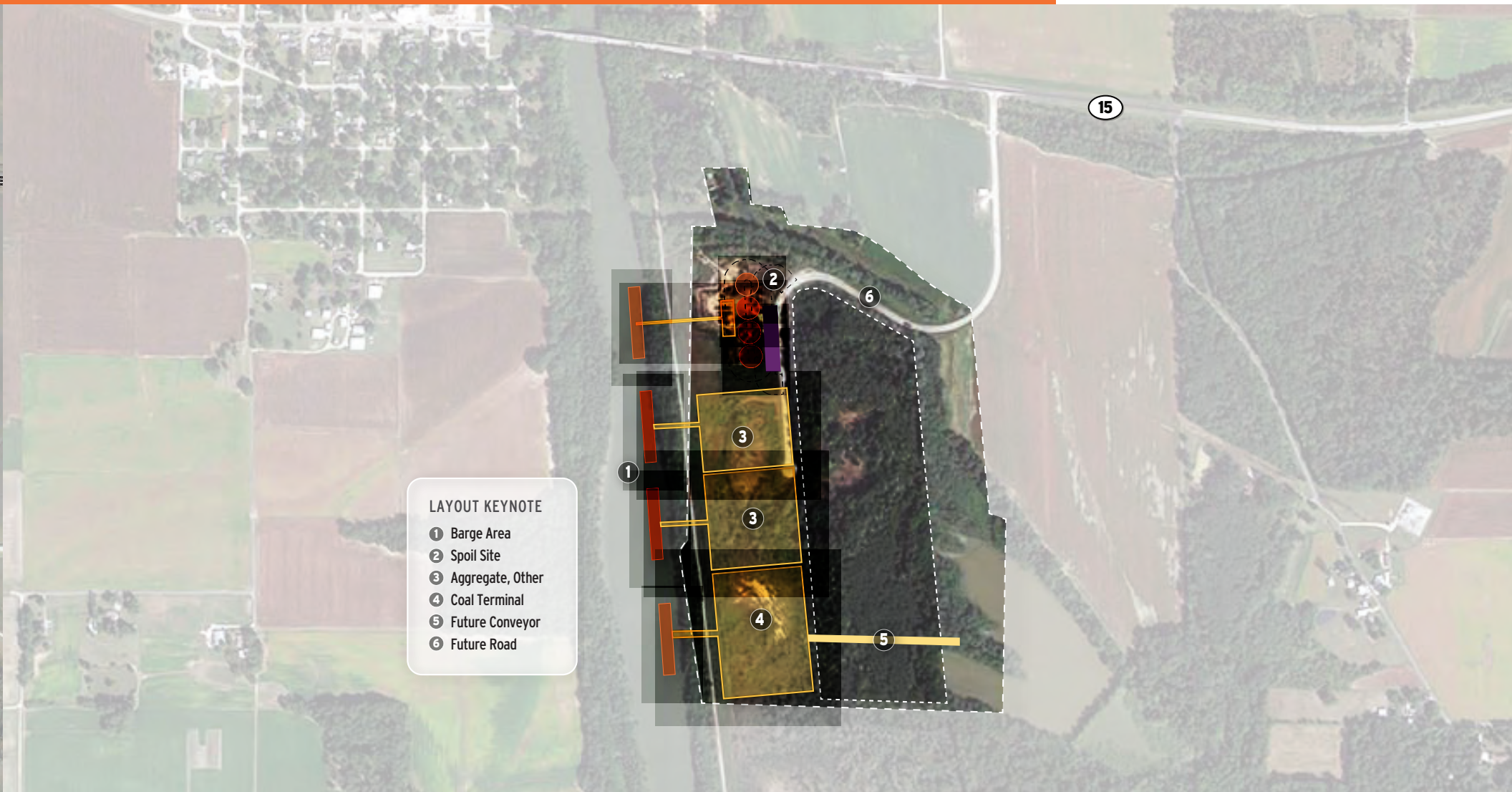
Kellogg Dock

The Kellogg Dock is situated on 117-acres along the Mississippi River in unincorporated Randolph County. The dock is operated as a joint venture between Kinder Morgan and Slay Industries, and is set up as a coal outbound dock, however can be modified for other commodities. The dock is a rail to barge facility capable of receiving and loading at a rate of 4,000 tons per hour, and has a storage capacity of 1,000,000 tons of coal. The dock has a rail yard on the dry side of the levee which can hold 450 train cars, and is serviced by the Union Pacific Railroad.



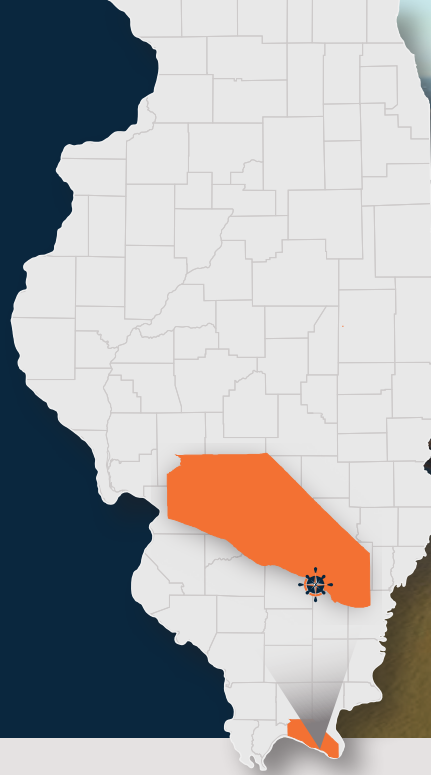
Fayette Terminal

The Fayetteville terminal is situated on 124-acres along the Kaskaskia River in Fayetteville, IL. The site does not have any infrastructure in place outside of an access road and is open for development. The site is ideally suited for a grain terminal, truck terminal, aggregate yard, scrap steel yard, bulk commodities, or container yard. The Kaskaskia Regional Port District is actively looking for tenants and interested parties should contact the port district. The terminal is entirely above the 500-year floodplain. It is located within 15 miles of an interstate.



MASSAC- METROPOLIS PORT DISTRICT

The Massac-Metropolis Port District is located in Southern Illinois. The Port District's boundaries consist all of Massac County.



Port District Biography

The Port District is strategically located along the Ohio River, it is one of the few districts in the state located along the Ohio River. The Port District is mainly rural and with a heavy presence of agriculture. Additionally, Paducah, Kentucky, a larger metropolitan area is located just across the river with multiple bridges connecting it to the Port District. These elements provide the Port District a unique advantage from over others in the state.

1929



Construction was complete on lock and dam #52

2009



Massac-Metropolis Port District was created

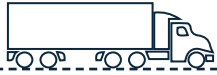
2019



Demolition began on lock and dam #52, the lock and dam was replaced by the Olmsted Lock and Dam a few miles outside of the Port District

Multimodal Connections

HIGHWAY



Several interstates, state routes, and US highways traverse the port district, these include I-24, IL 145, IL 169, and US 45.

RAIL



Three class I railroads traverse the district, these include Union Pacific (UP), Burlington Northern Santa Fe (BNSF) and Canadian National (CN).

WATER



The Ohio River flows 26.5 miles along the port district's southern border, the river is part of Marine Highway 70.

AIR

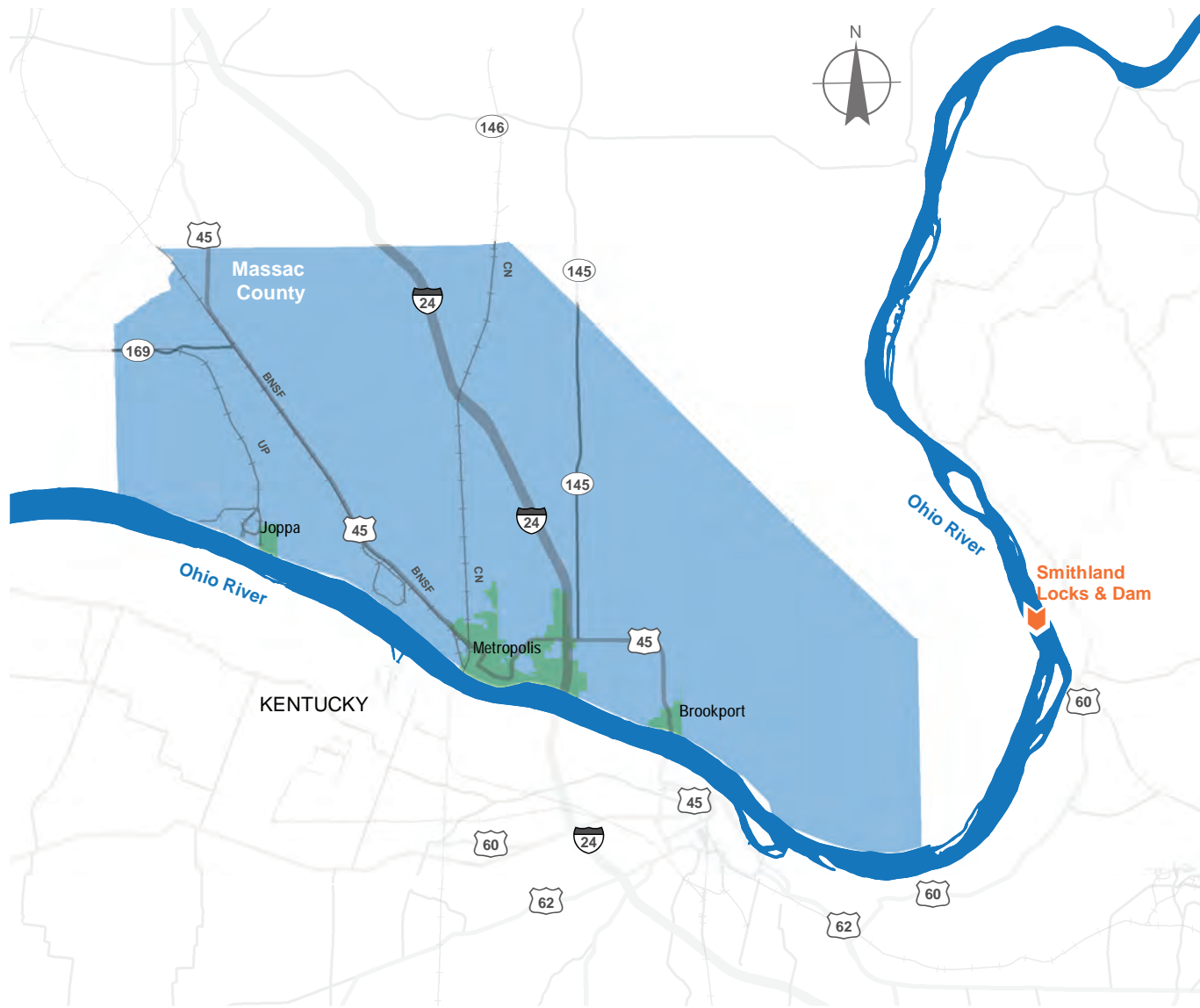


- Metropolis Municipal Airport - M30 (Metropolis, IL)

