

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Berwick Lock - CHAMBER 1
Atchafalaya River

MAIN
River Mile: 1.5

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|------------|-----------|-----------|--------------|-----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,610 | 2,008 | 581 | 21 | 105 | 47 | 58 | 2,715 | 16 |
| Downbound | <u>2,622</u> | <u>2,022</u> | <u>579</u> | <u>21</u> | <u>111</u> | <u>48</u> | <u>63</u> | <u>2,733</u> | <u>17</u> |
| Total | 5,232 | 4,030 | 1,160 | 42 | 216 | 95 | 121 | 5,448 | 33 |
| 2010 | | | | | | | | | |
| Upbound | 2,389 | 1,842 | 523 | 24 | 97 | 33 | 64 | 2,486 | 7 |
| Downbound | <u>2,418</u> | <u>1,859</u> | <u>534</u> | <u>25</u> | <u>106</u> | <u>52</u> | <u>54</u> | <u>2,524</u> | <u>20</u> |
| Total | 4,807 | 3,701 | 1,057 | 49 | 203 | 85 | 118 | 5,010 | 27 |
| Percent Change | -8.1% | -8.2% | -8.9% | 16.7% | -6% | -10.5% | -2.5% | -8% | -18.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total |
|----------------|--------------|--------------|------------|-----------|-------------|------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed | Tows | Delay | |
| 2009 | | | | | | | (hrs) | (hrs) | (hrs) |
| Upbound | 1,937 | 1,353 | 563 | 21 | 259 | 241 | .21 | .05 | 11.13 |
| Downbound | <u>1,944</u> | <u>1,368</u> | <u>555</u> | <u>21</u> | <u>263</u> | <u>239</u> | <u>.10</u> | <u>.04</u> | <u>9.28</u> |
| Total | 3,881 | 2,721 | 1,118 | 42 | 522 | 480 | .16 | .04 | 20.42 |
| 2010 | | | | | | | | | |
| Upbound | 1,836 | 1,296 | 516 | 24 | 219 | 212 | .09 | .04 | 7.88 |
| Downbound | <u>1,844</u> | <u>1,289</u> | <u>530</u> | <u>25</u> | <u>221</u> | <u>217</u> | <u>.08</u> | <u>.03</u> | <u>7.90</u> |
| Total | 3,680 | 2,585 | 1,046 | 49 | 440 | 429 | .09 | .04 | 15.78 |
| Percent Change | -5.2% | -5% | -6.4% | 16.7% | -15.7% | -10.6% | -43.9% | -15.2% | -22.7% |

Calcasieu Salt Water Barrier - CHAMBER 1
Calcasieu River

CNTRL
River Mile: 38.9

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|----------|------------|------------|-----------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 7,188 | 6,982 | 205 | 1 | 198 | 80 | 118 | 7,386 | 127 |
| Downbound | <u>6,934</u> | <u>6,725</u> | <u>208</u> | <u>1</u> | <u>199</u> | <u>158</u> | <u>41</u> | <u>7,133</u> | <u>399</u> |
| Total | 14,122 | 13,707 | 413 | 2 | 397 | 238 | 159 | 14,519 | 526 |
| 2010 | | | | | | | | | |
| Upbound | 7,132 | 6,955 | 176 | 1 | 183 | 55 | 128 | 7,315 | 107 |
| Downbound | <u>6,988</u> | <u>6,812</u> | <u>176</u> | <u>0</u> | <u>187</u> | <u>139</u> | <u>48</u> | <u>7,175</u> | <u>326</u> |
| Total | 14,120 | 13,767 | 352 | 1 | 370 | 194 | 176 | 14,490 | 433 |
| Percent Change | 0% | .4% | -14.8% | -50% | -6.8% | -18.5% | 10.7% | -.2% | -17.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total |
|----------------|--------------|--------------|------------|----------|-------------|------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed | Tows | Delay | |
| 2009 | | | | | | | (hrs) | (hrs) | (hrs) |
| Upbound | 2,583 | 2,385 | 195 | 3 | 204 | 194 | .17 | .15 | 25.80 |
| Downbound | <u>2,606</u> | <u>2,412</u> | <u>192</u> | <u>2</u> | <u>208</u> | <u>192</u> | <u>.06</u> | <u>.05</u> | <u>9.95</u> |
| Total | 5,189 | 4,797 | 387 | 5 | 412 | 386 | .11 | .10 | 35.75 |
| 2010 | | | | | | | | | |
| Upbound | 3,208 | 3,043 | 164 | 1 | 176 | 164 | .32 | .29 | 52.75 |
| Downbound | <u>3,226</u> | <u>3,059</u> | <u>167</u> | <u>0</u> | <u>176</u> | <u>166</u> | <u>.10</u> | <u>.09</u> | <u>15.98</u> |
| Total | 6,434 | 6,102 | 331 | 1 | 352 | 330 | .21 | .19 | 68.73 |
| Percent Change | 24% | 27.2% | -14.5% | -80% | -14.6% | -14.5% | 82% | 93.7% | 92.3% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Freshwater Bayou Lock - CHAMBER 1
Freshwater Bayou

MAIN
River Mile: 1.2

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|------------|------------|-----------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 8,521 | 551 | 7,940 | 30 | 279 | 199 | 80 | 8,800 | 960 |
| Downbound | <u>8,378</u> | <u>544</u> | <u>7,806</u> | <u>28</u> | <u>296</u> | <u>282</u> | <u>14</u> | <u>8,674</u> | <u>1,212</u> |
| Total | 16,899 | 1,095 | 15,746 | 58 | 575 | 481 | 94 | 17,474 | 2,172 |
| 2010 | | | | | | | | | |
| Upbound | 8,137 | 928 | 7,186 | 23 | 295 | 197 | 98 | 8,432 | 842 |
| Downbound | <u>8,041</u> | <u>847</u> | <u>7,168</u> | <u>26</u> | <u>341</u> | <u>305</u> | <u>36</u> | <u>8,382</u> | <u>1,015</u> |
| Total | 16,178 | 1,775 | 14,354 | 49 | 636 | 502 | 134 | 16,814 | 1,857 |
| Percent Change | -4.3% | 62.1% | -8.8% | -15.5% | 10.6% | 4.4% | 42.6% | -3.8% | -14.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total |
|----------------|--------------|------------|--------------|-----------|------------|------------|------------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All | Delayed | All Tows Delayed | Tows | |
| 2009 | | | | | | | (hrs) | (hrs) | (hrs) |
| Upbound | 6,322 | 302 | 5,998 | 22 | 250 | 183 | .26 | .21 | 40.43 |
| Downbound | <u>6,261</u> | <u>285</u> | <u>5,957</u> | <u>19</u> | <u>245</u> | <u>180</u> | <u>.24</u> | <u>.20</u> | <u>37.25</u> |
| Total | 12,583 | 587 | 11,955 | 41 | 495 | 363 | .25 | .21 | 77.68 |
| 2010 | | | | | | | | | |
| Upbound | 7,171 | 527 | 6,623 | 21 | 281 | 232 | .16 | .13 | 29.40 |
| Downbound | <u>7,088</u> | <u>477</u> | <u>6,586</u> | <u>25</u> | <u>277</u> | <u>240</u> | <u>.18</u> | <u>.16</u> | <u>33.10</u> |
| Total | 14,259 | 1,004 | 13,209 | 46 | 558 | 472 | .17 | .14 | 62.50 |
| Percent Change | 13.3% | 71% | 10.5% | 12.2% | 12.7% | 30% | -31.8% | -30% | -19.5% |

Port Allen Lock - CHAMBER 1
Gulf Intracoastal Waterway

MAIN
River Mile: 64.1

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|-----------|--------------|--------------|--------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 3,268 | 19 | 3,190 | 59 | 8,850 | 5,478 | 3,372 | 12,118 | 9,880 |
| Downbound | <u>2,959</u> | <u>18</u> | <u>2,887</u> | <u>54</u> | <u>7,620</u> | <u>3,902</u> | <u>3,718</u> | <u>10,579</u> | <u>7,022</u> |
| Total | 6,227 | 37 | 6,077 | 113 | 16,470 | 9,380 | 7,090 | 22,697 | 16,902 |
| 2010 | | | | | | | | | |
| Upbound | 3,742 | 21 | 3,656 | 65 | 10,301 | 6,902 | 3,399 | 14,043 | 12,283 |
| Downbound | <u>3,446</u> | <u>16</u> | <u>3,374</u> | <u>56</u> | <u>8,850</u> | <u>4,570</u> | <u>4,280</u> | <u>12,296</u> | <u>8,536</u> |
| Total | 7,188 | 37 | 7,030 | 121 | 19,151 | 11,472 | 7,679 | 26,339 | 20,819 |
| Percent Change | 15.4% | 0% | 15.7% | 7.1% | 16.3% | 22.3% | 8.3% | 16% | 23.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total |
|----------------|--------------|----------|--------------|------------|--------------|--------------|------------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All | Delayed | All Tows Delayed | Tows | |
| 2009 | | | | | | | (hrs) | (hrs) | (hrs) |
| Upbound | 2,498 | 10 | 2,383 | 105 | 3,187 | 2,762 | 2.88 | 2.77 | 7,035.22 |
| Downbound | <u>2,276</u> | <u>8</u> | <u>2,169</u> | <u>99</u> | <u>2,883</u> | <u>2,494</u> | <u>3.40</u> | <u>3.24</u> | <u>6,038.38</u> |
| Total | 4,774 | 18 | 4,552 | 204 | 6,070 | 5,256 | 3.14 | 3.01 | 13,073.60 |
| 2010 | | | | | | | | | |
| Upbound | 2,934 | 16 | 2,750 | 168 | 3,651 | 3,261 | 3.74 | 3.63 | 11,709.25 |
| Downbound | <u>2,695</u> | <u>6</u> | <u>2,533</u> | <u>156</u> | <u>3,371</u> | <u>2,962</u> | <u>3.55</u> | <u>3.36</u> | <u>9,725.97</u> |
| Total | 5,629 | 22 | 5,283 | 324 | 7,022 | 6,223 | 3.65 | 3.49 | 21,435.22 |
| Percent Change | 17.9% | 22.2% | 16.1% | 58.8% | 15.7% | 18.4% | 16.3% | 16.1% | 64% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Bayou Sorrel Lock - CHAMBER 1
Gulf Intracoastal Waterway

MAIN
River Mile: 37.5

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|-----------|--------------|--------------|--------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 3,069 | 8 | 3,051 | 10 | 8,007 | 5,306 | 2,701 | 11,076 | 9,611 |
| Downbound | <u>2,964</u> | <u>11</u> | <u>2,941</u> | <u>12</u> | <u>7,017</u> | <u>3,412</u> | <u>3,605</u> | <u>9,981</u> | <u>6,300</u> |
| Total | 6,033 | 19 | 5,992 | 22 | 15,024 | 8,718 | 6,306 | 21,057 | 15,911 |
| 2010 | | | | | | | | | |
| Upbound | 3,575 | 7 | 3,561 | 7 | 9,435 | 6,647 | 2,788 | 13,010 | 11,986 |
| Downbound | <u>3,454</u> | <u>5</u> | <u>3,444</u> | <u>5</u> | <u>8,118</u> | <u>4,071</u> | <u>4,047</u> | <u>11,572</u> | <u>7,923</u> |
| Total | 7,029 | 12 | 7,005 | 12 | 17,553 | 10,718 | 6,835 | 24,582 | 19,909 |
| Percent Change | 16.5% | -36.8% | 16.9% | -45.5% | 16.8% | 22.9% | 8.4% | 16.7% | 25.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|----------|--------------|-----------|--------------|--------------|------------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All | Delayed | All Tows Delayed | Tows | |
| 2009 | | | | | | | (hrs) | (hrs) | (hrs) |
| Upbound | 3,844 | 0 | 3,833 | 11 | 3,050 | 2,639 | 1.61 | 1.33 | 3,964.72 |
| Downbound | <u>3,615</u> | <u>0</u> | <u>3,603</u> | <u>12</u> | <u>2,938</u> | <u>2,566</u> | <u>2.31</u> | <u>1.75</u> | <u>4,976.02</u> |
| Total | 7,459 | 0 | 7,436 | 23 | 5,988 | 5,205 | 1.96 | 1.54 | 8,940.73 |
| 2010 | | | | | | | | | |
| Upbound | 4,620 | 0 | 4,613 | 7 | 3,559 | 3,125 | 2.39 | 1.97 | 6,123.07 |
| Downbound | <u>4,251</u> | <u>0</u> | <u>4,246</u> | <u>5</u> | <u>3,443</u> | <u>2,967</u> | <u>4.10</u> | <u>3.15</u> | <u>9,110.63</u> |
| Total | 8,871 | 0 | 8,859 | 12 | 7,002 | 6,092 | 3.25 | 2.56 | 15,233.70 |
| Percent Change | 18.9% | N/A | 19.1% | -47.8% | 16.9% | 17% | 65.7% | 66.1% | 70.4% |

Inner Hrbr Navigation Canl Lk - CHAMBER 1
Gulf Intracoastal Waterway

MAIN
River Mile: 7

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|------------|--------------|--------------|--------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 5,755 | 246 | 5,395 | 114 | 7,608 | 4,757 | 2,851 | 13,363 | 8,328 |
| Downbound | <u>5,698</u> | <u>250</u> | <u>5,341</u> | <u>107</u> | <u>6,599</u> | <u>3,143</u> | <u>3,456</u> | <u>12,297</u> | <u>5,883</u> |
| Total | 11,453 | 496 | 10,736 | 221 | 14,207 | 7,900 | 6,307 | 25,660 | 14,211 |
| 2010 | | | | | | | | | |
| Upbound | 6,058 | 178 | 5,854 | 26 | 9,109 | 5,350 | 3,759 | 15,167 | 9,685 |
| Downbound | <u>6,038</u> | <u>146</u> | <u>5,858</u> | <u>34</u> | <u>7,701</u> | <u>3,626</u> | <u>4,075</u> | <u>13,739</u> | <u>6,666</u> |
| Total | 12,096 | 324 | 11,712 | 60 | 16,810 | 8,976 | 7,834 | 28,906 | 16,351 |
| Percent Change | 5.6% | -34.7% | 9.1% | -72.9% | 18.3% | 13.6% | 24.2% | 12.7% | 15.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|------------|--------------|--------------|------------------|-------------|------------------|
| | Total | Rec | Comrcl | Other | All | Delayed | All Tows Delayed | Tows | |
| 2009 | | | | | | | (hrs) | (hrs) | (hrs) |
| Upbound | 5,274 | 143 | 5,020 | 111 | 5,242 | 4,033 | 7.69 | 6.39 | 25,424.12 |
| Downbound | <u>4,963</u> | <u>147</u> | <u>4,710</u> | <u>106</u> | <u>5,173</u> | <u>3,953</u> | <u>7.83</u> | <u>6.14</u> | <u>24,327.85</u> |
| Total | 10,237 | 290 | 9,730 | 217 | 10,415 | 7,986 | 7.76 | 6.26 | 49,751.97 |
| 2010 | | | | | | | | | |
| Upbound | 5,477 | 94 | 5,357 | 26 | 5,758 | 4,461 | 10.08 | 8.56 | 39,378.65 |
| Downbound | <u>5,115</u> | <u>79</u> | <u>5,003</u> | <u>33</u> | <u>5,739</u> | <u>4,289</u> | <u>11.24</u> | <u>9.13</u> | <u>39,327.15</u> |
| Total | 10,592 | 173 | 10,360 | 59 | 11,497 | 8,750 | 10.66 | 8.85 | 78,705.80 |
| Percent Change | 3.5% | -40.3% | 6.5% | -72.8% | 10.4% | 9.6% | 37.4% | 41.2% | 58.2% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Algiers Lock - CHAMBER 1
Gulf Intracoastal Waterway

MAIN
River Mile: 0

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|--------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 5,240 | 24 | 5,204 | 12 | 10,695 | 7,109 | 3,586 | 15,935 | 13,402 |
| Downbound | <u>6,011</u> | <u>104</u> | <u>5,898</u> | <u>9</u> | <u>12,160</u> | <u>6,017</u> | <u>6,143</u> | <u>18,171</u> | <u>11,895</u> |
| Total | 11,251 | 128 | 11,102 | 21 | 22,855 | 13,126 | 9,729 | 34,106 | 25,297 |
| 2010 | | | | | | | | | |
| Upbound | 5,350 | 31 | 5,313 | 6 | 10,194 | 6,645 | 3,549 | 15,544 | 12,407 |
| Downbound | <u>6,172</u> | <u>67</u> | <u>6,094</u> | <u>11</u> | <u>11,883</u> | <u>6,249</u> | <u>5,634</u> | <u>18,055</u> | <u>11,605</u> |
| Total | 11,522 | 98 | 11,407 | 17 | 22,077 | 12,894 | 9,183 | 33,599 | 24,012 |
| Percent Change | 2.4% | -23.4% | 2.7% | -19% | -3.4% | -1.8% | -5.6% | -1.5% | -5.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total |
|----------------|--------------|-----------|--------------|-----------|--------------|-----------------------------|---------------|-------------|------------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed Tows (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 4,363 | 15 | 4,337 | 11 | 5,103 | 4,488 | 6.13 | 5.65 | 25,117.93 |
| Downbound | <u>4,919</u> | <u>58</u> | <u>4,852</u> | <u>9</u> | <u>5,763</u> | <u>4,992</u> | <u>6.24</u> | <u>5.72</u> | <u>28,973.47</u> |
| Total | 9,282 | 73 | 9,189 | 20 | 10,866 | 9,480 | 6.18 | 5.68 | 54,091.40 |
| 2010 | | | | | | | | | |
| Upbound | 4,282 | 16 | 4,259 | 7 | 5,235 | 4,543 | 3.86 | 3.51 | 15,812.35 |
| Downbound | <u>4,855</u> | <u>34</u> | <u>4,810</u> | <u>11</u> | <u>5,991</u> | <u>5,076</u> | <u>3.84</u> | <u>3.53</u> | <u>17,321.22</u> |
| Total | 9,137 | 50 | 9,069 | 18 | 11,226 | 9,619 | 3.85 | 3.52 | 33,133.57 |
| Percent Change | -1.6% | -31.5% | -1.3% | -10% | 3.3% | 1.5% | -37.8% | -38% | -38.7% |

Harvey Lock - CHAMBER 1
Gulf Intracoastal Waterway

MAIN
River Mile: 0

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 4,172 | 150 | 3,994 | 28 | 2,172 | 918 | 1,254 | 6,344 | 996 |
| Downbound | <u>3,766</u> | <u>141</u> | <u>3,597</u> | <u>28</u> | <u>2,062</u> | <u>1,127</u> | <u>935</u> | <u>5,828</u> | <u>1,365</u> |
| Total | 7,938 | 291 | 7,591 | 56 | 4,234 | 2,045 | 2,189 | 12,172 | 2,361 |
| 2010 | | | | | | | | | |
| Upbound | 4,047 | 170 | 3,851 | 26 | 2,102 | 907 | 1,195 | 6,149 | 864 |
| Downbound | <u>3,384</u> | <u>95</u> | <u>3,259</u> | <u>30</u> | <u>1,817</u> | <u>1,004</u> | <u>813</u> | <u>5,201</u> | <u>1,164</u> |
| Total | 7,431 | 265 | 7,110 | 56 | 3,919 | 1,911 | 2,008 | 11,350 | 2,028 |
| Percent Change | -6.4% | -8.9% | -6.3% | 0% | -7.4% | -6.6% | -8.3% | -6.8% | -14.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total |
|----------------|--------------|-----------|--------------|-----------|--------------|-----------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed Tows (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 3,275 | 87 | 3,159 | 29 | 3,844 | 2,998 | 1.39 | .86 | 2,814.73 |
| Downbound | <u>3,005</u> | <u>80</u> | <u>2,897</u> | <u>28</u> | <u>3,541</u> | <u>2,824</u> | <u>1.44</u> | <u>.89</u> | <u>2,729.48</u> |
| Total | 6,280 | 167 | 6,056 | 57 | 7,385 | 5,822 | 1.41 | .88 | 5,544.22 |
| 2010 | | | | | | | | | |
| Upbound | 3,241 | 112 | 3,103 | 26 | 3,706 | 2,980 | .83 | .49 | 1,483.03 |
| Downbound | <u>2,775</u> | <u>67</u> | <u>2,678</u> | <u>30</u> | <u>3,186</u> | <u>2,627</u> | <u>.85</u> | <u>.50</u> | <u>1,321.77</u> |
| Total | 6,016 | 179 | 5,781 | 56 | 6,892 | 5,607 | .84 | .49 | 2,804.80 |
| Percent Change | -4.2% | 7.2% | -4.5% | -1.8% | -6.7% | -3.7% | -40.7% | -43.7% | -49.4% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Bayou Boeuf Lock - CHAMBER 1
Gulf Intracoastal Waterway

MAIN
River Mile: 93.3

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|--------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 8,802 | 206 | 8,584 | 12 | 12,539 | 8,345 | 4,194 | 21,341 | 14,149 |
| Downbound | <u>9,597</u> | <u>232</u> | <u>9,357</u> | <u>8</u> | <u>14,084</u> | <u>6,130</u> | <u>7,954</u> | <u>23,681</u> | <u>11,312</u> |
| Total | 18,399 | 438 | 17,941 | 20 | 26,623 | 14,475 | 12,148 | 45,022 | 25,461 |
| 2010 | | | | | | | | | |
| Upbound | 8,458 | 181 | 8,262 | 15 | 11,630 | 7,562 | 4,068 | 20,088 | 12,835 |
| Downbound | <u>9,329</u> | <u>197</u> | <u>9,115</u> | <u>17</u> | <u>13,354</u> | <u>6,331</u> | <u>7,023</u> | <u>22,683</u> | <u>11,289</u> |
| Total | 17,787 | 378 | 17,377 | 32 | 24,984 | 13,893 | 11,091 | 42,771 | 24,124 |
| Percent Change | -3.3% | -13.7% | -3.1% | 60% | -6.2% | -4% | -8.7% | -5% | -5.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total |
|----------------|--------------|----------|--------------|-----------|--------------|--------------|------------------|------------|-----------------|
| | Total | Rec | Comrcl | Other | All | Delayed | All Tows Delayed | Tows | |
| 2009 | | | | | | | (hrs) | (hrs) | (hrs) |
| Upbound | 5,957 | 0 | 5,947 | 10 | 8,570 | 6,400 | .46 | .46 | 2,954.48 |
| Downbound | <u>6,347</u> | <u>0</u> | <u>6,341</u> | <u>6</u> | <u>9,341</u> | <u>6,872</u> | <u>.52</u> | <u>.52</u> | <u>3,565.33</u> |
| Total | 12,304 | 0 | 12,288 | 16 | 17,911 | 13,272 | .49 | .49 | 6,519.82 |
| 2010 | | | | | | | | | |
| Upbound | 5,815 | 16 | 5,786 | 13 | 8,212 | 6,126 | .46 | .45 | 2,763.60 |
| Downbound | <u>6,374</u> | <u>7</u> | <u>6,352</u> | <u>15</u> | <u>9,055</u> | <u>6,774</u> | <u>.48</u> | <u>.47</u> | <u>3,180.20</u> |
| Total | 12,189 | 23 | 12,138 | 28 | 17,267 | 12,900 | .47 | .46 | 5,943.80 |
| Percent Change | -9% | N/A | -1.2% | 75% | -3.6% | -2.8% | -3.4% | -6.1% | -8.8% |

Calcasieu Lock - CHAMBER 1
Gulf Intracoastal Waterway

MAIN
River Mile: 238.5

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|----------|---------------|--------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 6,434 | 108 | 6,322 | 4 | 13,342 | 7,583 | 5,759 | 19,776 | 16,354 |
| Downbound | <u>6,535</u> | <u>141</u> | <u>6,388</u> | <u>6</u> | <u>13,269</u> | <u>8,125</u> | <u>5,144</u> | <u>19,804</u> | <u>16,716</u> |
| Total | 12,969 | 249 | 12,710 | 10 | 26,611 | 15,708 | 10,903 | 39,580 | 33,070 |
| 2010 | | | | | | | | | |
| Upbound | 6,680 | 110 | 6,564 | 6 | 14,533 | 8,539 | 5,994 | 21,213 | 18,194 |
| Downbound | <u>6,634</u> | <u>93</u> | <u>6,537</u> | <u>4</u> | <u>14,582</u> | <u>9,246</u> | <u>5,336</u> | <u>21,216</u> | <u>18,839</u> |
| Total | 13,314 | 203 | 13,101 | 10 | 29,115 | 17,785 | 11,330 | 42,429 | 37,033 |
| Percent Change | 2.7% | -18.5% | 3.1% | 0% | 9.4% | 13.2% | 3.9% | 7.2% | 12% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total |
|----------------|--------------|-----------|--------------|------------|--------------|--------------|------------------|-------------|------------------|
| | Total | Rec | Comrcl | Other | All | Delayed | All Tows Delayed | Tows | |
| 2009 | | | | | | | (hrs) | (hrs) | (hrs) |
| Upbound | 5,825 | 62 | 5,543 | 220 | 6,303 | 5,707 | .85 | .84 | 4,743.80 |
| Downbound | <u>5,730</u> | <u>69</u> | <u>5,444</u> | <u>217</u> | <u>6,369</u> | <u>5,718</u> | <u>1.10</u> | <u>1.07</u> | <u>6,139.15</u> |
| Total | 11,555 | 131 | 10,987 | 437 | 12,672 | 11,425 | .98 | .95 | 10,882.95 |
| 2010 | | | | | | | | | |
| Upbound | 5,583 | 56 | 5,409 | 118 | 6,547 | 5,952 | 1.84 | 1.82 | 11,163.80 |
| Downbound | <u>5,676</u> | <u>52</u> | <u>5,515</u> | <u>109</u> | <u>6,519</u> | <u>5,963</u> | <u>1.98</u> | <u>1.96</u> | <u>12,001.20</u> |
| Total | 11,259 | 108 | 10,924 | 227 | 13,066 | 11,915 | 1.91 | 1.89 | 23,165.00 |
| Percent Change | -2.6% | -17.6% | -6% | -48.1% | 3.1% | 4.3% | 95.7% | 98.2% | 112.9% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Schooner Bayou Control Struct - CHAMBER 1 CNTRL
Gulf Intracoastal Waterway

River Mile: 3.4

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|-----------|-----------|-----------|--------------|----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 715 | 629 | 84 | 2 | 21 | 18 | 3 | 736 | 6 |
| Downbound | <u>643</u> | <u>565</u> | <u>78</u> | <u>0</u> | <u>22</u> | <u>17</u> | <u>5</u> | <u>665</u> | <u>2</u> |
| Total | 1,358 | 1,194 | 162 | 2 | 43 | 35 | 8 | 1,401 | 8 |
| 2010 | | | | | | | | | |
| Upbound | 1,392 | 484 | 898 | 10 | 39 | 22 | 17 | 1,431 | 7 |
| Downbound | <u>1,373</u> | <u>486</u> | <u>873</u> | <u>14</u> | <u>27</u> | <u>5</u> | <u>22</u> | <u>1,400</u> | <u>1</u> |
| Total | 2,765 | 970 | 1,771 | 24 | 66 | 27 | 39 | 2,831 | 8 |
| Percent Change | 103.6% | -18.8% | 993.2% | 1100% | 53.5% | -22.9% | 387.5% | 102.1% | 0% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | | |
| 2009 | | | | | | | | | |
| Upbound | 559 | 478 | 79 | 2 | 35 | 30 | .43 | .23 | 14.27 |
| Downbound | <u>511</u> | <u>435</u> | <u>76</u> | <u>0</u> | <u>29</u> | <u>27</u> | <u>.08</u> | <u>.05</u> | <u>1.95</u> |
| Total | 1,070 | 913 | 155 | 2 | 64 | 57 | .26 | .14 | 16.22 |
| 2010 | | | | | | | | | |
| Upbound | 1,066 | 339 | 712 | 15 | 234 | 48 | .09 | .06 | 3.42 |
| Downbound | <u>1,156</u> | <u>359</u> | <u>778</u> | <u>19</u> | <u>128</u> | <u>33</u> | <u>.07</u> | <u>.04</u> | <u>2.12</u> |
| Total | 2,222 | 698 | 1,490 | 34 | 362 | 81 | .08 | .05 | 5.53 |
| Percent Change | 107.7% | -23.5% | 861.3% | 1600% | 465.6% | 42.1% | -69.3% | -66.1% | -65.9% |

2010 data unavailable for the following month(s): May

Catfish Point Control Struct - CHAMBER 1
Gulf Intracoastal Waterway

CNTRL
River Mile: 25

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|--------------|-----------|------------|------------|------------|--------------|-----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,585 | 1,243 | 342 | 0 | 247 | 182 | 65 | 1,832 | 230 |
| Downbound | <u>1,553</u> | <u>1,205</u> | <u>348</u> | <u>0</u> | <u>234</u> | <u>107</u> | <u>127</u> | <u>1,787</u> | <u>44</u> |
| Total | 3,138 | 2,448 | 690 | 0 | 481 | 289 | 192 | 3,619 | 274 |
| 2010 | | | | | | | | | |
| Upbound | 2,148 | 974 | 1,154 | 20 | 157 | 149 | 8 | 2,305 | 165 |
| Downbound | <u>2,160</u> | <u>1,004</u> | <u>1,132</u> | <u>24</u> | <u>174</u> | <u>76</u> | <u>98</u> | <u>2,334</u> | <u>9</u> |
| Total | 4,308 | 1,978 | 2,286 | 44 | 331 | 225 | 106 | 4,639 | 174 |
| Percent Change | 37.3% | -19.2% | 231.3% | N/A | -31.2% | -22.1% | -44.8% | 28.2% | -36.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | | |
| 2009 | | | | | | | | | |
| Upbound | 1,142 | 823 | 319 | 0 | 308 | 285 | .05 | .04 | 12.40 |
| Downbound | <u>1,102</u> | <u>789</u> | <u>313</u> | <u>0</u> | <u>317</u> | <u>282</u> | <u>.32</u> | <u>.27</u> | <u>69.42</u> |
| Total | 2,244 | 1,612 | 632 | 0 | 625 | 567 | .19 | .15 | 81.82 |
| 2010 | | | | | | | | | |
| Upbound | 1,792 | 719 | 1,053 | 20 | 315 | 213 | .07 | .05 | 10.38 |
| Downbound | <u>1,732</u> | <u>715</u> | <u>993</u> | <u>24</u> | <u>358</u> | <u>218</u> | <u>.17</u> | <u>.12</u> | <u>25.67</u> |
| Total | 3,524 | 1,434 | 2,046 | 44 | 673 | 431 | .12 | .09 | 36.05 |
| Percent Change | 57% | -11% | 223.7% | N/A | 7.7% | -24% | -35.8% | -43.4% | -55.9% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Leland Bowman Lock - CHAMBER 1
Gulf Intracoastal Waterway

MAIN
River Mile: 162.7

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms Total | Tonnage ktons |
|----------------|--------------|------------|--------------|----------|---------------|--------------|--------------|------------------|------------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 6,196 | 80 | 6,112 | 4 | 13,534 | 7,756 | 5,778 | 19,730 | 16,353 |
| Downbound | <u>6,244</u> | <u>104</u> | <u>6,134</u> | <u>6</u> | <u>13,417</u> | <u>8,044</u> | <u>5,373</u> | <u>19,661</u> | <u>16,184</u> |
| Total | 12,440 | 184 | 12,246 | 10 | 26,951 | 15,800 | 11,151 | 39,391 | 32,537 |
| 2010 | | | | | | | | | |
| Upbound | 6,726 | 98 | 6,622 | 6 | 14,789 | 8,823 | 5,966 | 21,515 | 18,076 |
| Downbound | <u>6,739</u> | <u>78</u> | <u>6,657</u> | <u>4</u> | <u>14,855</u> | <u>9,192</u> | <u>5,663</u> | <u>21,594</u> | <u>18,208</u> |
| Total | 13,465 | 176 | 13,279 | 10 | 29,644 | 18,015 | 11,629 | 43,109 | 36,284 |
| Percent Change | 8.2% | -4.3% | 8.4% | 0% | 10% | 14% | 4.3% | 9.4% | 11.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay All Tows Delayed Tows | | Total Delay (hrs) |
|----------------|--------------|----------|--------------|----------|--------------|--------------|--|------------|-------------------------|
| | Total | Rec | Comrcl | Other | All | Delayed | (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 5,158 | 0 | 5,154 | 4 | 6,104 | 5,604 | .45 | .45 | 2,528.67 |
| Downbound | <u>5,100</u> | <u>0</u> | <u>5,096</u> | <u>4</u> | <u>6,128</u> | <u>5,572</u> | <u>.49</u> | <u>.49</u> | <u>2,707.58</u> |
| Total | 10,258 | 0 | 10,250 | 8 | 12,232 | 11,176 | .47 | .47 | 5,236.25 |
| 2010 | | | | | | | | | |
| Upbound | 5,246 | 0 | 5,242 | 4 | 6,616 | 6,020 | .88 | .87 | 5,309.60 |
| Downbound | <u>5,226</u> | <u>0</u> | <u>5,222</u> | <u>4</u> | <u>6,652</u> | <u>6,048</u> | <u>.80</u> | <u>.80</u> | <u>4,870.02</u> |
| Total | 10,472 | 0 | 10,464 | 8 | 13,268 | 12,068 | .84 | .83 | 10,179.62 |
| Percent Change | 2.1% | N/A | 2.1% | 0% | 8.5% | 8% | 78% | 78.1% | 94.4% |

Old River Lock - CHAMBER 1
Old River

MAIN
River Mile: 1

Mississippi Valley Division
New Orleans District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms Total | Tonnage ktons |
|----------------|--------------|-----------|--------------|-----------|--------------|--------------|------------|------------------|------------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,837 | 13 | 1,803 | 21 | 4,544 | 967 | 3,577 | 6,381 | 2,044 |
| Downbound | <u>1,674</u> | <u>13</u> | <u>1,643</u> | <u>18</u> | <u>4,236</u> | <u>3,506</u> | <u>730</u> | <u>5,910</u> | <u>5,685</u> |
| Total | 3,511 | 26 | 3,446 | 39 | 8,780 | 4,473 | 4,307 | 12,291 | 7,729 |
| 2010 | | | | | | | | | |
| Upbound | 1,698 | 8 | 1,674 | 16 | 4,300 | 672 | 3,628 | 5,998 | 1,360 |
| Downbound | <u>1,581</u> | <u>12</u> | <u>1,552</u> | <u>17</u> | <u>4,041</u> | <u>3,583</u> | <u>458</u> | <u>5,622</u> | <u>5,733</u> |
| Total | 3,279 | 20 | 3,226 | 33 | 8,341 | 4,255 | 4,086 | 11,620 | 7,093 |
| Percent Change | -6.6% | -23.1% | -6.4% | -15.4% | -5% | -4.9% | -5.1% | -5.5% | -8.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay All Tows Delayed Tows | | Total Delay (hrs) |
|----------------|--------------|-----------|--------------|-----------|--------------|--------------|--|------------|-------------------------|
| | Total | Rec | Comrcl | Other | All | Delayed | (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,728 | 10 | 1,700 | 18 | 1,798 | 1,718 | .38 | .30 | 518.08 |
| Downbound | <u>1,558</u> | <u>12</u> | <u>1,529</u> | <u>17</u> | <u>1,639</u> | <u>1,548</u> | <u>.37</u> | <u>.28</u> | <u>444.63</u> |
| Total | 3,286 | 22 | 3,229 | 35 | 3,437 | 3,266 | .37 | .29 | 962.72 |
| 2010 | | | | | | | | | |
| Upbound | 1,567 | 3 | 1,551 | 13 | 1,669 | 1,589 | .46 | .35 | 547.53 |
| Downbound | <u>1,471</u> | <u>11</u> | <u>1,443</u> | <u>17</u> | <u>1,548</u> | <u>1,467</u> | <u>.54</u> | <u>.41</u> | <u>566.03</u> |
| Total | 3,038 | 14 | 2,994 | 30 | 3,217 | 3,056 | .50 | .38 | 1,113.57 |
| Percent Change | -7.5% | -36.4% | -7.3% | -14.3% | -6.4% | -6.4% | 33% | 30.8% | 15.7% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Kaskaskia River Navigation Lk - CHAMBER 1 MAIN
Kaskaskia River

River Mile: .8

Mississippi Valley Division
St. Louis District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|------------|------------|-----------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,220 | 935 | 267 | 18 | 459 | 86 | 373 | 1,679 | 65 |
| Downbound | <u>1,221</u> | <u>943</u> | <u>259</u> | <u>19</u> | <u>452</u> | <u>419</u> | <u>33</u> | <u>1,673</u> | <u>642</u> |
| Total | 2,441 | 1,878 | 526 | 37 | 911 | 505 | 406 | 3,352 | 707 |
| 2010 | | | | | | | | | |
| Upbound | 779 | 548 | 228 | 3 | 444 | 80 | 364 | 1,223 | 80 |
| Downbound | <u>771</u> | <u>554</u> | <u>214</u> | <u>3</u> | <u>436</u> | <u>394</u> | <u>42</u> | <u>1,207</u> | <u>631</u> |
| Total | 1,550 | 1,102 | 442 | 6 | 880 | 474 | 406 | 2,430 | 711 |
| Percent Change | -36.5% | -41.3% | -16% | -83.8% | -3.4% | -6.1% | 0% | -27.5% | .6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 663 | 378 | 267 | 18 | 267 | 0 | .00 | .00 | .00 |
| Downbound | 652 | <u>376</u> | <u>257</u> | <u>19</u> | <u>259</u> | <u>0</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 1,315 | 754 | 524 | 37 | 526 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 495 | 266 | 226 | 3 | 228 | 0 | .00 | .00 | .00 |
| Downbound | <u>494</u> | <u>278</u> | <u>213</u> | <u>3</u> | <u>214</u> | <u>0</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 989 | 544 | 439 | 6 | 442 | 0 | .00 | .00 | .00 |
| Percent Change | -24.8% | -27.9% | -16.2% | -83.8% | -16% | N/A | N/A | N/A | N/A |

Lock And Dam 24 - CHAMBER 1
Mississippi River

MAIN
River Mile: 273.4

Mississippi Valley Division
St. Louis District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|---------------|------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,453 | 335 | 1,086 | 32 | 12,582 | 5,168 | 7,414 | 14,035 | 8,018 |
| Downbound | <u>1,494</u> | <u>378</u> | <u>1,087</u> | <u>29</u> | <u>12,636</u> | <u>12,031</u> | <u>605</u> | <u>14,130</u> | <u>18,665</u> |
| Total | 2,947 | 713 | 2,173 | 61 | 25,218 | 17,199 | 8,019 | 28,165 | 26,683 |
| 2010 | | | | | | | | | |
| Upbound | 1,237 | 207 | 1,014 | 16 | 11,246 | 4,717 | 6,529 | 12,483 | 7,416 |
| Downbound | <u>1,391</u> | <u>350</u> | <u>1,025</u> | <u>16</u> | <u>11,240</u> | <u>10,721</u> | <u>519</u> | <u>12,631</u> | <u>16,711</u> |
| Total | 2,628 | 557 | 2,039 | 32 | 22,486 | 15,438 | 7,048 | 25,114 | 24,127 |
| Percent Change | -10.8% | -21.9% | -6.2% | -47.5% | -10.8% | -10.2% | -12.1% | -10.8% | -9.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,069 | 161 | 1,876 | 32 | 1,085 | 597 | 1.56 | 2.62 | 2,035.20 |
| Downbound | <u>2,206</u> | <u>240</u> | <u>1,938</u> | <u>28</u> | <u>1,084</u> | <u>571</u> | <u>1.66</u> | <u>3.10</u> | <u>2,215.78</u> |
| Total | 4,275 | 401 | 3,814 | 60 | 2,169 | 1,168 | 1.61 | 2.86 | 4,250.98 |
| 2010 | | | | | | | | | |
| Upbound | 1,859 | 132 | 1,711 | 16 | 1,013 | 566 | 1.09 | 1.81 | 1,142.42 |
| Downbound | <u>1,993</u> | <u>185</u> | <u>1,792</u> | <u>16</u> | <u>1,021</u> | <u>556</u> | <u>1.08</u> | <u>1.86</u> | <u>1,225.67</u> |
| Total | 3,852 | 317 | 3,503 | 32 | 2,034 | 1,122 | 1.09 | 1.84 | 2,368.08 |
| Percent Change | -9.9% | -20.9% | -8.2% | -46.7% | -6.2% | -3.9% | -32.7% | -35.7% | -44.3% |

2010 data unavailable for the following month(s): Feb

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 25 - CHAMBER 1
Mississippi River

MAIN
River Mile: 241.4

Mississippi Valley Division
St. Louis District

| Jan - Dec 2009 | Vessels | | | | Barges | | | Bottoms Total | Tonnage ktons |
|-------------------|--------------|------------|--------------|-----------|---------------|---------------|------------|------------------|------------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| Upbound | 1,707 | 369 | 1,304 | 34 | 12,816 | 5,379 | 7,437 | 14,523 | 8,299 |
| Downbound | <u>1,768</u> | <u>434</u> | <u>1,302</u> | <u>32</u> | <u>12,818</u> | <u>12,029</u> | <u>789</u> | <u>14,586</u> | <u>18,627</u> |
| Total | 3,475 | 803 | 2,606 | 66 | 25,634 | 17,408 | 8,226 | 29,109 | 26,926 |
| 2010 | | | | | | | | | |
| Upbound | 1,277 | 191 | 1,061 | 25 | 11,220 | 4,728 | 6,492 | 12,497 | 7,418 |
| Downbound | <u>1,389</u> | <u>285</u> | <u>1,076</u> | <u>28</u> | <u>11,253</u> | <u>10,727</u> | <u>526</u> | <u>12,642</u> | <u>16,699</u> |
| Total | 2,666 | 476 | 2,137 | 53 | 22,473 | 15,455 | 7,018 | 25,139 | 24,117 |
| Percent Change | -23.3% | -40.7% | -18% | -19.7% | -12.3% | -11.2% | -14.7% | -13.6% | -10.4% |

| Jan - Dec 2009 | Lockages | | | | Tows | | Average Delay All Tows Delayed Tows | | Total Delay (hrs) |
|-------------------|--------------|------------|--------------|-----------|--------------|------------|--|-------------|-------------------------|
| | Total | Rec | Comrcl | Other | All Delayed | (hrs) | (hrs) | | |
| Upbound | 2,310 | 165 | 2,092 | 53 | 1,303 | 697 | 1.48 | 2.34 | 1,931.50 |
| Downbound | <u>2,272</u> | <u>223</u> | <u>1,999</u> | <u>50</u> | <u>1,300</u> | <u>744</u> | <u>1.62</u> | <u>2.40</u> | <u>2,206.52</u> |
| Total | 4,582 | 388 | 4,091 | 103 | 2,603 | 1,441 | 1.55 | 2.37 | 4,138.02 |
| 2010 | | | | | | | | | |
| Upbound | 1,893 | 106 | 1,760 | 27 | 1,060 | 659 | 3.48 | 4.86 | 3,290.85 |
| Downbound | <u>1,967</u> | <u>142</u> | <u>1,797</u> | <u>28</u> | <u>1,072</u> | <u>666</u> | <u>2.45</u> | <u>3.52</u> | <u>2,628.95</u> |
| Total | 3,860 | 248 | 3,557 | 55 | 2,132 | 1,325 | 2.96 | 4.19 | 5,919.80 |
| Percent Change | -15.8% | -36.1% | -13.1% | -46.6% | -18.1% | -8% | 90.8% | 76.7% | 43.1% |

2010 data unavailable for the following month(s): Feb Mar

Mel Price Lock And Dam - CHAMBER 1
Mississippi River

MAIN
River Mile: 200.8

Mississippi Valley Division
St. Louis District

| Jan - Dec 2009 | Vessels | | | | Barges | | | Bottoms Total | Tonnage ktons |
|-------------------|--------------|------------|--------------|-----------|---------------|---------------|--------------|------------------|------------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| Upbound | 3,004 | 427 | 2,553 | 24 | 26,321 | 11,150 | 15,171 | 29,325 | 18,187 |
| Downbound | <u>3,151</u> | <u>584</u> | <u>2,546</u> | <u>21</u> | <u>26,258</u> | <u>23,460</u> | <u>2,798</u> | <u>29,409</u> | <u>37,097</u> |
| Total | 6,155 | 1,011 | 5,099 | 45 | 52,579 | 34,610 | 17,969 | 58,734 | 55,284 |
| 2010 | | | | | | | | | |
| Upbound | 2,218 | 134 | 2,067 | 17 | 21,225 | 9,302 | 11,923 | 23,443 | 15,441 |
| Downbound | <u>2,235</u> | <u>191</u> | <u>2,033</u> | <u>11</u> | <u>20,634</u> | <u>18,564</u> | <u>2,070</u> | <u>22,869</u> | <u>29,548</u> |
| Total | 4,453 | 325 | 4,100 | 28 | 41,859 | 27,866 | 13,993 | 46,312 | 44,989 |
| Percent Change | -27.7% | -67.9% | -19.6% | -37.8% | -20.4% | -19.5% | -22.1% | -21.1% | -18.6% |

| Jan - Dec 2009 | Lockages | | | | Tows | | Average Delay All Tows Delayed Tows | | Total Delay (hrs) |
|-------------------|--------------|------------|--------------|-----------|--------------|--------------|--|-------------|-------------------------|
| | Total | Rec | Comrcl | Other | All Delayed | (hrs) | (hrs) | | |
| Upbound | 2,785 | 245 | 2,513 | 27 | 2,551 | 1,540 | 1.01 | 1.66 | 2,454.97 |
| Downbound | <u>2,884</u> | <u>341</u> | <u>2,521</u> | <u>22</u> | <u>2,541</u> | <u>1,292</u> | <u>1.08</u> | <u>2.16</u> | <u>2,607.68</u> |
| Total | 5,669 | 586 | 5,034 | 49 | 5,092 | 2,832 | 1.05 | 1.91 | 5,062.65 |
| 2010 | | | | | | | | | |
| Upbound | 2,155 | 94 | 2,046 | 15 | 2,066 | 1,098 | 1.03 | 1.81 | 1,802.12 |
| Downbound | <u>2,164</u> | <u>143</u> | <u>2,011</u> | <u>10</u> | <u>2,029</u> | <u>959</u> | <u>1.26</u> | <u>2.43</u> | <u>2,172.65</u> |
| Total | 4,319 | 237 | 4,057 | 25 | 4,095 | 2,057 | 1.14 | 2.12 | 3,974.77 |
| Percent Change | -23.8% | -59.6% | -19.4% | -49% | -19.6% | -27.4% | 9.2% | 10.8% | -21.5% |

2010 data unavailable for the following month(s): Jul

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Mel Price Lock And Dam - CHAMBER 4
Mississippi River

AUX
River Mile: 200.8

Mississippi Valley Division
St. Louis District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 481 | 206 | 264 | 11 | 741 | 391 | 350 | 1,222 | 489 |
| Downbound | <u>678</u> | <u>380</u> | <u>281</u> | <u>17</u> | <u>893</u> | <u>423</u> | <u>470</u> | <u>1,571</u> | <u>631</u> |
| Total | 1,159 | 586 | 545 | 28 | 1,634 | 814 | 820 | 2,793 | 1,120 |
| 2010 | | | | | | | | | |
| Upbound | 851 | 199 | 639 | 13 | 4,151 | 1,881 | 2,270 | 5,002 | 2,986 |
| Downbound | <u>1,014</u> | <u>347</u> | <u>648</u> | <u>19</u> | <u>4,218</u> | <u>3,476</u> | <u>742</u> | <u>5,232</u> | <u>5,528</u> |
| Total | 1,865 | 546 | 1,287 | 32 | 8,369 | 5,357 | 3,012 | 10,234 | 8,514 |
| Percent Change | 60.9% | -6.8% | 136.1% | 14.3% | 412.2% | 558.1% | 267.3% | 266.4% | 660.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 448 | 166 | 271 | 11 | 262 | 59 | .38 | .67 | 171.63 |
| Downbound | <u>564</u> | <u>253</u> | <u>294</u> | <u>17</u> | <u>278</u> | <u>58</u> | <u>.35</u> | <u>1.37</u> | <u>172.75</u> |
| Total | 1,012 | 419 | 565 | 28 | 540 | 117 | .37 | 1.02 | 344.38 |
| 2010 | | | | | | | | | |
| Upbound | 1,019 | 151 | 854 | 14 | 636 | 373 | 1.32 | 1.84 | 2,518.88 |
| Downbound | <u>1,161</u> | <u>236</u> | <u>905</u> | <u>20</u> | <u>645</u> | <u>378</u> | <u>2.23</u> | <u>3.66</u> | <u>3,435.57</u> |
| Total | 2,180 | 387 | 1,759 | 34 | 1,281 | 751 | 1.78 | 2.75 | 5,954.45 |
| Percent Change | 115.4% | -7.6% | 211.3% | 21.4% | 137.2% | 541.9% | 384.3% | 169.5% | 1629% |

2009 data unavailable for the following month(s): Jul

Chain Of Rocks Lock And Dam 27 - CHAMBER 1 MAIN
Mississippi River

River Mile: 185.5

Mississippi Valley Division
St. Louis District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|---------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 3,351 | 101 | 3,217 | 33 | 27,875 | 11,355 | 16,520 | 31,226 | 18,753 |
| Downbound | <u>3,472</u> | <u>218</u> | <u>3,220</u> | <u>34</u> | <u>27,887</u> | <u>24,744</u> | <u>3,143</u> | <u>31,359</u> | <u>40,046</u> |
| Total | 6,823 | 319 | 6,437 | 67 | 55,762 | 36,099 | 19,663 | 62,585 | 58,799 |
| 2010 | | | | | | | | | |
| Upbound | 3,842 | 116 | 3,672 | 54 | 26,898 | 11,164 | 15,734 | 30,740 | 18,505 |
| Downbound | <u>4,035</u> | <u>373</u> | <u>3,611</u> | <u>51</u> | <u>26,605</u> | <u>23,547</u> | <u>3,058</u> | <u>30,640</u> | <u>38,446</u> |
| Total | 7,877 | 489 | 7,283 | 105 | 53,503 | 34,711 | 18,792 | 61,380 | 56,951 |
| Percent Change | 15.4% | 53.3% | 13.1% | 56.7% | -4.1% | -3.8% | -4.4% | -1.9% | -3.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 3,215 | 62 | 3,121 | 32 | 3,217 | 1,642 | .52 | .92 | 1,568.13 |
| Downbound | <u>3,269</u> | <u>126</u> | <u>3,112</u> | <u>31</u> | <u>3,214</u> | <u>1,805</u> | <u>.81</u> | <u>1.33</u> | <u>2,506.43</u> |
| Total | 6,484 | 188 | 6,233 | 63 | 6,431 | 3,447 | .67 | 1.13 | 4,074.57 |
| 2010 | | | | | | | | | |
| Upbound | 3,410 | 61 | 3,301 | 48 | 3,661 | 2,167 | 1.71 | 2.14 | 5,933.88 |
| Downbound | <u>3,462</u> | <u>150</u> | <u>3,279</u> | <u>33</u> | <u>3,599</u> | <u>2,408</u> | <u>1.67</u> | <u>2.12</u> | <u>6,018.28</u> |
| Total | 6,872 | 211 | 6,580 | 81 | 7,260 | 4,575 | 1.69 | 2.13 | 11,952.17 |
| Percent Change | 6% | 12.2% | 5.6% | 28.6% | 12.9% | 32.7% | 153.7% | 89.2% | 193.3% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Chain Of Rocks Lock And Dam 27 - CHAMBER 4 AUX 1
Mississippi River

River Mile: 185.5

Mississippi Valley Division
St. Louis District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 820 | 133 | 644 | 43 | 1,169 | 409 | 760 | 1,989 | 562 |
| Downbound | <u>1,031</u> | <u>343</u> | <u>646</u> | <u>42</u> | <u>1,196</u> | <u>751</u> | <u>445</u> | <u>2,227</u> | <u>1,174</u> |
| Total | 1,851 | 476 | 1,290 | 85 | 2,365 | 1,160 | 1,205 | 4,216 | 1,736 |
| 2010 | | | | | | | | | |
| Upbound | 309 | 22 | 278 | 9 | 713 | 375 | 338 | 1,022 | 610 |
| Downbound | <u>308</u> | <u>24</u> | <u>274</u> | <u>10</u> | <u>730</u> | <u>561</u> | <u>169</u> | <u>1,038</u> | <u>919</u> |
| Total | 617 | 46 | 552 | 19 | 1,443 | 936 | 507 | 2,060 | 1,529 |
| Percent Change | -66.7% | -90.3% | -57.2% | -77.6% | -39% | -19.3% | -57.9% | -51.1% | -11.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 758 | 106 | 610 | 42 | 635 | 131 | .56 | 1.17 | 307.88 |
| Downbound | 888 | <u>215</u> | <u>633</u> | <u>40</u> | <u>641</u> | <u>122</u> | <u>.39</u> | <u>.90</u> | <u>239.22</u> |
| Total | 1,646 | 321 | 1,243 | 82 | 1,276 | 253 | .48 | 1.03 | 547.10 |
| 2010 | | | | | | | | | |
| Upbound | 308 | 14 | 287 | 7 | 277 | 76 | 2.24 | 2.59 | 904.98 |
| Downbound | <u>318</u> | <u>15</u> | <u>294</u> | <u>9</u> | <u>273</u> | <u>74</u> | <u>1.75</u> | <u>1.96</u> | <u>644.42</u> |
| Total | 626 | 29 | 581 | 16 | 550 | 150 | 2.00 | 2.28 | 1,549.40 |
| Percent Change | -62% | -91% | -53.3% | -80.5% | -56.9% | -40.7% | 320.5% | 120.8% | 183.2% |

2010 data unavailable for the following month(s): Jun Jul Oct Nov Dec

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Jonesville Lock And Dam - CHAMBER 1
Ouachita And Black Rivers

MAIN
River Mile: 25

Mississippi Valley Division
Vicksburg District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 553 | 159 | 380 | 14 | 667 | 578 | 89 | 1,220 | 1,141 |
| Downbound | 552 | 163 | 376 | 13 | 664 | 111 | 553 | 1,216 | 169 |
| Total | 1,105 | 322 | 756 | 27 | 1,331 | 689 | 642 | 2,436 | 1,310 |
| 2010 | | | | | | | | | |
| Upbound | 429 | 56 | 364 | 9 | 652 | 535 | 117 | 1,081 | 1,012 |
| Downbound | 422 | 71 | 343 | 8 | 642 | 128 | 514 | 1,064 | 163 |
| Total | 851 | 127 | 707 | 17 | 1,294 | 663 | 631 | 2,145 | 1,175 |
| Percent Change | -23% | -60.6% | -6.5% | -37% | -2.8% | -3.8% | -1.7% | -11.9% | -10.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|------|--------|-------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 538 | 115 | 409 | 14 | 380 | 30 | .03 | .22 | 10.37 |
| Downbound | 543 | 121 | 409 | 13 | 376 | 26 | .03 | .36 | 10.92 |
| Total | 1,081 | 236 | 818 | 27 | 756 | 56 | .03 | .29 | 21.28 |
| 2010 | | | | | | | | | |
| Upbound | 443 | 52 | 382 | 9 | 364 | 49 | .12 | .52 | 43.25 |
| Downbound | 455 | 66 | 381 | 8 | 343 | 41 | .10 | .70 | 28.82 |
| Total | 898 | 118 | 763 | 17 | 707 | 90 | .11 | .61 | 72.07 |
| Percent Change | -16.9% | -50% | -6.7% | -37% | -6.5% | 60.7% | 226.4% | 107.9% | 238.6% |

Columbia Lock And Dam - CHAMBER 1
Ouachita And Black Rivers

MAIN
River Mile: 117.2

Mississippi Valley Division
Vicksburg District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 332 | 50 | 271 | 11 | 435 | 422 | 13 | 767 | 749 |
| Downbound | 322 | 43 | 269 | 10 | 426 | 41 | 385 | 748 | 51 |
| Total | 654 | 93 | 540 | 21 | 861 | 463 | 398 | 1,515 | 800 |
| 2010 | | | | | | | | | |
| Upbound | 365 | 77 | 281 | 7 | 477 | 442 | 35 | 842 | 756 |
| Downbound | 359 | 72 | 280 | 7 | 471 | 39 | 432 | 830 | 36 |
| Total | 724 | 149 | 561 | 14 | 948 | 481 | 467 | 1,672 | 792 |
| Percent Change | 10.7% | 60.2% | 3.9% | -33.3% | 10.1% | 3.9% | 17.3% | 10.4% | -1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|--------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 354 | 35 | 308 | 11 | 271 | 67 | .12 | .41 | 27.85 |
| Downbound | 353 | 38 | 305 | 10 | 269 | 70 | .13 | .46 | 30.35 |
| Total | 707 | 73 | 613 | 21 | 540 | 137 | .12 | .43 | 58.20 |
| 2010 | | | | | | | | | |
| Upbound | 394 | 68 | 319 | 7 | 281 | 83 | .20 | .58 | 51.82 |
| Downbound | 393 | 66 | 320 | 7 | 280 | 79 | .14 | .47 | 35.23 |
| Total | 787 | 134 | 639 | 14 | 561 | 162 | .17 | .53 | 87.05 |
| Percent Change | 11.3% | 83.6% | 4.2% | -33.3% | 3.9% | 18.2% | 38.3% | 21% | 49.6% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Felsenthal Lock And Dam - CHAMBER 1
Ouachita And Black Rivers

MAIN
River Mile: 226.8

Mississippi Valley Division
Vicksburg District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 412 | 309 | 99 | 4 | 174 | 172 | 2 | 586 | 232 |
| Downbound | 430 | 325 | 101 | 4 | 174 | 8 | 166 | 604 | 3 |
| Total | 842 | 634 | 200 | 8 | 348 | 180 | 168 | 1,190 | 235 |
| 2010 | | | | | | | | | |
| Upbound | 340 | 218 | 118 | 4 | 188 | 155 | 33 | 528 | 245 |
| Downbound | 342 | 218 | 120 | 4 | 185 | 36 | 149 | 527 | 34 |
| Total | 682 | 436 | 238 | 8 | 373 | 191 | 182 | 1,055 | 279 |
| Percent Change | -19% | -31.2% | 19% | 0% | 7.2% | 6.1% | 8.3% | -11.3% | 18.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 354 | 251 | 99 | 4 | 99 | 98 | .04 | .04 | 3.83 |
| Downbound | 369 | 267 | 98 | 4 | 101 | 98 | .04 | .04 | 3.60 |
| Total | 723 | 518 | 197 | 8 | 200 | 196 | .04 | .04 | 7.43 |
| 2010 | | | | | | | | | |
| Upbound | 300 | 179 | 117 | 4 | 118 | 114 | .14 | .14 | 19.43 |
| Downbound | 309 | 188 | 117 | 4 | 120 | 115 | .06 | .06 | 7.32 |
| Total | 609 | 367 | 234 | 8 | 238 | 229 | .10 | .10 | 26.75 |
| Percent Change | -15.8% | -29.2% | 18.8% | 0% | 19% | 16.8% | 167.8% | 172.4% | 259.9% |

