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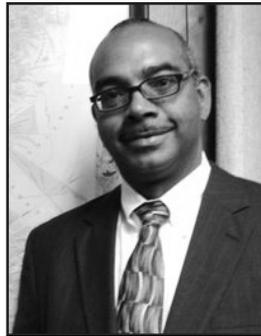
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President's Letter



As I sit looking out at this Great River called Mississippi, I can see the reflections of life, and the impact thereof in my own time. This Great River, I have realized, is my LIFE – predestined, prescribed and laid out before it was ever presented to me by my Father’s God and the late Reverend Everett Hauer (1916-1989). Having dealt with its beauty and powers for thirty-eight years, I have become one with the river and the nature of such a great waterway. And now I am part of this River, for the Mississippi runs through my soul.

Yes, we did once again survive another history-making event, a record 2011 Flood. As we watched the levels rise and fall, our hearts and minds wandered back into the days before levees and water control structures and thought of what was then versus what is now. Simply said, the River has been there all along and has never rested.

As we ready ourselves for what is destined to be one of the most exciting conferences of MWRA, I must thank the Selection Committee members and the officials of MDOT, MDA and MWRA for another job well done. Transportation in Mississippi is vital, and without all of you, the state cannot compete.

Until November, stay cool and steady the bow – keep Transportation on the Move.

Anthony B. Hauer,
President, MWRA

MWRA Mission Statement:

MWRA promotes the advancement of Mississippi rivers, ports and harbors, coastal and inland waterways, flood control, recreation, water development and management, water supply and all other beneficial uses of water resources.

NEWS FROM MS VALLEY FLOOD CONTROL ASSOCIATION

As I'm certain you and all the members of MWRA are aware, we have just seen the passage of the Flood of Record on the Lower Mississippi River, from the vicinity of Cape Girardeau, Missouri to the Gulf of Mexico – not the Greatest Possible Flood as described in the Flood Control Act of 1928 but one that came close in several places. Once again the flood control Mississippi River & Tributaries Project did what it was supposed to do; it passed those tremendous and angry flood waters to the Gulf of Mexico without the loss of a single human life and without one acre being flooded that was designed not to be flooded. The Project protected some 26,000 square miles of wonderfully productive land and numerous communities, both large and small; saved an unknown number of wildlife as well as domestic livestock; and prevented an economic and environmental cataclysm that this nation hasn't seen since 1927.

As the title of a book that describes some of the earlier works in the Mississippi River Valley says, "IT DIDN'T JUST HAPPEN." It took the trio of the United States Congress, the Corps of Engineers and the local people all working together for the past 80-plus years to bring the flood control Mississippi River and Tributaries Project not to completion but to a point where it was able to handle this Flood of Record. But it required, for the first time, the simultaneous operation of three (3) of the four (4) floodways and some unbelievable and awe-inspiring operations of tributary reservoirs. Under the direction of the Mississippi River Commission and with all the levee boards, ports and harbors, state agencies, local governments and others working long and tiring hours, but operating like a well-oiled and precision machine, the Great Flood of 2011 only directly affected those who were living or making their livelihoods on the wrong side of the "protected area" that is plainly so designated on the maps that accompany the Flood Control Act of 1928.

The MR&T Project did work as designed but the record gauge readings and the volume of water placed some not-before-seen stresses on the system. Now the system must be repaired, replaced and reset, and it must be done with all possible haste, for who knows when the next flood or just high water will be in the Valley? To do what must be done will require funds that no one seems to have at this time. The Mississippi Valley Flood Control Association and many other organizations are working with Congress with the hope that somewhere or somehow the required funds will be made available and this vital, can't-do-without work will be done in the most expeditious manner. Our country cannot remain unique in the global environment if we continue to ignore our infrastructure. I will close with a quote that I ran across recently. "God will not seek thy race, nor will he ask thy birth. Alone He will demand of thee, 'What has thou done with the land that I gave thee?'"

– George Grugett, Executive Vice President, MS Valley Flood Control Association

USACE VICKSBURG DISTRICT SEEKS INPUT FOR MUSEUM EXHIBITS

The US Army Corps of Engineers, Vicksburg District, will soon begin designing interior exhibits that will be located aboard the Motor Vessel Mississippi IV. The vessel, which is dry docked alongside Washington Street, will be part of the Lower Mississippi River Museum and Riverfront Interpretive Center. The district has partnered with Southeastern Archeological Research, Inc. in seeking input from anyone or any organization with firsthand knowledge of daily operations of the vessel. The ship was in operation on the Mississippi River between 1960 and 1993. Anyone with any knowledge or photos is encouraged to contact the project's maritime historians to share and preserve your stories for future generations. To share your stories, please contact Meg Gaillard, meg@searchinc.com, 1-800-406-8758.

