January 15, 2009

The Honorable Byron L. Dorgan
United States Senate

The Honorable Kent Conrad
United States Senate

The Honorable Earl Pomeroy
House of Representatives

Subject: Missouri River Navigation: Data on Commodity Shipments for Four
States Served by the Missouri River and Two States Served by Both the Missouri
and Mississippi Rivers

The Missouri River reservoir system is a critical national resource that provides a
variety of benefits, including navigation, flood control, irrigation, hydropower,
municipal and industrial water supply, recreation, and fish and wildlife habitat. The
U.S. Army Corps of Engineers (Corps) is responsible for operating the Missouri River
system to serve these congressionally authorized purposes. Between 1933 and 1964,
the Corps built six dams on the Missouri River to serve the water resource needs
within the Missouri River basin. The resulting reservoirs form a series of lakes from
Montana to the South Dakota-Nebraska border. The Corps manages the system of
dams and reservoirs according to the water control plan presented in its Missouri
River Mainstem Reservoir System Master Water Control Manual, which was first
published in 1960 and most recently revised in 2006. The master manual provides
water control criteria for the reservoir system for a spectrum of anticipated runoff
conditions. Annual operating plans based on these criteria provide detailed reservoir
regulation for each operating year.

Four states, Iowa, Nebraska, Kansas, and Missouri, are adjacent to the Missouri River
and are served by barge and other vessel traffic along the river. Two states, Iowa and
Missouri, are served by navigation on both the Missouri River and the Mississippi
River (see fig. 1). Both private companies and the Corps have conducted navigation
activities on the Missouri River to and/or from these states. Companies transport
numerous commodities, such as fertilizer, which is shipped from a port of origin to a
port of destination, or sand and gravel, which some companies mine from the river
and then transport to a processing facility on shore. In addition, the Corps conducts
river maintenance and habitat recovery projects, which require the shipment of
waterway improvement material, such as stone or rock.\(^1\) In this context, you asked us to determine (1) the annual and total tonnage of commodity shipments for each state served by the Missouri River, and (2) the comparable tonnage of commodity shipments transported on the Mississippi River for states served by both the Missouri and Mississippi rivers.

**Figure 1: States Served by Navigation on the Missouri River**

![Map](source.png)

To determine the tonnage of commodities transported on the Missouri River and the comparable tonnage shipped to and/or from Missouri and Iowa on the Mississippi River, we obtained and analyzed data for January 1, 1994, through December 31, 2006, from the Corps’ Waterborne Commerce Statistics Center.\(^2\) We obtained the data for shipments on the Missouri River with an origin and/or destination in Missouri, Iowa, Kansas, or Nebraska. We also obtained data for shipments on the Mississippi River with an origin and/or destination in Missouri or Iowa, but did not collect or analyze data for shipments that passed through the Mississippi River waterways of Missouri or Iowa without starting or ending their trips in these states. We defined annual tonnage shipped for each state as all tons shipped that originate or terminate in a state. For example, if a shipment originates in Missouri and terminates in Kansas, that

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\(^1\)The Corps also conducts maintenance activities that result in the transport of dredged material. According to Corps officials, the agency conducted two dredging projects on the Missouri River between 1994 and 2006, which resulted in 111,333 cubic yards of dredged material being transported on the river. Because the Corps does not track dredged material in the same manner as it does other commodity shipments, we did not include dredged material shipments in our review.

\(^2\)The primary function of the Waterborne Commerce Statistics Center, under the authority of the Rivers & Harbors Act of 1922, is to collect, process, distribute, and archive vessel trip and cargo data. This data is self-reported to the Corps by vessel operating companies engaged in transporting goods upon navigable waters of the United States.
shipment’s tonnage is counted toward the total for the state of Missouri and the state of Kansas. However, shipments that originate and terminate within the same state are only counted once.