LOCKS and DAMS



- Smithland Locks & Dam - Located near the district



Port District Top Commodities:

1

COAL



2

FOOD



3

CHEMICALS



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

MASSAC COUNTY
8.7 MILLION TONS

MASSAC- METROPOLIS PORT DISTRICT



List of Terminals (Public and Private)

- 1** Kotter Ready-Mix Inc
- 2** Cook Terminal Metropolis III
- 3** Elec Energy Steam Plant Joppa
- 4** Lafarge Corp

Economic Impact

It is estimated that marine cargo activity being handled within the Massac-Metropolis Port District directly or indirectly supports 2,557 jobs within the state. These workers earn an estimated \$153.1 million in wages and contribute approximately \$280.2 million towards 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	2,031	236	290	2,557
Income	\$119.5M	\$16.0M	\$17.7M	\$153.1M
Value Added	\$227.4M	\$27.1M	\$25.7M	\$280.2M
Output	\$490.0M	\$261.2M	\$48.0M	\$599.2M

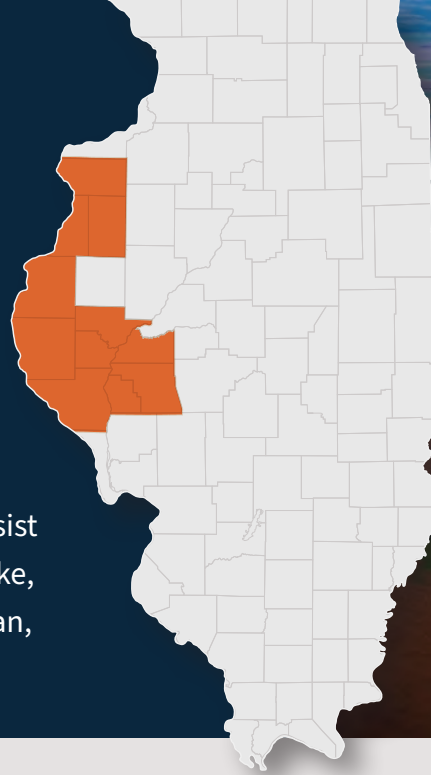


CAPITAL NEEDS

The Massac-Metropolis Port District does not own or operate any terminal facilities. If the port district were to construct a terminal a major investment would be required. Depending on the type of terminal, the cost of construction could range from a couple million dollars to tens of millions of dollars.

MID-AMERICA INTERMODAL AUTHORITY PORT DISTRICT

Mid-America Intermodal Authority Port District is located in Western Illinois, it's boundaries consist of Adams, Brown, Cass, Hancock, Pike, Schuyler, Henderson, Warren, Morgan, Mercer, and Scott Counties.



Port District Biography

Of all the port districts in the state, the Mid-America Intermodal Authority Port District is the largest by area, comprised of eleven counties, and unlike many port districts it has the advantage of being located on both the Mississippi and Illinois rivers. The port district is also associated with the Mid-America Port Commission, which is a three-state compact between Illinois, Missouri and Iowa whose goal is to foster economic growth in the tri-state area by developing intermodal ports on the Mississippi and Illinois rivers making the region a strong logistics location. The Commission has decided that a location in Quincy, Illinois would be the best location for a port. The port district has acquired land and is in the process of planning a port facility.

1935 - 1957



Construction on the LaGrange Lock and Dam and Locks and Dams # 17, 18, 19, 20, 21, and 22 were complete.

1998



The state legislature created the Mid-America Intermodal Authority Port District.

1999



The State of Illinois entered a three-state compact with Missouri and Iowa to form the Mid-America Port Commission.

Multimodal Connections

HIGHWAY



Several interstates, state routes, and US highways traverse the port district, these include I-72, I-172, IL-17, IL-78, IL-94, IL96, IL-110 (Chicago-Kansas City Expressway) US 24, and US 67. US 61 known as the Avenue of the Saints is in Missouri, which is 5 miles west of the port district. Included within these routes are a total of 79.55 Critical Rural Freight Corridor miles within the port district.

RAIL



Three class I railroads provide service within the port district these include, Burlington Northern Santa Fe (BNSF), Kansas City Southern (KCS), and Norfolk Southern (NS). Keokuk Junction Railway (KJRY) and Burlington Junction Railway (BJRY), class III railroads provide service through the port district as well.

LOCKS and DAMS



- Lock and Dam #17
- Lock and Dam #18
- Lock and Dam #19
- Lock and Dam #20
- Lock and Dam #21
- Lock and Dam #22
- Lock and Dam #24 - Located near the district
- LaGrange Locks and Dam

WATER

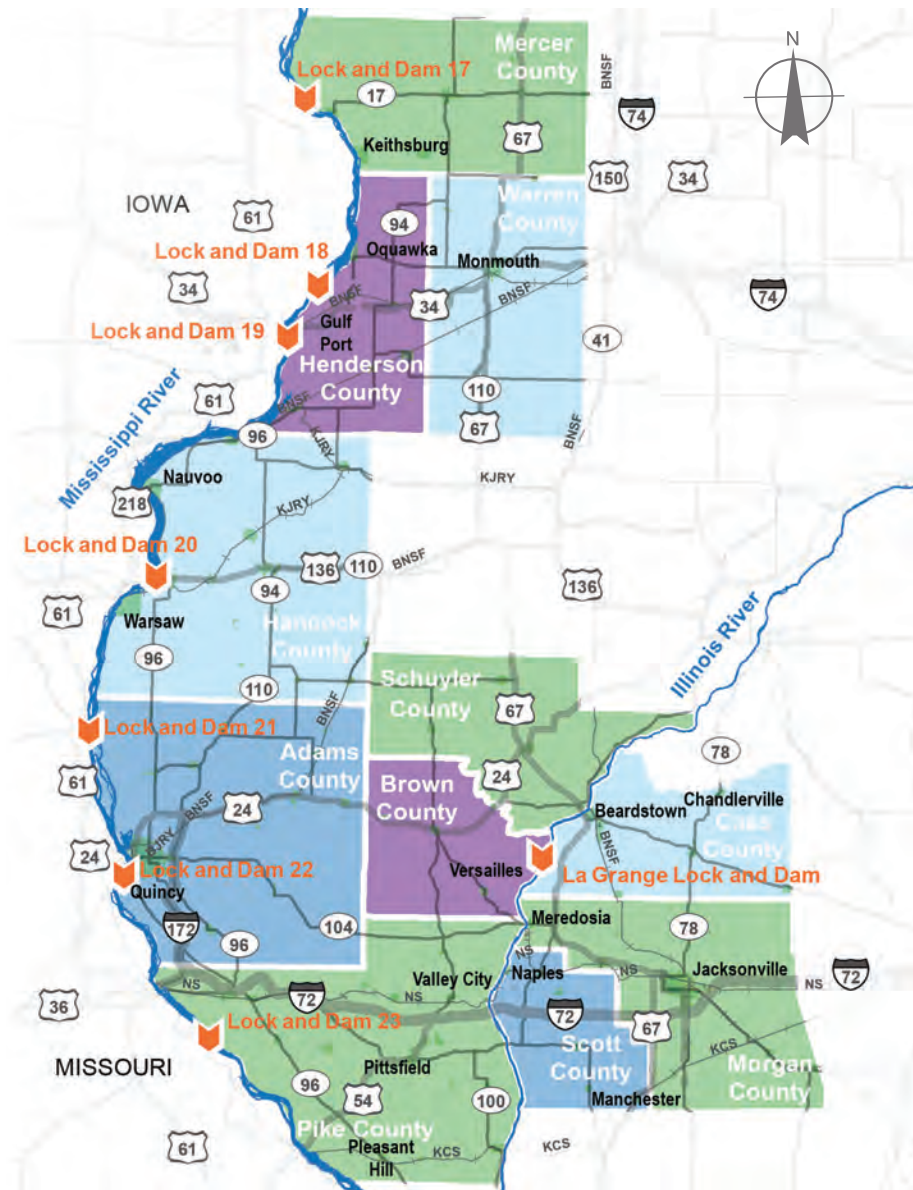


The Mississippi River flows 172 miles along the western border of the port district, the river is part of Marine Highway 35. The Illinois River flows 70.5 miles through the port district, the river is part of Marine Highway 55.

AIR



- Quincy Regional Airport - UIN (Quincy, IL)
- Mt. Sterling Municipal Airport - I63 (Mt. Sterling, IL)
- Jacksonville Municipal Airport - IJX (Jacksonville, IL)
- Beardstown Municipal Airport - K06 (Beardstown, IL)



Port District Top Commodities:

1

FOOD



2

CHEMICALS



3

FERTILIZER



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

ADAMS COUNTY
2.3M TONS

BROWN COUNTY
NO TONNAGE

CASS COUNTY
1.3M TONS

HANCOCK COUNTY
457K TONS

HENDERSON COUNTY
242K TONS

MERCER COUNTY
80K TONS

MORGAN COUNTY
1.3M TONS

PIKE COUNTY
1.4M TONS

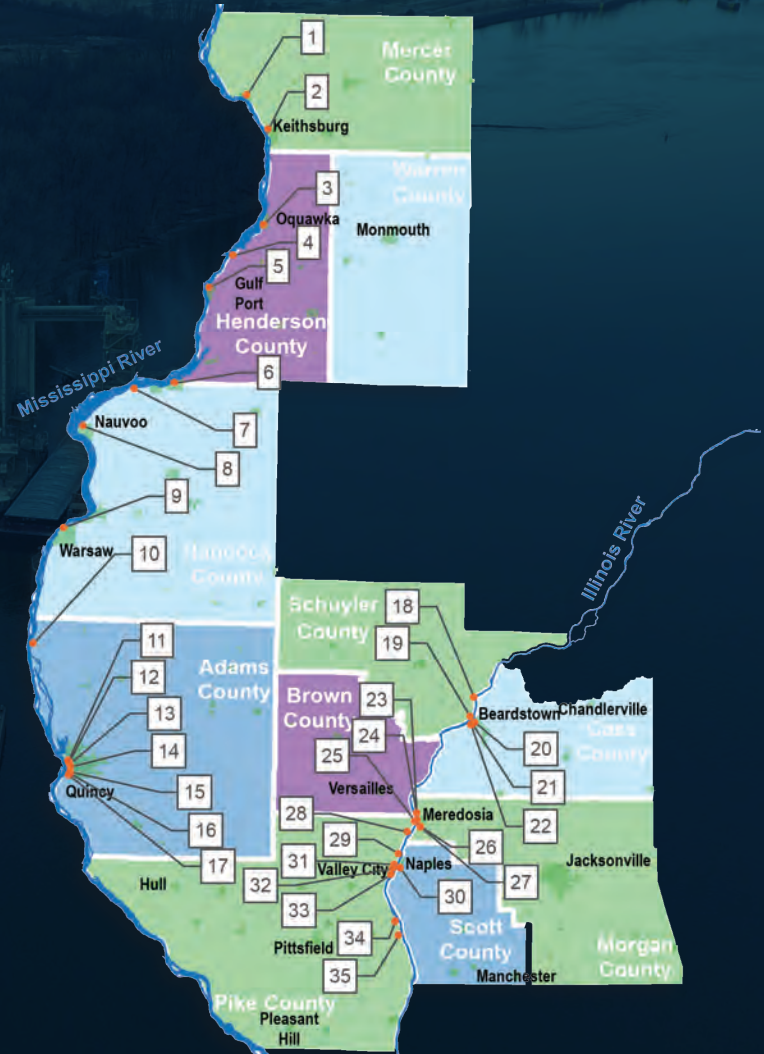
SCHUYLER COUNTY
398K TONS

SCOTT COUNTY
1.1M TONS

MID-AMERICA INTERMODAL AUTHORITY PORT DISTRICT

List of Terminals (Public and Private)

