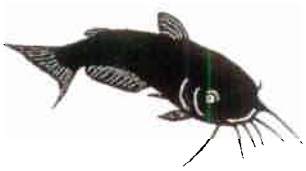
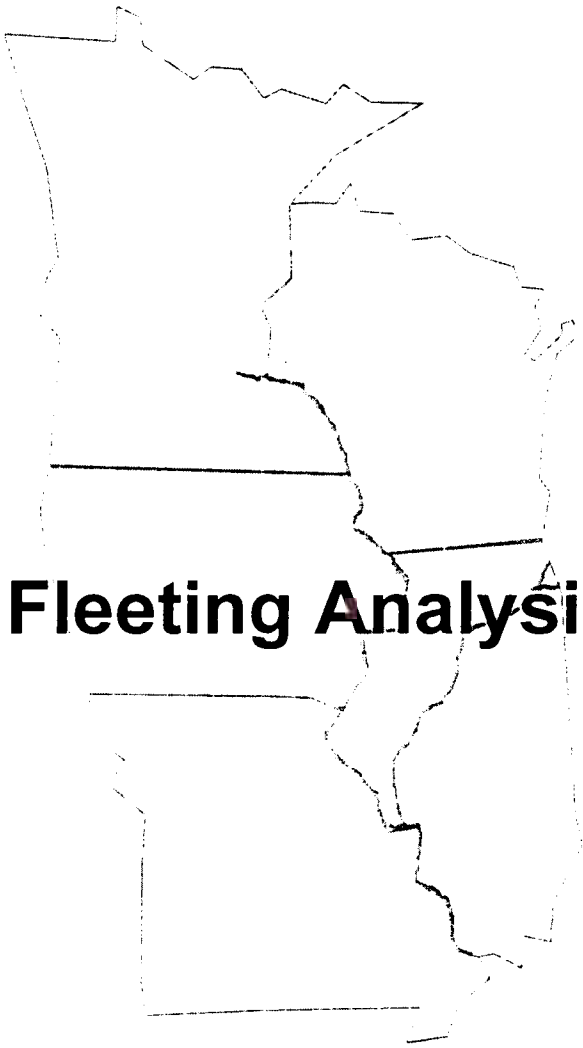
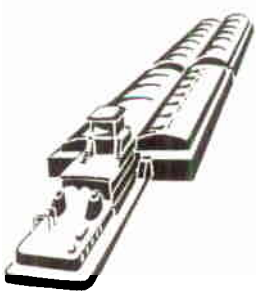
Upper Mississippi River - Illinois Waterway System Navigation Study





Fleeting Analysis



INTERIM REPORT

April 2000

US Army Corps of Engineers

Rock Island District
St. Louis District
St. Paul District

ABSTRACT

The Fleeting Report is an interim product of the Upper Mississippi River-Illinois Waterway System Navigation Study and addresses the impacts of fleeting as related to traffic increases. The Navigation Study is a feasibility study addressing navigation improvement planning for the Upper Mississippi River and Illinois Waterway (UMR-IWW) system for the years 2000-2050. The study assesses the need for navigation improvements at 29 locks on the Upper Mississippi River and 8 locks on the Illinois Waterway and the impacts of providing these improvements. More specifically, the principal problem being addressed is the potential for significant traffic delays on the system within the 50-year planning horizon, resulting in economic losses to the Nation. The study will determine whether navigation improvements are justified and, if so, the appropriate navigation improvements, sites, and sequencing for the 50-year planning horizon. The feasibility study also includes the preparation of a system Environmental Impact Statement (EIS).

The goal of this interim report was to identify existing fleeting conditions, and predict the magnitude of fleeting under without-project and with-project conditions. The report considered the nature of barge fleeting, identified the current fleeting conditions on the UMR and the IWW, and includes interviews with 30 fleeting operators. The information collected from the operators was used in determining what drives the need for additional fleeting areas, what role increasing river traffic plays in the process, and identified the major determinants of fleeting levels. The report concluded that the without-project condition delay times will remain high and could contribute to an increased demand for more fleeting space. The with-project conditions should cause the amount of fleeting area used in the system to decrease or remain unchanged.

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Attachments:

1. Map of St. Paul District Barge Fleeting Areas
2. Map of Rock Island District Barge Fleeting Areas
3. Map of St. Louis District Barge Fleeting Areas
4. Listing of Upper Mississippi River and Illinois Waterway Fleeting Areas

FLEETING ANALYSIS

INTRODUCTION

The fleeting analysis reviewed in this report was undertaken to accomplish three major tasks: (1) to identify existing fleeting conditions; (2) to predict the magnitude of fleeting without the project; and (3) to predict the magnitude of fleeting with the project.[1] This report briefly discusses the nature of barge fleeting and Corps of Engineers involvement with the barge fleeting industry. The methods used by the Corps of Engineers to complete the barge fleeting analysis are reviewed and the results are compiled. Finally, the results are considered for what they may reveal about future trends in barge fleeting.

NATURE OF BARGE FLEETING

Barge fleeting is a vital component of commercial river navigation on the Upper Mississippi River (UMR) and the Illinois Waterway (IWW). Its role in commercial river traffic is very similar to that of a switching yard in a railroad system. Typically, barges are placed in fleeting areas to await loading or unloading at nearby terminals. Sometimes fleeting areas are merely used as staging areas where towboats leave full barges heading one direction on the river and take empties back to the other or vice versa. Without the use of fleeting areas, commercial river navigation would be much less efficient, if even possible.[2]

The Corps of Engineers is involved with the fleeting industry through its regulatory responsibilities as granted under the Rivers and Harbors Act of 1899 and the Clean Water Act of 1972. Most of the Corps' past experience and fleeting data have been obtained through the performance of its regulatory duties. The current fleeting analysis of the UMR and IWW is being conducted in support of the Environmental Work Group of the Upper Mississippi River - Illinois Waterway System Navigation Study. The group's overriding concern regarding fleeting is the relationship, if any, between the growth in commercial river traffic and the development of additional fleeting areas. If increased traffic leads to an increase in the area needed for fleeting on the river system as a whole, then the environmental impacts of that increase need to be addressed.