For the purposes of our review, we generally aggregate commodities into three categories: (1) sand and gravel; (2) other commercial products—which include all manufactured equipment, machinery, and products (manufactured equipment); chemicals and related products (chemicals); coal, lignite and coal coke, crude material, inedible except fuel (crude material); food and farm products; petroleum and petroleum products (petroleum); primary manufactured goods; and (3) waterway improvement material. According to Corps officials, sand and gravel and other commercial products primarily constitute commercial shipments. In contrast, we consider waterway improvement material as primarily noncommercial shipments, because this material is mainly stone or rock transported on behalf of the Corps for river maintenance or habitat recovery purposes.

We assessed the reliability of the data we obtained by interviewing Corps officials, determining the Corps’ process for collecting and reviewing the data, and performing various tests on the data—such as comparing a number of source documents submitted by vessel operators to data within the Corps’ database. We determined that the data were sufficiently reliable for the purposes of this review.

On December 11, 2008, and December 19, 2008, we briefed your offices on the results of our review. This report summarizes the information presented in those briefings and officially transmits the slides used during the briefings in enclosure I.

Summary

Of the total commodity tonnage shipped on the Missouri River between 1994 and 2006, 83 percent (100,183,464 tons) originated and/or terminated in the state of Missouri. For the other states served by navigation on the Missouri River, Kansas accounted for 12 percent (14,171,543 tons), Nebraska accounted for 3 percent (3,279,355), and Iowa accounted for 2 percent (2,578,890) of the tonnage transported. Tonnage shipped per year over the 13-year period has ranged between 6.9 million and 9.7 million tons.

The majority of the shipments on the Missouri River during this period were of sand and gravel, which accounted for 84 percent (about 91.3 million tons) of the total tonnage shipped. Of this amount, approximately 54 percent of the sand and gravel was transported 1 mile or less, 31 percent between 2 and 9 miles, and 14 percent was transported 10 miles or more. According to Corps officials, the short distance traveled is because private companies often mine sand and gravel directly from the Missouri River and then ship the material short distances to a processing facility on shore. Other commercial products accounted for 14 percent of the total tonnage shipped between 1994 and 2006, including 5.2 million tons in food and farm products, 4 million tons of chemicals, 3 million tons of petroleum, 2.5 million tons of primary manufactured goods, 346,460 tons of crude material, and 14,663 tons of manufactured equipment. Waterway improvement material, with 2.2 million tons, accounted for 2 percent of the total tonnage during this period.
For the two states that are served by both the Missouri and Mississippi Rivers, tonnage shipped on the Mississippi River was greater than the tonnage shipped on the Missouri River for comparable products. For example, 2.8 million tons of food and farm material were shipped to and/or from Missouri or Iowa on the Missouri River between 1994 and 2006. In contrast, 189 million tons of food and farm material were shipped to and/or from Missouri or Iowa on the Mississippi River during the same period. Sand and gravel was the exception, with about 89 million tons shipped to and/or from Missouri on the Missouri River, compared to about 70 million tons of sand and gravel that were shipped to and/or from Missouri on the Mississippi River.

Agency Comments

We obtained oral comments on our draft briefing slides at a meeting with senior Corps staff, including the Acting Director for the Waterborne Commerce Statistics Center. In commenting on the slides, these Corps officials concurred with our analysis. The Corps provided technical comments, which we incorporated as appropriate.

We are sending copies of this report to the U.S. Army Corps of Engineers and interested congressional committees. In addition, the report also is available at no charge on GAO’s Web site at http://www.gao.gov.

If you or your staffs have any questions concerning this report, please contact me at (202) 512-3841 or mittala@gao.gov. Contact points for our Offices of Congressional Relations and Public Affairs may be found on the last page of this report. Key contributors to this report were Vondalee R. Hunt (Assistant Director), Pedro Almoguera, Mehrzad Nadji, Benjamin Shouse, and Jay Spaan.