- | | | | | | |
|-----------|---|-----------|--|-----------|---|
| 1 | Cargill Aghorizons, New Boston | 15 | Quincy Municipal Barge Terminal Wharf | 28 | Trammo Terminal, Meredosia |
| 2 | ADM/Growmark, Keithsburg Wharf | 16 | ADM/Quincy, Meal Dock | 17 | ADM/Quincy, Meal Dock |
| 3 | Consolidated Grain & Barge, Oquawka | 18 | ADM/Growmark River System, Beardstown Terminal Dock | 19 | Logsdon Tug Service, Beardstown Fleet Moorings |
| 4 | Consolidated Grain & Barge | 20 | Logsdon Sand & Gravel Co., Beardstown Dock | 21 | Cargill Aghorizons, Beardstown Grain Elevator Dock |
| 5 | Consolidated Grain & Barge, Gladstone | 22 | Clarkson Grain Co., Beardstown Dock | 23 | Meredosia Terminal Wharf And Pier |
| 6 | Consolidated Grain & Barge, Dallas City | 24 | Cargill Aghorizons, Meredosia Grain Elevator Dock | 25 | Ameren Energy Generating, Meredosia Power Station, Coal Dock |
| 7 | Trammo Terminal, Niota | 26 | Ameren Energy Generating, Meredosia Power Station, Docks | 27 | Ameren Energy Generating, Meredosia Power Station Fuel Oil Dock |
| 8 | Consolidated Grain & Barge | 29 | ADM/Growmark River System, Naples Grain Elevator Dock | 30 | Consolidated Grain And Barge Co., Naples Elevator Grain Dock |
| 9 | Ursa Farmers Cooperative Co., Warsaw Division Elevator Dock | 31 | Consolidated Grain And Barge Co., Docks | 32 | Consolidated Grain And Barge Co., Naples Fertilizer Dock |
| 10 | Ursa Farmers Cooperative Co., Meyer Division, Grain Elevator Dock | 33 | Osage Marine Services, Naples Fleet Moorings | 34 | Central Stone Co., Florence Dock |
| 11 | ADM/Quincy Dock | 35 | Cargill Aghorizons, Florence Grain Elevator Dock | | |
| 12 | ADM/Alliance, Quincy Dock | | | | |
| 13 | ADM/Quincy, Dock | | | | |
| 14 | Canton Marine Towing Co., Quincy Dock And Fleet Moorings | | | | |



Economic Impact

It is estimated that marine cargo activity being handled within the Mid-America Intermodal Authority Port District directly or indirectly supports 13,913 jobs within the state. These workers earn an Estimated \$796.9 million in wages and contribute approximately \$1.3 billion towards 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	11,080	1,114	1,719	13,913
Income	\$616.1M	\$75.2M	\$105.5M	\$796.9M
Value Added	\$1,066.8M	\$127.7M	\$152.7M	\$1,347.2M
Output	\$2,332.1M	\$288.4M	\$276.0M	\$2,896.5M



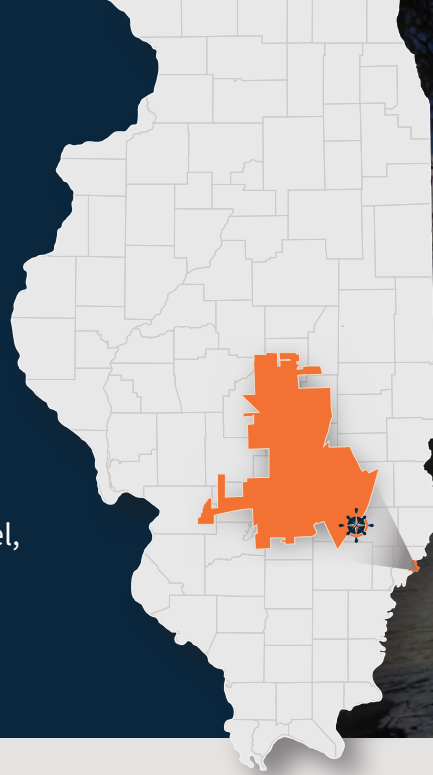
CAPITAL NEEDS

The Port District is developing a terminal south of Quincy, Illinois along the Mississippi River. The multimodal facility will provide transloading between barge, truck and rail. The facility will be capable to handle container on barge, dry bulk, liquid and roll-on roll-off.

Estimated Total Costs: \$11.9 Million

MT. CARMEL REGIONAL PORT DISTRICT

The Mt. Carmel Regional Port District is located in Southeastern Illinois. Its boundaries consist of all the limits of the City of Mt. Carmel, Illinois.



Port District Biography

The Port District is located on the Wabash River which is not commercially navigable. The Port District was established to show support for the channelization of the Wabash River. Between 1967 and 1975 there were a total of eight United States Senate and House Public Works Committee resolutions that authorized studies for the establishment of navigation of the Wabash River and its tributaries. By 1977, the Army Corps of Engineers (Louisville District) completed the final study and found that channelization of the lower Wabash River was economically unjustified.



1971

Mt. Carmel Regional Port District was created.

Multimodal Connections

HIGHWAY

Several state routes traverse the port district, these include IL-1 and IL-15.

RAIL

Norfolk Southern (NS) a One Class I railroad provides service within the port district.

WATER

The Wabash River flows 1.5 miles along the port district eastern border, the river does not have a navigation channel and does not support commercial navigation.

AIR

- Mt. Carmel Municipal Airport - AJG (Mt. Carmel, IL)

LOCKS and DAMS

- None



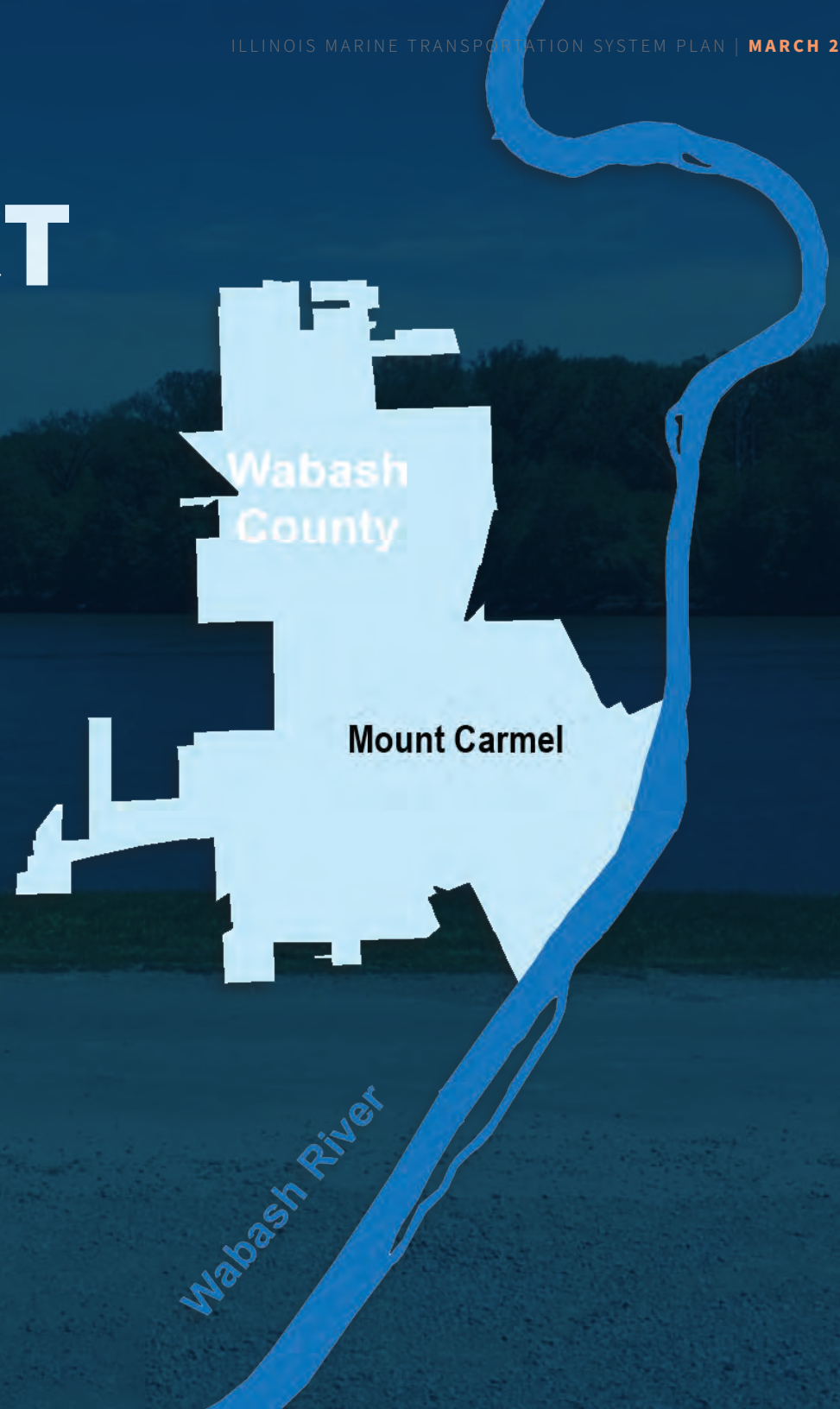
Top Commodities

The Mt. Carmel Regional Port District is situated on the Wabash River, which is not commercially navigable, due to this fact there are no waterborne commodities to report.

MT. CARMEL PORT DISTRICT

List of Terminals (Public and Private)

None



Economic Impact

The Port District is located on the Wabash River which is not commercially navigable. Due to that fact, the river does not handle cargo and there is no substantial economic impact associated.

