

GLMRIS

GREAT LAKES AND MISSISSIPPI RIVER INTERBASIN STUDY

GLMRIS NEPA Scoping Document Submittal Form

Complete this form, and attach it to your document. Turn this form in with your document when you go to speak or at the welcome desk.

SUBMITTING PERSONAL INFORMATION: You must submit your first name, last name and zip code for your comment to be considered. Any other information is optional.

WITHHOLDING OF PERSONAL INFORMATION: Before including your address, phone number, e-mail address or other personal information with your comment, you should be aware that your entire submittal, including your personal information, will be posted on the GLMRIS Web site and included in the National Environmental Policy Act (NEPA) documents.

If you wish the U.S. Army Corps of Engineers to withhold your personal information from public view from the GLMRIS Web site and the NEPA documents, check the appropriate box below.

However, information withheld from the Web site and NEPA documents will be disclosed if required by law. Requests for disclosure of information collected will be handled through the Freedom of Information Act. Comments and information, including the identity of the submitter, may be disclosed, reproduced, and distributed. Submissions should not include any information that the submitter seeks to preserve as confidential.

Please note, all submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, will be available for public inspection in their entirety.

Select your Privacy Preference:

Don't withhold my personal information from the website and NEPA documents

Withhold my personal information from the website and NEPA documents

First Name(required): ARNIE Last Name(required): ROETHSTEN

Organization/Tribe (Official Representatives only): _____

Street Address: _____

City: _____ State: _____ Zip Code (required): _____

Public Scoping Meeting Location: _____

Date of Comment: _____

Comment Number: _____



US Army Corps
of Engineers®

Ingram Barge Company - Talking Points
Great Lakes Mississippi River Interbasin Study (GLMRIS) Meeting
February 2011

Good afternoon, my name is Arnie Rothstein, General Manager of Gulf Operations for Ingram Barge Company. Ingram is a leading inland marine transportation company and has operations throughout most of the nation's navigable waterways. We operate a fleet of over 130 towboats and over 4,000 barges. Ingram is an active member of the American Waterways Operators, and we support the comments that have been submitted to your attention by AWO.

The Chicago Area Waterway System is not just an important thoroughfare for water-based transportation around Chicago. It is critical to the transport of goods along the entire Mississippi River System, and between that system and the Great Lakes. We appreciate the Corps' willingness to host public meetings about this issue in New Orleans and other cities around the country. I will defer to AWO on making the more extensive comments, but I would like to highlight a few points:

1. We agree that the Corps should study the range of options and technologies available to prevent the spread of aquatic nuisance species between the Great Lakes and Mississippi River basin through the Chicago Sanitary and Ship Canal and other aquatic pathways. This is an important congressional mandate, and our industry stands ready to support the Corps in this study process.
2. In addition, I understand that the Corps has identified certain "focus areas" for its study process. Regarding Focus Area I, it seems clear at this point that the electrical barriers now in place in that focus area are doing a good job dealing with the Asian carp problem. We agree with AWO's position that the Corps should concentrate on Focus Area II, which concerns other pathways outside of the Chicago Area Waterway System, including the dozens of other identified pathways for invasive species like the carp.
3. Finally, we would also like to reiterate that ***closing the locks between the Great Lakes and the Mississippi River System is not a viable option for the economy or the nation.*** Lock closures, even if not permanent, can have a crippling effect on the economy. We believe the Corps should look for solutions that protect its mission to maintain navigation while also protecting the environment. Ingram transports millions of tons of cargos for customers with facilities located above the locks near Chicago, including O'Brien Lock and Lockport Lock. In 2009, Ingram transported over 600,000 tons of cargo outbound from, or inbound to, points above O'Brien Lock, including large volumes of iron, coke, steel, scrap metal, and other cargos. The total dollar value of these cargos is estimated at over \$80 million. Additionally, in 2009, Ingram transported over 900,000 tons of cargo, with a total value of over \$100 million, outbound from, or inbound to, points above Lockport Lock. Many of those cargos would have passed through places like New Orleans. The Chicago canal really is an important thoroughfare for the nation.

Again, thank you for the opportunity to speak today, and for holding this important public meeting in New Orleans.