Anu K. Mittal
Director, Natural Resources and Environment

Enclosure
Data on Commodity Shipments for Four States Served by the Missouri River and Two States Served by Both the Missouri and Mississippi Rivers

Background
Between 1933 and 1964, the U.S. Army Corps of Engineers (Corps) built six dams on the Missouri River to serve the water resource needs within the Missouri River basin. The resulting reservoirs form a series of lakes from Montana to the South Dakota-Nebraska border. The Corps manages the system of dams and reservoirs according to the water control plan presented in its Missouri River Mainstem Reservoir System Master Water Control Manual, which was first published in 1960 and most recently revised in 2006. The master manual provides water control criteria for the reservoir system for a spectrum of anticipated runoff conditions. Annual operating plans based on these criteria provide detailed reservoir regulation for each operating year.

Both private companies and the Corps transport commodities on the Missouri River. Private companies transport numerous commodities, such as fertilizer, which is shipped from a port of origin to a port of destination, and sand and gravel, which they often mine from the river and then transport to a processing facility on shore. In contrast, the Corps conducts river maintenance and habitat recovery projects, which require the shipment of waterway improvement material, such as stone or rock. The Corps also conducts maintenance activities that result in the transport of dredged material. According to Corps officials, the agency conducted two dredging projects on the Missouri River between 1994 and 2006, which resulted in 111,333 cubic yards of dredged material being transported on the river. Because the Corps does not track dredged material in the same manner as it does other commodity shipments, we did not include dredged material shipments in our review.

Commodities are classified according to the Waterborne Commerce Statistics Center Commodity Classification List and reflect the hierarchical structure of the Standard International Trade Classification Codes. For our review, we generally aggregated commodities into 3 categories: (1) sand and gravel; (2) other commercial products—including all manufactured equipment, machinery, and products (manufactured equipment); chemicals and related products (chemicals); coal, lignite and coal coke, crude material, inedible except fuel (crude material); food and farm products, petroleum and petroleum products (petroleum); and primary manufactured goods; and (3) waterway improvement material, such as stone or rock. Sand and gravel and other commercial products shipments are considered commercial shipments, while waterway improvement material shipments are considered noncommercial.

Scope and Methodology
To determine the tonnage of commodities transported on the Missouri River and portions of the Mississippi River, we obtained and analyzed data from the Corps’ Waterborne Commerce Statistics Center. This data is self-reported to the Corps by vessel operating companies engaged in transporting goods upon the navigable waters of the United States. We obtained the data for January 1, 1994, through December 31, 2006. We assessed the reliability of the data and determined that the data were sufficiently reliable for the purposes of this review.

GAO Contact
If you have any questions concerning this briefing, please contact Anu K. Mittal at (202) 512-3841 or mittala@gao.gov.

Appendix I: Scope and Methodology
Appendix II: Annual Tonnage Shipped on the Mississippi River by State and Commodity
Appendix III: Annual Tonnage Shipped on the Missouri River by State and Commodity
Appendix IV: GAO Contact and Staff Acknowledgments

Appendix I: Scope and Methodology

The Missouri River reservoir system is a critical national resource that provides a variety of benefits, including navigation, flood control, irrigation, hydropower, municipal and industrial water supply, recreation, and fish and wildlife habitat. Iowa, Nebraska, Kansas, and Missouri are the four states adjacent to the Missouri River that are served by barge and other vessel traffic along the river. Two states, Missouri and Iowa, are served by navigation on both the Missouri River and the Mississippi River. In this context, you asked us to determine (1) the annual and total tonnage of commodity shipments for each state served by the Missouri River and (2) the comparable tonnage of commodity shipments transported on the Mississippi River for states served by both the Missouri and Mississippi rivers.

Tonneage Shipped on the Missouri River by State and Commodity

Comparable Tonneage Shipped on Mississippi and Missouri Rivers by State and Commodity

Appendix I: Scope and Methodology
Appendix II: Annual Tonnage Shipped on the Missouri River by State and Commodity
Appendix III: Annual Tonnage Shipped on the Mississippi River by State and Commodity
Appendix IV: GAO Contact and Staff Acknowledgments
Of the total commodity tonnage shipped on the Missouri River between 1994 and 2006:

- Missouri accounted for 83 percent,
- Kansas accounted for 12 percent,
- Nebraska accounted for 3 percent, and
- Iowa for 2 percent.