FLEETING ANALYSIS

Current Fleeting Conditions

To identify existing fleeting conditions on the UMR and the IWW, three major sources were utilized: relevent databases, regulatory agencies, and fleeting area operators. The Port Series Reports prepared by the Corps of Engineers Navigation Data Center (CEWRC-NDC-P) proved to be the most useful available database. These reports cover nearly 10,000 facilities in more than 200 port areas. The reports indicate 161 fleeting areas along the Upper Mississippi River and 42 along the Illinois Waterway (see Attachments 1, 2 and 3). Among the data presented in the Port Series Reports are extensive lists of fleeting areas, their location, and their operators. Regulatory agencies consulted include the U.S. Army Corps of Engineers and the transportation departments

[1] *Upper Mississippi River - Illinois Waterway System Navigation Study: Initial Project Management Plan.* St. Paul: U.S. Army Corps of Engineers, St. Paul, *et al.* Districts Planning Branch, 1992, p. 3-69.

[2] *Great II Fleeting Survey: For the Commercial Transportation Work Group of the Great River Environmental Action Team.* Rock Island: U.S. Army Corps of Engineers, Lt. William Hines, USCGR, 1979, p. 2.

of several of the states within the Navigation Study. Finally, 30 fleeting operators were contacted by telephone to obtain additional information where it was deemed necessary.

The result is a comprehensive list of fleeting areas on the UMR and IWW system (Attachment 4). Due to the very nature of barge fleeting, the availability, extent, and operation of fleeting areas on the UMR and IWW are subject to constant change.[3] At any location in the system the operation of terminals, river stage, or the level of siltation may change significantly within a single year, in some cases within a single month. The sites and capacities listed in the attachment represent the most accurate data available at the time this analysis was conducted in 1994. It was noted that the full capacity of the area is not necessarily the amount of fleeting utilized. The practical capacity of a primary fleet is two-thirds of its design capacity.[4]

Prediction of the Magnitude of Fleeting with/without Project

The authors of the initial Project Management Plan for the Navigation Study anticipated that a statistical model could be developed to tie future barge fleeting levels to projections of future barge traffic.[5] However, it is impossible to create such a model with any reasonable degree of accuracy using the existing data.

Interviews of Fleeting Area Operators

Without a reliable statistical model, it was necessary to develop other means of formulating conclusions of what impact increased river traffic may have on fleeting areas. Interviewing fleeting operators by telephone was considered to be the best method for determining what factors indicate additional fleeting areas on the rivers and what role increasing river traffic plays in that process. Thirty fleeting operators were interviewed between August and September of 1997. Data collected included the fleeting areas the operators were using, the average number of barges tied up in each area on any given day, and surveys of the capacities of the sites. Inquiries were made about the number of fleeting areas used, the existing capacity of those areas, and anticipated future need of fleeting areas, from the standpoint of has it increased, decreased, or remained the same. Information was gathered concerning the nature of the fleeting process itself, the driving forces behind fleeting area development, and the reason for the existing and increase usage of fleeting areas. Nearly all the fleeting area operators on the system were interviewed, which constitutes a majority. The information obtained from those interviews is summarized below.

The major determinants of fleeting levels. The level of fleeting is the product of several factors, the major ones being the level of barge traffic, the proximity of terminals, the arrival rate of towboats, the departure rate of towboats, the speed of barge turnover, and the limitations of available space.

Navigation delays at the locks or at any point in the system create surges in fleeting. Long delays in navigation cause temporary increases in fleeting levels. As noted above, the arrival and departure rates of towboats are both important determinants of the level of fleeting. If navigation

[3] *Ports on the Illinois Waterway Miles 0 to 291 Grafton to Lockport: Port Series No.65.* Washington, DC: U.S. Army Corps of Engineers, Navigation Data Center, 1994, p. 121.
[4] *Twin Cities Area, Barge Fleeting.* Minnesota Department of Transportation, Ports and Waterways Section.
[5] *Upper Mississippi River - Illinois Waterway System Navigation Study: Initial Project Management Plan.* St. Paul: U.S. Army Corps of Engineers, St. Paul *et al.* Districts Planning Branch, 1992, pp. 3-69 - 3-70.

delays either prevent towboats from picking up serviced barges or cause too many tows to arrive at once, the number of barges fleeted in an area at one time will increase.

Increases in the rate of barge turnover can reduce fleeting levels. Some fleeting operators have reduced the amount of fleeting area needed for their operations by increasing the rate of barge turnover. This increase has been the result of a demand for "just in time inventory." Barge owners do not want their barges to remain idle and unproductive in fleeting areas. By reducing the time required to load or unload a barge, operators can service the same number of barges in a smaller fleeting area.

The nature of fleeting differs significantly depending on river location. In the St. Louis vicinity, the majority of the fleeting areas are engaged in staging operations. Towboats heading in one direction on the river leave full barges in the fleeting areas and take empties back in the other direction or vice versa. There are two major reasons that such extensive staging takes place in St. Louis: the region is centrally located on the river, and towboats below St. Louis commonly push 25 barges, while above St. Louis the largest possible tow size is only 16. Fleeting areas operating north of St. Louis rarely, if ever, engage in staging. These areas are mainly used for the servicing of terminals.