Thatcher Lock And Dam - CHAMBER 1
Ouachita And Black Rivers

MAIN
River Mile: 281.7

Mississippi Valley Division
Vicksburg District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 410 | 309 | 98 | 3 | 174 | 174 | 0 | 584 | 234 |
| Downbound | 439 | 338 | 98 | 3 | 173 | 4 | 169 | 612 | 0 |
| Total | 849 | 647 | 196 | 6 | 347 | 178 | 169 | 1,196 | 234 |
| 2010 | | | | | | | | | |
| Upbound | 466 | 350 | 112 | 4 | 163 | 163 | 0 | 629 | 257 |
| Downbound | 463 | 350 | 109 | 4 | 157 | 1 | 156 | 620 | 0 |
| Total | 929 | 700 | 221 | 8 | 320 | 164 | 156 | 1,249 | 257 |
| Percent Change | 9.4% | 8.2% | 12.8% | 33.3% | -7.8% | -7.9% | -7.7% | 4.4% | 9.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 346 | 245 | 98 | 3 | 98 | 32 | .02 | .06 | 1.88 |
| Downbound | 369 | 268 | 98 | 3 | 98 | 40 | .02 | .05 | 1.93 |
| Total | 715 | 513 | 196 | 6 | 196 | 72 | .02 | .06 | 3.82 |
| 2010 | | | | | | | | | |
| Upbound | 397 | 284 | 109 | 4 | 112 | 47 | .09 | .20 | 10.13 |
| Downbound | 401 | 288 | 109 | 4 | 109 | 40 | .02 | .06 | 2.38 |
| Total | 798 | 572 | 218 | 8 | 221 | 87 | .06 | .13 | 12.52 |
| Percent Change | 11.6% | 11.5% | 11.2% | 33.3% | 12.8% | 20.8% | 189.8% | 121% | 227.9% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lindy Claiborne Boggs Lock - CHAMBER 1
Red River

MAIN
River Mile: 44

Mississippi Valley Division
Vicksburg District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 802 | 273 | 519 | 10 | 2,028 | 1,903 | 125 | 2,830 | 2,920 |
| Downbound | 808 | 289 | 510 | 9 | 1,977 | 143 | 1,834 | 2,785 | 219 |
| Total | 1,610 | 562 | 1,029 | 19 | 4,005 | 2,046 | 1,959 | 5,615 | 3,139 |
| 2010 | | | | | | | | | |
| Upbound | 807 | 233 | 564 | 10 | 2,221 | 2,074 | 147 | 3,028 | 3,153 |
| Downbound | 850 | 267 | 573 | 10 | 2,260 | 181 | 2,079 | 3,110 | 310 |
| Total | 1,657 | 500 | 1,137 | 20 | 4,481 | 2,255 | 2,226 | 6,138 | 3,463 |
| Percent Change | 2.9% | -11% | 10.5% | 5.3% | 11.9% | 10.2% | 13.6% | 9.3% | 10.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 730 | 229 | 491 | 10 | 519 | 45 | .03 | .22 | 12.13 |
| Downbound | 737 | 242 | 486 | 9 | 510 | 15 | .01 | .24 | 3.88 |
| Total | 1,467 | 471 | 977 | 19 | 1,029 | 60 | .02 | .23 | 16.02 |
| 2010 | | | | | | | | | |
| Upbound | 761 | 203 | 548 | 10 | 564 | 40 | .02 | .23 | 10.67 |
| Downbound | 793 | 227 | 556 | 10 | 573 | 12 | .01 | .39 | 5.52 |
| Total | 1,554 | 430 | 1,104 | 20 | 1,137 | 52 | .02 | .31 | 16.18 |
| Percent Change | 5.9% | -8.7% | 13% | 5.3% | 10.5% | -13.3% | -7.6% | 35.9% | 1% |

John H. Overton - CHAMBER 1
Red River

MAIN
River Mile: 74

Mississippi Valley Division
Vicksburg District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 886 | 397 | 473 | 16 | 1,963 | 1,805 | 158 | 2,849 | 2,766 |
| Downbound | 871 | 393 | 462 | 16 | 1,850 | 122 | 1,728 | 2,721 | 203 |
| Total | 1,757 | 790 | 935 | 32 | 3,813 | 1,927 | 1,886 | 5,570 | 2,969 |
| 2010 | | | | | | | | | |
| Upbound | 983 | 412 | 552 | 19 | 2,346 | 2,187 | 159 | 3,329 | 3,338 |
| Downbound | 1,002 | 426 | 557 | 19 | 2,379 | 177 | 2,202 | 3,381 | 306 |
| Total | 1,985 | 838 | 1,109 | 38 | 4,725 | 2,364 | 2,361 | 6,710 | 3,644 |
| Percent Change | 13% | 6.1% | 18.6% | 18.8% | 23.9% | 22.7% | 25.2% | 20.5% | 22.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|------|--------|-------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 800 | 319 | 465 | 16 | 473 | 25 | 1.09 | 9.39 | 228.48 |
| Downbound | 800 | 329 | 455 | 16 | 462 | 27 | .03 | .40 | 14.32 |
| Total | 1,600 | 648 | 920 | 32 | 935 | 52 | .56 | 4.89 | 242.80 |
| 2010 | | | | | | | | | |
| Upbound | 904 | 339 | 546 | 19 | 552 | 26 | .05 | .64 | 22.40 |
| Downbound | 917 | 349 | 549 | 19 | 557 | 26 | .03 | .45 | 12.42 |
| Total | 1,821 | 688 | 1,095 | 38 | 1,109 | 52 | .04 | .55 | 34.82 |
| Percent Change | 13.8% | 6.2% | 19% | 18.8% | 18.6% | 0% | -93.3% | -88.8% | -85.7% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 3 - CHAMBER 1
Red River

MAIN
River Mile: 116.4

Mississippi Valley Division
Vicksburg District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 448 | 256 | 180 | 12 | 549 | 465 | 84 | 997 | 667 |
| Downbound | 459 | 274 | 176 | 9 | 530 | 102 | 428 | 989 | 189 |
| Total | 907 | 530 | 356 | 21 | 1,079 | 567 | 512 | 1,986 | 856 |
| 2010 | | | | | | | | | |
| Upbound | 874 | 582 | 271 | 21 | 1,046 | 930 | 116 | 1,920 | 1,429 |
| Downbound | 882 | 578 | 283 | 21 | 1,033 | 148 | 885 | 1,915 | 301 |
| Total | 1,756 | 1,160 | 554 | 42 | 2,079 | 1,078 | 1,001 | 3,835 | 1,730 |
| Percent Change | 93.6% | 118.9% | 55.6% | 100% | 92.7% | 90.1% | 95.5% | 93.1% | 102.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 307 | 129 | 166 | 12 | 180 | 3 | .00 | .02 | .23 |
| Downbound | 329 | 153 | 167 | 9 | 176 | 3 | .00 | .04 | .53 |
| Total | 636 | 282 | 333 | 21 | 356 | 6 | .00 | .03 | .77 |
| 2010 | | | | | | | | | |
| Upbound | 670 | 384 | 265 | 21 | 271 | 3 | .00 | .05 | .72 |
| Downbound | 712 | 415 | 276 | 21 | 283 | 3 | .00 | .04 | .47 |
| Total | 1,382 | 799 | 541 | 42 | 554 | 6 | .00 | .05 | 1.18 |
| Percent Change | 117.3% | 183.3% | 62.5% | 100% | 55.6% | 0% | -40% | 41.3% | 54.3% |

Russell B. Long - CHAMBER 1
Red River

MAIN
River Mile: 169

Mississippi Valley Division
Vicksburg District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|--------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 671 | 573 | 90 | 8 | 226 | 140 | 86 | 897 | 219 |
| Downbound | 684 | 586 | 91 | 7 | 226 | 83 | 143 | 910 | 183 |
| Total | 1,355 | 1,159 | 181 | 15 | 452 | 223 | 229 | 1,807 | 402 |
| 2010 | | | | | | | | | |
| Upbound | 888 | 662 | 221 | 5 | 878 | 753 | 125 | 1,766 | 1,209 |
| Downbound | 908 | 677 | 223 | 8 | 872 | 115 | 757 | 1,780 | 292 |
| Total | 1,796 | 1,339 | 444 | 13 | 1,750 | 868 | 882 | 3,546 | 1,501 |
| Percent Change | 32.5% | 15.5% | 145.3% | -13.3% | 287.2% | 289.2% | 285.2% | 96.2% | 273.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|--------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 497 | 397 | 87 | 13 | 90 | 17 | .06 | .25 | 4.60 |
| Downbound | 532 | 434 | 87 | 11 | 91 | 3 | .00 | .03 | .37 |
| Total | 1,029 | 831 | 174 | 24 | 181 | 20 | .03 | .14 | 4.97 |
| 2010 | | | | | | | | | |
| Upbound | 660 | 440 | 215 | 5 | 221 | 56 | .05 | .16 | 9.63 |
| Downbound | 704 | 479 | 217 | 8 | 223 | 24 | .02 | .14 | 4.17 |
| Total | 1,364 | 919 | 432 | 13 | 444 | 80 | .03 | .15 | 13.80 |
| Percent Change | 32.6% | 10.6% | 148.3% | -45.8% | 145.3% | 300% | 14.7% | 8.8% | 177.9% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Joe D. Waggoner Jr Lock - CHAMBER 1
Red River

MAIN
River Mile: 200

Mississippi Valley Division
Vicksburg District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|----------|------------|-----------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,220 | 1,149 | 66 | 5 | 131 | 60 | 71 | 1,351 | 107 |
| Downbound | <u>1,286</u> | <u>1,214</u> | <u>66</u> | <u>6</u> | <u>131</u> | <u>73</u> | <u>58</u> | <u>1,417</u> | <u>163</u> |
| Total | 2,506 | 2,363 | 132 | 11 | 262 | 133 | 129 | 2,768 | 270 |
| 2010 | | | | | | | | | |
| Upbound | 1,567 | 1,373 | 189 | 5 | 243 | 158 | 85 | 1,810 | 248 |
| Downbound | <u>1,611</u> | <u>1,423</u> | <u>183</u> | <u>5</u> | <u>254</u> | <u>99</u> | <u>155</u> | <u>1,865</u> | <u>258</u> |
| Total | 3,178 | 2,796 | 372 | 10 | 497 | 257 | 240 | 3,675 | 506 |
| Percent Change | 26.8% | 18.3% | 181.8% | -9.1% | 89.7% | 93.2% | 86% | 32.8% | 87.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|-----------|----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 717 | 647 | 65 | 5 | 66 | 13 | .02 | .08 | 1.25 |
| Downbound | <u>725</u> | <u>654</u> | <u>65</u> | <u>6</u> | <u>66</u> | <u>10</u> | <u>.03</u> | <u>.10</u> | <u>2.22</u> |
| Total | 1,442 | 1,301 | 130 | 11 | 132 | 23 | .02 | .09 | 3.47 |
| 2010 | | | | | | | | | |
| Upbound | 854 | 757 | 92 | 5 | 189 | 21 | .04 | .14 | 3.37 |
| Downbound | <u>848</u> | <u>751</u> | <u>92</u> | <u>5</u> | <u>183</u> | <u>16</u> | <u>.01</u> | <u>.08</u> | <u>1.42</u> |
| Total | 1,702 | 1,508 | 184 | 10 | 372 | 37 | .03 | .11 | 4.78 |
| Percent Change | 18% | 15.9% | 41.5% | -9.1% | 181.8% | 60.9% | 7.8% | 23.8% | 38% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Thomas J. Obrien Lock - CHAMBER 1
Illinois Waterway

MAIN
River Mile: 326.5

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|--------------|--------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 7,998 | 7,112 | 833 | 53 | 2,452 | 1,582 | 870 | 10,450 | 2,496 |
| Downbound | <u>7,689</u> | <u>6,811</u> | <u>823</u> | <u>55</u> | <u>2,494</u> | <u>1,320</u> | <u>1,174</u> | <u>10,183</u> | <u>2,145</u> |
| Total | 15,687 | 13,923 | 1,656 | 108 | 4,946 | 2,902 | 2,044 | 20,633 | 4,641 |
| 2010 | | | | | | | | | |
| Upbound | 7,076 | 6,149 | 894 | 33 | 2,539 | 1,752 | 787 | 9,615 | 2,704 |
| Downbound | <u>6,907</u> | <u>5,993</u> | <u>882</u> | <u>32</u> | <u>2,526</u> | <u>1,440</u> | <u>1,086</u> | <u>9,433</u> | <u>2,428</u> |
| Total | 13,983 | 12,142 | 1,776 | 65 | 5,065 | 3,192 | 1,873 | 19,048 | 5,132 |
| Percent Change | -10.9% | -12.8% | 7.2% | -39.8% | 2.4% | 10% | -8.4% | -7.7% | 10.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|------------|-----------|-------------|------------------------|---------------|-------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,986 | 2,121 | 816 | 49 | 805 | 139 | .06 | .31 | 42.07 |
| Downbound | <u>2,912</u> | <u>2,056</u> | <u>806</u> | <u>50</u> | <u>790</u> | <u>150</u> | <u>.06</u> | <u>.30</u> | <u>43.50</u> |
| Total | 5,898 | 4,177 | 1,622 | 99 | 1,595 | 289 | .06 | .31 | 85.57 |
| 2010 | | | | | | | | | |
| Upbound | 2,904 | 1,989 | 881 | 34 | 873 | 151 | .09 | .60 | 62.77 |
| Downbound | <u>2,892</u> | <u>1,998</u> | <u>862</u> | <u>32</u> | <u>871</u> | <u>160</u> | <u>.12</u> | <u>.52</u> | <u>98.03</u> |
| Total | 5,796 | 3,987 | 1,743 | 66 | 1,744 | 311 | .10 | .56 | 160.80 |
| Percent Change | -1.7% | -4.5% | 7.5% | -33.3% | 9.3% | 7.6% | 75.1% | 80.2% | 87.9% |

Lockport Lock - CHAMBER 1
Illinois Waterway

MAIN
River Mile: 291.1

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,589 | 259 | 1,312 | 18 | 5,156 | 3,644 | 1,512 | 6,745 | 6,039 |
| Downbound | <u>1,802</u> | <u>461</u> | <u>1,325</u> | <u>16</u> | <u>5,258</u> | <u>2,560</u> | <u>2,698</u> | <u>7,060</u> | <u>4,202</u> |
| Total | 3,391 | 720 | 2,637 | 34 | 10,414 | 6,204 | 4,210 | 13,805 | 10,241 |
| 2010 | | | | | | | | | |
| Upbound | 1,613 | 211 | 1,395 | 7 | 4,836 | 3,541 | 1,295 | 6,449 | 5,763 |
| Downbound | <u>1,804</u> | <u>391</u> | <u>1,407</u> | <u>6</u> | <u>4,808</u> | <u>2,434</u> | <u>2,374</u> | <u>6,612</u> | <u>4,091</u> |
| Total | 3,417 | 602 | 2,802 | 13 | 9,644 | 5,975 | 3,669 | 13,061 | 9,854 |
| Percent Change | .8% | -16.4% | 6.3% | -61.8% | -7.4% | -3.7% | -12.9% | -5.4% | -3.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,549 | 149 | 1,382 | 18 | 1,312 | 526 | .74 | 1.57 | 862.12 |
| Downbound | <u>1,690</u> | <u>284</u> | <u>1,391</u> | <u>15</u> | <u>1,323</u> | <u>541</u> | <u>.77</u> | <u>1.69</u> | <u>927.23</u> |
| Total | 3,239 | 433 | 2,773 | 33 | 2,635 | 1,067 | .75 | 1.63 | 1,789.35 |
| 2010 | | | | | | | | | |
| Upbound | 1,553 | 150 | 1,396 | 7 | 1,392 | 467 | .53 | 1.39 | 681.05 |
| Downbound | <u>1,623</u> | <u>228</u> | <u>1,389</u> | <u>6</u> | <u>1,405</u> | <u>504</u> | <u>.63</u> | <u>1.55</u> | <u>795.02</u> |
| Total | 3,176 | 378 | 2,785 | 13 | 2,797 | 971 | .58 | 1.47 | 1,476.07 |
| Percent Change | -1.9% | -12.7% | .4% | -60.6% | 6.1% | -9% | -22.7% | -9.9% | -17.5% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Brandon Road Lock And Dam - CHAMBER 1 MAIN
 Illinois Waterway River Mile: 286

Mississippi Valley Division
 Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,679 | 313 | 1,344 | 22 | 5,262 | 3,763 | 1,499 | 6,941 | 6,212 |
| Downbound | <u>1,864</u> | <u>495</u> | <u>1,343</u> | <u>26</u> | <u>5,400</u> | <u>2,613</u> | <u>2,787</u> | <u>7,264</u> | <u>4,254</u> |
| Total | 3,543 | 808 | 2,687 | 48 | 10,662 | 6,376 | 4,286 | 14,205 | 10,466 |
| 2010 | | | | | | | | | |
| Upbound | 1,668 | 269 | 1,385 | 14 | 4,880 | 3,610 | 1,270 | 6,548 | 5,861 |
| Downbound | <u>1,835</u> | <u>449</u> | <u>1,374</u> | <u>12</u> | <u>4,822</u> | <u>2,480</u> | <u>2,342</u> | <u>6,657</u> | <u>4,149</u> |
| Total | 3,503 | 718 | 2,759 | 26 | 9,702 | 6,090 | 3,612 | 13,205 | 10,010 |
| Percent Change | -1.1% | -11.1% | 2.7% | -45.8% | -9% | -4.5% | -15.7% | -7% | -4.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,638 | 195 | 1,422 | 21 | 1,344 | 539 | .87 | 1.82 | 997.65 |
| Downbound | <u>1,779</u> | <u>311</u> | <u>1,443</u> | <u>25</u> | <u>1,341</u> | <u>521</u> | <u>.69</u> | <u>1.54</u> | <u>797.72</u> |
| Total | 3,417 | 506 | 2,865 | 46 | 2,685 | 1,060 | .78 | 1.68 | 1,795.37 |
| 2010 | | | | | | | | | |
| Upbound | 1,625 | 201 | 1,410 | 14 | 1,383 | 435 | .48 | 1.33 | 592.97 |
| Downbound | <u>1,672</u> | <u>281</u> | <u>1,380</u> | <u>11</u> | <u>1,373</u> | <u>488</u> | <u>.53</u> | <u>1.28</u> | <u>597.48</u> |
| Total | 3,297 | 482 | 2,790 | 25 | 2,756 | 923 | .50 | 1.30 | 1,190.45 |
| Percent Change | -3.5% | -4.7% | -2.6% | -45.7% | 2.6% | -12.9% | -35.6% | -22.3% | -33.7% |

Dresden Island Lock And Dam - CHAMBER 1 MAIN
 Illinois Waterway River Mile: 271.5

Mississippi Valley Division
 Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,738 | 509 | 1,192 | 37 | 6,080 | 4,123 | 1,957 | 7,818 | 7,140 |
| Downbound | <u>1,938</u> | <u>703</u> | <u>1,200</u> | <u>35</u> | <u>6,224</u> | <u>3,404</u> | <u>2,820</u> | <u>8,162</u> | <u>6,022</u> |
| Total | 3,676 | 1,212 | 2,392 | 72 | 12,304 | 7,527 | 4,777 | 15,980 | 13,162 |
| 2010 | | | | | | | | | |
| Upbound | 1,703 | 530 | 1,153 | 20 | 5,445 | 3,895 | 1,550 | 7,148 | 6,773 |
| Downbound | <u>1,857</u> | <u>674</u> | <u>1,162</u> | <u>21</u> | <u>5,470</u> | <u>3,334</u> | <u>2,136</u> | <u>7,327</u> | <u>5,954</u> |
| Total | 3,560 | 1,204 | 2,315 | 41 | 10,915 | 7,229 | 3,686 | 14,475 | 12,727 |
| Percent Change | -3.2% | -7% | -3.2% | -43.1% | -11.3% | -4% | -22.8% | -9.4% | -3.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,792 | 287 | 1,469 | 36 | 1,191 | 469 | .69 | 1.57 | 736.07 |
| Downbound | <u>1,937</u> | <u>392</u> | <u>1,511</u> | <u>34</u> | <u>1,198</u> | <u>479</u> | <u>.63</u> | <u>1.44</u> | <u>693.42</u> |
| Total | 3,729 | 679 | 2,980 | 70 | 2,389 | 948 | .66 | 1.51 | 1,429.48 |
| 2010 | | | | | | | | | |
| Upbound | 1,692 | 311 | 1,361 | 20 | 1,151 | 446 | .73 | 1.68 | 748.53 |
| Downbound | <u>1,790</u> | <u>382</u> | <u>1,388</u> | <u>20</u> | <u>1,161</u> | <u>372</u> | <u>.47</u> | <u>1.35</u> | <u>510.30</u> |
| Total | 3,482 | 693 | 2,749 | 40 | 2,312 | 818 | .60 | 1.51 | 1,258.83 |
| Percent Change | -6.6% | 2.1% | -7.8% | -42.9% | -3.2% | -13.7% | -9.5% | .2% | -11.9% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Marseilles Lock And Dam - CHAMBER 1
Illinois Waterway

MAIN
River Mile: 244.6

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,912 | 619 | 1,270 | 23 | 6,443 | 4,110 | 2,333 | 8,355 | 7,136 |
| Downbound | <u>2,174</u> | <u>874</u> | <u>1,272</u> | <u>28</u> | <u>6,570</u> | <u>4,092</u> | <u>2,478</u> | <u>8,744</u> | <u>7,046</u> |
| Total | 4,086 | 1,493 | 2,542 | 51 | 13,013 | 8,202 | 4,811 | 17,099 | 14,182 |
| 2010 | | | | | | | | | |
| Upbound | 1,915 | 616 | 1,274 | 25 | 6,000 | 4,045 | 1,955 | 7,915 | 6,989 |
| Downbound | <u>2,107</u> | <u>804</u> | <u>1,277</u> | <u>26</u> | <u>6,050</u> | <u>4,134</u> | <u>1,916</u> | <u>8,157</u> | <u>7,136</u> |
| Total | 4,022 | 1,420 | 2,551 | 51 | 12,050 | 8,179 | 3,871 | 16,072 | 14,125 |
| Percent Change | -1.6% | -4.9% | .4% | 0% | -7.4% | -.3% | -19.5% | -6% | -.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,850 | 282 | 1,549 | 19 | 1,269 | 771 | 1.36 | 2.06 | 1,558.87 |
| Downbound | <u>1,989</u> | <u>368</u> | <u>1,596</u> | <u>25</u> | <u>1,270</u> | <u>713</u> | <u>1.04</u> | <u>1.73</u> | <u>1,217.37</u> |
| Total | 3,839 | 650 | 3,145 | 44 | 2,539 | 1,484 | 1.20 | 1.89 | 2,776.23 |
| 2010 | | | | | | | | | |
| Upbound | 1,854 | 323 | 1,507 | 24 | 1,271 | 660 | 1.08 | 1.88 | 1,252.83 |
| Downbound | <u>1,994</u> | <u>428</u> | <u>1,540</u> | <u>26</u> | <u>1,276</u> | <u>562</u> | <u>.70</u> | <u>1.47</u> | <u>815.85</u> |
| Total | 3,848 | 751 | 3,047 | 50 | 2,547 | 1,222 | .89 | 1.68 | 2,068.68 |
| Percent Change | .2% | 15.5% | -3.1% | 13.6% | .3% | -17.7% | -25.7% | -11.5% | -25.5% |

Starved Rock Lock And Dam - CHAMBER 1
Illinois Waterway

MAIN
River Mile: 231

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|--------------|-----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,116 | 720 | 1,319 | 77 | 7,202 | 4,483 | 2,719 | 9,318 | 7,682 |
| Downbound | <u>2,516</u> | <u>1,104</u> | <u>1,332</u> | <u>80</u> | <u>7,345</u> | <u>5,003</u> | <u>2,342</u> | <u>9,861</u> | <u>8,465</u> |
| Total | 4,632 | 1,824 | 2,651 | 157 | 14,547 | 9,486 | 5,061 | 19,179 | 16,147 |
| 2010 | | | | | | | | | |
| Upbound | 2,003 | 635 | 1,350 | 18 | 6,799 | 4,266 | 2,533 | 8,802 | 7,406 |
| Downbound | <u>2,364</u> | <u>978</u> | <u>1,363</u> | <u>23</u> | <u>6,879</u> | <u>5,038</u> | <u>1,841</u> | <u>9,243</u> | <u>8,574</u> |
| Total | 4,367 | 1,613 | 2,713 | 41 | 13,678 | 9,304 | 4,374 | 18,045 | 15,980 |
| Percent Change | -5.7% | -11.6% | 2.3% | -73.9% | -6% | -1.9% | -13.6% | -5.9% | -1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,992 | 236 | 1,682 | 74 | 1,316 | 626 | 1.03 | 2.04 | 1,225.72 |
| Downbound | <u>2,135</u> | <u>333</u> | <u>1,723</u> | <u>79</u> | <u>1,328</u> | <u>539</u> | <u>.74</u> | <u>1.71</u> | <u>914.25</u> |
| Total | 4,127 | 569 | 3,405 | 153 | 2,644 | 1,165 | .89 | 1.88 | 2,139.97 |
| 2010 | | | | | | | | | |
| Upbound | 1,917 | 231 | 1,666 | 20 | 1,346 | 585 | 1.23 | 2.62 | 1,528.43 |
| Downbound | <u>2,032</u> | <u>323</u> | <u>1,687</u> | <u>22</u> | <u>1,360</u> | <u>566</u> | <u>.94</u> | <u>2.00</u> | <u>1,182.08</u> |
| Total | 3,949 | 554 | 3,353 | 42 | 2,706 | 1,151 | 1.09 | 2.31 | 2,710.52 |
| Percent Change | -4.3% | -2.6% | -1.5% | -72.5% | 2.3% | -1.2% | 22.6% | 23.3% | 26.7% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Peoria Lock And Dam - CHAMBER 1
Illinois Waterway

MAIN
River Mile: 157.7

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|--------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,858 | 193 | 1,651 | 14 | 10,388 | 5,281 | 5,107 | 12,246 | 9,091 |
| Downbound | <u>2,042</u> | <u>334</u> | <u>1,693</u> | <u>15</u> | <u>10,665</u> | <u>8,095</u> | <u>2,570</u> | <u>12,707</u> | <u>13,421</u> |
| Total | 3,900 | 527 | 3,344 | 29 | 21,053 | 13,376 | 7,677 | 24,953 | 22,512 |
| 2010 | | | | | | | | | |
| Upbound | 1,709 | 47 | 1,648 | 14 | 10,393 | 5,498 | 4,895 | 12,102 | 9,451 |
| Downbound | <u>1,880</u> | <u>209</u> | <u>1,653</u> | <u>18</u> | <u>10,461</u> | <u>7,954</u> | <u>2,507</u> | <u>12,341</u> | <u>13,301</u> |
| Total | 3,589 | 256 | 3,301 | 32 | 20,854 | 13,452 | 7,402 | 24,443 | 22,752 |
| Percent Change | -8% | -51.4% | -1.3% | 10.3% | -9% | .6% | -3.6% | -2% | 1.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,924 | 89 | 1,821 | 14 | 1,646 | 273 | .44 | 1.07 | 679.55 |
| Downbound | <u>2,047</u> | <u>168</u> | <u>1,864</u> | <u>15</u> | <u>1,688</u> | <u>272</u> | <u>.39</u> | <u>1.07</u> | <u>631.55</u> |
| Total | 3,971 | 257 | 3,685 | 29 | 3,334 | 545 | .41 | 1.07 | 1,311.10 |
| 2010 | | | | | | | | | |
| Upbound | 1,960 | 24 | 1,922 | 14 | 1,642 | 471 | 1.36 | 3.19 | 2,204.42 |
| Downbound | <u>2,045</u> | <u>88</u> | <u>1,939</u> | <u>18</u> | <u>1,648</u> | <u>470</u> | <u>1.25</u> | <u>2.26</u> | <u>2,027.30</u> |
| Total | 4,005 | 112 | 3,861 | 32 | 3,290 | 941 | 1.30 | 2.73 | 4,231.72 |
| Percent Change | .9% | -56.4% | 4.8% | 10.3% | -1.3% | 72.7% | 216.6% | 154.7% | 222.8% |

Lagrange Lock And Dam - CHAMBER 1
Illinois Waterway

MAIN
River Mile: 80.2

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|----------|---------------|---------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,452 | 49 | 1,392 | 11 | 12,069 | 4,945 | 7,124 | 13,521 | 8,565 |
| Downbound | <u>1,515</u> | <u>125</u> | <u>1,381</u> | <u>9</u> | <u>11,858</u> | <u>10,162</u> | <u>1,696</u> | <u>13,373</u> | <u>16,534</u> |
| Total | 2,967 | 174 | 2,773 | 20 | 23,927 | 15,107 | 8,820 | 26,894 | 25,099 |
| 2010 | | | | | | | | | |
| Upbound | 1,398 | 30 | 1,358 | 10 | 11,492 | 4,945 | 6,547 | 12,890 | 8,621 |
| Downbound | <u>1,502</u> | <u>108</u> | <u>1,385</u> | <u>9</u> | <u>11,705</u> | <u>10,138</u> | <u>1,567</u> | <u>13,207</u> | <u>16,612</u> |
| Total | 2,900 | 138 | 2,743 | 19 | 23,197 | 15,083 | 8,114 | 26,097 | 25,233 |
| Percent Change | -2.3% | -20.7% | -1.1% | -5% | -3.1% | -.2% | -8% | -3% | .5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,646 | 25 | 1,610 | 11 | 1,388 | 213 | .40 | 1.54 | 546.27 |
| Downbound | <u>1,678</u> | <u>66</u> | <u>1,603</u> | <u>9</u> | <u>1,375</u> | <u>231</u> | <u>.44</u> | <u>1.24</u> | <u>627.72</u> |
| Total | 3,324 | 91 | 3,213 | 20 | 2,763 | 444 | .42 | 1.39 | 1,173.98 |
| 2010 | | | | | | | | | |
| Upbound | 1,664 | 12 | 1,642 | 10 | 1,352 | 313 | .66 | 1.44 | 1,010.00 |
| Downbound | <u>1,740</u> | <u>61</u> | <u>1,670</u> | <u>9</u> | <u>1,381</u> | <u>321</u> | <u>.85</u> | <u>1.75</u> | <u>1,312.60</u> |
| Total | 3,404 | 73 | 3,312 | 19 | 2,733 | 634 | .75 | 1.60 | 2,322.60 |
| Percent Change | 2.4% | -19.8% | 3.1% | -5% | -1.1% | 42.8% | 78.5% | 14.7% | 97.8% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 11 - CHAMBER 1
Mississippi River

MAIN
River Mile: 583

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|--------------|--------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 3,491 | 2,680 | 789 | 22 | 6,649 | 4,160 | 2,489 | 10,140 | 6,362 |
| Downbound | <u>3,786</u> | <u>2,979</u> | <u>789</u> | <u>18</u> | <u>6,617</u> | <u>5,208</u> | <u>1,409</u> | <u>10,403</u> | <u>7,865</u> |
| Total | 7,277 | 5,659 | 1,578 | 40 | 13,266 | 9,368 | 3,898 | 20,543 | 14,227 |
| 2010 | | | | | | | | | |
| Upbound | 3,166 | 2,324 | 798 | 44 | 6,670 | 4,128 | 2,542 | 9,836 | 6,422 |
| Downbound | <u>3,353</u> | <u>2,524</u> | <u>790</u> | <u>39</u> | <u>6,610</u> | <u>5,359</u> | <u>1,251</u> | <u>9,963</u> | <u>8,034</u> |
| Total | 6,519 | 4,848 | 1,588 | 83 | 13,280 | 9,487 | 3,793 | 19,799 | 14,456 |
| Percent Change | -10.4% | -14.3% | .6% | 107.5% | .1% | 1.3% | -2.7% | -3.6% | 1.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,950 | 745 | 1,183 | 22 | 761 | 308 | .45 | 1.03 | 394.55 |
| Downbound | <u>1,994</u> | <u>782</u> | <u>1,194</u> | <u>18</u> | <u>762</u> | <u>302</u> | <u>.43</u> | <u>1.02</u> | <u>334.67</u> |
| Total | 3,944 | 1,527 | 2,377 | 40 | 1,523 | 610 | .44 | 1.03 | 729.22 |
| 2010 | | | | | | | | | |
| Upbound | 1,953 | 697 | 1,212 | 44 | 781 | 344 | .49 | 1.00 | 433.08 |
| Downbound | <u>2,036</u> | <u>787</u> | <u>1,210</u> | <u>39</u> | <u>773</u> | <u>302</u> | <u>.40</u> | <u>1.16</u> | <u>301.97</u> |
| Total | 3,989 | 1,484 | 2,422 | 83 | 1,554 | 646 | .44 | 1.08 | 735.05 |
| Percent Change | 1.1% | -2.8% | 1.9% | 107.5% | 2% | 5.9% | .1% | 5% | .8% |

*2009 data unavailable for the following month(s): Jan Feb
2010 data unavailable for the following month(s): Jan Feb*

Lock And Dam 12 - CHAMBER 1
Mississippi River

MAIN
River Mile: 556.7

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,044 | 1,235 | 792 | 17 | 6,970 | 4,065 | 2,905 | 9,014 | 6,239 |
| Downbound | <u>2,150</u> | <u>1,338</u> | <u>794</u> | <u>18</u> | <u>6,985</u> | <u>5,937</u> | <u>1,048</u> | <u>9,135</u> | <u>8,926</u> |
| Total | 4,194 | 2,573 | 1,586 | 35 | 13,955 | 10,002 | 3,953 | 18,149 | 15,165 |
| 2010 | | | | | | | | | |
| Upbound | 1,785 | 945 | 813 | 27 | 6,885 | 4,002 | 2,883 | 8,670 | 6,251 |
| Downbound | <u>2,016</u> | <u>1,175</u> | <u>815</u> | <u>26</u> | <u>6,942</u> | <u>6,031</u> | <u>911</u> | <u>8,958</u> | <u>9,049</u> |
| Total | 3,801 | 2,120 | 1,628 | 53 | 13,827 | 10,033 | 3,794 | 17,628 | 15,300 |
| Percent Change | -9.4% | -17.6% | 2.6% | 51.4% | -9% | .3% | -4% | -2.9% | .9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,743 | 498 | 1,229 | 16 | 715 | 284 | .50 | 1.24 | 455.72 |
| Downbound | <u>1,838</u> | <u>561</u> | <u>1,259</u> | <u>18</u> | <u>717</u> | <u>276</u> | <u>.43</u> | <u>1.14</u> | <u>363.45</u> |
| Total | 3,581 | 1,059 | 2,488 | 34 | 1,432 | 560 | .46 | 1.19 | 819.17 |
| 2010 | | | | | | | | | |
| Upbound | 1,681 | 391 | 1,263 | 27 | 741 | 310 | .82 | 1.45 | 454.88 |
| Downbound | <u>1,781</u> | <u>470</u> | <u>1,285</u> | <u>26</u> | <u>744</u> | <u>300</u> | <u>.48</u> | <u>1.16</u> | <u>440.63</u> |
| Total | 3,462 | 861 | 2,548 | 53 | 1,485 | 610 | .65 | 1.30 | 895.52 |
| Percent Change | -3.3% | -18.7% | 2.4% | 55.9% | 3.7% | 8.9% | 40.2% | 9.5% | 9.3% |

*2009 data unavailable for the following month(s): Jan
2010 data unavailable for the following month(s): Jan Feb*

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 13 - CHAMBER 1
Mississippi River

MAIN
River Mile: 522.5

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,802 | 944 | 819 | 39 | 7,265 | 4,089 | 3,176 | 9,067 | 6,257 |
| Downbound | <u>1,898</u> | <u>1,046</u> | <u>817</u> | <u>35</u> | <u>7,231</u> | <u>6,197</u> | <u>1,034</u> | <u>9,129</u> | <u>9,286</u> |
| Total | 3,700 | 1,990 | 1,636 | 74 | 14,496 | 10,286 | 4,210 | 18,196 | 15,543 |
| 2010 | | | | | | | | | |
| Upbound | 1,551 | 706 | 829 | 16 | 7,082 | 3,992 | 3,090 | 8,633 | 6,246 |
| Downbound | <u>1,660</u> | <u>819</u> | <u>824</u> | <u>17</u> | <u>7,100</u> | <u>6,216</u> | <u>884</u> | <u>8,760</u> | <u>9,305</u> |
| Total | 3,211 | 1,525 | 1,653 | 33 | 14,182 | 10,208 | 3,974 | 17,393 | 15,551 |
| Percent Change | -13.2% | -23.4% | 1% | -55.4% | -2.2% | -8% | -5.6% | -4.4% | .1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,700 | 390 | 1,271 | 39 | 743 | 317 | 1.10 | 2.23 | 1,158.67 |
| Downbound | <u>1,821</u> | <u>498</u> | <u>1,288</u> | <u>35</u> | <u>739</u> | <u>299</u> | <u>.56</u> | <u>1.33</u> | <u>507.48</u> |
| Total | 3,521 | 888 | 2,559 | 74 | 1,482 | 616 | .83 | 1.78 | 1,666.15 |
| 2010 | | | | | | | | | |
| Upbound | 1,649 | 340 | 1,293 | 16 | 757 | 354 | 1.03 | 1.86 | 878.27 |
| Downbound | <u>1,737</u> | <u>408</u> | <u>1,312</u> | <u>17</u> | <u>752</u> | <u>314</u> | <u>.88</u> | <u>1.99</u> | <u>879.27</u> |
| Total | 3,386 | 748 | 2,605 | 33 | 1,509 | 668 | .96 | 1.93 | 1,757.53 |
| Percent Change | -3.8% | -15.8% | 1.8% | -55.4% | 1.8% | 8.4% | 15.3% | 8.2% | 5.5% |

2009 data unavailable for the following month(s): Jan

2010 data unavailable for the following month(s): Jan Feb

Lock And Dam 14 - CHAMBER 1
Mississippi River

MAIN
River Mile: 493

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|--------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,362 | 323 | 990 | 49 | 8,639 | 4,693 | 3,946 | 10,001 | 7,250 |
| Downbound | <u>1,417</u> | <u>379</u> | <u>984</u> | <u>54</u> | <u>8,640</u> | <u>7,222</u> | <u>1,418</u> | <u>10,057</u> | <u>10,666</u> |
| Total | 2,779 | 702 | 1,974 | 103 | 17,279 | 11,915 | 5,364 | 20,058 | 17,916 |
| 2010 | | | | | | | | | |
| Upbound | 1,283 | 250 | 999 | 34 | 8,292 | 4,498 | 3,794 | 9,575 | 7,061 |
| Downbound | <u>1,319</u> | <u>298</u> | <u>982</u> | <u>39</u> | <u>8,288</u> | <u>7,236</u> | <u>1,052</u> | <u>9,607</u> | <u>10,675</u> |
| Total | 2,602 | 548 | 1,981 | 73 | 16,580 | 11,734 | 4,846 | 19,182 | 17,736 |
| Percent Change | -6.4% | -21.9% | .4% | -29.1% | -4% | -1.5% | -9.7% | -4.4% | -1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|-------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,791 | 221 | 1,522 | 48 | 975 | 481 | .70 | 1.41 | 809.82 |
| Downbound | <u>1,866</u> | <u>289</u> | <u>1,527</u> | <u>50</u> | <u>968</u> | <u>437</u> | <u>.69</u> | <u>1.51</u> | <u>778.13</u> |
| Total | 3,657 | 510 | 3,049 | 98 | 1,943 | 918 | .70 | 1.46 | 1,587.95 |
| 2010 | | | | | | | | | |
| Upbound | 1,703 | 151 | 1,517 | 35 | 977 | 471 | .95 | 1.61 | 1,084.57 |
| Downbound | <u>1,760</u> | <u>211</u> | <u>1,510</u> | <u>39</u> | <u>961</u> | <u>505</u> | <u>1.77</u> | <u>3.01</u> | <u>2,230.07</u> |
| Total | 3,463 | 362 | 3,027 | 74 | 1,938 | 976 | 1.36 | 2.31 | 3,314.63 |
| Percent Change | -5.3% | -29% | -.7% | -24.5% | -.3% | 6.3% | 95.3% | 57.6% | 108.7% |

2009 data unavailable for the following month(s): Jan

2010 data unavailable for the following month(s): Jan

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 14 - CHAMBER 4
Mississippi River

AUX 1
River Mile: 493

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|----------|-----------|-----------|----------|-----------|--------------|----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,024 | 2,007 | 1 | 16 | 18 | 2 | 16 | 2,042 | 5 |
| Downbound | <u>2,050</u> | <u>2,030</u> | <u>1</u> | <u>19</u> | <u>12</u> | <u>0</u> | <u>12</u> | <u>2,062</u> | <u>0</u> |
| Total | 4,074 | 4,037 | 2 | 35 | 30 | 2 | 28 | 4,104 | 5 |
| 2010 | | | | | | | | | |
| Upbound | 1,580 | 1,565 | 0 | 15 | 16 | 2 | 14 | 1,596 | 2 |
| Downbound | <u>1,745</u> | <u>1,724</u> | <u>2</u> | <u>19</u> | <u>18</u> | <u>0</u> | <u>18</u> | <u>1,763</u> | <u>0</u> |
| Total | 3,325 | 3,289 | 2 | 34 | 34 | 2 | 32 | 3,359 | 2 |
| Percent Change | -18.4% | -18.5% | 0% | -2.9% | 13.3% | 0% | 14.3% | -18.2% | -60% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|----------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 587 | 571 | 0 | 16 | 1 | 0 | .00 | .00 | .00 |
| Downbound | 638 | <u>619</u> | <u>0</u> | <u>19</u> | <u>1</u> | <u>0</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 1,225 | 1,190 | 0 | 35 | 2 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 529 | 514 | 0 | 15 | 0 | 0 | .00 | .00 | .00 |
| Downbound | <u>595</u> | <u>576</u> | <u>0</u> | <u>19</u> | <u>2</u> | <u>0</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 1,124 | 1,090 | 0 | 34 | 2 | 0 | .00 | .00 | .00 |
| Percent Change | -8.2% | -8.4% | N/A | -2.9% | 0% | N/A | N/A | N/A | N/A |

*2009 data unavailable for the following month(s): Jan Feb Mar Apr Dec
2010 data unavailable for the following month(s): Jan Feb Dec*

Lock And Dam 15 - CHAMBER 1
Mississippi River

MAIN
River Mile: 482.9

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|--------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,268 | 149 | 1,086 | 33 | 8,531 | 4,825 | 3,706 | 9,799 | 7,462 |
| Downbound | <u>1,275</u> | <u>134</u> | <u>1,106</u> | <u>35</u> | <u>8,544</u> | <u>6,988</u> | <u>1,556</u> | <u>9,819</u> | <u>10,717</u> |
| Total | 2,543 | 283 | 2,192 | 68 | 17,075 | 11,813 | 5,262 | 19,618 | 18,179 |
| 2010 | | | | | | | | | |
| Upbound | 1,257 | 212 | 1,020 | 25 | 8,081 | 4,643 | 3,438 | 9,338 | 7,291 |
| Downbound | <u>1,371</u> | <u>329</u> | <u>1,023</u> | <u>19</u> | <u>8,089</u> | <u>6,870</u> | <u>1,219</u> | <u>9,460</u> | <u>10,561</u> |
| Total | 2,628 | 541 | 2,043 | 44 | 16,170 | 11,513 | 4,657 | 18,798 | 17,852 |
| Percent Change | 3.3% | 91.2% | -6.8% | -35.3% | -5.3% | -2.5% | -11.5% | -4.2% | -1.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,753 | 114 | 1,607 | 32 | 1,078 | 435 | .72 | 1.65 | 892.55 |
| Downbound | <u>1,777</u> | <u>105</u> | <u>1,637</u> | <u>35</u> | <u>1,095</u> | <u>422</u> | <u>.69</u> | <u>1.62</u> | <u>891.52</u> |
| Total | 3,530 | 219 | 3,244 | 67 | 2,173 | 857 | .70 | 1.64 | 1,784.07 |
| 2010 | | | | | | | | | |
| Upbound | 1,713 | 158 | 1,529 | 26 | 1,009 | 460 | 1.13 | 2.06 | 1,342.03 |
| Downbound | <u>1,727</u> | <u>166</u> | <u>1,542</u> | <u>19</u> | <u>1,014</u> | <u>479</u> | <u>1.01</u> | <u>2.04</u> | <u>1,250.05</u> |
| Total | 3,440 | 324 | 3,071 | 45 | 2,023 | 939 | 1.07 | 2.05 | 2,592.08 |
| Percent Change | -2.5% | 47.9% | -5.3% | -32.8% | -6.9% | 9.6% | 53.1% | 25.5% | 45.3% |

*2009 data unavailable for the following month(s): Jan
2010 data unavailable for the following month(s): Jan*

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 15 - CHAMBER 4
Mississippi River

AUX 1
River Mile: 482.9

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|-----------|-----------|-----------|-----------|-----------|--------------|-----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,457 | 1,337 | 104 | 16 | 105 | 16 | 89 | 1,562 | 29 |
| Downbound | <u>1,544</u> | <u>1,440</u> | <u>95</u> | <u>9</u> | <u>85</u> | <u>45</u> | <u>40</u> | <u>1,629</u> | <u>67</u> |
| Total | 3,001 | 2,777 | 199 | 25 | 190 | 61 | 129 | 3,191 | 96 |
| 2010 | | | | | | | | | |
| Upbound | 1,047 | 948 | 94 | 5 | 85 | 24 | 61 | 1,132 | 38 |
| Downbound | <u>1,176</u> | <u>1,073</u> | <u>88</u> | <u>15</u> | <u>68</u> | <u>24</u> | <u>44</u> | <u>1,244</u> | <u>34</u> |
| Total | 2,223 | 2,021 | 182 | 20 | 153 | 48 | 105 | 2,376 | 72 |
| Percent Change | -25.9% | -27.2% | -8.5% | -20% | -19.5% | -21.3% | -18.6% | -25.5% | -25% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|-----------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 727 | 611 | 100 | 16 | 90 | 6 | .03 | .34 | 3.07 |
| Downbound | 809 | <u>707</u> | <u>93</u> | <u>9</u> | <u>83</u> | <u>6</u> | <u>.02</u> | <u>.09</u> | <u>1.32</u> |
| Total | 1,536 | 1,318 | 193 | 25 | 173 | 12 | .02 | .21 | 4.38 |
| 2010 | | | | | | | | | |
| Upbound | 559 | 462 | 92 | 5 | 89 | 4 | .05 | .14 | 1.55 |
| Downbound | <u>616</u> | <u>514</u> | <u>87</u> | <u>15</u> | <u>80</u> | <u>1</u> | <u>.01</u> | <u>.13</u> | <u>1.18</u> |
| Total | 1,175 | 976 | 179 | 20 | 169 | 5 | .03 | .14 | 2.73 |
| Percent Change | -23.5% | -25.9% | -7.3% | -20% | -2.3% | -58.3% | 22.5% | -36.4% | -37.6% |

*2009 data unavailable for the following month(s): Jan Feb Mar Apr
2010 data unavailable for the following month(s): Feb*

Lock And Dam 16 - CHAMBER 1
Mississippi River

MAIN
River Mile: 457.2

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,599 | 331 | 1,243 | 25 | 9,239 | 4,887 | 4,352 | 10,838 | 7,602 |
| Downbound | <u>1,694</u> | <u>422</u> | <u>1,246</u> | <u>26</u> | <u>9,256</u> | <u>7,721</u> | <u>1,535</u> | <u>10,950</u> | <u>11,815</u> |
| Total | 3,293 | 753 | 2,489 | 51 | 18,495 | 12,608 | 5,887 | 21,788 | 19,417 |
| 2010 | | | | | | | | | |
| Upbound | 1,546 | 281 | 1,230 | 35 | 8,650 | 4,523 | 4,127 | 10,196 | 7,080 |
| Downbound | <u>1,716</u> | <u>436</u> | <u>1,241</u> | <u>39</u> | <u>8,668</u> | <u>7,442</u> | <u>1,226</u> | <u>10,384</u> | <u>11,374</u> |
| Total | 3,262 | 717 | 2,471 | 74 | 17,318 | 11,965 | 5,353 | 20,580 | 18,454 |
| Percent Change | -.9% | -4.8% | -7% | 45.1% | -6.4% | -5.1% | -9.1% | -5.5% | -5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,023 | 200 | 1,798 | 25 | 1,238 | 519 | .66 | 1.37 | 847.97 |
| Downbound | <u>2,064</u> | <u>294</u> | <u>1,744</u> | <u>26</u> | <u>1,241</u> | <u>510</u> | <u>.65</u> | <u>1.31</u> | <u>753.93</u> |
| Total | 4,087 | 494 | 3,542 | 51 | 2,479 | 1,029 | .66 | 1.34 | 1,601.90 |
| 2010 | | | | | | | | | |
| Upbound | 1,953 | 182 | 1,737 | 34 | 1,227 | 484 | .86 | 1.72 | 736.48 |
| Downbound | <u>1,918</u> | <u>237</u> | <u>1,642</u> | <u>39</u> | <u>1,237</u> | <u>542</u> | <u>.82</u> | <u>1.58</u> | <u>876.87</u> |
| Total | 3,871 | 419 | 3,379 | 73 | 2,464 | 1,026 | .84 | 1.65 | 1,613.35 |
| Percent Change | -5.3% | -15.2% | -4.6% | 43.1% | -.6% | -.3% | 28.2% | 23.3% | .7% |

*2009 data unavailable for the following month(s): Jan
2010 data unavailable for the following month(s): Jan Feb*

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 17 - CHAMBER 1
Mississippi River

MAIN
River Mile: 437.1

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|--------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,239 | 224 | 989 | 26 | 9,564 | 5,288 | 4,276 | 10,803 | 8,243 |
| Downbound | <u>1,327</u> | <u>312</u> | <u>989</u> | <u>26</u> | <u>9,551</u> | <u>8,043</u> | <u>1,508</u> | <u>10,878</u> | <u>12,277</u> |
| Total | 2,566 | 536 | 1,978 | 52 | 19,115 | 13,331 | 5,784 | 21,681 | 20,520 |
| 2010 | | | | | | | | | |
| Upbound | 1,159 | 162 | 973 | 24 | 8,949 | 4,884 | 4,065 | 10,108 | 7,705 |
| Downbound | <u>1,238</u> | <u>220</u> | <u>994</u> | <u>24</u> | <u>8,955</u> | <u>7,724</u> | <u>1,231</u> | <u>10,193</u> | <u>11,808</u> |
| Total | 2,397 | 382 | 1,967 | 48 | 17,904 | 12,608 | 5,296 | 20,301 | 19,513 |
| Percent Change | -6.6% | -28.7% | -6.6% | -7.7% | -6.3% | -5.4% | -8.4% | -6.4% | -4.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|-------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,802 | 144 | 1,631 | 27 | 987 | 505 | .88 | 1.64 | 875.87 |
| Downbound | <u>1,855</u> | <u>218</u> | <u>1,611</u> | <u>26</u> | <u>987</u> | <u>474</u> | <u>.80</u> | <u>1.66</u> | <u>863.12</u> |
| Total | 3,657 | 362 | 3,242 | 53 | 1,974 | 979 | .84 | 1.65 | 1,738.98 |
| 2010 | | | | | | | | | |
| Upbound | 1,693 | 102 | 1,567 | 24 | 972 | 527 | 1.36 | 2.15 | 1,255.47 |
| Downbound | <u>1,751</u> | <u>153</u> | <u>1,574</u> | <u>24</u> | <u>991</u> | <u>521</u> | <u>1.39</u> | <u>2.29</u> | <u>1,368.07</u> |
| Total | 3,444 | 255 | 3,141 | 48 | 1,963 | 1,048 | 1.37 | 2.22 | 2,623.53 |
| Percent Change | -5.8% | -29.6% | -3.1% | -9.4% | -.6% | 7% | 63% | 34.8% | 50.9% |

2009 data unavailable for the following month(s): Jan

2010 data unavailable for the following month(s): Jan Feb

Lock And Dam 18 - CHAMBER 1
Mississippi River

MAIN
River Mile: 410.5

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|--------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,576 | 467 | 1,080 | 29 | 10,324 | 5,287 | 5,037 | 11,900 | 8,241 |
| Downbound | <u>1,692</u> | <u>580</u> | <u>1,081</u> | <u>31</u> | <u>10,333</u> | <u>8,840</u> | <u>1,493</u> | <u>12,025</u> | <u>13,572</u> |
| Total | 3,268 | 1,047 | 2,161 | 60 | 20,657 | 14,127 | 6,530 | 23,925 | 21,813 |
| 2010 | | | | | | | | | |
| Upbound | 1,211 | 219 | 958 | 34 | 9,453 | 4,883 | 4,570 | 10,664 | 7,709 |
| Downbound | <u>1,295</u> | <u>295</u> | <u>965</u> | <u>35</u> | <u>9,491</u> | <u>8,308</u> | <u>1,183</u> | <u>10,786</u> | <u>12,762</u> |
| Total | 2,506 | 514 | 1,923 | 69 | 18,944 | 13,191 | 5,753 | 21,450 | 20,471 |
| Percent Change | -23.3% | -50.9% | -11% | 15% | -8.3% | -6.6% | -11.9% | -10.3% | -6.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,996 | 204 | 1,764 | 28 | 1,078 | 564 | 1.06 | 1.83 | 1,005.52 |
| Downbound | <u>2,089</u> | <u>304</u> | <u>1,755</u> | <u>30</u> | <u>1,079</u> | <u>551</u> | <u>.87</u> | <u>1.63</u> | <u>960.53</u> |
| Total | 4,085 | 508 | 3,519 | 58 | 2,157 | 1,115 | .96 | 1.73 | 1,966.05 |
| 2010 | | | | | | | | | |
| Upbound | 1,775 | 154 | 1,587 | 34 | 956 | 523 | .91 | 1.46 | 880.88 |
| Downbound | <u>1,870</u> | <u>210</u> | <u>1,625</u> | <u>35</u> | <u>962</u> | <u>547</u> | <u>1.00</u> | <u>1.61</u> | <u>950.30</u> |
| Total | 3,645 | 364 | 3,212 | 69 | 1,918 | 1,070 | .95 | 1.54 | 1,831.18 |
| Percent Change | -10.8% | -28.3% | -8.7% | 19% | -11.1% | -4% | -.9% | -11.2% | -6.9% |

2009 data unavailable for the following month(s): Jan

2010 data unavailable for the following month(s): Jan Feb

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 19 - CHAMBER 1
Mississippi River

MAIN
River Mile: 364.3

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|---------------|------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,311 | 272 | 1,014 | 25 | 10,856 | 4,735 | 6,121 | 12,167 | 7,383 |
| Downbound | <u>1,405</u> | <u>369</u> | <u>1,010</u> | <u>26</u> | <u>10,843</u> | <u>10,062</u> | <u>781</u> | <u>12,248</u> | <u>15,677</u> |
| Total | 2,716 | 641 | 2,024 | 51 | 21,699 | 14,797 | 6,902 | 24,415 | 23,060 |
| 2010 | | | | | | | | | |
| Upbound | 1,192 | 226 | 942 | 24 | 9,890 | 4,389 | 5,501 | 11,082 | 6,920 |
| Downbound | <u>1,263</u> | <u>285</u> | <u>954</u> | <u>24</u> | <u>9,859</u> | <u>9,231</u> | <u>628</u> | <u>11,122</u> | <u>14,434</u> |
| Total | 2,455 | 511 | 1,896 | 48 | 19,749 | 13,620 | 6,129 | 22,204 | 21,354 |
| Percent Change | -9.6% | -20.3% | -6.3% | -5.9% | -9% | -8% | -11.2% | -9.1% | -7.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,186 | 172 | 989 | 25 | 1,012 | 442 | .55 | 1.17 | 539.53 |
| Downbound | <u>1,255</u> | <u>248</u> | <u>983</u> | <u>24</u> | <u>1,008</u> | <u>465</u> | <u>.61</u> | <u>1.23</u> | <u>612.75</u> |
| Total | 2,441 | 420 | 1,972 | 49 | 2,020 | 907 | .58 | 1.20 | 1,152.28 |
| 2010 | | | | | | | | | |
| Upbound | 1,071 | 132 | 917 | 22 | 941 | 405 | .53 | 1.06 | 488.10 |
| Downbound | <u>1,126</u> | <u>180</u> | <u>924</u> | <u>22</u> | <u>951</u> | <u>452</u> | <u>.81</u> | <u>1.52</u> | <u>708.55</u> |
| Total | 2,197 | 312 | 1,841 | 44 | 1,892 | 857 | .67 | 1.29 | 1,196.65 |
| Percent Change | -10% | -25.7% | -6.6% | -10.2% | -6.3% | -5.5% | 15.9% | 7.2% | 3.9% |

2009 data unavailable for the following month(s): Jan

2010 data unavailable for the following month(s): Jan Feb

Lock And Dam 20 - CHAMBER 1
Mississippi River

MAIN
River Mile: 343.2

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|---------------|------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,378 | 246 | 1,076 | 56 | 11,282 | 4,829 | 6,453 | 12,660 | 7,535 |
| Downbound | <u>1,480</u> | <u>353</u> | <u>1,068</u> | <u>59</u> | <u>11,353</u> | <u>10,534</u> | <u>819</u> | <u>12,833</u> | <u>16,376</u> |
| Total | 2,858 | 599 | 2,144 | 115 | 22,635 | 15,363 | 7,272 | 25,493 | 23,911 |
| 2010 | | | | | | | | | |
| Upbound | 1,260 | 211 | 1,008 | 41 | 10,235 | 4,419 | 5,816 | 11,495 | 6,928 |
| Downbound | <u>1,327</u> | <u>265</u> | <u>1,019</u> | <u>43</u> | <u>10,255</u> | <u>9,589</u> | <u>666</u> | <u>11,582</u> | <u>14,933</u> |
| Total | 2,587 | 476 | 2,027 | 84 | 20,490 | 14,008 | 6,482 | 23,077 | 21,861 |
| Percent Change | -9.5% | -20.5% | -5.5% | -27% | -9.5% | -8.8% | -10.9% | -9.5% | -8.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,988 | 157 | 1,779 | 52 | 1,074 | 566 | 1.02 | 1.63 | 1,050.82 |
| Downbound | <u>2,119</u> | <u>233</u> | <u>1,830</u> | <u>56</u> | <u>1,066</u> | <u>527</u> | <u>1.00</u> | <u>1.80</u> | <u>1,174.20</u> |
| Total | 4,107 | 390 | 3,609 | 108 | 2,140 | 1,093 | 1.01 | 1.72 | 2,225.02 |
| 2010 | | | | | | | | | |
| Upbound | 1,813 | 114 | 1,658 | 41 | 1,007 | 580 | 1.62 | 2.33 | 1,540.38 |
| Downbound | <u>1,930</u> | <u>157</u> | <u>1,731</u> | <u>42</u> | <u>1,016</u> | <u>617</u> | <u>3.39</u> | <u>4.60</u> | <u>2,983.17</u> |
| Total | 3,743 | 271 | 3,389 | 83 | 2,023 | 1,197 | 2.51 | 3.47 | 4,523.55 |
| Percent Change | -8.9% | -30.5% | -6.1% | -23.1% | -5.5% | 9.5% | 147.5% | 101.8% | 103.3% |

