

US Navigation Program Overview

*For the ERDC and Dutch
Ecoshape meeting*

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US Army Corps of Engineers
BUILDING STRONG®



US Army Corps of Engineers (USACE) Civil Works Value to the Nation

Recreation areas
376 M Visitors/yr
Generate \$15 B in
economic activity,
500,000 jobs



3% of Nation's
Electricity: \$500 M
+ in power sales



11,000 miles of
Commercial Inland
Waterways:
1/2 the cost of rail
1/10 the cost of
trucks

299 Deep Draft
Harbors



400 miles of
Shore protection
Destination for
75% of U.S.
Vacations



768 Shallow Draft
Harbors

8,500 Miles of
Levees



12 Emergency
Responses



Stewardship of
11.7 Million Acres
Public Lands



Environmental
Restoration



100,000 permits
Most in 14 days



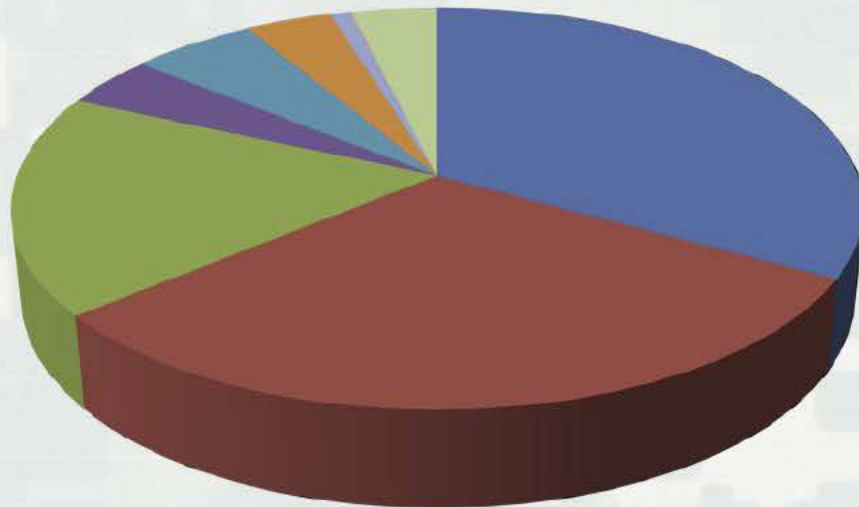
USACE Missions

Military

Support for the Soldier

Civil Works

FY2011: \$4939 million



- Navigation (1658)
- Flood Damage Reduction (1543)
- Env Stewardship (890)
- Hydropower (207)
- Recreation (280)
- Regulatory (193)
- Emergency Response (43)
- Water Supply (4)
- Other (191)



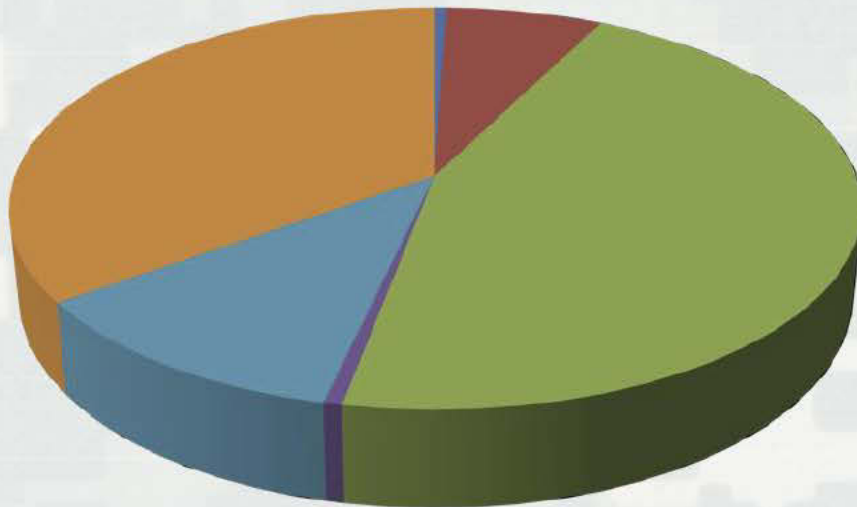
Navigation Program

FUNDING

Fiscal Year 2011

- Coastal - \$878M
- Inland – \$780M

- Coastal Investigations (9)
- Coastal Construction (115)
- Coastal O&M (754)
- Inland Investigations (10)
- Inland Construction (190)
- Inland O&M (580)



USACE Navigation Mission

Provide safe, reliable, efficient, effective and environmentally sustainable waterborne transportation systems for movement of commerce, national security needs, and recreation.