(See figure 1.)

Between 1994 and 2006, tonnage shipped to and/or from Missouri was relatively consistent over time, peaking in 2001 at about 8.9 million tons, and approximately 8 million tons were shipped in 2006, the most recent year for which data are available.

Kansas experienced an increase in tonnage shipped from 2000 to 2001, peaking at 2.3 million tons in 2001, and slightly declining to 2 million tons in 2006.

Iowa experienced a decrease in tonnage shipped during this time, experiencing its highest level of tonnage shipped in 2000 with 343,258 tons. However, shipments declined from 2001 to 2003, and no shipments were reported for the state between 2004 and 2006.

Similarly, Nebraska had its highest level of tonnage shipped in 1994 at 617,813 tons, but subsequently tonnage declined to zero in 2005, and 21,356 tons were shipped in 2006. (See figure 2.)

Note: Annual tonnage shipped for each state is defined as all tons shipped that originate or terminate in a state. For example, if a shipment originates in Missouri and terminates in Kansas, that shipment’s tonnage is counted toward the total for the state of Missouri and the state of Kansas. Shipments that originate and terminate within the same state are only counted once.
Between 1994 and 2006, more than 108 million tons of commodities were transported on the Missouri River. Of the total commodity tonnage shipped on the river:

- sand and gravel accounted for 84 percent of the total with about 91.3 million tons;
- other commercial products accounted for 14 percent of the total with 5.2 million tons in food and farm products, 4 million tons of chemicals, 3 million tons of petroleum, 2.5 million tons of primary manufactured goods, 346,460 tons of crude material, and 14,663 tons of manufactured equipment; and
- waterway improvement material accounted for 2 percent of the total with 2.2 million tons.

Total tonnage shipped per year over the 13-year period has ranged between 6.9 million and 9.7 million tons. As also shown in figure 3, sand and gravel shipments have increased by 24 percent, while other commercial products shipments have decreased by 89 percent. Similarly, over this period, shipments of waterway improvement material also decreased by 90 percent.

Of the total sand and gravel tonnage shipped between 1994 and 2006, about 54 percent were transported 1 mile or less, 26 percent between 2 and 5 miles, 5 percent between 6 and 9 miles, and about 14 percent 10 miles or more. According to Corps officials, the short distance traveled is because private companies often mine sand and gravel directly from the Missouri River and then ship the material short distances to a processing facility on shore. (See figure 4.)

Note: The sum of the totals does not add up to 100 percent due to rounding.
Commodity Shipments on the Missouri River, by State

Missouri

Between 1994 and 2006, barges and other vessels transported 100,183,464 tons of commodities on the Missouri River to and/or from Missouri. Sand and gravel accounted for almost 90 percent of the total tonnage shipped, while other commercial products, such as manufactured goods, accounted for 9 percent of the total. Waterway improvement material accounted for approximately 2 percent of the total tonnage shipped to and/or from the state. (See figure 5.)

Iowa

Between 1994 and 2006, barges and other vessels transported about 2.5 million tons of commodities on the Missouri River to and/or from Iowa. Of the total shipments, chemicals accounted for about 46 percent of the total, while other commercial products, such as food and farm products, accounted for 52 percent. Waterway improvement material accounted for about 1 percent of the total tonnage shipped for the state.

The decrease in tonnage shipped to and/or from Iowa was primarily in other commercial products, such as chemicals and food and farm products. The tonnage of chemicals shipped decreased by 89 percent between 2000 and 2003, while the tonnage of food and farm products decreased by 75 percent during the same time period. (See figure 6.)

Note: The Corps data indicate that there were no shipments of sand and gravel to and/or from Iowa between 1994 and 2006.
Between 1994 and 2006, barges and other vessels transported 14,171,543 tons of commodities on the Missouri River to and/or from Kansas. Sand and gravel accounted for about 90 percent of the total tonnage shipped, while other commercial products, such as petroleum and food and farm products, accounted for 10 percent. Waterway improvement material accounted for less than 1 percent of total tonnage shipped for the state.