2010 data unavailable for the following month(s): Jan Feb

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 21 - CHAMBER 1
Mississippi River

MAIN
River Mile: 324.9

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|---------------|------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,412 | 218 | 1,153 | 41 | 11,977 | 5,142 | 6,835 | 13,389 | 8,033 |
| Downbound | <u>1,510</u> | <u>309</u> | <u>1,160</u> | <u>41</u> | <u>12,060</u> | <u>11,322</u> | <u>738</u> | <u>13,570</u> | <u>17,590</u> |
| Total | 2,922 | 527 | 2,313 | 82 | 24,037 | 16,464 | 7,573 | 26,959 | 25,623 |
| 2010 | | | | | | | | | |
| Upbound | 1,271 | 167 | 1,074 | 30 | 10,876 | 4,724 | 6,152 | 12,147 | 7,455 |
| Downbound | <u>1,355</u> | <u>229</u> | <u>1,095</u> | <u>31</u> | <u>10,895</u> | <u>10,251</u> | <u>644</u> | <u>12,250</u> | <u>15,977</u> |
| Total | 2,626 | 396 | 2,169 | 61 | 21,771 | 14,975 | 6,796 | 24,397 | 23,432 |
| Percent Change | -10.1% | -24.9% | -6.2% | -25.6% | -9.4% | -9% | -10.3% | -9.5% | -8.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,071 | 127 | 1,904 | 40 | 1,150 | 572 | .87 | 1.80 | 991.55 |
| Downbound | <u>2,200</u> | <u>185</u> | <u>1,976</u> | <u>39</u> | <u>1,157</u> | <u>569</u> | <u>.76</u> | <u>1.67</u> | <u>946.12</u> |
| Total | 4,271 | 312 | 3,880 | 79 | 2,307 | 1,141 | .81 | 1.73 | 1,937.67 |
| 2010 | | | | | | | | | |
| Upbound | 1,893 | 99 | 1,762 | 32 | 1,073 | 582 | .89 | 1.39 | 1,000.70 |
| Downbound | <u>2,011</u> | <u>135</u> | <u>1,846</u> | <u>30</u> | <u>1,092</u> | <u>590</u> | <u>1.03</u> | <u>1.78</u> | <u>1,183.38</u> |
| Total | 3,904 | 234 | 3,608 | 62 | 2,165 | 1,172 | .96 | 1.59 | 2,184.08 |
| Percent Change | -8.6% | -25% | -7% | -21.5% | -6.2% | 2.7% | 18.2% | -8.4% | 12.7% |

2010 data unavailable for the following month(s): Feb

Lock And Dam 22 - CHAMBER 1
Mississippi River

MAIN
River Mile: 301.2

Mississippi Valley Division
Rock Island District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|---------------|------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,366 | 252 | 1,093 | 21 | 12,206 | 5,093 | 7,113 | 13,572 | 7,933 |
| Downbound | <u>1,451</u> | <u>344</u> | <u>1,089</u> | <u>18</u> | <u>12,236</u> | <u>11,643</u> | <u>593</u> | <u>13,687</u> | <u>18,111</u> |
| Total | 2,817 | 596 | 2,182 | 39 | 24,442 | 16,736 | 7,706 | 27,259 | 26,044 |
| 2010 | | | | | | | | | |
| Upbound | 1,188 | 167 | 996 | 25 | 11,008 | 4,669 | 6,339 | 12,196 | 7,348 |
| Downbound | <u>1,248</u> | <u>220</u> | <u>1,000</u> | <u>28</u> | <u>10,958</u> | <u>10,445</u> | <u>513</u> | <u>12,206</u> | <u>16,295</u> |
| Total | 2,436 | 387 | 1,996 | 53 | 21,966 | 15,114 | 6,852 | 24,402 | 23,643 |
| Percent Change | -13.5% | -35.1% | -8.5% | 35.9% | -10.1% | -9.7% | -11.1% | -10.5% | -9.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,036 | 147 | 1,868 | 21 | 1,091 | 617 | 1.09 | 1.96 | 1,355.63 |
| Downbound | <u>2,162</u> | <u>212</u> | <u>1,932</u> | <u>18</u> | <u>1,086</u> | <u>594</u> | <u>1.03</u> | <u>1.94</u> | <u>1,291.87</u> |
| Total | 4,198 | 359 | 3,800 | 39 | 2,177 | 1,211 | 1.06 | 1.95 | 2,647.50 |
| 2010 | | | | | | | | | |
| Upbound | 1,817 | 99 | 1,692 | 26 | 995 | 606 | 1.99 | 2.97 | 1,886.30 |
| Downbound | <u>1,917</u> | <u>131</u> | <u>1,759</u> | <u>27</u> | <u>996</u> | <u>625</u> | <u>2.66</u> | <u>4.07</u> | <u>2,418.00</u> |
| Total | 3,734 | 230 | 3,451 | 53 | 1,991 | 1,231 | 2.32 | 3.52 | 4,304.30 |
| Percent Change | -11.1% | -35.9% | -9.2% | 35.9% | -8.5% | 1.7% | 119.5% | 80.4% | 62.6% |

2010 data unavailable for the following month(s): Jan Feb

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 1 - CHAMBER 1
Mississippi River

MAIN
River Mile: 847.6

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,542 | 2,211 | 314 | 17 | 459 | 406 | 53 | 3,001 | 590 |
| Downbound | 3,107 | 2,768 | 317 | 22 | 464 | 73 | 391 | 3,571 | 99 |
| Total | 5,649 | 4,979 | 631 | 39 | 923 | 479 | 444 | 6,572 | 689 |
| 2010 | | | | | | | | | |
| Upbound | 2,134 | 1,825 | 298 | 11 | 430 | 347 | 83 | 2,564 | 511 |
| Downbound | 2,814 | 2,487 | 317 | 10 | 459 | 114 | 345 | 3,273 | 163 |
| Total | 4,948 | 4,312 | 615 | 21 | 889 | 461 | 428 | 5,837 | 674 |
| Percent Change | -12.4% | -13.4% | -2.5% | -46.2% | -3.7% | -3.8% | -3.6% | -11.2% | -2.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|--------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,438 | 1,107 | 314 | 17 | 250 | 7 | .01 | .17 | 1.80 |
| Downbound | 1,485 | 1,147 | 316 | 22 | 252 | 7 | .01 | .16 | 1.88 |
| Total | 2,923 | 2,254 | 630 | 39 | 502 | 14 | .01 | .16 | 3.68 |
| 2010 | | | | | | | | | |
| Upbound | 1,150 | 841 | 298 | 11 | 237 | 2 | .00 | .08 | .67 |
| Downbound | 1,212 | 886 | 316 | 10 | 257 | 7 | .01 | .10 | 1.35 |
| Total | 2,362 | 1,727 | 614 | 21 | 494 | 9 | .00 | .09 | 2.02 |
| Percent Change | -19.2% | -23.4% | -2.5% | -46.2% | -1.6% | -35.7% | -37.3% | -43.9% | -45.2% |

*2009 data unavailable for the following month(s): Jan Feb Mar Dec
2010 data unavailable for the following month(s): Jan Feb Mar Dec*

Lock And Dam 2 - CHAMBER 1
Mississippi River

MAIN
River Mile: 815.2

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 3,175 | 2,774 | 387 | 14 | 3,346 | 1,755 | 1,591 | 6,521 | 2,797 |
| Downbound | 3,262 | 2,864 | 382 | 16 | 3,296 | 2,793 | 503 | 6,558 | 4,275 |
| Total | 6,437 | 5,638 | 769 | 30 | 6,642 | 4,548 | 2,094 | 13,079 | 7,072 |
| 2010 | | | | | | | | | |
| Upbound | 2,822 | 2,411 | 394 | 17 | 3,184 | 1,806 | 1,378 | 6,006 | 2,847 |
| Downbound | 2,926 | 2,512 | 397 | 17 | 3,208 | 2,863 | 345 | 6,134 | 4,338 |
| Total | 5,748 | 4,923 | 791 | 34 | 6,392 | 4,669 | 1,723 | 12,140 | 7,185 |
| Percent Change | -10.7% | -12.7% | 2.9% | 13.3% | -3.8% | 2.7% | -17.7% | -7.2% | 1.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,663 | 1,027 | 622 | 14 | 384 | 117 | .31 | .91 | 118.22 |
| Downbound | 1,719 | 1,077 | 626 | 16 | 381 | 110 | .28 | .90 | 121.92 |
| Total | 3,382 | 2,104 | 1,248 | 30 | 765 | 227 | .29 | .91 | 240.13 |
| 2010 | | | | | | | | | |
| Upbound | 1,582 | 951 | 614 | 17 | 392 | 94 | .20 | .85 | 83.02 |
| Downbound | 1,628 | 981 | 630 | 17 | 395 | 102 | .23 | .84 | 98.70 |
| Total | 3,210 | 1,932 | 1,244 | 34 | 787 | 196 | .21 | .85 | 181.72 |
| Percent Change | -5.1% | -8.2% | -.3% | 13.3% | 2.9% | -13.7% | -26.6% | -6.7% | -24.3% |

*2009 data unavailable for the following month(s): Jan Feb
2010 data unavailable for the following month(s): Jan Feb Dec*

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 3 - CHAMBER 1
Mississippi River

MAIN
River Mile: 796.9

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 5,983 | 5,455 | 515 | 13 | 3,325 | 1,735 | 1,590 | 9,308 | 2,778 |
| Downbound | 6,166 | 5,637 | 515 | 14 | 3,304 | 2,796 | 508 | 9,470 | 4,287 |
| Total | 12,149 | 11,092 | 1,030 | 27 | 6,629 | 4,531 | 2,098 | 18,778 | 7,065 |
| 2010 | | | | | | | | | |
| Upbound | 5,294 | 4,694 | 587 | 13 | 3,187 | 1,794 | 1,393 | 8,481 | 2,842 |
| Downbound | 5,611 | 5,001 | 594 | 16 | 3,189 | 2,841 | 348 | 8,800 | 4,324 |
| Total | 10,905 | 9,695 | 1,181 | 29 | 6,376 | 4,635 | 1,741 | 17,281 | 7,166 |
| Percent Change | -10.2% | -12.6% | 14.7% | 7.4% | -3.8% | 2.3% | -17% | -8% | 1.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | | |
| 2009 | | | | | | | | | |
| Upbound | 2,333 | 1,581 | 739 | 13 | 444 | 102 | .26 | .80 | 95.93 |
| Downbound | 2,428 | 1,714 | 700 | 14 | 444 | 96 | .23 | .77 | 98.25 |
| Total | 4,761 | 3,295 | 1,439 | 27 | 888 | 198 | .24 | .79 | 194.18 |
| 2010 | | | | | | | | | |
| Upbound | 2,361 | 1,553 | 795 | 13 | 568 | 110 | .21 | .68 | 86.10 |
| Downbound | 2,324 | 1,634 | 674 | 16 | 575 | 119 | .24 | .77 | 95.58 |
| Total | 4,685 | 3,187 | 1,469 | 29 | 1,143 | 229 | .22 | .73 | 181.68 |
| Percent Change | -1.6% | -3.3% | 2.1% | 7.4% | 28.7% | 15.7% | -7.3% | -7.6% | -6.4% |

*2009 data unavailable for the following month(s): Jan Feb
2010 data unavailable for the following month(s): Jan Feb Dec*

Lock And Dam 4 - CHAMBER 1
Mississippi River

MAIN
River Mile: 752.8

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 4,511 | 4,098 | 396 | 17 | 3,715 | 1,807 | 1,908 | 8,226 | 2,887 |
| Downbound | 4,987 | 4,574 | 393 | 20 | 3,645 | 3,183 | 462 | 8,632 | 4,874 |
| Total | 9,498 | 8,672 | 789 | 37 | 7,360 | 4,990 | 2,370 | 16,858 | 7,761 |
| 2010 | | | | | | | | | |
| Upbound | 4,279 | 3,854 | 408 | 17 | 3,572 | 1,891 | 1,681 | 7,851 | 3,005 |
| Downbound | 4,401 | 3,977 | 406 | 18 | 3,504 | 3,238 | 266 | 7,905 | 4,915 |
| Total | 8,680 | 7,831 | 814 | 35 | 7,076 | 5,129 | 1,947 | 15,756 | 7,920 |
| Percent Change | -8.6% | -9.7% | 3.2% | -5.4% | -3.9% | 2.8% | -17.8% | -6.5% | 2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | | |
| 2009 | | | | | | | | | |
| Upbound | 1,983 | 1,302 | 664 | 17 | 393 | 107 | .25 | .86 | 99.75 |
| Downbound | 2,080 | 1,390 | 670 | 20 | 392 | 92 | .14 | .57 | 65.67 |
| Total | 4,063 | 2,692 | 1,334 | 37 | 785 | 199 | .19 | .72 | 165.42 |
| 2010 | | | | | | | | | |
| Upbound | 1,932 | 1,256 | 659 | 17 | 406 | 103 | .20 | .77 | 86.90 |
| Downbound | 1,983 | 1,302 | 663 | 18 | 403 | 83 | .13 | .59 | 57.92 |
| Total | 3,915 | 2,558 | 1,322 | 35 | 809 | 186 | .16 | .68 | 144.82 |
| Percent Change | -3.6% | -5% | -9% | -5.4% | 3.1% | -6.5% | -14.5% | -4.6% | -12.5% |

*2009 data unavailable for the following month(s): Jan Feb
2010 data unavailable for the following month(s): Jan Feb Dec*

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 5 - CHAMBER 1
Mississippi River

MAIN
River Mile: 738.1

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,878 | 2,453 | 404 | 21 | 3,752 | 1,962 | 1,790 | 6,630 | 3,127 |
| Downbound | <u>3,014</u> | <u>2,588</u> | <u>403</u> | <u>23</u> | <u>3,758</u> | <u>3,202</u> | <u>556</u> | <u>6,772</u> | <u>4,892</u> |
| Total | 5,892 | 5,041 | 807 | 44 | 7,510 | 5,164 | 2,346 | 13,402 | 8,019 |
| 2010 | | | | | | | | | |
| Upbound | 2,403 | 1,979 | 406 | 18 | 3,531 | 1,922 | 1,609 | 5,934 | 3,043 |
| Downbound | <u>2,519</u> | <u>2,095</u> | <u>404</u> | <u>20</u> | <u>3,537</u> | <u>3,257</u> | <u>280</u> | <u>6,056</u> | <u>4,931</u> |
| Total | 4,922 | 4,074 | 810 | 38 | 7,068 | 5,179 | 1,889 | 11,990 | 7,974 |
| Percent Change | -16.5% | -19.2% | .4% | -13.6% | -5.9% | .3% | -19.5% | -10.5% | -6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,611 | 916 | 674 | 21 | 402 | 104 | .21 | .74 | 85.53 |
| Downbound | <u>1,674</u> | <u>972</u> | <u>679</u> | <u>23</u> | <u>402</u> | <u>91</u> | <u>.18</u> | <u>.75</u> | <u>83.92</u> |
| Total | 3,285 | 1,888 | 1,353 | 44 | 804 | 195 | .19 | .75 | 169.45 |
| 2010 | | | | | | | | | |
| Upbound | 1,543 | 871 | 654 | 18 | 405 | 86 | .18 | .82 | 77.57 |
| Downbound | <u>1,637</u> | <u>952</u> | <u>665</u> | <u>20</u> | <u>401</u> | <u>80</u> | <u>.16</u> | <u>.78</u> | <u>67.05</u> |
| Total | 3,180 | 1,823 | 1,319 | 38 | 806 | 166 | .17 | .80 | 144.62 |
| Percent Change | -3.2% | -3.4% | -2.5% | -13.6% | .2% | -14.9% | -11.1% | 7.4% | -14.7% |

2009 data unavailable for the following month(s): Jan Feb

2010 data unavailable for the following month(s): Jan Feb Dec

Lock And Dam 6 - CHAMBER 1
Mississippi River

MAIN
River Mile: 714.3

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,612 | 2,159 | 433 | 20 | 4,484 | 2,308 | 2,176 | 7,096 | 3,529 |
| Downbound | <u>2,810</u> | <u>2,357</u> | <u>433</u> | <u>20</u> | <u>4,382</u> | <u>3,918</u> | <u>464</u> | <u>7,192</u> | <u>5,956</u> |
| Total | 5,422 | 4,516 | 866 | 40 | 8,866 | 6,226 | 2,640 | 14,288 | 9,485 |
| 2010 | | | | | | | | | |
| Upbound | 2,479 | 2,022 | 443 | 14 | 4,266 | 2,235 | 2,031 | 6,745 | 3,513 |
| Downbound | <u>2,504</u> | <u>2,048</u> | <u>440</u> | <u>16</u> | <u>4,243</u> | <u>4,068</u> | <u>175</u> | <u>6,747</u> | <u>6,162</u> |
| Total | 4,983 | 4,070 | 883 | 30 | 8,509 | 6,303 | 2,206 | 13,492 | 9,675 |
| Percent Change | -8.1% | -9.9% | 2% | -25% | -4% | 1.2% | -16.4% | -5.6% | 2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,610 | 856 | 734 | 20 | 428 | 90 | .24 | 1.11 | 111.70 |
| Downbound | <u>1,729</u> | <u>965</u> | <u>744</u> | <u>20</u> | <u>428</u> | <u>91</u> | <u>.23</u> | <u>.92</u> | <u>97.42</u> |
| Total | 3,339 | 1,821 | 1,478 | 40 | 856 | 181 | .23 | 1.01 | 209.12 |
| 2010 | | | | | | | | | |
| Upbound | 1,540 | 776 | 749 | 15 | 441 | 104 | .37 | 1.38 | 155.78 |
| Downbound | <u>1,562</u> | <u>789</u> | <u>757</u> | <u>16</u> | <u>437</u> | <u>82</u> | <u>.26</u> | <u>1.31</u> | <u>119.90</u> |
| Total | 3,102 | 1,565 | 1,506 | 31 | 878 | 186 | .32 | 1.35 | 275.68 |
| Percent Change | -7.1% | -14.1% | 1.9% | -22.5% | 2.6% | 2.8% | 37.5% | 32.9% | 31.8% |

2009 data unavailable for the following month(s): Jan Feb

2010 data unavailable for the following month(s): Jan Feb Mar Dec

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 7 - CHAMBER 1
Mississippi River

MAIN
River Mile: 702.5

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 4,031 | 3,412 | 528 | 91 | 4,571 | 2,382 | 2,189 | 8,602 | 3,537 |
| Downbound | <u>4,363</u> | <u>3,722</u> | <u>549</u> | <u>92</u> | <u>4,492</u> | <u>3,964</u> | <u>528</u> | <u>8,855</u> | <u>6,010</u> |
| Total | 8,394 | 7,134 | 1,077 | 183 | 9,063 | 6,346 | 2,717 | 17,457 | 9,547 |
| 2010 | | | | | | | | | |
| Upbound | 3,523 | 2,879 | 618 | 26 | 4,277 | 2,237 | 2,040 | 7,800 | 3,515 |
| Downbound | <u>3,755</u> | <u>3,059</u> | <u>666</u> | <u>30</u> | <u>4,292</u> | <u>4,120</u> | <u>172</u> | <u>8,047</u> | <u>6,218</u> |
| Total | 7,278 | 5,938 | 1,284 | 56 | 8,569 | 6,357 | 2,212 | 15,847 | 9,733 |
| Percent Change | -13.3% | -16.8% | 19.2% | -69.4% | -5.5% | .2% | -18.6% | -9.2% | 1.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|------------|-----------|-------------|------------------------|---------------|------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,986 | 1,070 | 825 | 91 | 462 | 149 | .42 | 1.21 | 209.85 |
| Downbound | <u>2,088</u> | <u>1,173</u> | <u>823</u> | <u>92</u> | <u>483</u> | <u>137</u> | <u>.34</u> | <u>.96</u> | <u>173.82</u> |
| Total | 4,074 | 2,243 | 1,648 | 183 | 945 | 286 | .38 | 1.09 | 383.67 |
| 2010 | | | | | | | | | |
| Upbound | 1,978 | 1,041 | 911 | 26 | 581 | 147 | .38 | 1.02 | 158.30 |
| Downbound | <u>1,973</u> | <u>1,101</u> | <u>842</u> | <u>30</u> | <u>627</u> | <u>152</u> | <u>.29</u> | <u>.86</u> | <u>133.00</u> |
| Total | 3,951 | 2,142 | 1,753 | 56 | 1,208 | 299 | .34 | .94 | 291.30 |
| Percent Change | -3% | -4.5% | 6.4% | -69.4% | 27.8% | 4.5% | -10.8% | -13.4% | -24.1% |

2009 data unavailable for the following month(s): Jan Feb

2010 data unavailable for the following month(s): Jan Feb Mar Dec

Lock And Dam 8 - CHAMBER 1
Mississippi River

MAIN
River Mile: 679.2

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,663 | 2,197 | 450 | 16 | 4,696 | 2,485 | 2,211 | 7,359 | 3,783 |
| Downbound | <u>2,843</u> | <u>2,380</u> | <u>446</u> | <u>17</u> | <u>4,609</u> | <u>4,155</u> | <u>454</u> | <u>7,452</u> | <u>6,302</u> |
| Total | 5,506 | 4,577 | 896 | 33 | 9,305 | 6,640 | 2,665 | 14,811 | 10,085 |
| 2010 | | | | | | | | | |
| Upbound | 2,382 | 1,904 | 468 | 10 | 4,527 | 2,504 | 2,023 | 6,909 | 3,919 |
| Downbound | <u>2,629</u> | <u>2,142</u> | <u>471</u> | <u>16</u> | <u>4,559</u> | <u>4,342</u> | <u>217</u> | <u>7,188</u> | <u>6,523</u> |
| Total | 5,011 | 4,046 | 939 | 26 | 9,086 | 6,846 | 2,240 | 14,097 | 10,442 |
| Percent Change | -9% | -11.6% | 4.8% | -21.2% | -2.4% | 3.1% | -15.9% | -4.8% | 3.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,450 | 674 | 760 | 16 | 447 | 121 | .37 | 1.38 | 191.22 |
| Downbound | <u>1,507</u> | <u>720</u> | <u>770</u> | <u>17</u> | <u>442</u> | <u>126</u> | <u>.35</u> | <u>1.15</u> | <u>186.57</u> |
| Total | 2,957 | 1,394 | 1,530 | 33 | 889 | 247 | .36 | 1.27 | 377.78 |
| 2010 | | | | | | | | | |
| Upbound | 1,453 | 654 | 788 | 11 | 466 | 107 | .38 | 1.41 | 201.85 |
| Downbound | <u>1,534</u> | <u>707</u> | <u>811</u> | <u>16</u> | <u>468</u> | <u>109</u> | <u>.40</u> | <u>1.59</u> | <u>214.52</u> |
| Total | 2,987 | 1,361 | 1,599 | 27 | 934 | 216 | .39 | 1.50 | 416.37 |
| Percent Change | 1% | -2.4% | 4.5% | -18.2% | 5.1% | -12.6% | 8.1% | 18.6% | 10.2% |

2009 data unavailable for the following month(s): Jan Feb

2010 data unavailable for the following month(s): Jan Feb

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 9 - CHAMBER 1
Mississippi River

MAIN
River Mile: 647.9

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,427 | 1,905 | 506 | 16 | 5,383 | 3,715 | 1,668 | 7,810 | 5,689 |
| Downbound | <u>2,528</u> | <u>2,011</u> | <u>504</u> | <u>13</u> | <u>5,287</u> | <u>4,163</u> | <u>1,124</u> | <u>7,815</u> | <u>6,320</u> |
| Total | 4,955 | 3,916 | 1,010 | 29 | 10,670 | 7,878 | 2,792 | 15,625 | 12,009 |
| 2010 | | | | | | | | | |
| Upbound | 2,603 | 2,076 | 510 | 17 | 5,272 | 3,554 | 1,718 | 7,875 | 5,550 |
| Downbound | <u>2,626</u> | <u>2,091</u> | <u>514</u> | <u>21</u> | <u>5,291</u> | <u>4,370</u> | <u>921</u> | <u>7,917</u> | <u>6,557</u> |
| Total | 5,229 | 4,167 | 1,024 | 38 | 10,563 | 7,924 | 2,639 | 15,792 | 12,107 |
| Percent Change | 5.5% | 6.4% | 1.4% | 31% | -1% | .6% | -5.5% | 1.1% | .8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,695 | 817 | 862 | 16 | 504 | 179 | .37 | .94 | 212.87 |
| Downbound | <u>1,735</u> | <u>848</u> | <u>874</u> | <u>13</u> | <u>501</u> | <u>157</u> | <u>.32</u> | <u>.97</u> | <u>189.53</u> |
| Total | 3,430 | 1,665 | 1,736 | 29 | 1,005 | 336 | .35 | .96 | 402.40 |
| 2010 | | | | | | | | | |
| Upbound | 1,718 | 818 | 882 | 18 | 509 | 188 | .45 | 1.15 | 252.77 |
| Downbound | <u>1,810</u> | <u>891</u> | <u>898</u> | <u>21</u> | <u>512</u> | <u>150</u> | <u>.41</u> | <u>1.34</u> | <u>216.37</u> |
| Total | 3,528 | 1,709 | 1,780 | 39 | 1,021 | 338 | .43 | 1.24 | 469.13 |
| Percent Change | 2.9% | 2.6% | 2.5% | 34.5% | 1.6% | .6% | 25.6% | 30.3% | 16.6% |

*2009 data unavailable for the following month(s): Jan Feb
2010 data unavailable for the following month(s): Jan Feb Mar*

Lock And Dam 10 - CHAMBER 1
Mississippi River

MAIN
River Mile: 615.1

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,916 | 2,245 | 659 | 12 | 6,403 | 3,830 | 2,573 | 9,319 | 5,861 |
| Downbound | <u>2,842</u> | <u>2,184</u> | <u>649</u> | <u>9</u> | <u>6,227</u> | <u>5,247</u> | <u>980</u> | <u>9,069</u> | <u>7,939</u> |
| Total | 5,758 | 4,429 | 1,308 | 21 | 12,630 | 9,077 | 3,553 | 18,388 | 13,800 |
| 2010 | | | | | | | | | |
| Upbound | 2,765 | 2,101 | 654 | 10 | 6,222 | 3,705 | 2,517 | 8,987 | 5,820 |
| Downbound | <u>2,707</u> | <u>2,039</u> | <u>655</u> | <u>13</u> | <u>6,234</u> | <u>5,384</u> | <u>850</u> | <u>8,941</u> | <u>8,095</u> |
| Total | 5,472 | 4,140 | 1,309 | 23 | 12,456 | 9,089 | 3,367 | 17,928 | 13,915 |
| Percent Change | -5% | -6.5% | .1% | 9.5% | -1.4% | .1% | -5.2% | -2.5% | .8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,815 | 742 | 1,061 | 12 | 657 | 187 | .43 | 1.46 | 304.40 |
| Downbound | <u>1,864</u> | <u>782</u> | <u>1,073</u> | <u>9</u> | <u>647</u> | <u>168</u> | <u>.31</u> | <u>1.15</u> | <u>230.58</u> |
| Total | 3,679 | 1,524 | 2,134 | 21 | 1,304 | 355 | .37 | 1.30 | 534.98 |
| 2010 | | | | | | | | | |
| Upbound | 1,829 | 741 | 1,078 | 10 | 651 | 158 | .33 | 1.26 | 262.58 |
| Downbound | <u>1,829</u> | <u>721</u> | <u>1,095</u> | <u>13</u> | <u>653</u> | <u>134</u> | <u>.24</u> | <u>1.05</u> | <u>201.87</u> |
| Total | 3,658 | 1,462 | 2,173 | 23 | 1,304 | 292 | .29 | 1.16 | 464.45 |
| Percent Change | -6% | -4.1% | 1.8% | 9.5% | 0% | -17.7% | -21.6% | -11.4% | -13.2% |

*2009 data unavailable for the following month(s): Jan Feb
2010 data unavailable for the following month(s): Jan Feb*

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

St Anthony Falls - Upper Lock - CHAMBER 1 MAIN
Mississippi River

River Mile: 853.9

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,544 | 810 | 723 | 11 | 460 | 397 | 63 | 2,004 | 583 |
| Downbound | <u>2,016</u> | <u>1,283</u> | <u>722</u> | <u>11</u> | <u>458</u> | <u>76</u> | <u>382</u> | <u>2,474</u> | <u>104</u> |
| Total | 3,560 | 2,093 | 1,445 | 22 | 918 | 473 | 445 | 4,478 | 687 |
| 2010 | | | | | | | | | |
| Upbound | 1,676 | 889 | 783 | 4 | 430 | 342 | 88 | 2,106 | 508 |
| Downbound | <u>2,357</u> | <u>1,561</u> | <u>790</u> | <u>6</u> | <u>442</u> | <u>108</u> | <u>334</u> | <u>2,799</u> | <u>156</u> |
| Total | 4,033 | 2,450 | 1,573 | 10 | 872 | 450 | 422 | 4,905 | 664 |
| Percent Change | 13.3% | 17.1% | 8.9% | -54.5% | -5% | -4.9% | -5.2% | 9.5% | -3.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,193 | 487 | 695 | 11 | 273 | 5 | .00 | .11 | .87 |
| Downbound | <u>1,210</u> | <u>518</u> | <u>681</u> | <u>11</u> | <u>292</u> | <u>3</u> | <u>.00</u> | <u>.05</u> | <u>.37</u> |
| Total | 2,403 | 1,005 | 1,376 | 22 | 565 | 8 | .00 | .08 | 1.23 |
| 2010 | | | | | | | | | |
| Upbound | 1,286 | 531 | 751 | 4 | 271 | 0 | .00 | .00 | .00 |
| Downbound | <u>1,332</u> | <u>582</u> | <u>744</u> | <u>6</u> | <u>291</u> | <u>4</u> | <u>.00</u> | <u>.04</u> | <u>.42</u> |
| Total | 2,618 | 1,113 | 1,495 | 10 | 562 | 4 | .00 | .02 | .42 |
| Percent Change | 8.9% | 10.7% | 8.6% | -54.5% | -5% | -50% | -69.3% | -75.4% | -66.2% |

*2009 data unavailable for the following month(s): Jan Feb Mar Dec
2010 data unavailable for the following month(s): Jan Feb Dec*

St Anthony Falls - Lower Lock - CHAMBER 1 MAIN
Mississippi River

River Mile: 853.3

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|------------|-----------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,325 | 883 | 422 | 20 | 492 | 417 | 75 | 1,817 | 589 |
| Downbound | <u>1,734</u> | <u>1,301</u> | <u>414</u> | <u>19</u> | <u>485</u> | <u>90</u> | <u>395</u> | <u>2,219</u> | <u>107</u> |
| Total | 3,059 | 2,184 | 836 | 39 | 977 | 507 | 470 | 4,036 | 696 |
| 2010 | | | | | | | | | |
| Upbound | 1,228 | 796 | 427 | 5 | 431 | 350 | 81 | 1,659 | 518 |
| Downbound | <u>1,909</u> | <u>1,470</u> | <u>431</u> | <u>8</u> | <u>438</u> | <u>99</u> | <u>339</u> | <u>2,347</u> | <u>146</u> |
| Total | 3,137 | 2,266 | 858 | 13 | 869 | 449 | 420 | 4,006 | 664 |
| Percent Change | 2.5% | 3.8% | 2.6% | -66.7% | -11.1% | -11.4% | -10.6% | -7% | -4.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 955 | 522 | 413 | 20 | 284 | 17 | .01 | .17 | 3.52 |
| Downbound | <u>1,005</u> | <u>582</u> | <u>404</u> | <u>19</u> | <u>283</u> | <u>8</u> | <u>.00</u> | <u>.06</u> | <u>1.13</u> |
| Total | 1,960 | 1,104 | 817 | 39 | 567 | 25 | .01 | .11 | 4.65 |
| 2010 | | | | | | | | | |
| Upbound | 944 | 524 | 415 | 5 | 252 | 5 | .00 | .09 | .72 |
| Downbound | <u>1,058</u> | <u>631</u> | <u>419</u> | <u>8</u> | <u>256</u> | <u>3</u> | <u>.00</u> | <u>.04</u> | <u>.32</u> |
| Total | 2,002 | 1,155 | 834 | 13 | 508 | 8 | .00 | .06 | 1.03 |
| Percent Change | 2.1% | 4.6% | 2.1% | -66.7% | -10.4% | -68% | -70.2% | -43.5% | -77.8% |

*2009 data unavailable for the following month(s): Jan Feb Mar Dec
2010 data unavailable for the following month(s): Jan Feb Mar Dec*

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 5a - CHAMBER 1
Mississippi River

MAIN
River Mile: 728.5

Mississippi Valley Division
St. Paul District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 3,588 | 3,148 | 418 | 22 | 3,819 | 2,025 | 1,794 | 7,407 | 3,109 |
| Downbound | <u>3,772</u> | <u>3,324</u> | <u>427</u> | <u>21</u> | <u>3,755</u> | <u>3,196</u> | <u>559</u> | <u>7,527</u> | <u>4,886</u> |
| Total | 7,360 | 6,472 | 845 | 43 | 7,574 | 5,221 | 2,353 | 14,934 | 7,995 |
| 2010 | | | | | | | | | |
| Upbound | 3,359 | 2,853 | 489 | 17 | 3,510 | 1,916 | 1,594 | 6,869 | 3,046 |
| Downbound | <u>3,379</u> | <u>2,866</u> | <u>492</u> | <u>21</u> | <u>3,534</u> | <u>3,258</u> | <u>276</u> | <u>6,913</u> | <u>4,935</u> |
| Total | 6,738 | 5,719 | 981 | 38 | 7,044 | 5,174 | 1,870 | 13,782 | 7,981 |
| Percent Change | -8.5% | -11.6% | 16.1% | -11.6% | -7% | -9% | -20.5% | -7.7% | -.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|------------|-----------|-------------|------------------------|---------------|------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,862 | 1,152 | 688 | 22 | 416 | 81 | .23 | 1.04 | 94.77 |
| Downbound | <u>1,920</u> | <u>1,211</u> | <u>688</u> | <u>21</u> | <u>425</u> | <u>91</u> | <u>.21</u> | <u>.72</u> | <u>74.22</u> |
| Total | 3,782 | 2,363 | 1,376 | 43 | 841 | 172 | .22 | .88 | 168.98 |
| 2010 | | | | | | | | | |
| Upbound | 1,849 | 1,100 | 732 | 17 | 489 | 75 | .18 | .95 | 69.65 |
| Downbound | <u>1,872</u> | <u>1,172</u> | <u>679</u> | <u>21</u> | <u>490</u> | <u>122</u> | <u>.25</u> | <u>.83</u> | <u>100.75</u> |
| Total | 3,721 | 2,272 | 1,411 | 38 | 979 | 197 | .22 | .89 | 170.40 |
| Percent Change | -1.6% | -3.9% | 2.5% | -11.6% | 16.4% | 14.5% | .5% | 1.3% | .8% |

2009 data unavailable for the following month(s): Jan Feb

2010 data unavailable for the following month(s): Jan Feb Mar Dec

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Troy Lock And Dam - CHAMBER 1
Hudson River

MAIN
River Mile: 153.8

North Atlantic Division
New York District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|----------|----------|----------|--------------|----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,191 | 2,038 | 125 | 28 | 3 | 3 | 0 | 2,194 | 1 |
| Downbound | <u>1,983</u> | <u>1,829</u> | <u>127</u> | <u>27</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>1,984</u> | <u>0</u> |
| Total | 4,174 | 3,867 | 252 | 55 | 4 | 4 | 0 | 4,178 | 1 |
| 2010 | | | | | | | | | |
| Upbound | 2,142 | 2,052 | 66 | 24 | 0 | 0 | 0 | 2,142 | 0 |
| Downbound | <u>1,935</u> | <u>1,857</u> | <u>50</u> | <u>28</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>1,935</u> | <u>0</u> |
| Total | 4,077 | 3,909 | 116 | 52 | 0 | 0 | 0 | 4,077 | 0 |
| Percent Change | -2.3% | 1.1% | -54% | -5.5% | -100% | -100% | N/A | -2.4% | -100% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|------------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,453 | 1,311 | 114 | 28 | 86 | 59 | 4.10 | .30 | 29.07 |
| Downbound | <u>1,332</u> | <u>1,188</u> | <u>117</u> | <u>27</u> | <u>87</u> | <u>70</u> | <u>.87</u> | <u>.09</u> | <u>6.12</u> |
| Total | 2,785 | 2,499 | 231 | 55 | 173 | 129 | 2.48 | .20 | 35.18 |
| 2010 | | | | | | | | | |
| Upbound | 1,441 | 1,364 | 53 | 24 | 40 | 20 | .30 | .10 | 2.42 |
| Downbound | <u>1,246</u> | <u>1,169</u> | <u>49</u> | <u>28</u> | <u>29</u> | <u>21</u> | <u>.30</u> | <u>.10</u> | <u>2.43</u> |
| Total | 2,687 | 2,533 | 102 | 52 | 69 | 41 | .30 | .10 | 4.85 |
| Percent Change | -3.5% | 1.4% | -55.8% | -5.5% | -60.1% | -68.2% | -87.8% | -47.5% | -86.2% |

*2009 data unavailable for the following month(s): Jan Feb Mar Apr Dec
2010 data unavailable for the following month(s): Jan Feb Mar Dec*

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Great Bridge Guard Lock - CHAMBER 1
Atlantic Intracoastal Waterway

MAIN
River Mile: 12.2

North Atlantic Division
Norfolk District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 4,160 | 3,461 | 648 | 51 | 461 | 114 | 347 | 4,621 | 114 |
| Downbound | <u>4,479</u> | <u>3,785</u> | <u>638</u> | <u>56</u> | <u>443</u> | <u>335</u> | <u>108</u> | <u>4,922</u> | <u>538</u> |
| Total | 8,639 | 7,246 | 1,286 | 107 | 904 | 449 | 455 | 9,543 | 652 |
| 2010 | | | | | | | | | |
| Upbound | 4,321 | 3,585 | 655 | 81 | 486 | 100 | 386 | 4,807 | 114 |
| Downbound | <u>4,483</u> | <u>3,766</u> | <u>643</u> | <u>74</u> | <u>489</u> | <u>376</u> | <u>113</u> | <u>4,972</u> | <u>747</u> |
| Total | 8,804 | 7,351 | 1,298 | 155 | 975 | 476 | 499 | 9,779 | 861 |
| Percent Change | 1.9% | 1.4% | .9% | 44.9% | 7.9% | 6% | 9.7% | 2.5% | 32.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|------------|-----------|-------------|------------------------|---------------|-------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,069 | 1,480 | 533 | 56 | 613 | 498 | .10 | .08 | 35.93 |
| Downbound | <u>2,042</u> | <u>1,458</u> | <u>527</u> | <u>57</u> | <u>602</u> | <u>491</u> | <u>.08</u> | <u>.06</u> | <u>31.72</u> |
| Total | 4,111 | 2,938 | 1,060 | 113 | 1,215 | 989 | .09 | .07 | 67.65 |
| 2010 | | | | | | | | | |
| Upbound | 2,171 | 1,514 | 565 | 92 | 627 | 536 | .05 | .04 | 21.43 |
| Downbound | <u>2,190</u> | <u>1,545</u> | <u>564</u> | <u>81</u> | <u>617</u> | <u>538</u> | <u>.08</u> | <u>.06</u> | <u>31.42</u> |
| Total | 4,361 | 3,059 | 1,129 | 173 | 1,244 | 1,074 | .07 | .05 | 52.85 |
| Percent Change | 6.1% | 4.1% | 6.5% | 53.1% | 2.4% | 8.6% | -29.4% | -27.1% | -21.9% |

Deep Creek Lock - CHAMBER 1
Dismal Swamp Canal Route

MAIN
River Mile: 10.6

North Atlantic Division
Norfolk District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|----------|----------|----------|----------|----------|------------|----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 850 | 843 | 0 | 7 | 0 | 0 | 0 | 850 | 0 |
| Downbound | <u>998</u> | <u>989</u> | <u>0</u> | <u>9</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>998</u> | <u>0</u> |
| Total | 1,848 | 1,832 | 0 | 16 | 0 | 0 | 0 | 1,848 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 769 | 759 | 4 | 6 | 0 | 0 | 0 | 769 | 0 |
| Downbound | <u>905</u> | <u>893</u> | <u>5</u> | <u>7</u> | <u>3</u> | <u>0</u> | <u>3</u> | <u>908</u> | <u>0</u> |
| Total | 1,674 | 1,652 | 9 | 13 | 3 | 0 | 3 | 1,677 | 0 |
| Percent Change | -9.4% | -9.8% | N/A | -18.8% | N/A | N/A | N/A | -9.3% | N/A |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|----------|----------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 431 | 424 | 0 | 7 | 0 | 0 | .00 | .00 | .00 |
| Downbound | <u>440</u> | <u>431</u> | <u>0</u> | <u>9</u> | <u>0</u> | <u>0</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 871 | 855 | 0 | 16 | 0 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 398 | 390 | 2 | 6 | 3 | 1 | .00 | .00 | .05 |
| Downbound | <u>419</u> | <u>407</u> | <u>5</u> | <u>7</u> | <u>4</u> | <u>4</u> | <u>.03</u> | <u>.03</u> | <u>.37</u> |
| Total | 817 | 797 | 7 | 13 | 7 | 5 | .01 | .01 | .42 |
| Percent Change | -6.2% | -6.8% | N/A | -18.8% | N/A | N/A | N/A | N/A | N/A |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

South Mills Lock - CHAMBER 1
Dismal Swamp Canal Route

MAIN
River Mile: 33.2

North Atlantic Division
Norfolk District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 812 | 810 | 0 | 2 | 0 | 0 | 0 | 812 | 0 |
| Downbound | 959 | 956 | 0 | 3 | 0 | 0 | 0 | 959 | 0 |
| Total | 1,771 | 1,766 | 0 | 5 | 0 | 0 | 0 | 1,771 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 731 | 726 | 0 | 5 | 0 | 0 | 0 | 731 | 0 |
| Downbound | 861 | 854 | 0 | 7 | 0 | 0 | 0 | 861 | 0 |
| Total | 1,592 | 1,580 | 0 | 12 | 0 | 0 | 0 | 1,592 | 0 |
| Percent Change | -10.1% | -10.5% | N/A | 140% | N/A | N/A | N/A | -10.1% | N/A |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed | Tows | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 405 | 403 | 0 | 2 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 422 | 419 | 0 | 3 | 0 | 0 | .00 | .00 | .00 |
| Total | 827 | 822 | 0 | 5 | 0 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 381 | 376 | 0 | 5 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 396 | 389 | 0 | 7 | 0 | 0 | .00 | .00 | .00 |
| Total | 777 | 765 | 0 | 12 | 0 | 0 | .00 | .00 | .00 |
| Percent Change | -6% | -6.9% | N/A | 140% | N/A | N/A | N/A | N/A | N/A |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Bonneville Lock And Dam - CHAMBER 2
Columbia River

MAIN
River Mile: 145.3

Northwestern Division
Portland District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,228 | 157 | 1,047 | 24 | 2,441 | 763 | 1,678 | 3,669 | 2,187 |
| Downbound | <u>1,235</u> | <u>164</u> | <u>1,046</u> | <u>25</u> | <u>2,438</u> | <u>2,033</u> | <u>405</u> | <u>3,673</u> | <u>5,280</u> |
| Total | 2,463 | 321 | 2,093 | 49 | 4,879 | 2,796 | 2,083 | 7,342 | 7,467 |
| 2010 | | | | | | | | | |
| Upbound | 1,363 | 169 | 1,158 | 36 | 2,667 | 681 | 1,986 | 4,030 | 2,084 |
| Downbound | <u>1,351</u> | <u>153</u> | <u>1,163</u> | <u>35</u> | <u>2,686</u> | <u>2,333</u> | <u>353</u> | <u>4,037</u> | <u>6,313</u> |
| Total | 2,714 | 322 | 2,321 | 71 | 5,353 | 3,014 | 2,339 | 8,067 | 8,397 |
| Percent Change | 10.2% | .3% | 10.9% | 44.9% | 9.7% | 7.8% | 12.3% | 9.9% | 12.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,162 | 112 | 1,028 | 22 | 848 | 821 | .14 | .14 | 113.90 |
| Downbound | <u>1,163</u> | <u>114</u> | <u>1,026</u> | <u>23</u> | <u>850</u> | <u>827</u> | <u>.12</u> | <u>.12</u> | <u>96.63</u> |
| Total | 2,325 | 226 | 2,054 | 45 | 1,698 | 1,648 | .13 | .13 | 210.53 |
| 2010 | | | | | | | | | |
| Upbound | 1,270 | 100 | 1,138 | 32 | 942 | 916 | .11 | .11 | 97.98 |
| Downbound | <u>1,281</u> | <u>99</u> | <u>1,149</u> | <u>33</u> | <u>946</u> | <u>927</u> | <u>.12</u> | <u>.11</u> | <u>105.45</u> |
| Total | 2,551 | 199 | 2,287 | 65 | 1,888 | 1,843 | .12 | .11 | 203.43 |
| Percent Change | 9.7% | -11.9% | 11.3% | 44.4% | 11.2% | 11.8% | -13.8% | -13.8% | -3.4% |

The Dalles Dam - CHAMBER 1
Columbia River

MAIN
River Mile: 191.7

Northwestern Division
Portland District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 965 | 53 | 904 | 8 | 2,339 | 813 | 1,526 | 3,304 | 2,324 |
| Downbound | <u>972</u> | <u>66</u> | <u>897</u> | <u>9</u> | <u>2,312</u> | <u>1,886</u> | <u>426</u> | <u>3,284</u> | <u>4,872</u> |
| Total | 1,937 | 119 | 1,801 | 17 | 4,651 | 2,699 | 1,952 | 6,588 | 7,196 |
| 2010 | | | | | | | | | |
| Upbound | 1,104 | 101 | 997 | 6 | 2,530 | 712 | 1,818 | 3,634 | 2,168 |
| Downbound | <u>1,093</u> | <u>84</u> | <u>1,001</u> | <u>8</u> | <u>2,530</u> | <u>2,155</u> | <u>375</u> | <u>3,623</u> | <u>5,857</u> |
| Total | 2,197 | 185 | 1,998 | 14 | 5,060 | 2,867 | 2,193 | 7,257 | 8,025 |
| Percent Change | 13.4% | 55.5% | 10.9% | -17.6% | 8.8% | 6.2% | 12.3% | 10.2% | 11.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|------------|----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 933 | 38 | 889 | 6 | 802 | 790 | .95 | .92 | 738.93 |
| Downbound | <u>929</u> | <u>45</u> | <u>876</u> | <u>8</u> | <u>787</u> | <u>766</u> | <u>.96</u> | <u>.94</u> | <u>716.88</u> |
| Total | 1,862 | 83 | 1,765 | 14 | 1,589 | 1,556 | .95 | .93 | 1,455.82 |
| 2010 | | | | | | | | | |
| Upbound | 1,003 | 31 | 967 | 5 | 889 | 861 | .87 | .85 | 722.18 |
| Downbound | <u>1,014</u> | <u>37</u> | <u>969</u> | <u>8</u> | <u>891</u> | <u>861</u> | <u>.92</u> | <u>.89</u> | <u>758.62</u> |
| Total | 2,017 | 68 | 1,936 | 13 | 1,780 | 1,722 | .90 | .87 | 1,480.80 |
| Percent Change | 8.3% | -18.1% | 9.7% | -7.1% | 12% | 10.7% | -5.9% | -6.2% | 1.7% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

John Day Lock And Dam - CHAMBER 1
Columbia River

MAIN
River Mile: 216.5

Northwestern Division
Portland District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|-----------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 879 | 39 | 832 | 8 | 2,188 | 796 | 1,392 | 3,067 | 2,258 |
| Downbound | <u>903</u> | <u>50</u> | <u>843</u> | <u>10</u> | <u>2,196</u> | <u>1,769</u> | <u>427</u> | <u>3,099</u> | <u>4,478</u> |
| Total | 1,782 | 89 | 1,675 | 18 | 4,384 | 2,565 | 1,819 | 6,166 | 6,736 |
| 2010 | | | | | | | | | |
| Upbound | 930 | 62 | 865 | 3 | 2,298 | 698 | 1,600 | 3,228 | 2,129 |
| Downbound | <u>942</u> | <u>53</u> | <u>882</u> | <u>7</u> | <u>2,373</u> | <u>1,991</u> | <u>382</u> | <u>3,315</u> | <u>5,239</u> |
| Total | 1,872 | 115 | 1,747 | 10 | 4,671 | 2,689 | 1,982 | 6,543 | 7,368 |
| Percent Change | 5.1% | 29.2% | 4.3% | -44.4% | 6.5% | 4.8% | 9% | 6.1% | 9.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|-----------|------------|----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 857 | 25 | 825 | 7 | 720 | 714 | .82 | .81 | 574.03 |
| Downbound | 869 | 31 | 829 | 9 | 713 | 702 | .78 | .77 | 536.15 |
| Total | 1,726 | 56 | 1,654 | 16 | 1,433 | 1,416 | .80 | .79 | 1,110.18 |
| 2010 | | | | | | | | | |
| Upbound | 887 | 34 | 850 | 3 | 771 | 760 | .91 | .89 | 680.47 |
| Downbound | <u>907</u> | <u>28</u> | <u>872</u> | <u>7</u> | <u>782</u> | <u>776</u> | <u>.94</u> | <u>.92</u> | <u>700.68</u> |
| Total | 1,794 | 62 | 1,722 | 10 | 1,553 | 1,536 | .92 | .90 | 1,381.15 |
| Percent Change | 3.9% | 10.7% | 4.1% | -37.5% | 8.4% | 8.5% | 15.6% | 14.8% | 24.4% |

Willamette Falls Locks 1 - 4 - CHAMBER 1
Willamette River

MAIN
River Mile: 26

Northwestern Division
Portland District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|-----------|----------|----------|----------|----------|------------|----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 17 | 0 |
| Downbound | <u>16</u> | <u>0</u> | <u>16</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>16</u> | <u>0</u> |
| Total | 33 | 0 | 33 | 0 | 0 | 0 | 0 | 33 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 174 | 123 | 45 | 6 | 8 | 2 | 6 | 182 | 2 |
| Downbound | <u>378</u> | <u>322</u> | <u>50</u> | <u>6</u> | <u>3</u> | <u>1</u> | <u>2</u> | <u>381</u> | <u>0</u> |
| Total | 552 | 445 | 95 | 12 | 11 | 3 | 8 | 563 | 2 |
| Percent Change | 1572.7% | N/A | 187.9% | N/A | N/A | N/A | N/A | 1606.1% | N/A |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|-----------|----------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 17 | 0 | 17 | 0 | 8 | 8 | .02 | .01 | .13 |
| Downbound | <u>16</u> | <u>0</u> | <u>16</u> | <u>0</u> | <u>7</u> | <u>7</u> | <u>.01</u> | <u>.01</u> | <u>.12</u> |
| Total | 33 | 0 | 33 | 0 | 15 | 15 | .02 | .01 | .25 |
| 2010 | | | | | | | | | |
| Upbound | 135 | 85 | 44 | 6 | 23 | 22 | .03 | .01 | .37 |
| Downbound | <u>153</u> | <u>106</u> | <u>41</u> | <u>6</u> | <u>29</u> | <u>20</u> | <u>.04</u> | <u>.01</u> | <u>.33</u> |
| Total | 288 | 191 | 85 | 12 | 52 | 42 | .03 | .01 | .70 |
| Percent Change | 772.7% | N/A | 157.6% | N/A | 246.7% | 180% | 106.5% | 55.6% | 180% |

2009 data unavailable for the following month(s): Mar Jun Jul
2010 data unavailable for the following month(s): Jan Apr Dec

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Willamette Falls Guard Lock - CHAMBER 1
Willamette River

MAIN
River Mile: 26

Northwestern Division
Portland District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-----|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 13 | 0 |
| Downbound | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 15 | 0 |
| Total | 28 | 0 | 28 | 0 | 0 | 0 | 0 | 28 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 173 | 133 | 38 | 2 | 5 | 2 | 3 | 178 | 2 |
| Downbound | 373 | 321 | 50 | 2 | 2 | 1 | 1 | 375 | 1 |
| Total | 546 | 454 | 88 | 4 | 7 | 3 | 4 | 553 | 3 |
| Percent Change | 1850% | N/A | 214.3% | N/A | N/A | N/A | N/A | 1875% | N/A |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-----|--------|-------|-------------|------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed | Tows | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 13 | 0 | 13 | 0 | 2 | 2 | .00 | .00 | .03 |
| Downbound | 15 | 0 | 15 | 0 | 3 | 3 | .01 | .01 | .05 |
| Total | 28 | 0 | 28 | 0 | 5 | 5 | .01 | .01 | .08 |
| 2010 | | | | | | | | | |
| Upbound | 123 | 85 | 36 | 2 | 22 | 20 | 6.70 | 3.35 | 120.33 |
| Downbound | 145 | 104 | 39 | 2 | 33 | 22 | .04 | .01 | .37 |
| Total | 268 | 189 | 75 | 4 | 55 | 42 | 3.37 | 1.68 | 120.70 |
| Percent Change | 857.1% | N/A | 167.9% | N/A | 1000% | 740% | 65197.4% | 32459% | 144740% |

2009 data unavailable for the following month(s): Feb Mar

2010 data unavailable for the following month(s): Jan Apr Dec

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Hiram M Chittenden Locks - CHAMBER 1
Lake Washington Ship Canal

MAIN
River Mile: 0

Northwestern Division
Seattle District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|--------------|-----------|------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 8,573 | 6,590 | 1,894 | 89 | 484 | 434 | 50 | 9,057 | 798 |
| Downbound | <u>8,038</u> | <u>6,063</u> | <u>1,882</u> | <u>93</u> | <u>461</u> | <u>190</u> | <u>271</u> | <u>8,499</u> | <u>194</u> |
| Total | 16,611 | 12,653 | 3,776 | 182 | 945 | 624 | 321 | 17,556 | 992 |
| 2010 | | | | | | | | | |
| Upbound | 7,509 | 5,956 | 1,493 | 60 | 351 | 330 | 21 | 7,860 | 604 |
| Downbound | <u>7,507</u> | <u>5,840</u> | <u>1,588</u> | <u>79</u> | <u>336</u> | <u>139</u> | <u>197</u> | <u>7,843</u> | <u>119</u> |
| Total | 15,016 | 11,796 | 3,081 | 139 | 687 | 469 | 218 | 15,703 | 723 |
| Percent Change | -9.6% | -6.8% | -18.4% | -23.6% | -27.3% | -24.8% | -32.1% | -10.6% | -27.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,674 | 240 | 1,350 | 84 | 1,262 | 778 | .70 | .38 | 294.87 |
| Downbound | <u>1,675</u> | <u>248</u> | <u>1,343</u> | <u>84</u> | <u>1,201</u> | <u>737</u> | <u>.58</u> | <u>.32</u> | <u>226.78</u> |
| Total | 3,349 | 488 | 2,693 | 168 | 2,463 | 1,515 | .64 | .35 | 521.65 |
| 2010 | | | | | | | | | |
| Upbound | 1,477 | 283 | 1,141 | 53 | 954 | 674 | .87 | .38 | 244.30 |
| Downbound | <u>1,489</u> | <u>262</u> | <u>1,157</u> | <u>70</u> | <u>998</u> | <u>655</u> | <u>1.07</u> | <u>.48</u> | <u>298.92</u> |
| Total | 2,966 | 545 | 2,298 | 123 | 1,952 | 1,329 | .97 | .43 | 543.22 |
| Percent Change | -11.4% | 11.7% | -14.7% | -26.8% | -20.7% | -12.3% | 52.1% | 22.6% | 4.1% |

Hiram M Chittenden Locks - CHAMBER 4
Lake Washington Ship Canal

AUX 1
River Mile: 0

Northwestern Division
Seattle District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------------|---------------|--------------|------------|----------|----------|----------|---------------|----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 14,306 | 12,286 | 1,745 | 275 | 1 | 1 | 0 | 14,307 | 0 |
| Downbound | <u>14,669</u> | <u>12,667</u> | <u>1,743</u> | <u>259</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>14,670</u> | <u>0</u> |
| Total | 28,975 | 24,953 | 3,488 | 534 | 2 | 2 | 0 | 28,977 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 14,398 | 12,078 | 2,010 | 310 | 3 | 2 | 1 | 14,401 | 1 |
| Downbound | <u>14,326</u> | <u>12,156</u> | <u>1,864</u> | <u>306</u> | <u>3</u> | <u>3</u> | <u>0</u> | <u>14,329</u> | <u>2</u> |
| Total | 28,724 | 24,234 | 3,874 | 616 | 6 | 5 | 1 | 28,730 | 3 |
| Percent Change | -.9% | -2.9% | 11.1% | 15.4% | 200% | 150% | N/A | -.9% | N/A |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|--------------|------------|-------------|------------------------|---------------|-------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 5,169 | 3,478 | 1,414 | 277 | 517 | 187 | 3.65 | .21 | 43.82 |
| Downbound | <u>5,308</u> | <u>3,660</u> | <u>1,390</u> | <u>258</u> | <u>541</u> | <u>188</u> | <u>2.24</u> | <u>.14</u> | <u>26.87</u> |
| Total | 10,477 | 7,138 | 2,804 | 535 | 1,058 | 375 | 2.95 | .17 | 70.68 |
| 2010 | | | | | | | | | |
| Upbound | 5,336 | 3,470 | 1,562 | 304 | 665 | 220 | 2.50 | .14 | 31.13 |
| Downbound | <u>5,389</u> | <u>3,598</u> | <u>1,486</u> | <u>305</u> | <u>582</u> | <u>210</u> | <u>2.24</u> | <u>.13</u> | <u>26.93</u> |
| Total | 10,725 | 7,068 | 3,048 | 609 | 1,247 | 430 | 2.37 | .14 | 58.07 |
| Percent Change | 2.4% | -1% | 8.7% | 13.8% | 17.9% | 14.7% | -19.5% | -21.3% | -17.8% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Mcrary Lock And Dam - CHAMBER 1
Columbia River

MAIN
River Mile: 292

Northwestern Division
Walla Walla District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,073 | 213 | 851 | 9 | 1,906 | 644 | 1,262 | 2,979 | 2,083 |
| Downbound | <u>1,055</u> | <u>201</u> | <u>844</u> | <u>10</u> | <u>1,905</u> | <u>1,423</u> | <u>482</u> | <u>2,960</u> | <u>4,039</u> |
| Total | 2,128 | 414 | 1,695 | 19 | 3,811 | 2,067 | 1,744 | 5,939 | 6,122 |
| 2010 | | | | | | | | | |
| Upbound | 1,012 | 129 | 875 | 8 | 1,897 | 542 | 1,355 | 2,909 | 1,914 |
| Downbound | <u>1,012</u> | <u>125</u> | <u>880</u> | <u>7</u> | <u>1,896</u> | <u>1,466</u> | <u>430</u> | <u>2,908</u> | <u>4,330</u> |
| Total | 2,024 | 254 | 1,755 | 15 | 3,793 | 2,008 | 1,785 | 5,817 | 6,244 |
| Percent Change | -4.9% | -38.6% | 3.5% | -21.1% | -5% | -2.9% | 2.4% | -2.1% | 2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|-----------|------------|-----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 898 | 64 | 825 | 9 | 740 | 668 | .14 | .14 | 97.45 |
| Downbound | <u>902</u> | <u>72</u> | <u>820</u> | <u>10</u> | <u>726</u> | <u>652</u> | <u>.10</u> | <u>.10</u> | <u>67.85</u> |
| Total | 1,800 | 136 | 1,645 | 19 | 1,466 | 1,320 | .12 | .12 | 165.30 |
| 2010 | | | | | | | | | |
| Upbound | 919 | 65 | 847 | 7 | 762 | 621 | .13 | .14 | 90.92 |
| Downbound | <u>913</u> | <u>62</u> | <u>844</u> | <u>7</u> | <u>763</u> | <u>603</u> | <u>.09</u> | <u>.10</u> | <u>64.63</u> |
| Total | 1,832 | 127 | 1,691 | 14 | 1,525 | 1,224 | .11 | .12 | 155.55 |
| Percent Change | 1.8% | -6.6% | 2.8% | -26.3% | 4% | -7.3% | -5.5% | 1.5% | -5.9% |

