US Navigation Program Overview

For the ERDC and Dutch Ecoshape meeting

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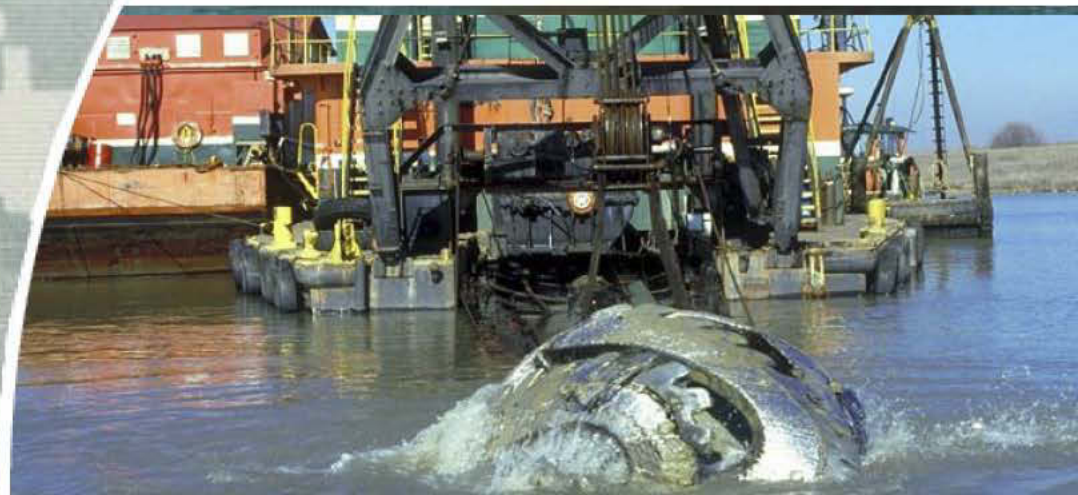
Navigation Program Manager
HQ, US Army Corps of Engineers

18 Jan 2011



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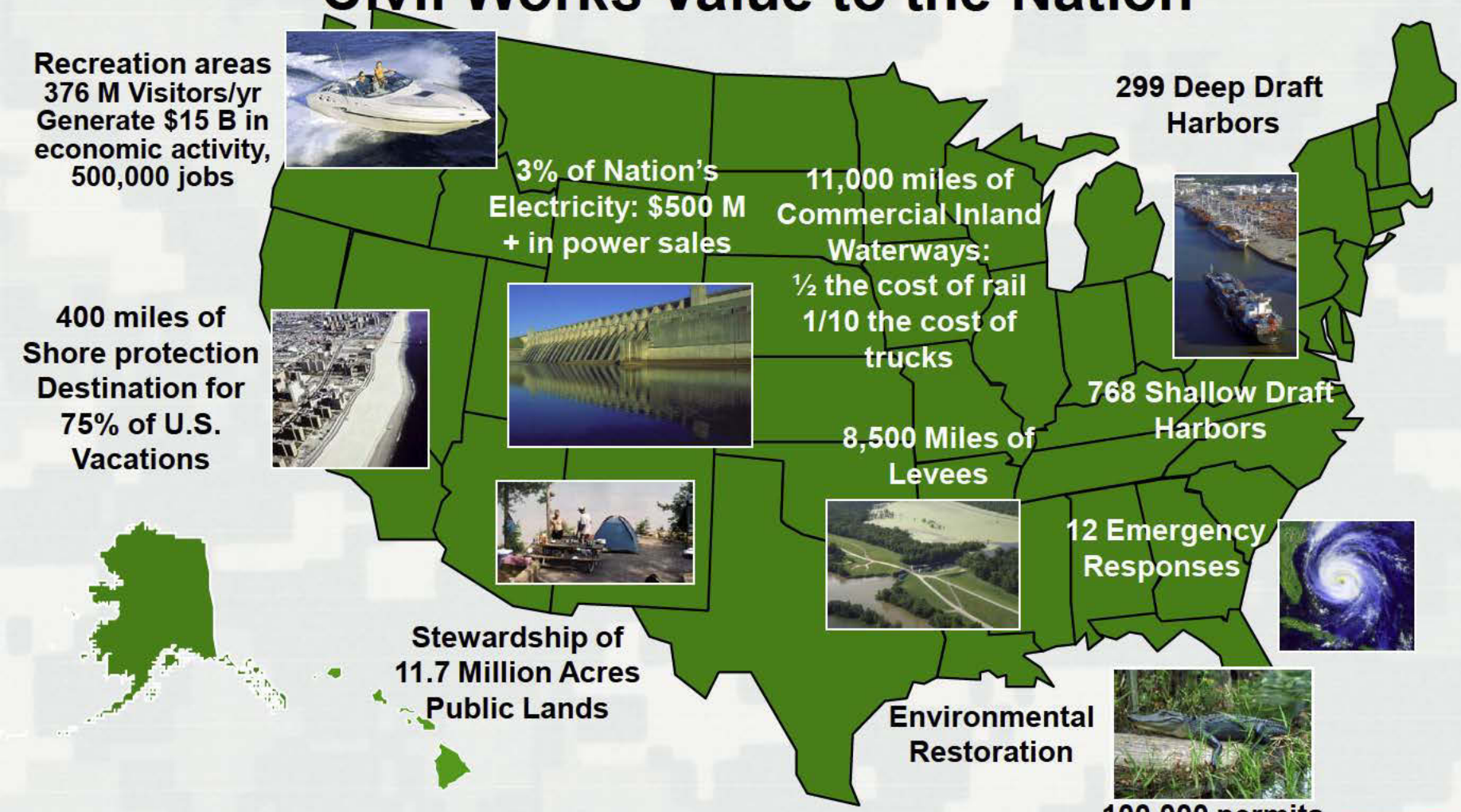
US Army Corps of Engineers (USACE)
Civil Works Value to the Nation



