

Subject: Upper Mississippi River System may get needed facelift

Summary: Locks and Dams built in the 1930s on the Upper Mississippi River system are crumbling and threatening the flow of America's farm exports to the Gulf. The outdated locks also are too short for today's longer barge tows. Proposals to fix the locks and improve the river ecosystem are gaining momentum.

Suggested Lead: Bills now in Congress would fund a major overhaul of the Upper Mississippi River navigation system that is so critical to America's farm exports. Stewart Truelsen reports from Quincy, Illinois that the timing appears right for action.

TRT: 2:05

Suggested supers: Roger McElroy
Lockmaster
Quincy, Illinois
@ :18

Jim Mentesti
President
Great River Economic Development Foundation
@ :47

Michael Klingner
Vice-Chairman
Upper Mississippi, Illinois and Missouri
River Association
@ 1:15

Brent Hoerr
Palmyra, Missouri
@ 1:40

Stewart Truelsen
Reporting
@ 1:59

Anchor Tag: Some of the work, which would provide countless jobs and take years to complete, also would place on the Illinois River.

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<p>Pull out from river to include bridge/ Towboats and barges/</p>	<p>VO/ THE MISSISSIPPI RIVER JUST KEEPS ROLLIN’ ALONG AND WITH IT 50 PERCENT OF THE NATION’S CORN EXPORTS AND 40 PERCENT OF THE SOYBEAN EXPORTS. BUT TRAFFIC FLOW THROUGH A SUCCESSION OF LOCKS BETWEEN ST. PAUL AND ST. LOUIS IS DEFINITELY IMPERILED.</p>
<p>Sound bite Roger McElroy Lockmaster Quincy, Illinois Lock and Dam 21 sign/ Towboat easing barge over to side/ Wall and ladder/</p>	<p>SOT/ THEY’RE GOING TO HAVE TO DO SOMETHING, BECAUSE THESE LOCKS LIKE I SAID ARE 66 YEARS OLD, THEY’RE FALLING APART. IT’S JUST MORE MAINTENANCE ALL THE TIME. THEY DON’T HAVE MONEY TO REPAIR WHAT’S ALREADY BROKEN AND DAMAGED, SO THEY’RE GOING TO HAVE TO DO SOMETHING OR WE ARE GOING TO HAVE A MAJOR CATASTROPHE.</p>
<p>Linking up barges/ Towboat pushing barges with benzene upriver/</p>	<p>VO/ THAT CATASTROPHE WOULD BE A SHUTDOWN OF RIVER TRAFFIC AND STAGGERING IMPACT ON THE ECONOMY. CONGRESS IS CONSIDERING AN ARMY CORPS OF ENGINEERS’ PLAN TO REPLACE THE LOCKS AND IMPROVE THE RIVER ECOSYSTEM.</p>
<p>Sound bite</p>	<p>SOT/</p>

<p>Jim Mentesti President Great River Economic Development Foundation</p>	<p>THE IMPACT ON TOURISM, THE IMPACT ON TRANSPORTATION, PRIVATE SECTOR WHETHER IT'S AGRICULTURE OR OTHERWISE IS VERY, VERY SIGNIFICANT.</p>
<p>On board towboat with captain/ Stacks blowing smoke/ Pan from side to barges from sidewall/ River pilot at controls/ Lock gate closing on first set of barges/</p>	<p>Nat sound of radio talk on towboat VO/ THE BARGES IN THIS TOW CONTAIN CORN AND MOLASSES. IT CAN'T ALL FIT THROUGH THE SMALL LOCK SO IT HAS TO BREAK APART AND GO THROUGH IN TWO STAGES. ONE ALTERNATIVE IS TO BUILD A NEW 1200-FOOT LOCK ALONGSIDE THE ORIGINAL.</p>
<p>Sound bite Michael Klingner Vice-Chairman Upper Mississippi, Illinois and Missouri Rivers Association</p> <p>Crew riding front of barges, pan to towboat/</p>	<p>SOT/ AND IF WE WANT TO CONTINUE TO BE COMPETITIVE WITH WHAT'S GOING ON IN BRAZIL AND THE NEED FOR FOOD IN CHINA WE NEED TO CONTINUE TO IMPROVE OUR INFRASTRUCTURE SO THAT OUR FARMERS CAN GET THEIR PRODUCTS TO MARKET. THAT'S WHERE WE CAN BE COMPETITIVE IS TRANSPORTATION.</p>
<p>Guy throws rope down from above/ Blast of smoke from towboat/ Lock open/ Farmer enters frame to pick ear of corn/</p>	<p>VO/ THE MULTI-BILLION DOLLAR PROJECT WOULD BE PARTIALLY FUNDED BY USER FEES COLLECTED THROUGH THE INLAND WATERWAY TRUST FUND. FARMERS ARE ANXIOUS FOR WORK TO BEGIN.</p>
<p>Sound bite Brent Hoerr Palmyra, Missouri</p>	<p>SOT/ IT'S NOT ROCKET SCIENCE, IT'S POURING CONCRETE AND MAKING GATES. (SO) WE'RE NOT TALKING ABOUT BIG CHANGES, WE'RE TALKING ABOUT A RIVER AND ADDING LOCKS AND IT'S THE SAME</p>