Consolidation of fleeting areas is desirable for staging operations. Fleeting area operators engaged in staging operations often seek to consolidate their fleeting areas. Having areas widely dispersed only increases their operational costs. This incentive for consolidation usually does not exist for fleeting area operators whose fleeting areas mainly provide service to terminals. For these operators, the additional costs incurred from having their fleeting areas at an increased distance from many of the terminals that they service often cancel out any benefits from consolidation.

CONCLUSIONS

From the information that has been collected in this report, it is our determination that in the without-project condition delay times at the locks will remain high and could contribute to an increased demand for more fleeting space. Although "just in time inventory" and consolidation will increase the efficiency of fleeting operations, the structural limitations of the navigation system in the without-project condition will continue to heighten the need for additional fleeting space. Over time, the structural limitations of the system will increase delay times and, as a consequence, require a larger fleeting capacity.

The with-project condition should cause the amount of fleeting area used in the system to decrease or remain unchanged. Although improvements to the system will allow traffic increases to occur at an accelerated rate, certain trends described by the fleeting area operators, as well as proposed structural improvements to the system itself, should more than accommodate this increase. The improvements at the locks will reduce delay times and therefore eliminate the fleeting buildups caused by such delays. Additionally, the trends toward "just in time inventory" among fleeters engaged in the servicing of terminals and consolidation among those conducting staging also should help to increase the efficiency of fleeting operations. With the project, growth in commercial traffic may occur and necessitate a need for additional fleeting areas. As traffic levels continue to increase, delay times at the locks may occur. These delays, in combination with increasing traffic volumes, may require the expansion of fleeting space. However, it is not expected that this space would necessarily exceed that required in the without-project condition.

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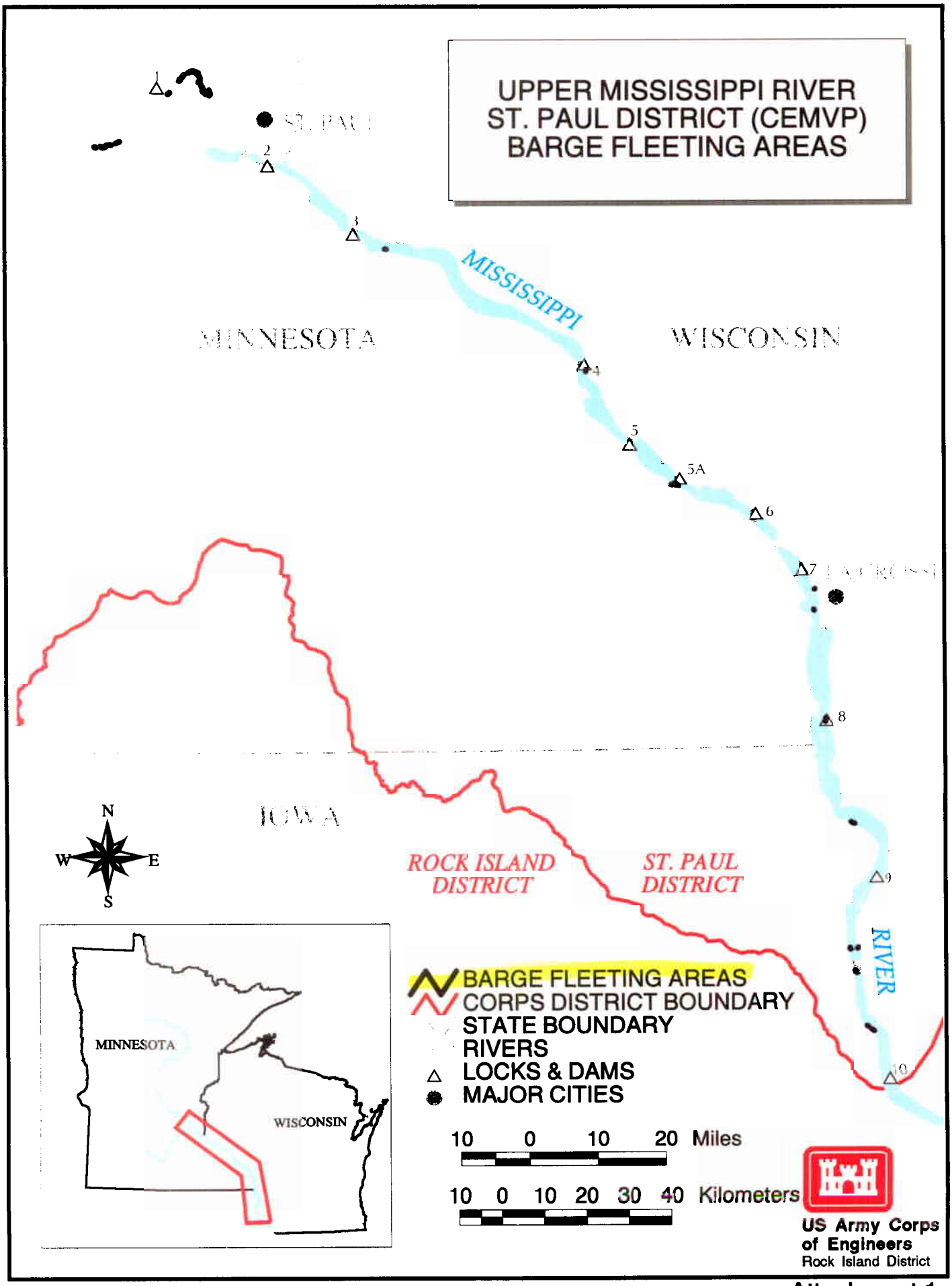
Metropolitan Council, *Barge Fleeting Study,* 1981, prepared for the Minnesota Environmental Quality Board, St. Paul, MN.