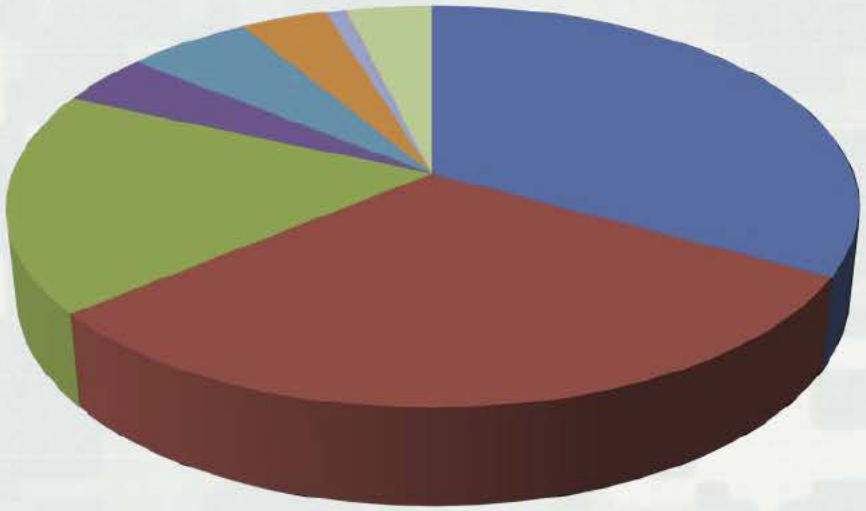
USACE Missions

Military

Support for the Soldier

Civil Works

FY2011: $4939 million



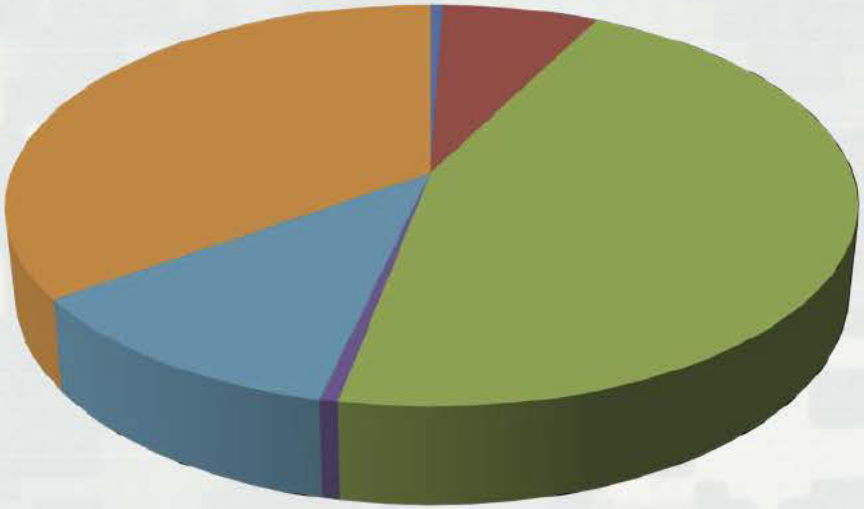
- Navigation (1658)
- Flood Damage Reduction (1543)
- Env Stewardship (890)
- Hydropower (207)
- Recreation (280)
- Regulatory (193)
- Emergency Response (43)
- Water Supply (4)
- Other (191)