Ice Harbor Lock And Dam - CHAMBER 1
Snake River

MAIN
River Mile: 9.7

Northwestern Division
Walla Walla District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|------------|----------|--------------|------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 781 | 193 | 581 | 7 | 1,008 | 199 | 809 | 1,789 | 294 |
| Downbound | <u>782</u> | <u>203</u> | <u>573</u> | <u>6</u> | <u>1,015</u> | <u>907</u> | <u>108</u> | <u>1,797</u> | <u>2,536</u> |
| Total | 1,563 | 396 | 1,154 | 13 | 2,023 | 1,106 | 917 | 3,586 | 2,830 |
| 2010 | | | | | | | | | |
| Upbound | 819 | 210 | 603 | 6 | 1,025 | 149 | 876 | 1,844 | 221 |
| Downbound | <u>822</u> | <u>216</u> | <u>599</u> | <u>7</u> | <u>1,018</u> | <u>937</u> | <u>81</u> | <u>1,840</u> | <u>2,666</u> |
| Total | 1,641 | 426 | 1,202 | 13 | 2,043 | 1,086 | 957 | 3,684 | 2,887 |
| Percent Change | 5% | 7.6% | 4.2% | 0% | 1% | -1.8% | 4.4% | 2.7% | 2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 684 | 118 | 560 | 6 | 466 | 453 | .10 | .09 | 39.77 |
| Downbound | <u>684</u> | <u>125</u> | <u>553</u> | <u>6</u> | <u>457</u> | <u>447</u> | <u>.20</u> | <u>.17</u> | <u>72.22</u> |
| Total | 1,368 | 243 | 1,113 | 12 | 923 | 900 | .15 | .13 | 111.98 |
| 2010 | | | | | | | | | |
| Upbound | 707 | 126 | 575 | 6 | 480 | 469 | .10 | .08 | 37.72 |
| Downbound | <u>705</u> | <u>121</u> | <u>577</u> | <u>7</u> | <u>474</u> | <u>469</u> | <u>.10</u> | <u>.09</u> | <u>41.20</u> |
| Total | 1,412 | 247 | 1,152 | 13 | 954 | 938 | .10 | .09 | 78.92 |
| Percent Change | 3.2% | 1.6% | 3.5% | 8.3% | 3.4% | 4.2% | -32.6% | -33.8% | -29.5% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lower Monumental Lock And Dam - CHAMBER 1 MAIN
Snake River

River Mile: 41.6

Northwestern Division
Walla Walla District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|-----------|------------|----------|------------|------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 514 | 76 | 428 | 10 | 919 | 196 | 723 | 1,433 | 274 |
| Downbound | <u>540</u> | <u>87</u> | <u>444</u> | <u>9</u> | <u>946</u> | <u>824</u> | <u>122</u> | <u>1,486</u> | <u>2,255</u> |
| Total | 1,054 | 163 | 872 | 19 | 1,865 | 1,020 | 845 | 2,919 | 2,529 |
| 2010 | | | | | | | | | |
| Upbound | 511 | 66 | 441 | 4 | 915 | 155 | 760 | 1,426 | 231 |
| Downbound | <u>533</u> | <u>83</u> | <u>446</u> | <u>4</u> | <u>930</u> | <u>843</u> | <u>87</u> | <u>1,463</u> | <u>2,323</u> |
| Total | 1,044 | 149 | 887 | 8 | 1,845 | 998 | 847 | 2,889 | 2,554 |
| Percent Change | -9% | -8.6% | 1.7% | -57.9% | -1.1% | -2.2% | .2% | -1% | 1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|-----------|------------|----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 478 | 44 | 424 | 10 | 318 | 315 | .19 | .18 | 57.25 |
| Downbound | <u>500</u> | <u>53</u> | <u>438</u> | <u>9</u> | <u>324</u> | <u>320</u> | <u>.19</u> | <u>.18</u> | <u>57.87</u> |
| Total | 978 | 97 | 862 | 19 | 642 | 635 | .19 | .18 | 115.12 |
| 2010 | | | | | | | | | |
| Upbound | 473 | 38 | 431 | 4 | 326 | 318 | .21 | .20 | 60.30 |
| Downbound | <u>490</u> | <u>49</u> | <u>437</u> | <u>4</u> | <u>330</u> | <u>325</u> | <u>.23</u> | <u>.22</u> | <u>63.12</u> |
| Total | 963 | 87 | 868 | 8 | 656 | 643 | .22 | .21 | 123.42 |
| Percent Change | -1.5% | -10.3% | .7% | -57.9% | 2.2% | 1.3% | 17.6% | 18.3% | 7.2% |

Little Goose Lock And Dam - CHAMBER 1
Snake River

MAIN
River Mile: 70.3

Northwestern Division
Walla Walla District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|-----------|------------|-----------|------------|------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 496 | 58 | 425 | 13 | 844 | 193 | 651 | 1,340 | 270 |
| Downbound | <u>502</u> | <u>76</u> | <u>415</u> | <u>11</u> | <u>830</u> | <u>720</u> | <u>110</u> | <u>1,332</u> | <u>1,964</u> |
| Total | 998 | 134 | 840 | 24 | 1,674 | 913 | 761 | 2,672 | 2,234 |
| 2010 | | | | | | | | | |
| Upbound | 464 | 50 | 403 | 11 | 778 | 137 | 641 | 1,242 | 202 |
| Downbound | <u>467</u> | <u>50</u> | <u>408</u> | <u>9</u> | <u>807</u> | <u>724</u> | <u>83</u> | <u>1,274</u> | <u>2,031</u> |
| Total | 931 | 100 | 811 | 20 | 1,585 | 861 | 724 | 2,516 | 2,233 |
| Percent Change | -6.7% | -25.4% | -3.5% | -16.7% | -5.3% | -5.7% | -4.9% | -5.8% | 0% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|-----------|------------|-----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 481 | 49 | 419 | 13 | 309 | 304 | .09 | .09 | 27.07 |
| Downbound | <u>464</u> | <u>47</u> | <u>407</u> | <u>10</u> | <u>289</u> | <u>283</u> | <u>.11</u> | <u>.11</u> | <u>30.22</u> |
| Total | 945 | 96 | 826 | 23 | 598 | 587 | .10 | .10 | 57.28 |
| 2010 | | | | | | | | | |
| Upbound | 438 | 29 | 398 | 11 | 288 | 284 | .09 | .09 | 25.73 |
| Downbound | <u>439</u> | <u>29</u> | <u>402</u> | <u>8</u> | <u>294</u> | <u>289</u> | <u>.10</u> | <u>.09</u> | <u>26.80</u> |
| Total | 877 | 58 | 800 | 19 | 582 | 573 | .09 | .09 | 52.53 |
| Percent Change | -7.2% | -39.6% | -3.1% | -17.4% | -2.7% | -2.4% | -4.2% | -5.8% | -8.3% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lower Granite Lock And Dam - CHAMBER 1 MAIN
Snake River River Mile: 107.5

Northwestern Division
Walla Walla District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 401 | 123 | 264 | 14 | 469 | 184 | 285 | 870 | 269 |
| Downbound | 413 | 141 | 258 | 14 | 473 | 364 | 109 | 886 | 980 |
| Total | 814 | 264 | 522 | 28 | 942 | 548 | 394 | 1,756 | 1,249 |
| 2010 | | | | | | | | | |
| Upbound | 436 | 165 | 262 | 9 | 444 | 137 | 307 | 880 | 196 |
| Downbound | 437 | 175 | 255 | 7 | 457 | 380 | 77 | 894 | 1,069 |
| Total | 873 | 340 | 517 | 16 | 901 | 517 | 384 | 1,774 | 1,265 |
| Percent Change | 7.2% | 28.8% | -1% | -42.9% | -4.4% | -5.7% | -2.5% | 1% | 1.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|--------|-------------|-------|------------------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | | All Tows Delayed (hrs) | Tows (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 335 | 68 | 253 | 14 | 215 | 107 | .70 | 1.13 | 116.83 |
| Downbound | 342 | 74 | 254 | 14 | 209 | 109 | .89 | 1.56 | 166.73 |
| Total | 677 | 142 | 507 | 28 | 424 | 216 | .80 | 1.35 | 283.57 |
| 2010 | | | | | | | | | |
| Upbound | 336 | 83 | 244 | 9 | 222 | 123 | .59 | .74 | 89.68 |
| Downbound | 346 | 88 | 251 | 7 | 213 | 130 | .52 | 1.03 | 125.65 |
| Total | 682 | 171 | 495 | 16 | 435 | 253 | .56 | .88 | 215.33 |
| Percent Change | .7% | 20.4% | -2.4% | -42.9% | 2.6% | 17.1% | -30.2% | -34.3% | -24.1% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Winfield Locks And Dam Main 1 - CHAMBER 1 MAIN1
Kanawha River

River Mile: 31.1

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Downbound | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Downbound | <u>1</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>9</u> | <u>9</u> | <u>0</u> | <u>10</u> | <u>14</u> |
| Total | 1 | 0 | 1 | 0 | 9 | 9 | 0 | 10 | 14 |
| Percent Change | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

| Jan - Dec | Lockages | | | | Tows | Average Delay | | Total |
|----------------|----------|----------|----------|----------|-------------|------------------|------------|------------|
| | Total | Rec | Comrcl | Other | | All Tows Delayed | Tows | |
| 2009 | | | | | All Delayed | (hrs) | (hrs) | (hrs) |
| Upbound | 0 | 0 | 0 | 0 | 0 | .00 | .00 | .00 |
| Downbound | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 0 | 0 | 0 | 0 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | |
| Upbound | 0 | 0 | 0 | 0 | 0 | .00 | .00 | .00 |
| Downbound | <u>1</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 1 | 0 | 1 | 0 | 1 | .00 | .00 | .00 |
| Percent Change | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

2009 data unavailable for the following month(s): Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

2010 data unavailable for the following month(s): Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

Winfield Locks And Dam Main 1 - CHAMBER 5 MAIN800
Kanawha River

River Mile: 31.1

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,313 | 196 | 1,105 | 12 | 7,966 | 2,960 | 5,006 | 9,279 | 5,009 |
| Downbound | <u>1,306</u> | <u>185</u> | <u>1,109</u> | <u>12</u> | <u>8,045</u> | <u>6,773</u> | <u>1,272</u> | <u>9,351</u> | <u>10,339</u> |
| Total | 2,619 | 381 | 2,214 | 24 | 16,011 | 9,733 | 6,278 | 18,630 | 15,348 |
| 2010 | | | | | | | | | |
| Upbound | 1,543 | 218 | 1,310 | 15 | 9,779 | 4,100 | 5,679 | 11,322 | 6,825 |
| Downbound | <u>1,513</u> | <u>184</u> | <u>1,315</u> | <u>14</u> | <u>9,837</u> | <u>8,488</u> | <u>1,349</u> | <u>11,350</u> | <u>13,106</u> |
| Total | 3,056 | 402 | 2,625 | 29 | 19,616 | 12,588 | 7,028 | 22,672 | 19,931 |
| Percent Change | 16.7% | 5.5% | 18.6% | 20.8% | 22.5% | 29.3% | 11.9% | 21.7% | 29.9% |

| Jan - Dec | Lockages | | | | Tows | Average Delay | | Total | |
|----------------|--------------|------------|--------------|-----------|--------------|------------------|-------------|---------------|-------|
| | Total | Rec | Comrcl | Other | | All Tows Delayed | Tows | | Delay |
| 2009 | | | | | All Delayed | (hrs) | (hrs) | (hrs) | |
| Upbound | 1,203 | 95 | 1,095 | 13 | 1,103 | .28 | 1.05 | 302.70 | |
| Downbound | <u>1,216</u> | <u>102</u> | <u>1,102</u> | <u>12</u> | <u>1,108</u> | <u>.33</u> | <u>1.05</u> | <u>359.72</u> | |
| Total | 2,419 | 197 | 2,197 | 25 | 2,211 | .31 | 1.05 | 662.42 | |
| 2010 | | | | | | | | | |
| Upbound | 1,414 | 98 | 1,300 | 16 | 1,307 | .47 | 1.28 | 607.82 | |
| Downbound | <u>1,415</u> | <u>100</u> | <u>1,300</u> | <u>15</u> | <u>1,313</u> | <u>.46</u> | <u>1.20</u> | <u>586.75</u> | |
| Total | 2,829 | 198 | 2,600 | 31 | 2,620 | .47 | 1.24 | 1,194.57 | |
| Percent Change | 16.9% | .5% | 18.3% | 24% | 18.5% | 49.3% | 52.1% | 17.8% | 80.3% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Marmet Locks And Dam Main 1 - CHAMBER 5
Kanawha River

River Mile: 67.7

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|--------------|--------------|------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,591 | 367 | 1,212 | 12 | 7,736 | 542 | 7,194 | 9,327 | 1,027 |
| Downbound | <u>1,598</u> | <u>370</u> | <u>1,217</u> | <u>11</u> | <u>7,745</u> | <u>7,484</u> | <u>261</u> | <u>9,343</u> | <u>11,130</u> |
| Total | 3,189 | 737 | 2,429 | 23 | 15,481 | 8,026 | 7,455 | 18,670 | 12,157 |
| 2010 | | | | | | | | | |
| Upbound | 1,842 | 429 | 1,407 | 6 | 9,381 | 606 | 8,775 | 11,223 | 1,080 |
| Downbound | <u>1,844</u> | <u>431</u> | <u>1,408</u> | <u>5</u> | <u>9,430</u> | <u>9,090</u> | <u>340</u> | <u>11,274</u> | <u>13,552</u> |
| Total | 3,686 | 860 | 2,815 | 11 | 18,811 | 9,696 | 9,115 | 22,497 | 14,632 |
| Percent Change | 15.6% | 16.7% | 15.9% | -52.2% | 21.5% | 20.8% | 22.3% | 20.5% | 20.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|-----------|--------------|------------------------|---------------|------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,393 | 173 | 1,208 | 12 | 1,212 | 259 | .18 | .79 | 205.78 |
| Downbound | <u>1,403</u> | <u>178</u> | <u>1,214</u> | <u>11</u> | <u>1,217</u> | <u>280</u> | <u>.19</u> | <u>.76</u> | <u>211.82</u> |
| Total | 2,796 | 351 | 2,422 | 23 | 2,429 | 539 | .18 | .77 | 417.60 |
| 2010 | | | | | | | | | |
| Upbound | 1,584 | 179 | 1,399 | 6 | 1,407 | 409 | .29 | .96 | 402.65 |
| Downbound | <u>1,594</u> | <u>194</u> | <u>1,395</u> | <u>5</u> | <u>1,408</u> | <u>401</u> | <u>.27</u> | <u>.90</u> | <u>353.52</u> |
| Total | 3,178 | 373 | 2,794 | 11 | 2,815 | 810 | .28 | .93 | 756.17 |
| Percent Change | 13.7% | 6.3% | 15.4% | -52.2% | 15.9% | 50.3% | 54.5% | 20.3% | 81.1% |

London Locks And Dam Main 1 - CHAMBER 1 MAIN1
Kanawha River

River Mile: 82.8

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|------------|----------|-----------|-----------|----------|------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 120 | 39 | 79 | 2 | 82 | 5 | 77 | 202 | 3 |
| Downbound | <u>116</u> | <u>54</u> | <u>58</u> | <u>4</u> | <u>33</u> | <u>31</u> | <u>2</u> | <u>149</u> | <u>44</u> |
| Total | 236 | 93 | 137 | 6 | 115 | 36 | 79 | 351 | 47 |
| 2010 | | | | | | | | | |
| Upbound | 366 | 187 | 175 | 4 | 194 | 9 | 185 | 560 | 9 |
| Downbound | <u>250</u> | <u>133</u> | <u>112</u> | <u>5</u> | <u>73</u> | <u>72</u> | <u>1</u> | <u>323</u> | <u>104</u> |
| Total | 616 | 320 | 287 | 9 | 267 | 81 | 186 | 883 | 113 |
| Percent Change | 161% | 244.1% | 109.5% | 50% | 132.2% | 125% | 135.4% | 151.6% | 140.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|-----------|------------|----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 152 | 28 | 122 | 2 | 79 | 0 | .00 | .00 | .00 |
| Downbound | <u>101</u> | <u>34</u> | <u>63</u> | <u>4</u> | <u>58</u> | <u>1</u> | <u>.02</u> | <u>.05</u> | <u>.58</u> |
| Total | 253 | 62 | 185 | 6 | 137 | 1 | .01 | .02 | .58 |
| 2010 | | | | | | | | | |
| Upbound | 344 | 70 | 270 | 4 | 174 | 8 | .06 | .36 | 7.47 |
| Downbound | <u>209</u> | <u>74</u> | <u>130</u> | <u>5</u> | <u>110</u> | <u>7</u> | <u>.05</u> | <u>.22</u> | <u>2.95</u> |
| Total | 553 | 144 | 400 | 9 | 284 | 15 | .05 | .29 | 10.42 |
| Percent Change | 118.6% | 132.3% | 116.2% | 50% | 107.3% | 1400% | 574.1% | 1082.9% | 1685.7% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

London Locks And Dam Main 1 - CHAMBER 2 MAIN2
Kanawha River

River Mile: 82.8

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|----------|--------------|--------------|-----------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 717 | 90 | 620 | 7 | 1,683 | 22 | 1,661 | 2,400 | 29 |
| Downbound | <u>731</u> | <u>80</u> | <u>646</u> | <u>5</u> | <u>1,732</u> | <u>1,709</u> | <u>23</u> | <u>2,463</u> | <u>2,564</u> |
| Total | 1,448 | 170 | 1,266 | 12 | 3,415 | 1,731 | 1,684 | 4,863 | 2,593 |
| 2010 | | | | | | | | | |
| Upbound | 958 | 119 | 833 | 6 | 2,222 | 21 | 2,201 | 3,180 | 26 |
| Downbound | <u>1,007</u> | <u>110</u> | <u>892</u> | <u>5</u> | <u>2,338</u> | <u>2,319</u> | <u>19</u> | <u>3,345</u> | <u>3,471</u> |
| Total | 1,965 | 229 | 1,725 | 11 | 4,560 | 2,340 | 2,220 | 6,525 | 3,497 |
| Percent Change | 35.7% | 34.7% | 36.3% | -8.3% | 33.5% | 35.2% | 31.8% | 34.2% | 34.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,363 | 55 | 1,301 | 7 | 620 | 30 | .06 | .82 | 28.42 |
| Downbound | <u>1,395</u> | <u>50</u> | <u>1,340</u> | <u>5</u> | <u>646</u> | <u>52</u> | <u>.07</u> | <u>.74</u> | <u>41.67</u> |
| Total | 2,758 | 105 | 2,641 | 12 | 1,266 | 82 | .06 | .78 | 70.08 |
| 2010 | | | | | | | | | |
| Upbound | 1,833 | 61 | 1,766 | 6 | 833 | 136 | .22 | 1.09 | 160.10 |
| Downbound | <u>1,908</u> | <u>63</u> | <u>1,840</u> | <u>5</u> | <u>892</u> | <u>159</u> | <u>.27</u> | <u>1.30</u> | <u>221.17</u> |
| Total | 3,741 | 124 | 3,606 | 11 | 1,725 | 295 | .25 | 1.19 | 381.27 |
| Percent Change | 35.6% | 18.1% | 36.5% | -8.3% | 36.3% | 259.8% | 281.5% | 53.1% | 444% |

Belleville Locks And Dam - CHAMBER 2
Ohio River

MAIN
River Mile: 203.9

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|-----------|---------------|---------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,620 | 19 | 1,594 | 7 | 18,350 | 10,783 | 7,567 | 19,970 | 18,556 |
| Downbound | <u>1,603</u> | <u>33</u> | <u>1,567</u> | <u>3</u> | <u>18,522</u> | <u>13,202</u> | <u>5,320</u> | <u>20,125</u> | <u>20,151</u> |
| Total | 3,223 | 52 | 3,161 | 10 | 36,872 | 23,985 | 12,887 | 40,095 | 38,707 |
| 2010 | | | | | | | | | |
| Upbound | 1,865 | 44 | 1,809 | 12 | 20,596 | 13,338 | 7,258 | 22,461 | 22,993 |
| Downbound | <u>1,827</u> | <u>46</u> | <u>1,769</u> | <u>12</u> | <u>20,280</u> | <u>13,332</u> | <u>6,948</u> | <u>22,107</u> | <u>20,384</u> |
| Total | 3,692 | 90 | 3,578 | 24 | 40,876 | 26,670 | 14,206 | 44,568 | 43,377 |
| Percent Change | 14.6% | 73.1% | 13.2% | 140% | 10.9% | 11.2% | 10.2% | 11.2% | 12.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,606 | 10 | 1,588 | 8 | 1,592 | 680 | .60 | 1.35 | 948.62 |
| Downbound | <u>1,574</u> | <u>16</u> | <u>1,555</u> | <u>3</u> | <u>1,564</u> | <u>675</u> | <u>.60</u> | <u>1.31</u> | <u>951.10</u> |
| Total | 3,180 | 26 | 3,143 | 11 | 3,156 | 1,355 | .60 | 1.33 | 1,899.72 |
| 2010 | | | | | | | | | |
| Upbound | 1,828 | 23 | 1,792 | 13 | 1,809 | 826 | .58 | 1.24 | 1,049.93 |
| Downbound | <u>1,796</u> | <u>31</u> | <u>1,753</u> | <u>12</u> | <u>1,767</u> | <u>840</u> | <u>.59</u> | <u>1.21</u> | <u>1,043.13</u> |
| Total | 3,624 | 54 | 3,545 | 25 | 3,576 | 1,666 | .59 | 1.23 | 2,093.07 |
| Percent Change | 14% | 107.7% | 12.8% | 127.3% | 13.3% | 23% | -2.5% | -7.8% | 10.2% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Belleville Locks And Dam - CHAMBER 4
Ohio River

AUX 1
River Mile: 203.9

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 483 | 323 | 151 | 9 | 633 | 452 | 181 | 1,116 | 757 |
| Downbound | 550 | 356 | 184 | 10 | 608 | 306 | 302 | 1,158 | 471 |
| Total | 1,033 | 679 | 335 | 19 | 1,241 | 758 | 483 | 2,274 | 1,228 |
| 2010 | | | | | | | | | |
| Upbound | 428 | 288 | 134 | 6 | 596 | 419 | 177 | 1,024 | 753 |
| Downbound | 511 | 332 | 172 | 7 | 692 | 300 | 392 | 1,203 | 430 |
| Total | 939 | 620 | 306 | 13 | 1,288 | 719 | 569 | 2,227 | 1,183 |
| Percent Change | -9.1% | -8.7% | -8.7% | -31.6% | 3.8% | -5.1% | 17.8% | -2.1% | -3.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|--------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 360 | 178 | 173 | 9 | 147 | 32 | .20 | .55 | 77.83 |
| Downbound | 410 | 199 | 201 | 10 | 181 | 36 | .22 | .43 | 73.93 |
| Total | 770 | 377 | 374 | 19 | 328 | 68 | .21 | .49 | 151.77 |
| 2010 | | | | | | | | | |
| Upbound | 325 | 155 | 163 | 7 | 130 | 42 | .98 | 1.50 | 389.17 |
| Downbound | 388 | 181 | 200 | 7 | 170 | 41 | .68 | .86 | 249.20 |
| Total | 713 | 336 | 363 | 14 | 300 | 83 | .83 | 1.18 | 638.37 |
| Percent Change | -7.4% | -10.9% | -2.9% | -26.3% | -8.5% | 22.1% | 289.9% | 141.6% | 320.6% |

2009 data unavailable for the following month(s): Apr

2010 data unavailable for the following month(s): Mar Apr

Racine Locks And Dam - CHAMBER 2
Ohio River

MAIN
River Mile: 237.5

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|--------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,644 | 23 | 1,616 | 5 | 18,568 | 10,936 | 7,632 | 20,212 | 18,888 |
| Downbound | 1,608 | 26 | 1,578 | 4 | 18,707 | 13,500 | 5,207 | 20,315 | 21,292 |
| Total | 3,252 | 49 | 3,194 | 9 | 37,275 | 24,436 | 12,839 | 40,527 | 40,180 |
| 2010 | | | | | | | | | |
| Upbound | 1,841 | 16 | 1,823 | 2 | 20,936 | 13,510 | 7,426 | 22,777 | 23,222 |
| Downbound | 1,767 | 20 | 1,743 | 4 | 20,635 | 13,845 | 6,790 | 22,402 | 21,588 |
| Total | 3,608 | 36 | 3,566 | 6 | 41,571 | 27,355 | 14,216 | 45,179 | 44,810 |
| Percent Change | 10.9% | -26.5% | 11.6% | -33.3% | 11.5% | 11.9% | 10.7% | 11.5% | 11.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,633 | 19 | 1,609 | 5 | 1,614 | 672 | .53 | 1.24 | 857.52 |
| Downbound | 1,589 | 18 | 1,568 | 3 | 1,577 | 654 | .59 | 1.41 | 922.48 |
| Total | 3,222 | 37 | 3,177 | 8 | 3,191 | 1,326 | .56 | 1.32 | 1,780.00 |
| 2010 | | | | | | | | | |
| Upbound | 1,822 | 8 | 1,811 | 3 | 1,823 | 821 | .53 | 1.16 | 969.43 |
| Downbound | 1,751 | 11 | 1,735 | 5 | 1,743 | 784 | .50 | 1.10 | 872.58 |
| Total | 3,573 | 19 | 3,546 | 8 | 3,566 | 1,605 | .52 | 1.13 | 1,842.02 |
| Percent Change | 10.9% | -48.6% | 11.6% | 0% | 11.8% | 21% | -8.5% | -14.6% | 3.5% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Racine Locks And Dam - CHAMBER 4
Ohio River

AUX 1
River Mile: 237.5

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 439 | 233 | 201 | 5 | 394 | 212 | 182 | 833 | 312 |
| Downbound | 462 | 210 | 245 | 7 | 534 | 195 | 339 | 996 | 296 |
| Total | 901 | 443 | 446 | 12 | 928 | 407 | 521 | 1,829 | 608 |
| 2010 | | | | | | | | | |
| Upbound | 461 | 207 | 244 | 10 | 498 | 271 | 227 | 959 | 448 |
| Downbound | 603 | 277 | 317 | 9 | 641 | 231 | 410 | 1,244 | 353 |
| Total | 1,064 | 484 | 561 | 19 | 1,139 | 502 | 637 | 2,203 | 801 |
| Percent Change | 18.1% | 9.3% | 25.8% | 58.3% | 22.7% | 23.3% | 22.3% | 20.4% | 31.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 343 | 143 | 194 | 6 | 198 | 11 | .03 | .18 | 4.60 |
| Downbound | 392 | 142 | 242 | 8 | 240 | 17 | .03 | .28 | 6.40 |
| Total | 735 | 285 | 436 | 14 | 438 | 28 | .03 | .23 | 11.00 |
| 2010 | | | | | | | | | |
| Upbound | 401 | 145 | 242 | 14 | 240 | 14 | .04 | .45 | 6.97 |
| Downbound | 486 | 161 | 315 | 10 | 314 | 11 | .02 | .29 | 4.50 |
| Total | 887 | 306 | 557 | 24 | 554 | 25 | .03 | .37 | 11.47 |
| Percent Change | 20.7% | 7.4% | 27.8% | 71.4% | 26.5% | -10.7% | 3.2% | 61.4% | 4.2% |

Greenup Locks And Dam - CHAMBER 2
Ohio River

MAIN
River Mile: 341

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,098 | 59 | 2,038 | 1 | 20,888 | 10,005 | 10,883 | 22,986 | 16,849 |
| Downbound | 2,062 | 68 | 1,990 | 4 | 20,700 | 14,682 | 6,018 | 22,762 | 25,859 |
| Total | 4,160 | 127 | 4,028 | 5 | 41,588 | 24,687 | 16,901 | 45,748 | 42,708 |
| 2010 | | | | | | | | | |
| Upbound | 2,039 | 14 | 2,023 | 2 | 21,641 | 11,770 | 9,871 | 23,680 | 19,975 |
| Downbound | 2,049 | 33 | 2,014 | 2 | 21,678 | 15,436 | 6,242 | 23,727 | 27,627 |
| Total | 4,088 | 47 | 4,037 | 4 | 43,319 | 27,206 | 16,113 | 47,407 | 47,602 |
| Percent Change | -1.7% | -63% | .2% | -20% | 4.2% | 10.2% | -4.7% | 3.6% | 11.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,066 | 26 | 2,035 | 5 | 2,035 | 1,125 | .73 | 1.26 | 1,433.93 |
| Downbound | 2,023 | 30 | 1,988 | 5 | 1,988 | 1,049 | .77 | 1.41 | 1,405.45 |
| Total | 4,089 | 56 | 4,023 | 10 | 4,023 | 2,174 | .75 | 1.34 | 2,839.38 |
| 2010 | | | | | | | | | |
| Upbound | 2,035 | 9 | 2,020 | 6 | 2,021 | 1,208 | 1.98 | 2.92 | 2,911.45 |
| Downbound | 2,024 | 10 | 2,010 | 4 | 2,012 | 1,167 | 1.64 | 2.56 | 2,519.97 |
| Total | 4,059 | 19 | 4,030 | 10 | 4,033 | 2,375 | 1.81 | 2.74 | 5,431.42 |
| Percent Change | -.7% | -66.1% | .2% | 0% | .2% | 9.2% | 140.7% | 105% | 91.3% |

2009 data unavailable for the following month(s): Nov

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Greenup Locks And Dam - CHAMBER 4
Ohio River

AUX 1
River Mile: 341

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|------------|----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 711 | 163 | 542 | 6 | 4,069 | 2,058 | 2,011 | 4,780 | 3,494 |
| Downbound | <u>784</u> | <u>194</u> | <u>588</u> | <u>2</u> | <u>4,264</u> | <u>2,843</u> | <u>1,421</u> | <u>5,048</u> | <u>5,069</u> |
| Total | 1,495 | 357 | 1,130 | 8 | 8,333 | 4,901 | 3,432 | 9,828 | 8,563 |
| 2010 | | | | | | | | | |
| Upbound | 937 | 255 | 678 | 4 | 4,422 | 2,283 | 2,139 | 5,359 | 3,893 |
| Downbound | <u>943</u> | <u>245</u> | <u>693</u> | <u>5</u> | <u>4,224</u> | <u>2,824</u> | <u>1,400</u> | <u>5,167</u> | <u>4,948</u> |
| Total | 1,880 | 500 | 1,371 | 9 | 8,646 | 5,107 | 3,539 | 10,526 | 8,841 |
| Percent Change | 25.8% | 40.1% | 21.3% | 12.5% | 3.8% | 4.2% | 3.1% | 7.1% | 3.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|--------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 910 | 100 | 802 | 8 | 538 | 359 | 1.96 | 2.54 | 3,158.82 |
| Downbound | <u>982</u> | <u>116</u> | <u>864</u> | <u>2</u> | <u>586</u> | <u>366</u> | <u>1.93</u> | <u>2.28</u> | <u>3,168.67</u> |
| Total | 1,892 | 216 | 1,666 | 10 | 1,124 | 725 | 1.94 | 2.41 | 6,327.48 |
| 2010 | | | | | | | | | |
| Upbound | 1,114 | 133 | 965 | 16 | 675 | 395 | 9.87 | 12.13 | 10,305.17 |
| Downbound | <u>1,112</u> | <u>144</u> | <u>956</u> | <u>12</u> | <u>689</u> | <u>377</u> | <u>9.00</u> | <u>14.28</u> | <u>9,685.93</u> |
| Total | 2,226 | 277 | 1,921 | 28 | 1,364 | 772 | 9.44 | 13.21 | 19,991.10 |
| Percent Change | 17.7% | 28.2% | 15.3% | 180% | 21.4% | 6.5% | 386.1% | 447.6% | 215.9% |

Capt Ant Meldahl Locks And Dam - CHAMBER 2 MAIN
Ohio River

River Mile: 436.2

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|----------|---------------|---------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,130 | 42 | 2,087 | 1 | 20,963 | 13,438 | 7,525 | 23,093 | 22,813 |
| Downbound | <u>2,146</u> | <u>47</u> | <u>2,097</u> | <u>2</u> | <u>21,163</u> | <u>14,595</u> | <u>6,568</u> | <u>23,309</u> | <u>26,072</u> |
| Total | 4,276 | 89 | 4,184 | 3 | 42,126 | 28,033 | 14,093 | 46,402 | 48,885 |
| 2010 | | | | | | | | | |
| Upbound | 2,378 | 166 | 2,212 | 0 | 22,557 | 15,850 | 6,707 | 24,935 | 27,495 |
| Downbound | <u>2,331</u> | <u>144</u> | <u>2,183</u> | <u>4</u> | <u>22,601</u> | <u>16,197</u> | <u>6,404</u> | <u>24,932</u> | <u>29,026</u> |
| Total | 4,709 | 310 | 4,395 | 4 | 45,158 | 32,047 | 13,111 | 49,867 | 56,521 |
| Percent Change | 10.1% | 248.3% | 5% | 33.3% | 7.2% | 14.3% | -7% | 7.5% | 15.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,098 | 25 | 2,071 | 2 | 2,084 | 1,024 | .62 | 1.26 | 1,292.35 |
| Downbound | <u>2,122</u> | <u>30</u> | <u>2,090</u> | <u>2</u> | <u>2,096</u> | <u>994</u> | <u>.60</u> | <u>1.26</u> | <u>1,249.25</u> |
| Total | 4,220 | 55 | 4,161 | 4 | 4,180 | 2,018 | .61 | 1.26 | 2,541.60 |
| 2010 | | | | | | | | | |
| Upbound | 2,258 | 60 | 2,198 | 0 | 2,209 | 1,242 | 1.02 | 1.69 | 2,216.78 |
| Downbound | <u>2,235</u> | <u>55</u> | <u>2,176</u> | <u>4</u> | <u>2,181</u> | <u>1,225</u> | <u>.97</u> | <u>1.62</u> | <u>2,078.03</u> |
| Total | 4,493 | 115 | 4,374 | 4 | 4,390 | 2,467 | .99 | 1.66 | 4,294.82 |
| Percent Change | 6.5% | 109.1% | 5.1% | 0% | 5% | 22.2% | 62.2% | 31.5% | 69% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Capt Ant Meldahl Locks And Dam - CHAMBER 4 AUX 1
Ohio River

River Mile: 436.2

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec 2009 | Vessels | | | | Barges | | | Bottoms Total | Tonnage ktons |
|-------------------|--------------|------------|------------|----------|------------|------------|------------|------------------|------------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| Upbound | 1,039 | 817 | 216 | 6 | 481 | 213 | 268 | 1,520 | 330 |
| Downbound | <u>1,025</u> | <u>804</u> | <u>216</u> | <u>5</u> | <u>445</u> | <u>193</u> | <u>252</u> | <u>1,470</u> | <u>289</u> |
| Total | 2,064 | 1,621 | 432 | 11 | 926 | 406 | 520 | 2,990 | 619 |
| 2010 | | | | | | | | | |
| Upbound | 960 | 676 | 276 | 8 | 743 | 416 | 327 | 1,703 | 682 |
| Downbound | <u>1,117</u> | <u>823</u> | <u>288</u> | <u>6</u> | <u>756</u> | <u>335</u> | <u>421</u> | <u>1,873</u> | <u>534</u> |
| Total | 2,077 | 1,499 | 564 | 14 | 1,499 | 751 | 748 | 3,576 | 1,216 |
| Percent Change | .6% | -7.5% | 30.6% | 27.3% | 61.9% | 85% | 43.8% | 19.6% | 96.4% |

| Jan - Dec 2009 | Lockages | | | | Tows | | Average Delay All Tows Delayed Tows | | Total Delay (hrs) |
|-------------------|------------|------------|------------|----------|-------------|-----------|--|------------|-------------------------|
| | Total | Rec | Comrcl | Other | All Delayed | (hrs) | (hrs) | | |
| Upbound | 610 | 385 | 216 | 9 | 205 | 20 | .08 | .44 | 9.90 |
| Downbound | 608 | 390 | 213 | 5 | 206 | 9 | .03 | .24 | 4.58 |
| Total | 1,218 | 775 | 429 | 14 | 411 | 29 | .05 | .34 | 14.48 |
| 2010 | | | | | | | | | |
| Upbound | 564 | 265 | 289 | 10 | 272 | 38 | .25 | .62 | 63.20 |
| Downbound | <u>607</u> | <u>297</u> | <u>304</u> | <u>6</u> | <u>284</u> | <u>40</u> | <u>.21</u> | <u>.47</u> | <u>75.77</u> |
| Total | 1,171 | 562 | 593 | 16 | 556 | 78 | .23 | .54 | 138.97 |
| Percent Change | -3.9% | -27.5% | 38.2% | 14.3% | 35.3% | 169% | 341.3% | 62% | 859.5% |

Robert C. Byrd Locks And Dam - CHAMBER 2 MAIN
Ohio River

River Mile: 279.2

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec 2009 | Vessels | | | | Barges | | | Bottoms Total | Tonnage ktons |
|-------------------|--------------|-----------|--------------|-----------|---------------|---------------|--------------|------------------|------------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| Upbound | 1,993 | 79 | 1,896 | 18 | 18,605 | 14,304 | 4,301 | 20,598 | 25,747 |
| Downbound | <u>1,967</u> | <u>81</u> | <u>1,866</u> | <u>20</u> | <u>18,571</u> | <u>10,297</u> | <u>8,274</u> | <u>20,538</u> | <u>17,866</u> |
| Total | 3,960 | 160 | 3,762 | 38 | 37,176 | 24,601 | 12,575 | 41,136 | 43,613 |
| 2010 | | | | | | | | | |
| Upbound | 1,785 | 27 | 1,750 | 8 | 17,499 | 13,472 | 4,027 | 19,284 | 24,773 |
| Downbound | <u>1,768</u> | <u>33</u> | <u>1,730</u> | <u>5</u> | <u>17,277</u> | <u>10,485</u> | <u>6,792</u> | <u>19,045</u> | <u>18,717</u> |
| Total | 3,553 | 60 | 3,480 | 13 | 34,776 | 23,957 | 10,819 | 38,329 | 43,490 |
| Percent Change | -10.3% | -62.5% | -7.5% | -65.8% | -6.5% | -2.6% | -14% | -6.8% | -3% |

| Jan - Dec 2009 | Lockages | | | | Tows | | Average Delay All Tows Delayed Tows | | Total Delay (hrs) |
|-------------------|--------------|-----------|--------------|-----------|--------------|------------|--|-------------|-------------------------|
| | Total | Rec | Comrcl | Other | All Delayed | (hrs) | (hrs) | | |
| Upbound | 1,939 | 52 | 1,869 | 18 | 1,891 | 808 | .50 | 1.13 | 920.95 |
| Downbound | <u>1,915</u> | <u>52</u> | <u>1,843</u> | <u>20</u> | <u>1,862</u> | <u>810</u> | <u>.50</u> | <u>1.12</u> | <u>900.33</u> |
| Total | 3,854 | 104 | 3,712 | 38 | 3,753 | 1,618 | .50 | 1.12 | 1,821.28 |
| 2010 | | | | | | | | | |
| Upbound | 1,766 | 21 | 1,737 | 8 | 1,748 | 824 | .62 | 1.26 | 1,046.72 |
| Downbound | <u>1,742</u> | <u>20</u> | <u>1,717</u> | <u>5</u> | <u>1,728</u> | <u>808</u> | <u>.59</u> | <u>1.21</u> | <u>1,016.93</u> |
| Total | 3,508 | 41 | 3,454 | 13 | 3,476 | 1,632 | .61 | 1.24 | 2,063.65 |
| Percent Change | -9% | -60.6% | -7% | -65.8% | -7.4% | .9% | 21.9% | 10.3% | 13.3% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Robert C. Byrd Locks And Dam - CHAMBER 4 AUX
Ohio River

River Mile: 279.2

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|---------|---------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 157 | 50 | 99 | 8 | 140 | 98 | 42 | 297 | 176 |
| Downbound | 176 | 52 | 116 | 8 | 267 | 74 | 193 | 443 | 124 |
| Total | 333 | 102 | 215 | 16 | 407 | 172 | 235 | 740 | 300 |
| 2010 | | | | | | | | | |
| Upbound | 514 | 58 | 447 | 9 | 2,811 | 2,197 | 614 | 3,325 | 4,038 |
| Downbound | 539 | 70 | 458 | 11 | 2,837 | 1,579 | 1,258 | 3,376 | 2,870 |
| Total | 1,053 | 128 | 905 | 20 | 5,648 | 3,776 | 1,872 | 6,701 | 6,908 |
| Percent Change | 216.2% | 25.5% | 320.9% | 25% | 1287.7% | 2095.3% | 696.6% | 805.5% | 2202.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-----|--------|-------|--------|---------|-----------------------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All | Delayed | All Tows Delayed Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 138 | 32 | 98 | 8 | 97 | 5 | .04 | .46 | 3.22 |
| Downbound | 164 | 43 | 113 | 8 | 114 | 6 | .04 | .25 | 2.88 |
| Total | 302 | 75 | 211 | 16 | 211 | 11 | .04 | .35 | 6.10 |
| 2010 | | | | | | | | | |
| Upbound | 662 | 44 | 609 | 9 | 446 | 270 | 1.45 | 1.71 | 1,903.68 |
| Downbound | 673 | 49 | 613 | 11 | 456 | 248 | 1.42 | 1.78 | 1,758.47 |
| Total | 1,335 | 93 | 1,222 | 20 | 902 | 518 | 1.44 | 1.74 | 3,662.15 |
| Percent Change | 342.1% | 24% | 479.1% | 25% | 327.5% | 4609.1% | 3334.8% | 394% | 59935.2% |

*2009 data unavailable for the following month(s): Feb Mar Apr May Jun Jul
2010 data unavailable for the following month(s): Mar Apr*

Willow Island Locks And Dam - CHAMBER 2 MAIN
Ohio River

River Mile: 161.7

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|---------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,487 | 2 | 1,483 | 2 | 17,719 | 9,776 | 7,943 | 19,206 | 16,542 |
| Downbound | 1,454 | 5 | 1,447 | 2 | 17,828 | 13,258 | 4,570 | 19,282 | 19,990 |
| Total | 2,941 | 7 | 2,930 | 4 | 35,547 | 23,034 | 12,513 | 38,488 | 36,532 |
| 2010 | | | | | | | | | |
| Upbound | 1,832 | 122 | 1,694 | 16 | 20,017 | 12,405 | 7,612 | 21,849 | 21,040 |
| Downbound | 1,798 | 135 | 1,655 | 8 | 19,700 | 13,485 | 6,215 | 21,498 | 20,190 |
| Total | 3,630 | 257 | 3,349 | 24 | 39,717 | 25,890 | 13,827 | 43,347 | 41,230 |
| Percent Change | 23.4% | 3571.4% | 14.3% | 500% | 11.7% | 12.4% | 10.5% | 12.6% | 12.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|---------|--------|-------|-------|---------|-----------------------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All | Delayed | All Tows Delayed Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,470 | 1 | 1,467 | 2 | 1,483 | 471 | .32 | 1.00 | 473.63 |
| Downbound | 1,443 | 2 | 1,439 | 2 | 1,447 | 517 | .33 | .92 | 481.28 |
| Total | 2,913 | 3 | 2,906 | 4 | 2,930 | 988 | .33 | .96 | 954.92 |
| 2010 | | | | | | | | | |
| Upbound | 1,746 | 52 | 1,678 | 16 | 1,692 | 701 | .50 | 1.19 | 848.12 |
| Downbound | 1,716 | 64 | 1,644 | 8 | 1,651 | 713 | .47 | 1.08 | 791.03 |
| Total | 3,462 | 116 | 3,322 | 24 | 3,343 | 1,414 | .49 | 1.14 | 1,639.15 |
| Percent Change | 18.8% | 3766.7% | 14.3% | 500% | 14.1% | 43.1% | 48.9% | 17.9% | 71.7% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Willow Island Locks And Dam - CHAMBER 4 AUX
Ohio River River Mile: 161.7

Great Lakes/Ohio Riv Division
Huntington District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|------------|-----------|------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 668 | 418 | 241 | 9 | 429 | 280 | 149 | 1,097 | 462 |
| Downbound | <u>702</u> | <u>412</u> | <u>280</u> | <u>10</u> | <u>527</u> | <u>132</u> | <u>395</u> | <u>1,229</u> | <u>199</u> |
| Total | 1,370 | 830 | 521 | 19 | 956 | 412 | 544 | 2,326 | 661 |
| 2010 | | | | | | | | | |
| Upbound | 459 | 315 | 136 | 8 | 302 | 216 | 86 | 761 | 354 |
| Downbound | <u>525</u> | <u>339</u> | <u>177</u> | <u>9</u> | <u>394</u> | <u>122</u> | <u>272</u> | <u>919</u> | <u>195</u> |
| Total | 984 | 654 | 313 | 17 | 696 | 338 | 358 | 1,680 | 549 |
| Percent Change | -28.2% | -21.2% | -39.9% | -10.5% | -27.2% | -18% | -34.2% | -27.8% | -16.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 458 | 214 | 235 | 9 | 232 | 7 | .01 | .21 | 2.62 |
| Downbound | <u>500</u> | <u>218</u> | <u>272</u> | <u>10</u> | <u>270</u> | <u>12</u> | <u>.02</u> | <u>.31</u> | <u>4.38</u> |
| Total | 958 | 432 | 507 | 19 | 502 | 19 | .02 | .26 | 7.00 |
| 2010 | | | | | | | | | |
| Upbound | 304 | 163 | 133 | 8 | 134 | 4 | .01 | .10 | 1.40 |
| Downbound | <u>362</u> | <u>178</u> | <u>175</u> | <u>9</u> | <u>176</u> | <u>9</u> | <u>.02</u> | <u>.26</u> | <u>3.93</u> |
| Total | 666 | 341 | 308 | 17 | 310 | 13 | .02 | .18 | 5.33 |
| Percent Change | -30.5% | -21.1% | -39.3% | -10.5% | -38.2% | -31.6% | -1.2% | -29.4% | -23.8% |

2010 data unavailable for the following month(s): Sep Oct

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 1 - CHAMBER 1
Green & Barren Rivers

MAIN
River Mile: 9.1

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,822 | 456 | 1,364 | 2 | 4,974 | 2,255 | 2,719 | 6,796 | 3,836 |
| Downbound | <u>1,818</u> | <u>472</u> | <u>1,344</u> | <u>2</u> | <u>4,869</u> | <u>3,890</u> | <u>979</u> | <u>6,687</u> | <u>6,626</u> |
| Total | 3,640 | 928 | 2,708 | 4 | 9,843 | 6,145 | 3,698 | 13,483 | 10,462 |
| 2010 | | | | | | | | | |
| Upbound | 1,823 | 478 | 1,343 | 2 | 4,914 | 1,679 | 3,235 | 6,737 | 3,044 |
| Downbound | <u>1,808</u> | <u>477</u> | <u>1,329</u> | <u>2</u> | <u>4,893</u> | <u>3,903</u> | <u>990</u> | <u>6,701</u> | <u>6,877</u> |
| Total | 3,631 | 955 | 2,672 | 4 | 9,807 | 5,582 | 4,225 | 13,438 | 9,921 |
| Percent Change | -0.2% | 2.9% | -1.3% | 0% | -0.4% | -9.2% | 14.3% | -0.3% | -5.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|----------|--------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,730 | 362 | 1,364 | 4 | 1,364 | 134 | .05 | .41 | 65.12 |
| Downbound | <u>1,729</u> | <u>383</u> | <u>1,344</u> | <u>2</u> | <u>1,344</u> | <u>116</u> | <u>.05</u> | <u>.58</u> | <u>69.52</u> |
| Total | 3,459 | 745 | 2,708 | 6 | 2,708 | 250 | .05 | .49 | 134.63 |
| 2010 | | | | | | | | | |
| Upbound | 1,726 | 383 | 1,341 | 2 | 1,343 | 196 | .06 | .40 | 79.45 |
| Downbound | <u>1,729</u> | <u>400</u> | <u>1,327</u> | <u>2</u> | <u>1,329</u> | <u>202</u> | <u>.07</u> | <u>.43</u> | <u>87.02</u> |
| Total | 3,455 | 783 | 2,668 | 4 | 2,672 | 398 | .06 | .42 | 166.47 |
| Percent Change | -0.1% | 5.1% | -1.5% | -33.3% | -1.3% | 59.2% | 28.8% | -15% | 23.6% |

Lock And Dam 2 - CHAMBER 1
Green & Barren Rivers

MAIN
River Mile: 63.1

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|-----------|------------|----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 765 | 26 | 737 | 2 | 2,786 | 2,153 | 633 | 3,551 | 3,610 |
| Downbound | <u>761</u> | <u>32</u> | <u>727</u> | <u>2</u> | <u>2,699</u> | <u>1,784</u> | <u>915</u> | <u>3,460</u> | <u>3,072</u> |
| Total | 1,526 | 58 | 1,464 | 4 | 5,485 | 3,937 | 1,548 | 7,011 | 6,682 |
| 2010 | | | | | | | | | |
| Upbound | 691 | 30 | 659 | 2 | 2,437 | 1,454 | 983 | 3,128 | 2,552 |
| Downbound | <u>689</u> | <u>41</u> | <u>646</u> | <u>2</u> | <u>2,404</u> | <u>1,999</u> | <u>405</u> | <u>3,093</u> | <u>3,505</u> |
| Total | 1,380 | 71 | 1,305 | 4 | 4,841 | 3,453 | 1,388 | 6,221 | 6,057 |
| Percent Change | -9.6% | 22.4% | -10.9% | 0% | -11.7% | -12.3% | -10.3% | -11.3% | -9.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|-----------|------------|----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 753 | 14 | 737 | 2 | 737 | 52 | .03 | .42 | 23.73 |
| Downbound | <u>748</u> | <u>19</u> | <u>727</u> | <u>2</u> | <u>727</u> | <u>31</u> | <u>.02</u> | <u>.42</u> | <u>14.28</u> |
| Total | 1,501 | 33 | 1,464 | 4 | 1,464 | 83 | .03 | .42 | 38.02 |
| 2010 | | | | | | | | | |
| Upbound | 689 | 28 | 659 | 2 | 659 | 55 | .04 | .45 | 25.42 |
| Downbound | <u>687</u> | <u>38</u> | <u>647</u> | <u>2</u> | <u>646</u> | <u>26</u> | <u>.02</u> | <u>.47</u> | <u>12.63</u> |
| Total | 1,376 | 66 | 1,306 | 4 | 1,305 | 81 | .03 | .46 | 38.05 |
| Percent Change | -8.3% | 100% | -10.8% | 0% | -10.9% | -2.4% | 13.3% | 9% | .1% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Markland Locks And Dam - CHAMBER 2
Ohio River

MAIN
River Mile: 531.5

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|----------|---------------|---------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,407 | 41 | 1,364 | 2 | 13,956 | 12,234 | 1,722 | 15,363 | 20,664 |
| Downbound | <u>1,388</u> | <u>55</u> | <u>1,328</u> | <u>5</u> | <u>13,932</u> | <u>6,899</u> | <u>7,033</u> | <u>15,320</u> | <u>12,026</u> |
| Total | 2,795 | 96 | 2,692 | 7 | 27,888 | 19,133 | 8,755 | 30,683 | 32,690 |
| 2010 | | | | | | | | | |
| Upbound | 1,894 | 45 | 1,848 | 1 | 19,740 | 17,373 | 2,367 | 21,634 | 30,053 |
| Downbound | <u>1,895</u> | <u>59</u> | <u>1,836</u> | <u>0</u> | <u>19,907</u> | <u>10,638</u> | <u>9,269</u> | <u>21,802</u> | <u>18,852</u> |
| Total | 3,789 | 104 | 3,684 | 1 | 39,647 | 28,011 | 11,636 | 43,436 | 48,905 |
| Percent Change | 35.6% | 8.3% | 36.8% | -85.7% | 42.2% | 46.4% | 32.9% | 41.6% | 49.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,389 | 21 | 1,362 | 6 | 1,360 | 658 | .81 | 1.55 | 974.07 |
| Downbound | <u>1,361</u> | <u>26</u> | <u>1,327</u> | <u>8</u> | <u>1,327</u> | <u>644</u> | <u>.81</u> | <u>1.54</u> | <u>936.12</u> |
| Total | 2,750 | 47 | 2,689 | 14 | 2,687 | 1,302 | .81 | 1.55 | 1,910.18 |
| 2010 | | | | | | | | | |
| Upbound | 1,882 | 29 | 1,845 | 8 | 1,846 | 1,168 | 1.45 | 2.20 | 2,715.78 |
| Downbound | <u>1,867</u> | <u>31</u> | <u>1,830</u> | <u>6</u> | <u>1,834</u> | <u>1,136</u> | <u>1.46</u> | <u>2.23</u> | <u>2,665.08</u> |
| Total | 3,749 | 60 | 3,675 | 14 | 3,680 | 2,304 | 1.45 | 2.22 | 5,380.87 |
| Percent Change | 36.3% | 27.7% | 36.7% | 0% | 37% | 77% | 80.1% | 43.3% | 181.7% |

*2009 data unavailable for the following month(s): Oct Nov Dec
2010 data unavailable for the following month(s): Jan Feb*

Markland Locks And Dam - CHAMBER 4
Ohio River

AUX 1
River Mile: 531.5

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,313 | 642 | 666 | 5 | 6,235 | 5,266 | 969 | 7,548 | 9,137 |
| Downbound | <u>1,377</u> | <u>658</u> | <u>715</u> | <u>4</u> | <u>6,308</u> | <u>3,136</u> | <u>3,172</u> | <u>7,685</u> | <u>5,496</u> |
| Total | 2,690 | 1,300 | 1,381 | 9 | 12,543 | 8,402 | 4,141 | 15,233 | 14,633 |
| 2010 | | | | | | | | | |
| Upbound | 1,179 | 757 | 418 | 4 | 3,709 | 3,278 | 431 | 4,888 | 5,714 |
| Downbound | <u>1,194</u> | <u>759</u> | <u>430</u> | <u>5</u> | <u>3,542</u> | <u>1,685</u> | <u>1,857</u> | <u>4,736</u> | <u>2,976</u> |
| Total | 2,373 | 1,516 | 848 | 9 | 7,251 | 4,963 | 2,288 | 9,624 | 8,690 |
| Percent Change | -11.8% | 16.6% | -38.6% | 0% | -42.2% | -40.9% | -44.7% | -36.8% | -40.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|----------|-------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,462 | 337 | 1,115 | 10 | 663 | 559 | 3.13 | 3.47 | 5,555.73 |
| Downbound | <u>1,541</u> | <u>371</u> | <u>1,164</u> | <u>6</u> | <u>710</u> | <u>558</u> | <u>3.60</u> | <u>3.85</u> | <u>6,319.98</u> |
| Total | 3,003 | 708 | 2,279 | 16 | 1,373 | 1,117 | 3.36 | 3.66 | 11,875.72 |
| 2010 | | | | | | | | | |
| Upbound | 1,038 | 349 | 678 | 11 | 414 | 331 | 3.34 | 4.46 | 3,548.25 |
| Downbound | <u>1,054</u> | <u>365</u> | <u>681</u> | <u>8</u> | <u>426</u> | <u>325</u> | <u>3.30</u> | <u>4.70</u> | <u>3,606.77</u> |
| Total | 2,092 | 714 | 1,359 | 19 | 840 | 656 | 3.32 | 4.58 | 7,155.02 |
| Percent Change | -30.3% | .8% | -40.4% | 18.8% | -38.8% | -41.3% | -1.3% | 25.2% | -39.8% |

2010 data unavailable for the following month(s): Oct

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Mcalpine Locks And Dam - CHAMBER 1
Ohio River

River Mile: 606.8

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|-----------|------------|----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,284 | 83 | 1,196 | 5 | 12,432 | 11,150 | 1,282 | 13,716 | 19,445 |
| Downbound | <u>919</u> | <u>86</u> | <u>829</u> | <u>4</u> | <u>7,821</u> | <u>2,564</u> | <u>5,257</u> | <u>8,740</u> | <u>4,803</u> |
| Total | 2,203 | 169 | 2,025 | 9 | 20,253 | 13,714 | 6,539 | 22,456 | 24,248 |
| 2010 | | | | | | | | | |
| Upbound | 1,480 | 104 | 1,372 | 4 | 14,512 | 13,105 | 1,407 | 15,992 | 22,717 |
| Downbound | <u>548</u> | <u>85</u> | <u>463</u> | <u>0</u> | <u>3,467</u> | <u>1,374</u> | <u>2,093</u> | <u>4,015</u> | <u>2,479</u> |
| Total | 2,028 | 189 | 1,835 | 4 | 17,979 | 14,479 | 3,500 | 20,007 | 25,196 |
| Percent Change | -7.9% | 11.8% | -9.4% | -55.6% | -11.2% | 5.6% | -46.5% | -10.9% | 3.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|-----------|------------|----------|-------------|------------------------|---------------|------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | | |
| 2009 | | | | | | | | | |
| Upbound | 1,248 | 56 | 1,187 | 5 | 1,193 | 380 | .39 | 1.10 | 422.38 |
| Downbound | <u>891</u> | <u>71</u> | <u>816</u> | <u>4</u> | <u>824</u> | <u>197</u> | <u>.26</u> | <u>.93</u> | <u>207.85</u> |
| Total | 2,139 | 127 | 2,003 | 9 | 2,017 | 577 | .32 | 1.02 | 630.23 |
| 2010 | | | | | | | | | |
| Upbound | 1,387 | 26 | 1,357 | 4 | 1,370 | 466 | .38 | 1.07 | 526.32 |
| Downbound | <u>504</u> | <u>50</u> | <u>454</u> | <u>0</u> | <u>458</u> | <u>88</u> | <u>.15</u> | <u>.66</u> | <u>55.13</u> |
| Total | 1,891 | 76 | 1,811 | 4 | 1,828 | 554 | .26 | .87 | 581.45 |
| Percent Change | -11.6% | -40.2% | -9.6% | -55.6% | -9.4% | -4% | -17.6% | -14.6% | -7.7% |

*2009 data unavailable for the following month(s): Jan Feb Mar
2010 data unavailable for the following month(s): May Jun Jul*