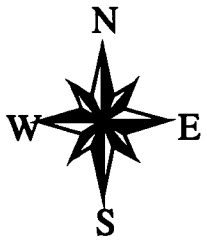
ATTACHMENTS

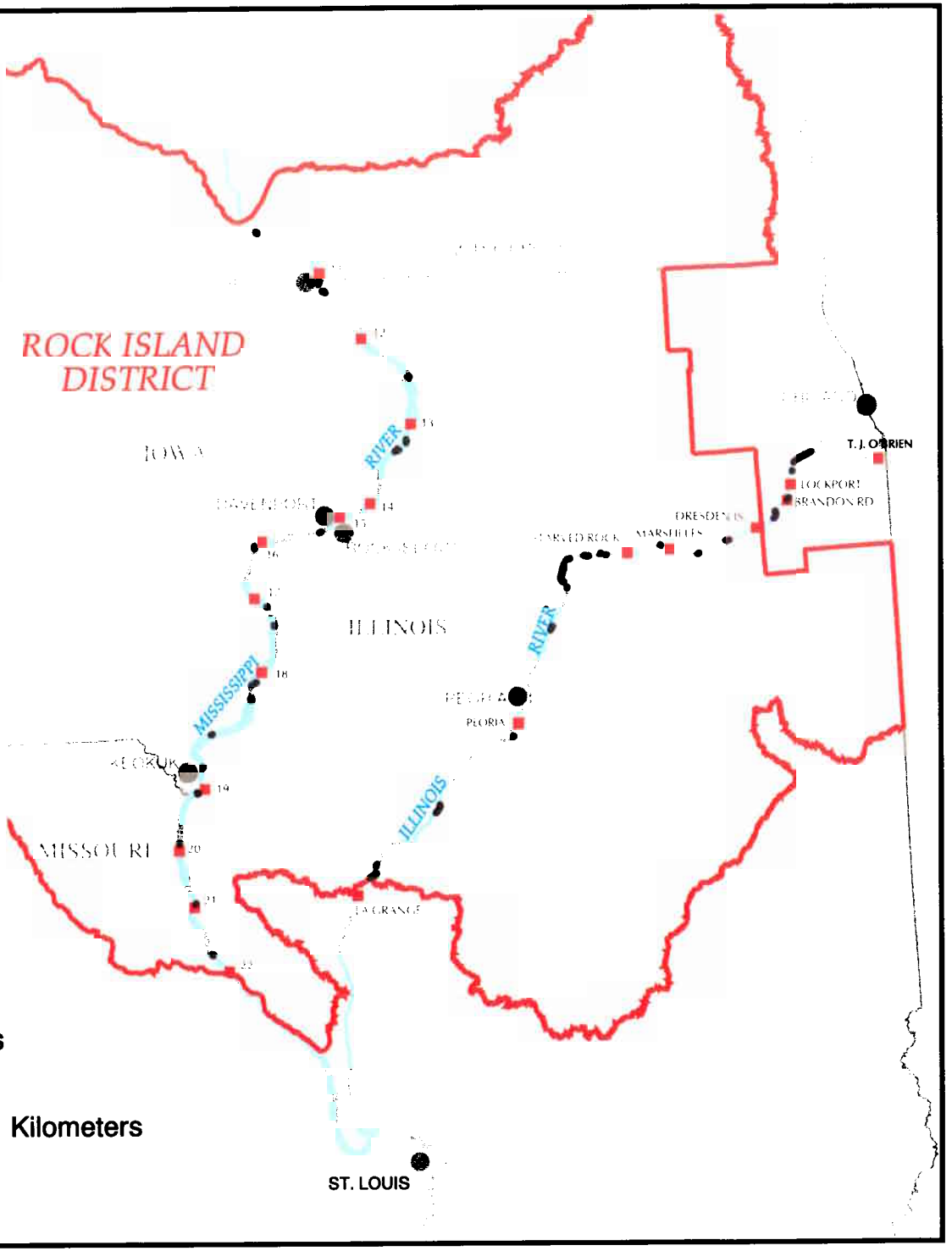
1. Map of St. Paul District Barge Fleeting Areas
2. Map of Rock Island District Barge Fleeting Areas
3. Map of St. Louis District Barge Fleeting Areas
4. Listing of Upper Mississippi River and Illinois Waterway Fleeting Areas



