



The mission of Gulf Intracoastal Canal Association (GICA) is to ensure the Gulf Intracoastal Waterway (GIWW) is maintained, operated and improved to provide the safest, most efficient, economical and environmentally-sound water transportation route in our nation, serving petrochemical facilities, refineries, farms, mines, ports, commercial fisheries, recreation and more.

GICA Staff works to:

- Identify, analyze and address GIWW issues
- Educate and inform the public of GIWW's importance to the region and the nation
- Advocate for adequate capital and maintenance funding - Federal, state and locally
- Coordinate and partner with other industry groups/associations on waterways issues
- Assist USCG and USACE in identifying and rectifying hazards and improvements to the waterway – (e.g. Joint Hurricane Team)
- Partner with sister regional and national level trade associations to promote and support inland waterways transportation.
- Host an annual three-day convention, on the Gulf coast, presenting a great opportunity for learning and sharing information among the many diverse member-groups and stakeholders

OUR INLAND WATERWAYS

The inland waterways system includes 12,000 miles of commercially navigable channels and some 240 lock sites. These “inland highways” move commerce to and from 38 states, serve industrial and agricultural centers and facilitate imports and exports at gateway ports.

MOVING THE NATION’S COMMODITIES

By safely and cost-effectively moving America’s cargo, barge transportation makes a vital contribution to our nation’s economy, environment and quality of life. In 2012, 565 million tons of waterborne cargo transited the inland waterways, a volume equal to roughly 14% of all inter-city freight and valued at nearly \$214 billion.

Barges are ideal for hauling bulk commodities, including:

Coal, Petroleum, Chemicals, Grain, Iron & Steel, Aggregates, Intermodal Containers and Project Cargoes

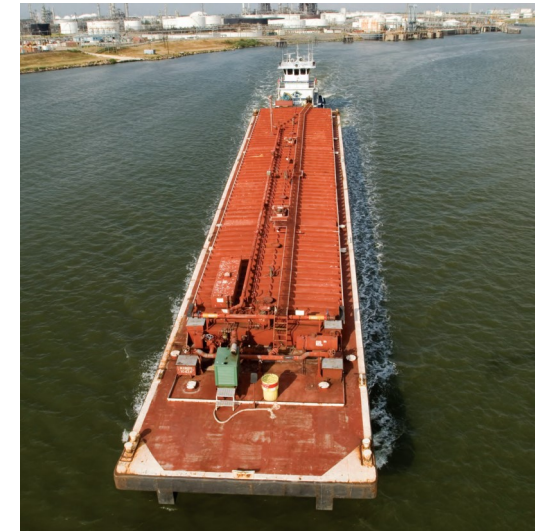
STRENGTHENING OUR ECONOMY

America’s economy benefits from the cost efficiencies barge transport provides over transport by truck or rail. Approximately 60% of the nation’s grain exports move by barge, helping our agricultural exports stay competitive in global markets. Barge transport also keeps our nation’s vital energy sources flowing, fueling our industrial base and keeping our high-tech economy running. In fact, more than 22% of domestic petroleum and petroleum products and 20% of the coal used in electricity generation transit our inland waterways.

America’s safe, reliable and efficient inland river transportation system is the envy of the world. With world-wide demand for waterborne commerce expected to more than double by the year 2025, our nation needs a strategic vision and must invest in the waterways infrastructure needed to maintain America’s economic competitiveness.



Serving Gulf Coast
Inland Mariners
Since 1905



Gulf Intracoastal Canal Association

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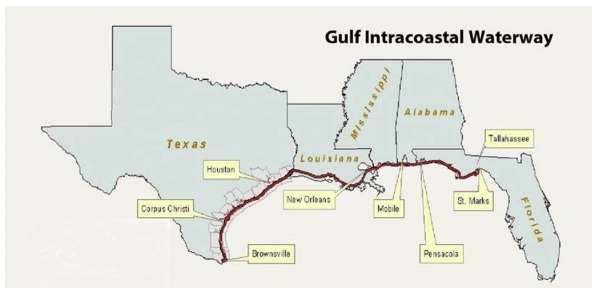
Web: www.gicaonline.com

Why The GIWW?



