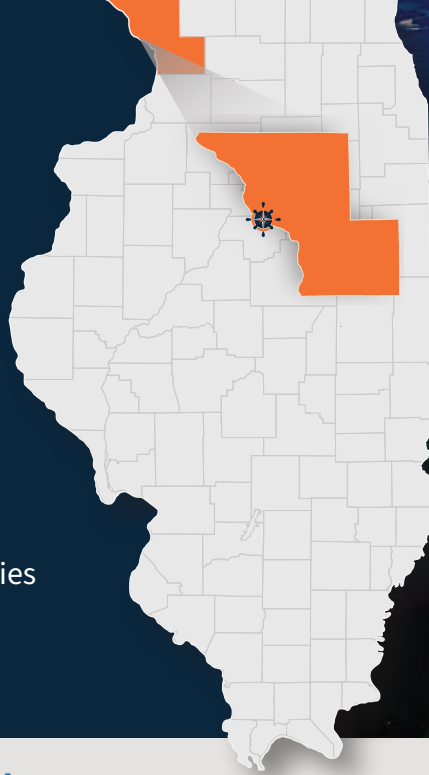


# UPPER MISSISSIPPI RIVER INTERNATIONAL PORT DISTRICT

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

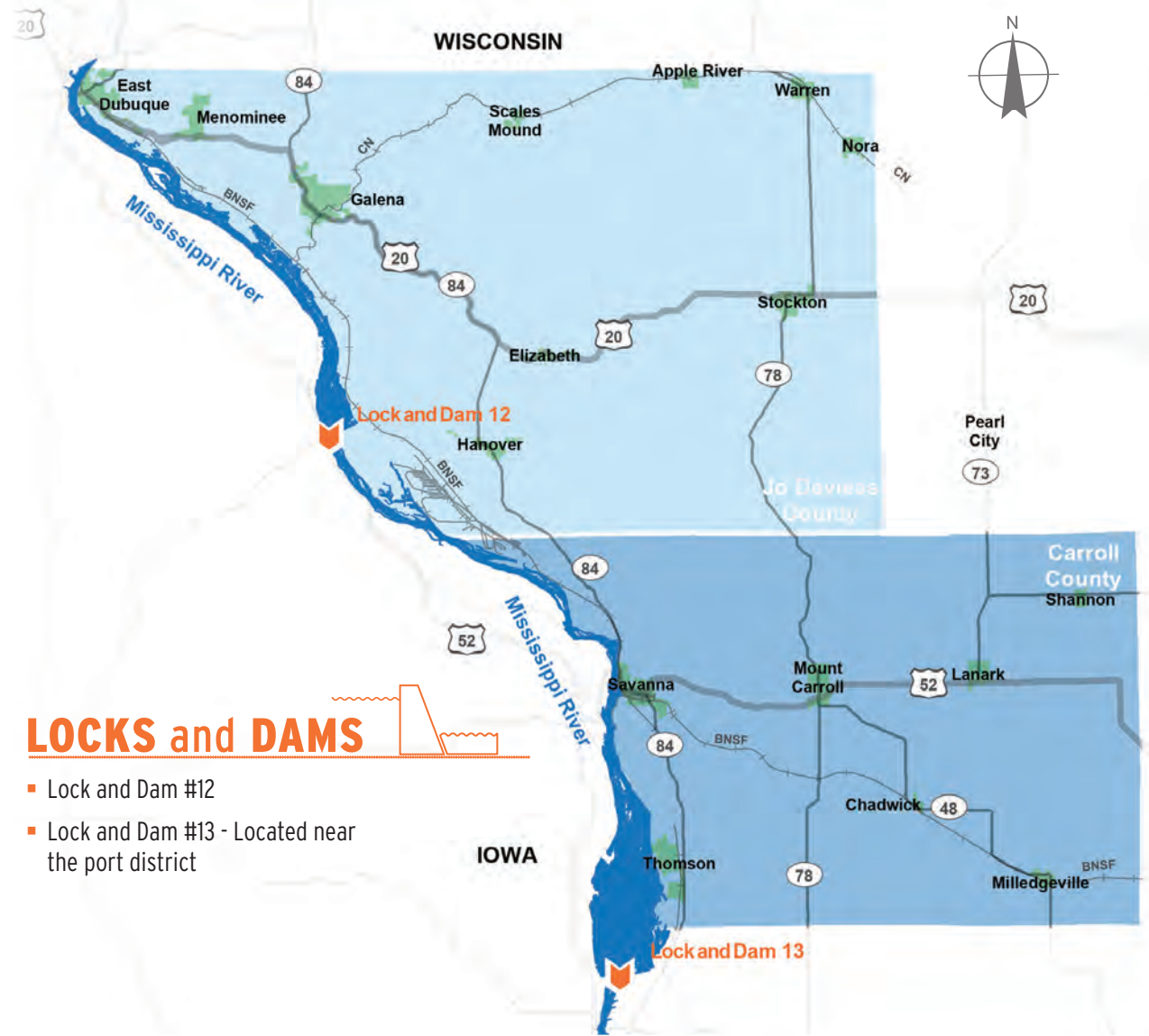


The Mississippi River flows 56 miles along the port district's western border, the river is part as Marine Highway 35.

### 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
<b>Employment</b>	<b>1,153</b>	<b>122</b>	<b>330</b>	<b>1,604</b>
<b>Income</b>	<b>\$72.1M</b>	<b>\$8.2M</b>	<b>\$19.3M</b>	<b>\$99.7M</b>
<b>Value Added</b>	<b>\$122.1M</b>	<b>\$14.0M</b>	<b>\$27.8M</b>	<b>\$163.9M</b>
<b>Output</b>	<b>\$252.1M</b>	<b>\$31.6M</b>	<b>\$47.7M</b>	<b>\$331.4M</b>



## 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.