Mcalpine Locks And Dam - CHAMBER 2
Ohio River

MAIN
River Mile: 606.8

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|---------------|---------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,483 | 64 | 1,415 | 4 | 13,626 | 12,273 | 1,353 | 15,109 | 20,658 |
| Downbound | <u>1,875</u> | <u>79</u> | <u>1,791</u> | <u>5</u> | <u>18,356</u> | <u>6,177</u> | <u>12,179</u> | <u>20,231</u> | <u>10,967</u> |
| Total | 3,358 | 143 | 3,206 | 9 | 31,982 | 18,450 | 13,532 | 35,340 | 31,625 |
| 2010 | | | | | | | | | |
| Upbound | 1,617 | 123 | 1,483 | 11 | 15,231 | 13,905 | 1,326 | 16,848 | 23,983 |
| Downbound | <u>2,542</u> | <u>125</u> | <u>2,405</u> | <u>12</u> | <u>26,537</u> | <u>10,247</u> | <u>16,290</u> | <u>29,079</u> | <u>18,480</u> |
| Total | 4,159 | 248 | 3,888 | 23 | 41,768 | 24,152 | 17,616 | 45,927 | 42,463 |
| Percent Change | 23.9% | 73.4% | 21.3% | 155.6% | 30.6% | 30.9% | 30.2% | 30% | 34.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | | |
| 2009 | | | | | | | | | |
| Upbound | 1,449 | 52 | 1,393 | 4 | 1,411 | 660 | .58 | 1.28 | 964.50 |
| Downbound | <u>1,833</u> | <u>60</u> | <u>1,768</u> | <u>5</u> | <u>1,788</u> | <u>759</u> | <u>.50</u> | <u>1.11</u> | <u>954.82</u> |
| Total | 3,282 | 112 | 3,161 | 9 | 3,199 | 1,419 | .54 | 1.20 | 1,919.32 |
| 2010 | | | | | | | | | |
| Upbound | 1,556 | 83 | 1,463 | 10 | 1,479 | 865 | .84 | 1.46 | 1,799.88 |
| Downbound | <u>2,457</u> | <u>79</u> | <u>2,367</u> | <u>11</u> | <u>2,404</u> | <u>1,119</u> | <u>.72</u> | <u>1.38</u> | <u>1,863.12</u> |
| Total | 4,013 | 162 | 3,830 | 21 | 3,883 | 1,984 | .78 | 1.42 | 3,663.00 |
| Percent Change | 22.3% | 44.6% | 21.2% | 133.3% | 21.4% | 39.8% | 45.9% | 18.6% | 90.8% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 52 - CHAMBER 1
Ohio River

MAIN
River Mile: 938.9

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 3,970 | 189 | 3,763 | 18 | 35,886 | 26,009 | 9,877 | 39,856 | 44,436 |
| Downbound | 4,089 | 74 | 3,997 | 18 | 37,285 | 19,806 | 17,479 | 41,374 | 32,730 |
| Total | 8,059 | 263 | 7,760 | 36 | 73,171 | 45,815 | 27,356 | 81,230 | 77,166 |
| 2010 | | | | | | | | | |
| Upbound | 3,689 | 78 | 3,599 | 12 | 37,277 | 25,677 | 11,600 | 40,966 | 43,914 |
| Downbound | 3,918 | 41 | 3,862 | 15 | 38,569 | 23,345 | 15,224 | 42,487 | 39,662 |
| Total | 7,607 | 119 | 7,461 | 27 | 75,846 | 49,022 | 26,824 | 83,453 | 83,576 |
| Percent Change | -5.6% | -54.8% | -3.9% | -25% | 3.7% | 7% | -1.9% | 2.7% | 8.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|--------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 3,875 | 108 | 3,745 | 22 | 3,761 | 549 | 1.84 | 5.07 | 6,034.52 |
| Downbound | 4,042 | 47 | 3,975 | 20 | 3,994 | 524 | 1.71 | 4.81 | 5,557.48 |
| Total | 7,917 | 155 | 7,720 | 42 | 7,755 | 1,073 | 1.77 | 4.94 | 11,592.00 |
| 2010 | | | | | | | | | |
| Upbound | 3,644 | 50 | 3,579 | 15 | 3,598 | 666 | 6.57 | 12.12 | 15,400.60 |
| Downbound | 3,899 | 40 | 3,842 | 17 | 3,860 | 702 | 7.48 | 11.88 | 18,116.48 |
| Total | 7,543 | 90 | 7,421 | 32 | 7,458 | 1,368 | 7.03 | 12.00 | 33,517.08 |
| Percent Change | -4.7% | -41.9% | -3.9% | -23.8% | -3.8% | 27.5% | 296.1% | 143.1% | 189.1% |

Lock And Dam 52 - CHAMBER 5
Ohio River

AUX 1
River Mile: 938.9

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 393 | 70 | 321 | 2 | 1,236 | 669 | 567 | 1,629 | 1,161 |
| Downbound | 426 | 23 | 400 | 3 | 1,462 | 847 | 615 | 1,888 | 1,435 |
| Total | 819 | 93 | 721 | 5 | 2,698 | 1,516 | 1,182 | 3,517 | 2,596 |
| 2010 | | | | | | | | | |
| Upbound | 806 | 162 | 638 | 6 | 2,693 | 1,712 | 981 | 3,499 | 3,082 |
| Downbound | 735 | 24 | 707 | 4 | 3,180 | 1,874 | 1,306 | 3,915 | 3,220 |
| Total | 1,541 | 186 | 1,345 | 10 | 5,873 | 3,586 | 2,287 | 7,414 | 6,302 |
| Percent Change | 88.2% | 100% | 86.5% | 100% | 117.7% | 136.5% | 93.5% | 110.8% | 142.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 373 | 54 | 314 | 5 | 321 | 171 | 2.22 | 3.14 | 451.67 |
| Downbound | 409 | 19 | 387 | 3 | 400 | 234 | 2.00 | 2.87 | 559.20 |
| Total | 782 | 73 | 701 | 8 | 721 | 405 | 2.11 | 3.00 | 1,010.87 |
| 2010 | | | | | | | | | |
| Upbound | 724 | 83 | 634 | 7 | 638 | 462 | 7.56 | 8.28 | 5,499.50 |
| Downbound | 736 | 18 | 714 | 4 | 707 | 518 | 6.23 | 6.74 | 6,407.45 |
| Total | 1,460 | 101 | 1,348 | 11 | 1,345 | 980 | 6.90 | 7.51 | 11,906.95 |
| Percent Change | 86.7% | 38.4% | 92.3% | 37.5% | 86.5% | 142% | 226.2% | 150.1% | 1077.9% |

2009 data unavailable for the following month(s): Feb Mar Apr May Jun Nov
2010 data unavailable for the following month(s): Feb Mar May Jul

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 53 - CHAMBER 1
Ohio River

MAIN
River Mile: 962.6

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,973 | 178 | 2,777 | 18 | 31,026 | 19,210 | 11,816 | 33,999 | 32,880 |
| Downbound | 3,006 | 43 | 2,946 | 17 | 30,894 | 21,045 | 9,849 | 33,900 | 34,739 |
| Total | 5,979 | 221 | 5,723 | 35 | 61,920 | 40,255 | 21,665 | 67,899 | 67,619 |
| 2010 | | | | | | | | | |
| Upbound | 3,110 | 122 | 2,969 | 19 | 34,998 | 20,986 | 14,012 | 38,108 | 35,976 |
| Downbound | 3,251 | 35 | 3,198 | 18 | 35,095 | 25,716 | 9,379 | 38,346 | 43,112 |
| Total | 6,361 | 157 | 6,167 | 37 | 70,093 | 46,702 | 23,391 | 76,454 | 79,088 |
| Percent Change | 6.4% | -29% | 7.8% | 5.7% | 13.2% | 16% | 8% | 12.6% | 17% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,920 | 125 | 2,777 | 18 | 2,775 | 32 | .02 | .15 | 54.38 |
| Downbound | 3,003 | 41 | 2,945 | 17 | 2,943 | 41 | .04 | .21 | 103.95 |
| Total | 5,923 | 166 | 5,722 | 35 | 5,718 | 73 | .03 | .18 | 158.33 |
| 2010 | | | | | | | | | |
| Upbound | 3,075 | 87 | 2,969 | 19 | 2,966 | 9 | .00 | .02 | .40 |
| Downbound | 3,249 | 33 | 3,198 | 18 | 3,195 | 4 | .00 | .01 | .07 |
| Total | 6,324 | 120 | 6,167 | 37 | 6,161 | 13 | .00 | .01 | .47 |
| Percent Change | 6.8% | -27.7% | 7.8% | 5.7% | 7.7% | -82.2% | -99.7% | -92.5% | -99.7% |

Lock And Dam 53 - CHAMBER 3
Ohio River

AUX
River Mile: 962.6

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 21 | 11 | 10 | 0 | 34 | 15 | 19 | 55 | 33 |
| Downbound | 13 | 1 | 12 | 0 | 104 | 82 | 22 | 117 | 135 |
| Total | 34 | 12 | 22 | 0 | 138 | 97 | 41 | 172 | 168 |
| 2010 | | | | | | | | | |
| Upbound | 19 | 1 | 18 | 0 | 248 | 105 | 143 | 267 | 152 |
| Downbound | 28 | 2 | 25 | 1 | 291 | 223 | 68 | 319 | 388 |
| Total | 47 | 3 | 43 | 1 | 539 | 328 | 211 | 586 | 540 |
| Percent Change | 38.2% | -75% | 95.5% | N/A | 290.6% | 238.1% | 414.6% | 240.7% | 221.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 16 | 6 | 10 | 0 | 10 | 1 | .08 | .46 | .92 |
| Downbound | 13 | 1 | 12 | 0 | 12 | 0 | .00 | .00 | .00 |
| Total | 29 | 7 | 22 | 0 | 22 | 1 | .04 | .23 | .92 |
| 2010 | | | | | | | | | |
| Upbound | 19 | 1 | 18 | 0 | 18 | 0 | .00 | .00 | .00 |
| Downbound | 28 | 2 | 25 | 1 | 25 | 0 | .00 | .00 | .00 |
| Total | 47 | 3 | 43 | 1 | 43 | 0 | .00 | .00 | .00 |
| Percent Change | 62.1% | -57.1% | 95.5% | N/A | 95.5% | -100% | -100% | -100% | -100% |

2009 data unavailable for the following month(s): Jan Feb May Jul Aug Oct Dec

2010 data unavailable for the following month(s): Jan Mar Jul Aug Sep Nov Dec

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Cannelton Lock And Dam - CHAMBER 2
Ohio River

MAIN
River Mile: 720.7

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|----------|---------------|---------------|---------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,066 | 11 | 2,053 | 2 | 23,902 | 20,514 | 3,388 | 25,968 | 34,850 |
| Downbound | <u>2,077</u> | <u>29</u> | <u>2,047</u> | <u>1</u> | <u>24,010</u> | <u>9,213</u> | <u>14,797</u> | <u>26,087</u> | <u>15,391</u> |
| Total | 4,143 | 40 | 4,100 | 3 | 47,912 | 29,727 | 18,185 | 52,055 | 50,241 |
| 2010 | | | | | | | | | |
| Upbound | 2,409 | 36 | 2,371 | 2 | 28,363 | 24,342 | 4,021 | 30,772 | 41,823 |
| Downbound | <u>2,376</u> | <u>33</u> | <u>2,339</u> | <u>4</u> | <u>28,497</u> | <u>12,361</u> | <u>16,136</u> | <u>30,873</u> | <u>21,130</u> |
| Total | 4,785 | 69 | 4,710 | 6 | 56,860 | 36,703 | 20,157 | 61,645 | 62,953 |
| Percent Change | 15.5% | 72.5% | 14.9% | 100% | 18.7% | 23.5% | 10.8% | 18.4% | 25.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,069 | 9 | 2,054 | 6 | 2,053 | 1,151 | .83 | 1.46 | 1,676.05 |
| Downbound | <u>2,064</u> | <u>15</u> | <u>2,046</u> | <u>3</u> | <u>2,047</u> | <u>1,150</u> | <u>.74</u> | <u>1.28</u> | <u>1,620.22</u> |
| Total | 4,133 | 24 | 4,100 | 9 | 4,100 | 2,301 | .79 | 1.37 | 3,296.27 |
| 2010 | | | | | | | | | |
| Upbound | 2,400 | 23 | 2,370 | 7 | 2,371 | 1,483 | 1.48 | 2.20 | 3,197.63 |
| Downbound | <u>2,368</u> | <u>25</u> | <u>2,337</u> | <u>6</u> | <u>2,339</u> | <u>1,448</u> | <u>1.23</u> | <u>1.88</u> | <u>2,738.80</u> |
| Total | 4,768 | 48 | 4,707 | 13 | 4,710 | 2,931 | 1.35 | 2.04 | 5,936.43 |
| Percent Change | 15.4% | 100% | 14.8% | 44.4% | 14.9% | 27.4% | 72.2% | 49.2% | 80.1% |

Cannelton Lock And Dam - CHAMBER 4
Ohio River

AUX
River Mile: 720.7

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|------------|-----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 668 | 251 | 406 | 11 | 3,279 | 2,481 | 798 | 3,947 | 4,275 |
| Downbound | <u>680</u> | <u>247</u> | <u>419</u> | <u>14</u> | <u>3,296</u> | <u>1,365</u> | <u>1,931</u> | <u>3,976</u> | <u>2,278</u> |
| Total | 1,348 | 498 | 825 | 25 | 6,575 | 3,846 | 2,729 | 7,923 | 6,553 |
| 2010 | | | | | | | | | |
| Upbound | 566 | 240 | 316 | 10 | 2,516 | 1,747 | 769 | 3,082 | 2,922 |
| Downbound | <u>647</u> | <u>279</u> | <u>361</u> | <u>7</u> | <u>2,733</u> | <u>1,236</u> | <u>1,497</u> | <u>3,380</u> | <u>2,099</u> |
| Total | 1,213 | 519 | 677 | 17 | 5,249 | 2,983 | 2,266 | 6,462 | 5,021 |
| Percent Change | -10% | 4.2% | -17.9% | -32% | -20.2% | -22.4% | -17% | -18.4% | -23.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 743 | 131 | 600 | 12 | 403 | 260 | 2.01 | 2.27 | 2,671.63 |
| Downbound | <u>765</u> | <u>141</u> | <u>610</u> | <u>14</u> | <u>415</u> | <u>246</u> | <u>2.13</u> | <u>2.43</u> | <u>2,855.75</u> |
| Total | 1,508 | 272 | 1,210 | 26 | 818 | 506 | 2.07 | 2.35 | 5,527.38 |
| 2010 | | | | | | | | | |
| Upbound | 637 | 170 | 454 | 13 | 313 | 169 | 5.48 | 6.22 | 5,548.30 |
| Downbound | <u>682</u> | <u>171</u> | <u>503</u> | <u>8</u> | <u>358</u> | <u>171</u> | <u>5.40</u> | <u>6.11</u> | <u>5,733.07</u> |
| Total | 1,319 | 341 | 957 | 21 | 671 | 340 | 5.44 | 6.17 | 11,281.37 |
| Percent Change | -12.5% | 25.4% | -20.9% | -19.2% | -18% | -32.8% | 163% | 162.6% | 104.1% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Newburgh Lock And Dam - CHAMBER 2
Ohio River

MAIN
River Mile: 776.1

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|----------|--------------|----------|---------------|---------------|---------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,868 | 63 | 2,803 | 2 | 33,021 | 29,562 | 3,459 | 35,889 | 50,387 |
| Downbound | <u>2,783</u> | <u>5</u> | <u>2,774</u> | <u>4</u> | <u>32,945</u> | <u>9,987</u> | <u>22,958</u> | <u>35,728</u> | <u>16,932</u> |
| Total | 5,651 | 68 | 5,577 | 6 | 65,966 | 39,549 | 26,417 | 71,617 | 67,319 |
| 2010 | | | | | | | | | |
| Upbound | 2,991 | 6 | 2,983 | 2 | 36,067 | 32,049 | 4,018 | 39,058 | 54,910 |
| Downbound | <u>2,927</u> | <u>2</u> | <u>2,921</u> | <u>4</u> | <u>36,178</u> | <u>12,949</u> | <u>23,229</u> | <u>39,105</u> | <u>22,375</u> |
| Total | 5,918 | 8 | 5,904 | 6 | 72,245 | 44,998 | 27,247 | 78,163 | 77,285 |
| Percent Change | 4.7% | -88.2% | 5.9% | 0% | 9.5% | 13.8% | 3.1% | 9.1% | 14.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|----------|--------------|----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,811 | 3 | 2,803 | 5 | 2,802 | 1,606 | .61 | 1.07 | 1,719.02 |
| Downbound | <u>2,783</u> | <u>5</u> | <u>2,773</u> | <u>5</u> | <u>2,774</u> | <u>1,611</u> | <u>.62</u> | <u>1.06</u> | <u>1,713.63</u> |
| Total | 5,594 | 8 | 5,576 | 10 | 5,576 | 3,217 | .62 | 1.06 | 3,432.65 |
| 2010 | | | | | | | | | |
| Upbound | 2,989 | 1 | 2,982 | 6 | 2,983 | 1,897 | .91 | 1.42 | 2,717.62 |
| Downbound | <u>2,929</u> | <u>2</u> | <u>2,921</u> | <u>6</u> | <u>2,921</u> | <u>1,901</u> | <u>.88</u> | <u>1.35</u> | <u>2,590.17</u> |
| Total | 5,918 | 3 | 5,903 | 12 | 5,904 | 3,798 | .90 | 1.38 | 5,307.78 |
| Percent Change | 5.8% | -62.5% | 5.9% | 20% | 5.9% | 18.1% | 45.1% | 30.3% | 54.6% |

Newburgh Lock And Dam - CHAMBER 4
Ohio River

AUX 1
River Mile: 776.1

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 963 | 583 | 370 | 10 | 575 | 343 | 232 | 1,538 | 557 |
| Downbound | <u>1,054</u> | <u>641</u> | <u>403</u> | <u>10</u> | <u>756</u> | <u>263</u> | <u>493</u> | <u>1,810</u> | <u>414</u> |
| Total | 2,017 | 1,224 | 773 | 20 | 1,331 | 606 | 725 | 3,348 | 971 |
| 2010 | | | | | | | | | |
| Upbound | 986 | 634 | 342 | 10 | 589 | 418 | 171 | 1,575 | 722 |
| Downbound | <u>1,120</u> | <u>703</u> | <u>409</u> | <u>8</u> | <u>741</u> | <u>202</u> | <u>539</u> | <u>1,861</u> | <u>295</u> |
| Total | 2,106 | 1,337 | 751 | 18 | 1,330 | 620 | 710 | 3,436 | 1,017 |
| Percent Change | 4.4% | 9.2% | -2.8% | -10% | -1% | 2.3% | -2.1% | 2.6% | 4.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 624 | 245 | 368 | 11 | 368 | 18 | .03 | .24 | 6.33 |
| Downbound | <u>682</u> | <u>271</u> | <u>401</u> | <u>10</u> | <u>400</u> | <u>20</u> | <u>.03</u> | <u>.32</u> | <u>8.80</u> |
| Total | 1,306 | 516 | 769 | 21 | 768 | 38 | .03 | .28 | 15.13 |
| 2010 | | | | | | | | | |
| Upbound | 629 | 279 | 340 | 10 | 339 | 13 | .03 | .35 | 8.73 |
| Downbound | <u>700</u> | <u>283</u> | <u>409</u> | <u>8</u> | <u>406</u> | <u>24</u> | <u>.04</u> | <u>.46</u> | <u>11.98</u> |
| Total | 1,329 | 562 | 749 | 18 | 745 | 37 | .04 | .41 | 20.72 |
| Percent Change | 1.8% | 8.9% | -2.6% | -14.3% | -3% | -2.6% | 42% | 45% | 36.9% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

John T. Myers Lock & Dam - CHAMBER 2
Ohio River

MAIN
River Mile: 846

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|---------------|---------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,655 | 152 | 2,492 | 11 | 28,861 | 25,560 | 3,301 | 31,516 | 43,227 |
| Downbound | <u>2,663</u> | <u>161</u> | <u>2,488</u> | <u>14</u> | <u>28,769</u> | <u>11,774</u> | <u>16,995</u> | <u>31,432</u> | <u>19,583</u> |
| Total | 5,318 | 313 | 4,980 | 25 | 57,630 | 37,334 | 20,296 | 62,948 | 62,810 |
| 2010 | | | | | | | | | |
| Upbound | 2,558 | 29 | 2,524 | 5 | 29,813 | 25,209 | 4,604 | 32,371 | 43,271 |
| Downbound | <u>2,540</u> | <u>36</u> | <u>2,499</u> | <u>5</u> | <u>29,876</u> | <u>15,220</u> | <u>14,656</u> | <u>32,416</u> | <u>26,018</u> |
| Total | 5,098 | 65 | 5,023 | 10 | 59,689 | 40,429 | 19,260 | 64,787 | 69,289 |
| Percent Change | -4.1% | -79.2% | .9% | -60% | 3.6% | 8.3% | -5.1% | 2.9% | 10.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,591 | 89 | 2,490 | 12 | 2,491 | 1,374 | .63 | 1.14 | 1,573.90 |
| Downbound | <u>2,593</u> | <u>91</u> | <u>2,488</u> | <u>14</u> | <u>2,487</u> | <u>1,373</u> | <u>.64</u> | <u>1.15</u> | <u>1,586.20</u> |
| Total | 5,184 | 180 | 4,978 | 26 | 4,978 | 2,747 | .64 | 1.14 | 3,160.10 |
| 2010 | | | | | | | | | |
| Upbound | 2,557 | 19 | 2,525 | 13 | 2,524 | 1,532 | 1.45 | 2.27 | 3,612.58 |
| Downbound | <u>2,539</u> | <u>27</u> | <u>2,501</u> | <u>11</u> | <u>2,499</u> | <u>1,511</u> | <u>1.26</u> | <u>2.01</u> | <u>3,067.70</u> |
| Total | 5,096 | 46 | 5,026 | 24 | 5,023 | 3,043 | 1.36 | 2.14 | 6,680.28 |
| Percent Change | -1.7% | -74.4% | 1% | -7.7% | .9% | 10.8% | 113.3% | 87% | 111.4% |

John T. Myers Lock & Dam - CHAMBER 4
Ohio River

AUX 1
River Mile: 846

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 720 | 501 | 201 | 18 | 345 | 182 | 163 | 1,065 | 308 |
| Downbound | <u>773</u> | <u>545</u> | <u>211</u> | <u>17</u> | <u>449</u> | <u>112</u> | <u>337</u> | <u>1,222</u> | <u>163</u> |
| Total | 1,493 | 1,046 | 412 | 35 | 794 | 294 | 500 | 2,287 | 471 |
| 2010 | | | | | | | | | |
| Upbound | 1,120 | 812 | 271 | 37 | 995 | 751 | 244 | 2,115 | 1,324 |
| Downbound | <u>1,172</u> | <u>835</u> | <u>301</u> | <u>36</u> | <u>1,144</u> | <u>506</u> | <u>638</u> | <u>2,316</u> | <u>887</u> |
| Total | 2,292 | 1,647 | 572 | 73 | 2,139 | 1,257 | 882 | 4,431 | 2,211 |
| Percent Change | 53.5% | 57.5% | 38.8% | 108.6% | 169.4% | 327.6% | 76.4% | 93.7% | 369.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 609 | 390 | 200 | 19 | 199 | 10 | .03 | .26 | 4.17 |
| Downbound | <u>645</u> | <u>418</u> | <u>210</u> | <u>17</u> | <u>209</u> | <u>9</u> | <u>.03</u> | <u>.25</u> | <u>4.07</u> |
| Total | 1,254 | 808 | 410 | 36 | 408 | 19 | .03 | .26 | 8.23 |
| 2010 | | | | | | | | | |
| Upbound | 959 | 611 | 310 | 38 | 269 | 65 | 1.19 | 2.32 | 736.48 |
| Downbound | <u>1,009</u> | <u>629</u> | <u>344</u> | <u>36</u> | <u>299</u> | <u>76</u> | <u>1.09</u> | <u>1.93</u> | <u>767.07</u> |
| Total | 1,968 | 1,240 | 654 | 74 | 568 | 141 | 1.14 | 2.12 | 1,503.55 |
| Percent Change | 56.9% | 53.5% | 59.5% | 105.6% | 39.2% | 642.1% | 3979.6% | 727.3% | 18161.7% |

2009 data unavailable for the following month(s): Aug

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Smithland Lock And Dam - CHAMBER 1
Ohio River

MAIN
River Mile: 918.5

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 495 | 207 | 287 | 1 | 1,434 | 732 | 702 | 1,929 | 1,345 |
| Downbound | 3,076 | 343 | 2,729 | 4 | 28,433 | 15,696 | 12,737 | 31,509 | 26,102 |
| Total | 3,571 | 550 | 3,016 | 5 | 29,867 | 16,428 | 13,439 | 33,438 | 27,447 |
| 2010 | | | | | | | | | |
| Upbound | 661 | 271 | 388 | 2 | 2,139 | 1,305 | 834 | 2,800 | 2,286 |
| Downbound | 3,049 | 289 | 2,752 | 8 | 29,628 | 18,556 | 11,072 | 32,677 | 32,085 |
| Total | 3,710 | 560 | 3,140 | 10 | 31,767 | 19,861 | 11,906 | 35,477 | 34,371 |
| Percent Change | 3.9% | 1.8% | 4.1% | 100% | 6.4% | 20.9% | -11.4% | 6.1% | 25.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-----|--------|-------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 384 | 95 | 286 | 3 | 287 | 54 | .20 | .78 | 55.10 |
| Downbound | 2,860 | 144 | 2,712 | 4 | 2,728 | 711 | .27 | 1.01 | 725.47 |
| Total | 3,244 | 239 | 2,998 | 7 | 3,015 | 765 | .24 | .89 | 780.57 |
| 2010 | | | | | | | | | |
| Upbound | 507 | 116 | 386 | 5 | 388 | 103 | .62 | 2.24 | 177.98 |
| Downbound | 2,904 | 147 | 2,748 | 9 | 2,750 | 831 | .43 | 1.35 | 1,125.78 |
| Total | 3,411 | 263 | 3,134 | 14 | 3,138 | 934 | .53 | 1.79 | 1,303.77 |
| Percent Change | 5.1% | 10% | 4.5% | 100% | 4.1% | 22.1% | 123.5% | 100.6% | 67% |

Smithland Lock And Dam - CHAMBER 2
Ohio River

AUX 1
River Mile: 918.5

Great Lakes/Ohio Riv Division
Louisville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 3,117 | 212 | 2,904 | 1 | 30,623 | 22,555 | 8,068 | 33,740 | 38,423 |
| Downbound | 687 | 221 | 466 | 0 | 3,845 | 1,392 | 2,453 | 4,532 | 2,384 |
| Total | 3,804 | 433 | 3,370 | 1 | 34,468 | 23,947 | 10,521 | 38,272 | 40,807 |
| 2010 | | | | | | | | | |
| Upbound | 3,276 | 263 | 3,006 | 7 | 32,449 | 22,781 | 9,668 | 35,725 | 39,264 |
| Downbound | 865 | 256 | 607 | 2 | 5,110 | 2,682 | 2,428 | 5,975 | 4,770 |
| Total | 4,141 | 519 | 3,613 | 9 | 37,559 | 25,463 | 12,096 | 41,700 | 44,034 |
| Percent Change | 8.9% | 19.9% | 7.2% | 800% | 9% | 6.3% | 15% | 9% | 7.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 3,003 | 100 | 2,895 | 8 | 2,902 | 878 | .39 | 1.26 | 1,101.68 |
| Downbound | 556 | 90 | 462 | 4 | 466 | 147 | .31 | .86 | 157.73 |
| Total | 3,559 | 190 | 3,357 | 12 | 3,368 | 1,025 | .35 | 1.06 | 1,259.42 |
| 2010 | | | | | | | | | |
| Upbound | 3,138 | 121 | 3,003 | 14 | 3,004 | 1,124 | .62 | 1.54 | 1,827.50 |
| Downbound | 702 | 93 | 604 | 5 | 607 | 274 | .88 | 1.63 | 767.17 |
| Total | 3,840 | 214 | 3,607 | 19 | 3,611 | 1,398 | .75 | 1.58 | 2,594.67 |
| Percent Change | 7.9% | 12.6% | 7.4% | 58.3% | 7.2% | 36.4% | 115.2% | 49% | 106% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Melton Hill Lock - CHAMBER 1
Clinch River

MAIN
River Mile: 23.1

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 11 | 10 | 1 | 0 | 1 | 1 | 0 | 12 | 0 |
| Downbound | 11 | 10 | 1 | 0 | 1 | 1 | 0 | 12 | 0 |
| Total | 22 | 20 | 2 | 0 | 2 | 2 | 0 | 24 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 9 | 8 | 0 | 1 | 1 | 1 | 0 | 10 | 0 |
| Downbound | 10 | 9 | 0 | 1 | 1 | 1 | 0 | 11 | 0 |
| Total | 19 | 17 | 0 | 2 | 2 | 2 | 0 | 21 | 0 |
| Percent Change | -13.6% | -15% | -100% | N/A | 0% | 0% | N/A | -12.5% | N/A |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed | Tows | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 11 | 10 | 1 | 0 | 1 | 0 | .00 | .00 | .00 |
| Downbound | 10 | 9 | 1 | 0 | 1 | 0 | .00 | .00 | .00 |
| Total | 21 | 19 | 2 | 0 | 2 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 8 | 7 | 0 | 1 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 8 | 7 | 0 | 1 | 0 | 0 | .00 | .00 | .00 |
| Total | 16 | 14 | 0 | 2 | 0 | 0 | .00 | .00 | .00 |
| Percent Change | -23.8% | -26.3% | -100% | N/A | -100% | N/A | N/A | N/A | N/A |

2009 data unavailable for the following month(s): Jan Feb Apr Jun

2010 data unavailable for the following month(s): Jan Feb Mar Jun Aug Nov Dec

Barkley Lock - CHAMBER 1
Cumberland River

MAIN
River Mile: 30.6

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 743 | 540 | 184 | 19 | 1,101 | 866 | 235 | 1,844 | 1,547 |
| Downbound | 821 | 416 | 394 | 11 | 3,094 | 338 | 2,756 | 3,915 | 545 |
| Total | 1,564 | 956 | 578 | 30 | 4,195 | 1,204 | 2,991 | 5,759 | 2,092 |
| 2010 | | | | | | | | | |
| Upbound | 788 | 505 | 266 | 17 | 2,346 | 1,999 | 347 | 3,134 | 3,507 |
| Downbound | 841 | 371 | 455 | 15 | 3,580 | 542 | 3,038 | 4,421 | 826 |
| Total | 1,629 | 876 | 721 | 32 | 5,926 | 2,541 | 3,385 | 7,555 | 4,333 |
| Percent Change | 4.2% | -8.4% | 24.7% | 6.7% | 41.3% | 111% | 13.2% | 31.2% | 107.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed | Tows | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 565 | 329 | 217 | 19 | 182 | 26 | .13 | .63 | 26.12 |
| Downbound | 792 | 261 | 520 | 11 | 394 | 46 | .08 | .63 | 37.73 |
| Total | 1,357 | 590 | 737 | 30 | 576 | 72 | .11 | .63 | 63.85 |
| 2010 | | | | | | | | | |
| Upbound | 688 | 292 | 379 | 17 | 265 | 72 | .28 | .81 | 145.45 |
| Downbound | 825 | 238 | 572 | 15 | 455 | 89 | .34 | 1.52 | 260.15 |
| Total | 1,513 | 530 | 951 | 32 | 720 | 161 | .31 | 1.17 | 405.60 |
| Percent Change | 11.5% | -10.2% | 29% | 6.7% | 25% | 123.6% | 195.4% | 85.3% | 535.2% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Cheatham Lock - CHAMBER 1
Cumberland River

MAIN
River Mile: 148.7

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 864 | 369 | 481 | 14 | 4,189 | 4,149 | 40 | 5,053 | 7,636 |
| Downbound | 848 | 350 | 485 | 13 | 4,273 | 144 | 4,129 | 5,121 | 218 |
| Total | 1,712 | 719 | 966 | 27 | 8,462 | 4,293 | 4,169 | 10,174 | 7,854 |
| 2010 | | | | | | | | | |
| Upbound | 706 | 237 | 461 | 8 | 4,033 | 3,998 | 35 | 4,739 | 7,147 |
| Downbound | 741 | 272 | 456 | 13 | 4,073 | 202 | 3,871 | 4,814 | 350 |
| Total | 1,447 | 509 | 917 | 21 | 8,106 | 4,200 | 3,906 | 9,553 | 7,497 |
| Percent Change | -15.5% | -29.2% | -5.1% | -22.2% | -4.2% | -2.2% | -6.3% | -6.1% | -4.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|--------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 875 | 206 | 655 | 14 | 480 | 98 | .41 | 1.96 | 191.77 |
| Downbound | 958 | 221 | 724 | 13 | 484 | 116 | .49 | 1.89 | 222.48 |
| Total | 1,833 | 427 | 1,379 | 27 | 964 | 214 | .45 | 1.92 | 414.25 |
| 2010 | | | | | | | | | |
| Upbound | 769 | 159 | 601 | 9 | 461 | 85 | .23 | 1.12 | 101.77 |
| Downbound | 829 | 190 | 626 | 13 | 456 | 96 | .28 | 1.12 | 113.42 |
| Total | 1,598 | 349 | 1,227 | 22 | 917 | 181 | .26 | 1.12 | 215.18 |
| Percent Change | -12.8% | -18.3% | -11% | -18.5% | -4.9% | -15.4% | -43.2% | -41.8% | -48.1% |

Cordell Hull Lock - CHAMBER 1
Cumberland River

MAIN
River Mile: 313.5

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 63 | 61 | 0 | 2 | 0 | 0 | 0 | 63 | 0 |
| Downbound | 67 | 65 | 0 | 2 | 0 | 0 | 0 | 67 | 0 |
| Total | 130 | 126 | 0 | 4 | 0 | 0 | 0 | 130 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 53 | 48 | 2 | 3 | 0 | 0 | 0 | 53 | 0 |
| Downbound | 55 | 50 | 2 | 3 | 0 | 0 | 0 | 55 | 0 |
| Total | 108 | 98 | 4 | 6 | 0 | 0 | 0 | 108 | 0 |
| Percent Change | -16.9% | -22.2% | N/A | 50% | N/A | N/A | N/A | -16.9% | N/A |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 35 | 33 | 0 | 2 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 36 | 34 | 0 | 2 | 0 | 0 | .00 | .00 | .00 |
| Total | 71 | 67 | 0 | 4 | 0 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 34 | 29 | 2 | 3 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 35 | 30 | 2 | 3 | 0 | 0 | .00 | .00 | .00 |
| Total | 69 | 59 | 4 | 6 | 0 | 0 | .00 | .00 | .00 |
| Percent Change | -2.8% | -11.9% | N/A | 50% | N/A | N/A | N/A | N/A | N/A |

2009 data unavailable for the following month(s): Jan Feb Mar Oct Dec

2010 data unavailable for the following month(s): Feb Mar Dec

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Old Hickory Lock - CHAMBER 1
Cumberland River

MAIN
River Mile: 216.2

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|-----------|--------------|--------------|-----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,300 | 803 | 488 | 9 | 2,400 | 2,372 | 28 | 3,700 | 4,382 |
| Downbound | <u>1,305</u> | <u>818</u> | <u>479</u> | <u>8</u> | <u>2,350</u> | <u>17</u> | <u>2,333</u> | <u>3,655</u> | <u>13</u> |
| Total | 2,605 | 1,621 | 967 | 17 | 4,750 | 2,389 | 2,361 | 7,355 | 4,395 |
| 2010 | | | | | | | | | |
| Upbound | 1,244 | 793 | 441 | 10 | 2,249 | 2,245 | 4 | 3,493 | 4,070 |
| Downbound | <u>1,247</u> | <u>790</u> | <u>441</u> | <u>16</u> | <u>2,260</u> | <u>22</u> | <u>2,238</u> | <u>3,507</u> | <u>13</u> |
| Total | 2,491 | 1,583 | 882 | 26 | 4,509 | 2,267 | 2,242 | 7,000 | 4,083 |
| Percent Change | -4.4% | -2.3% | -8.8% | 52.9% | -5.1% | -5.1% | -5% | -4.8% | -7.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,454 | 514 | 931 | 9 | 488 | 73 | .11 | .69 | 53.30 |
| Downbound | <u>1,469</u> | <u>534</u> | <u>927</u> | <u>8</u> | <u>479</u> | <u>75</u> | <u>.11</u> | <u>.65</u> | <u>52.50</u> |
| Total | 2,923 | 1,048 | 1,858 | 17 | 967 | 148 | .11 | .67 | 105.80 |
| 2010 | | | | | | | | | |
| Upbound | 1,335 | 491 | 834 | 10 | 441 | 60 | .12 | .98 | 56.65 |
| Downbound | <u>1,356</u> | <u>498</u> | <u>842</u> | <u>16</u> | <u>439</u> | <u>80</u> | <u>.17</u> | <u>.92</u> | <u>73.27</u> |
| Total | 2,691 | 989 | 1,676 | 26 | 880 | 140 | .15 | .95 | 129.92 |
| Percent Change | -7.9% | -5.6% | -9.8% | 52.9% | -9% | -5.4% | 33.2% | 42% | 22.8% |

Kentucky Lock - CHAMBER 1
Tennessee River

MAIN
River Mile: 22.4

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|-----------|---------------|--------------|---------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,716 | 203 | 1,500 | 13 | 15,595 | 13,009 | 2,586 | 17,311 | 22,410 |
| Downbound | <u>1,620</u> | <u>97</u> | <u>1,501</u> | <u>22</u> | <u>14,604</u> | <u>5,159</u> | <u>9,445</u> | <u>16,224</u> | <u>8,755</u> |
| Total | 3,336 | 300 | 3,001 | 35 | 30,199 | 18,168 | 12,031 | 33,535 | 31,165 |
| 2010 | | | | | | | | | |
| Upbound | 1,626 | 146 | 1,466 | 14 | 15,009 | 12,311 | 2,698 | 16,635 | 20,806 |
| Downbound | <u>1,643</u> | <u>82</u> | <u>1,537</u> | <u>24</u> | <u>15,187</u> | <u>4,649</u> | <u>10,538</u> | <u>16,830</u> | <u>7,593</u> |
| Total | 3,269 | 228 | 3,003 | 38 | 30,196 | 16,960 | 13,236 | 33,465 | 28,399 |
| Percent Change | -2% | -24% | .1% | 8.6% | 0% | -6.6% | 10% | -2% | -8.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|-----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,622 | 128 | 2,481 | 13 | 1,499 | 1,154 | 3.58 | 4.27 | 5,004.08 |
| Downbound | <u>2,491</u> | <u>56</u> | <u>2,413</u> | <u>22</u> | <u>1,498</u> | <u>1,160</u> | <u>3.76</u> | <u>4.53</u> | <u>5,281.52</u> |
| Total | 5,113 | 184 | 4,894 | 35 | 2,997 | 2,314 | 3.67 | 4.40 | 10,285.60 |
| 2010 | | | | | | | | | |
| Upbound | 2,523 | 98 | 2,411 | 14 | 1,462 | 1,179 | 4.88 | 5.54 | 6,747.60 |
| Downbound | <u>2,556</u> | <u>66</u> | <u>2,466</u> | <u>24</u> | <u>1,533</u> | <u>1,204</u> | <u>4.55</u> | <u>5.27</u> | <u>6,476.35</u> |
| Total | 5,079 | 164 | 4,877 | 38 | 2,995 | 2,383 | 4.72 | 5.41 | 13,223.95 |
| Percent Change | -7% | -10.9% | -.3% | 8.6% | -.1% | 3% | 28.5% | 22.8% | 28.6% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Pickwick Landing Lock - CHAMBER 1
Tennessee River

MAIN
River Mile: 206.7

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,168 | 573 | 585 | 10 | 5,592 | 4,977 | 615 | 6,760 | 8,458 |
| Downbound | <u>1,206</u> | <u>401</u> | <u>796</u> | <u>9</u> | <u>6,507</u> | <u>1,507</u> | <u>5,000</u> | <u>7,713</u> | <u>2,348</u> |
| Total | 2,374 | 974 | 1,381 | 19 | 12,099 | 6,484 | 5,615 | 14,473 | 10,806 |
| 2010 | | | | | | | | | |
| Upbound | 1,153 | 488 | 654 | 11 | 6,784 | 6,062 | 722 | 7,937 | 10,095 |
| Downbound | <u>1,325</u> | <u>410</u> | <u>902</u> | <u>13</u> | <u>8,071</u> | <u>1,751</u> | <u>6,320</u> | <u>9,396</u> | <u>2,722</u> |
| Total | 2,478 | 898 | 1,556 | 24 | 14,855 | 7,813 | 7,042 | 17,333 | 12,817 |
| Percent Change | 4.4% | -7.8% | 12.7% | 26.3% | 22.8% | 20.5% | 25.4% | 19.8% | 18.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,028 | 365 | 652 | 11 | 579 | 127 | .23 | 1.01 | 126.92 |
| Downbound | <u>1,155</u> | <u>278</u> | <u>868</u> | <u>9</u> | <u>792</u> | <u>208</u> | <u>.33</u> | <u>1.19</u> | <u>249.07</u> |
| Total | 2,183 | 643 | 1,520 | 20 | 1,371 | 335 | .28 | 1.10 | 375.98 |
| 2010 | | | | | | | | | |
| Upbound | 1,055 | 311 | 733 | 11 | 649 | 182 | .37 | 1.29 | 242.48 |
| Downbound | <u>1,280</u> | <u>272</u> | <u>995</u> | <u>13</u> | <u>896</u> | <u>303</u> | <u>.51</u> | <u>1.53</u> | <u>455.58</u> |
| Total | 2,335 | 583 | 1,728 | 24 | 1,545 | 485 | .44 | 1.41 | 698.07 |
| Percent Change | 7% | -9.3% | 13.7% | 20% | 12.7% | 44.8% | 59.4% | 28% | 85.7% |

Pickwick Landing Lock - CHAMBER 5
Tennessee River

AUX
River Mile: 206.7

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|-----------|------------|----------|------------|-----------|------------|------------|-----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 183 | 90 | 93 | 0 | 8 | 2 | 6 | 191 | 0 |
| Downbound | <u>168</u> | <u>62</u> | <u>105</u> | <u>1</u> | <u>18</u> | <u>8</u> | <u>10</u> | <u>186</u> | <u>17</u> |
| Total | 351 | 152 | 198 | 1 | 26 | 10 | 16 | 377 | 17 |
| 2010 | | | | | | | | | |
| Upbound | 271 | 76 | 192 | 3 | 156 | 132 | 24 | 427 | 211 |
| Downbound | <u>237</u> | <u>59</u> | <u>178</u> | <u>0</u> | <u>144</u> | <u>35</u> | <u>109</u> | <u>381</u> | <u>56</u> |
| Total | 508 | 135 | 370 | 3 | 300 | 167 | 133 | 808 | 267 |
| Percent Change | 44.7% | -11.2% | 86.9% | 200% | 1053.8% | 1570% | 731.3% | 114.3% | 1470.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|-----------|------------|----------|-------------|------------------------|---------------|-------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 161 | 69 | 92 | 0 | 93 | 31 | .20 | .57 | 21.23 |
| Downbound | <u>142</u> | <u>36</u> | <u>105</u> | <u>1</u> | <u>105</u> | <u>21</u> | <u>.08</u> | <u>.30</u> | <u>8.32</u> |
| Total | 303 | 105 | 197 | 1 | 198 | 52 | .14 | .43 | 29.55 |
| 2010 | | | | | | | | | |
| Upbound | 243 | 41 | 199 | 3 | 191 | 83 | .26 | .58 | 53.57 |
| Downbound | <u>229</u> | <u>46</u> | <u>183</u> | <u>0</u> | <u>178</u> | <u>10</u> | <u>.15</u> | <u>.64</u> | <u>27.40</u> |
| Total | 472 | 87 | 382 | 3 | 369 | 93 | .20 | .61 | 80.97 |
| Percent Change | 55.8% | -17.1% | 93.9% | 200% | 86.4% | 78.8% | 44.4% | 41.4% | 174% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Wilson Lock - CHAMBER 2
Tennessee River

MAIN
River Mile: 259.4

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,086 | 558 | 495 | 33 | 3,178 | 2,835 | 343 | 4,264 | 5,025 |
| Downbound | <u>1,045</u> | <u>528</u> | <u>490</u> | <u>27</u> | <u>3,153</u> | <u>1,040</u> | <u>2,113</u> | <u>4,198</u> | <u>1,727</u> |
| Total | 2,131 | 1,086 | 985 | 60 | 6,331 | 3,875 | 2,456 | 8,462 | 6,752 |
| 2010 | | | | | | | | | |
| Upbound | 1,287 | 658 | 606 | 23 | 3,892 | 3,491 | 401 | 5,179 | 6,141 |
| Downbound | <u>1,306</u> | <u>678</u> | <u>605</u> | <u>23</u> | <u>3,919</u> | <u>1,246</u> | <u>2,673</u> | <u>5,225</u> | <u>2,027</u> |
| Total | 2,593 | 1,336 | 1,211 | 46 | 7,811 | 4,737 | 3,074 | 10,404 | 8,168 |
| Percent Change | 21.7% | 23% | 22.9% | -23.3% | 23.4% | 22.2% | 25.2% | 22.9% | 21% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,067 | 351 | 684 | 32 | 492 | 144 | .89 | 2.44 | 448.35 |
| Downbound | <u>1,008</u> | <u>299</u> | <u>682</u> | <u>27</u> | <u>488</u> | <u>140</u> | <u>.76</u> | <u>2.18</u> | <u>377.20</u> |
| Total | 2,075 | 650 | 1,366 | 59 | 980 | 284 | .83 | 2.31 | 825.55 |
| 2010 | | | | | | | | | |
| Upbound | 1,284 | 412 | 850 | 22 | 599 | 187 | .51 | 1.65 | 299.23 |
| Downbound | <u>1,263</u> | <u>389</u> | <u>851</u> | <u>23</u> | <u>599</u> | <u>206</u> | <u>.59</u> | <u>1.69</u> | <u>340.57</u> |
| Total | 2,547 | 801 | 1,701 | 45 | 1,198 | 393 | .55 | 1.67 | 639.80 |
| Percent Change | 22.7% | 23.2% | 24.5% | -23.7% | 22.2% | 38.4% | -33.2% | -27.7% | -22.5% |

Gen Jos Wheeler Lock - CHAMBER 1
Tennessee River

MAIN
River Mile: 274.9

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,195 | 636 | 541 | 18 | 3,408 | 3,012 | 396 | 4,603 | 5,291 |
| Downbound | <u>1,248</u> | <u>692</u> | <u>540</u> | <u>16</u> | <u>3,317</u> | <u>1,140</u> | <u>2,177</u> | <u>4,565</u> | <u>1,827</u> |
| Total | 2,443 | 1,328 | 1,081 | 34 | 6,725 | 4,152 | 2,573 | 9,168 | 7,118 |
| 2010 | | | | | | | | | |
| Upbound | 1,305 | 676 | 610 | 19 | 3,897 | 3,495 | 402 | 5,202 | 6,129 |
| Downbound | <u>1,352</u> | <u>718</u> | <u>612</u> | <u>22</u> | <u>3,950</u> | <u>1,263</u> | <u>2,687</u> | <u>5,302</u> | <u>2,037</u> |
| Total | 2,657 | 1,394 | 1,222 | 41 | 7,847 | 4,758 | 3,089 | 10,504 | 8,166 |
| Percent Change | 8.8% | 5% | 13% | 20.6% | 16.7% | 14.6% | 20.1% | 14.6% | 14.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,219 | 454 | 747 | 18 | 540 | 111 | .23 | 1.11 | 124.20 |
| Downbound | <u>1,182</u> | <u>426</u> | <u>740</u> | <u>16</u> | <u>540</u> | <u>110</u> | <u>.21</u> | <u>1.00</u> | <u>110.22</u> |
| Total | 2,401 | 880 | 1,487 | 34 | 1,080 | 221 | .22 | 1.06 | 234.42 |
| 2010 | | | | | | | | | |
| Upbound | 1,319 | 442 | 858 | 19 | 606 | 131 | .25 | 1.20 | 153.33 |
| Downbound | <u>1,337</u> | <u>452</u> | <u>863</u> | <u>22</u> | <u>609</u> | <u>161</u> | <u>.32</u> | <u>1.31</u> | <u>189.25</u> |
| Total | 2,656 | 894 | 1,721 | 41 | 1,215 | 292 | .29 | 1.25 | 342.58 |
| Percent Change | 10.6% | 1.6% | 15.7% | 20.6% | 12.5% | 32.1% | 29.7% | 18.4% | 46.1% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Gen Jos Wheeler Lock - CHAMBER 5
Tennessee River

AUX 1
River Mile: 274.9

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 4 | 1 |
| Downbound | 11 | 5 | 4 | 2 | 10 | 7 | 3 | 21 | 2 |
| Total | 13 | 5 | 6 | 2 | 12 | 9 | 3 | 25 | 3 |
| 2010 | | | | | | | | | |
| Upbound | 22 | 19 | 1 | 2 | 3 | 2 | 1 | 25 | 1 |
| Downbound | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| Total | 33 | 30 | 1 | 2 | 3 | 2 | 1 | 36 | 1 |
| Percent Change | 153.8% | 500% | -83.3% | 0% | -75% | -77.8% | -66.7% | 44% | -66.7% |

| Jan - Dec | Lockages | | | | Tows | Average Delay | | | Total |
|----------------|----------|------|--------|-------|-------------|------------------|-------|-------|-------|
| | Total | Rec | Comrcl | Other | | All Tows Delayed | Tows | Tows | |
| 2009 | | | | | All Delayed | (hrs) | (hrs) | (hrs) | |
| Upbound | 2 | 0 | 2 | 0 | 2 | 0 | .00 | .00 | .00 |
| Downbound | 9 | 3 | 4 | 2 | 4 | 0 | .00 | .00 | .00 |
| Total | 11 | 3 | 6 | 2 | 6 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 17 | 14 | 1 | 2 | 1 | 0 | .00 | .00 | .00 |
| Downbound | 10 | 10 | 0 | 0 | 0 | 0 | .00 | .00 | .00 |
| Total | 27 | 24 | 1 | 2 | 1 | 0 | .00 | .00 | .00 |
| Percent Change | 145.5% | 700% | -83.3% | 0% | -83.3% | N/A | N/A | N/A | N/A |

*2009 data unavailable for the following month(s): May Jun Jul Aug Sep Oct Nov Dec
2010 data unavailable for the following month(s): Jan Feb Mar Jul Oct Nov Dec*

Guntersville Lock - CHAMBER 1
Tennessee River

MAIN
River Mile: 349

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 949 | 621 | 304 | 24 | 2,045 | 1,738 | 307 | 2,994 | 2,894 |
| Downbound | 927 | 606 | 302 | 19 | 1,949 | 582 | 1,367 | 2,876 | 866 |
| Total | 1,876 | 1,227 | 606 | 43 | 3,994 | 2,320 | 1,674 | 5,870 | 3,760 |
| 2010 | | | | | | | | | |
| Upbound | 1,024 | 666 | 343 | 15 | 2,290 | 1,930 | 360 | 3,314 | 3,259 |
| Downbound | 1,042 | 681 | 345 | 16 | 2,344 | 894 | 1,450 | 3,386 | 1,381 |
| Total | 2,066 | 1,347 | 688 | 31 | 4,634 | 2,824 | 1,810 | 6,700 | 4,640 |
| Percent Change | 10.1% | 9.8% | 13.5% | -27.9% | 16% | 21.7% | 8.1% | 14.1% | 23.4% |

| Jan - Dec | Lockages | | | | Tows | Average Delay | | | Total |
|----------------|----------|-------|--------|--------|-------------|------------------|-------|-------|-------|
| | Total | Rec | Comrcl | Other | | All Tows Delayed | Tows | Tows | |
| 2009 | | | | | All Delayed | (hrs) | (hrs) | (hrs) | |
| Upbound | 836 | 407 | 405 | 24 | 303 | 34 | .14 | .89 | 40.03 |
| Downbound | 823 | 410 | 394 | 19 | 302 | 40 | .20 | 1.47 | 56.05 |
| Total | 1,659 | 817 | 799 | 43 | 605 | 74 | .17 | 1.18 | 96.08 |
| 2010 | | | | | | | | | |
| Upbound | 938 | 463 | 460 | 15 | 341 | 48 | .15 | 1.12 | 53.23 |
| Downbound | 940 | 467 | 457 | 16 | 342 | 34 | .11 | 1.22 | 38.70 |
| Total | 1,878 | 930 | 917 | 31 | 683 | 82 | .13 | 1.17 | 91.93 |
| Percent Change | 13.2% | 13.8% | 14.8% | -27.9% | 12.9% | 10.8% | -22% | -9% | -4.3% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Guntersville Lock - CHAMBER 5
Tennessee River

AUX
River Mile: 349

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 83 | 80 | 1 | 2 | 7 | 0 | 7 | 90 | 0 |
| Downbound | 90 | 86 | 3 | 1 | 15 | 8 | 7 | 105 | 6 |
| Total | 173 | 166 | 4 | 3 | 22 | 8 | 14 | 195 | 6 |
| 2010 | | | | | | | | | |
| Upbound | 21 | 21 | 0 | 0 | 0 | 0 | 0 | 21 | 0 |
| Downbound | 22 | 20 | 2 | 0 | 2 | 1 | 1 | 24 | 2 |
| Total | 43 | 41 | 2 | 0 | 2 | 1 | 1 | 45 | 2 |
| Percent Change | -75.1% | -75.3% | -50% | -100% | -90.9% | -87.5% | -92.9% | -76.9% | -66.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 62 | 58 | 2 | 2 | 1 | 0 | .00 | .00 | .00 |
| Downbound | 80 | 62 | 17 | 1 | 3 | 1 | .17 | .17 | 1.35 |
| Total | 142 | 120 | 19 | 3 | 4 | 1 | .08 | .08 | 1.35 |
| 2010 | | | | | | | | | |
| Upbound | 20 | 20 | 0 | 0 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 16 | 14 | 2 | 0 | 2 | 0 | .00 | .00 | .00 |
| Total | 36 | 34 | 2 | 0 | 2 | 0 | .00 | .00 | .00 |
| Percent Change | -74.6% | -71.7% | -89.5% | -100% | -50% | -100% | -100% | -100% | -100% |

2009 data unavailable for the following month(s): Jan Dec

2010 data unavailable for the following month(s): Jan Feb Mar Apr May Jun Jul Aug Dec

Nickajac Lock - CHAMBER 1
Tennessee River

AUXILLARY
River Mile: 424.7

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 893 | 686 | 186 | 21 | 928 | 713 | 215 | 1,821 | 1,222 |
| Downbound | 856 | 647 | 191 | 18 | 860 | 308 | 552 | 1,716 | 450 |
| Total | 1,749 | 1,333 | 377 | 39 | 1,788 | 1,021 | 767 | 3,537 | 1,672 |
| 2010 | | | | | | | | | |
| Upbound | 1,004 | 735 | 253 | 16 | 1,193 | 790 | 403 | 2,197 | 1,348 |
| Downbound | 1,030 | 762 | 252 | 16 | 1,242 | 690 | 552 | 2,272 | 1,012 |
| Total | 2,034 | 1,497 | 505 | 32 | 2,435 | 1,480 | 955 | 4,469 | 2,360 |
| Percent Change | 16.3% | 12.3% | 34% | -17.9% | 36.2% | 45% | 24.5% | 26.4% | 41.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|------|--------|-------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 683 | 445 | 216 | 22 | 185 | 24 | 2.02 | 10.42 | 245.42 |
| Downbound | 665 | 427 | 220 | 18 | 190 | 20 | .07 | .42 | 12.85 |
| Total | 1,348 | 872 | 436 | 40 | 375 | 44 | 1.04 | 5.42 | 258.27 |
| 2010 | | | | | | | | | |
| Upbound | 755 | 441 | 298 | 16 | 251 | 28 | .07 | .57 | 16.50 |
| Downbound | 771 | 445 | 310 | 16 | 250 | 37 | .09 | .54 | 20.58 |
| Total | 1,526 | 886 | 608 | 32 | 501 | 65 | .08 | .55 | 37.08 |
| Percent Change | 13.2% | 1.6% | 39.4% | -20% | 33.6% | 47.7% | -92.6% | -89.8% | -85.6% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Chickamauga Lock - CHAMBER 1
Tennessee River

MAIN
River Mile: 471

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,404 | 2,015 | 365 | 24 | 554 | 452 | 102 | 2,958 | 624 |
| Downbound | <u>2,442</u> | <u>2,035</u> | <u>386</u> | <u>21</u> | <u>513</u> | <u>163</u> | <u>350</u> | <u>2,955</u> | <u>162</u> |
| Total | 4,846 | 4,050 | 751 | 45 | 1,067 | 615 | 452 | 5,913 | 786 |
| 2010 | | | | | | | | | |
| Upbound | 2,119 | 1,762 | 320 | 37 | 623 | 491 | 132 | 2,742 | 774 |
| Downbound | <u>2,243</u> | <u>1,918</u> | <u>291</u> | <u>34</u> | <u>628</u> | <u>177</u> | <u>451</u> | <u>2,871</u> | <u>225</u> |
| Total | 4,362 | 3,680 | 611 | 71 | 1,251 | 668 | 583 | 5,613 | 999 |
| Percent Change | -10% | -9.1% | -18.6% | 57.8% | 17.2% | 8.6% | 29% | -5.1% | 27.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,752 | 1,000 | 727 | 25 | 355 | 274 | 5.24 | 2.44 | 708.40 |
| Downbound | <u>1,756</u> | <u>995</u> | <u>740</u> | <u>21</u> | <u>375</u> | <u>279</u> | <u>5.28</u> | <u>2.17</u> | <u>599.67</u> |
| Total | 3,508 | 1,995 | 1,467 | 46 | 730 | 553 | 5.26 | 2.31 | 1,308.07 |
| 2010 | | | | | | | | | |
| Upbound | 1,686 | 868 | 782 | 36 | 315 | 312 | 5.95 | 2.14 | 695.15 |
| Downbound | <u>1,677</u> | <u>879</u> | <u>764</u> | <u>34</u> | <u>285</u> | <u>322</u> | <u>7.34</u> | <u>2.63</u> | <u>875.87</u> |
| Total | 3,363 | 1,747 | 1,546 | 70 | 600 | 634 | 6.65 | 2.39 | 1,571.02 |
| Percent Change | -4.1% | -12.4% | 5.4% | 52.2% | -17.8% | 14.6% | 26.3% | 3.6% | 20.1% |

