Corn Belt Ports

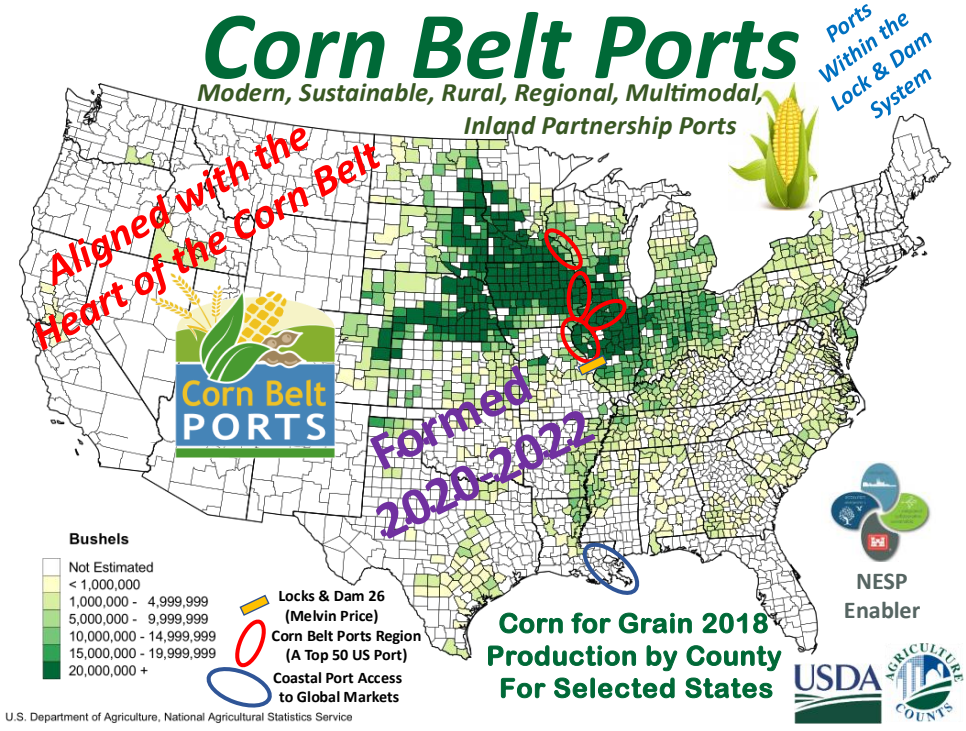
(IL, MO, IA, WI & MN)

The Corn Belt Ports are the four federally recognized rural, regional ports in the Heart of the Corn Belt above Locks and Dam 26 (see map). More simply, the Corn Belt Ports are the ports within the Corn Belt's Lock and Dam System on the Upper Mississippi River (Marine Highway 35) and the Illinois River (Marine Highway 55 NORTH). The four modern, sustainable, rural, regional, multimodal, inland, partnership ports have helped attract over $2 Billion in additional multimodal transportation, energy, communications, and natural infrastructure investment since 2020 from federal and state government organizations, non-profit organizations, and private businesses.

The Corn Belt Ports are four special districts of government or official government collaborations that protect the integrity of Corn Belt's supply chain and make the Heart of the Corn Belt more competitive in serving global markets and attracting needed infrastructure investment. The Corn Belt Ports is an essential marketing initiative, and an important supply chain training and education initiative.

The Corn Belt Ports are the Navigation and Ecosystem Sustainability Program (NESP) enabler that interfaces with the local riverfront counties, cities and communities. The Corn Belt Ports make Congressional Community Project Funding work at the local riverfront community level.

The Corn Belt Ports work to increase freight tonnage being moved through our ports, ensure that ALL rural port regions are engaged in supporting local agriculture products reaching global markets, and reducing transportation costs and risks. The Corn Belt Ports are rural economic development engines.