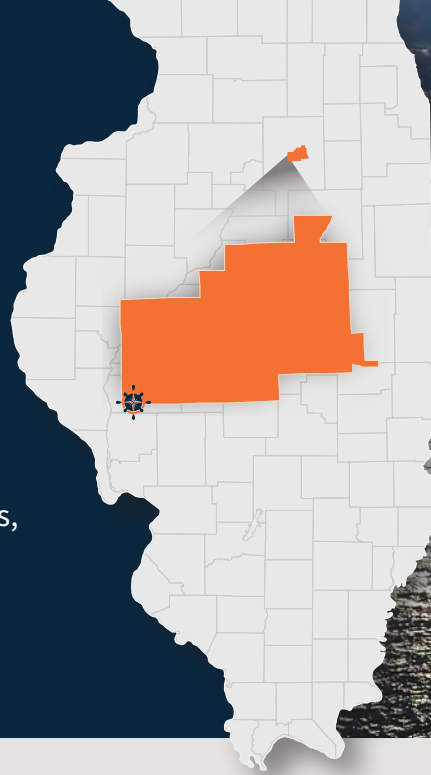


CAPITAL NEEDS

The Mt. Carmel Regional Port District is situated on the Wabash River which is not commercially navigable, due to this fact a marine terminal is not feasible.

OTTAWA PORT DISTRICT

The Ottawa Port District is located in North-Central Illinois, it encompasses the entire city limits of Ottawa and portions of Ottawa and South Ottawa townships, in LaSalle County.



Port District Biography

The Ottawa Port District is strategically placed within LaSalle County which is located in North-Central Illinois. One of the district's great advantages is the proximity of Illinois River, interstate 80, and the CSX rail line that all are closely accessible to each other. The general convergence of all these three modes provides a great transportation advantage to shippers and customers.

2011



Ottawa Port District was created.

Multimodal Connections

HIGHWAY



Several interstate, state routes, and US highways traverse the port district, these include I-80, IL 23, IL 71, and US 6.

RAIL



CSX Transportation (CSXT) a class one railroad provides service within the port district and connections nationwide, east of the Mississippi River. The Illinois Railway (IR) a short line railroad provides service as well and intersects with the BNSF Railroad, another Class 1 railroad with connections nationwide west of the Mississippi River.

WATER



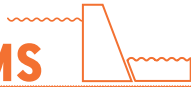
The Illinois River flows 12 miles through the port district, the river is part of Marine Highway 55.

AIR

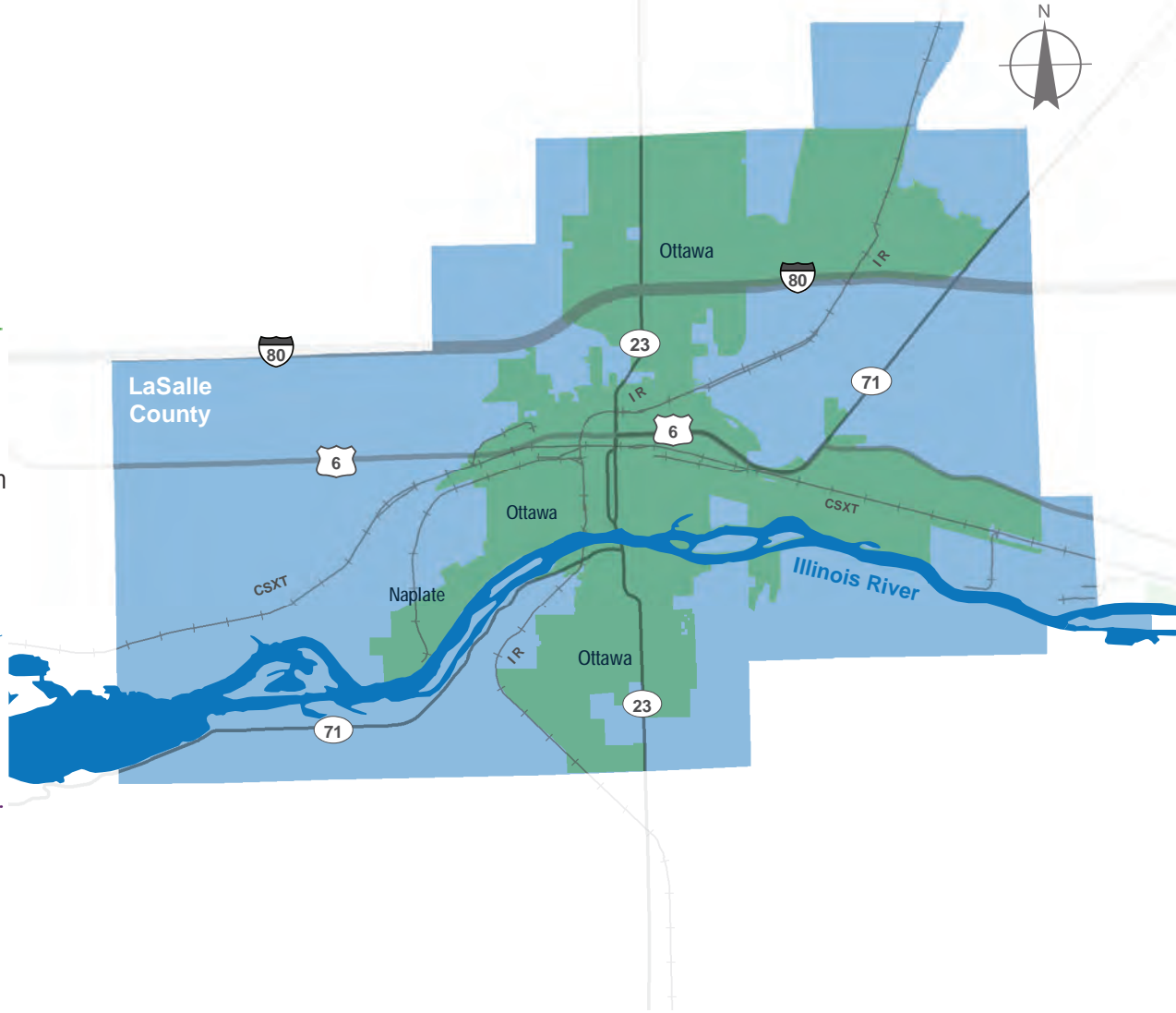


- Illinois Valley Regional Airport - VYS (Peru, IL)

LOCKS and DAMS



- Starved Rock Lock and Dam - Located near the district
- Marseilles Lock and Dam - Located near the district



Port District Top Commodities:

1

PETROLEUM PRODUCTS



2

FOOD



3

FERTILIZER



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

LASALLE COUNTY
2.2 MILLION TONS

*Note Ottawa Port District does not encompass the entirety of LaSalle County

OTTAWA PORT DISTRICT

List of Terminals (Public and Private)

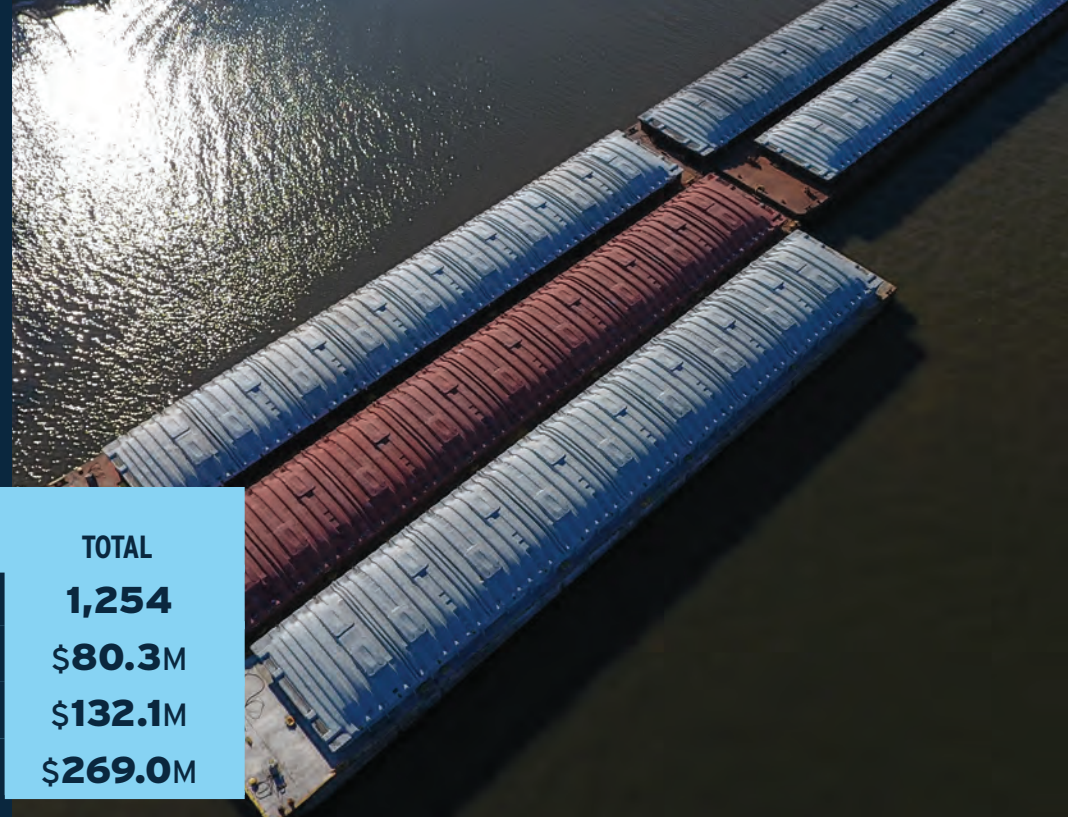
- 1** SABIC Innovative Plastics
- 2** Bruce Oakley Terminal
- 3** ADM Terminal Services - Upper Dock
- 4** ADM Terminal Services - Lower Dock
- 5** ADM Grain - Ottawa North
- 6** Artco - Ottawa Fleeting Operations
- 7** ADM Grain - Ottawa South
- 8** Ottawa Barge Terminal, Bulk Materials Dock
- 9** Ottawa Barge Terminal , Dock



Economic Impact

It is estimated that marine cargo activity being handled within the Ottawa Port District directly or indirectly supports 1,254 jobs within the state. These workers earn an estimated \$80.3 million in wages and contribute approximately \$132 million towards 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	995	103	156	1,254
Income	\$62.8M	\$6.9M	\$10.5M	\$80.3M
Value Added	\$105.1M	\$11.8M	\$15.2M	\$132.1M
Output	\$215.1M	\$26.6M	\$27.3M	\$269.0M

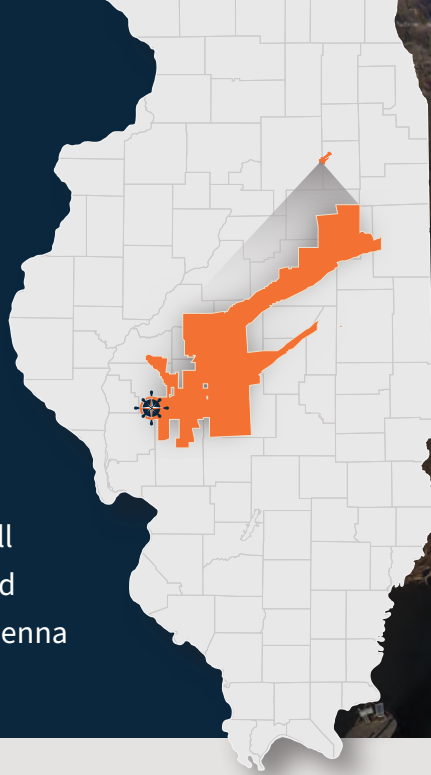


CAPITAL NEEDS

The Ottawa Port District does not own or operate any terminal facilities. If the Port District were to construct a terminal a major investment would be required. Depending on the type of terminal, the cost of construction could range from a couple million dollars to tens of millions of dollars.