Attachment 1

MISSISSIPPI RIVER
ROCK ISLAND DISTRICT(CEMVR)
BARGE FLEETING AREAS





BARGE FLEETING AREAS
CORPS DISTRICT BOUNDARY
STATE BOUNDARY
RIVERS
△ LOCKS & DAMS
● MAJOR CITIES

25 0 25 50 Miles

50 0 50 100 Kilometers

US Army Corps
of Engineers
Rock Island District

Attachment 2

MISSISSIPPI RIVER
ST. LOUIS DISTRICT (CEMVS)
BARGE FLEETING AREAS

ROCK ISLAND DISTRICT

ILLINOIS

ST. LOUIS

MISSOURI

ST. LOUIS DISTRICT

CAIRO

BARGE FLEETING AREAS
CORPS DISTRICT BOUNDARY
RIVERS
LOCKS & DAMS
MAJOR CITIES

N
W E
S

10 0 10 20 Miles

20 0 20 40 60 Kilometers

US Army Corps of Engineers
Rock Island District

Attachment 3

Upper Mississippi River and Illinois Waterway Fleeting Areas

Mississippi River

District	River	Town	State	River Mile	Bank	Lock Pool	Capacity	Chart #	Operator
MVP	Minn	Savage	MN	14.9	R	2	14	2	Dakota Barge
MVP	Minn	Savage	MN	13.7	L	2	20	3	Upper River Services
MVP	Minn	Savage	MN	13.2	L	2	22	3	Upper River Services
MVP	Minn	Savage	MN	12.5	R	2	28	3	Upper River Services
MVP	Minn	Savage	MN	11.5	R	2	9	3	Dakota Barge
MVP	Minn	Savage	MN	11.0	R	2	8	3	Dakota Barge
MVP	UMR	Minneapolis	MN	857.1	L	2	16	10	Upper River Services
MVP	UMR	St. Paul	MN	843.5	R	2	16	12	Upper River Services
MVP	UMR	St. Paul	MN	841.0	L	2	12	12	Upper River Services
MVP	UMR	St. Paul	MN	840.9	L	2	16	12	Upper River Services
MVP	UMR	St. Paul	MN	840.2	L	2	21	12	Dakota Barge
MVP	UMR	St. Paul	MN	840.0	L	2	8	12	Upper River Services
MVP	UMR	St. Paul	MN	839.1	R	2	15	12	Dakota Barge
MVP	UMR	St. Paul	MN	838.5	L	2	27	12	Dakota Barge
MVP	UMR	St. Paul	MN	838.4	R	2	36	12	Upper River Services
MVP	UMR	St. Paul	MN	838.0	L	2	63	12	Upper River Services
MVP	UMR	St. Paul	MN	837.7	R	2	15	13	Dakota Barge
MVP	UMR	St. Paul	MN	837.0	R	2	60	13	Upper River Svcs (for ACBL*)
MVP	UMR	St. Paul	MN	836.2	R	2	21	13	Dakota Barge
MVP	UMR	St. Paul	MN	836.0	R	2	15	13	Upper River Services
MVP	UMR	St. Paul	MN	835.6	L	2	27	13	Dakota Barge
MVP	UMR	St. Paul	MN	835.0	L	2	27	13	Dakota Barge
MVP	UMR	So. St. Paul	MN	834.6	R	2	15	13	Dakota Barge
MVP	UMR	St. Paul	MN	834.3	L	2	39	13	Upper River Services
MVP	UMR	St. Paul	MN	834.0	L	2	39	13	Upper River Services
MVP	UMR	So. St. Paul	MN	834.0	R	2	15	13	Dakota Barge
MVP	UMR	St. Paul	MN	833.8	L	2	36	13	Upper River Services
MVP	UMR	St. Paul	MN	833.6	L	2	27	13	Upper River Services
MVP	UMR	St. Paul	MN	833.3	L	2	21	13	Upper River Services
MVP	UMR	St. Paul	MN	833.3	L	2	54	13	Upper River Services
MVP	UMR	Red Wing	MN	788.5	L	4	15	19	Red Wing River Towing, Inc.
MVP	UMR	Alma	WI	751.4	L	5	18	24	Genoa Dock Corp
MVP	UMR	Winona	MN	727.1	R	6	12	28	Cassville River Terminal
MVP	UMR	Winona	MN	726.3	L	6	53	28	Cassville River Terminal
MVP	UMR	Winona	MN	726.3	R	6	24	28	Cassville River Terminal

Attachment 4

District	River	Town	State	River Mile	Bank	Lock Pool	Capacity	Chart #	Operator
MVP	UMR	La Crosse	WI	696.3	L	8	19	32	Brennan Marine, Inc.
MVP	Black	La Crosse	WI	0.9	L	8	9	32	Brennan Marine, Inc.
MVP	UMR	Genoa	WI	678.5	L	9	48	34	Genoa Dock Corp
MVP	UMR	Lansing	IA	659.6	R	9	60	37	Brennan Marine, Inc.
MVP	UMR	Prairie du Chien	WI	636.1	L	10	30	41	Cassville River Terminal
MVP	UMR	Prairie du Chien	WI	636.0	R	10	48	41	Cassville River Terminal
MVP	UMR	Prairie du Chien	WI	632.5	L	10	60	41	Cassville River Terminal
MVP	UMR	Clayton	IA	623.5	R	10	96	43	Clayton Tug Service
MVR	UMR	Cassville	WI	607.0	L	11	20	45	Cassville River Terminal
MVR	UMR	Cassville	WI	607.0	R	11	60	45	Cassville River Terminal
MVR	UMR	Dubuque	IA	580.0	L	12	9	49	Newt Marine Service
MVR	UMR	Dubuque	IA	580.0	R	12	12	49	Dubuque Harbor Service
MVR	UMR	Dubuque	IA	579.7	R	12	34	49	Dubuque Harbor Service
MVR	UMR	Dubuque	IA	579.5	L	12	40	49	Newt Marine Service
MVR	UMR	Dubuque	IA	576.7	L	12	30	49	Dubuque Harbor Service
MVR	UMR	Dubuque	IA	576.7	R	12	48	49	Dubuque Harbor Service
MVR	UMR	Dubuque	IA	576.0	L	12	30	49	Newt Marine Service
MVR	UMR	Savanna	IL	537.0	L	13	20	55	Consolidated Grain & Barge
MVR	UMR	Clinton	IA	517.3	R	14	20	58	Clinton Harbor Service
MVR	UMR	Clinton	IA	517.7	L	14	30	58	Clinton Harbor Service
MVR	UMR	Camanche	IA	513.2	R	14	24	58	Clinton Harbor Service
MVR	UMR	Camanche	IA	512.4	R	14	30	58	Clinton Harbor Service
MVR	UMR	Camanche	IA	512.8	R	14	80	58	Clinton Harbor Service
MVR	UMR	Linwood	IA	475.0	L	16	160	64	Blackhawk Fleet
MVR	UMR	Muscatine	IA	454.0	L	17	100	67	Blackhawk Fleet
MVR	UMR	New Boston	IL	432.0	R	18	30	70	R & R Marine
MVR	UMR	Keithsburg	IL	426.0	R	18	30	70	R & R Marine
MVR	UMR	Burlington	IA	407.0	L	19	20	73	Matteson Marine Service
MVR	UMR	Burlington	IA	406.0	L	19	15	74	Matteson Marine Service
MVR	UMR	Burlington	IA	405.6	R	19	50	74	Matteson Marine Service
MVR	UMR	Burlington	IA	401.0	L	19	20	74	Matteson Marine Service
MVR	UMR	Burlington	IA	401.0	R	19	18	74	Matteson Marine Service
MVR	UMR	Fort Madison	IA	383.0	R	19	80	77	Hall Towing
MVR	UMR	Galland	IA	371.0	R	19	30	79	Orba Johnson Transshipment
MVR	UMR	Keokuk	IA	362.5	R/L	20	75	80	Canton Marine Towing