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

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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

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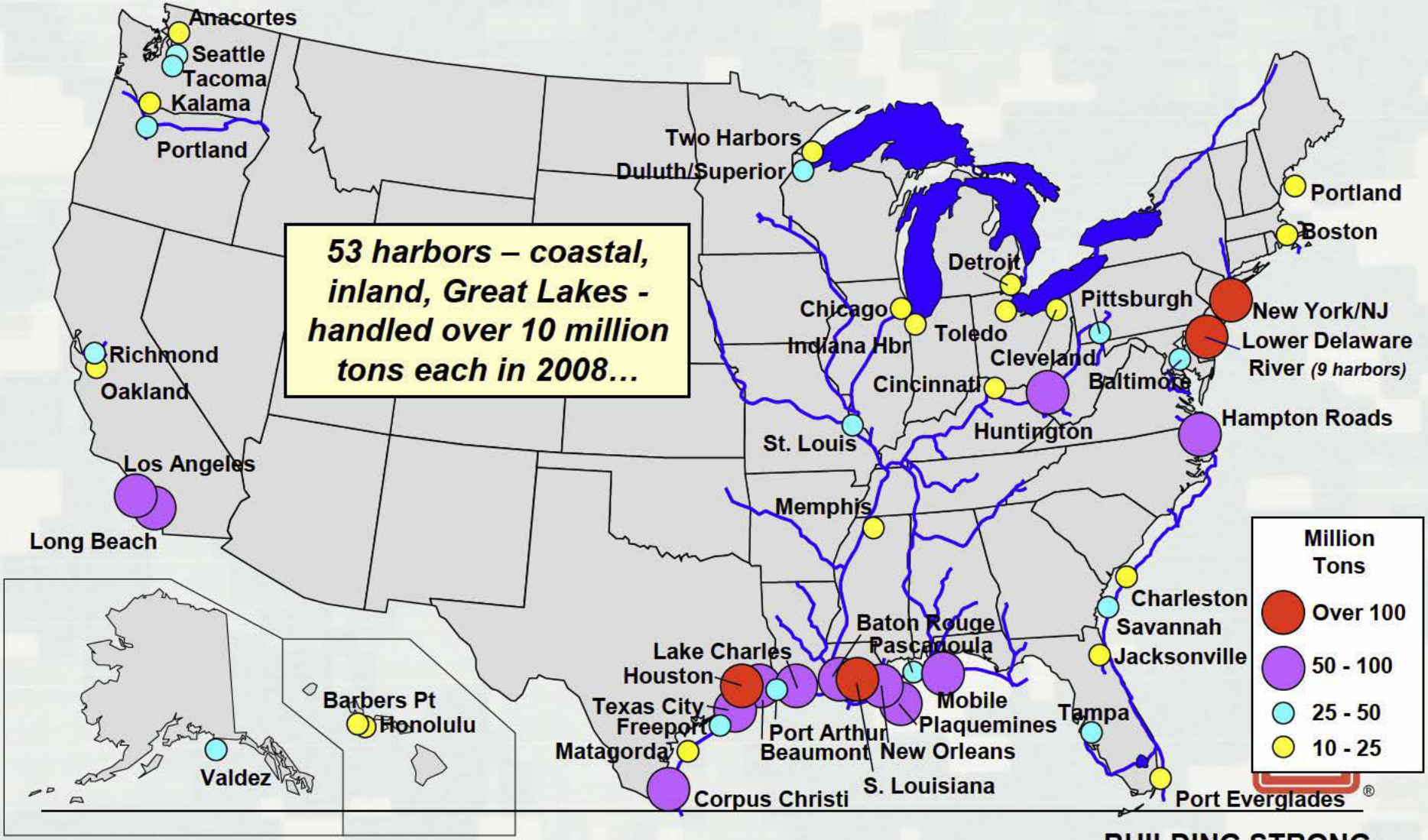
U.S. Ports: Vital to Trade and Our National Economy



53 harbors – coastal, inland, Great Lakes - handled over 10 million tons each in 2008…

