



Benchmark
River and Rail Terminals



Benchmark River and Rail Terminals (BRRT)

- Located 7 miles west of downtown on US 50
- Retired Air Force fuel facility which was closed in 1990's and remained idle until last year.
- Built in 1950's primarily to supply fuel to Wright-Patt AFB, but also other regional USDOD facilities.
- BRRT, a privately held Cincinnati based company, acquired the property in 2010.
- Approximately 65 acre facility with six tanks and four rail spurs capable of supporting 40-50 railcars.
- BRRT is converting the facility to a general-chemicals facility (liquid).
- One example of the many businesses and type of operators and assets that exist along the Ohio River.
- Example of how the private sector has been and continues to be very successful in developing the harbor.

Central Ohio River Business Association (CORBA)

- Not-for-profit (Ohio) corporation; a business association.
- Made up of businesses who work on or depend upon the Ohio River (the “harbor”) in the Central Ohio River region.
- To unite and organize the “harbor” as a component of the “Port” of Cincinnati – Tristate.
- Held inaugural Board of Directors meeting this past Tuesday.
- Starting a membership drive.

CORBA's Mission

- The **Central Ohio River Business Association (CORBA)** is an alliance of businesses and industry engaged in river commerce on and along the Ohio River and its tributaries from approximately Ohio River mile 356 to 560 (the Port of Huntington, WV to Madison, IN). The mission of CORBA is to unite the river businesses and industry into a common voice in order to promote commerce, safety and security, environmental stewardship, and public relations concerning the Ohio River and its tributaries throughout the central Ohio River region.
- We will pursue the mission by providing a forum for the exchange of interest, ideas, and concern among our members, and, where necessary, support and advance the ideas and needs of our members to each other, to government agencies and municipalities, and to other stakeholders with interest in or concern for commerce along the Ohio River.

Why CORBA, and why now?

- Our harbor is made up of solid businesses and operators who have, over the years, each perfected what they do.
- The business environment, while cordial, is competitive; operators play their cards close to their vests.
- With the recent release of the OKI Freight Study, and the push to have the Port Authority of Cincinnati more active in port operations, we wish to help shape the discussion on behalf of the business community.
- There is no organized effort in the community to effectively promote the “harbor” as part of the larger “port”.
- Future growth and expansion of the harbor will require more collaboration among those operating here.

Why “CORBA” and not “GCRBA”

- Geographically to include the region as far west as Madison, Indiana and as far east as the Greenup Lock and Dam (western edge of the Port of Huntington - Tristate).
- Wish to emphasize the entire targeted region, not just the immediate Greater Cincinnati region.
- Want to maintain the regional inclusion of the entire targeted membership, which includes both banks of the Ohio River and three states (Ohio, Kentucky, and Indiana).

CORBA's beliefs and ideals ...

- Despite the fact that you can't point to a place on the map, this region is a “port” region, the “port” exists, and the “port” is operating.
- The “port” consists of the four major transportation sectors including the harbor (River), railroads, the highway system, and the airports; substantially all are highly effective, private sector operators.
- We must develop an identity for the “Port of Greater Cincinnati - Tristate”.
- We feel strongly that we must work together to create a **brand** for the port region, and we must then work together to **market** the **brand**!!

More on CORBA ...

- We believe there must be a stronger “port” presence in the region, and the causes of the port must be advanced by an organized effort of the region as a whole.
- We feel, through no one’s failing but our own, that the harbor has been and continues to be overlooked as a vital part of the greater port solution.
- It is fact that the inland river system has substantial capacity for growth and expansion, and offers tremendous opportunity.
- We believe the harbor can and should be a part of the solution with respect to many of the transportation and logistics challenges faced today in this region. From alleviating (truck) traffic and rail congestion to providing “green” alternatives, the harbor stands ready to recapture much of its past success.

CORBA's wish list ... the "Don'ts"

- We do not want a "public" port to insert itself in the market so that existing businesses find themselves at an economic disadvantage against a public entity.
- We do not want public funds used to subsidize one business over another.
- We do not want a public port or any other agency to be in the business of "picking winners and losers".

CORBA's wish list... (the Do's)

- We seek assistance in marketing the “harbor” component of the “port”
 - ✓ Through local Port Authorities
 - ✓ Through county and municipal economic development departments
 - ✓ Through Chambers of Commerce
 - ✓ Through other trade groups
- To provide a point of contact for the port, especially the harbor.
- To assist existing entities in matters port safety and security.
- Help educate the general public on matters of the harbor component of the port.
- We wish to offer ourselves in order to support initiatives such as this M-70 presentation, and other such initiatives whose purpose is to promote, enhance, or otherwise leverage commerce in the harbor.

The M-70 Corridor Initiative – what do we need from ODOT?

- Cincinnati and this region is in the heart of the M-70 Corridor. We should be working closely with ODOT and leading the charge, while working with other ports along the corridor for the mutual benefit of all of us along this marine highway.
- ODOT is uniquely positioned to help unite the many governmental bodies and interests within the targeted port region that are necessary to affect positive change including USDOT and USACE.
- ODOT is connected at the federal level to tap the resources and maneuver the bureaucracy of the federal government for identified assistance there.



**Let's all work together to be sure
we . . . don't miss the boat.**