District	River	Town	State	River Mile	Bank	Lock Pool	Capacity	Chart #	Operator
MVR	UMR	Canton	MO	345.0	R	20	20	83	Canton Marine Towing
MVR	UMR	Quincy	IL	326.0	R	21	150	86	Canton Marine Towing
MVR	UMR	Hannibal	MO	308.0	L	22	75	88	Canton Marine Towing
MVS	UMR	Batchtown	IL	240.8	L	Mel Price	125	98	Grantz's Marine Service, Inc.
MVS	UMR, SLH	Alton	IL	205.9	L	Mel Price	100	103	Norman Brothers, Inc.
MVS	UMR, SLH	St. Louis	MO	199.4	R	27	200	104	Lewis & Clark Marine, Inc.
MVS	UMR, SLH	Wood River	IL	198.8	L	27	80	104	Lewis & Clark Marine, Inc.
MVS	UMR, SLH	Wood River	IL	198.0	L	27	24	104	American Boat Company
MVS	UMR, SLH	St. Louis	MO	196.6	R	27	75	104	Lewis & Clark Marine, Inc.
MVS	UMR, SLH	Hartford	IL	195.5	L	27	80	105	Lewis & Clark Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	191.3	R	27	125	105	Massman Construction Company
MVS	UMR, SLH	Granite City	IL	187.6	L	27	60	106	Lewis & Clark Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	182.0	R	Cairo, IL	5	106	Kiesel Marine Service, Inc.
MVS	UMR, SLH	East St. Louis	IL	179.0	L	Cairo, IL	50	107	B.N.B. Towing Service, Inc.
MVS	UMR, SLH	St. Louis	MO	178.9	R	Cairo, IL	24	107	Reidy Terminal, Inc.
MVS	UMR, SLH	St. Louis	MO	178.8	R	Cairo, IL	50	107	B.N.B. Towing Service, Inc.
MVS	UMR, SLH	East St. Louis	IL	178.8	L	Cairo, IL	30	107	CGB Marine Services
MVS	UMR, SLH	St. Louis	MO	178.6	R	Cairo, IL	50	107	B.N.B. Towing Service, Inc.
MVS	UMR, SLH	St. Louis	MO	178.5	R	Cairo, IL	50	107	B.N.B. Towing Service, Inc.
MVS	UMR, SLH	Cahokia	IL	178.5	L	Cairo, IL	45	107	CGB Marine Services
MVS	UMR, SLH	St. Louis	MO	178.3	R	Cairo, IL	9	107	CGB Marine Services
MVS	UMR, SLH	Monsanto	IL	178.0	L	Cairo, IL	30	107	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	177.7	R	Cairo, IL	45	107	Reidy Terminal, Inc.
MVS	UMR, SLH	Cahokia	IL	177.7	L	Cairo, IL	25	107	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	177.4	R	Cairo, IL	25	107	CGB Marine Services
MVS	UMR, SLH	East St. Louis	IL	177.3	L	Cairo, IL	70	107	CGB Marine Services
MVS	UMR, SLH	East St. Louis	IL	177.2	L	Cairo, IL	70	107	CGB Marine Services
MVS	UMR, SLH	East St. Louis	IL	176.9	L	Cairo, IL	20	107	Midway Marine, Inc.

District	River	Town	State	River Mile	Bank	Lock Pool	Capacity	Chart #	Operator
MVS	UMR, SLH	East St. Louis	IL	176.6	L	Cairo, IL	24	107	Reidy Terminal, Inc.
MVS	UMR, SLH	East St. Louis	IL	175.8	L	Cairo, IL	36	107	Midway Marine, Inc.
MVS	UMR, SLH	East St. Louis	IL	175.5	L	Cairo, IL	36	107	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	175.3	R	Cairo, IL	60	107	Reidy Terminal, Inc.
MVS	UMR, SLH	St. Louis	MO	175.1	R	Cairo, IL	75	107	Reidy Terminal, Inc.
MVS	UMR, SLH	East St. Louis	IL	175.1	L	Cairo, IL	30	107	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	174.7	R	Cairo, IL	36	107	Midway Marine, Inc.
MVS	UMR, SLH	East St. Louis	IL	174.7	L	Cairo, IL	20	107	Midway Marine, Inc.
MVS	UMR, SLH	East St. Louis	IL	174.5	L	Cairo, IL	50	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	East St. Louis	IL	174.4	L	Cairo, IL	20	107	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	174.2	R	Cairo, IL	36	107	Midway Marine, Inc.
MVS	UMR, SLH	East Carondelet	IL	174.2	L	Cairo, IL	40	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	East Carondelet	IL	174.0	L	Cairo, IL	60	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	East Carondelet	IL	173.7	L	Cairo, IL	60	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	East Carondelet	IL	173.5	L	Cairo, IL	40	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	East Carondelet	IL	173.3	L	Cairo, IL	45	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	East Carondelet	IL	173.1	L	Cairo, IL	20	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	St. Louis	MO	173.0	R	Cairo, IL	36	107	Midway Marine, Inc.
MVS	UMR, SLH	East Carondelet	IL	173.0	L	Cairo, IL	50	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	East Carondelet	IL	172.8	L	Cairo, IL	20	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	East Carondelet	IL	172.4	L	Cairo, IL	40	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	East Carondelet	IL	172.3	L	Cairo, IL	20	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	East Carondelet	IL	172.2	L	Cairo, IL	30	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	East Carondelet	IL	172.1	L	Cairo, IL	40	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	East Carondelet	IL	172.0	L	Cairo, IL	40	107	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	Lemay	MO	171.8	R	Cairo, IL	20	108	Midway Marine, Inc.
MVS	UMR, SLH	Lemay	MO	171.8	L	Cairo, IL	30	108	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	Lemay	MO	171.6	L	Cairo, IL	40	108	Riverway Harbor Service St. Louis, Inc.