USACE Navigation Assets

COASTAL NAVIGATION

1067 Navigation Projects
19 lock chambers
13,000 miles of channels
929 navigation structures
844 bridges



INLAND NAVIGATION

27 Inland River Systems
207 lock chambers @ 171 lock sites
12,000 miles of inland river channels



Distribution between Construction and Maintenance for Coastal Navigation

Category	Commerce	Inventory	Maintenance Dredging	Capital Investment
High Use	90%	59	54	7
Moderate Use	9%	100	60	1
Low Use	1%	908	40	3
Total	100%	1067	154	11



Dredging

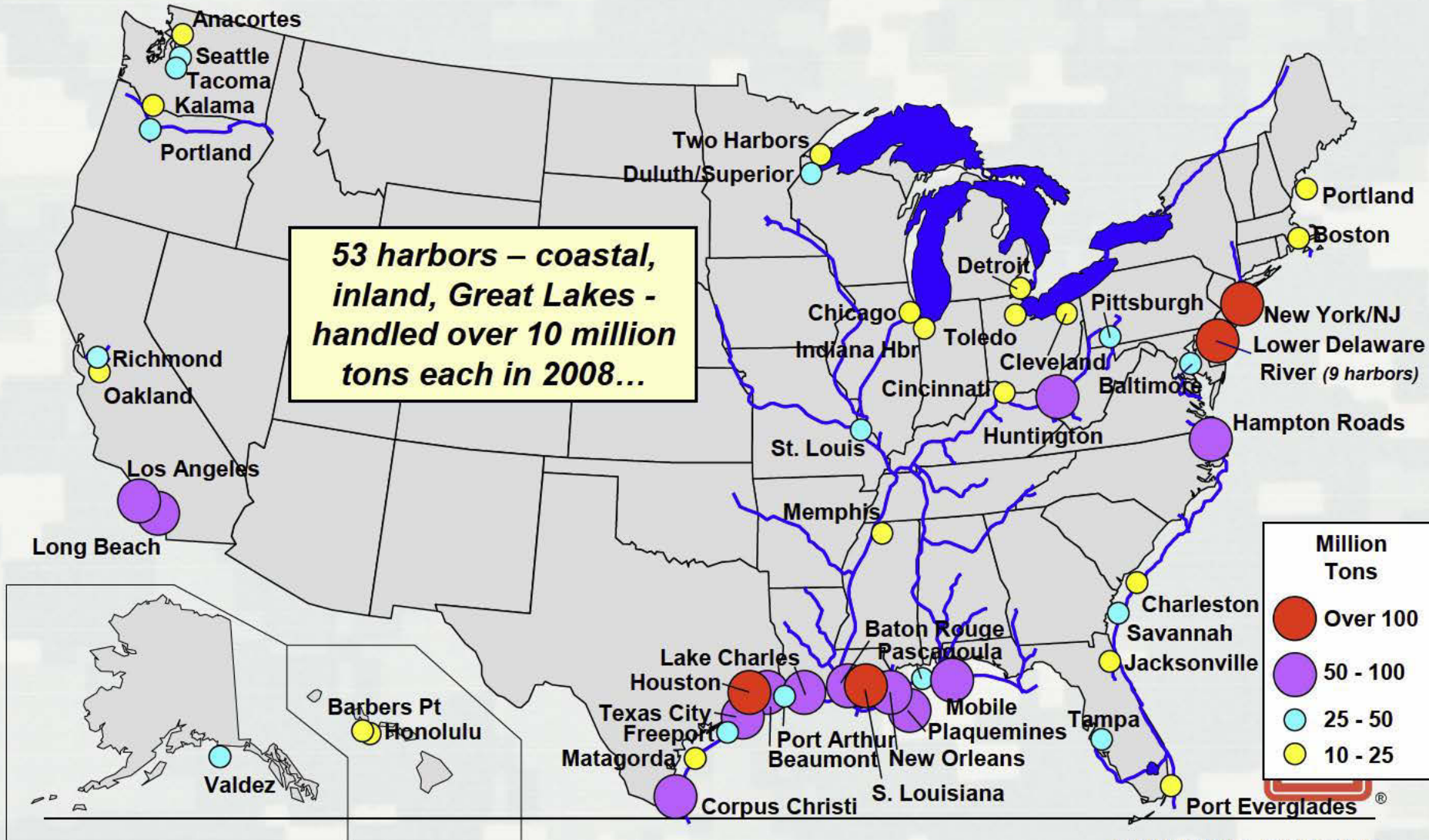
Quantities and Cost

FY	New Work MCY	New Work \$M	Maint MCY	Maint \$M	WFO MCY	WFO \$M
2006	24.6	\$296	138	\$523	7.6	\$43
2007	25.5	\$266	157	\$617	3.6	\$27
2008	26.1	\$262	159	\$668	2.1	\$6
2009	18.1	\$334	174	\$782	66.4	\$71
2010	17.6	\$265	264	\$956	24.7	\$19
2011*	13.7	\$168	176	\$750	26.5	\$46