MEMBERS IN THE NEWS

At the World Trade Centers Association's 2001 Spring Meeting in Seoul, special recognition was extended to the **MS World Trade Center**. Over the last decade, Executive Director Barbara Travis has led the organization. During that time, Mississippi's involvement in international trade has greatly increased, and MSWTC has managed to keep growing despite the recent global economic downturn by expanding its trade services and marketing efforts specialized for its region.

Pickering sent in the following update:



Shelby Farms work is child's play.

Helping to design the Woodland Discovery Playground and Wolf River Pedestrian Bridge just brings out the kid in us. Read some great posts on our News page about progress on our work in conjunction with master planners James Corner Field Operations. Up next is doubling the size of Patriot Lake and connecting trails within Shelby Farms Park to other greenway trails.

Clean Water Act comments were submitted by **National Waterways Conference** in response to the notice by the EPA and the Corps of Engineers soliciting reflections on the proposed Guidance by which the agencies intend to determine which waters are subject to the agencies' jurisdiction under the Clean Water Act. As you will note, there are significant concerns with the proposed Guidance, which, if implemented, would have a substantial impact on your business operations.

Special thanks to Steven Burns from **Balch and Bingham**, Chairman of NWC's Legislative Policy Committee, for his leadership in preparing these comments. View the full series of postings at www.waterways.org.

NEWS FROM THE BIG RIVER COALITION

MWRA is a member of the Big River Coalition, which has been working very hard to make certain the Mississippi River, especially from Baton Rouge through New Orleans, stays open. The Boards of Directors for the Mississippi River Maritime Association (MRMA) and the Gulf States Maritime Association (GSMA) have authorized the merger of the two organizations into one non-profit trade association, which will operate as the Louisiana Maritime Association (LaMA) effective August 1, 2011. Michael J. Titone will serve as President. Over 30 organizations are Associate Members.

BRC was formed to ensure the Lower Mississippi River remains fully open for commerce. The inland waterways navigation system, especially the Mississippi River, is a vital asset in the movement of important commodities such as grain, coal, steel, petroleum and aggregate materials. In 2010, approximately 850 million bushels of soybeans alone were exported from the Mississippi Gulf region. Unprecedented levels of high water on the Mississippi River carried silt and debris to the mouth of the River. As water levels have receded, an emergency situation has developed with significant silting and shoaling at the River's mouth that threaten the ability of vessels to enter and exit the river.

FROM YELLOW CREEK PORT: DENNEN STEEL BREAKS GROUND ON NEW MANUFACTURING FACILITY IN IUKA, MISSISSIPPI



Officials from Dennen Steel Corporation, a contract stamping manufacturer of steel products, and state and local officials gathered recently for a groundbreaking ceremony at the site of the company's new 50,000-square-foot manufacturing facility at Yellow Creek Port in Iuka, Mississippi. The project represents a company investment of more than \$7.4 million and will initially create 50 new jobs in northeast Mississippi. Dennen Steel will purchase large master coils from steel mill producers and process steel slit coil into precision stampings, fabricated metal parts and assemblies from the Tishomingo County location.

The Mississippi Development Authority (MDA) worked with company and local officials to provide assistance to Tishomingo County for infrastructure improvements at the site of the company's new facility. The Appalachian Regional Commission and Tennessee Valley Authority also provided assistance to help facilitate the project. To learn more, visit the company web site at www.dennensteel.com.

– Submitted by Eugene Bishop at Yellow Creek Port.

NEWS FROM MS DEPARTMENT OF ENVIRONMENTAL QUALITY

MDEQ will establish an office in Stoneville to have a presence in the Delta. Sam Mabry, a 35-year veteran MDEQ staff professional, will head the office, reporting directly to Executive Director Trudy Fisher, and will coordinate MDEQ water quantity and water quality activities in the Delta.

According to Mabry, the Delta water quality and quantity issues are serious and technically complex. Adequate solutions will require collaboration by a number of state and federal agencies, stakeholder organizations, and producers of different crops in areas of the Delta with differing groundwater and surface water issues. Failure to satisfactorily and timely address the water quality and quantity problems in the Delta would have serious consequences for agriculture and for industries and municipalities that discharge wastewater into Delta streams.

MDEQ regulates water withdrawals from groundwater and lakes, rivers and streams in the Delta. Groundwater levels in the Delta are declining rapidly, especially in some parts of the central Delta. In addition, the agency implements several federally delegated programs to reduce the nutrient loads in Delta waters. Through various funding sources, USDA assists farmers in implementing management practices to help reduce nutrient loads and conserve water.