Kansas experienced a significant increase in total tonnage shipped between 2000 and 2001. The increase can be attributed to an 88 percent increase in sand and gravel tonnage shipped on the river. However, while sand and gravel tonnage increased, food and farm products tonnage decreased by 96 percent between 1999 and 2004, from 200,166 tons to 7,444 tons. (See figure 7.)

Between 1994 and 2006, barges and other vessels transported approximately 3.3 million tons of commodities on the Missouri River to and/or from Nebraska. Nearly 47 percent of the total tonnage was food and farm products, while other commercial products, such as chemicals, accounted for 44 percent. Waterway improvement material accounted for approximately 9 percent of the total tonnage shipped.

The decline in tonnage shipped to and/or from Nebraska can be primarily attributed to decreases in other commercial products, such as food and farm products and chemicals. The tonnage of food and farm products shipped decreased 90 percent during 1994 to 2006, from 220,076 tons to 21,356 tons. The tonnage of chemicals decreased 85 percent during 1994 to 2003, from 145,722 tons to 21,555 tons. (See figure 8.)

Note: The Corps data indicate that there were no shipments of sand and gravel to and/or from the state of Nebraska between 1994 and 2006.
Comparable Tonnage Shipped on the Mississippi and Missouri Rivers for the State of Missouri

All Manufactured Equipment

Between 1995 and 1999, Missouri had some shipments of all manufactured equipment on the Missouri River ranging from 300 to 1,650 tons for those 5 years. There were no shipments of these commodities between 2000 and 2006. In contrast, for this same commodity group between 1994 and 2006, Missouri had shipments on the Mississippi River ranging from 4,990 to 47,920 tons. (See figure 9.)

Chemicals

Missouri experienced a range in the tonnage of chemicals shipped on the Missouri River from 3,796 to 338,487 tons. In contrast, the tonnage of chemicals shipped to and/or from Missouri on the Mississippi River remained relatively stable, fluctuating between a low of about 1.3 million to a high of 1.7 million tons. (See figure 10.)

Crude Materials

Between 1994 and 2003, Missouri had some shipments of crude materials on the Missouri River ranging from 4,767 to 41,544. There were no shipments of these commodities between 2004 and 2006. In contrast, the tonnage of this same commodity group shipped on the Mississippi River has fluctuated from a low of about 1.8 million to a high of 3.8 million tons. (See figure 11.)
Food and Farm Products

The tonnage of food and farm products shipped to and/or from Missouri on the Missouri River has fluctuated between a low of 10,247 and a high of 239,164 tons. In contrast, for shipments of this same commodity group on the Mississippi River, the tonnage shipped has ranged from about 4.9 million tons to about 7.3 million tons. (See figure 12.)

Petroleum

Missouri experienced a range in the tonnage of petroleum shipped on the Missouri River from 80,640 to 237,722 tons. On the Mississippi River, tonnage of this same commodity group shipped to and/or from Missouri has fluctuated between a low of 954,687 to a high of about 1.9 million tons. (See figure 13.)

Primary Manufactured Goods

Between 1994 and 2006, the tonnage of primary manufactured goods shipped to and/or from Missouri on the Missouri River ranged from 66,504 to 231,727 tons. On the Mississippi River, the tonnage of this same commodity group shipped to and/or from Missouri has remained relatively stable between 3.8 million and 4.7 million tons. (See figure 14.)
Enclosure I

Sand and Gravel

Missouri has experienced fluctuations in the tonnage of sand and gravel shipped on the Missouri River ranging from 5.2 million to about 8.1 million tons. Similarly, the tonnage of sand and gravel shipped on the Mississippi River to and/or from Missouri has ranged from a low of 4.2 million to a high of 6.5 million tons. (See figure 15.)