The Gulf Intracoastal Waterway (GIWW) is a 1300 mile inland system of channels and tributaries spanning the U.S. Gulf Coast from Brownsville, TX to St. Marks, FL. It is the third busiest inland waterway in our nation in terms of tonnage carried. Our members and others transport 116 million tons of commodities each year on the GIWW. This translates to close to \$86 billion of cargoes moving on our waterway.

As a safe, efficient and environmentally responsible artery between ports in five Gulf states and the inland waterways to the heartland of our nation, the GIWW is critical to refiners and manufacturers who depend the waterway for reliable delivery of raw materials. Likewise, the GIWW carries much of the by-products and finished goods to Gulf distribution points. The very nature of the waterways offers distinct economic and environmental benefits to industry and contributes to the health of the nation's economy as well as our viability in the intensely competitive global market.



Recent increased petroleum traffic, due to oil shale drilling coupled with fracking operations, have combined to increase barge traffic and tonnage on the GIWW - more petroleum, sand and aggregates, in particular are moving now. This also translates into an increase in refined products. All are indicators that the critical nature of this key waterway is increasing.

Why GICA?



GICA acts as a single voice for the industries that utilize the Gulf Intracoastal Waterway. The Association advocates on behalf of our members, working closely with the US Army Corps of Engineers District Offices in Galveston, New Orleans and Mobile, to advocate for infrastructure is maintenance channel dredging to ensure a safe and reliable waterway. Additionally we partner with the Eighth Coast Guard District staff and all the Gulf Coast Sector offices to assure safe operations and aids to navigation are sustained.



GICA leads the Gulf Inland Waterways Joint Hurricane Response Team and maintains the Response Team Protocol, which outlines a coherent self-help program by which the can participate in post-storm efforts to clear the waterways and get

traffic and commerce moving. GICA's work during pre-storm preparation is invaluable to mariners' and companies' storm planning efforts and greatly assists our Federal, state and local officials in making solid decisions regarding maritime safety and flood protection.

GICA stands the watch, identifying and reporting on GIWW conditions that can affect the mariner, shipper and cargo owners. GICA issues real-time Navigation Alert messaging to our members to ensure they know what's happening where. Also, through a partnership with PortVision GICA is able to provide a geographic representation of the status of the GIWW and key tributaries.

GICA provides a conduit for two-way communication between members and agencies. Through the Association, members have a forum to express their concerns and ideas to others in the industry, and collectively form a coalition of support for specific causes.

Supporting the waterway through GICA is a an investment in our future.

JOIN US!



GICA membership is open to all. We presently serve members from tow and barge companies, shipyards, ports, shippers, agents, refineries, chemical plants, fuelers, government agencies, the general public and more. Dues are tailored to your business type and volume and help GICA to provide value and service to our industry.

For additional membership information or materials visit our website, or contact:

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So, Who is GICA?

Our 2014- 2016 Board of Directors:

- President - Mario Munoz, Turn Services
- President Elect - Rob Sadler, Golding Barge Co.
- Treasurer - Matt Woodruff, Kirby Corporation
- Secretary - Kelly Teichman, T&T Marine Salvage
- Past President - Spencer Murphy, Canal Barge
- VP for MS - Roger Harris, Magnolia Marine Transport
- VP for LA - David Abney, American Commercial Lines
- VP for TX - Tom Marian, Buffalo Marine
- VP for FL - William Lensmyer, Southern Recycling
- VP for AL - Steve Brewster, Marquette Transportation
- At Large Director - Patrick Morton, Ingram Barge
- At Large Director - Cherrie Felder, Channel Shipyard
- At Large Director - Charlie Jenkins, Port of Houston