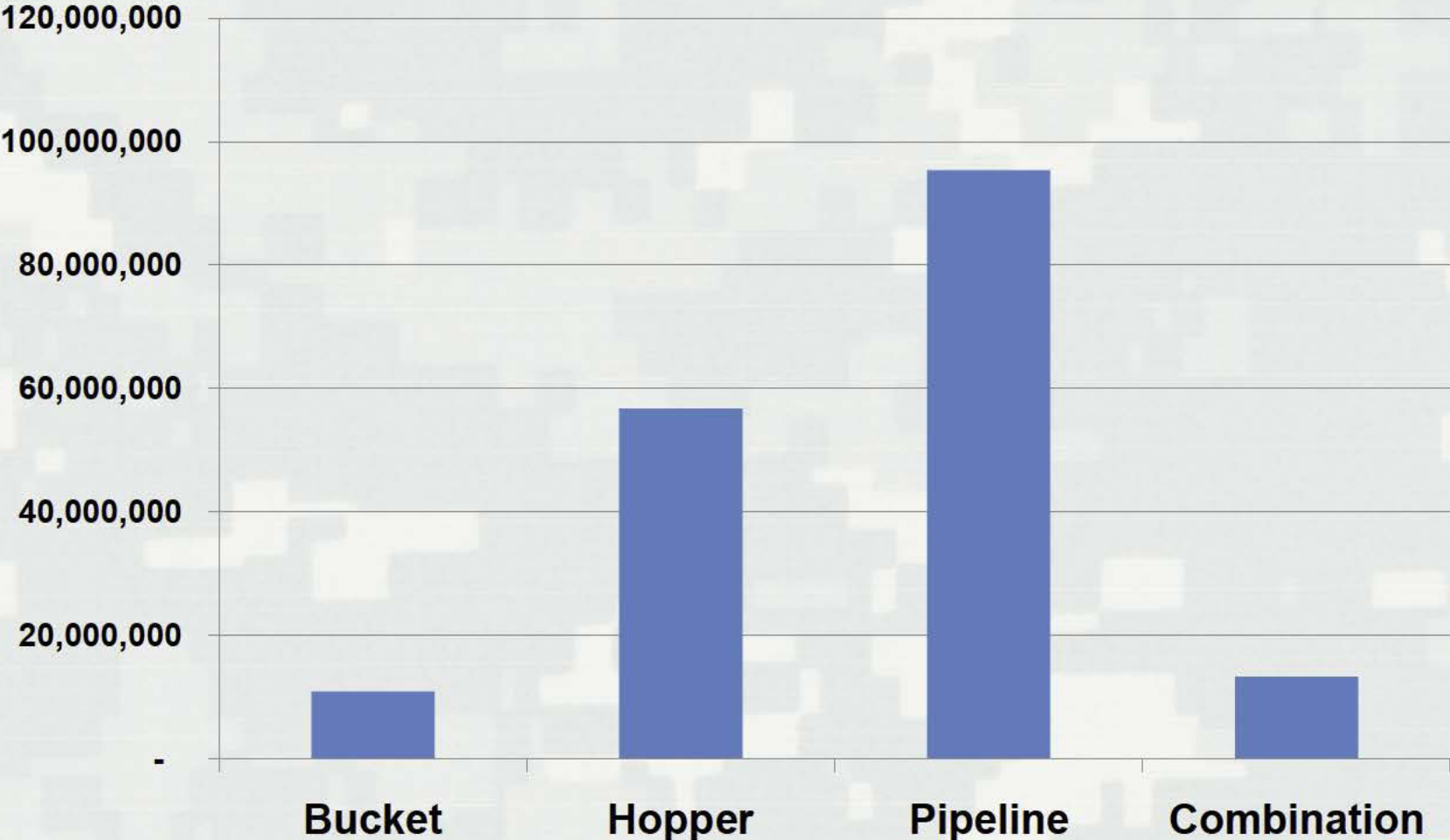
*Estimated



U.S. Ports: Vital to Trade and Our National Economy

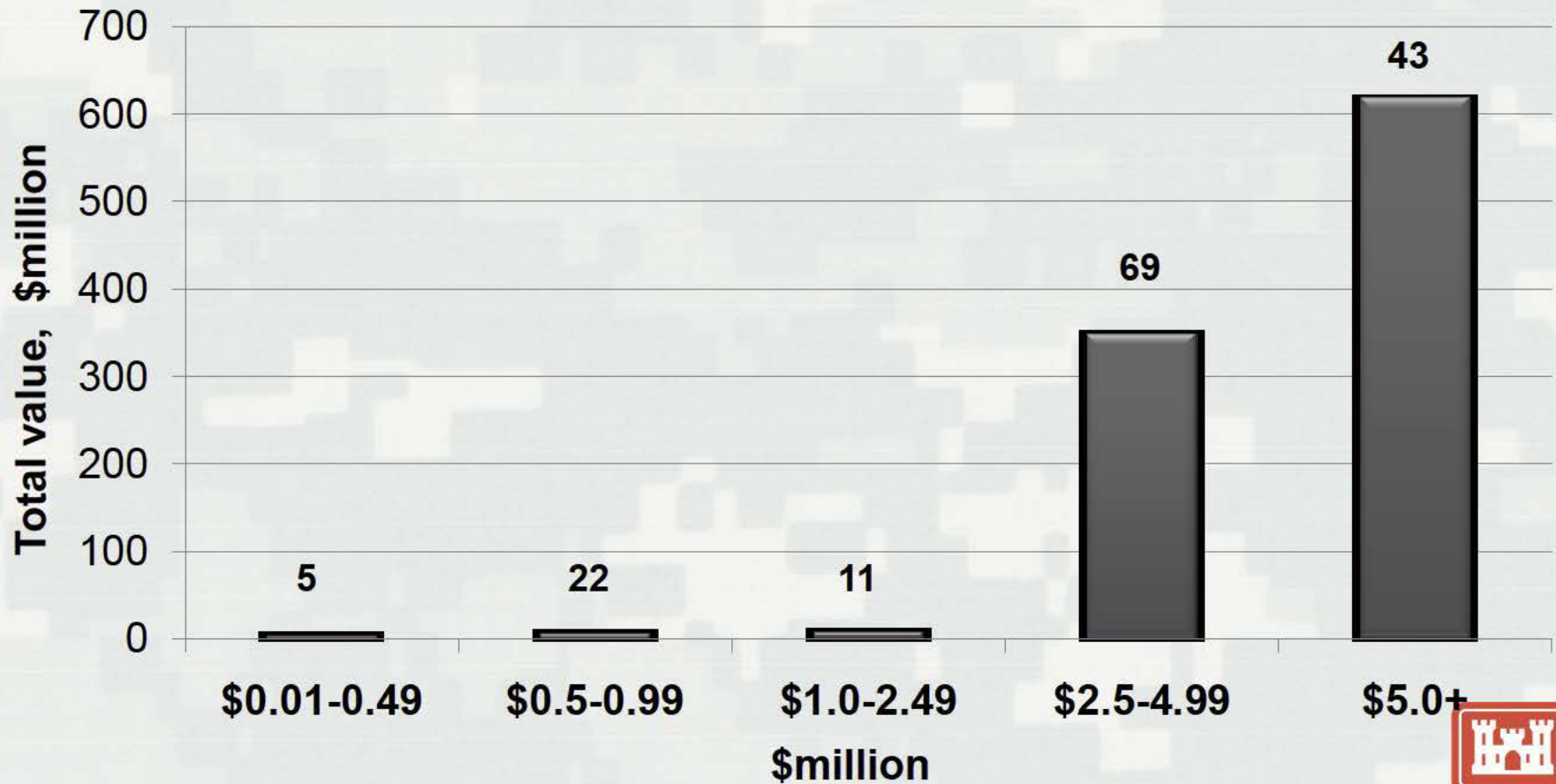


Cubic Yards by Dredge Type



Distribution of Contract Value

2010 Dredging Contracts



Beneficial Use of Dredged Material/ Regional Sediment Management

- Corps policy: Determine the least costly, environmentally acceptable method of dredged material placement. This is the Federal Standard
- Corps is willing to place the material at other locations, but someone must pay/or cost share the increased cost over the Federal Standard method
- States seek to mandate Beneficial Use of Dredged Material at full Federal expense
- Navigation program can not bear the full burden of increased dredging and placement cost – funding is decreasing



Coastal Navigation Issues - Nationwide

- Constrained funding at all levels – Federal agencies, States, Ports
- Dredging Cost Increases
- Dredged material placement capacity issues
- Environmental ‘Windows’: Increasing restrictions on when dredging can be performed
- Perception of dredged material:
~~‘Spoil’~~ vs. ‘Resource’



Looking forward to our discussions



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