Waterway Improvement Material

The tonnage of waterway improvement material shipped to and/or from Missouri on both the Missouri River and the Mississippi River varied between 1994 and 2006. Tonnage shipped on the Missouri River has ranged from 4,950 to 481,704 tons. On the Mississippi River, tonnage of this material shipped has fluctuated from a low of about 1.4 million to a high of 4.5 million tons. (See figure 16.)

Figure 15: Annual Tonnage of Sand and Gravel Shipped on the Missouri and Mississippi Rivers to and/or from Missouri, 1994 to 2006

Figure 16: Annual Tonnage of Waterway Improvement Material Shipped on the Mississippi and Missouri Rivers to and/or from Missouri, 1994 to 2006
Comparable Tonnage Shipped on the Mississippi and Missouri Rivers for the State of Iowa

**Chemicals**

Between 1994 and 2003, Iowa had some shipments of chemicals on the Missouri River ranging from 12,898 to 182,102 tons. There were no shipments of these commodities between 2004 and 2006. In contrast, for this same commodity group between 1994 and 2006, Iowa had shipments on the Mississippi River ranging from 705,458 tons to about 1.1 million tons. (See figure 17.)

**Crude Materials**

Tonnage of crude materials shipped to and/or from Iowa on the Missouri River occurred in 6 of the 13 years covered by our review—1994, 1997, 1998, 1999, 2000, and 2001. Annual tonnage shipped during those years has ranged from 1,200 to 5,626 tons. In contrast, the tonnage of crude materials shipped to and/or from Iowa on the Mississippi River has fluctuated between a low of 493,471 to a high of about 1.2 million tons. (See figure 18.)

**Food and Farm Products**

Between 1994 and 2003, the tonnage of food and farm products shipped on the Missouri River to and/or from Iowa has ranged from 39,970 to 158,455 tons. There were no shipments of these commodities between 2004 and 2006. In contrast, the tonnage of this same commodity group shipped on the Mississippi River varied over the years between a low of 6.3 million to a high of about 10.6 million tons. (See figure 19.)

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**Figure 17:** Annual Tonnage of Chemicals and Related Products Shipped on the Mississippi and Missouri Rivers to and/or from Iowa, 1994 to 2006

**Figure 18:** Annual Tonnage of Crude Materials, Inedible Except Fuels Shipped on the Mississippi and Missouri Rivers to and/or from Iowa, 1994 to 2006

**Figure 19:** Annual Tonnage of Food and Farm Products Shipped on the Mississippi and Missouri Rivers to and/or from Iowa, 1994 to 2006
Petroleum

Tonnage of petroleum shipped to and/or from Iowa on the Missouri River occurred in 8 of the 13 years covered by our review—1994, 1995, 1997, 1998, 1999, 2000, 2002 and 2003. Annual tonnage shipped during those years ranged from 4,318 to 78,633. The tonnage of this same commodity group shipped on the Mississippi River to and/or from Iowa has ranged from 85,925 to 384,697 tons. (See figure 20.)

Primary Manufactured Goods

On the Missouri River, the tonnage of primary manufactured goods shipped to and/or from Iowa has ranged from 1,042 to 25,494, with no shipments during 1997, 2004, 2005, and 2006. In contrast, the tonnage of this same commodity group shipped on the Mississippi River has fluctuated from a low of 319,922 to a high of 620,595. (See figure 21.)

Waterway Improvement Material

On the Missouri River, waterway improvement material was shipped to and/or from Iowa during 7 of the 13 years in our review period—1994, 1996, 1997, 1998, 1999, 2000, and 2001. Annual tonnage shipped during these years has ranged from 1,320 to 12,600 tons. The data show only 2 years of shipments of this material on the Mississippi River, with 652 tons shipped in 1995 and 1,300 tons shipped in 2003. (See figure 22.)
To determine the tonnage of commodities transported on the Missouri River, we obtained and analyzed data from the U.S. Army Corps of Engineers' (Corps) Waterborne Commerce Statistics Center. This data is self-reported to the Corps by vessel operating companies engaged in transporting goods upon the navigable waters of the United States. We obtained data for January 1, 1994, through December 31, 2006, for shipments on the Missouri River with an origin and/or destination in Missouri, Iowa, Kansas, and Nebraska.