District	River	Town	State	River Mile	Bank	Lock Pool	Capacity	Chart #	Operator
MVS	UMR, SLH	Lemay	MO	171.5	R	Cairo, IL	36	108	Midway Marine, Inc.
MVS	UMR, SLH	Lemay	MO	171.5	L	Cairo, IL	40	108	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	Lemay	MO	171.3	L	Cairo, IL	40	108	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	Lemay	MO	171.2	R	Cairo, IL	36	108	Midway Marine, Inc.
MVS	UMR, SLH	Lemay	MO	171.0	L	Cairo, IL	40	108	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	Jefferson Barracks	MO	170.7	L	Cairo, IL	40	108	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	Jefferson Barracks	MO	170.4	L	Cairo, IL	40	108	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	Jefferson Barracks	MO	168.5	R	Cairo, IL	30	108	Midway Marine, Inc.
MVS	UMR, SLH	Jefferson Barracks	MO	168.0	L	Cairo, IL	40	108	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	Jefferson Barracks	MO	167.9	L	Cairo, IL	40	108	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	Jefferson Barracks	MO	167.7	L	Cairo, IL	40	108	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	Jefferson Barracks	MO	167.6	L	Cairo, IL	40	108	Riverway Harbor Service St. Louis, Inc.
MVS	UMR, SLH	Jefferson Barracks	MO	167.4	R	Cairo, IL	36	108	Midway Marine, Inc.
MVS	UMR, SLH	Jefferson Barracks	MO	167.2	R	Cairo, IL	36	108	Midway Marine, Inc.
MVS	UMR, SLH	Jefferson Barracks	MO	166.8	R	Cairo, IL	40	108	Midway Marine, Inc.
MVS	UMR, SLH	Jefferson Barracks	MO	166.4	R	Cairo, IL	25	108	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	165.9	R	Cairo, IL	30	108	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	165.6	R	Cairo, IL	30	108	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	165.5	L	Cairo, IL	36	108	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	165.2	L	Cairo, IL	36	108	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	164.7	L	Cairo, IL	36	109	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	164.5	L	Cairo, IL	20	109	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	164.2	L	Cairo, IL	36	109	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	163.8	L	Cairo, IL	36	109	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	162.8	L	Cairo, IL	48	109	Midway Marine, Inc.
MVS	UMR, SLH	St. Louis	MO	162.4	L	Cairo, IL	48	109	Midway Marine, Inc.
MVS	UMR, SLH	Kimmswick	MO	160.0	R	Cairo, IL	50	109	Apex Oil Company
MVS	UMR, SLH	Selma	MO	145.0	R	Cairo, IL	18	112	Central Contracting & Marine, Inc.

District	River	Town	State	River Mile	Bank	Lock Pool	Capacity	Chart #	Operator
MVS	UMR	Ste. Genevieve	MO	127.0	R	Cairo, IL	70	115	Tower Rock Stone Company
MVS	UMR	Ste. Genevieve	MO	126.2	R/L	Cairo, IL	75	115	Southern Illinois Transfer Company, Inc.
MVS	UMR	Ste. Genevieve	MO	122.0	R	Cairo, IL	25	115	Southern Illinois Transfer Company, Inc.
MVS	UMR	Kaskaskia Island	IL	117.5	L	Cairo, IL	16	116	Mid-South Towing Company
MVS	UMR	Kaskaskia Island	IL	115.7	R	Cairo, IL	60	116	Mid-South Towing Company
MVS	UMR	Kaskaskia Island	IL	114.6	R	Cairo, IL	40	116	Mid-South Towing Company
MVS	UMR	Chester	IL	108.0	L	Cairo, IL	50	117	Southern Illinois Transfer Company, Inc.
MVS	UMR	Cora	IL	98.5	L	Cairo, IL	4	119	Cora Coal Terminal
MVS	UMR	Gorham	IL	85.6	L	Cairo, IL	30	121	Jackson County PTL River Terminal
MVS	UMR	Cape Girardeau	MO	50.5	L	Cairo, IL	40	125	Cape Girardeau Fleeting, Inc.
MVS	UMR	Gray's Point	MO	47.5	L	Cairo, IL	12	126	Cape Girardeau Fleeting, Inc.
MVS	UMR	Gray's Point	MO	47.0	R	Cairo, IL	50	126	West Lake Quarry & Material Company
MVS	UMR	Birds Point	MO	1.9	R	Cairo, IL	36	130	CGB Marine Services
MVS	UMR	Cairo	IL	0.8	L	Cairo, IL	85	130	CGB Marine Services