Watts Bar Lock - CHAMBER 1
Tennessee River

MAIN
River Mile: 529.9

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,039 | 920 | 100 | 19 | 276 | 237 | 39 | 1,315 | 380 |
| Downbound | <u>1,105</u> | <u>981</u> | <u>109</u> | <u>15</u> | <u>251</u> | <u>63</u> | <u>188</u> | <u>1,356</u> | <u>77</u> |
| Total | 2,144 | 1,901 | 209 | 34 | 527 | 300 | 227 | 2,671 | 457 |
| 2010 | | | | | | | | | |
| Upbound | 1,080 | 916 | 132 | 32 | 352 | 291 | 61 | 1,432 | 476 |
| Downbound | <u>1,191</u> | <u>1,032</u> | <u>126</u> | <u>33</u> | <u>363</u> | <u>115</u> | <u>248</u> | <u>1,554</u> | <u>145</u> |
| Total | 2,271 | 1,948 | 258 | 65 | 715 | 406 | 309 | 2,986 | 621 |
| Percent Change | 5.9% | 2.5% | 23.4% | 91.2% | 35.7% | 35.3% | 36.1% | 11.8% | 35.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 859 | 557 | 283 | 19 | 98 | 65 | 2.53 | 2.31 | 168.05 |
| Downbound | <u>860</u> | <u>551</u> | <u>294</u> | <u>15</u> | <u>107</u> | <u>68</u> | <u>2.54</u> | <u>1.90</u> | <u>133.45</u> |
| Total | 1,719 | 1,108 | 577 | 34 | 205 | 133 | 2.53 | 2.11 | 301.50 |
| 2010 | | | | | | | | | |
| Upbound | 955 | 543 | 380 | 32 | 128 | 95 | 3.82 | 2.58 | 276.05 |
| Downbound | <u>979</u> | <u>566</u> | <u>380</u> | <u>33</u> | <u>121</u> | <u>100</u> | <u>3.09</u> | <u>2.03</u> | <u>215.67</u> |
| Total | 1,934 | 1,109 | 760 | 65 | 249 | 195 | 3.45 | 2.31 | 491.72 |
| Percent Change | 12.5% | .1% | 31.7% | 91.2% | 21.5% | 46.6% | 36.3% | 9.5% | 63.1% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Fort Loudon Lock - CHAMBER 1
Tennessee River

MAIN
River Mile: 602.3

Great Lakes/Ohio Riv Division
Nashville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 780 | 672 | 93 | 15 | 191 | 176 | 15 | 971 | 286 |
| Downbound | 804 | 694 | 94 | 16 | 177 | 40 | 137 | 981 | 40 |
| Total | 1,584 | 1,366 | 187 | 31 | 368 | 216 | 152 | 1,952 | 326 |
| 2010 | | | | | | | | | |
| Upbound | 805 | 673 | 114 | 18 | 270 | 226 | 44 | 1,075 | 401 |
| Downbound | 825 | 701 | 106 | 18 | 265 | 84 | 181 | 1,090 | 110 |
| Total | 1,630 | 1,374 | 220 | 36 | 535 | 310 | 225 | 2,165 | 511 |
| Percent Change | 2.9% | .6% | 17.6% | 16.1% | 45.4% | 43.5% | 48% | 10.9% | 56.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 675 | 441 | 219 | 15 | 88 | 43 | 1.83 | 1.95 | 105.48 |
| Downbound | 631 | 396 | 219 | 16 | 90 | 44 | 1.76 | 1.94 | 101.88 |
| Total | 1,306 | 837 | 438 | 31 | 178 | 87 | 1.80 | 1.94 | 207.37 |
| 2010 | | | | | | | | | |
| Upbound | 712 | 380 | 314 | 18 | 110 | 73 | 2.66 | 1.87 | 169.42 |
| Downbound | 698 | 379 | 301 | 18 | 102 | 72 | 3.36 | 2.55 | 207.62 |
| Total | 1,410 | 759 | 615 | 36 | 212 | 145 | 3.01 | 2.21 | 377.03 |
| Percent Change | 8% | -9.3% | 40.4% | 16.1% | 19.1% | 66.7% | 67.6% | 13.7% | 81.8% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 2 - CHAMBER 1
Allegheny River

MAIN
River Mile: 6.7

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|------------|--------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 3,146 | 2,730 | 406 | 10 | 1,384 | 1,267 | 117 | 4,530 | 1,340 |
| Downbound | <u>3,142</u> | <u>2,722</u> | <u>410</u> | <u>10</u> | <u>1,394</u> | <u>94</u> | <u>1,300</u> | <u>4,536</u> | <u>126</u> |
| Total | 6,288 | 5,452 | 816 | 20 | 2,778 | 1,361 | 1,417 | 9,066 | 1,466 |
| 2010 | | | | | | | | | |
| Upbound | 2,768 | 2,349 | 405 | 14 | 1,090 | 942 | 148 | 3,858 | 1,064 |
| Downbound | <u>2,809</u> | <u>2,390</u> | <u>405</u> | <u>14</u> | <u>1,101</u> | <u>107</u> | <u>994</u> | <u>3,910</u> | <u>155</u> |
| Total | 5,577 | 4,739 | 810 | 28 | 2,191 | 1,049 | 1,142 | 7,768 | 1,219 |
| Percent Change | -11.3% | -13.1% | -7.7% | 40% | -21.1% | -22.9% | -19.4% | -14.3% | -16.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|------------|-----------|-------------|------------------------|---------------|-------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,913 | 1,236 | 667 | 10 | 396 | 47 | .05 | .39 | 19.58 |
| Downbound | <u>1,893</u> | <u>1,224</u> | <u>659</u> | <u>10</u> | <u>400</u> | <u>61</u> | <u>.08</u> | <u>.49</u> | <u>31.08</u> |
| Total | 3,806 | 2,460 | 1,326 | 20 | 796 | 108 | .06 | .44 | 50.67 |
| 2010 | | | | | | | | | |
| Upbound | 1,804 | 1,164 | 626 | 14 | 392 | 47 | .08 | .54 | 28.32 |
| Downbound | <u>1,733</u> | <u>1,082</u> | <u>637</u> | <u>14</u> | <u>393</u> | <u>42</u> | <u>.06</u> | <u>.49</u> | <u>19.80</u> |
| Total | 3,537 | 2,246 | 1,263 | 28 | 785 | 89 | .07 | .52 | 48.12 |
| Percent Change | -7.1% | -8.7% | -4.8% | 40% | -1.4% | -17.6% | 6.4% | 16.2% | -5% |

C.W. Bill Young Lock & Dm - CHAMBER 1
Allegheny River

MAIN
River Mile: 14.5

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|--------------|-----------|--------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,674 | 1,273 | 395 | 6 | 1,380 | 1,274 | 106 | 3,054 | 1,348 |
| Downbound | <u>1,687</u> | <u>1,289</u> | <u>391</u> | <u>7</u> | <u>1,368</u> | <u>84</u> | <u>1,284</u> | <u>3,055</u> | <u>112</u> |
| Total | 3,361 | 2,562 | 786 | 13 | 2,748 | 1,358 | 1,390 | 6,109 | 1,460 |
| 2010 | | | | | | | | | |
| Upbound | 1,571 | 1,186 | 376 | 9 | 1,068 | 954 | 114 | 2,639 | 1,074 |
| Downbound | <u>1,606</u> | <u>1,218</u> | <u>378</u> | <u>10</u> | <u>1,088</u> | <u>97</u> | <u>991</u> | <u>2,694</u> | <u>139</u> |
| Total | 3,177 | 2,404 | 754 | 19 | 2,156 | 1,051 | 1,105 | 5,333 | 1,213 |
| Percent Change | -5.5% | -6.2% | -4.1% | 46.2% | -21.5% | -22.6% | -20.5% | -12.7% | -16.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,423 | 762 | 655 | 6 | 395 | 51 | .08 | .53 | 27.92 |
| Downbound | <u>1,393</u> | <u>752</u> | <u>634</u> | <u>7</u> | <u>391</u> | <u>44</u> | <u>.06</u> | <u>.47</u> | <u>22.43</u> |
| Total | 2,816 | 1,514 | 1,289 | 13 | 786 | 95 | .07 | .50 | 50.35 |
| 2010 | | | | | | | | | |
| Upbound | 1,357 | 753 | 595 | 9 | 375 | 52 | .09 | .64 | 30.92 |
| Downbound | <u>1,364</u> | <u>745</u> | <u>609</u> | <u>10</u> | <u>378</u> | <u>48</u> | <u>.06</u> | <u>.48</u> | <u>23.30</u> |
| Total | 2,721 | 1,498 | 1,204 | 19 | 753 | 100 | .08 | .56 | 54.22 |
| Percent Change | -3.4% | -1.1% | -6.6% | 46.2% | -4.2% | 5.3% | 17.7% | 10.4% | 7.7% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 4 - CHAMBER 1
Allegheny River

MAIN
River Mile: 24.2

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|----------|------------|------------|-----------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,039 | 1,503 | 531 | 5 | 715 | 63 | 652 | 2,754 | 85 |
| Downbound | <u>1,937</u> | <u>1,415</u> | <u>517</u> | <u>5</u> | <u>694</u> | <u>632</u> | <u>62</u> | <u>2,631</u> | <u>668</u> |
| Total | 3,976 | 2,918 | 1,048 | 10 | 1,409 | 695 | 714 | 5,385 | 753 |
| 2010 | | | | | | | | | |
| Upbound | 1,624 | 939 | 680 | 5 | 847 | 49 | 798 | 2,471 | 69 |
| Downbound | <u>1,639</u> | <u>953</u> | <u>681</u> | <u>5</u> | <u>854</u> | <u>797</u> | <u>57</u> | <u>2,493</u> | <u>925</u> |
| Total | 3,263 | 1,892 | 1,361 | 10 | 1,701 | 846 | 855 | 4,964 | 994 |
| Percent Change | -17.9% | -35.2% | 29.9% | 0% | 20.7% | 21.7% | 19.7% | -7.8% | 32% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,375 | 666 | 704 | 5 | 531 | 36 | .03 | .32 | 18.70 |
| Downbound | <u>1,328</u> | <u>640</u> | <u>683</u> | <u>5</u> | <u>517</u> | <u>30</u> | <u>.02</u> | <u>.23</u> | <u>10.55</u> |
| Total | 2,703 | 1,306 | 1,387 | 10 | 1,048 | 66 | .02 | .28 | 29.25 |
| 2010 | | | | | | | | | |
| Upbound | 1,294 | 585 | 704 | 5 | 680 | 76 | .06 | .24 | 52.15 |
| Downbound | <u>1,275</u> | <u>567</u> | <u>703</u> | <u>5</u> | <u>681</u> | <u>78</u> | <u>.06</u> | <u>.24</u> | <u>53.88</u> |
| Total | 2,569 | 1,152 | 1,407 | 10 | 1,361 | 154 | .06 | .24 | 106.03 |
| Percent Change | -5% | -11.8% | 1.4% | 0% | 29.9% | 133.3% | 174.5% | -13.6% | 262.5% |

Lock And Dam 5 - CHAMBER 1
Allegheny River

MAIN
River Mile: 30.4

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|----------|------------|------------|-----------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,194 | 748 | 440 | 6 | 588 | 10 | 578 | 1,782 | 12 |
| Downbound | <u>1,254</u> | <u>785</u> | <u>463</u> | <u>6</u> | <u>618</u> | <u>582</u> | <u>36</u> | <u>1,872</u> | <u>594</u> |
| Total | 2,448 | 1,533 | 903 | 12 | 1,206 | 592 | 614 | 3,654 | 606 |
| 2010 | | | | | | | | | |
| Upbound | 1,376 | 815 | 556 | 5 | 714 | 14 | 700 | 2,090 | 17 |
| Downbound | <u>1,376</u> | <u>780</u> | <u>591</u> | <u>5</u> | <u>770</u> | <u>720</u> | <u>50</u> | <u>2,146</u> | <u>806</u> |
| Total | 2,752 | 1,595 | 1,147 | 10 | 1,484 | 734 | 750 | 4,236 | 823 |
| Percent Change | 12.4% | 4% | 27% | -16.7% | 23.1% | 24% | 22.1% | 15.9% | 35.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 953 | 365 | 581 | 7 | 440 | 12 | .01 | .23 | 6.08 |
| Downbound | <u>988</u> | <u>387</u> | <u>595</u> | <u>6</u> | <u>463</u> | <u>16</u> | <u>.01</u> | <u>.13</u> | <u>4.30</u> |
| Total | 1,941 | 752 | 1,176 | 13 | 903 | 28 | .01 | .18 | 10.38 |
| 2010 | | | | | | | | | |
| Upbound | 971 | 404 | 561 | 6 | 556 | 26 | .01 | .19 | 6.87 |
| Downbound | <u>983</u> | <u>383</u> | <u>595</u> | <u>5</u> | <u>591</u> | <u>29</u> | <u>.01</u> | <u>.13</u> | <u>6.25</u> |
| Total | 1,954 | 787 | 1,156 | 11 | 1,147 | 55 | .01 | .16 | 13.12 |
| Percent Change | .7% | 4.7% | -1.7% | -15.4% | 27% | 96.4% | 1.2% | -12.8% | 26.3% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 6 - CHAMBER 1
Allegheny River

MAIN
River Mile: 36.3

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 391 | 362 | 25 | 4 | 27 | 3 | 24 | 418 | 3 |
| Downbound | 373 | 342 | 27 | 4 | 29 | 12 | 17 | 402 | 14 |
| Total | 764 | 704 | 52 | 8 | 56 | 15 | 41 | 820 | 17 |
| 2010 | | | | | | | | | |
| Upbound | 466 | 454 | 8 | 4 | 13 | 7 | 6 | 479 | 7 |
| Downbound | 467 | 455 | 8 | 4 | 15 | 7 | 8 | 482 | 4 |
| Total | 933 | 909 | 16 | 8 | 28 | 14 | 14 | 961 | 11 |
| Percent Change | 22.1% | 29.1% | -69.2% | 0% | -50% | -6.7% | -65.9% | 17.2% | -35.3% |

| Jan - Dec | Lockages | | | | Tows | Average Delay | | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------|-------|-------|-------------|
| | Total | Rec | Comrcl | Other | | All Tows Delayed | Tows | Total | |
| 2009 | | | | | All Delayed | (hrs) | (hrs) | (hrs) | |
| Upbound | 242 | 210 | 28 | 4 | 25 | 0 | .00 | .00 | .00 |
| Downbound | 229 | 196 | 29 | 4 | 27 | 0 | .00 | .00 | .00 |
| Total | 471 | 406 | 57 | 8 | 52 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 268 | 253 | 11 | 4 | 8 | 1 | .03 | .08 | .83 |
| Downbound | 264 | 249 | 11 | 4 | 8 | 1 | .01 | .05 | .53 |
| Total | 532 | 502 | 22 | 8 | 16 | 2 | .02 | .07 | 1.37 |
| Percent Change | 13% | 23.6% | -61.4% | 0% | -69.2% | N/A | N/A | N/A | N/A |

*2009 data unavailable for the following month(s): Feb
2010 data unavailable for the following month(s): Feb Dec*

Lock And Dam 7 - CHAMBER 1
Allegheny River

MAIN
River Mile: 45.7

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 505 | 479 | 24 | 2 | 24 | 2 | 22 | 529 | 2 |
| Downbound | 504 | 478 | 25 | 1 | 26 | 11 | 15 | 530 | 11 |
| Total | 1,009 | 957 | 49 | 3 | 50 | 13 | 37 | 1,059 | 13 |
| 2010 | | | | | | | | | |
| Upbound | 643 | 635 | 7 | 1 | 10 | 5 | 5 | 653 | 6 |
| Downbound | 611 | 602 | 7 | 2 | 11 | 5 | 6 | 622 | 4 |
| Total | 1,254 | 1,237 | 14 | 3 | 21 | 10 | 11 | 1,275 | 10 |
| Percent Change | 24.3% | 29.3% | -71.4% | 0% | -58% | -23.1% | -70.3% | 20.4% | -23.1% |

| Jan - Dec | Lockages | | | | Tows | Average Delay | | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------|-------|-------|-------------|
| | Total | Rec | Comrcl | Other | | All Tows Delayed | Tows | Total | |
| 2009 | | | | | All Delayed | (hrs) | (hrs) | (hrs) | |
| Upbound | 266 | 237 | 27 | 2 | 24 | 0 | .00 | .00 | .00 |
| Downbound | 286 | 256 | 29 | 1 | 25 | 0 | .00 | .00 | .00 |
| Total | 552 | 493 | 56 | 3 | 49 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 284 | 273 | 10 | 1 | 7 | 1 | .02 | .07 | .58 |
| Downbound | 299 | 287 | 10 | 2 | 7 | 1 | .02 | .08 | .67 |
| Total | 583 | 560 | 20 | 3 | 14 | 2 | .02 | .08 | 1.25 |
| Percent Change | 5.6% | 13.6% | -64.3% | 0% | -71.4% | N/A | N/A | N/A | N/A |

*2009 data unavailable for the following month(s): Feb
2010 data unavailable for the following month(s): Jan Feb Nov Dec*

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 8 - CHAMBER 1
Allegheny River

MAIN
River Mile: 52.6

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 482 | 414 | 66 | 2 | 58 | 1 | 57 | 540 | 1 |
| Downbound | 466 | 395 | 69 | 2 | 61 | 53 | 8 | 527 | 82 |
| Total | 948 | 809 | 135 | 4 | 119 | 54 | 65 | 1,067 | 83 |
| 2010 | | | | | | | | | |
| Upbound | 406 | 403 | 3 | 0 | 6 | 1 | 5 | 412 | 1 |
| Downbound | 397 | 394 | 3 | 0 | 5 | 4 | 1 | 402 | 4 |
| Total | 803 | 797 | 6 | 0 | 11 | 5 | 6 | 814 | 5 |
| Percent Change | -15.3% | -1.5% | -95.6% | -100% | -90.8% | -90.7% | -90.8% | -23.7% | -94% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 299 | 229 | 68 | 2 | 66 | 0 | .00 | .00 | .00 |
| Downbound | 300 | 228 | 70 | 2 | 69 | 0 | .00 | .00 | .00 |
| Total | 599 | 457 | 138 | 4 | 135 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 198 | 194 | 4 | 0 | 3 | 1 | .05 | .10 | .67 |
| Downbound | 207 | 203 | 4 | 0 | 3 | 1 | .05 | .11 | .75 |
| Total | 405 | 397 | 8 | 0 | 6 | 2 | .05 | .10 | 1.42 |
| Percent Change | -32.4% | -13.1% | -94.2% | -100% | -95.6% | N/A | N/A | N/A | N/A |

2009 data unavailable for the following month(s): Jan Feb Dec

2010 data unavailable for the following month(s): Jan Feb Mar Nov Dec

Lock And Dam 9 - CHAMBER 1
Allegheny River

MAIN
River Mile: 62.2

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 365 | 364 | 0 | 1 | 1 | 0 | 1 | 366 | 0 |
| Downbound | 390 | 389 | 0 | 1 | 1 | 0 | 1 | 391 | 0 |
| Total | 755 | 753 | 0 | 2 | 2 | 0 | 2 | 757 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 511 | 511 | 0 | 0 | 0 | 0 | 0 | 511 | 0 |
| Downbound | 511 | 511 | 0 | 0 | 0 | 0 | 0 | 511 | 0 |
| Total | 1,022 | 1,022 | 0 | 0 | 0 | 0 | 0 | 1,022 | 0 |
| Percent Change | 35.4% | 35.7% | N/A | -100% | -100% | N/A | -100% | 35% | N/A |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-----|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 183 | 182 | 0 | 1 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 196 | 195 | 0 | 1 | 0 | 0 | .00 | .00 | .00 |
| Total | 379 | 377 | 0 | 2 | 0 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 284 | 284 | 0 | 0 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 289 | 289 | 0 | 0 | 0 | 0 | .00 | .00 | .00 |
| Total | 573 | 573 | 0 | 0 | 0 | 0 | .00 | .00 | .00 |
| Percent Change | 51.2% | 52% | N/A | -100% | N/A | N/A | N/A | N/A | N/A |

2009 data unavailable for the following month(s): Jan Feb Mar Apr Oct Dec

2010 data unavailable for the following month(s): Jan Feb Mar Apr Nov Dec

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 2 - CHAMBER 1
Monongahela River

MAIN
River Mile: 11.2

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|----------|--------------|--------------|--------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,256 | 138 | 1,112 | 6 | 8,122 | 4,689 | 3,433 | 9,378 | 6,520 |
| Downbound | <u>1,251</u> | <u>134</u> | <u>1,109</u> | <u>8</u> | <u>8,307</u> | <u>6,020</u> | <u>2,287</u> | <u>9,558</u> | <u>8,138</u> |
| Total | 2,507 | 272 | 2,221 | 14 | 16,429 | 10,709 | 5,720 | 18,936 | 14,658 |
| 2010 | | | | | | | | | |
| Upbound | 1,356 | 141 | 1,209 | 6 | 8,682 | 6,096 | 2,586 | 10,038 | 8,522 |
| Downbound | <u>1,375</u> | <u>138</u> | <u>1,231</u> | <u>6</u> | <u>8,695</u> | <u>4,681</u> | <u>4,014</u> | <u>10,070</u> | <u>6,148</u> |
| Total | 2,731 | 279 | 2,440 | 12 | 17,377 | 10,777 | 6,600 | 20,108 | 14,670 |
| Percent Change | 8.9% | 2.6% | 9.9% | -14.3% | 5.8% | .6% | 15.4% | 6.2% | .1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,387 | 43 | 1,338 | 6 | 1,111 | 307 | .34 | 1.17 | 378.72 |
| Downbound | <u>1,401</u> | <u>40</u> | <u>1,353</u> | <u>8</u> | <u>1,108</u> | <u>317</u> | <u>.34</u> | <u>1.17</u> | <u>385.32</u> |
| Total | 2,788 | 83 | 2,691 | 14 | 2,219 | 624 | .34 | 1.17 | 764.03 |
| 2010 | | | | | | | | | |
| Upbound | 1,490 | 57 | 1,426 | 7 | 1,206 | 347 | .32 | 1.10 | 390.02 |
| Downbound | <u>1,516</u> | <u>63</u> | <u>1,446</u> | <u>7</u> | <u>1,228</u> | <u>356</u> | <u>.36</u> | <u>1.21</u> | <u>446.67</u> |
| Total | 3,006 | 120 | 2,872 | 14 | 2,434 | 703 | .34 | 1.15 | 836.68 |
| Percent Change | 7.8% | 44.6% | 6.7% | 0% | 9.7% | 12.7% | .9% | -1.2% | 9.5% |

Lock And Dam 2 - CHAMBER 4
Monongahela River

AUX 1
River Mile: 11.2

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|------------|----------|------------|-----------|------------|--------------|-----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 903 | 654 | 244 | 5 | 151 | 65 | 86 | 1,054 | 89 |
| Downbound | <u>921</u> | <u>664</u> | <u>252</u> | <u>5</u> | <u>133</u> | <u>33</u> | <u>100</u> | <u>1,054</u> | <u>59</u> |
| Total | 1,824 | 1,318 | 496 | 10 | 284 | 98 | 186 | 2,108 | 148 |
| 2010 | | | | | | | | | |
| Upbound | 842 | 572 | 264 | 6 | 161 | 77 | 84 | 1,003 | 110 |
| Downbound | <u>837</u> | <u>596</u> | <u>235</u> | <u>6</u> | <u>107</u> | <u>35</u> | <u>72</u> | <u>944</u> | <u>53</u> |
| Total | 1,679 | 1,168 | 499 | 12 | 268 | 112 | 156 | 1,947 | 163 |
| Percent Change | -7.9% | -11.4% | .6% | 20% | -5.6% | 14.3% | -16.1% | -7.6% | 10.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 576 | 330 | 241 | 5 | 241 | 6 | .01 | .10 | 1.57 |
| Downbound | <u>601</u> | <u>347</u> | <u>249</u> | <u>5</u> | <u>249</u> | <u>6</u> | <u>.01</u> | <u>.10</u> | <u>2.20</u> |
| Total | 1,177 | 677 | 490 | 10 | 490 | 12 | .01 | .10 | 3.77 |
| 2010 | | | | | | | | | |
| Upbound | 588 | 319 | 262 | 7 | 261 | 8 | .02 | .17 | 2.30 |
| Downbound | <u>556</u> | <u>316</u> | <u>234</u> | <u>6</u> | <u>232</u> | <u>4</u> | <u>.01</u> | <u>.08</u> | <u>1.02</u> |
| Total | 1,144 | 635 | 496 | 13 | 493 | 12 | .01 | .13 | 3.32 |
| Percent Change | -2.8% | -6.2% | 1.2% | 30% | .6% | 0% | 8.4% | 28.2% | -11.9% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 3 - CHAMBER 1
Monongahela River

MAIN
River Mile: 23.8

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,183 | 51 | 2,130 | 2 | 7,416 | 2,352 | 5,064 | 9,599 | 2,839 |
| Downbound | <u>2,257</u> | <u>65</u> | <u>2,190</u> | <u>2</u> | <u>7,609</u> | <u>6,010</u> | <u>1,599</u> | <u>9,866</u> | <u>8,001</u> |
| Total | 4,440 | 116 | 4,320 | 4 | 15,025 | 8,362 | 6,663 | 19,465 | 10,840 |
| 2010 | | | | | | | | | |
| Upbound | 1,945 | 1 | 1,943 | 1 | 7,317 | 3,291 | 4,026 | 9,262 | 4,104 |
| Downbound | <u>2,027</u> | <u>0</u> | <u>2,026</u> | <u>1</u> | <u>7,426</u> | <u>5,333</u> | <u>2,093</u> | <u>9,453</u> | <u>6,868</u> |
| Total | 3,972 | 1 | 3,969 | 2 | 14,743 | 8,624 | 6,119 | 18,715 | 10,972 |
| Percent Change | -10.5% | -99.1% | -8.1% | -50% | -1.9% | 3.1% | -8.2% | -3.9% | 1.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|----------|--------------|------------------------|---------------|------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,147 | 27 | 2,118 | 2 | 2,129 | 768 | .23 | .63 | 524.65 |
| Downbound | <u>2,212</u> | <u>35</u> | <u>2,175</u> | <u>2</u> | <u>2,190</u> | <u>754</u> | <u>.25</u> | <u>.69</u> | <u>574.77</u> |
| Total | 4,359 | 62 | 4,293 | 4 | 4,319 | 1,522 | .24 | .66 | 1,099.42 |
| 2010 | | | | | | | | | |
| Upbound | 1,933 | 1 | 1,931 | 1 | 1,943 | 644 | .21 | .62 | 413.12 |
| Downbound | <u>2,021</u> | <u>0</u> | <u>2,020</u> | <u>1</u> | <u>2,026</u> | <u>678</u> | <u>.22</u> | <u>.66</u> | <u>463.55</u> |
| Total | 3,954 | 1 | 3,951 | 2 | 3,969 | 1,322 | .21 | .64 | 876.67 |
| Percent Change | -9.3% | -98.4% | -8% | -50% | -8.1% | -13.1% | -10.5% | -2.4% | -20.3% |

Lock And Dam 3 - CHAMBER 4
Monongahela River

AUX 1
River Mile: 23.8

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|----------|------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 949 | 306 | 638 | 5 | 331 | 135 | 196 | 1,280 | 168 |
| Downbound | <u>882</u> | <u>296</u> | <u>581</u> | <u>5</u> | <u>324</u> | <u>169</u> | <u>155</u> | <u>1,206</u> | <u>230</u> |
| Total | 1,831 | 602 | 1,219 | 10 | 655 | 304 | 351 | 2,486 | 398 |
| 2010 | | | | | | | | | |
| Upbound | 1,123 | 391 | 725 | 7 | 298 | 107 | 191 | 1,421 | 147 |
| Downbound | <u>1,058</u> | <u>400</u> | <u>650</u> | <u>8</u> | <u>276</u> | <u>119</u> | <u>157</u> | <u>1,334</u> | <u>168</u> |
| Total | 2,181 | 791 | 1,375 | 15 | 574 | 226 | 348 | 2,755 | 315 |
| Percent Change | 19.1% | 31.4% | 12.8% | 50% | -12.4% | -25.7% | -9% | 10.8% | -20.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 861 | 229 | 627 | 5 | 636 | 38 | .05 | .25 | 18.62 |
| Downbound | <u>806</u> | <u>231</u> | <u>570</u> | <u>5</u> | <u>578</u> | <u>44</u> | <u>.08</u> | <u>.24</u> | <u>39.97</u> |
| Total | 1,667 | 460 | 1,197 | 10 | 1,214 | 82 | .06 | .25 | 58.58 |
| 2010 | | | | | | | | | |
| Upbound | 1,000 | 277 | 715 | 8 | 722 | 33 | .04 | .36 | 11.65 |
| Downbound | <u>936</u> | <u>288</u> | <u>640</u> | <u>8</u> | <u>647</u> | <u>38</u> | <u>.05</u> | <u>.30</u> | <u>12.37</u> |
| Total | 1,936 | 565 | 1,355 | 16 | 1,369 | 71 | .05 | .33 | 24.02 |
| Percent Change | 16.1% | 22.8% | 13.2% | 60% | 12.8% | -13.4% | -30.5% | 33% | -59% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Lock And Dam 4 - CHAMBER 1
Monongahela River

MAIN
River Mile: 41.5

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 3,115 | 270 | 2,837 | 8 | 7,688 | 2,228 | 5,460 | 10,803 | 2,568 |
| Downbound | 3,121 | 277 | 2,836 | 8 | 7,877 | 6,276 | 1,601 | 10,998 | 8,270 |
| Total | 6,236 | 547 | 5,673 | 16 | 15,565 | 8,504 | 7,061 | 21,801 | 10,838 |
| 2010 | | | | | | | | | |
| Upbound | 3,108 | 276 | 2,827 | 5 | 7,859 | 3,089 | 4,770 | 10,967 | 3,768 |
| Downbound | 3,118 | 279 | 2,833 | 6 | 7,958 | 5,845 | 2,113 | 11,076 | 7,398 |
| Total | 6,226 | 555 | 5,660 | 11 | 15,817 | 8,934 | 6,883 | 22,043 | 11,166 |
| Percent Change | -0.2% | 1.5% | -0.2% | -31.3% | 1.6% | 5.1% | -2.5% | 1.1% | 3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-----|--------|--------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 2,926 | 158 | 2,759 | 9 | 2,835 | 1,055 | .27 | .57 | 621.07 |
| Downbound | 2,939 | 175 | 2,756 | 8 | 2,834 | 1,075 | .29 | .61 | 688.12 |
| Total | 5,865 | 333 | 5,515 | 17 | 5,669 | 2,130 | .28 | .59 | 1,309.18 |
| 2010 | | | | | | | | | |
| Upbound | 2,900 | 163 | 2,732 | 5 | 2,824 | 1,029 | .27 | .59 | 617.57 |
| Downbound | 2,925 | 190 | 2,729 | 6 | 2,830 | 1,078 | .28 | .61 | 688.22 |
| Total | 5,825 | 353 | 5,461 | 11 | 5,654 | 2,107 | .28 | .60 | 1,305.78 |
| Percent Change | -0.7% | 6% | -1% | -35.3% | -0.3% | -1.1% | 1% | 2% | -0.3% |

Maxwell Lock And Dam - CHAMBER 1
Monongahela River

MAIN
River Mile: 61.2

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,815 | 453 | 1,357 | 5 | 6,724 | 2,984 | 3,740 | 8,539 | 3,280 |
| Downbound | 663 | 432 | 226 | 5 | 937 | 512 | 425 | 1,600 | 701 |
| Total | 2,478 | 885 | 1,583 | 10 | 7,661 | 3,496 | 4,165 | 10,139 | 3,981 |
| 2010 | | | | | | | | | |
| Upbound | 1,572 | 409 | 1,159 | 4 | 6,096 | 3,660 | 2,436 | 7,668 | 4,303 |
| Downbound | 609 | 397 | 208 | 4 | 821 | 497 | 324 | 1,430 | 670 |
| Total | 2,181 | 806 | 1,367 | 8 | 6,917 | 4,157 | 2,760 | 9,098 | 4,973 |
| Percent Change | -12% | -8.9% | -13.6% | -20% | -9.7% | 18.9% | -33.7% | -10.3% | 24.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|------|--------|-------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,635 | 276 | 1,354 | 5 | 1,357 | 62 | .02 | .32 | 20.95 |
| Downbound | 496 | 265 | 226 | 5 | 226 | 40 | .07 | .36 | 15.30 |
| Total | 2,131 | 541 | 1,580 | 10 | 1,583 | 102 | .04 | .34 | 36.25 |
| 2010 | | | | | | | | | |
| Upbound | 1,443 | 281 | 1,158 | 4 | 1,158 | 44 | .01 | .41 | 16.02 |
| Downbound | 502 | 291 | 207 | 4 | 207 | 17 | .02 | .17 | 3.67 |
| Total | 1,945 | 572 | 1,365 | 8 | 1,365 | 61 | .02 | .29 | 19.68 |
| Percent Change | -8.7% | 5.7% | -13.6% | -20% | -13.8% | -40.2% | -58.8% | -13.1% | -45.7% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Maxwell Lock And Dam - CHAMBER 2
Monongahela River

AUX 1
River Mile: 61.2

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 336 | 148 | 187 | 1 | 750 | 218 | 532 | 1,086 | 239 |
| Downbound | <u>1,482</u> | <u>162</u> | <u>1,318</u> | <u>2</u> | <u>6,599</u> | <u>4,084</u> | <u>2,515</u> | <u>8,081</u> | <u>5,487</u> |
| Total | 1,818 | 310 | 1,505 | 3 | 7,349 | 4,302 | 3,047 | 9,167 | 5,726 |
| 2010 | | | | | | | | | |
| Upbound | 314 | 160 | 153 | 1 | 668 | 293 | 375 | 982 | 350 |
| Downbound | <u>1,299</u> | <u>191</u> | <u>1,107</u> | <u>1</u> | <u>5,879</u> | <u>3,820</u> | <u>2,059</u> | <u>7,178</u> | <u>4,917</u> |
| Total | 1,613 | 351 | 1,260 | 2 | 6,547 | 4,113 | 2,434 | 8,160 | 5,267 |
| Percent Change | -11.3% | 13.2% | -16.3% | -33.3% | -10.9% | -4.4% | -20.1% | -11% | -8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|--------------|----------|--------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 290 | 103 | 186 | 1 | 187 | 22 | .03 | .25 | 7.90 |
| Downbound | <u>1,419</u> | <u>106</u> | <u>1,311</u> | <u>2</u> | <u>1,318</u> | <u>47</u> | <u>.02</u> | <u>.48</u> | <u>21.57</u> |
| Total | 1,709 | 209 | 1,497 | 3 | 1,505 | 69 | .02 | .36 | 29.47 |
| 2010 | | | | | | | | | |
| Upbound | 258 | 103 | 153 | 2 | 153 | 16 | .02 | .13 | 5.93 |
| Downbound | <u>1,206</u> | <u>104</u> | <u>1,101</u> | <u>1</u> | <u>1,107</u> | <u>30</u> | <u>.01</u> | <u>.34</u> | <u>11.13</u> |
| Total | 1,464 | 207 | 1,254 | 3 | 1,260 | 46 | .02 | .23 | 17.07 |
| Percent Change | -14.3% | -1% | -16.2% | 0% | -16.3% | -33.3% | -29.7% | -35.2% | -42.1% |

Grays Landing Lock And Dam - CHAMBER 1 MAIN
Monongahela River

River Mile: 82

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|----------|--------------|--------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 731 | 272 | 453 | 6 | 2,521 | 1,244 | 1,277 | 3,252 | 1,372 |
| Downbound | <u>742</u> | <u>284</u> | <u>451</u> | <u>7</u> | <u>2,527</u> | <u>1,786</u> | <u>741</u> | <u>3,269</u> | <u>1,962</u> |
| Total | 1,473 | 556 | 904 | 13 | 5,048 | 3,030 | 2,018 | 6,521 | 3,334 |
| 2010 | | | | | | | | | |
| Upbound | 1,003 | 360 | 637 | 6 | 3,180 | 1,972 | 1,208 | 4,183 | 2,268 |
| Downbound | <u>1,007</u> | <u>365</u> | <u>635</u> | <u>7</u> | <u>3,144</u> | <u>2,031</u> | <u>1,113</u> | <u>4,151</u> | <u>2,324</u> |
| Total | 2,010 | 725 | 1,272 | 13 | 6,324 | 4,003 | 2,321 | 8,334 | 4,592 |
| Percent Change | 36.5% | 30.4% | 40.7% | 0% | 25.3% | 32.1% | 15% | 27.8% | 37.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 624 | 165 | 453 | 6 | 453 | 28 | .02 | .33 | 10.93 |
| Downbound | <u>641</u> | <u>183</u> | <u>451</u> | <u>7</u> | <u>451</u> | <u>22</u> | <u>.02</u> | <u>.33</u> | <u>9.00</u> |
| Total | 1,265 | 348 | 904 | 13 | 904 | 50 | .02 | .33 | 19.93 |
| 2010 | | | | | | | | | |
| Upbound | 873 | 233 | 634 | 6 | 637 | 51 | .04 | .44 | 27.35 |
| Downbound | <u>878</u> | <u>240</u> | <u>631</u> | <u>7</u> | <u>635</u> | <u>44</u> | <u>.03</u> | <u>.42</u> | <u>18.98</u> |
| Total | 1,751 | 473 | 1,265 | 13 | 1,272 | 95 | .04 | .43 | 46.33 |
| Percent Change | 38.4% | 35.9% | 39.9% | 0% | 40.7% | 90% | 82.1% | 31.2% | 132.4% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Point Marion Lock And Dam - CHAMBER 1
Monongahela River

MAIN
River Mile: 90.8

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 573 | 144 | 424 | 5 | 2,319 | 1,237 | 1,082 | 2,892 | 1,375 |
| Downbound | 584 | 154 | 424 | 6 | 2,344 | 1,494 | 850 | 2,928 | 1,665 |
| Total | 1,157 | 298 | 848 | 11 | 4,663 | 2,731 | 1,932 | 5,820 | 3,040 |
| 2010 | | | | | | | | | |
| Upbound | 834 | 202 | 625 | 7 | 3,141 | 1,977 | 1,164 | 3,975 | 2,280 |
| Downbound | 854 | 222 | 625 | 7 | 3,125 | 1,974 | 1,151 | 3,979 | 2,242 |
| Total | 1,688 | 424 | 1,250 | 14 | 6,266 | 3,951 | 2,315 | 7,954 | 4,522 |
| Percent Change | 45.9% | 42.3% | 47.4% | 27.3% | 34.4% | 44.7% | 19.8% | 36.7% | 48.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-----|--------|-------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 537 | 108 | 424 | 5 | 424 | 23 | .04 | .52 | 15.35 |
| Downbound | 531 | 101 | 424 | 6 | 424 | 17 | .04 | .56 | 15.28 |
| Total | 1,068 | 209 | 848 | 11 | 848 | 40 | .04 | .54 | 30.63 |
| 2010 | | | | | | | | | |
| Upbound | 777 | 146 | 624 | 7 | 625 | 46 | .03 | .39 | 20.02 |
| Downbound | 786 | 155 | 624 | 7 | 625 | 66 | .06 | .56 | 36.23 |
| Total | 1,563 | 301 | 1,248 | 14 | 1,250 | 112 | .05 | .47 | 56.25 |
| Percent Change | 46.3% | 44% | 47.2% | 27.3% | 47.4% | 180% | 29.9% | -12.5% | 83.6% |

Morgantown Lock And Dam - CHAMBER 1
Monongahela River

MAIN
River Mile: 102

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 460 | 368 | 88 | 4 | 259 | 80 | 179 | 719 | 102 |
| Downbound | 472 | 379 | 88 | 5 | 268 | 168 | 100 | 740 | 170 |
| Total | 932 | 747 | 176 | 9 | 527 | 248 | 279 | 1,459 | 272 |
| 2010 | | | | | | | | | |
| Upbound | 529 | 435 | 85 | 9 | 208 | 40 | 168 | 737 | 60 |
| Downbound | 516 | 421 | 87 | 8 | 225 | 169 | 56 | 741 | 176 |
| Total | 1,045 | 856 | 172 | 17 | 433 | 209 | 224 | 1,478 | 236 |
| Percent Change | 12.1% | 14.6% | -2.3% | 88.9% | -17.8% | -15.7% | -19.7% | 1.3% | -13.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 262 | 170 | 88 | 4 | 88 | 2 | .02 | .08 | .93 |
| Downbound | 291 | 198 | 88 | 5 | 88 | 2 | .00 | .03 | .33 |
| Total | 553 | 368 | 176 | 9 | 176 | 4 | .01 | .05 | 1.27 |
| 2010 | | | | | | | | | |
| Upbound | 344 | 250 | 85 | 9 | 85 | 0 | .00 | .00 | .00 |
| Downbound | 340 | 245 | 87 | 8 | 87 | 1 | .00 | .00 | .02 |
| Total | 684 | 495 | 172 | 17 | 172 | 1 | .00 | .00 | .02 |
| Percent Change | 23.7% | 34.5% | -2.3% | 88.9% | -2.3% | -75% | -98.5% | -98.7% | -98.7% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Hildebrand Lock And Dam - CHAMBER 1
Monongahela River

MAIN
River Mile: 108

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 255 | 236 | 15 | 4 | 64 | 45 | 19 | 319 | 49 |
| Downbound | 268 | 251 | 12 | 5 | 59 | 8 | 51 | 327 | 10 |
| Total | 523 | 487 | 27 | 9 | 123 | 53 | 70 | 646 | 59 |
| 2010 | | | | | | | | | |
| Upbound | 227 | 221 | 0 | 6 | 2 | 0 | 2 | 229 | 0 |
| Downbound | 258 | 253 | 0 | 5 | 1 | 0 | 1 | 259 | 0 |
| Total | 485 | 474 | 0 | 11 | 3 | 0 | 3 | 488 | 0 |
| Percent Change | -7.3% | -2.7% | -100% | 22.2% | -97.6% | -100% | -95.7% | -24.5% | -100% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 115 | 96 | 15 | 4 | 15 | 0 | .00 | .00 | .00 |
| Downbound | 126 | 109 | 12 | 5 | 12 | 0 | .00 | .00 | .00 |
| Total | 241 | 205 | 27 | 9 | 27 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 128 | 122 | 0 | 6 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 124 | 119 | 0 | 5 | 0 | 0 | .00 | .00 | .00 |
| Total | 252 | 241 | 0 | 11 | 0 | 0 | .00 | .00 | .00 |
| Percent Change | 4.6% | 17.6% | -100% | 22.2% | -100% | N/A | N/A | N/A | N/A |

2009 data unavailable for the following month(s): Feb

2010 data unavailable for the following month(s): Jan Feb Mar Dec

Opekiska Lock And Dam - CHAMBER 1
Monongahela River

MAIN
River Mile: 115.4

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|--------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 314 | 297 | 13 | 4 | 56 | 45 | 11 | 370 | 49 |
| Downbound | 327 | 309 | 13 | 5 | 62 | 8 | 54 | 389 | 10 |
| Total | 641 | 606 | 26 | 9 | 118 | 53 | 65 | 759 | 59 |
| 2010 | | | | | | | | | |
| Upbound | 381 | 378 | 0 | 3 | 1 | 0 | 1 | 382 | 0 |
| Downbound | 357 | 353 | 0 | 4 | 1 | 0 | 1 | 358 | 0 |
| Total | 738 | 731 | 0 | 7 | 2 | 0 | 2 | 740 | 0 |
| Percent Change | 15.1% | 20.6% | -100% | -22.2% | -98.3% | -100% | -96.9% | -2.5% | -100% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|--------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 149 | 132 | 13 | 4 | 13 | 0 | .00 | .00 | .00 |
| Downbound | 140 | 122 | 13 | 5 | 13 | 0 | .00 | .00 | .00 |
| Total | 289 | 254 | 26 | 9 | 26 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 185 | 182 | 0 | 3 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 177 | 173 | 0 | 4 | 0 | 0 | .00 | .00 | .00 |
| Total | 362 | 355 | 0 | 7 | 0 | 0 | .00 | .00 | .00 |
| Percent Change | 25.3% | 39.8% | -100% | -22.2% | -100% | N/A | N/A | N/A | N/A |

2009 data unavailable for the following month(s): Feb

2010 data unavailable for the following month(s): Jan Feb Mar Nov Dec

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Emsworth Lock And Dam - CHAMBER 1
Ohio River

MAIN
River Mile: 6.2

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|-----------|--------------|--------------|--------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,309 | 117 | 1,181 | 11 | 8,724 | 6,138 | 2,586 | 10,033 | 8,626 |
| Downbound | <u>1,276</u> | <u>97</u> | <u>1,167</u> | <u>12</u> | <u>8,775</u> | <u>4,366</u> | <u>4,409</u> | <u>10,051</u> | <u>6,301</u> |
| Total | 2,585 | 214 | 2,348 | 23 | 17,499 | 10,504 | 6,995 | 20,084 | 14,927 |
| 2010 | | | | | | | | | |
| Upbound | 1,297 | 48 | 1,241 | 8 | 8,669 | 7,211 | 1,458 | 9,966 | 10,091 |
| Downbound | <u>1,282</u> | <u>80</u> | <u>1,195</u> | <u>7</u> | <u>8,687</u> | <u>3,109</u> | <u>5,578</u> | <u>9,969</u> | <u>4,395</u> |
| Total | 2,579 | 128 | 2,436 | 15 | 17,356 | 10,320 | 7,036 | 19,935 | 14,486 |
| Percent Change | -.2% | -40.2% | 3.7% | -34.8% | -.8% | -1.8% | .6% | -.7% | -3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|----------|--------------|-----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,517 | 15 | 1,490 | 12 | 1,177 | 391 | .50 | 1.42 | 564.18 |
| Downbound | <u>1,508</u> | <u>8</u> | <u>1,488</u> | <u>12</u> | <u>1,162</u> | <u>410</u> | <u>.54</u> | <u>1.46</u> | <u>618.20</u> |
| Total | 3,025 | 23 | 2,978 | 24 | 2,339 | 801 | .52 | 1.44 | 1,182.38 |
| 2010 | | | | | | | | | |
| Upbound | 1,532 | 6 | 1,517 | 9 | 1,240 | 464 | 1.24 | 2.81 | 966.37 |
| Downbound | <u>1,499</u> | <u>8</u> | <u>1,484</u> | <u>7</u> | <u>1,193</u> | <u>455</u> | <u>1.13</u> | <u>2.66</u> | <u>978.97</u> |
| Total | 3,031 | 14 | 3,001 | 16 | 2,433 | 919 | 1.18 | 2.74 | 1,945.33 |
| Percent Change | .2% | -39.1% | .8% | -33.3% | 4% | 14.7% | 126.4% | 89.9% | 64.5% |

Emsworth Lock And Dam - CHAMBER 4
Ohio River

AUX 1
River Mile: 6.2

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,963 | 1,113 | 789 | 61 | 635 | 371 | 264 | 2,598 | 489 |
| Downbound | <u>2,095</u> | <u>1,230</u> | <u>808</u> | <u>57</u> | <u>689</u> | <u>199</u> | <u>490</u> | <u>2,784</u> | <u>270</u> |
| Total | 4,058 | 2,343 | 1,597 | 118 | 1,324 | 570 | 754 | 5,382 | 759 |
| 2010 | | | | | | | | | |
| Upbound | 2,018 | 1,256 | 713 | 49 | 697 | 488 | 209 | 2,715 | 653 |
| Downbound | <u>2,077</u> | <u>1,243</u> | <u>792</u> | <u>42</u> | <u>758</u> | <u>148</u> | <u>610</u> | <u>2,835</u> | <u>187</u> |
| Total | 4,095 | 2,499 | 1,505 | 91 | 1,455 | 636 | 819 | 5,550 | 840 |
| Percent Change | .9% | 6.7% | -5.8% | -22.9% | 9.9% | 11.6% | 8.6% | 3.1% | 10.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,575 | 600 | 914 | 61 | 782 | 120 | .86 | 1.16 | 717.97 |
| Downbound | <u>1,681</u> | <u>693</u> | <u>931</u> | <u>57</u> | <u>800</u> | <u>116</u> | <u>.58</u> | <u>.81</u> | <u>493.72</u> |
| Total | 3,256 | 1,293 | 1,845 | 118 | 1,582 | 236 | .72 | .98 | 1,211.68 |
| 2010 | | | | | | | | | |
| Upbound | 1,625 | 659 | 917 | 49 | 708 | 117 | 2.42 | 2.60 | 2,248.43 |
| Downbound | <u>1,692</u> | <u>695</u> | <u>955</u> | <u>42</u> | <u>788</u> | <u>114</u> | <u>1.88</u> | <u>2.18</u> | <u>1,562.95</u> |
| Total | 3,317 | 1,354 | 1,872 | 91 | 1,496 | 231 | 2.15 | 2.39 | 3,811.38 |
| Percent Change | 1.9% | 4.7% | 1.5% | -22.9% | -5.4% | -2.1% | 198.9% | 143.3% | 214.6% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Dashields Lock And Dam - CHAMBER 1
Ohio River

MAIN
River Mile: 13.3

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|----------|--------------|--------------|--------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,247 | 67 | 1,176 | 4 | 9,285 | 6,879 | 2,406 | 10,532 | 9,480 |
| Downbound | <u>1,274</u> | <u>92</u> | <u>1,181</u> | <u>1</u> | <u>9,561</u> | <u>4,276</u> | <u>5,285</u> | <u>10,835</u> | <u>6,254</u> |
| Total | 2,521 | 159 | 2,357 | 5 | 18,846 | 11,155 | 7,691 | 21,367 | 15,734 |
| 2010 | | | | | | | | | |
| Upbound | 1,330 | 20 | 1,307 | 3 | 9,779 | 8,468 | 1,311 | 11,109 | 11,641 |
| Downbound | <u>1,283</u> | <u>0</u> | <u>1,279</u> | <u>4</u> | <u>9,811</u> | <u>3,069</u> | <u>6,742</u> | <u>11,094</u> | <u>4,418</u> |
| Total | 2,613 | 20 | 2,586 | 7 | 19,590 | 11,537 | 8,053 | 22,203 | 16,059 |
| Percent Change | 3.6% | -87.4% | 9.7% | 40% | 3.9% | 3.4% | 4.7% | 3.9% | 2.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|----------|--------------|----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,511 | 9 | 1,497 | 5 | 1,174 | 386 | .37 | 1.11 | 437.97 |
| Downbound | <u>1,509</u> | <u>4</u> | <u>1,504</u> | <u>1</u> | <u>1,181</u> | <u>398</u> | <u>.41</u> | <u>1.21</u> | <u>491.78</u> |
| Total | 3,020 | 13 | 3,001 | 6 | 2,355 | 784 | .39 | 1.16 | 929.75 |
| 2010 | | | | | | | | | |
| Upbound | 1,615 | 1 | 1,608 | 6 | 1,306 | 412 | .32 | 1.01 | 417.48 |
| Downbound | <u>1,594</u> | <u>0</u> | <u>1,588</u> | <u>6</u> | <u>1,278</u> | <u>406</u> | <u>.36</u> | <u>1.14</u> | <u>465.30</u> |
| Total | 3,209 | 1 | 3,196 | 12 | 2,584 | 818 | .34 | 1.07 | 882.78 |
| Percent Change | 6.3% | -92.3% | 6.5% | 100% | 9.7% | 4.3% | -13.4% | -7.3% | -5.1% |

Dashields Lock And Dam - CHAMBER 4
Ohio River

AUX 1
River Mile: 13.3

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,160 | 608 | 537 | 15 | 549 | 303 | 246 | 1,709 | 430 |
| Downbound | <u>1,212</u> | <u>639</u> | <u>556</u> | <u>17</u> | <u>553</u> | <u>221</u> | <u>332</u> | <u>1,765</u> | <u>313</u> |
| Total | 2,372 | 1,247 | 1,093 | 32 | 1,102 | 524 | 578 | 3,474 | 743 |
| 2010 | | | | | | | | | |
| Upbound | 1,043 | 587 | 446 | 10 | 286 | 131 | 155 | 1,329 | 171 |
| Downbound | <u>1,173</u> | <u>655</u> | <u>505</u> | <u>13</u> | <u>311</u> | <u>102</u> | <u>209</u> | <u>1,484</u> | <u>135</u> |
| Total | 2,216 | 1,242 | 951 | 23 | 597 | 233 | 364 | 2,813 | 306 |
| Percent Change | -6.6% | -.4% | -13% | -28.1% | -45.8% | -55.5% | -37% | -19% | -58.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,085 | 376 | 678 | 31 | 532 | 92 | .49 | .74 | 433.63 |
| Downbound | <u>1,138</u> | <u>421</u> | <u>688</u> | <u>29</u> | <u>547</u> | <u>81</u> | <u>.38</u> | <u>.67</u> | <u>275.95</u> |
| Total | 2,223 | 797 | 1,366 | 60 | 1,079 | 173 | .43 | .70 | 709.58 |
| 2010 | | | | | | | | | |
| Upbound | 836 | 377 | 440 | 19 | 445 | 23 | .03 | .36 | 8.65 |
| Downbound | <u>919</u> | <u>400</u> | <u>500</u> | <u>19</u> | <u>502</u> | <u>24</u> | <u>.01</u> | <u>.18</u> | <u>5.23</u> |
| Total | 1,755 | 777 | 940 | 38 | 947 | 47 | .02 | .27 | 13.88 |
| Percent Change | -21.1% | -2.5% | -31.2% | -36.7% | -12.2% | -72.8% | -95.2% | -61% | -98% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Montgomery Lock And Dam - CHAMBER 1
Ohio River

MAIN
River Mile: 31.7

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|-----------|---------------|--------------|--------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,332 | 18 | 1,304 | 10 | 8,533 | 5,657 | 2,876 | 9,865 | 8,672 |
| Downbound | <u>1,315</u> | <u>11</u> | <u>1,294</u> | <u>10</u> | <u>8,724</u> | <u>5,033</u> | <u>3,691</u> | <u>10,039</u> | <u>7,422</u> |
| Total | 2,647 | 29 | 2,598 | 20 | 17,257 | 10,690 | 6,567 | 19,904 | 16,094 |
| 2010 | | | | | | | | | |
| Upbound | 1,480 | 13 | 1,460 | 7 | 10,085 | 7,801 | 2,284 | 11,565 | 11,598 |
| Downbound | <u>1,495</u> | <u>22</u> | <u>1,462</u> | <u>11</u> | <u>10,125</u> | <u>4,210</u> | <u>5,915</u> | <u>11,620</u> | <u>6,166</u> |
| Total | 2,975 | 35 | 2,922 | 18 | 20,210 | 12,011 | 8,199 | 23,185 | 17,764 |
| Percent Change | 12.4% | 20.7% | 12.5% | -10% | 17.1% | 12.4% | 24.9% | 16.5% | 10.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|----------|--------------|-----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,652 | 6 | 1,636 | 10 | 1,301 | 489 | .48 | 1.19 | 619.05 |
| Downbound | <u>1,641</u> | <u>5</u> | <u>1,626</u> | <u>10</u> | <u>1,292</u> | <u>490</u> | <u>.54</u> | <u>1.36</u> | <u>689.83</u> |
| Total | 3,293 | 11 | 3,262 | 20 | 2,593 | 979 | .51 | 1.27 | 1,308.88 |
| 2010 | | | | | | | | | |
| Upbound | 1,813 | 4 | 1,802 | 7 | 1,459 | 603 | .64 | 1.49 | 911.62 |
| Downbound | <u>1,841</u> | <u>5</u> | <u>1,825</u> | <u>11</u> | <u>1,461</u> | <u>637</u> | <u>.65</u> | <u>1.44</u> | <u>928.85</u> |
| Total | 3,654 | 9 | 3,627 | 18 | 2,920 | 1,240 | .65 | 1.47 | 1,840.47 |
| Percent Change | 11% | -18.2% | 11.2% | -10% | 12.6% | 26.7% | 26.5% | 15.2% | 40.6% |

Montgomery Lock And Dam - CHAMBER 4
Ohio River

AUX 1
River Mile: 31.7

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|------------|-----------|------------|-----------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 892 | 430 | 440 | 22 | 228 | 111 | 117 | 1,120 | 164 |
| Downbound | <u>916</u> | <u>420</u> | <u>473</u> | <u>23</u> | <u>232</u> | <u>78</u> | <u>154</u> | <u>1,148</u> | <u>132</u> |
| Total | 1,808 | 850 | 913 | 45 | 460 | 189 | 271 | 2,268 | 296 |
| 2010 | | | | | | | | | |
| Upbound | 878 | 346 | 521 | 11 | 252 | 142 | 110 | 1,130 | 295 |
| Downbound | <u>936</u> | <u>372</u> | <u>557</u> | <u>7</u> | <u>323</u> | <u>93</u> | <u>230</u> | <u>1,259</u> | <u>179</u> |
| Total | 1,814 | 718 | 1,078 | 18 | 575 | 235 | 340 | 2,389 | 474 |
| Percent Change | .3% | -15.5% | 18.1% | -60% | 25% | 24.3% | 25.5% | 5.3% | 60.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 730 | 266 | 438 | 26 | 438 | 27 | .03 | .19 | 8.67 |
| Downbound | <u>758</u> | <u>269</u> | <u>466</u> | <u>23</u> | <u>470</u> | <u>23</u> | <u>.03</u> | <u>.35</u> | <u>8.42</u> |
| Total | 1,488 | 535 | 904 | 49 | 908 | 50 | .03 | .27 | 17.08 |
| 2010 | | | | | | | | | |
| Upbound | 771 | 244 | 516 | 11 | 519 | 24 | .02 | .25 | 6.62 |
| Downbound | <u>808</u> | <u>246</u> | <u>555</u> | <u>7</u> | <u>555</u> | <u>28</u> | <u>.03</u> | <u>.29</u> | <u>9.43</u> |
| Total | 1,579 | 490 | 1,071 | 18 | 1,074 | 52 | .02 | .27 | 16.05 |
| Percent Change | 6.1% | -8.4% | 18.5% | -63.3% | 18.3% | 4% | -24.1% | -1% | -6% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

New Cumberland Lock And Dam - CHAMBER 1 MAIN
Ohio River

River Mile: 54.4

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|----------|--------------|----------|---------------|--------------|---------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,112 | 12 | 1,098 | 2 | 11,722 | 9,518 | 2,204 | 12,834 | 15,224 |
| Downbound | <u>1,077</u> | <u>1</u> | <u>1,074</u> | <u>2</u> | <u>11,777</u> | <u>4,669</u> | <u>7,108</u> | <u>12,854</u> | <u>7,044</u> |
| Total | 2,189 | 13 | 2,172 | 4 | 23,499 | 14,187 | 9,312 | 25,688 | 22,268 |
| 2010 | | | | | | | | | |
| Upbound | 1,294 | 7 | 1,286 | 1 | 13,737 | 12,602 | 1,135 | 15,031 | 19,790 |
| Downbound | <u>1,220</u> | <u>1</u> | <u>1,217</u> | <u>2</u> | <u>13,392</u> | <u>3,207</u> | <u>10,185</u> | <u>14,612</u> | <u>4,911</u> |
| Total | 2,514 | 8 | 2,503 | 3 | 27,129 | 15,809 | 11,320 | 29,643 | 24,701 |
| Percent Change | 14.8% | -38.5% | 15.2% | -25% | 15.4% | 11.4% | 21.6% | 15.4% | 10.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|----------|--------------|----------|--------------|------------------------|---------------|------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,091 | 4 | 1,085 | 2 | 1,098 | 292 | .25 | .94 | 275.80 |
| Downbound | <u>1,071</u> | <u>1</u> | <u>1,068</u> | <u>2</u> | <u>1,074</u> | <u>271</u> | <u>.20</u> | <u>.83</u> | <u>224.70</u> |
| Total | 2,162 | 5 | 2,153 | 4 | 2,172 | 563 | .23 | .88 | 500.50 |
| 2010 | | | | | | | | | |
| Upbound | 1,277 | 1 | 1,275 | 1 | 1,286 | 410 | .28 | .87 | 355.95 |
| Downbound | <u>1,214</u> | <u>1</u> | <u>1,211</u> | <u>2</u> | <u>1,217</u> | <u>339</u> | <u>.23</u> | <u>.81</u> | <u>279.40</u> |
| Total | 2,491 | 2 | 2,486 | 3 | 2,503 | 749 | .25 | .84 | 635.35 |
| Percent Change | 15.2% | -60% | 15.5% | -25% | 15.2% | 33% | 10.9% | -5% | 26.9% |

