

Dredging Issues – US Ports Perspective

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American Association of Port Authorities

Representing Seaports of the Western Hemisphere for over 100 years!

- **AAPA was established in 1912**
- Since then, AAPA has been providing a space for collaboration and exchange of best practices
- Fostering collaboration among members and allied groups through:
 - Education and Training
 - Networking and one on one interaction
 - Legislative and Policy support for U.S. ports
 - Outreach



Topics

- **Ships, Channels and the Nations Economy**
- **Channel Maintenance**
- **Channel Improvement**
- **Performance Measures**
- **Education and Advocation**

Corps 'Systems' Approach

- **Watershed System**
 - Shared use of Water as a resource
 - Geographic focus
- **Freight Movement System**
 - Key user of US infrastructure
 - Economic focus
 - Supply Chain
 - Jobs
 - US economic growth in 21st century

Freight Movement



Port Director's Water-Side Perspective

- Can the ship get to dock and out to sea without delays, such as waiting for tide?
- Can the ship discharge/take on cargo to maximum efficiency, i.e. no draft restrictions?
- What's the risk of the ship bumping bottom?
- Are ships having problems with 2 way traffic, restricted to 1-way traffic?

Maintenance Dredging – Funding

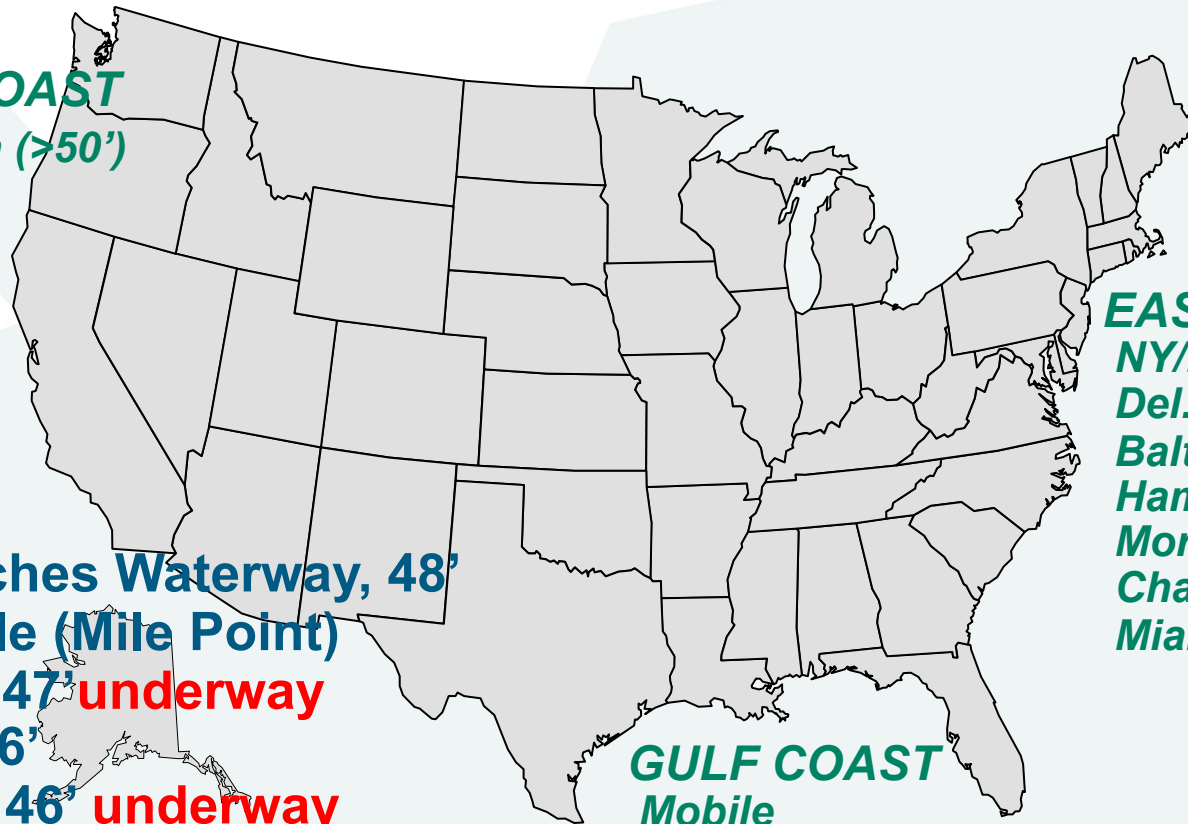
- **Since ‘Earmarks Era’ ended in 2011**
- **Administration Budget Request for HMT work is up \$151M (20%)**
- **Congress programmatic funds for Navigation is up from \$123M in 2012 to \$330M in 2015 (168%)**
 - **Great, especially given focus on deficit and pressure on discretionary spending**
 - **‘Hit the HMT Target!’ campaign**
 - **Will this trend continue?**
 - **What are the results?**

Navigation Channel Improvements

- **PURPOSE:** Build 21st Century Infrastructure to address larger global shipping fleet
- **BUDGET:** \$81 million (lowest in 10+ years)
- **RECEIVE:** \$184 million (thanks, Congress!)
- **NEED:** \$300 million
- **RESULT:** Only 2 navigation channels presently being deepened with Federal funds
- **IMPACT:** Inefficient transportation, higher cost hurts US goods competitiveness in global marketplace

America's 21st Century Navigation Channels

US Harbors 45' or Greater



WEST COAST

Seattle/Tacoma (>50')

Oakland (50')

LA/LB (>50')