SENECA REGIONAL PORT DISTRICT

The Seneca Regional Port District is located in North-Central Illinois, its boundaries consist of all of the limits of the village of Seneca, as well as portions of Manlius and Brookfield Townships in LaSalle County and Erienna Township in Grundy County.



Port District Biography

The Port District is located in North-Central Illinois, just 65 miles southwest of Chicago providing it access to one of the nation's largest markets. The district owns and leases a chemical terminal that is located on 16 acres. One of the district's great advantages is the proximity of Illinois River, Interstate 80, and the CSX rail line, all of which are easily accessible to each other. The general convergence of these three modes provides a great transportation advantage to shippers and customers of goods.

1942-1945



The site of the Shipyard Industrial Park was home to the "Prairie Shipyard" which built 157 LSTs (landing ship, tank) for the U.S military during WWII, 23 of the 157 were directly involved in the D-Day assault in Normandy.

1960



General Service Administration decides to sell the former WWII Prairie Shipyard property. The soon to be Seneca Regional Port District would go onto purchase the property.

1961



Seneca Regional Port District was created.

Multimodal Connections

HIGHWAY



Two major roads provide service throughout the port district, these include IL-170 and US 6. Additionally, Interstate 80 is located just north of the port district.

RAIL



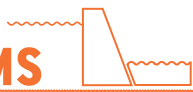
CSX Transportation (CSXT) a class I railroad provides service within the port district.

WATER

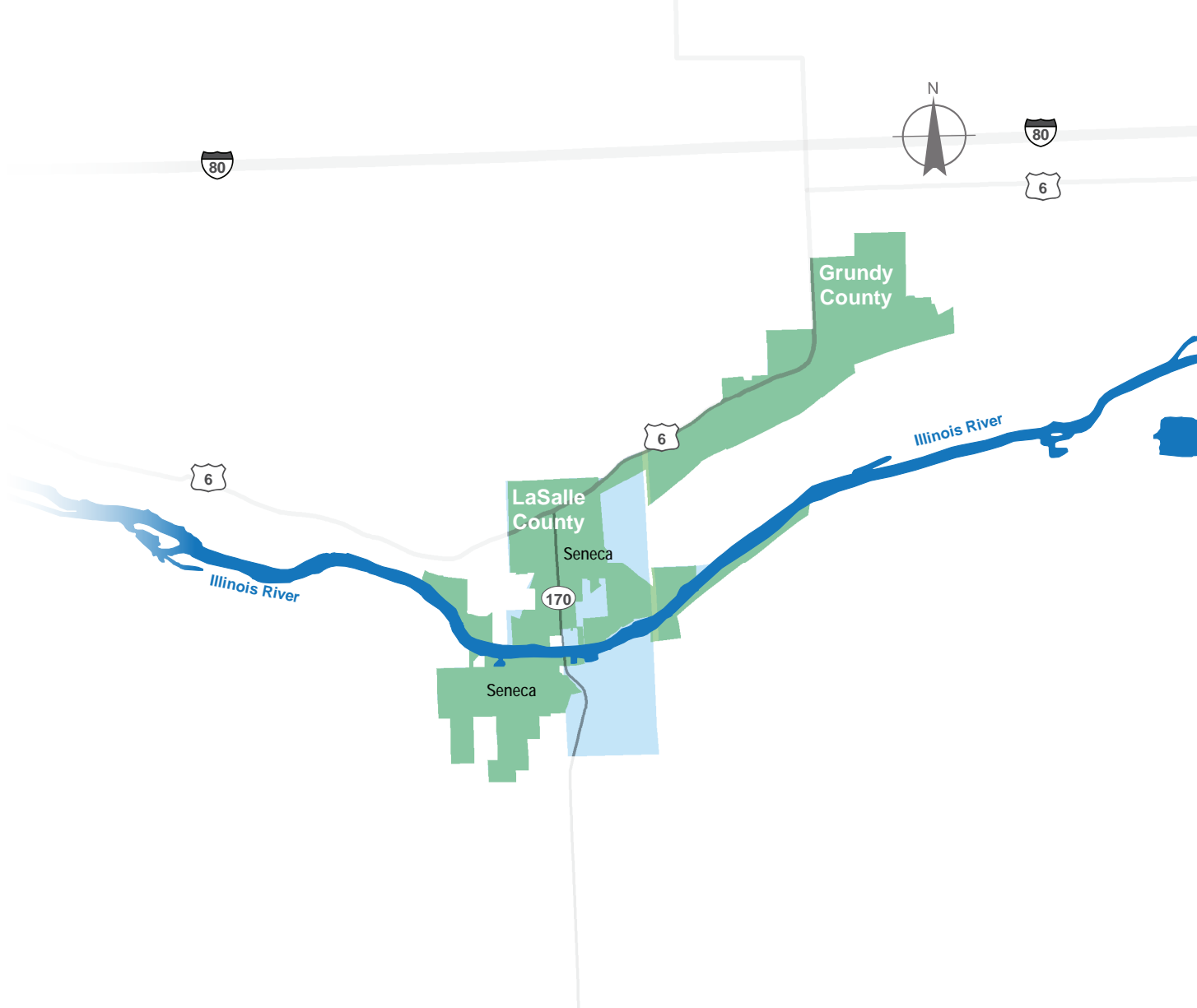


The Illinois River flows 5 miles through the port district, the river is part of Marine Highway 55.

LOCKS and DAMS



- Marseilles Lock and Dam - Located near the district



Port District Top Commodities:

1

PETROLEUM PRODUCTS



2

FOOD



3

FERTILIZER



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

LASALLE COUNTY
2.2 MILLION TONS

GRUNDY COUNTY
711 THOUSAND TONS

*Note Seneca Regional Port District does not encompass the entirety of the listed counties

SENECA REGIONAL PORT DISTRICT



List of Terminals (Public and Private)

- 1** Renewable Energy Group, Inc.
- 2** Cf Industries, Seneca Terminal Dock
- 3** Growmark, Inc.
- 4** Cargill Aghorizons, Seneca Grain Elevator Wharf

Economic Impact

It is estimated that marine cargo activity being handled within the Seneca Regional Port District directly or indirectly supports 394 jobs within the state. These workers earn an estimated \$25.4 million in wages and contribute approximately \$43.6 million towards 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 table to the right breaks out the impact by the type of activity occurring.

	PORT USER	MARINE INDUSTRY	MARINE SUPPORTING	TOTAL
Employment	309	38	48	394
Income	\$19.9M	\$2.5M	\$3.0M	\$25.4M
Value Added	\$35.0M	\$4.3M	\$4.3M	\$43.6M
Output	\$76.4M	\$9.7M	\$8.0M	\$94.1M

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: ranging from restaurants, golf courses, and youth organizations, to manufacturers and barge operators. These impacts represent the activities of marine, and non-marine businesses to show the diversity of port activity.

EMPLOYMENT	28
INCOME	\$2.3M
VALUE ADDED	\$4.0M
OUTPUT	\$10.7M



Seneca Terminal

The Seneca Regional Port District owns 15.7 acres of land along the Illinois River. The port district leases the terminal to C.F Industries who handle liquid anhydrous ammonia for fertilizer purposes. The anhydrous ammonia is held in a 1.13 million cubic foot tank. The terminal receives the product by barge and sends out the product via truck, the terminal does not have any rail access.

LAYOUT KEYNOTE

- ① Breasting Dolphins (3 Total)
- ② Unloading Platform with Manifolds
- ③ Pipeline (10-inch)
- ④ Storage Tank (1.13M CF)
- ⑤ Truck Loading/Unloading
- ⑥ Administration Building
- ⑦ Operations Buildings
- ⑧ Site Access Gate

TERMINAL CHARACTERISTICS

Terminal: Seneca
Berth Structure: 3 (Breasting)
Storage: 1.13M CF Tank Storage
Rail: None
Area: 15.7 acres
Commodities: Anhydrous Ammonia



SHAWNEETOWN REGIONAL PORT DISTRICT

The Shawneetown Regional Port District is located in Southeastern Illinois; its boundaries consist of large portions of Gallatin and Hardin Counties. A large portion of the Port District is located within the Shawnee National Forest.



Port District Biography

The Port District is located in Southeastern Illinois and is one of the few districts located on the Ohio River. The district is mainly rural with a heavy agricultural presence. Additionally, a large portion of the district is located within the Shawnee National Forest. Due to this fact, development of terminals along the river presents unique challenges that other port districts do not face.

1961



The Shawneetown Regional Port District was created.

Multimodal Connections

HIGHWAY



Several state routes traverse the port district, these include IL-1, IL-13, IL-141, IL-142, and IL-147.

RAIL



There is no rail access within the district.

WATER



The Ohio River flows 25.5 miles along the port district's eastern border, the river is part of Marine Highway 70. The Wabash River flows 15 miles along the port district's eastern border, the river does not have a navigation channel and does not support commercial navigation. The Wabash River flows into the Ohio River at Ohio River Mile Marker 848.

AIR



- Carmi Municipal Airport - CUL (Carmi, IL)

LOCKS and DAMS



- John T. Meyers Locks and Dam - Located near the district



Port District Top Commodities:

1

FOOD



2

PETROLEUM PRODUCTS



3

COAL



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

HARDIN COUNTY

1.5 MILLION TONS

GALLATIN COUNTY

42 THOUSAND TONS

*Note Shawneetown Regional Port District does not encompass the entirety of the listed counties

SHAWNEETOWN REGIONAL PORT DISTRICT

List of Terminals (Public and Private)

- 1** Delta Materials, Shawneetown Upper Wharf
- 2** Bunge Corp Shawneetown III
- 3** Delta Materials, Shawneetown Lower Wharf
- 4** Delta Materials
- 5** Peabody Coal Co.