New Cumberland Lock And Dam - CHAMBER 4 AUX 1
Ohio River

River Mile: 54.4

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|------------|----------|--------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 785 | 376 | 403 | 6 | 769 | 530 | 239 | 1,554 | 904 |
| Downbound | <u>854</u> | <u>421</u> | <u>427</u> | <u>6</u> | <u>961</u> | <u>264</u> | <u>697</u> | <u>1,815</u> | <u>404</u> |
| Total | 1,639 | 797 | 830 | 12 | 1,730 | 794 | 936 | 3,369 | 1,308 |
| 2010 | | | | | | | | | |
| Upbound | 910 | 425 | 477 | 8 | 951 | 702 | 249 | 1,861 | 1,203 |
| Downbound | <u>999</u> | <u>462</u> | <u>529</u> | <u>8</u> | <u>1,209</u> | <u>247</u> | <u>962</u> | <u>2,208</u> | <u>386</u> |
| Total | 1,909 | 887 | 1,006 | 16 | 2,160 | 949 | 1,211 | 4,069 | 1,589 |
| Percent Change | 16.5% | 11.3% | 21.2% | 33.3% | 24.9% | 19.5% | 29.4% | 20.8% | 21.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 638 | 235 | 395 | 8 | 399 | 20 | .02 | .38 | 8.50 |
| Downbound | <u>689</u> | <u>260</u> | <u>423</u> | <u>6</u> | <u>423</u> | <u>27</u> | <u>.03</u> | <u>.38</u> | <u>12.43</u> |
| Total | 1,327 | 495 | 818 | 14 | 822 | 47 | .03 | .38 | 20.93 |
| 2010 | | | | | | | | | |
| Upbound | 736 | 267 | 461 | 8 | 474 | 37 | .04 | .31 | 14.12 |
| Downbound | <u>809</u> | <u>279</u> | <u>522</u> | <u>8</u> | <u>528</u> | <u>53</u> | <u>.06</u> | <u>.52</u> | <u>26.13</u> |
| Total | 1,545 | 546 | 983 | 16 | 1,002 | 90 | .05 | .42 | 40.25 |
| Percent Change | 16.4% | 10.3% | 20.2% | 14.3% | 21.9% | 91.5% | 70.1% | 9.2% | 92.3% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Pike Island Lock And Dam - CHAMBER 1
Ohio River

MAIN
River Mile: 84.2

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|-----------|---------------|--------------|--------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,500 | 159 | 1,323 | 18 | 13,390 | 11,141 | 2,249 | 14,890 | 18,107 |
| Downbound | <u>1,461</u> | <u>140</u> | <u>1,302</u> | <u>19</u> | <u>13,282</u> | <u>5,217</u> | <u>8,065</u> | <u>14,743</u> | <u>7,893</u> |
| Total | 2,961 | 299 | 2,625 | 37 | 26,672 | 16,358 | 10,314 | 29,633 | 26,000 |
| 2010 | | | | | | | | | |
| Upbound | 1,289 | 21 | 1,267 | 1 | 13,122 | 12,215 | 907 | 14,411 | 19,490 |
| Downbound | <u>1,248</u> | <u>22</u> | <u>1,225</u> | <u>1</u> | <u>12,602</u> | <u>2,888</u> | <u>9,714</u> | <u>13,850</u> | <u>4,475</u> |
| Total | 2,537 | 43 | 2,492 | 2 | 25,724 | 15,103 | 10,621 | 28,261 | 23,965 |
| Percent Change | -14.3% | -85.6% | -5.1% | -94.6% | -3.6% | -7.7% | 3% | -4.6% | -7.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|-----------|--------------|------------------------|---------------|------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,380 | 53 | 1,308 | 19 | 1,321 | 390 | .26 | .86 | 343.28 |
| Downbound | <u>1,366</u> | <u>56</u> | <u>1,291</u> | <u>19</u> | <u>1,300</u> | <u>359</u> | <u>.24</u> | <u>.87</u> | <u>313.93</u> |
| Total | 2,746 | 109 | 2,599 | 38 | 2,621 | 749 | .25 | .86 | 657.22 |
| 2010 | | | | | | | | | |
| Upbound | 1,267 | 11 | 1,254 | 2 | 1,267 | 408 | .27 | .81 | 331.92 |
| Downbound | <u>1,221</u> | <u>4</u> | <u>1,216</u> | <u>1</u> | <u>1,225</u> | <u>378</u> | <u>.24</u> | <u>.78</u> | <u>291.37</u> |
| Total | 2,488 | 15 | 2,470 | 3 | 2,492 | 786 | .25 | .79 | 623.28 |
| Percent Change | -9.4% | -86.2% | -5% | -92.1% | -4.9% | 4.9% | .1% | -8.3% | -5.2% |

2010 data unavailable for the following month(s): Nov Dec

Pike Island Lock And Dam - CHAMBER 4
Ohio River

AUX 1
River Mile: 84.2

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|------------|--------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 769 | 372 | 390 | 7 | 744 | 447 | 297 | 1,513 | 755 |
| Downbound | <u>800</u> | <u>377</u> | <u>416</u> | <u>7</u> | <u>1,038</u> | <u>282</u> | <u>756</u> | <u>1,838</u> | <u>427</u> |
| Total | 1,569 | 749 | 806 | 14 | 1,782 | 729 | 1,053 | 3,351 | 1,182 |
| 2010 | | | | | | | | | |
| Upbound | 1,142 | 410 | 701 | 31 | 3,473 | 3,058 | 415 | 4,615 | 4,863 |
| Downbound | <u>1,217</u> | <u>441</u> | <u>747</u> | <u>29</u> | <u>3,872</u> | <u>783</u> | <u>3,089</u> | <u>5,089</u> | <u>1,199</u> |
| Total | 2,359 | 851 | 1,448 | 60 | 7,345 | 3,841 | 3,504 | 9,704 | 6,062 |
| Percent Change | 50.4% | 13.6% | 79.7% | 328.6% | 312.2% | 426.9% | 232.8% | 189.6% | 412.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 595 | 200 | 388 | 7 | 389 | 21 | .03 | .24 | 6.95 |
| Downbound | <u>642</u> | <u>223</u> | <u>412</u> | <u>7</u> | <u>416</u> | <u>25</u> | <u>.02</u> | <u>.28</u> | <u>8.45</u> |
| Total | 1,237 | 423 | 800 | 14 | 805 | 46 | .02 | .26 | 15.40 |
| 2010 | | | | | | | | | |
| Upbound | 1,137 | 238 | 866 | 33 | 700 | 246 | .76 | 1.35 | 935.52 |
| Downbound | <u>1,233</u> | <u>286</u> | <u>917</u> | <u>30</u> | <u>746</u> | <u>258</u> | <u>.74</u> | <u>1.37</u> | <u>997.97</u> |
| Total | 2,370 | 524 | 1,783 | 63 | 1,446 | 504 | .75 | 1.36 | 1,933.48 |
| Percent Change | 91.6% | 23.9% | 122.9% | 350% | 79.6% | 995.7% | 2982.1% | 419.9% | 12455.1% |

2009 data unavailable for the following month(s): Oct

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Hannibal Locks And Dam - CHAMBER 1
Ohio River

MAIN
River Mile: 126.4

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|----------|---------------|---------------|--------------|---------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,547 | 5 | 1,541 | 1 | 18,286 | 9,123 | 9,163 | 19,833 | 15,368 |
| Downbound | <u>1,549</u> | <u>17</u> | <u>1,531</u> | <u>1</u> | <u>18,538</u> | <u>14,310</u> | <u>4,228</u> | <u>20,087</u> | <u>21,530</u> |
| Total | 3,096 | 22 | 3,072 | 2 | 36,824 | 23,433 | 13,391 | 39,920 | 36,898 |
| 2010 | | | | | | | | | |
| Upbound | 1,723 | 14 | 1,709 | 0 | 20,175 | 11,462 | 8,713 | 21,898 | 19,337 |
| Downbound | <u>1,648</u> | <u>14</u> | <u>1,634</u> | <u>0</u> | <u>19,785</u> | <u>14,707</u> | <u>5,078</u> | <u>21,433</u> | <u>21,993</u> |
| Total | 3,371 | 28 | 3,343 | 0 | 39,960 | 26,169 | 13,791 | 43,331 | 41,330 |
| Percent Change | 8.9% | 27.3% | 8.8% | -100% | 8.5% | 11.7% | 3% | 8.5% | 12% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|----------|--------------|----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,541 | 5 | 1,533 | 3 | 1,540 | 525 | .33 | .92 | 499.33 |
| Downbound | <u>1,533</u> | <u>9</u> | <u>1,523</u> | <u>1</u> | <u>1,528</u> | <u>556</u> | <u>.34</u> | <u>.94</u> | <u>524.32</u> |
| Total | 3,074 | 14 | 3,056 | 4 | 3,068 | 1,081 | .33 | .93 | 1,023.65 |
| 2010 | | | | | | | | | |
| Upbound | 1,708 | 6 | 1,699 | 3 | 1,708 | 689 | .40 | .99 | 691.53 |
| Downbound | <u>1,638</u> | <u>6</u> | <u>1,630</u> | <u>2</u> | <u>1,633</u> | <u>625</u> | <u>.36</u> | <u>.92</u> | <u>586.63</u> |
| Total | 3,346 | 12 | 3,329 | 5 | 3,341 | 1,314 | .38 | .95 | 1,278.17 |
| Percent Change | 8.8% | -14.3% | 8.9% | 25% | 8.9% | 21.6% | 14% | 2.6% | 24.9% |

Hannibal Locks And Dam - CHAMBER 4
Ohio River

AUX 1
River Mile: 126.4

Great Lakes/Ohio Riv Division
Pittsburgh District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|------------|----------|------------|------------|------------|--------------|------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 624 | 329 | 285 | 10 | 590 | 388 | 202 | 1,214 | 655 |
| Downbound | <u>651</u> | <u>337</u> | <u>305</u> | <u>9</u> | <u>631</u> | <u>154</u> | <u>477</u> | <u>1,282</u> | <u>236</u> |
| Total | 1,275 | 666 | 590 | 19 | 1,221 | 542 | 679 | 2,496 | 891 |
| 2010 | | | | | | | | | |
| Upbound | 606 | 360 | 238 | 8 | 563 | 409 | 154 | 1,169 | 685 |
| Downbound | <u>712</u> | <u>391</u> | <u>313</u> | <u>8</u> | <u>696</u> | <u>175</u> | <u>521</u> | <u>1,408</u> | <u>269</u> |
| Total | 1,318 | 751 | 551 | 16 | 1,259 | 584 | 675 | 2,577 | 954 |
| Percent Change | 3.4% | 12.8% | -6.6% | -15.8% | 3.1% | 7.7% | -6% | 3.2% | 7.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 426 | 135 | 281 | 10 | 282 | 15 | .03 | .26 | 6.22 |
| Downbound | <u>467</u> | <u>156</u> | <u>302</u> | <u>9</u> | <u>305</u> | <u>15</u> | <u>.02</u> | <u>.28</u> | <u>5.60</u> |
| Total | 893 | 291 | 583 | 19 | 587 | 30 | .02 | .27 | 11.82 |
| 2010 | | | | | | | | | |
| Upbound | 382 | 137 | 237 | 8 | 238 | 17 | .03 | .23 | 6.42 |
| Downbound | <u>488</u> | <u>168</u> | <u>312</u> | <u>8</u> | <u>313</u> | <u>16</u> | <u>.04</u> | <u>.57</u> | <u>9.30</u> |
| Total | 870 | 305 | 549 | 16 | 551 | 33 | .03 | .40 | 15.72 |
| Percent Change | -2.6% | 4.8% | -5.8% | -15.8% | -6.1% | 10% | 34.5% | 47.2% | 33% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Black Rock Lock - CHAMBER 1
Black Rock Ch/Tonawanda Harbor

MAIN
River Mile: 4

Great Lakes/Ohio Riv Division
Buffalo District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 977 | 700 | 254 | 23 | 0 | 0 | 0 | 977 | 0 |
| Downbound | 759 | 692 | 43 | 24 | 16 | 16 | 0 | 775 | 101 |
| Total | 1,736 | 1,392 | 297 | 47 | 16 | 16 | 0 | 1,752 | 101 |
| 2010 | | | | | | | | | |
| Upbound | 864 | 608 | 235 | 21 | 1 | 0 | 1 | 865 | 0 |
| Downbound | 652 | 598 | 34 | 20 | 15 | 15 | 0 | 667 | 93 |
| Total | 1,516 | 1,206 | 269 | 41 | 16 | 15 | 1 | 1,532 | 93 |
| Percent Change | -12.7% | -13.4% | -9.4% | -12.8% | 0% | -6.3% | N/A | -12.6% | -7.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed | Tows | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 712 | 457 | 239 | 16 | 55 | 33 | .13 | .03 | 1.13 |
| Downbound | 549 | 495 | 37 | 17 | 39 | 24 | .57 | .56 | 24.88 |
| Total | 1,261 | 952 | 276 | 33 | 94 | 57 | .35 | .30 | 26.02 |
| 2010 | | | | | | | | | |
| Upbound | 661 | 412 | 229 | 20 | 39 | 15 | .04 | .01 | .32 |
| Downbound | 497 | 444 | 33 | 20 | 29 | 12 | .02 | .01 | .27 |
| Total | 1,158 | 856 | 262 | 40 | 68 | 27 | .03 | .01 | .58 |
| Percent Change | -8.2% | -10.1% | -5.1% | 21.2% | -27.7% | -52.6% | -92.6% | -95.9% | -97.8% |

2009 data unavailable for the following month(s): Jan Feb Mar
2010 data unavailable for the following month(s): Jan Feb Mar

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Chicago Lock - CHAMBER 1
Chicago River

River Mile:

Great Lakes/Ohio Riv Division
Chicago District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 17,624 | 11,755 | 5,065 | 804 | 27 | 22 | 5 | 17,651 | 16 |
| Downbound | 17,399 | 11,543 | 5,053 | 803 | 33 | 28 | 5 | 17,432 | 63 |
| Total | 35,023 | 23,298 | 10,118 | 1,607 | 60 | 50 | 10 | 35,083 | 79 |
| 2010 | | | | | | | | | |
| Upbound | 18,210 | 11,678 | 5,845 | 687 | 83 | 73 | 10 | 18,293 | 33 |
| Downbound | 18,124 | 11,606 | 5,838 | 680 | 92 | 52 | 40 | 18,216 | 70 |
| Total | 36,334 | 23,284 | 11,683 | 1,367 | 175 | 125 | 50 | 36,509 | 103 |
| Percent Change | 3.7% | -.1% | 15.5% | -14.9% | 191.7% | 150% | 400% | 4.1% | 30.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|--------|--------|---------|------------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All | Delayed | All Tows Delayed | Tows | |
| 2009 | | | | | | | (hrs) | (hrs) | (hrs) |
| Upbound | 5,796 | 1,674 | 3,649 | 473 | 47 | 31 | .07 | .06 | 2.22 |
| Downbound | 5,538 | 1,655 | 3,404 | 479 | 58 | 35 | .08 | .07 | 2.52 |
| Total | 11,334 | 3,329 | 7,053 | 952 | 105 | 66 | .07 | .06 | 4.73 |
| 2010 | | | | | | | | | |
| Upbound | 5,999 | 1,585 | 4,042 | 372 | 144 | 83 | .07 | .06 | 5.97 |
| Downbound | 5,700 | 1,430 | 3,903 | 367 | 147 | 99 | .06 | .05 | 7.13 |
| Total | 11,699 | 3,015 | 7,945 | 739 | 291 | 182 | .06 | .06 | 13.10 |
| Percent Change | 3.2% | -9.4% | 12.6% | -22.4% | 177.1% | 175.8% | -13.1% | -11.6% | 176.8% |

2010 data unavailable for the following month(s): Dec

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Alanson Lock - CHAMBER 1
The Inland Route

MAIN
River Mile: 30

Great Lakes/Ohio Riv Division
Detroit District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|----------|----------|----------|----------|----------|--------------|----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Downbound | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 3,904 | 3,904 | 0 | 0 | 0 | 0 | 0 | 3,904 | 0 |
| Downbound | <u>3,794</u> | <u>3,794</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>3,794</u> | <u>0</u> |
| Total | 7,698 | 7,698 | 0 | 0 | 0 | 0 | 0 | 7,698 | 0 |
| Percent Change | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

| Jan - Dec | Lockages | | | | Tows | Average Delay | | Total |
|----------------|--------------|--------------|----------|----------|-------------|------------------|------------|------------|
| | Total | Rec | Comrcl | Other | | All Tows Delayed | Tows | |
| 2009 | | | | | All Delayed | (hrs) | (hrs) | (hrs) |
| Upbound | 0 | 0 | 0 | 0 | 0 | .00 | .00 | .00 |
| Downbound | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 0 | 0 | 0 | 0 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | |
| Upbound | 2,687 | 2,687 | 0 | 0 | 0 | .00 | .00 | .00 |
| Downbound | <u>2,676</u> | <u>2,676</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 5,363 | 5,363 | 0 | 0 | 0 | .00 | .00 | .00 |
| Percent Change | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

2009 data unavailable for the following month(s): Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

2010 data unavailable for the following month(s): Jan Feb Mar Apr Nov Dec

Macarthur Lock - CHAMBER 1
St. Marys River

MAIN 1
River Mile: 47

Great Lakes/Ohio Riv Division
Detroit District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|--------------|------------|------------|-----------|------------|--------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,976 | 238 | 1,428 | 310 | 171 | 77 | 94 | 2,147 | 2,034 |
| Downbound | <u>1,816</u> | <u>237</u> | <u>1,271</u> | <u>308</u> | <u>186</u> | <u>32</u> | <u>154</u> | <u>2,002</u> | <u>8,038</u> |
| Total | 3,792 | 475 | 2,699 | 618 | 357 | 109 | 248 | 4,149 | 10,072 |
| 2010 | | | | | | | | | |
| Upbound | 2,457 | 350 | 1,809 | 298 | 320 | 174 | 146 | 2,777 | 2,682 |
| Downbound | <u>2,454</u> | <u>328</u> | <u>1,824</u> | <u>302</u> | <u>336</u> | <u>33</u> | <u>303</u> | <u>2,790</u> | <u>11,819</u> |
| Total | 4,911 | 678 | 3,633 | 600 | 656 | 207 | 449 | 5,567 | 14,501 |
| Percent Change | 29.5% | 42.7% | 34.6% | -2.9% | 83.8% | 89.9% | 81% | 34.2% | 44% |

| Jan - Dec | Lockages | | | | Tows | Average Delay | | Total | |
|----------------|--------------|------------|--------------|------------|-------------|------------------|------------|------------|--------------|
| | Total | Rec | Comrcl | Other | | All Tows Delayed | Tows | | Delay |
| 2009 | | | | | All Delayed | (hrs) | (hrs) | (hrs) | |
| Upbound | 1,772 | 119 | 1,310 | 343 | 334 | 28 | .07 | .27 | 7.97 |
| Downbound | <u>1,627</u> | <u>123</u> | <u>1,175</u> | <u>329</u> | <u>358</u> | <u>41</u> | <u>.12</u> | <u>.36</u> | <u>21.53</u> |
| Total | 3,399 | 242 | 2,485 | 672 | 692 | 69 | .09 | .32 | 29.50 |
| 2010 | | | | | | | | | |
| Upbound | 2,025 | 121 | 1,601 | 303 | 495 | 95 | .27 | .41 | 34.83 |
| Downbound | <u>2,001</u> | <u>91</u> | <u>1,598</u> | <u>312</u> | <u>499</u> | <u>89</u> | <u>.15</u> | <u>.36</u> | <u>30.72</u> |
| Total | 4,026 | 212 | 3,199 | 615 | 994 | 184 | .21 | .38 | 65.55 |
| Percent Change | 18.4% | -12.4% | 28.7% | -8.5% | 43.6% | 166.7% | 118.3% | 20.8% | 122.2% |

2009 data unavailable for the following month(s): Jan Feb Mar Apr

2010 data unavailable for the following month(s): Jan Feb Mar

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

New Poe Lock - CHAMBER 1
St. Marys River

MAIN 2
River Mile: 47

Great Lakes/Ohio Riv Division
Detroit District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|-----------|--------------|------------|------------|------------|-----------|--------------|---------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,468 | 59 | 1,279 | 130 | 139 | 46 | 93 | 1,607 | 4,084 |
| Downbound | <u>1,381</u> | <u>54</u> | <u>1,207</u> | <u>120</u> | <u>133</u> | <u>66</u> | <u>67</u> | <u>1,514</u> | <u>38,612</u> |
| Total | 2,849 | 113 | 2,486 | 250 | 272 | 112 | 160 | 3,121 | 42,696 |
| 2010 | | | | | | | | | |
| Upbound | 1,891 | 57 | 1,711 | 123 | 240 | 77 | 163 | 2,131 | 5,087 |
| Downbound | <u>1,867</u> | <u>74</u> | <u>1,673</u> | <u>120</u> | <u>224</u> | <u>127</u> | <u>97</u> | <u>2,091</u> | <u>53,796</u> |
| Total | 3,758 | 131 | 3,384 | 243 | 464 | 204 | 260 | 4,222 | 58,883 |
| Percent Change | 31.9% | 15.9% | 36.1% | -2.8% | 70.6% | 82.1% | 62.5% | 35.3% | 37.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|-----------|--------------|------------|-------------|------------------------|---------------|-------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,379 | 25 | 1,201 | 153 | 210 | 34 | .15 | .52 | 21.30 |
| Downbound | <u>1,324</u> | <u>24</u> | <u>1,159</u> | <u>141</u> | <u>179</u> | <u>35</u> | <u>.17</u> | <u>.47</u> | <u>20.62</u> |
| Total | 2,703 | 49 | 2,360 | 294 | 389 | 69 | .16 | .50 | 41.92 |
| 2010 | | | | | | | | | |
| Upbound | 1,764 | 19 | 1,603 | 142 | 291 | 70 | .53 | 1.00 | 94.73 |
| Downbound | <u>1,730</u> | <u>20</u> | <u>1,581</u> | <u>129</u> | <u>271</u> | <u>84</u> | <u>.31</u> | <u>.59</u> | <u>54.05</u> |
| Total | 3,494 | 39 | 3,184 | 271 | 562 | 154 | .42 | .79 | 148.78 |
| Percent Change | 29.3% | -20.4% | 34.9% | -7.8% | 44.5% | 123.2% | 160.9% | 59.9% | 255% |

*2009 data unavailable for the following month(s): Feb
2010 data unavailable for the following month(s): Feb*

Davis Lock - CHAMBER 1
St. Marys River

MAIN 3
River Mile: 47

Great Lakes/Ohio Riv Division
Detroit District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 |
| Downbound | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 3 | 0 | 1 | 2 | 3 | 0 | 3 | 6 | 0 |
| Downbound | <u>1</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>2</u> | <u>0</u> |
| Total | 4 | 0 | 1 | 3 | 4 | 0 | 4 | 8 | 0 |
| Percent Change | 300% | N/A | 0% | N/A | 300% | N/A | 300% | 300% | N/A |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|----------|----------|----------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1 | 0 | 1 | 0 | 1 | 0 | .00 | .00 | .00 |
| Downbound | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 1 | 0 | 1 | 0 | 1 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 3 | 0 | 1 | 2 | 1 | 0 | .00 | .00 | .00 |
| Downbound | <u>1</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 4 | 0 | 1 | 3 | 1 | 0 | .00 | .00 | .00 |
| Percent Change | 300% | N/A | 0% | N/A | 0% | N/A | N/A | N/A | N/A |

*2009 data unavailable for the following month(s): Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov
2010 data unavailable for the following month(s): Jan Feb Apr May Jun Jul Aug Sep Oct Nov Dec*

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Canaveral Lock - CHAMBER 1
Canaveral Harbor

MAIN
River Mile: 3

South Atlantic Division
Jacksonville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------------|--------------|--------------|------------|-----------|-----------|-----------|---------------|-----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 10,398 | 9,010 | 1,114 | 274 | 102 | 69 | 33 | 10,500 | 65 |
| Downbound | <u>10,628</u> | <u>9,113</u> | <u>1,223</u> | <u>292</u> | <u>98</u> | <u>45</u> | <u>53</u> | <u>10,726</u> | <u>58</u> |
| Total | 21,026 | 18,123 | 2,337 | 566 | 200 | 114 | 86 | 21,226 | 123 |
| 2010 | | | | | | | | | |
| Upbound | 9,850 | 8,761 | 840 | 249 | 58 | 44 | 14 | 9,908 | 40 |
| Downbound | <u>9,993</u> | <u>8,825</u> | <u>899</u> | <u>269</u> | <u>53</u> | <u>21</u> | <u>32</u> | <u>10,046</u> | <u>14</u> |
| Total | 19,843 | 17,586 | 1,739 | 518 | 111 | 65 | 46 | 19,954 | 54 |
| Percent Change | -5.6% | -3% | -25.6% | -8.5% | -44.5% | -43% | -46.5% | -6% | -56.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|--------------|------------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 4,442 | 3,086 | 1,081 | 275 | 237 | 153 | .19 | .08 | 11.35 |
| Downbound | <u>4,805</u> | <u>3,325</u> | <u>1,188</u> | <u>292</u> | <u>233</u> | <u>153</u> | <u>.18</u> | <u>.08</u> | <u>10.60</u> |
| Total | 9,247 | 6,411 | 2,269 | 567 | 470 | 306 | .18 | .08 | 21.95 |
| 2010 | | | | | | | | | |
| Upbound | 4,368 | 3,300 | 818 | 250 | 191 | 106 | .08 | .03 | 3.52 |
| Downbound | <u>4,547</u> | <u>3,409</u> | <u>869</u> | <u>269</u> | <u>199</u> | <u>98</u> | <u>.07</u> | <u>.03</u> | <u>3.43</u> |
| Total | 8,915 | 6,709 | 1,687 | 519 | 390 | 204 | .08 | .03 | 6.95 |
| Percent Change | -3.6% | 4.6% | -25.7% | -8.5% | -17% | -33.3% | -57.5% | -64.6% | -68.3% |

St Lucie Lock And Dam - CHAMBER 1
Okeechobee Waterway

MAIN
River Mile: 15.3

South Atlantic Division
Jacksonville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|------------|-----------|-----------|--------------|-----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,351 | 2,153 | 192 | 6 | 107 | 101 | 6 | 2,458 | 17 |
| Downbound | <u>2,376</u> | <u>2,178</u> | <u>191</u> | <u>7</u> | <u>100</u> | <u>94</u> | <u>6</u> | <u>2,476</u> | <u>36</u> |
| Total | 4,727 | 4,331 | 383 | 13 | 207 | 195 | 12 | 4,934 | 53 |
| 2010 | | | | | | | | | |
| Upbound | 2,783 | 2,581 | 185 | 17 | 35 | 23 | 12 | 2,818 | 3 |
| Downbound | <u>2,817</u> | <u>2,611</u> | <u>192</u> | <u>14</u> | <u>31</u> | <u>17</u> | <u>14</u> | <u>2,848</u> | <u>8</u> |
| Total | 5,600 | 5,192 | 377 | 31 | 66 | 40 | 26 | 5,666 | 11 |
| Percent Change | 18.5% | 19.9% | -1.6% | 138.5% | -68.1% | -79.5% | 116.7% | 14.8% | -79.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|------------|-----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,538 | 1,352 | 180 | 6 | 143 | 30 | .14 | .31 | 21.22 |
| Downbound | <u>1,536</u> | <u>1,348</u> | <u>181</u> | <u>7</u> | <u>143</u> | <u>33</u> | <u>.22</u> | <u>.49</u> | <u>30.73</u> |
| Total | 3,074 | 2,700 | 361 | 13 | 286 | 63 | .18 | .40 | 51.95 |
| 2010 | | | | | | | | | |
| Upbound | 1,990 | 1,803 | 170 | 17 | 79 | 24 | .22 | .22 | 8.98 |
| Downbound | <u>1,976</u> | <u>1,777</u> | <u>185</u> | <u>14</u> | <u>71</u> | <u>21</u> | <u>.23</u> | <u>.20</u> | <u>6.07</u> |
| Total | 3,966 | 3,580 | 355 | 31 | 150 | 45 | .23 | .21 | 15.05 |
| Percent Change | 29% | 32.6% | -1.7% | 138.5% | -47.6% | -28.6% | 27.6% | -47.8% | -71% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Moore Haven Lock - CHAMBER 1
Okeechobee Waterway

MAIN
River Mile: 78

South Atlantic Division
Jacksonville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|-----------|-----------|----------|--------------|----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,746 | 1,670 | 62 | 14 | 19 | 15 | 4 | 1,765 | 3 |
| Downbound | <u>1,765</u> | <u>1,672</u> | <u>73</u> | <u>20</u> | <u>20</u> | <u>14</u> | <u>6</u> | <u>1,785</u> | <u>2</u> |
| Total | 3,511 | 3,342 | 135 | 34 | 39 | 29 | 10 | 3,550 | 5 |
| 2010 | | | | | | | | | |
| Upbound | 2,360 | 2,237 | 98 | 25 | 32 | 16 | 16 | 2,392 | 3 |
| Downbound | <u>2,299</u> | <u>2,151</u> | <u>122</u> | <u>26</u> | <u>37</u> | <u>28</u> | <u>9</u> | <u>2,336</u> | <u>3</u> |
| Total | 4,659 | 4,388 | 220 | 51 | 69 | 44 | 25 | 4,728 | 6 |
| Percent Change | 32.7% | 31.3% | 63% | 50% | 76.9% | 51.7% | 150% | 33.2% | 20% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|------------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,194 | 1,124 | 56 | 14 | 31 | 2 | .02 | .03 | .28 |
| Downbound | <u>1,237</u> | <u>1,155</u> | <u>62</u> | <u>20</u> | <u>33</u> | <u>1</u> | <u>.01</u> | <u>.01</u> | <u>.13</u> |
| Total | 2,431 | 2,279 | 118 | 34 | 64 | 3 | .02 | .02 | .42 |
| 2010 | | | | | | | | | |
| Upbound | 1,776 | 1,661 | 90 | 25 | 57 | 1 | .00 | .00 | .05 |
| Downbound | <u>1,811</u> | <u>1,670</u> | <u>115</u> | <u>26</u> | <u>58</u> | <u>2</u> | <u>.00</u> | <u>.02</u> | <u>.20</u> |
| Total | 3,587 | 3,331 | 205 | 51 | 115 | 3 | .00 | .01 | .25 |
| Percent Change | 47.6% | 46.2% | 73.7% | 50% | 79.7% | 0% | -86% | -50% | -40% |

2009 data unavailable for the following month(s): Jul Aug

Ortona Lock And Dam - CHAMBER 1
Okeechobee Waterway

MAIN
River Mile: 93.6

South Atlantic Division
Jacksonville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|-----------|-----------|-----------|--------------|----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,296 | 2,153 | 130 | 13 | 19 | 16 | 3 | 2,315 | 2 |
| Downbound | <u>2,243</u> | <u>2,110</u> | <u>121</u> | <u>12</u> | <u>23</u> | <u>15</u> | <u>8</u> | <u>2,266</u> | <u>2</u> |
| Total | 4,539 | 4,263 | 251 | 25 | 42 | 31 | 11 | 4,581 | 4 |
| 2010 | | | | | | | | | |
| Upbound | 2,572 | 2,421 | 137 | 14 | 23 | 9 | 14 | 2,595 | 1 |
| Downbound | <u>2,491</u> | <u>2,306</u> | <u>166</u> | <u>19</u> | <u>28</u> | <u>18</u> | <u>10</u> | <u>2,519</u> | <u>2</u> |
| Total | 5,063 | 4,727 | 303 | 33 | 51 | 27 | 24 | 5,114 | 3 |
| Percent Change | 11.5% | 10.9% | 20.7% | 32% | 21.4% | -12.9% | 118.2% | 11.6% | -25% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|------------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,529 | 1,418 | 98 | 13 | 64 | 2 | .02 | .06 | .67 |
| Downbound | <u>1,550</u> | <u>1,443</u> | <u>95</u> | <u>12</u> | <u>49</u> | <u>6</u> | <u>.05</u> | <u>.10</u> | <u>1.67</u> |
| Total | 3,079 | 2,861 | 193 | 25 | 113 | 8 | .04 | .08 | 2.33 |
| 2010 | | | | | | | | | |
| Upbound | 1,851 | 1,717 | 120 | 14 | 64 | 5 | .01 | .01 | .37 |
| Downbound | <u>1,878</u> | <u>1,709</u> | <u>150</u> | <u>19</u> | <u>70</u> | <u>4</u> | <u>.01</u> | <u>.02</u> | <u>.33</u> |
| Total | 3,729 | 3,426 | 270 | 33 | 134 | 9 | .01 | .02 | .70 |
| Percent Change | 21.1% | 19.7% | 39.9% | 32% | 18.6% | 12.5% | -82% | -79.1% | -70% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

W P Frklin Lck And Ctrl Strct - CHAMBER 1
Okeechobee Waterway

MAIN
River Mile: 122

South Atlantic Division
Jacksonville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|-----------|-----------|----------|--------------|----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 3,208 | 2,806 | 357 | 45 | 15 | 12 | 3 | 3,223 | 3 |
| Downbound | <u>3,157</u> | <u>2,801</u> | <u>308</u> | <u>48</u> | <u>23</u> | <u>14</u> | <u>9</u> | <u>3,180</u> | <u>1</u> |
| Total | 6,365 | 5,607 | 665 | 93 | 38 | 26 | 12 | 6,403 | 4 |
| 2010 | | | | | | | | | |
| Upbound | 3,899 | 3,364 | 501 | 34 | 23 | 8 | 15 | 3,922 | 2 |
| Downbound | <u>3,828</u> | <u>3,275</u> | <u>512</u> | <u>41</u> | <u>23</u> | <u>16</u> | <u>7</u> | <u>3,851</u> | <u>2</u> |
| Total | 7,727 | 6,639 | 1,013 | 75 | 46 | 24 | 22 | 7,773 | 4 |
| Percent Change | 21.4% | 18.4% | 52.3% | -19.4% | 21.1% | -7.7% | 83.3% | 21.4% | 0% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|------------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,937 | 1,540 | 352 | 45 | 35 | 15 | .13 | .12 | 2.57 |
| Downbound | <u>2,002</u> | <u>1,653</u> | <u>301</u> | <u>48</u> | <u>30</u> | <u>12</u> | <u>.07</u> | <u>.07</u> | <u>1.98</u> |
| Total | 3,939 | 3,193 | 653 | 93 | 65 | 27 | .10 | .09 | 4.55 |
| 2010 | | | | | | | | | |
| Upbound | 2,563 | 2,031 | 498 | 34 | 38 | 7 | .04 | .04 | 1.38 |
| Downbound | <u>2,599</u> | <u>2,049</u> | <u>509</u> | <u>41</u> | <u>40</u> | <u>7</u> | <u>.06</u> | <u>.05</u> | <u>1.70</u> |
| Total | 5,162 | 4,080 | 1,007 | 75 | 78 | 14 | .05 | .04 | 3.08 |
| Percent Change | 31% | 27.8% | 54.2% | -19.4% | 20% | -48.1% | -49.2% | -52.3% | -32.2% |

Port Mayaca Lock - CHAMBER 1
Okeechobee Waterway

MAIN
River Mile: 38.5

South Atlantic Division
Jacksonville District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|------------|-----------|-----------|-----------|-----------|--------------|----------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 2,212 | 1,573 | 622 | 17 | 73 | 65 | 8 | 2,285 | 7 |
| Downbound | <u>2,286</u> | <u>1,639</u> | <u>630</u> | <u>17</u> | <u>68</u> | <u>65</u> | <u>3</u> | <u>2,354</u> | <u>9</u> |
| Total | 4,498 | 3,212 | 1,252 | 34 | 141 | 130 | 11 | 4,639 | 16 |
| 2010 | | | | | | | | | |
| Upbound | 2,592 | 1,946 | 627 | 19 | 86 | 72 | 14 | 2,678 | 8 |
| Downbound | <u>2,625</u> | <u>1,968</u> | <u>642</u> | <u>15</u> | <u>81</u> | <u>64</u> | <u>17</u> | <u>2,706</u> | <u>8</u> |
| Total | 5,217 | 3,914 | 1,269 | 34 | 167 | 136 | 31 | 5,384 | 16 |
| Percent Change | 16% | 21.9% | 1.4% | 0% | 18.4% | 4.6% | 181.8% | 16.1% | 0% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|--------------|------------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,653 | 1,114 | 522 | 17 | 123 | 22 | .05 | .04 | 1.25 |
| Downbound | <u>1,725</u> | <u>1,145</u> | <u>563</u> | <u>17</u> | <u>96</u> | <u>28</u> | <u>.10</u> | <u>.05</u> | <u>1.55</u> |
| Total | 3,378 | 2,259 | 1,085 | 34 | 219 | 50 | .07 | .04 | 2.80 |
| 2010 | | | | | | | | | |
| Upbound | 2,048 | 1,476 | 554 | 18 | 110 | 38 | .09 | .05 | 2.23 |
| Downbound | <u>2,033</u> | <u>1,440</u> | <u>579</u> | <u>14</u> | <u>101</u> | <u>35</u> | <u>.11</u> | <u>.06</u> | <u>2.47</u> |
| Total | 4,081 | 2,916 | 1,133 | 32 | 211 | 73 | .10 | .05 | 4.70 |
| Percent Change | 20.8% | 29.1% | 4.4% | -5.9% | -3.7% | 46% | 32.7% | 18.5% | 67.9% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Claiborne Lock And Dam - CHAMBER 1
Alabama-Coosa Rivers

MAIN
River Mile: 117.5

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 116 | 78 | 30 | 8 | 96 | 0 | 96 | 212 | 0 |
| Downbound | 149 | 111 | 32 | 6 | 97 | 93 | 4 | 246 | 117 |
| Total | 265 | 189 | 62 | 14 | 193 | 93 | 100 | 458 | 117 |
| 2010 | | | | | | | | | |
| Upbound | 73 | 63 | 0 | 10 | 13 | 6 | 7 | 86 | 2 |
| Downbound | 126 | 118 | 1 | 7 | 8 | 4 | 4 | 134 | 1 |
| Total | 199 | 181 | 1 | 17 | 21 | 10 | 11 | 220 | 3 |
| Percent Change | -24.9% | -4.2% | -98.4% | 21.4% | -89.1% | -89.2% | -89% | -52% | -97.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 112 | 74 | 30 | 8 | 28 | 0 | .00 | .00 | .00 |
| Downbound | 121 | 84 | 31 | 6 | 30 | 0 | .00 | .00 | .00 |
| Total | 233 | 158 | 61 | 14 | 58 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 66 | 56 | 0 | 10 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 89 | 82 | 0 | 7 | 1 | 0 | .00 | .00 | .00 |
| Total | 155 | 138 | 0 | 17 | 1 | 0 | .00 | .00 | .00 |
| Percent Change | -33.5% | -12.7% | -100% | 21.4% | -98.3% | N/A | N/A | N/A | N/A |

2010 data unavailable for the following month(s): Jan Feb

Jim Woodruff Lock And Dam - CHAMBER 1
Aplichla/Chattaho/Flint Rivers

MAIN
River Mile: 106.3

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-----|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 149 | 144 | 1 | 4 | 0 | 0 | 0 | 149 | 0 |
| Downbound | 215 | 209 | 1 | 5 | 0 | 0 | 0 | 215 | 0 |
| Total | 364 | 353 | 2 | 9 | 0 | 0 | 0 | 364 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 163 | 157 | 1 | 5 | 0 | 0 | 0 | 163 | 0 |
| Downbound | 242 | 235 | 1 | 6 | 0 | 0 | 0 | 242 | 0 |
| Total | 405 | 392 | 2 | 11 | 0 | 0 | 0 | 405 | 0 |
| Percent Change | 11.3% | 11% | 0% | 22.2% | N/A | N/A | N/A | 11.3% | N/A |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 78 | 74 | 0 | 4 | 1 | 0 | .00 | .00 | .00 |
| Downbound | 110 | 105 | 0 | 5 | 1 | 0 | .00 | .00 | .00 |
| Total | 188 | 179 | 0 | 9 | 2 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 75 | 70 | 0 | 5 | 1 | 0 | .00 | .00 | .00 |
| Downbound | 121 | 115 | 0 | 6 | 1 | 0 | .00 | .00 | .00 |
| Total | 196 | 185 | 0 | 11 | 2 | 0 | .00 | .00 | .00 |
| Percent Change | 4.3% | 3.4% | N/A | 22.2% | 0% | N/A | N/A | N/A | N/A |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

George W Andrews Lock And Dam - CHAMBER 1 MAIN
ApIchcla/Chattaho/Flint Rivers

River Mile: 46.7

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 211 | 201 | 0 | 10 | 0 | 0 | 0 | 211 | 0 |
| Downbound | 272 | 245 | 16 | 11 | 0 | 0 | 0 | 272 | 0 |
| Total | 483 | 446 | 16 | 21 | 0 | 0 | 0 | 483 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 252 | 237 | 0 | 15 | 0 | 0 | 0 | 252 | 0 |
| Downbound | 310 | 296 | 0 | 14 | 0 | 0 | 0 | 310 | 0 |
| Total | 562 | 533 | 0 | 29 | 0 | 0 | 0 | 562 | 0 |
| Percent Change | 16.4% | 19.5% | -100% | 38.1% | N/A | N/A | N/A | 16.4% | N/A |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed | Tows | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 93 | 83 | 0 | 10 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 122 | 111 | 0 | 11 | 16 | 0 | .00 | .00 | .00 |
| Total | 215 | 194 | 0 | 21 | 16 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 118 | 103 | 0 | 15 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 150 | 136 | 0 | 14 | 0 | 0 | .00 | .00 | .00 |
| Total | 268 | 239 | 0 | 29 | 0 | 0 | .00 | .00 | .00 |
| Percent Change | 24.7% | 23.2% | N/A | 38.1% | -100% | N/A | N/A | N/A | N/A |

Walter F George Lock And Dam - CHAMBER 1 MAIN
ApIchcla/Chattaho/Flint Rivers

River Mile: 75.1

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 298 | 289 | 0 | 9 | 0 | 0 | 0 | 298 | 0 |
| Downbound | 334 | 322 | 0 | 12 | 0 | 0 | 0 | 334 | 0 |
| Total | 632 | 611 | 0 | 21 | 0 | 0 | 0 | 632 | 0 |
| 2010 | | | | | | | | | |
| Upbound | 310 | 300 | 0 | 10 | 0 | 0 | 0 | 310 | 0 |
| Downbound | 358 | 348 | 0 | 10 | 0 | 0 | 0 | 358 | 0 |
| Total | 668 | 648 | 0 | 20 | 0 | 0 | 0 | 668 | 0 |
| Percent Change | 5.7% | 6.1% | N/A | -4.8% | N/A | N/A | N/A | 5.7% | N/A |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed | Tows | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 136 | 127 | 0 | 9 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 163 | 151 | 0 | 12 | 0 | 0 | .00 | .00 | .00 |
| Total | 299 | 278 | 0 | 21 | 0 | 0 | .00 | .00 | .00 |
| 2010 | | | | | | | | | |
| Upbound | 147 | 137 | 0 | 10 | 0 | 0 | .00 | .00 | .00 |
| Downbound | 186 | 176 | 0 | 10 | 0 | 0 | .00 | .00 | .00 |
| Total | 333 | 313 | 0 | 20 | 0 | 0 | .00 | .00 | .00 |
| Percent Change | 11.4% | 12.6% | N/A | -4.8% | N/A | N/A | N/A | N/A | N/A |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Demopolis Lock And Dam - CHAMBER 1
Blackwarrior/Tombigbee Rivers

MAIN
River Mile: 213.2

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|--------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,996 | 850 | 1,125 | 21 | 5,696 | 1,254 | 4,442 | 7,692 | 2,428 |
| Downbound | <u>2,053</u> | <u>1,122</u> | <u>911</u> | <u>20</u> | <u>4,740</u> | <u>4,223</u> | <u>517</u> | <u>6,793</u> | <u>6,427</u> |
| Total | 4,049 | 1,972 | 2,036 | 41 | 10,436 | 5,477 | 4,959 | 14,485 | 8,855 |
| 2010 | | | | | | | | | |
| Upbound | 2,356 | 1,088 | 1,250 | 18 | 6,701 | 1,826 | 4,875 | 9,057 | 3,230 |
| Downbound | <u>2,294</u> | <u>1,265</u> | <u>1,011</u> | <u>18</u> | <u>5,489</u> | <u>4,851</u> | <u>638</u> | <u>7,783</u> | <u>7,334</u> |
| Total | 4,650 | 2,353 | 2,261 | 36 | 12,190 | 6,677 | 5,513 | 16,840 | 10,564 |
| Percent Change | 14.8% | 19.3% | 11.1% | -12.2% | 16.8% | 21.9% | 11.2% | 16.3% | 19.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|--------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,586 | 461 | 1,104 | 21 | 1,113 | 374 | .28 | .87 | 321.65 |
| Downbound | <u>1,438</u> | <u>523</u> | <u>895</u> | <u>20</u> | <u>899</u> | <u>256</u> | <u>.24</u> | <u>.82</u> | <u>224.08</u> |
| Total | 3,024 | 984 | 1,999 | 41 | 2,012 | 630 | .26 | .85 | 545.73 |
| 2010 | | | | | | | | | |
| Upbound | 1,834 | 576 | 1,241 | 17 | 1,242 | 470 | .31 | .85 | 378.55 |
| Downbound | <u>1,659</u> | <u>647</u> | <u>994</u> | <u>18</u> | <u>1,003</u> | <u>325</u> | <u>.34</u> | <u>.92</u> | <u>271.93</u> |
| Total | 3,493 | 1,223 | 2,235 | 35 | 2,245 | 795 | .33 | .89 | 650.48 |
| Percent Change | 15.5% | 24.3% | 11.8% | -14.6% | 11.6% | 26.2% | 23.9% | 4.8% | 19.2% |

William Bacon Oliver Lk And Dm - CHAMBER 1 MAIN
Blackwarrior/Tombigbee Rivers

MAIN
River Mile: 337.6

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|-----------|------------|----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 430 | 32 | 394 | 4 | 2,533 | 586 | 1,947 | 2,963 | 933 |
| Downbound | <u>413</u> | <u>35</u> | <u>377</u> | <u>1</u> | <u>2,272</u> | <u>2,024</u> | <u>248</u> | <u>2,685</u> | <u>3,038</u> |
| Total | 843 | 67 | 771 | 5 | 4,805 | 2,610 | 2,195 | 5,648 | 3,971 |
| 2010 | | | | | | | | | |
| Upbound | 593 | 50 | 541 | 2 | 3,569 | 958 | 2,611 | 4,162 | 1,489 |
| Downbound | <u>576</u> | <u>56</u> | <u>516</u> | <u>4</u> | <u>3,400</u> | <u>3,116</u> | <u>284</u> | <u>3,976</u> | <u>4,647</u> |
| Total | 1,169 | 106 | 1,057 | 6 | 6,969 | 4,074 | 2,895 | 8,138 | 6,136 |
| Percent Change | 38.7% | 58.2% | 37.1% | 20% | 45% | 56.1% | 31.9% | 44.1% | 54.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|-----------|------------|----------|-------------|------------------------|---------------|-------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 428 | 30 | 394 | 4 | 394 | 72 | .41 | 2.82 | 233.67 |
| Downbound | <u>408</u> | <u>34</u> | <u>373</u> | <u>1</u> | <u>377</u> | <u>46</u> | <u>.39</u> | <u>4.37</u> | <u>226.17</u> |
| Total | 836 | 64 | 767 | 5 | 771 | 118 | .40 | 3.60 | 459.83 |
| 2010 | | | | | | | | | |
| Upbound | 578 | 35 | 541 | 2 | 540 | 68 | .40 | 3.27 | 195.03 |
| Downbound | <u>550</u> | <u>35</u> | <u>511</u> | <u>4</u> | <u>514</u> | <u>49</u> | <u>.04</u> | <u>.48</u> | <u>21.33</u> |
| Total | 1,128 | 70 | 1,052 | 6 | 1,054 | 117 | .22 | 1.87 | 216.37 |
| Percent Change | 34.9% | 9.4% | 37.2% | 20% | 36.7% | -.8% | -44.6% | -48% | -52.9% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Holt Lock And Dam - CHAMBER 1
Blackwarrior/Tombigbee Rivers

MAIN
River Mile: 347

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 741 | 214 | 504 | 23 | 3,175 | 535 | 2,640 | 3,916 | 826 |
| Downbound | 763 | 224 | 517 | 22 | 3,215 | 2,945 | 270 | 3,978 | 4,405 |
| Total | 1,504 | 438 | 1,021 | 45 | 6,390 | 3,480 | 2,910 | 7,894 | 5,231 |
| 2010 | | | | | | | | | |
| Upbound | 902 | 229 | 661 | 12 | 4,048 | 753 | 3,295 | 4,950 | 1,182 |
| Downbound | 943 | 233 | 692 | 18 | 4,199 | 4,003 | 196 | 5,142 | 6,007 |
| Total | 1,845 | 462 | 1,353 | 30 | 8,247 | 4,756 | 3,491 | 10,092 | 7,189 |
| Percent Change | 22.7% | 5.5% | 32.5% | -33.3% | 29.1% | 36.7% | 20% | 27.8% | 37.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|--------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 612 | 94 | 495 | 23 | 503 | 57 | .06 | .50 | 29.80 |
| Downbound | 631 | 103 | 506 | 22 | 514 | 58 | .12 | .91 | 61.67 |
| Total | 1,243 | 197 | 1,001 | 45 | 1,017 | 115 | .09 | .70 | 91.47 |
| 2010 | | | | | | | | | |
| Upbound | 754 | 89 | 654 | 11 | 655 | 107 | .15 | .94 | 98.75 |
| Downbound | 786 | 97 | 672 | 17 | 689 | 86 | .07 | .53 | 47.63 |
| Total | 1,540 | 186 | 1,326 | 28 | 1,344 | 193 | .11 | .74 | 146.38 |
| Percent Change | 23.9% | -5.6% | 32.5% | -37.8% | 32.2% | 67.8% | 28.5% | 4.4% | 60% |

Howell Heflin Lock And Dam - CHAMBER 1
Tennessee Tombigbee Waterway

MAIN
River Mile: 266.1

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,088 | 331 | 751 | 6 | 3,542 | 903 | 2,639 | 4,630 | 1,732 |
| Downbound | 1,094 | 552 | 536 | 6 | 2,567 | 2,155 | 412 | 3,661 | 3,173 |
| Total | 2,182 | 883 | 1,287 | 12 | 6,109 | 3,058 | 3,051 | 8,291 | 4,905 |
| 2010 | | | | | | | | | |
| Upbound | 1,124 | 301 | 813 | 10 | 3,650 | 1,279 | 2,371 | 4,774 | 2,467 |
| Downbound | 1,023 | 446 | 564 | 13 | 2,366 | 1,820 | 546 | 3,389 | 2,669 |
| Total | 2,147 | 747 | 1,377 | 23 | 6,016 | 3,099 | 2,917 | 8,163 | 5,136 |
| Percent Change | -1.6% | -15.4% | 7% | 91.7% | -1.5% | 1.3% | -4.4% | -1.5% | 4.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 998 | 256 | 736 | 6 | 743 | 393 | .14 | .25 | 100.15 |
| Downbound | 905 | 375 | 524 | 6 | 527 | 310 | .19 | .30 | 92.67 |
| Total | 1,903 | 631 | 1,260 | 12 | 1,270 | 703 | .16 | .28 | 192.82 |
| 2010 | | | | | | | | | |
| Upbound | 1,052 | 250 | 793 | 9 | 788 | 286 | .14 | .44 | 109.33 |
| Downbound | 874 | 315 | 546 | 13 | 535 | 187 | .18 | .59 | 99.33 |
| Total | 1,926 | 565 | 1,339 | 22 | 1,323 | 473 | .16 | .52 | 208.67 |
| Percent Change | 1.2% | -10.5% | 6.3% | 83.3% | 4.2% | -32.7% | -6% | 86.3% | 8.2% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Tom Bevill Lock And Dam - CHAMBER 1
Tennessee Tombigbee Waterway

MAIN
River Mile: 306.8

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,128 | 378 | 742 | 8 | 3,509 | 945 | 2,564 | 4,637 | 1,769 |
| Downbound | <u>1,111</u> | <u>572</u> | <u>531</u> | <u>8</u> | <u>2,637</u> | <u>2,080</u> | <u>557</u> | <u>3,748</u> | <u>3,014</u> |
| Total | 2,239 | 950 | 1,273 | 16 | 6,146 | 3,025 | 3,121 | 8,385 | 4,783 |
| 2010 | | | | | | | | | |
| Upbound | 1,142 | 351 | 784 | 7 | 3,645 | 1,256 | 2,389 | 4,787 | 2,451 |
| Downbound | <u>1,040</u> | <u>504</u> | <u>528</u> | <u>8</u> | <u>2,393</u> | <u>1,834</u> | <u>559</u> | <u>3,433</u> | <u>2,692</u> |
| Total | 2,182 | 855 | 1,312 | 15 | 6,038 | 3,090 | 2,948 | 8,220 | 5,143 |
| Percent Change | -2.5% | -10% | 3.1% | -6.3% | -1.8% | 2.1% | -5.5% | -2% | 7.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,056 | 313 | 735 | 8 | 734 | 81 | .06 | .50 | 39.18 |
| Downbound | <u>954</u> | <u>421</u> | <u>525</u> | <u>8</u> | <u>523</u> | <u>22</u> | <u>.02</u> | <u>.31</u> | <u>8.12</u> |
| Total | 2,010 | 734 | 1,260 | 16 | 1,257 | 103 | .04 | .40 | 47.30 |
| 2010 | | | | | | | | | |
| Upbound | 1,074 | 286 | 781 | 7 | 767 | 89 | .06 | .53 | 48.02 |
| Downbound | <u>889</u> | <u>355</u> | <u>526</u> | <u>8</u> | <u>514</u> | <u>18</u> | <u>.02</u> | <u>.35</u> | <u>7.40</u> |
| Total | 1,963 | 641 | 1,307 | 15 | 1,281 | 107 | .04 | .44 | 55.42 |
| Percent Change | -2.3% | -12.7% | 3.7% | -6.3% | 1.9% | 3.9% | 5.2% | 8.5% | 17.2% |

John C. Stennis Lock And Dam - CHAMBER 1 MAIN
Tennessee Tombigbee Waterway

MAIN
River Mile: 334.7

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,329 | 543 | 764 | 22 | 3,454 | 935 | 2,519 | 4,783 | 1,721 |
| Downbound | <u>1,326</u> | <u>757</u> | <u>547</u> | <u>22</u> | <u>2,471</u> | <u>1,981</u> | <u>490</u> | <u>3,797</u> | <u>2,915</u> |
| Total | 2,655 | 1,300 | 1,311 | 44 | 5,925 | 2,916 | 3,009 | 8,580 | 4,636 |
| 2010 | | | | | | | | | |
| Upbound | 1,364 | 539 | 821 | 4 | 3,600 | 1,135 | 2,465 | 4,964 | 2,267 |
| Downbound | <u>1,273</u> | <u>689</u> | <u>576</u> | <u>8</u> | <u>2,395</u> | <u>1,810</u> | <u>585</u> | <u>3,668</u> | <u>2,659</u> |
| Total | 2,637 | 1,228 | 1,397 | 12 | 5,995 | 2,945 | 3,050 | 8,632 | 4,926 |
| Percent Change | -.7% | -5.5% | 6.6% | -72.7% | 1.2% | 1% | 1.4% | .6% | 6.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|-------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 1,146 | 372 | 752 | 22 | 758 | 71 | .05 | .40 | 32.30 |
| Downbound | <u>1,044</u> | <u>481</u> | <u>541</u> | <u>22</u> | <u>542</u> | <u>38</u> | <u>.19</u> | <u>1.90</u> | <u>89.15</u> |
| Total | 2,190 | 853 | 1,293 | 44 | 1,300 | 109 | .12 | 1.15 | 121.45 |
| 2010 | | | | | | | | | |
| Upbound | 1,164 | 352 | 808 | 4 | 815 | 83 | .04 | .41 | 34.78 |
| Downbound | <u>996</u> | <u>417</u> | <u>571</u> | <u>8</u> | <u>572</u> | <u>49</u> | <u>.03</u> | <u>.31</u> | <u>17.38</u> |
| Total | 2,160 | 769 | 1,379 | 12 | 1,387 | 132 | .04 | .36 | 52.17 |
| Percent Change | -1.4% | -9.8% | 6.7% | -72.7% | 6.7% | 21.1% | -67.9% | -68.7% | -57% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Aberdeen Lock And Dam - CHAMBER 1
Tennessee Tombigbee Waterway

MAIN
River Mile: 357.5

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,107 | 411 | 683 | 13 | 3,252 | 729 | 2,523 | 4,359 | 1,330 |
| Downbound | 1,098 | 643 | 442 | 13 | 2,278 | 1,936 | 342 | 3,376 | 2,879 |
| Total | 2,205 | 1,054 | 1,125 | 26 | 5,530 | 2,665 | 2,865 | 7,735 | 4,209 |
| 2010 | | | | | | | | | |
| Upbound | 1,131 | 389 | 737 | 5 | 3,498 | 956 | 2,542 | 4,629 | 1,860 |
| Downbound | 999 | 518 | 476 | 5 | 2,154 | 1,761 | 393 | 3,153 | 2,603 |
| Total | 2,130 | 907 | 1,213 | 10 | 5,652 | 2,717 | 2,935 | 7,782 | 4,463 |
| Percent Change | -3.4% | -13.9% | 7.8% | -61.5% | 2.2% | 2% | 2.4% | .6% | 6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 986 | 331 | 643 | 12 | 679 | 64 | .03 | .29 | 20.30 |
| Downbound | 886 | 445 | 428 | 13 | 440 | 41 | .04 | .40 | 16.52 |
| Total | 1,872 | 776 | 1,071 | 25 | 1,119 | 105 | .03 | .35 | 36.82 |
| 2010 | | | | | | | | | |
| Upbound | 1,013 | 277 | 731 | 5 | 730 | 45 | .02 | .29 | 13.72 |
| Downbound | 833 | 358 | 470 | 5 | 470 | 30 | .03 | .40 | 11.77 |
| Total | 1,846 | 635 | 1,201 | 10 | 1,200 | 75 | .02 | .35 | 25.48 |
| Percent Change | -1.4% | -18.2% | 12.1% | -60% | 7.2% | -28.6% | -33.8% | -.2% | -30.8% |