San Diego (47')

EAST COAST

NY/NJ (50')

Del. River (45' in 2017)

Baltimore (50')

Hampton Roads (50')

Morehead City

Charleston

Miami (50')

WRRDA

Sabine Neches Waterway, 48'

Jacksonville (Mile Point)

Savannah, 47' **underway**

Freeport, 56'

Canaveral, 46' **underway**

Boston, 47'

Lake Worth, 39'

Jacksonville, 47'

GULF COAST

Mobile

New Orleans

Houston/Galveston/Texas City

Corpus Christi

Freeport

WRRDA 2014 Navigation Project Authorizations

America's 21st Century Infrastructure?

| Name | Depth | Cost, \$ Million | | |
|---|-------|--|----------------|----------------|
| | | Federal | Non-Fed | Total |
| 1 Sabine Neches Waterway | 48 | \$748 | \$366 | \$1,114 |
| 2 Jacksonville Hbr, Milepoint | N/A | \$28 | \$9 | \$37 |
| 3 Savannah Harbor | 47 | \$492 | \$214 | \$706 |
| 4 Freeport Harbor | 56 | \$121 | \$118 | \$239 |
| 5 Canaveral Harbor | 46 | \$29 | \$12 | \$41 |
| 6 Boston Harbor | 47 | \$216 | \$95 | \$311 |
| 7 Lake Worth Inlet | 39 | \$58 | \$31 | \$89 |
| 8 Jacksonville Hbr Deepen | 47 | \$362 | \$239 | \$601 |
| TOTAL: | | \$2,054 | \$1,084 | \$3,138 |
| FY16 Coastal Nav Const Budget: | | \$81 | | |
| Completion at FY15 budget level: | | 25.3 <small>footer goes here</small> Years (0 inflation) | | |

Performance Metrics

Channel Availability

- **We must show what is being accomplished with the dredging funds provided**
- **Is the Corps**
 - **Making progress on the backlog and improving channel availability?**
 - **Maintaining status quo?**
 - **Losing ground on dredging backlog and channel availability?**
- **Critical to future funds advocacy**

Performance Metrics

Dredging Funds

- **What percent of project funds are being applied to dredging contracts?**
- **The ‘United Way’ measure**
- **Comparison of Dredging to Military Construction w/fixed E&D and S&I**
- **This is important to future dredging funds advocacy**
- **Increasing competition for discretionary funds**

Performance Metrics

Placement Capacity

- **Critical to Corps accomplishing its navigation mission**
- **Communicate how close to mission failure at active projects**
- **Need a national baseline**
- **Could enable programmatic funding for DMMP's**

Performance Metrics

Beneficial Use of Dredged Material

- Dredged material is a resource, not a waste product
- Need to be able to quantify how material is being used
- Goal is to have environmental interests join our funding advocacy efforts
- Can we use Navigation Data Center data?

Education and Advocacy

- Corps educates
- AAPA, DCA and other stakeholders advocate
- ‘Hit the HMT Target!’ campaign
- ‘Nav 1 Number’ campaign



AAPA
www.aapa-ports.org

\$2.755B FY16 CORPS NAVIGATION PROGRAM

Essential dredging, maintenance, construction and studies for:

- Competitive ports
- Stronger infrastructure
- More U.S. jobs
- Economic growth

'Hit the HMT Target!' Campaign

TARGETS

- FY 2015 67% of FY 2014
- FY 2016 69% of FY 2015
- FY 2017 71%
- FY 2018 74%
- FY 2019 77%
- FY 2020 80%
- FY 2021 83%
- FY 2022 87%
- FY 2023 91%
- FY 2024 95%
- FY 2025+ 100%

Water Resources and Reform Development Act (WRRDA) of 2014, Section 2101



\$2.755 billion for 2016 Corps Navigation Program

| | 2016 Nav Stakeholders | 2015 Cromnibus | 2016 Pres Bud | Remarks |
|---|-----------------------|----------------|---------------|---|
| Coastal & Inland Navigation Investigations | \$50 M | \$38 M | \$25 M | Complete WRRDA studies in 3 years |
| Coastal Navigation Construction | \$300 M | \$184 M | \$81 M | For WRRDA channel improvements |
| Inland Navigation Construction | \$360 M | \$300 M | \$240 M | Inland Waterway Trust Fund full use |
| Coastal Navigation O&M (Harbor Maintenance Tax) | \$1.25 B | \$1.12 B | \$871* M | Hits WRRDA Target *Total HMT \$915; \$44 of Const is HMT |
| Coastal Navigation O&M (Donor & Energy Ports) | \$50 M | \$0 | \$0 | WRRDA Section 2106 |
| Inland Nav O&M | \$700 M | \$661 M | \$691 M | |
| MS River & Trib | \$45 M | \$45 M | \$38 M | Construction & O&M |
| Total | \$2.755 B | \$2.348 B | \$1.948 B | |

AAPA 2016 Presidential and Congressional Elections

- Provide information to Campaigns and Ports
- Convey importance of ports to the Nations economic future
- Identify Federal investment needs
- Seek commitments
- Stretch goal is a debate question:

What are your plans to build America's 21st century seaport infrastructure?

Infrastructure ...



What do we want the U.S. 21st Century Infrastructure to be?



1960's



2015

???

2040

Summary – Seeking your support

- America's economic growth depends on trade
- We must focus on building and maintaining 21st century infrastructure
- Freight System – Water and Surface Transportation
- 'Nav 1 Number'
- Hit the HMT Target!
- Performance measures



Thanks for all you do!