To determine the comparable tonnage of commodity shipments transported on the Mississippi River for states served by both the Missouri River and the Mississippi River, we obtained and analyzed commodity shipment data from the Corps' Waterborne Commerce Statistics Center. We obtained data for January 1, 1994, through December 31, 2006, for shipments on the Mississippi River with an origin and/or destination in Missouri or Iowa. In order for the data for the Missouri River and Mississippi River to be comparable in methodology, we did not collect or analyze data for shipments that passed through the Mississippi River waterways of Missouri or Iowa without starting or ending their trips in these states.

Some shipments on the Mississippi River can be grouped into categories comparable to the categories of shipments on the Missouri River, and we only compared data for those commodity categories that were shipped on both rivers. For example, there were shipments of coal, lignite, and coal coke on the Mississippi River to and/or from the states of Missouri and Iowa between 1994 and 2006, but we do not show these data in our comparison analysis because there were no such shipments on the Missouri River. Instead, we present these data, along with the rest of the data for this report, in Appendices II and III. Furthermore, the broad commodity categories may include shipments of varying types of products within the same category. For example, the commodity category all manufactured equipment, machinery, and products includes products such as motor vehicle parts, boats, and machinery specialized for particular industries.

For the purposes of our review, we generally aggregate commodities into three categories: (1) sand and gravel; (2) other commercial products—which include all manufactured equipment, machinery, and products; chemicals and related products; coal, lignite and coal coke; crude material, inedible except fuel; food and farm products; petroleum and petroleum products; and primary manufactured goods; and (3) waterway improvement material. We consider sand and gravel and other commercial products as shipments that may serve commercial purposes. We consider waterway improvement material as primarily noncommercial, as this material is primarily stone or rock transported on behalf of the Corps for river maintenance or habitat recovery purposes. In addition, the Corps conducts maintenance operations that result in dredged material. However, the Corps does not track dredged material in the Waterborne Commerce Statistics database. While the Corps does collect information on dredging projects in the Dredging Statistics database, the information is not comparable with data in the Waterborne Commerce Statistics database. As such, we did not include this material in our review.

We assessed the reliability of the data by interviewing Corps officials about the data, determining the Corps' process for collecting and reviewing the data, and performing various tests on the data—such as comparing a number of source documents submitted by vessel operators to data within the Corps' database. We determined that the data were sufficiently reliable for the purposes of this review.
Appendix II: Annual Tonnage Shipped on the Missouri River, by Commodity Group, for Four States, 1994 to 2006

### Missouri

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Note: Annual tonnage shipped for each state is defined as all tons shipped that originate or terminate in a state. For example, if a shipment originates in Missouri and terminates in Kansas, that shipment’s tonnage is counted toward the total for the state of Missouri and the state of Kansas. Shipments that originate and terminate within the same state are only counted once.
Enclosure I

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</table>

Note: Annual tonnage shipped for each state is defined as all tons shipped that originate or terminate in a state. For example, if a shipment originates in Missouri and terminates in Kansas, that shipment’s tonnage is counted toward the total for the state of Missouri and the state of Kansas. Shipments that originate and terminate within the same state are only counted once.
## Kansas

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<td>501,825</td>
<td>265,925</td>
<td>2,269,715</td>
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<td>1,659,970</td>
<td>1,512,880</td>
<td>1,750,210</td>
<td>1,999,710</td>
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</tbody>
</table>

Note: Annual tonnage shipped for each state is defined as all tons shipped that originate or terminate in a state. For example, if a shipment originates in Missouri and terminates in Kansas, that shipment’s tonnage is counted toward the total for the state of Missouri and the state of Kansas. Shipments that originate and terminate within the same state are only counted once.
<table>
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<td><strong>Petroleum and Petroleum Products</strong></td>
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<td>54,930</td>
<td>48,962</td>
<td>53,566</td>
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<td>25,087</td>
<td>21,682</td>
<td>23,459</td>
<td>7,477</td>
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<td>197,141</td>
<td>195,180</td>
<td>95,192</td>
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<td>75,739</td>
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</tbody>
</table>