Amory Lock - CHAMBER 1
Tennessee Tombigbee Waterway

MAIN
River Mile: 371.1

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,033 | 354 | 673 | 6 | 3,344 | 797 | 2,547 | 4,377 | 1,410 |
| Downbound | 1,059 | 589 | 464 | 6 | 2,354 | 1,944 | 410 | 3,413 | 2,903 |
| Total | 2,092 | 943 | 1,137 | 12 | 5,698 | 2,741 | 2,957 | 7,790 | 4,313 |
| 2010 | | | | | | | | | |
| Upbound | 1,106 | 360 | 744 | 2 | 3,542 | 1,009 | 2,533 | 4,648 | 1,907 |
| Downbound | 1,002 | 516 | 484 | 2 | 2,249 | 1,753 | 496 | 3,251 | 2,604 |
| Total | 2,108 | 876 | 1,228 | 4 | 5,791 | 2,762 | 3,029 | 7,899 | 4,511 |
| Percent Change | .8% | -7.1% | 8% | -66.7% | 1.6% | .8% | 2.4% | 1.4% | 4.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|--------|-------------|------------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 953 | 277 | 670 | 6 | 666 | 16 | .01 | .29 | 7.93 |
| Downbound | 853 | 400 | 447 | 6 | 460 | 3 | .00 | .08 | 1.00 |
| Total | 1,806 | 677 | 1,117 | 12 | 1,126 | 19 | .01 | .18 | 8.93 |
| 2010 | | | | | | | | | |
| Upbound | 995 | 252 | 741 | 2 | 741 | 8 | .00 | .11 | 2.13 |
| Downbound | 804 | 324 | 478 | 2 | 482 | 3 | .00 | .13 | 1.58 |
| Total | 1,799 | 576 | 1,219 | 4 | 1,223 | 11 | .00 | .12 | 3.72 |
| Percent Change | -4% | -14.9% | 9.1% | -66.7% | 8.6% | -42.1% | -52.2% | -33.6% | -58.4% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Glover Wilkins Lock - CHAMBER 1
Tennessee Tombigbee Waterway

MAIN
River Mile: 376.3

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,029 | 352 | 671 | 6 | 3,307 | 800 | 2,507 | 4,336 | 1,411 |
| Downbound | <u>1,048</u> | <u>585</u> | <u>457</u> | <u>6</u> | <u>2,350</u> | <u>1,955</u> | <u>395</u> | <u>3,398</u> | <u>2,917</u> |
| Total | 2,077 | 937 | 1,128 | 12 | 5,657 | 2,755 | 2,902 | 7,734 | 4,328 |
| 2010 | | | | | | | | | |
| Upbound | 1,055 | 312 | 741 | 2 | 3,546 | 1,020 | 2,526 | 4,601 | 1,931 |
| Downbound | <u>940</u> | <u>458</u> | <u>480</u> | <u>2</u> | <u>2,244</u> | <u>1,754</u> | <u>490</u> | <u>3,184</u> | <u>2,605</u> |
| Total | 1,995 | 770 | 1,221 | 4 | 5,790 | 2,774 | 3,016 | 7,785 | 4,536 |
| Percent Change | -3.9% | -17.8% | 8.2% | -66.7% | 2.4% | .7% | 3.9% | .7% | 4.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 949 | 279 | 664 | 6 | 664 | 18 | .02 | .43 | 10.83 |
| Downbound | <u>849</u> | <u>393</u> | <u>450</u> | <u>6</u> | <u>451</u> | <u>9</u> | <u>.01</u> | <u>.23</u> | <u>5.08</u> |
| Total | 1,798 | 672 | 1,114 | 12 | 1,115 | 27 | .01 | .33 | 15.92 |
| 2010 | | | | | | | | | |
| Upbound | 996 | 255 | 739 | 2 | 738 | 14 | .01 | .52 | 11.12 |
| Downbound | <u>815</u> | <u>333</u> | <u>480</u> | <u>2</u> | <u>478</u> | <u>14</u> | <u>.01</u> | <u>.28</u> | <u>6.75</u> |
| Total | 1,811 | 588 | 1,219 | 4 | 1,216 | 28 | .01 | .40 | 17.87 |
| Percent Change | .7% | -12.5% | 9.4% | -66.7% | 9.1% | 3.7% | 7.5% | 21% | 12.3% |

Fulton Lock - CHAMBER 1
Tennessee Tombigbee Waterway

MAIN
River Mile: 391

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,053 | 379 | 668 | 6 | 3,324 | 814 | 2,510 | 4,377 | 1,428 |
| Downbound | <u>1,078</u> | <u>610</u> | <u>463</u> | <u>5</u> | <u>2,375</u> | <u>1,931</u> | <u>444</u> | <u>3,453</u> | <u>2,892</u> |
| Total | 2,131 | 989 | 1,131 | 11 | 5,699 | 2,745 | 2,954 | 7,830 | 4,320 |
| 2010 | | | | | | | | | |
| Upbound | 1,108 | 367 | 738 | 3 | 3,554 | 1,023 | 2,531 | 4,662 | 1,931 |
| Downbound | <u>999</u> | <u>513</u> | <u>483</u> | <u>3</u> | <u>2,254</u> | <u>1,758</u> | <u>496</u> | <u>3,253</u> | <u>2,616</u> |
| Total | 2,107 | 880 | 1,221 | 6 | 5,808 | 2,781 | 3,027 | 7,915 | 4,547 |
| Percent Change | -1.1% | -11% | 8% | -45.5% | 1.9% | 1.3% | 2.5% | 1.1% | 5.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 968 | 298 | 664 | 6 | 662 | 39 | .02 | .30 | 13.17 |
| Downbound | <u>865</u> | <u>406</u> | <u>455</u> | <u>4</u> | <u>455</u> | <u>11</u> | <u>.01</u> | <u>.14</u> | <u>3.68</u> |
| Total | 1,833 | 704 | 1,119 | 10 | 1,117 | 50 | .01 | .22 | 16.85 |
| 2010 | | | | | | | | | |
| Upbound | 1,028 | 289 | 736 | 3 | 735 | 40 | .02 | .70 | 18.18 |
| Downbound | <u>849</u> | <u>363</u> | <u>483</u> | <u>3</u> | <u>481</u> | <u>30</u> | <u>.02</u> | <u>.22</u> | <u>7.92</u> |
| Total | 1,877 | 652 | 1,219 | 6 | 1,216 | 70 | .02 | .46 | 26.10 |
| Percent Change | 2.4% | -7.4% | 8.9% | -40% | 8.9% | 40% | 51.4% | 108.4% | 54.9% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

John Rankin Lock - CHAMBER 1
Tennessee Tombigbee Waterway

MAIN
River Mile: 398.4

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,042 | 367 | 668 | 7 | 3,323 | 812 | 2,511 | 4,365 | 1,418 |
| Downbound | <u>1,061</u> | <u>594</u> | <u>461</u> | <u>6</u> | <u>2,383</u> | <u>1,942</u> | <u>441</u> | <u>3,444</u> | <u>2,896</u> |
| Total | 2,103 | 961 | 1,129 | 13 | 5,706 | 2,754 | 2,952 | 7,809 | 4,314 |
| 2010 | | | | | | | | | |
| Upbound | 1,086 | 343 | 740 | 3 | 3,517 | 997 | 2,520 | 4,603 | 1,872 |
| Downbound | <u>971</u> | <u>482</u> | <u>487</u> | <u>2</u> | <u>2,266</u> | <u>1,762</u> | <u>504</u> | <u>3,237</u> | <u>2,633</u> |
| Total | 2,057 | 825 | 1,227 | 5 | 5,783 | 2,759 | 3,024 | 7,840 | 4,505 |
| Percent Change | -2.2% | -14.2% | 8.7% | -61.5% | 1.3% | .2% | 2.4% | .4% | 4.4% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 965 | 296 | 662 | 7 | 662 | 51 | .05 | .59 | 32.48 |
| Downbound | <u>849</u> | <u>392</u> | <u>451</u> | <u>6</u> | <u>457</u> | <u>31</u> | <u>.04</u> | <u>.43</u> | <u>17.53</u> |
| Total | 1,814 | 688 | 1,113 | 13 | 1,119 | 82 | .04 | .51 | 50.02 |
| 2010 | | | | | | | | | |
| Upbound | 1,010 | 270 | 737 | 3 | 735 | 51 | .04 | .51 | 29.75 |
| Downbound | <u>821</u> | <u>336</u> | <u>483</u> | <u>2</u> | <u>483</u> | <u>33</u> | <u>.03</u> | <u>.44</u> | <u>16.15</u> |
| Total | 1,831 | 606 | 1,220 | 5 | 1,218 | 84 | .04 | .47 | 45.90 |
| Percent Change | .9% | -11.9% | 9.6% | -61.5% | 8.8% | 2.4% | -14.9% | -7.4% | -8.2% |

G.V. Sonny Montgomery Lock - CHAMBER 1
Tennessee Tombigbee Waterway

MAIN
River Mile: 406.7

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,028 | 346 | 673 | 9 | 3,324 | 831 | 2,493 | 4,352 | 1,443 |
| Downbound | <u>1,014</u> | <u>547</u> | <u>458</u> | <u>9</u> | <u>2,365</u> | <u>1,912</u> | <u>453</u> | <u>3,379</u> | <u>2,856</u> |
| Total | 2,042 | 893 | 1,131 | 18 | 5,689 | 2,743 | 2,946 | 7,731 | 4,299 |
| 2010 | | | | | | | | | |
| Upbound | 1,040 | 304 | 732 | 4 | 3,482 | 1,008 | 2,474 | 4,522 | 1,905 |
| Downbound | <u>949</u> | <u>453</u> | <u>492</u> | <u>4</u> | <u>2,290</u> | <u>1,776</u> | <u>514</u> | <u>3,239</u> | <u>2,634</u> |
| Total | 1,989 | 757 | 1,224 | 8 | 5,772 | 2,784 | 2,988 | 7,761 | 4,539 |
| Percent Change | -2.6% | -15.2% | 8.2% | -55.6% | 1.5% | 1.5% | 1.4% | .4% | 5.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|-------------|------------------------|---------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 953 | 279 | 665 | 9 | 666 | 61 | .04 | .44 | 29.55 |
| Downbound | <u>817</u> | <u>360</u> | <u>448</u> | <u>9</u> | <u>450</u> | <u>41</u> | <u>.03</u> | <u>.46</u> | <u>14.08</u> |
| Total | 1,770 | 639 | 1,113 | 18 | 1,116 | 102 | .04 | .45 | 43.63 |
| 2010 | | | | | | | | | |
| Upbound | 987 | 255 | 728 | 4 | 728 | 65 | .05 | .49 | 33.18 |
| Downbound | <u>815</u> | <u>321</u> | <u>490</u> | <u>4</u> | <u>489</u> | <u>21</u> | <u>.01</u> | <u>.20</u> | <u>6.25</u> |
| Total | 1,802 | 576 | 1,218 | 8 | 1,217 | 86 | .03 | .34 | 39.43 |
| Percent Change | 1.8% | -9.9% | 9.4% | -55.6% | 9.1% | -15.7% | -20.7% | -23.9% | -9.6% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Jamie Whitten Lock And Dam - CHAMBER 1 MAIN
Tennessee Tombigbee Waterway River Mile: 411.9

South Atlantic Division
Mobile District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,082 | 378 | 695 | 9 | 3,288 | 916 | 2,372 | 4,370 | 1,562 |
| Downbound | <u>1,099</u> | <u>602</u> | <u>488</u> | <u>9</u> | <u>2,323</u> | <u>1,809</u> | <u>514</u> | <u>3,422</u> | <u>2,712</u> |
| Total | 2,181 | 980 | 1,183 | 18 | 5,611 | 2,725 | 2,886 | 7,792 | 4,274 |
| 2010 | | | | | | | | | |
| Upbound | 1,145 | 360 | 780 | 5 | 3,638 | 1,185 | 2,453 | 4,783 | 2,157 |
| Downbound | <u>1,019</u> | <u>491</u> | <u>523</u> | <u>5</u> | <u>2,291</u> | <u>1,683</u> | <u>608</u> | <u>3,310</u> | <u>2,516</u> |
| Total | 2,164 | 851 | 1,303 | 10 | 5,929 | 2,868 | 3,061 | 8,093 | 4,673 |
| Percent Change | -0.8% | -13.2% | 10.1% | -44.4% | 5.7% | 5.2% | 6.1% | 3.9% | 9.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|------------|------------|----------|------------|-----------|------------------|------------|--------------|
| | Total | Rec | Comrcl | Other | All | Delayed | All Tows Delayed | Tows | |
| 2009 | | | | | | | (hrs) | (hrs) | (hrs) |
| Upbound | 974 | 279 | 686 | 9 | 688 | 27 | .04 | .65 | 21.82 |
| Downbound | 868 | 386 | 474 | 8 | 482 | 32 | .06 | .64 | 24.15 |
| Total | 1,842 | 665 | 1,160 | 17 | 1,170 | 59 | .05 | .65 | 45.97 |
| 2010 | | | | | | | | | |
| Upbound | 1,043 | 263 | 775 | 5 | 775 | 107 | .09 | .62 | 65.95 |
| Downbound | <u>853</u> | <u>336</u> | <u>512</u> | <u>5</u> | <u>519</u> | <u>86</u> | <u>.16</u> | <u>.90</u> | <u>78.43</u> |
| Total | 1,896 | 599 | 1,287 | 10 | 1,294 | 193 | .12 | .76 | 144.38 |
| Percent Change | 2.9% | -9.9% | 10.9% | -41.2% | 10.6% | 227.1% | 152.1% | 17.1% | 214.1% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Colorado River East Lock - CHAMBER 1
Gulf Intracoastal Waterway

MAIN
River Mile: 441.1

Southwestern Division
Galveston District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | ComrcI | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 13,983 | 8,916 | 5,065 | 2 | 6,297 | 4,592 | 1,705 | 20,280 | 10,950 |
| Downbound | 14,316 | 9,123 | 5,192 | 1 | 6,284 | 2,308 | 3,976 | 20,600 | 5,082 |
| Total | 28,299 | 18,039 | 10,257 | 3 | 12,581 | 6,900 | 5,681 | 40,880 | 16,032 |
| 2010 | | | | | | | | | |
| Upbound | 16,276 | 10,339 | 5,937 | 0 | 7,610 | 5,428 | 2,182 | 23,886 | 12,873 |
| Downbound | 16,662 | 10,468 | 6,194 | 0 | 7,489 | 2,693 | 4,796 | 24,151 | 5,517 |
| Total | 32,938 | 20,807 | 12,131 | 0 | 15,099 | 8,121 | 6,978 | 48,037 | 18,390 |
| Percent Change | 16.4% | 15.3% | 18.3% | -100% | 20% | 17.7% | 22.8% | 17.5% | 14.7% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-----|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | ComrcI | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 3,999 | 0 | 3,997 | 2 | 5,065 | 4,020 | .14 | .14 | 560.67 |
| Downbound | 4,322 | 0 | 4,321 | 1 | 5,192 | 4,347 | 1.51 | 1.50 | 6,684.17 |
| Total | 8,321 | 0 | 8,318 | 3 | 10,257 | 8,367 | .82 | .82 | 7,244.83 |
| 2010 | | | | | | | | | |
| Upbound | 4,583 | 0 | 4,583 | 0 | 5,937 | 4,647 | .17 | .17 | 801.25 |
| Downbound | 5,134 | 0 | 5,134 | 0 | 6,194 | 5,161 | 1.43 | 1.42 | 7,287.22 |
| Total | 9,717 | 0 | 9,717 | 0 | 12,131 | 9,808 | .80 | .80 | 8,088.47 |
| Percent Change | 16.8% | N/A | 16.8% | -100% | 18.3% | 17.2% | -2.6% | -2.7% | 11.6% |

Colorado River West Lock - CHAMBER 1
Gulf Intracoastal Waterway

MAIN
River Mile: 441.8

Southwestern Division
Galveston District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | ComrcI | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 9,601 | 4,827 | 4,774 | 0 | 5,938 | 4,341 | 1,597 | 15,539 | 10,588 |
| Downbound | 8,885 | 4,000 | 4,885 | 0 | 5,905 | 2,163 | 3,742 | 14,790 | 4,909 |
| Total | 18,486 | 8,827 | 9,659 | 0 | 11,843 | 6,504 | 5,339 | 30,329 | 15,497 |
| 2010 | | | | | | | | | |
| Upbound | 10,488 | 5,038 | 5,450 | 0 | 7,089 | 5,058 | 2,031 | 17,577 | 12,358 |
| Downbound | 10,252 | 4,598 | 5,654 | 0 | 6,857 | 2,495 | 4,362 | 17,109 | 5,274 |
| Total | 20,740 | 9,636 | 11,104 | 0 | 13,946 | 7,553 | 6,393 | 34,686 | 17,632 |
| Percent Change | 12.2% | 9.2% | 15% | N/A | 17.8% | 16.1% | 19.7% | 14.4% | 13.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-----|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | ComrcI | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 3,754 | 0 | 3,754 | 0 | 4,774 | 3,758 | 1.51 | 1.50 | 5,645.63 |
| Downbound | 4,067 | 0 | 4,067 | 0 | 4,885 | 4,063 | .07 | .07 | 293.65 |
| Total | 7,821 | 0 | 7,821 | 0 | 9,659 | 7,821 | .79 | .79 | 5,939.28 |
| 2010 | | | | | | | | | |
| Upbound | 4,247 | 0 | 4,247 | 0 | 5,450 | 4,266 | 1.41 | 1.41 | 5,929.12 |
| Downbound | 4,700 | 0 | 4,700 | 0 | 5,654 | 4,704 | .06 | .06 | 281.80 |
| Total | 8,947 | 0 | 8,947 | 0 | 11,104 | 8,970 | .73 | .73 | 6,210.92 |
| Percent Change | 14.4% | N/A | 14.4% | N/A | 15% | 14.7% | -7% | -6.7% | 4.6% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Brazos East Gate - CHAMBER 1
Gulf Intracoastal Waterway

MAIN
River Mile: 400.8

Southwestern Division
Galveston District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|--------------|----------|--------------|--------------|--------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 6,712 | 1,804 | 4,908 | 0 | 6,404 | 4,651 | 1,753 | 13,116 | 11,037 |
| Downbound | <u>7,178</u> | <u>1,743</u> | <u>5,435</u> | <u>0</u> | <u>6,477</u> | <u>2,369</u> | <u>4,108</u> | <u>13,655</u> | <u>5,248</u> |
| Total | 13,890 | 3,547 | 10,343 | 0 | 12,881 | 7,020 | 5,861 | 26,771 | 16,285 |
| 2010 | | | | | | | | | |
| Upbound | 7,110 | 937 | 6,173 | 0 | 7,457 | 5,462 | 1,995 | 14,567 | 12,920 |
| Downbound | <u>7,801</u> | <u>1,165</u> | <u>6,636</u> | <u>0</u> | <u>7,462</u> | <u>2,698</u> | <u>4,764</u> | <u>15,263</u> | <u>5,652</u> |
| Total | 14,911 | 2,102 | 12,809 | 0 | 14,919 | 8,160 | 6,759 | 29,830 | 18,572 |
| Percent Change | 7.4% | -40.7% | 23.8% | N/A | 15.8% | 16.2% | 15.3% | 11.4% | 14% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|----------|--------------|----------|--------------|------------------------|---------------|-------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 4,366 | 0 | 4,366 | 0 | 4,908 | 4,358 | .16 | .16 | 678.75 |
| Downbound | <u>4,769</u> | <u>0</u> | <u>4,769</u> | <u>0</u> | <u>5,435</u> | <u>4,761</u> | <u>.35</u> | <u>.35</u> | <u>1,636.33</u> |
| Total | 9,135 | 0 | 9,135 | 0 | 10,343 | 9,119 | .26 | .26 | 2,315.08 |
| 2010 | | | | | | | | | |
| Upbound | 5,372 | 0 | 5,372 | 0 | 6,173 | 5,357 | .21 | .21 | 1,126.63 |
| Downbound | <u>5,687</u> | <u>0</u> | <u>5,687</u> | <u>0</u> | <u>6,636</u> | <u>5,682</u> | <u>1.10</u> | <u>1.10</u> | <u>6,273.82</u> |
| Total | 11,059 | 0 | 11,059 | 0 | 12,809 | 11,039 | .65 | .65 | 7,400.45 |
| Percent Change | 21.1% | N/A | 21.1% | N/A | 23.8% | 21.1% | 153.7% | 153.3% | 219.7% |

Brazos West Gate - CHAMBER 1
Gulf Intracoastal Waterway

MAIN
River Mile: 401.1

Southwestern Division
Galveston District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|--------------|--------------|----------|--------------|--------------|--------------|---------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 5,787 | 935 | 4,852 | 0 | 6,371 | 4,622 | 1,749 | 12,158 | 11,000 |
| Downbound | <u>6,725</u> | <u>1,344</u> | <u>5,381</u> | <u>0</u> | <u>6,402</u> | <u>2,351</u> | <u>4,051</u> | <u>13,127</u> | <u>5,192</u> |
| Total | 12,512 | 2,279 | 10,233 | 0 | 12,773 | 6,973 | 5,800 | 25,285 | 16,192 |
| 2010 | | | | | | | | | |
| Upbound | 7,279 | 819 | 6,460 | 0 | 7,482 | 5,501 | 1,981 | 14,761 | 13,011 |
| Downbound | <u>7,748</u> | <u>951</u> | <u>6,797</u> | <u>0</u> | <u>7,473</u> | <u>2,702</u> | <u>4,771</u> | <u>15,221</u> | <u>5,636</u> |
| Total | 15,027 | 1,770 | 13,257 | 0 | 14,955 | 8,203 | 6,752 | 29,982 | 18,647 |
| Percent Change | 20.1% | -22.3% | 29.6% | N/A | 17.1% | 17.6% | 16.4% | 18.6% | 15.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|----------|--------------|----------|--------------|------------------------|---------------|------------|-----------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 4,339 | 0 | 4,339 | 0 | 4,852 | 4,334 | .47 | .48 | 1,992.65 |
| Downbound | <u>4,726</u> | <u>0</u> | <u>4,726</u> | <u>0</u> | <u>5,381</u> | <u>4,720</u> | <u>.29</u> | <u>.29</u> | <u>1,268.35</u> |
| Total | 9,065 | 0 | 9,065 | 0 | 10,233 | 9,054 | .38 | .38 | 3,261.00 |
| 2010 | | | | | | | | | |
| Upbound | 5,380 | 0 | 5,380 | 0 | 6,460 | 5,378 | .99 | .99 | 5,266.88 |
| Downbound | <u>5,695</u> | <u>0</u> | <u>5,695</u> | <u>0</u> | <u>6,797</u> | <u>5,686</u> | <u>.12</u> | <u>.12</u> | <u>656.83</u> |
| Total | 11,075 | 0 | 11,075 | 0 | 13,257 | 11,064 | .55 | .55 | 5,923.72 |
| Percent Change | 22.2% | N/A | 22.2% | N/A | 29.6% | 22.2% | 44% | 43.8% | 81.7% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Norrell Lock And Dam - CHAMBER 1
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 10.3

Southwestern Division
Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 650 | 73 | 537 | 40 | 4,109 | 2,311 | 1,798 | 4,759 | 3,320 |
| Downbound | 681 | 100 | 542 | 39 | 4,115 | 3,332 | 783 | 4,796 | 4,986 |
| Total | 1,331 | 173 | 1,079 | 79 | 8,224 | 5,643 | 2,581 | 9,555 | 8,306 |
| 2010 | | | | | | | | | |
| Upbound | 680 | 94 | 535 | 51 | 3,833 | 2,552 | 1,281 | 4,513 | 3,709 |
| Downbound | 689 | 101 | 534 | 54 | 3,908 | 3,268 | 640 | 4,597 | 4,842 |
| Total | 1,369 | 195 | 1,069 | 105 | 7,741 | 5,820 | 1,921 | 9,110 | 8,551 |
| Percent Change | 2.9% | 12.7% | -9.9% | 32.9% | -5.9% | 3.1% | -25.6% | -4.7% | 2.9% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 822 | 44 | 738 | 40 | 537 | 28 | .04 | .51 | 24.22 |
| Downbound | 838 | 57 | 743 | 38 | 542 | 15 | .02 | .36 | 11.53 |
| Total | 1,660 | 101 | 1,481 | 78 | 1,079 | 43 | .03 | .44 | 35.75 |
| 2010 | | | | | | | | | |
| Upbound | 824 | 67 | 706 | 51 | 531 | 40 | .06 | .70 | 29.72 |
| Downbound | 827 | 58 | 715 | 54 | 530 | 30 | .04 | .41 | 18.73 |
| Total | 1,651 | 125 | 1,421 | 105 | 1,061 | 70 | .05 | .56 | 48.45 |
| Percent Change | -5% | 23.8% | -4.1% | 34.6% | -1.7% | 62.8% | 48.7% | 27.2% | 35.5% |

Wilbur D Mills Lock And Dam - CHAMBER 1
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 13.3

Southwestern Division
Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 639 | 71 | 532 | 36 | 4,130 | 2,326 | 1,804 | 4,769 | 3,345 |
| Downbound | 674 | 108 | 531 | 35 | 4,065 | 3,293 | 772 | 4,739 | 4,927 |
| Total | 1,313 | 179 | 1,063 | 71 | 8,195 | 5,619 | 2,576 | 9,508 | 8,272 |
| 2010 | | | | | | | | | |
| Upbound | 667 | 97 | 524 | 46 | 3,854 | 2,567 | 1,287 | 4,521 | 3,732 |
| Downbound | 686 | 113 | 525 | 48 | 3,886 | 3,249 | 637 | 4,572 | 4,817 |
| Total | 1,353 | 210 | 1,049 | 94 | 7,740 | 5,816 | 1,924 | 9,093 | 8,549 |
| Percent Change | 3% | 17.3% | -1.3% | 32.4% | -5.6% | 3.5% | -25.3% | -4.4% | 3.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 851 | 45 | 771 | 35 | 532 | 65 | .13 | .99 | 68.18 |
| Downbound | 868 | 58 | 776 | 34 | 531 | 45 | .08 | .91 | 43.00 |
| Total | 1,719 | 103 | 1,547 | 69 | 1,063 | 110 | .11 | .95 | 111.18 |
| 2010 | | | | | | | | | |
| Upbound | 866 | 63 | 758 | 45 | 520 | 73 | .16 | 1.07 | 75.68 |
| Downbound | 881 | 58 | 776 | 47 | 519 | 52 | .09 | .87 | 44.72 |
| Total | 1,747 | 121 | 1,534 | 92 | 1,039 | 125 | .12 | .97 | 120.40 |
| Percent Change | 1.6% | 17.5% | -8.8% | 33.3% | -2.3% | 13.6% | 12.7% | 2.6% | 8.3% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Joe Hardin Lock And Dam - CHAMBER 1
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 50.2

Southwestern Division
Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-----|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 651 | 109 | 511 | 31 | 4,001 | 2,259 | 1,742 | 4,652 | 3,259 |
| Downbound | 681 | 136 | 511 | 34 | 3,874 | 3,139 | 735 | 4,555 | 4,726 |
| Total | 1,332 | 245 | 1,022 | 65 | 7,875 | 5,398 | 2,477 | 9,207 | 7,985 |
| 2010 | | | | | | | | | |
| Upbound | 668 | 144 | 487 | 37 | 3,650 | 2,515 | 1,135 | 4,318 | 3,669 |
| Downbound | 668 | 150 | 478 | 40 | 3,679 | 3,087 | 592 | 4,347 | 4,569 |
| Total | 1,336 | 294 | 965 | 77 | 7,329 | 5,602 | 1,727 | 8,665 | 8,238 |
| Percent Change | .3% | 20% | -5.6% | 18.5% | -6.9% | 3.8% | -30.3% | -5.9% | 3.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 856 | 81 | 744 | 31 | 511 | 58 | .14 | 1.01 | 68.58 |
| Downbound | 869 | 88 | 747 | 34 | 511 | 70 | .16 | 1.04 | 79.98 |
| Total | 1,725 | 169 | 1,491 | 65 | 1,022 | 128 | .15 | 1.02 | 148.57 |
| 2010 | | | | | | | | | |
| Upbound | 857 | 110 | 710 | 37 | 485 | 55 | .13 | 1.18 | 62.90 |
| Downbound | 863 | 105 | 718 | 40 | 477 | 73 | .22 | 1.29 | 96.48 |
| Total | 1,720 | 215 | 1,428 | 77 | 962 | 128 | .18 | 1.24 | 159.38 |
| Percent Change | -3% | 27.2% | -4.2% | 18.5% | -5.9% | 0% | 16.5% | 20.8% | 7.3% |

Emmett Sanders Lock And Dam - CHAMBER 1 MAIN
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 66

Southwestern Division
Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 720 | 150 | 539 | 31 | 4,031 | 2,289 | 1,742 | 4,751 | 3,288 |
| Downbound | 757 | 183 | 547 | 27 | 4,009 | 3,218 | 791 | 4,766 | 4,828 |
| Total | 1,477 | 333 | 1,086 | 58 | 8,040 | 5,507 | 2,533 | 9,517 | 8,116 |
| 2010 | | | | | | | | | |
| Upbound | 696 | 150 | 510 | 36 | 3,676 | 2,541 | 1,135 | 4,372 | 3,711 |
| Downbound | 693 | 150 | 508 | 35 | 3,705 | 3,073 | 632 | 4,398 | 4,532 |
| Total | 1,389 | 300 | 1,018 | 71 | 7,381 | 5,614 | 1,767 | 8,770 | 8,243 |
| Percent Change | -6% | -9.9% | -6.3% | 22.4% | -8.2% | 1.9% | -30.2% | -7.8% | 1.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|--------|--------|-------|-------------|------------------------|---------------|-------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 906 | 102 | 772 | 32 | 538 | 73 | .18 | 1.13 | 89.98 |
| Downbound | 918 | 103 | 788 | 27 | 546 | 93 | .18 | .97 | 90.20 |
| Total | 1,824 | 205 | 1,560 | 59 | 1,084 | 166 | .18 | 1.05 | 180.18 |
| 2010 | | | | | | | | | |
| Upbound | 852 | 84 | 732 | 36 | 509 | 50 | .14 | 1.19 | 70.73 |
| Downbound | 867 | 87 | 745 | 35 | 507 | 74 | .18 | 1.11 | 85.80 |
| Total | 1,719 | 171 | 1,477 | 71 | 1,016 | 124 | .16 | 1.15 | 156.53 |
| Percent Change | -5.8% | -16.6% | -5.3% | 20.3% | -6.3% | -25.3% | -7.9% | 9.8% | -13.1% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Col Charles D Maynard - CHAMBER 1
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 86.3

Southwestern Division
Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 709 | 154 | 523 | 32 | 4,065 | 2,132 | 1,933 | 4,774 | 3,039 |
| Downbound | 724 | 168 | 526 | 30 | 4,045 | 3,260 | 785 | 4,769 | 4,916 |
| Total | 1,433 | 322 | 1,049 | 62 | 8,110 | 5,392 | 2,718 | 9,543 | 7,955 |
| 2010 | | | | | | | | | |
| Upbound | 664 | 147 | 480 | 37 | 3,673 | 2,390 | 1,283 | 4,337 | 3,435 |
| Downbound | 683 | 164 | 479 | 40 | 3,699 | 3,094 | 605 | 4,382 | 4,583 |
| Total | 1,347 | 311 | 959 | 77 | 7,372 | 5,484 | 1,888 | 8,719 | 8,018 |
| Percent Change | -6% | -3.4% | -8.6% | 24.2% | -9.1% | 1.7% | -30.5% | -8.6% | .8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 884 | 102 | 750 | 32 | 523 | 71 | .15 | 1.11 | 73.60 |
| Downbound | 902 | 110 | 762 | 30 | 526 | 48 | .08 | .79 | 39.68 |
| Total | 1,786 | 212 | 1,512 | 62 | 1,049 | 119 | .12 | .95 | 113.28 |
| 2010 | | | | | | | | | |
| Upbound | 864 | 121 | 706 | 37 | 477 | 42 | .10 | .91 | 47.22 |
| Downbound | 883 | 129 | 714 | 40 | 476 | 33 | .07 | .51 | 33.47 |
| Total | 1,747 | 250 | 1,420 | 77 | 953 | 75 | .08 | .71 | 80.68 |
| Percent Change | -2.2% | 17.9% | -6.1% | 24.2% | -9.2% | -37% | -27.1% | -24.9% | -28.8% |

David D Terry Lock And Dam - CHAMBER 1
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 108.1

Southwestern Division
Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 877 | 321 | 534 | 22 | 4,132 | 2,151 | 1,981 | 5,009 | 3,060 |
| Downbound | 908 | 339 | 549 | 20 | 4,044 | 3,270 | 774 | 4,952 | 4,941 |
| Total | 1,785 | 660 | 1,083 | 42 | 8,176 | 5,421 | 2,755 | 9,961 | 8,001 |
| 2010 | | | | | | | | | |
| Upbound | 699 | 196 | 481 | 22 | 3,691 | 2,386 | 1,305 | 4,390 | 3,436 |
| Downbound | 697 | 194 | 478 | 25 | 3,711 | 3,114 | 597 | 4,408 | 4,588 |
| Total | 1,396 | 390 | 959 | 47 | 7,402 | 5,500 | 1,902 | 8,798 | 8,024 |
| Percent Change | -21.8% | -40.9% | -11.4% | 11.9% | -9.5% | 1.5% | -31% | -11.7% | .3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 890 | 102 | 766 | 22 | 534 | 128 | .32 | 1.20 | 165.55 |
| Downbound | 907 | 101 | 786 | 20 | 549 | 139 | .31 | 1.12 | 165.70 |
| Total | 1,797 | 203 | 1,552 | 42 | 1,083 | 267 | .32 | 1.16 | 331.25 |
| 2010 | | | | | | | | | |
| Upbound | 829 | 98 | 709 | 22 | 480 | 77 | .19 | 1.16 | 87.15 |
| Downbound | 829 | 91 | 713 | 25 | 477 | 74 | .18 | 1.10 | 79.42 |
| Total | 1,658 | 189 | 1,422 | 47 | 957 | 151 | .19 | 1.13 | 166.57 |
| Percent Change | -7.7% | -6.9% | -8.4% | 11.9% | -11.6% | -43.4% | -41.6% | -2.2% | -49.7% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Murray Lock And Dam - CHAMBER 1
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 125.4

Southwestern Division
Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 863 | 416 | 433 | 14 | 3,308 | 1,381 | 1,927 | 4,171 | 1,984 |
| Downbound | 894 | 435 | 446 | 13 | 3,370 | 2,943 | 427 | 4,264 | 4,502 |
| Total | 1,757 | 851 | 879 | 27 | 6,678 | 4,324 | 2,354 | 8,435 | 6,486 |
| 2010 | | | | | | | | | |
| Upbound | 779 | 359 | 379 | 41 | 2,956 | 1,746 | 1,210 | 3,735 | 2,457 |
| Downbound | 806 | 384 | 382 | 40 | 2,980 | 2,579 | 401 | 3,786 | 3,859 |
| Total | 1,585 | 743 | 761 | 81 | 5,936 | 4,325 | 1,611 | 7,521 | 6,316 |
| Percent Change | -9.8% | -12.7% | -13.4% | 200% | -11.1% | 0% | -31.6% | -10.8% | -2.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 825 | 190 | 621 | 14 | 432 | 42 | .11 | .90 | 42.87 |
| Downbound | 877 | 229 | 635 | 13 | 445 | 52 | .13 | 1.00 | 60.00 |
| Total | 1,702 | 419 | 1,256 | 27 | 877 | 94 | .12 | .95 | 102.87 |
| 2010 | | | | | | | | | |
| Upbound | 783 | 177 | 565 | 41 | 373 | 31 | .10 | .89 | 34.50 |
| Downbound | 812 | 201 | 571 | 40 | 377 | 60 | .22 | 1.13 | 82.03 |
| Total | 1,595 | 378 | 1,136 | 81 | 750 | 91 | .16 | 1.01 | 116.53 |
| Percent Change | -6.3% | -9.8% | -9.6% | 200% | -14.5% | -3.2% | 31.9% | 6.5% | 13.3% |

Toad Suck Ferry Lock And Dam - CHAMBER 1 MAIN
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 155.9

Southwestern Division
Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 498 | 44 | 429 | 25 | 3,405 | 1,391 | 2,014 | 3,903 | 2,015 |
| Downbound | 518 | 61 | 436 | 21 | 3,403 | 2,969 | 434 | 3,921 | 4,530 |
| Total | 1,016 | 105 | 865 | 46 | 6,808 | 4,360 | 2,448 | 7,824 | 6,545 |
| 2010 | | | | | | | | | |
| Upbound | 622 | 72 | 521 | 29 | 2,982 | 1,752 | 1,230 | 3,604 | 2,484 |
| Downbound | 650 | 93 | 529 | 28 | 2,999 | 2,601 | 398 | 3,649 | 3,900 |
| Total | 1,272 | 165 | 1,050 | 57 | 5,981 | 4,353 | 1,628 | 7,253 | 6,384 |
| Percent Change | 25.2% | 57.1% | 21.4% | 23.9% | -12.1% | -.2% | -33.5% | -7.3% | -2.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 673 | 31 | 617 | 25 | 429 | 39 | .08 | .93 | 35.18 |
| Downbound | 688 | 42 | 625 | 21 | 436 | 35 | .09 | .81 | 37.17 |
| Total | 1,361 | 73 | 1,242 | 46 | 865 | 74 | .09 | .87 | 72.35 |
| 2010 | | | | | | | | | |
| Upbound | 783 | 45 | 709 | 29 | 518 | 29 | .07 | .96 | 25.45 |
| Downbound | 798 | 53 | 719 | 26 | 525 | 34 | .10 | .96 | 34.90 |
| Total | 1,581 | 98 | 1,428 | 55 | 1,043 | 63 | .09 | .96 | 60.35 |
| Percent Change | 16.2% | 34.2% | 15% | 19.6% | 20.6% | -14.9% | 1.7% | 10.1% | -16.6% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Arthur V Ormond L And D - CHAMBER 1
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 176.9

Southwestern Division
Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|--------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 492 | 42 | 424 | 26 | 3,391 | 1,377 | 2,014 | 3,883 | 1,982 |
| Downbound | 509 | 51 | 427 | 31 | 3,416 | 2,958 | 458 | 3,925 | 4,548 |
| Total | 1,001 | 93 | 851 | 57 | 6,807 | 4,335 | 2,472 | 7,808 | 6,530 |
| 2010 | | | | | | | | | |
| Upbound | 421 | 41 | 357 | 23 | 2,953 | 1,730 | 1,223 | 3,374 | 2,445 |
| Downbound | 429 | 50 | 356 | 23 | 2,937 | 2,541 | 396 | 3,366 | 3,804 |
| Total | 850 | 91 | 713 | 46 | 5,890 | 4,271 | 1,619 | 6,740 | 6,249 |
| Percent Change | -15.1% | -2.2% | -16.2% | -19.3% | -13.5% | -1.5% | -34.5% | -13.7% | -4.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total |
|----------------|----------|------|--------|--------|-------------|------------------|---------------|-------|--------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed | Tows | Delay | |
| | | | | | | (hrs) | (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 663 | 28 | 609 | 26 | 424 | 21 | .04 | .59 | 18.85 |
| Downbound | 684 | 40 | 613 | 31 | 427 | 30 | .06 | .73 | 28.67 |
| Total | 1,347 | 68 | 1,222 | 57 | 851 | 51 | .05 | .66 | 47.52 |
| 2010 | | | | | | | | | |
| Upbound | 595 | 28 | 544 | 23 | 356 | 8 | .02 | .51 | 7.85 |
| Downbound | 606 | 43 | 540 | 23 | 355 | 14 | .06 | 1.07 | 19.42 |
| Total | 1,201 | 71 | 1,084 | 46 | 711 | 22 | .04 | .79 | 27.27 |
| Percent Change | -10.8% | 4.4% | -11.3% | -19.3% | -16.5% | -56.9% | -26.9% | 19.6% | -42.6% |

Dardanelle Lk And Dam - CHAMBER 1
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 205.5

Southwestern Division
Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|--------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 621 | 163 | 441 | 17 | 3,402 | 1,359 | 2,043 | 4,023 | 1,955 |
| Downbound | 656 | 189 | 452 | 15 | 3,458 | 3,024 | 434 | 4,114 | 4,618 |
| Total | 1,277 | 352 | 893 | 32 | 6,860 | 4,383 | 2,477 | 8,137 | 6,573 |
| 2010 | | | | | | | | | |
| Upbound | 523 | 114 | 381 | 28 | 2,965 | 1,717 | 1,248 | 3,488 | 2,420 |
| Downbound | 533 | 129 | 377 | 27 | 2,947 | 2,554 | 393 | 3,480 | 3,839 |
| Total | 1,056 | 243 | 758 | 55 | 5,912 | 4,271 | 1,641 | 6,968 | 6,259 |
| Percent Change | -17.3% | -31% | -15.1% | 71.9% | -13.8% | -2.6% | -33.8% | -14.4% | -4.8% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total |
|----------------|----------|--------|--------|-------|-------------|------------------|---------------|-------|-------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed | Tows | Delay | |
| | | | | | | (hrs) | (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 770 | 120 | 633 | 17 | 441 | 17 | .03 | .36 | 12.75 |
| Downbound | 759 | 109 | 635 | 15 | 452 | 23 | .04 | .49 | 17.13 |
| Total | 1,529 | 229 | 1,268 | 32 | 893 | 40 | .03 | .43 | 29.88 |
| 2010 | | | | | | | | | |
| Upbound | 674 | 77 | 569 | 28 | 381 | 18 | .04 | .71 | 15.43 |
| Downbound | 670 | 83 | 560 | 27 | 377 | 18 | .05 | .73 | 18.07 |
| Total | 1,344 | 160 | 1,129 | 55 | 758 | 36 | .04 | .72 | 33.50 |
| Percent Change | -12.1% | -30.1% | -11% | 71.9% | -15.1% | -10% | 32.6% | 69.3% | 12.1% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Ozark Lock And Dam - CHAMBER 1
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 256.8

Southwestern Division
Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|--------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 386 | 77 | 279 | 30 | 1,928 | 1,426 | 502 | 2,314 | 2,051 |
| Downbound | 411 | 99 | 283 | 29 | 1,893 | 1,412 | 481 | 2,304 | 2,197 |
| Total | 797 | 176 | 562 | 59 | 3,821 | 2,838 | 983 | 4,618 | 4,248 |
| 2010 | | | | | | | | | |
| Upbound | 360 | 43 | 284 | 33 | 2,305 | 1,718 | 587 | 2,665 | 2,424 |
| Downbound | 368 | 57 | 279 | 32 | 2,255 | 1,875 | 380 | 2,623 | 2,810 |
| Total | 728 | 100 | 563 | 65 | 4,560 | 3,593 | 967 | 5,288 | 5,234 |
| Percent Change | -8.7% | -43.2% | .2% | 10.2% | 19.3% | 26.6% | -1.6% | 14.5% | 23.2% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|------|--------|-------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 478 | 60 | 388 | 30 | 279 | 6 | .02 | .36 | 6.08 |
| Downbound | 480 | 75 | 376 | 29 | 283 | 17 | .03 | .37 | 9.15 |
| Total | 958 | 135 | 764 | 59 | 562 | 23 | .03 | .36 | 15.23 |
| 2010 | | | | | | | | | |
| Upbound | 503 | 31 | 439 | 33 | 283 | 14 | .05 | .67 | 14.08 |
| Downbound | 502 | 46 | 424 | 32 | 278 | 13 | .06 | .83 | 14.97 |
| Total | 1,005 | 77 | 863 | 65 | 561 | 27 | .06 | .75 | 29.05 |
| Percent Change | 4.9% | -43% | 13% | 10.2% | -.2% | 17.4% | 110% | 105.8% | 90.7% |

James W. Trimble Lock And Dam - CHAMBER 1 MAIN
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 292.8

Southwestern Division
Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 397 | 114 | 263 | 20 | 1,850 | 1,364 | 486 | 2,247 | 1,977 |
| Downbound | 425 | 139 | 267 | 19 | 1,819 | 1,392 | 427 | 2,244 | 2,183 |
| Total | 822 | 253 | 530 | 39 | 3,669 | 2,756 | 913 | 4,491 | 4,160 |
| 2010 | | | | | | | | | |
| Upbound | 423 | 106 | 286 | 31 | 2,311 | 1,725 | 586 | 2,734 | 2,436 |
| Downbound | 437 | 126 | 283 | 28 | 2,259 | 1,879 | 380 | 2,696 | 2,817 |
| Total | 860 | 232 | 569 | 59 | 4,570 | 3,604 | 966 | 5,430 | 5,253 |
| Percent Change | 4.6% | -8.3% | 7.4% | 51.3% | 24.6% | 30.8% | 5.8% | 20.9% | 26.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|-------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 456 | 69 | 367 | 20 | 263 | 12 | .06 | .84 | 16.15 |
| Downbound | 452 | 78 | 355 | 19 | 267 | 25 | .16 | 1.08 | 42.55 |
| Total | 908 | 147 | 722 | 39 | 530 | 37 | .11 | .96 | 58.70 |
| 2010 | | | | | | | | | |
| Upbound | 535 | 63 | 441 | 31 | 286 | 28 | .16 | 1.15 | 42.03 |
| Downbound | 537 | 80 | 429 | 28 | 283 | 39 | .23 | 1.18 | 58.03 |
| Total | 1,072 | 143 | 870 | 59 | 569 | 67 | .20 | 1.17 | 100.07 |
| Percent Change | 18.1% | -2.7% | 20.5% | 51.3% | 7.4% | 81.1% | 83.3% | 21.6% | 70.5% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Montgomery Point Lock And Dam - CHAMBER 1
 Mc-Kerr Arkansas Riv Nav Sys

River Mile:

Southwestern Division
 Little Rock District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|--------------|------------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 1,007 | 398 | 576 | 33 | 4,235 | 2,322 | 1,913 | 5,242 | 3,333 |
| Downbound | <u>1,127</u> | <u>507</u> | <u>590</u> | <u>30</u> | <u>4,239</u> | <u>3,433</u> | <u>806</u> | <u>5,366</u> | <u>5,161</u> |
| Total | 2,134 | 905 | 1,166 | 63 | 8,474 | 5,755 | 2,719 | 10,608 | 8,494 |
| 2010 | | | | | | | | | |
| Upbound | 626 | 32 | 558 | 36 | 3,900 | 2,559 | 1,341 | 4,526 | 3,698 |
| Downbound | <u>625</u> | <u>25</u> | <u>566</u> | <u>34</u> | <u>3,961</u> | <u>3,319</u> | <u>642</u> | <u>4,586</u> | <u>4,905</u> |
| Total | 1,251 | 57 | 1,124 | 70 | 7,861 | 5,878 | 1,983 | 9,112 | 8,603 |
| Percent Change | -41.4% | -93.7% | -3.6% | 11.1% | -7.2% | 2.1% | -27.1% | -14.1% | 1.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|--------------|------------|------------|-----------|-------------|------------------------|---------------|------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 970 | 361 | 576 | 33 | 576 | 1 | .00 | .01 | .17 |
| Downbound | <u>1,066</u> | <u>447</u> | <u>589</u> | <u>30</u> | <u>590</u> | <u>0</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 2,036 | 808 | 1,165 | 63 | 1,166 | 1 | .00 | .01 | .17 |
| 2010 | | | | | | | | | |
| Upbound | 611 | 17 | 558 | 36 | 556 | 0 | .00 | .00 | .00 |
| Downbound | <u>614</u> | <u>14</u> | <u>566</u> | <u>34</u> | <u>564</u> | <u>0</u> | <u>.00</u> | <u>.00</u> | <u>.00</u> |
| Total | 1,225 | 31 | 1,124 | 70 | 1,120 | 0 | .00 | .00 | .00 |
| Percent Change | -39.8% | -96.2% | -3.5% | 11.1% | -3.9% | -100% | -100% | -100% | -100% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

W D Mayo Lock And Dam - CHAMBER 1
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 319.6

Southwestern Division
Tulsa District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 451 | 81 | 357 | 13 | 1,803 | 1,271 | 532 | 2,254 | 1,826 |
| Downbound | 489 | 105 | 366 | 18 | 1,793 | 1,371 | 422 | 2,282 | 2,127 |
| Total | 940 | 186 | 723 | 31 | 3,596 | 2,642 | 954 | 4,536 | 3,953 |
| 2010 | | | | | | | | | |
| Upbound | 523 | 90 | 415 | 18 | 2,189 | 1,534 | 655 | 2,712 | 2,140 |
| Downbound | 544 | 100 | 426 | 18 | 2,149 | 1,813 | 336 | 2,693 | 2,648 |
| Total | 1,067 | 190 | 841 | 36 | 4,338 | 3,347 | 991 | 5,405 | 4,788 |
| Percent Change | 13.5% | 2.2% | 16.3% | 16.1% | 20.6% | 26.7% | 3.9% | 19.2% | 21.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-----|--------|-------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 513 | 51 | 449 | 13 | 357 | 354 | .69 | .50 | 188.93 |
| Downbound | 540 | 74 | 448 | 18 | 366 | 359 | .71 | .49 | 193.83 |
| Total | 1,053 | 125 | 897 | 31 | 723 | 713 | .70 | .50 | 382.77 |
| 2010 | | | | | | | | | |
| Upbound | 647 | 68 | 561 | 18 | 413 | 413 | 1.04 | .67 | 270.72 |
| Downbound | 666 | 87 | 561 | 18 | 423 | 421 | 1.13 | .71 | 303.95 |
| Total | 1,313 | 155 | 1,122 | 36 | 836 | 834 | 1.09 | .69 | 574.67 |
| Percent Change | 24.7% | 24% | 25.1% | 16.1% | 15.6% | 17% | 54.5% | 39.2% | 50.1% |

Rbrt S Kerr Lk And Dam And Res - CHAMBER 1 MAIN
Mc-Kerr Arkansas Riv Nav Sys

River Mile: 336.2

Southwestern Division
Tulsa District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|-------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 432 | 65 | 347 | 20 | 1,796 | 1,256 | 540 | 2,228 | 1,813 |
| Downbound | 467 | 85 | 361 | 21 | 1,776 | 1,376 | 400 | 2,243 | 2,144 |
| Total | 899 | 150 | 708 | 41 | 3,572 | 2,632 | 940 | 4,471 | 3,957 |
| 2010 | | | | | | | | | |
| Upbound | 500 | 64 | 416 | 20 | 2,185 | 1,531 | 654 | 2,685 | 2,151 |
| Downbound | 571 | 121 | 427 | 23 | 2,146 | 1,809 | 337 | 2,717 | 2,719 |
| Total | 1,071 | 185 | 843 | 43 | 4,331 | 3,340 | 991 | 5,402 | 4,870 |
| Percent Change | 19.1% | 23.3% | 19.1% | 4.9% | 21.2% | 26.9% | 5.4% | 20.8% | 23.1% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|------|--------|-------|-------------|------------------------|---------------|-------------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | Delay (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 510 | 53 | 437 | 20 | 347 | 347 | .52 | .38 | 138.02 |
| Downbound | 536 | 70 | 445 | 21 | 359 | 357 | .53 | .37 | 147.82 |
| Total | 1,046 | 123 | 882 | 41 | 706 | 704 | .52 | .37 | 285.83 |
| 2010 | | | | | | | | | |
| Upbound | 634 | 53 | 561 | 20 | 414 | 413 | .75 | .48 | 202.87 |
| Downbound | 660 | 75 | 562 | 23 | 425 | 425 | 1.13 | .69 | 308.15 |
| Total | 1,294 | 128 | 1,123 | 43 | 839 | 838 | .94 | .59 | 511.02 |
| Percent Change | 23.7% | 4.1% | 27.3% | 4.9% | 18.8% | 19% | 79.4% | 57.8% | 78.8% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Webbers Falls Lock And Dam - CHAMBER 1 MAIN
Mc-Kerr Arkansas Riv Nav Sys River Mile: 366.6

Southwestern Division
Tulsa District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 486 | 132 | 337 | 17 | 1,673 | 1,100 | 573 | 2,159 | 1,611 |
| Downbound | <u>529</u> | <u>167</u> | <u>345</u> | <u>17</u> | <u>1,635</u> | <u>1,320</u> | <u>315</u> | <u>2,164</u> | <u>2,069</u> |
| Total | 1,015 | 299 | 682 | 34 | 3,308 | 2,420 | 888 | 4,323 | 3,680 |
| 2010 | | | | | | | | | |
| Upbound | 505 | 88 | 394 | 23 | 2,040 | 1,375 | 665 | 2,545 | 1,925 |
| Downbound | <u>510</u> | <u>88</u> | <u>403</u> | <u>19</u> | <u>1,955</u> | <u>1,666</u> | <u>289</u> | <u>2,465</u> | <u>2,501</u> |
| Total | 1,015 | 176 | 797 | 42 | 3,995 | 3,041 | 954 | 5,010 | 4,426 |
| Percent Change | 0% | -41.1% | 16.9% | 23.5% | 20.8% | 25.7% | 7.4% | 15.9% | 20.3% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|-----------|------------|-----------|-------------|------------------------|---------------|------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 528 | 94 | 417 | 17 | 337 | 337 | .43 | .32 | 118.83 |
| Downbound | <u>532</u> | <u>97</u> | <u>418</u> | <u>17</u> | <u>343</u> | <u>343</u> | <u>.49</u> | <u>.34</u> | <u>129.02</u> |
| Total | 1,060 | 191 | 835 | 34 | 680 | 680 | .46 | .33 | 247.85 |
| 2010 | | | | | | | | | |
| Upbound | 609 | 71 | 516 | 22 | 393 | 391 | .65 | .43 | 171.90 |
| Downbound | <u>606</u> | <u>74</u> | <u>513</u> | <u>19</u> | <u>401</u> | <u>397</u> | <u>.68</u> | <u>.44</u> | <u>177.15</u> |
| Total | 1,215 | 145 | 1,029 | 41 | 794 | 788 | .67 | .44 | 349.05 |
| Percent Change | 14.6% | -24.1% | 23.2% | 20.6% | 16.8% | 15.9% | 45.3% | 32.6% | 40.8% |

Chouteau Lock And Dam - CHAMBER 1 MAIN
Mc-Kerr Arkansas Riv Nav Sys River Mile: 5

Southwestern Division
Tulsa District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|------------|------------|------------|-----------|--------------|--------------|------------|--------------|--------------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 411 | 75 | 317 | 19 | 1,451 | 863 | 588 | 1,862 | 1,242 |
| Downbound | <u>435</u> | <u>74</u> | <u>337</u> | <u>24</u> | <u>1,455</u> | <u>1,201</u> | <u>254</u> | <u>1,890</u> | <u>1,867</u> |
| Total | 846 | 149 | 654 | 43 | 2,906 | 2,064 | 842 | 3,752 | 3,109 |
| 2010 | | | | | | | | | |
| Upbound | 473 | 90 | 362 | 21 | 1,843 | 1,108 | 735 | 2,316 | 1,547 |
| Downbound | <u>495</u> | <u>101</u> | <u>376</u> | <u>18</u> | <u>1,823</u> | <u>1,588</u> | <u>235</u> | <u>2,318</u> | <u>2,390</u> |
| Total | 968 | 191 | 738 | 39 | 3,666 | 2,696 | 970 | 4,634 | 3,937 |
| Percent Change | 14.4% | 28.2% | 12.8% | -9.3% | 26.2% | 30.6% | 15.2% | 23.5% | 26.6% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|------------|-----------|------------|-----------|-------------|------------------------|---------------|------------|---------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed (hrs) | Tows (hrs) | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 419 | 30 | 370 | 19 | 317 | 314 | .25 | .19 | 66.23 |
| Downbound | <u>448</u> | <u>48</u> | <u>376</u> | <u>24</u> | <u>337</u> | <u>333</u> | <u>.25</u> | <u>.19</u> | <u>72.28</u> |
| Total | 867 | 78 | 746 | 43 | 654 | 647 | .25 | .19 | 138.52 |
| 2010 | | | | | | | | | |
| Upbound | 522 | 55 | 446 | 21 | 360 | 357 | .43 | .32 | 119.30 |
| Downbound | <u>534</u> | <u>66</u> | <u>450</u> | <u>18</u> | <u>374</u> | <u>374</u> | <u>.49</u> | <u>.34</u> | <u>133.02</u> |
| Total | 1,056 | 121 | 896 | 39 | 734 | 731 | .46 | .33 | 252.32 |
| Percent Change | 21.8% | 55.1% | 20.1% | -9.3% | 12.2% | 13% | 83.6% | 73.1% | 82.2% |

LPMS SUMMARY by DIVISION/DISTRICT

January - December 2009 and 2010

Newt Graham Lock And Dam - CHAMBER 1
Mc-Kerr Arkansas Riv Nav Sys

MAIN
River Mile: 26

Southwestern Division
Tulsa District

| Jan - Dec | Vessels | | | | Barges | | | Bottoms | Tonnage |
|----------------|---------|-------|--------|--------|--------|--------|-------|---------|---------|
| | Total | Rec | Comrcl | Other | Total | Loaded | Empty | | |
| 2009 | | | | | | | | | |
| Upbound | 371 | 46 | 309 | 16 | 1,434 | 859 | 575 | 1,805 | 1,239 |
| Downbound | 407 | 56 | 330 | 21 | 1,465 | 1,207 | 258 | 1,872 | 1,910 |
| Total | 778 | 102 | 639 | 37 | 2,899 | 2,066 | 833 | 3,677 | 3,149 |
| 2010 | | | | | | | | | |
| Upbound | 434 | 72 | 349 | 13 | 1,751 | 1,043 | 708 | 2,185 | 1,462 |
| Downbound | 457 | 74 | 368 | 15 | 1,816 | 1,579 | 237 | 2,273 | 2,397 |
| Total | 891 | 146 | 717 | 28 | 3,567 | 2,622 | 945 | 4,458 | 3,859 |
| Percent Change | 14.5% | 43.1% | 12.2% | -24.3% | 23% | 26.9% | 13.4% | 21.2% | 22.5% |

| Jan - Dec | Lockages | | | | Tows | | Average Delay | | Total Delay |
|----------------|----------|-------|--------|--------|-------------|------------------|---------------|--------|-------------|
| | Total | Rec | Comrcl | Other | All Delayed | All Tows Delayed | Tows | (hrs) | |
| 2009 | | | | | | | | | |
| Upbound | 415 | 41 | 358 | 16 | 309 | 304 | .26 | .21 | 64.55 |
| Downbound | 443 | 50 | 372 | 21 | 330 | 329 | .24 | .19 | 68.08 |
| Total | 858 | 91 | 730 | 37 | 639 | 633 | .25 | .20 | 132.63 |
| 2010 | | | | | | | | | |
| Upbound | 514 | 70 | 431 | 13 | 349 | 348 | .55 | .42 | 148.83 |
| Downbound | 526 | 70 | 441 | 15 | 368 | 367 | .61 | .44 | 164.87 |
| Total | 1,040 | 140 | 872 | 28 | 717 | 715 | .58 | .43 | 313.70 |
| Percent Change | 21.2% | 53.8% | 19.5% | -24.3% | 12.2% | 13% | 134.6% | 113.1% | 136.5% |