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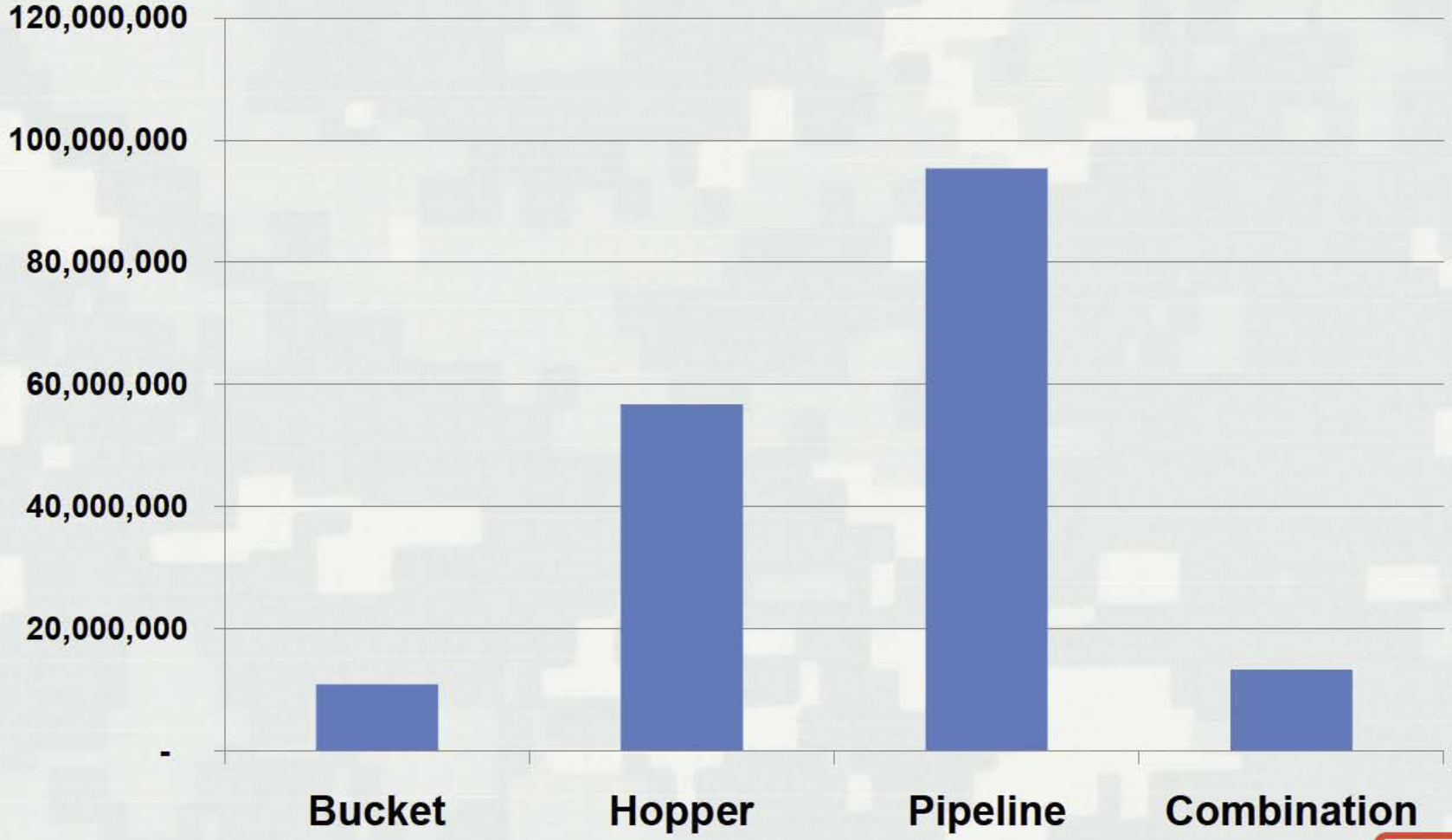
Cubic Yards by Dredge Type