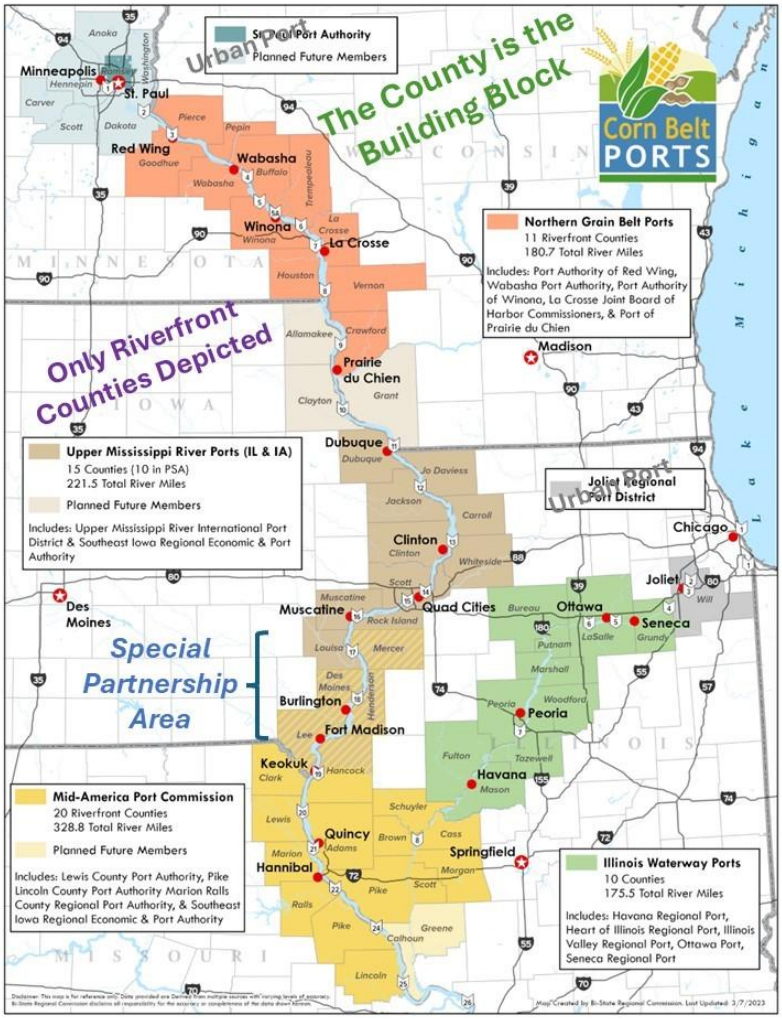
In 2019 the Corn Belt Ports collectively handled 96 million tons of cargo on the Upper Mississippi River and the Illinois Waterway System. The Corn Belt Ports are an essential part of the global supply chain.

629 State Ave ● Hampton, IL 61256 ● cell 309.230-8790 ● robert.sinkler@cornbeltports.com

The Corn Belt Ports consist of the following four rural, regional, multi-modal, inland ports:

The Mid-America Port Commission (MAPC) is defined by the confluence of the Upper Mississippi and Illinois Rivers, and is centered on the Quincy-Hannibal, IL-MO area. It includes the I-72 intersection with both the Upper Mississippi River and the Illinois River. MAPC formed in 1999 and was first federally listed and ranked in 2020.

The Upper Mississippi River Ports (UMRP) (IL & IA) includes the Ports of Eastern Iowa Authority (PEIA) and the Rock Island Regional Port District. It is centered on the Quad Cities, and includes riverfront counties north to the port city of Dubuque. The I-74, I-80 and I-280 intersections with the Upper Mississippi River are within its geographic area. The UMRP was established and first federally listed and ranked in 2020.



The Illinois Waterway Ports Commission (IWPC) is centered on the river cities of Peoria and Ottawa and includes ten counties within three regional planning agencies and encompasses 175.5 River Miles. The IWPC includes the Havana, Heart of Illinois, Illinois Valley, Ottawa, and Seneca Regional Port Districts; and the IWPC Port Operational area. IWPC partners with both MAPC and the Joliet Regional Port District to advance common Illinois Waterway goals. It includes the I-474, I-74, I-180, I-39, I-55, and I-80 intersections with the Illinois River. The IWPC Ports were first federally listed and ranked in 2021.

The Northern Grain Belt Ports (NGBP) are centered on the I-90 crossing of the Upper Mississippi River and includes the historic inland port cities of La Crosse and Prairie du Chien in Wisconsin, and the ports of Red Wing, Wabasha, and Winona in Minnesota. It includes 7 counties in Wisconsin and 4 counties in Minnesota. The NGBP works closely with the separate ports and terminals in the Minneapolis-St. Paul urban area to advance common regional goals. The NGBP was approved for federal listing in 2022.

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