NEWS FROM MS DEPARTMENT OF TRANSPORTATION

Rep. Billy Broomfield Meeting

On May 26, House Ports, Harbors and Airports Committee Chairman Billy Broomfield initiated a meeting with all of the Mississippi River port directors regarding the flood devastation. We informed the Chairman that we had been conducting daily conference calls with all of our port directors and relaying that information to the Governor. The Chairman was instrumental in posing the question, “What should be Mississippi’s next step after the flood waters recede?” As many already knew, the flooding put a majority of the infrastructure for the state’s ports, rails, and general aviation airports under water. Many pipelines, docks, rail beds, and warehouse spaces were expected to be submerged until late June at the ports.

Before we had a chance to give this any thought, Chairman Broomfield had already begun reaching out to all of our governing agencies to see what could be done to support these key pieces of infrastructure. Our first meeting consisted of bringing the “right” people to the table with reference to the level of devastation and the financial assistance that will be needed to return to operation.

This shows a tremendous amount of foresight and diligence on behalf of the Chairman, and it’s something MDOT felt necessary to bring to the attention of all of our port directors. Chairman Broomfield has a clear understanding of how jobs and economic development go hand in hand. Considering the amount of damage that Mississippi’s ports, rails and airports experienced, having this type of leadership is extremely necessary to move forward.

Multimodal Grant Update

MDOT’s Director of Intermodal Planning is **Charlie Carr**. The Multimodal Committee met to review applications the week of July 25th. It is clear that one item the Freight Division intends to generate, on an annual basis, is an end-project update of all Multimodal projects. This executive summary will highlight several key projects initiated that year – ones that not only benefited the port/rail line but had an outside impact as well. Not only will this document and showcase the good work that the state does as it relates to the other modes of transportation, but the summary will start to create a portfolio and visuals of whom, what, and where actually benefited from Multimodal funding, something our division has failed to do.

The project leader will be **Ralph Farrell** and the projector coordinator will be **Nikki Gardner**, who will capture the data needed for this report. Other MDOT staff will be working with them both, arranging a time/date to inspect the project site and writing a summary on the overall benefits. A document of this sort will give us a better opportunity to explain details of the projects to our senior staff and will also be used as a point of reference for our state legislators, industry leaders and related state agencies.

We also want to welcome **Robby Burt**, newly named Intermodal Administrator, Office of Intermodal Planning, back with us and working on these important multi-modal projects.

– Submitted by Juan Flores, Director, Freight, Ports & Waterways Division, MDOT

MWRRI STATUS REPORT

The Mississippi Water Resources Research Institute, under the direction of **Wayne Wilkerson**, has relocated to Bost Hall on the MSU campus and its web site is under re-construction. Wilkerson has asked for potential workshop topics and expressed particular interest in Constructed Wetland Design and Rainwater Harvesting – but is open to all ideas. He asks that MWRA members provide him with information/training needs by contacting him at wwilkerson@lalc.msstate.edu.

GOVERNOR BARBOUR WELCOMES ENERFAB TO NATCHEZ MANUFACTURER WILL TAKE OVER OPERATIONS AT DYNASTEEL SITE, EXPAND WORKFORCE

Governor Haley Barbour and officials from Enerfab, a leading equipment manufacturer with design and build capabilities serving the process industries, announced August 9 that the company will begin manufacturing operations in Natchez and plans to expand production capabilities at the facility, which was formerly operated by Dynasteel. Enerfab's new location near the Natchez-Adams County Port, which will be known as Enersteel, will retain much of Dynasteel's existing workforce, and the company will create 75 new jobs at the facility.

2011 MISSISSIPPI RIVER FLOOD

Like all Mississippi River counties, Claiborne County sustained heavy losses from the flood waters throughout the county. These losses included damage to roads and bridges, homes and personal property, hunting camps and our port's wharf. Though no apparent damage to its concrete wharf deck is visible from the top, the steel substructure and dolphins were submerged and overtopped for a prolonged period of time.

– from James Johnston, Claiborne County Port

Calendar of Events 2011

- Sept. 13 - 16 **SmartRivers Conference**, Hilton Riverside, New Orleans.
Information: www.smartrivers.org
- Sept. 19 - 21 **National Waterways Conference**, Fort Worth, TX.
Information: www.waterways.org
- Oct. 20 **Invasive Species Workshop**, Stoneville, MS.
Information: www.ymd.org
- Nov. 8 - 10 **MS World Trade Center / MS Water Resources Assn.
Intermodal and Freight Conference**, Natchez Grand Hotel.
Information: www.mswtc.org
- Nov. 30 - Dec. 2 **WorkBoat Show**, Morial Convention Center, New Orleans.
Information: www.workboatshow.com

2012

- Feb. 1 **MS Intermodal Council Board of Directors Dinner**,
Old Capitol Inn, Jackson. Information to follow.
- Feb. 2 **Mississippi Intermodal Council Breakfast** with our Legislators,
Old Capitol Inn, Jackson. Information to follow.
- March 12 - 14 **NWC Budget Summit**, Madison Hotel, Washington, DC.
More information to follow.