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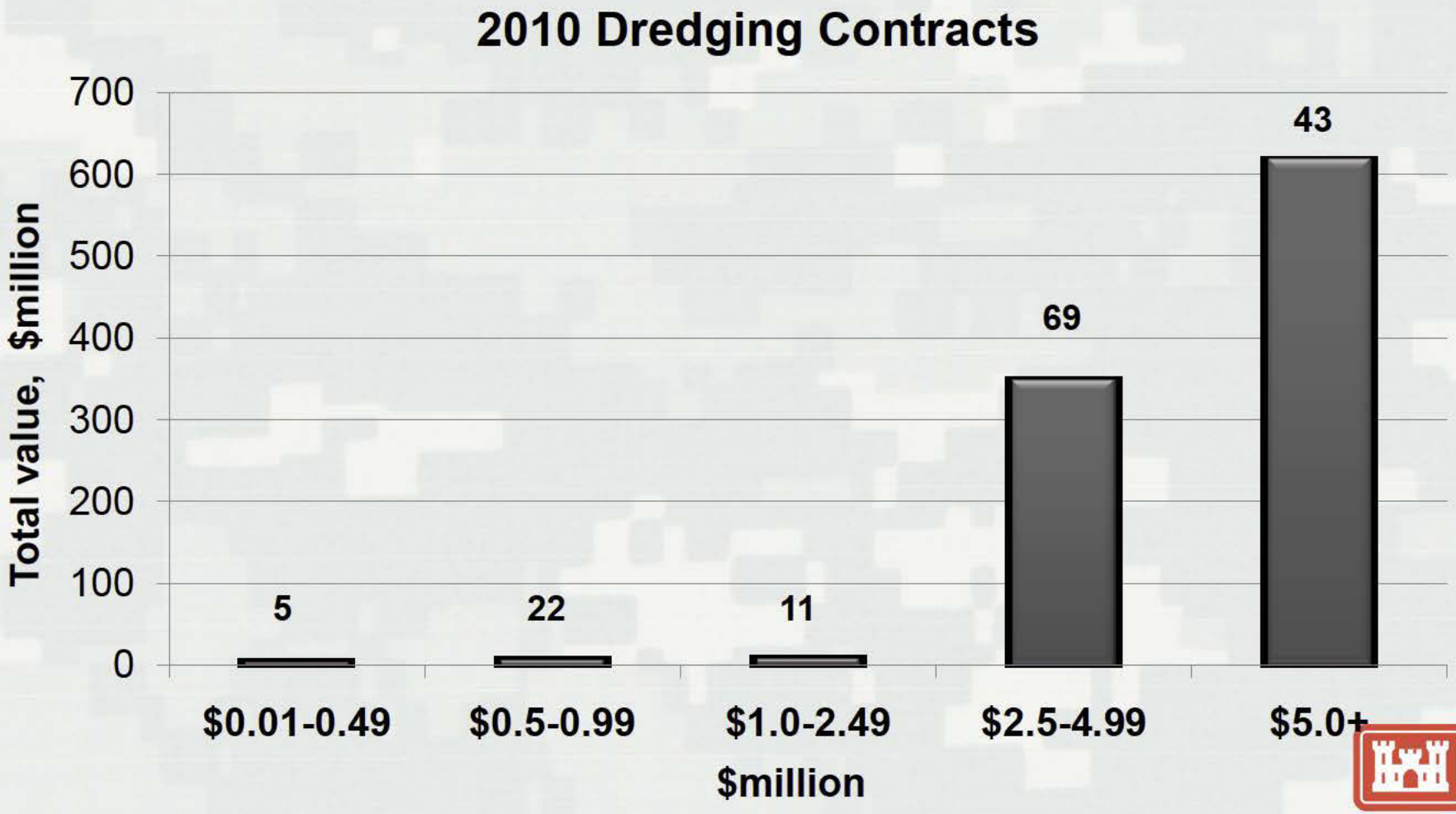
Distribution of Contract Value

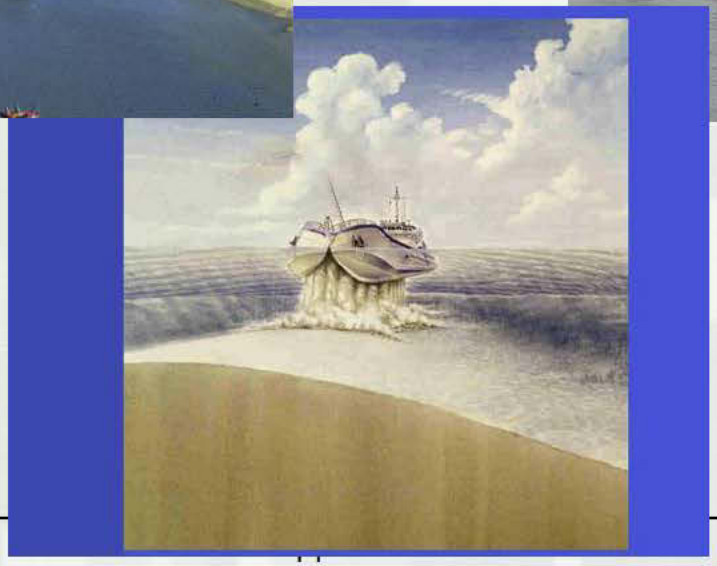


Beneficial Use of Dredged Material/ Regional Sediment Management

- 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