Economic Impact

It is estimated that marine cargo activity being handled within the Shawneetown Regional Port District directly or indirectly supports 115 jobs within the state. These workers earn an estimated \$7.2 million in wages and contribute approximately \$11.7 million towards 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	70	7	38	115
Income	\$4.4M	\$0.5M	\$2.4M	\$7.2M
Value Added	\$7.4M	\$0.9M	\$3.4M	\$11.7M
Output	\$15.3M	\$1.9M	\$5.6M	\$22.8M

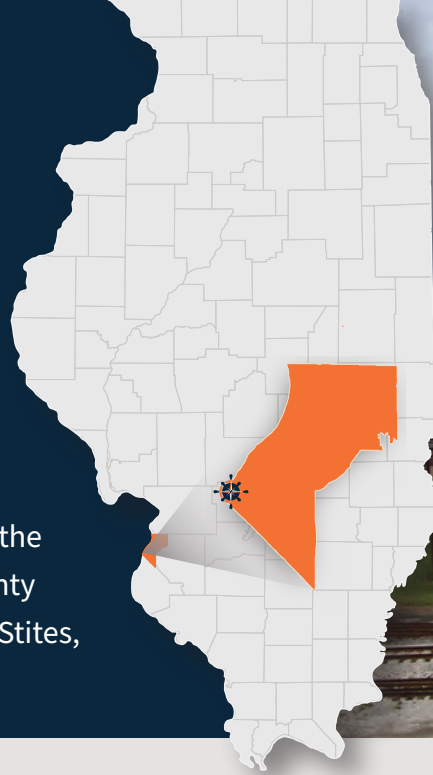


CAPITAL NEEDS

The Shawneetown Regional Port District does not own or operate any terminal facilities. If the port district were to construct a terminal a major investment would be required. Depending on the type of terminal, the cost of construction could range from a couple million dollars to tens of millions of dollars.

SOUTHWEST REGIONAL PORT DISTRICT

The Southwest Regional Port District is located in Southwestern Illinois, across the river from St. Louis Missouri. The Port District's boundaries consist of the following townships in St. Clair County Canteen, Centreville, East St. Louis, Stites, and Sugar Loaf.



Port District Biography

The Southwest Regional Port District is located directly across the river from St. Louis, this provides the Port District with a great logistical advantage. The St. Louis metro area is one of the nation's largest markets, likewise the Port District has direct access to many interstates and class I railroads. Additionally, the Port District has the advantage of being located just south of the last lock and dam on the Mississippi River providing cost and time savings to shippers.



Southwest Regional Port District was created.

Multimodal Connections

HIGHWAY



Several interstates and state routes traverse the port district, these include I-44, I-55, I-64, I-70, I-255, IL 3, IL 15, IL 111, IL 157, and IL 203. Included within these routes are a total of 5.21 Critical Urban Freight Corridor miles within the port district.

RAIL



Four class I railroads provide service within the port district these include Kansas City Southern (KCS), Norfolk Southern (NS), Union Pacific (UP) and CSX Transportation (CSXT). The Terminal Railroad Association of St. Louis (TRRA) a short line railroad provides terminal and switching service within the St. Louis Metro area.

WATER

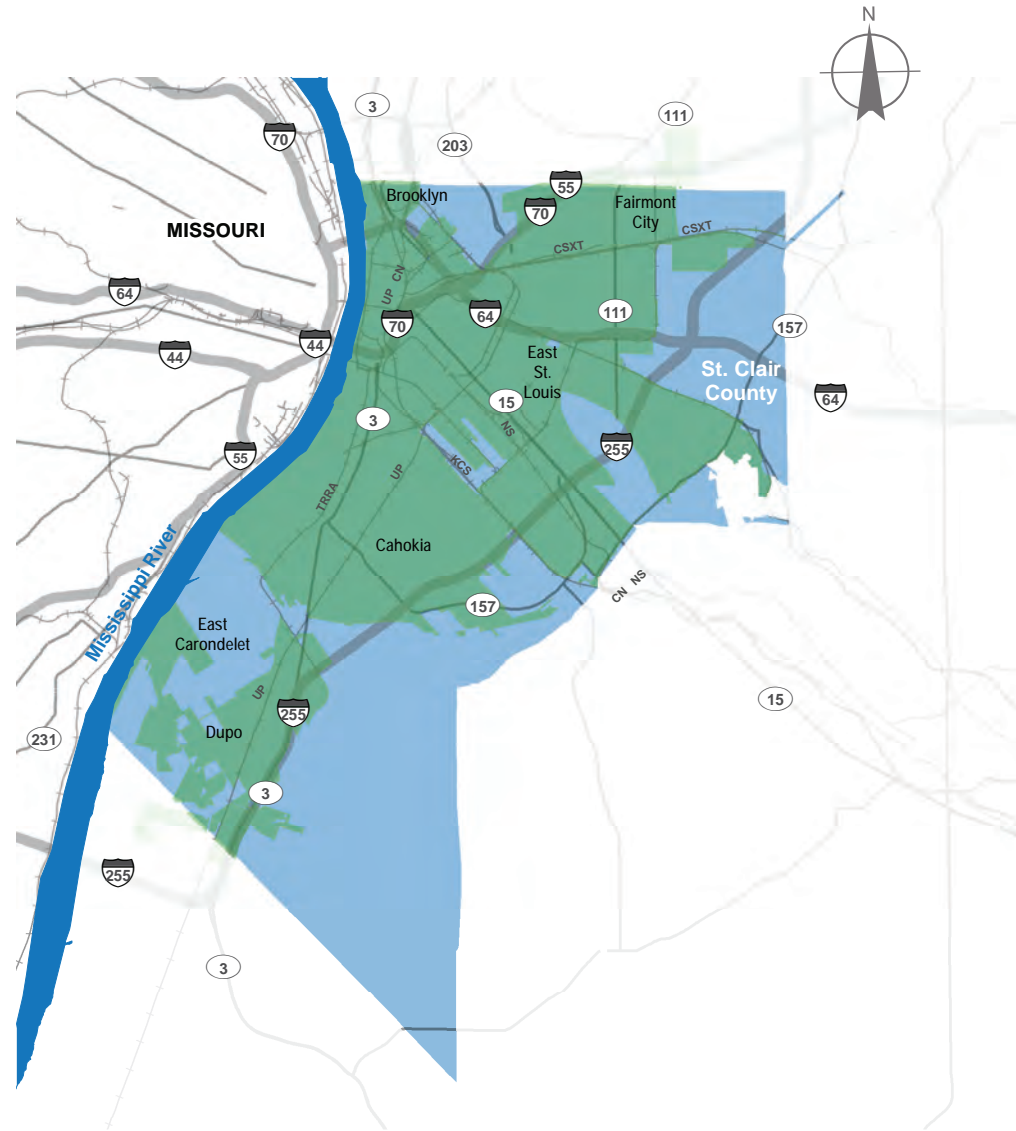


The Mississippi River flows 11 miles along the port district's western border, the river is part of Marine Highway 55.

AIR



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



Port District Top Commodities:

1

FOOD



2

FERTILIZER



3

PETROLEUM PRODUCTS



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

ST. CLAIR COUNTY
11 MILLION TONS

*Note Southwest Regional Port District does not encompass the entirety of St. Clair County

SOUTHWEST REGIONAL PORT DISTRICT

List of Terminals (Public and Private)

- 1** Bunge-Scf Grain Terminal, Fairmont City
- 2** Cargill Aghorizons, East St. Louis Elevator Wharf
- 3** Peavey/Conagra Foods, East St. Louis I.c. & B.n. Dock
- 4** Cahokia Marine Service Dock
- 5** Peavey/Conagra Foods, Sauget Grain And Bulk Terminal Dock
- 6** Gateway Terminal Llc
- 7** Consolidated Grain & Barge
- 8** Riverway Repair Dock



Economic Impact

It is estimated that marine cargo activity being handled within the Southwest Regional Port District directly or indirectly supports 8,713 jobs within the state. These workers earn an estimated \$581.9 million in wages and contribute approximately \$967.8 million towards 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	5,723	684	2,307	8,713
Income	\$340.5M	\$46.0M	\$77.3M	\$581.9M
Value Added	\$613.2M	\$77.3M	\$277.3M	\$967.8M
Output	\$1,346.9M	\$174.6M	\$464.3M	\$1,985.9M

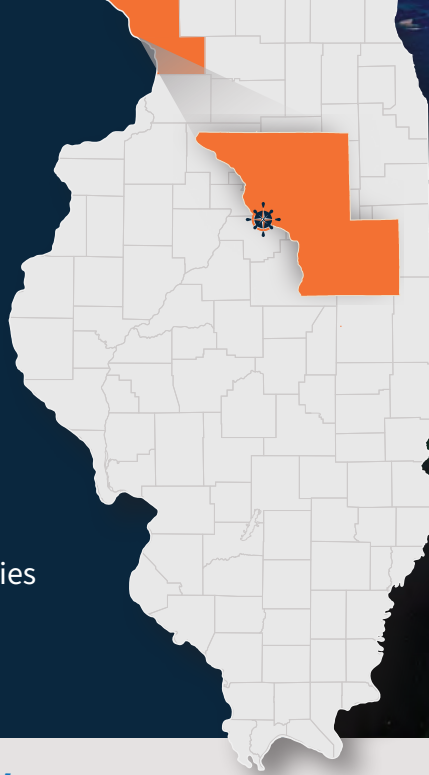


CAPITAL NEEDS

The Southwest Regional Port District does not own or operate any terminal facilities. If the Port District were to construct a terminal a major investment would be required. Depending on the type of terminal, the cost of construction could range from a couple million dollars to tens of millions of dollars.

UPPER MISSISSIPPI RIVER INTERNATIONAL PORT DISTRICT

The Upper Mississippi River International Port District is located in Northwestern Illinois. Its boundaries consist all of Carroll and Jo Daviess Counties.



Port District Biography

The Upper Mississippi River International Port District is the northernmost Port District within Illinois located on the Mississippi River. The port district has been working in conjunction with the Jo-Carroll Depot Local Redevelopment Authority (LRA) which owns 37 percent of the 3,000 acres that the U.S. Army is in the process of transferring to the LRA. This area was previously the Savanna Army Depot and is now known as the Savanna Industrial Park. The Port District and LRA have been working together since 2009 to explore the development of a public port at the Savanna Industrial Park. Additionally, it is important to note that along the Mississippi River throughout the port district, the United States Fish and Wildlife Service owns vast areas of land.

1917



The Savanna Army Depot was officially opened. The depot covered 13,062 acres northwest of Savanna, Illinois. It was initially used as an ammunition test range. By 1942 the depot saw great expansion and at its height, employed 7,195 people in the manufacturing and storage of ammunition.