Note: Annual tonnage shipped for each state is defined as all tons shipped that originate or terminate in a state. For example, if a shipment originates in Missouri and terminates in Kansas, that shipment’s tonnage is counted toward the total for the state of Missouri and the state of Kansas. Shipments that originate and terminate within the same state are only counted once.
Appendix III: Annual Tonnage Shipped on the Mississippi River, by Commodity Group, for Two States, 1994 to 2006

**Missouri**

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<tbody>
<tr>
<td>Coal, Lignite &amp; Coal Coke</td>
<td>5,103,058</td>
<td>2,582,071</td>
<td>2,563,147</td>
<td>2,853,583</td>
<td>3,175,116</td>
<td>3,620,470</td>
<td>3,411,242</td>
<td>2,982,675</td>
<td>1,926,788</td>
<td>3,709,658</td>
<td>3,101,523</td>
<td>2,090,653</td>
<td>2,282,802</td>
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<td>1,143,435</td>
<td>1,080,753</td>
<td>1,238,540</td>
<td>1,415,260</td>
<td>1,445,811</td>
<td>1,605,610</td>
<td>1,558,464</td>
<td>1,896,822</td>
<td>1,602,861</td>
<td>1,490,804</td>
<td>1,519,838</td>
<td>954,687</td>
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<td>1,505,828</td>
<td>1,590,524</td>
<td>1,381,855</td>
<td>1,391,196</td>
<td>1,445,790</td>
<td>1,540,234</td>
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<td>7,291,958</td>
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<td>25,583</td>
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<td>23,999</td>
<td>7,206</td>
<td>4,990</td>
<td>18,087</td>
<td>47,920</td>
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<td>3,343,738</td>
<td>2,987,358</td>
<td>3,409,623</td>
<td>2,210,877</td>
<td>1,700,208</td>
<td>1,371,904</td>
<td>3,059,693</td>
</tr>
</tbody>
</table>

Note: Annual tonnage shipped for each state is defined as all tons shipped that originate or terminate in a state. For example, if a shipment originates in Missouri and terminates in Kansas, that shipment’s tonnage is counted toward the total for the state of Missouri and the state of Kansas. Shipments that originate and terminate within the same state are only counted once.
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<tbody>
<tr>
<td>Coal, Lignite &amp; Coal Coke</td>
<td>3,381,754</td>
<td>3,019,593</td>
<td>2,612,370</td>
<td>2,384,706</td>
<td>3,197,424</td>
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<td>3,530,853</td>
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<td>3,290,244</td>
<td>3,317,914</td>
<td>3,238,542</td>
<td>3,991,400</td>
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<td>384,697</td>
<td>281,004</td>
<td>268,598</td>
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<td>240,323</td>
<td>85,925</td>
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<td>9,031</td>
<td>8,497</td>
<td>3,977</td>
<td>13,500</td>
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<td>552,629</td>
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<td>658,175</td>
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<td>212,449</td>
<td>194,551</td>
<td>197,401</td>
<td>257,352</td>
<td>330,726</td>
</tr>
</tbody>
</table>

Note: Annual tonnage shipped for each state is defined as all tons shipped that originate or terminate in a state. For example, if a shipment originates in Missouri and terminates in Kansas, that shipment’s tonnage is counted toward the total for the state of Missouri and the state of Kansas. Shipments that originate and terminate within the same state are only counted once.
Appendix IV: GAO Contact and Staff Acknowledgments

If you have any questions concerning this briefing, please contact Anu K. Mittal, Director, Natural Resources and Environment, at (202) 512-3841 or mittala@gao.gov.

Key contributors to this report were Vondalee R. Hunt (Assistant Director), Pedro Almoguera, Mehrzad Nadji, Benjamin Shouse, and Jay Spaan.
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