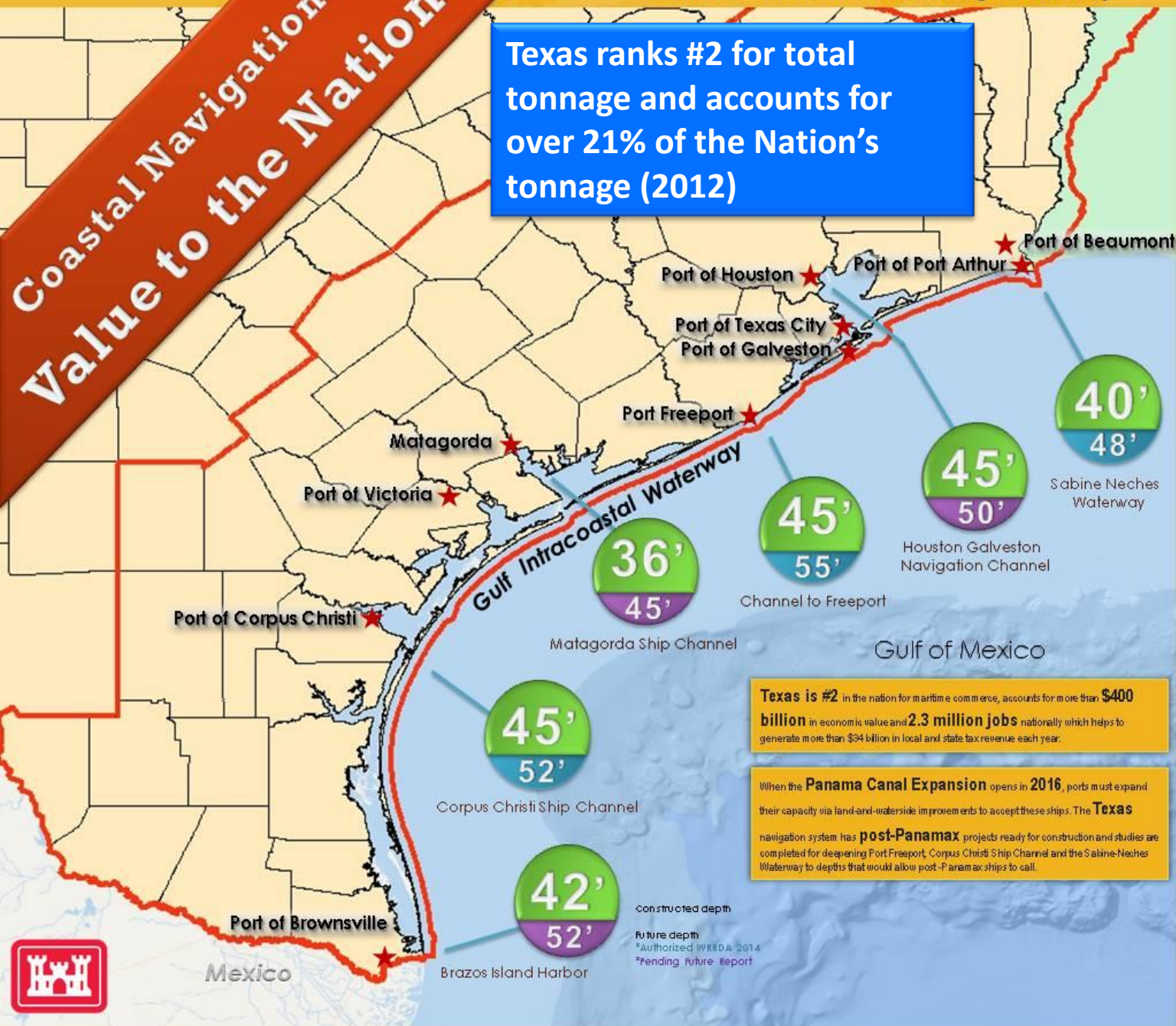


Coastal Navigation:
Value to the Nation

Texas ranks #2 for total tonnage and accounts for over 21% of the Nation's tonnage (2012)



LEADING U.S. PORTS
(2012 Tonnage)

- Houston (#2 – 238.2 million tons)**
#1 Importing Port & #2 Total Tonnage
- Beaumont (#5 – 78.5 million tons)**
#1 Military Outload Port in the World
- Gulf Intracoastal Waterway (73 million tons – Texas portion)**
#3 Inland Waterway
- Corpus Christi (#7 – 69 million tons)**
America's Energy Port
- Texas City (#11 – 56.7 million tons)**
Services Largest Petrochemical Complex
- Port Arthur (#23 – 30.6 million tons)**
Vital Strategic Port
- Freeport (#31 – 22.1 million tons)**
World Class LNG Facility
- Galveston (#47 – 11.6 million tons)**
#5 Cruise Ship Port
- Matagorda to include Port of Port Lavaca and Port of Point Comfort (#48 – 11.6 million tons)**
Generates Annual Business Revenues of Nearly \$2 Billion
- Brownsville (#69 – 5.6 million tons)**
#1 Ship Recycling Port
- Victoria (#78 – 4.5 million tons)**
#2 Shallow-Draft Port for Domestic Crude Petroleum

Texas is #2 in the nation for maritime commerce, accounts for more than \$400 billion in economic value and 2.3 million jobs nationally which helps to generate more than \$34 billion in local and state tax revenue each year.

When the Panama Canal Expansion opens in 2016, ports must expand their capacity via land-and-waterside improvements to accept these ships. The Texas navigation system has post-Panamax projects ready for construction and studies are completed for deepening Port Freeport, Corpus Christi Ship Channel and the Sabine-Neches Waterway to depths that would allow post-Panamax ships to call.

constructed depth
future depth
*Authorized WWRDA 2014
*Pending Future Report





USACE SWG-ERDC EWN and RSM

- Energy sector is significant economic driver on TX coast
 - Oil and gas shale production
 - \$100B in coastal petrochemical industry investment/expansion
- Conducting multi-agency shared visioning for sustainable coastal development to identify/prioritize/address needs:
 - Shallow and Deep Draft Navigation
 - Coastal Storm Damage Risk Management
 - Ecosystem Restoration





USACE SWG-ERDC EWN and RSM

- EWN and RSM are SWG “value proposition” enablers to:
 - NFS partnering, integrating regional studies/projects at systems scale to attain increased performance/cost efficiencies
 - Strategically meeting SMART Planning requirements
 - Improving business practices /products/services to keep pace with increased demands in era of time/resource constraints





USACE SWG-ERDC EWN and RSM

- EWN “Proving Ground” at SWG for:
 - Infusing relevant science into PDT-agency discussions as basis for lowering barriers to execution and opportunistically innovating practice
 - Co-development/fielding of USACE enterprise S&T with ERDC
 - Programmatically aligning SWG-ERDC resources and capabilities with priority SWG mission execution requirements