1938



Construction was completed on Lock and Dam #12.

1995



The Savanna Army Depot was selected for closure under the Base Realignment and Closure Act.

1997



Carroll and Jo Daviess Counties entered into an intergovernmental agreement to develop the Jo-Carroll Depot Local Redevelopment Authority (LRA). The organization is tasked with overseeing transfer of property and providing economic development at the Savanna Depot.

1999



The Local Redevelopment Authority was created.

2000



The Savanna Army Depot was officially closed and 3,000 acres of the depot was designated for economic development.

2009



The Upper Mississippi River International Port District was created.

Multimodal Connections

HIGHWAY



Several state routes and US highways traverse the port district, these include IL-78, IL-84, IL-40, US 20, and US 52. Included within these routes are a total of 45.9 Critical Rural Freight Corridor miles within the port district.

RAIL



Two class I railroads provide service within the port district which are Burlington Northern Santa Fe (BNSF) and Canadian National (CN). The Riverport Railroad, a short line railroad, provides terminal and switching service within the Savanna Army Depot (Savanna Industrial Park).

WATER

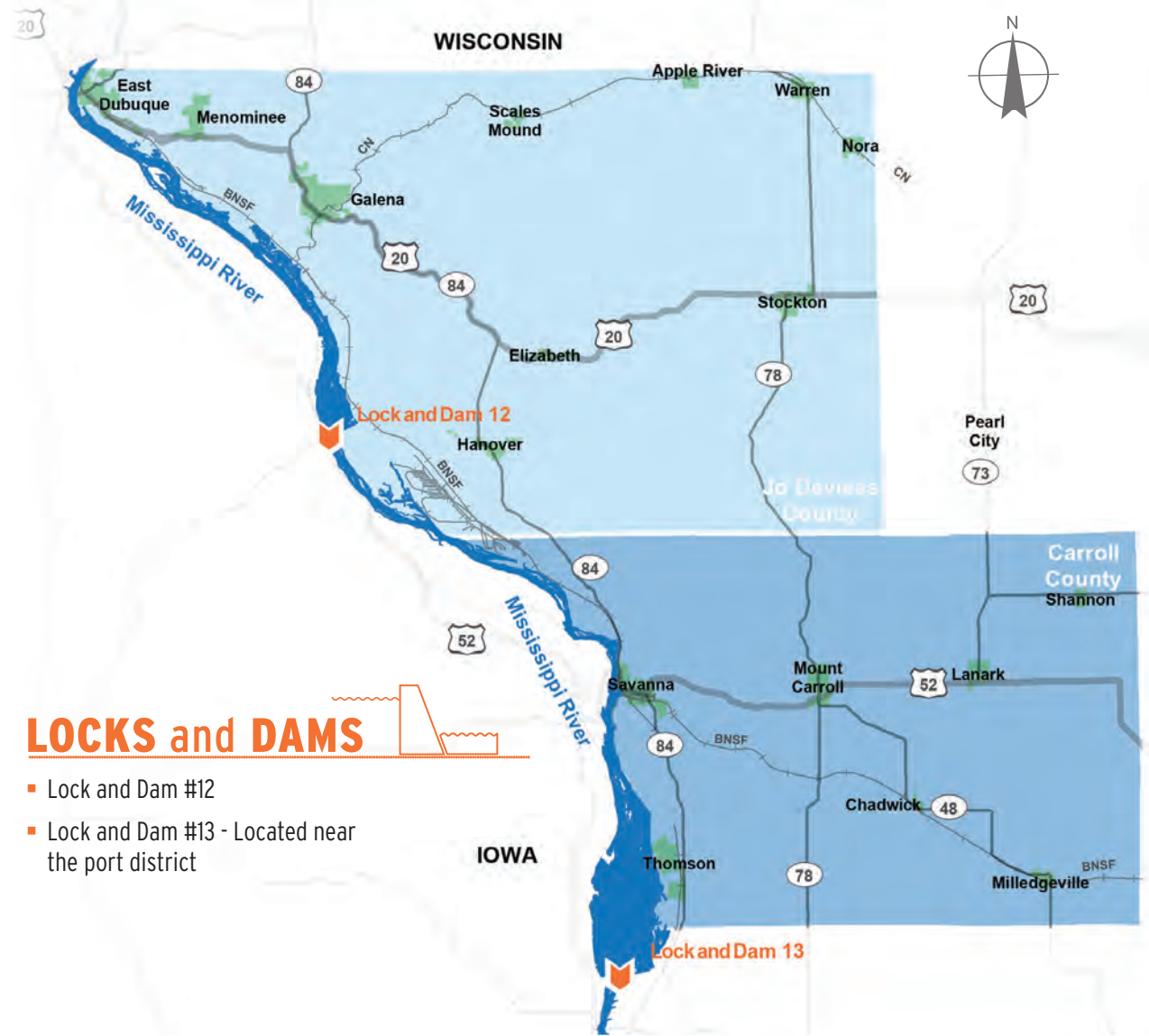


The Mississippi River flows 56 miles along the port district's western border, the river is part as Marine Highway 35.

AIR



- Tri-Township Airport - SFY (Savanna, IL)



LOCKS and DAMS



- Lock and Dam #12
- Lock and Dam #13 - Located near the port district

Port District Top Commodities:

1

FOOD



2

FERTILIZER



3

SAND & GRAVEL



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

CARROLL COUNTY

72 THOUSAND TONS

JOE DAVIESS COUNTY

439 THOUSAND TONS

UPPER MISSISSIPPI RIVER INTERNATIONAL PORT DISTRICT



List of Terminals (Public and Private)

- 1** NEWT Marine Services
- 2** I.E.I. Barge Services, Coal Wharf
- 3** Consolidated Grain And Barge Co., East Dubuque, Grain Elevator WH
- 4** I.E.I. Barge Services, Bulk Materials Wharf
- 5** Aggregate Materials Co. Inc., East Dubuque Wharf
- 6** I.E.I. Barge Services Inc., Fertilizer Wharf
- 7** Rentech Nitrogen LLC
- 8** Newt Marine Service, Savanna Dock
- 9** Consolidated Grain & Barge Co., Savanna Grain Elevator Dock

Economic Impact

It is estimated that marine cargo activity being handled within the Upper Mississippi River International Port District directly or indirectly supports 1,604 jobs within the state. These workers earn an estimated \$99.7 million in wages and contribute approximately \$163.9 million towards 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	1,153	122	330	1,604
Income	\$72.1M	\$8.2M	\$19.3M	\$99.7M
Value Added	\$122.1M	\$14.0M	\$27.8M	\$163.9M
Output	\$252.1M	\$31.6M	\$47.7M	\$331.4M

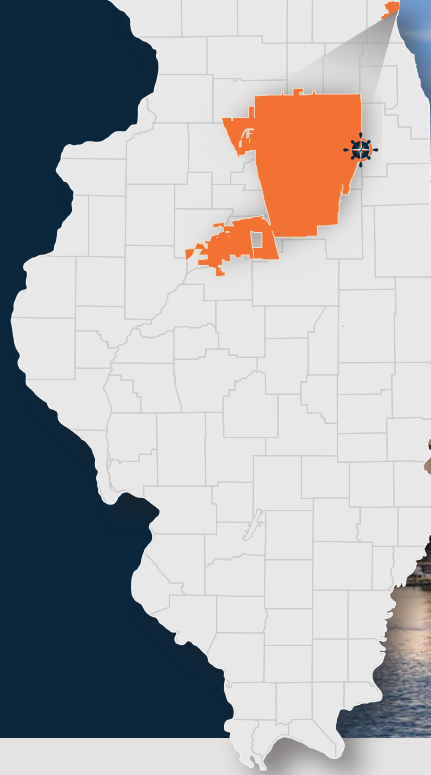


CAPITAL NEEDS

The Upper Mississippi River International Port District does not own or operate any terminal facilities. The construction of a terminal appears to be feasible and the LRA is presently overseeing re-use and planning efforts in order to establish final viability for such a project.

WAUKEGAN PORT DISTRICT

The Waukegan Port District is located in Northeastern Illinois, it encompasses the entire city limits of Waukegan and portions of Benton Township, Lake County.



Port District Biography

The Waukegan Port District is located in Northeastern Illinois along Lake Michigan. The Port District owns portions of the Waukegan harbor and a full service public recreational marina, the marina is equipped with nearly 700 slips. Additionally, the Port District owns the Waukegan National Airport which is a reliever airport for Chicago's O'Hare International Airport.

1955



Waukegan Port District
was created

1956



Waukegan National
Airport opens

Multimodal Connections

HIGHWAY



Several interstates, state routes, and US highways traverse the port district, these include I-94, IL 43, IL 120, IL 131, IL 137, and US 41.

RAIL



Two class I railroads provide service within the port district these include, Union Pacific (UP) and Canadian Pacific (CP).

WATER



The port district has 6.8 miles of coastline along Lake Michigan, the lake is part of Marine Highway 90.