* ACBL = American Commercial Barge Line

Illinois Waterway

District	River	Town	State	River Mile	Bank	Lock Pool	Capacity	Chart #	Operator
MVR	IWW	Lemont	IL	302.5	R	Lockport	50	65	Egan Marine Corp.
MVR	IWW	Lemont	IL	301.2	R	Lockport	25	65	Egan Marine Corp.
MVR	IWW	Lemont	IL	301.5	R	Lockport	50	65	Illinois Marine Towing, Inc.
MVR	IWW	Lemont	IL	300.0	R	Lockport	40	65	Marine Handling & Fleeting Co.
MVR	IWW	Lemont	IL	299.8	R	Lockport	36	65	ACBL*
MVR	IWW	Lemont	IL	298.5	L	Lockport	52	65/64	National Marine, Inc.
MVR	IWW	Lemont	IL	299.4	R	Lockport	25	65	ACBL
MVR	IWW	Lemont	IL	299.1	R	Lockport	25	65	Material Service Corp
MVR	IWW	Lemont	IL	299.0	R	Lockport	58	65	Ham Tug and Fleeting (Garvey)
MVR	IWW	Lockport	IL	295.0	R	Lockport	25	64	Material Service Corp
MVR	IWW	Joliet	IL	287.0	R	Brandon	50	62	Illinois Marine Towing, Inc.
MVR	IWW	Joliet	IL	286.0	R	Brandon	80	62	Spivey Marine & Harbor
MVR	IWW	Joliet	IL	281.3	R	Dresden	10	61	Canal Barge
MVR	IWW	Joliet	IL	280.5	R	Dresden	60	61	Spivey Marine & Harbor
MVR	IWW	Channahon	IL	279.0	R	Dresden	45	61	Illinois Marine Towing, Inc.
MVR	IWW	Morris	IL	263.0	R	Marseilles	60	58	Garvey Fleeting
MVR	IWW	Morris	IL	262.0	R	Marseilles	300	58	Material Service Corp.
MVR	IWW	Seneca	IL	253.0	L	Marseilles	40	56	Black Marine
MVR	IWW	Ottawa	IL	241.6	R	Starved Rock	42	54	ARTCO**
MVR	IWW	Ottawa	IL	237.8	R	Starved Rock	42	53	ARTCO
MVR	IWW	Ottawa	IL	237.2	R	Starved Rock	70	53	Garvey Fleeting
MVR	IWW	LeSalle	IL	224.0	R	Peoria	110	49	ARTCO
MVR	IWW	Peru	IL	222.0	R	Peoria	22	49	Mertel Gravel
MVR	IWW	Spring Valley	IL	218.0	L	Peoria	18	48	CGB Marine Services
MVR	IWW	Spring Valley	IL	218.0	R	Peoria	21	48	CGB Marine Services
MVR	IWW	Spring Valley	IL	217.6	R	Peoria	100	48	CGB Marine Services
MVR	IWW	Hennepin	IL	212.2	L	Peoria	20	47	Louisiana Dock Co.
MVR	IWW	Hennepin	IL	211.6	L	Peoria	12	47	Louisiana Dock Co.
MVR	IWW	Hennepin	IL	208.4	R	Peoria	40	46	CGB Marine Services
MVR	IWW	Hennepin	IL	208.1	L	Peoria	60	46	ARTCO
MVR	IWW	Hennepin	IL	206.7	L	Peoria	60	46	CGB Marine Services
MVR	IWW	Hennepin	IL	205.7	R	Peoria	100	45/46	CGB Marine Services
MVR	IWW	Hennepin	IL	202.0	R	Peoria	65	45	CGB Marine Services
MVR	IWW	Lacon	IL	189.2	L	Peoria	25	43	Trumbull River Service

District	River	Town	State	River Mile	Bank	Lock Pool	Capacity	Chart #	Operator
MVR	IWW	Lacon	IL	188.2	R	Peoria	36	42	Trumbull River Service
MVR	IWW	Peoria	IL	160.3	L	Peoria	70	33	Tabor Marine Service
MVR	IWW	Pekin	IL	153.0	L	LaGrange	100	32	Garvey Fleeting
MVR	IWW	Havana	IL	119.0	R	LaGrange	130	26	Jack Tanner Towing Co.
MVR	IWW	Beardstown	IL	91.4	L	LaGrange	30	21	Logsdon Tug Service
MVR	IWW	Beardstown	IL	89.3	R	LaGrange	40	20/21	Logsdon Tug Service
MVR	IWW	Beardstown	IL	88.4	L	LaGrange	15	20	Logsdon Tug Service
MVR	IWW	Beardstown	IL	87.4	R	LaGrange	50	20	Logsdon Tug Service

* ACBL = American Commercial Barge Line
** ARTCO = American River Transportation Co.

Notes:

Capacity figures represent the number of barges that can fit within a given fleeting area. However, according to fleeters, "usable" capacity is generally 2/3 to 3/4 of capacity because of the need to move barges around within the fleeting area. This occurs when barges are shuttled between the terminals and the fleeting areas and when making up the tows for transport to the destination. All barge capacity numbers assume normal river stage.

Chart numbers for fleeting areas on the UMR refer to the UMR navigation charts; chart numbers for fleeting areas on the IWW refer to the IWW navigation charts.

UMR represents barge fleeting area within the UMR, but outside of the St. Louis Harbor area. UMR, SL represents barge fleeting areas within the St. Louis Harbor area.

The river mile listed is the midpoint or reference point for that fleet designation. The actual fleeting area often extends along the river bank in either direction for some distance.