AIR

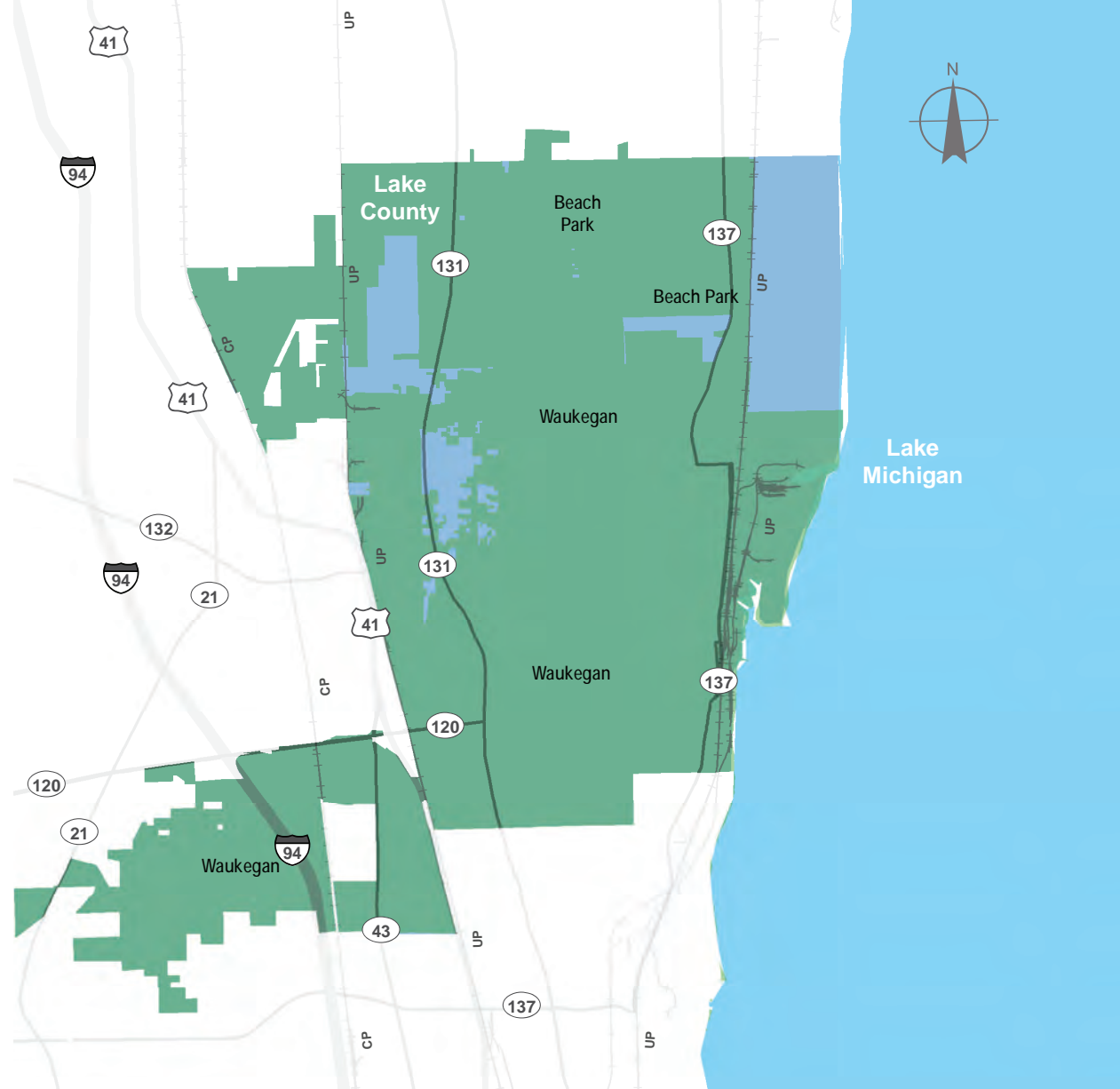


- Waukegan Regional Airport - UGN (Waukegan, IL)

LOCKS and DAMS



- No locks or dams



Port District Top Commodities:

1

SAND & GRAVEL



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

LAKE COUNTY
117 THOUSAND TONS

*Note Waukegan Port District does not encompass the entirety of Lake County

WAUKEGAN PORT DISTRICT



List of Terminals (Public and Private)

- 1** National Gypsum
- 2** Waukegan Harbor Public Dock

Economic Impact

It is estimated that marine cargo activity being handled within the Waukegan Port District directly or indirectly supports 107 jobs within the state. These workers earn an estimated \$6.9 million in wages and contribute approximately \$11.6 million towards 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 table to the right breaks out the impact by the type of activity occurring.

	PORT USER	MARINE INDUSTRY	MARINE SUPPORTING	TOTAL
Employment	85	10	11	107
Income	\$5.6M	\$0.7M	\$0.7M	\$6.9M
Value Added	\$9.5M	\$1.1M	\$1.0M	\$11.6M
Output	\$19.1M	\$2.6M	\$1.9M	\$23.6M

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: ranging from restaurants, golf courses, and youth organizations, to manufacturers and barge operators. These impacts represent the activities of marine, and non-marine businesses to show the diversity of port activity.

EMPLOYMENT	Waukegan Airport	586	815
	Waukegan Port	228	
INCOME	Waukegan Airport	\$41.5M	\$54.0M
	Waukegan Port	\$12.5M	
VALUE ADDED	Waukegan Airport	\$71.2M	\$91.0M
	Waukegan Port	\$19.8M	
OUTPUT	Waukegan Airport	\$109.2M	\$141.8M
	Waukegan Port	\$32.6M	

CAPITAL NEEDS

The Waukegan Port District does not own or operate any terminal facilities. If the Port District were to construct a terminal a major investment would be required. Depending on the type of terminal, the cost of construction could range from a couple million dollars to tens of millions of dollars. Capital needs at this time are reengineering of the commercial dock for future high water use and safer docking for large vessels.

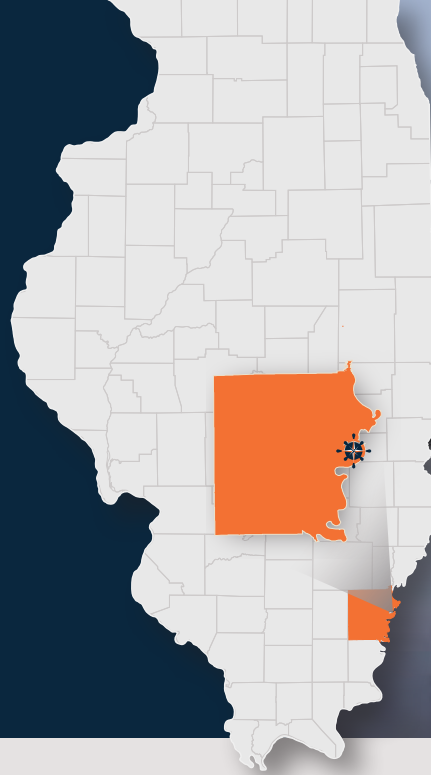
Waukegan Airport

The Waukegan National Airport is owned and operated by the Waukegan Port district and is a reliever airport for O'Hare International Airport, located 35 miles North of Chicago. The airport covers 520 acres and has 54 hangars which total nearly 600 thousand square feet of space, 16 office buildings which total 87,000 square feet, and a terminal building which is 15 thousand square feet. The airport has two paved runways one which is 6,000 square feet long and another which is 3,750 feet long. The airport has 188 based aircraft and annually supports 50,500 aircraft operations.



WHITE COUNTY PORT DISTRICT

The White County Port District is located in Southeastern Illinois. The Port District's boundaries consist of all of White County and all the area within the incorporated limits of the City of Grayville .



Port District Biography

The White County Port District is located on the Wabash River, which is a non-commercially navigable waterway. Due to that fact, there is no commercial activity on the waterway.

1989



White County Port District was created.

Multimodal Connections

HIGHWAY



Several interstates, state routes, and US highways traverse the port district, these include I-64, IL 1, IL 7, IL 8, IL 14, IL 141, and US 45.

RAIL



Evansville Western Railway, a class III railroad traverses within the middle of the district and connects to Norfolk Southern, BNSF, Union Pacific and CSX.

WATER



The Wabash River flows along the port district's eastern border, the river does not have a navigation channel and does not support commercial navigation.

AIR

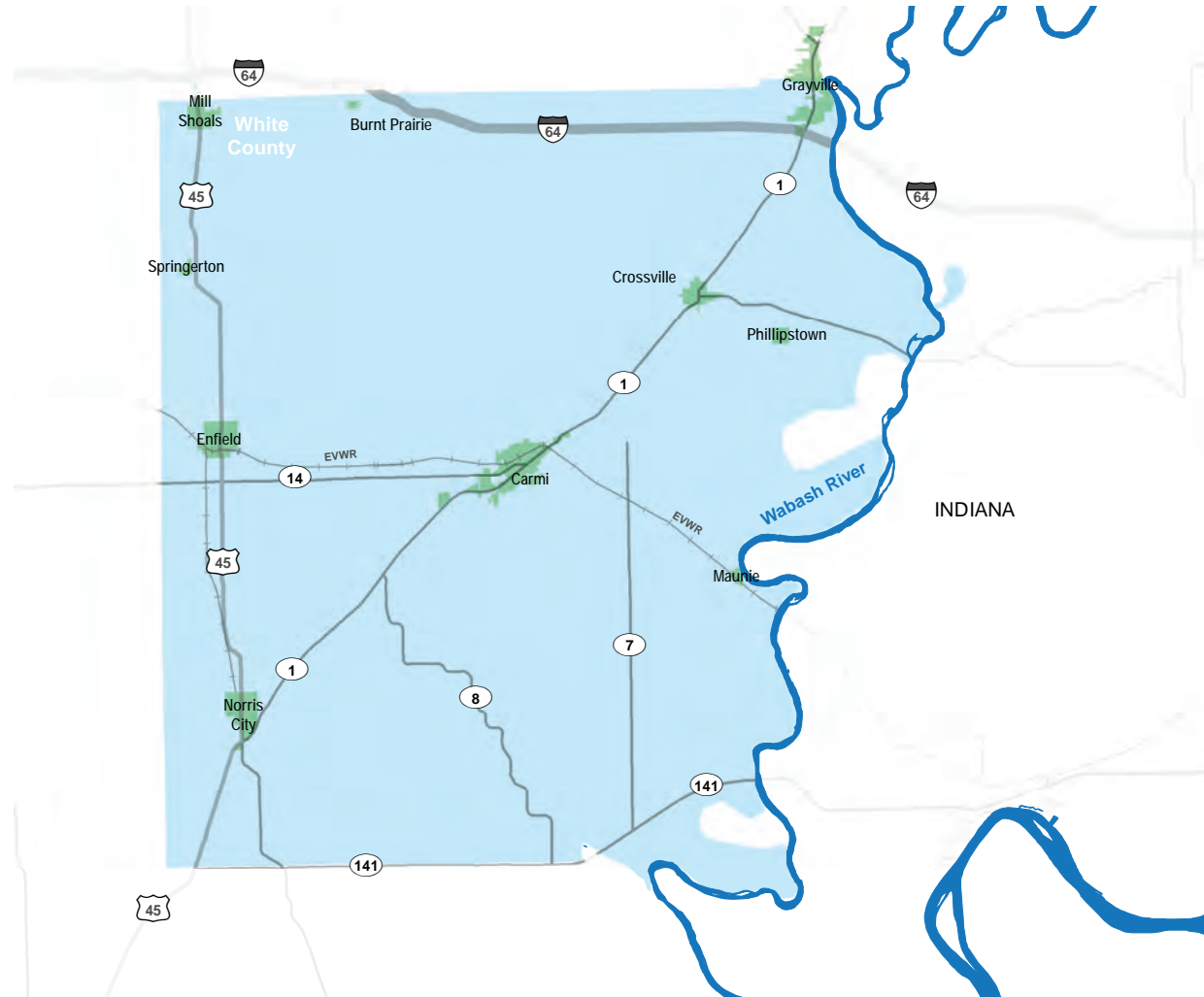


- Carmi Municipal Airport - CUL (Carmi, IL)

LOCKS and DAMS



- None



Top Commodities

The White County Port District is situated on the Wabash River which is not commercially navigable, due to this fact there are waterborne commodities to report.

WHITE COUNTY PORT DISTRICT

List of Terminals (Public and Private)

None



Economic Impact

The Port District is located on the Wabash River which is not commercially navigable. Due to that fact, the river does not handle cargo and there is no substantial economic impact associated.



CAPITAL NEEDS

The White County Port District is situated on the Wabash River which is not commercially navigable, due to this fact a marine terminal is not feasible.