



**Western Dredging Association
Eastern Chapter Annual Meeting**

Richard Balzano, CEO

rbalzano@dredgingcontractors.org

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Who are we



- Associations of Dredging and Marine Construction companies
 - 26 companies
 - Small, Mid-sized, Large
 - Family owned, 100+ years, publicly traded some relatively new
- What do we do?
 - We bring a common voice, to common issues
 - To the legislative branch
 - The Executive branch
 - And more specifically to the USACE
 - Ant to our stakeholders (ports, waterways and coastal communities)
- Three main priorities
 - Protect the Jones Act
 - Advocate for stable appropriate funding levels for the USACE
 - And advocate for a stable marketplace for the Industrial base



What Our Companies Do



- Maintenance dredging of channels, berths and turning basins
- Deeping and widening projects
- Beach and wetland reclamation
- Erosion deposits removal and repair
- Subsurface mining
- Marine construction



Our Priorities

- The parentship between the Dredging Industry and USACE is critically important.
 - Together we keep the waterways open
 - Keep the National Economy Moving
 - Protect National Security
- We help our Ports and waterways grow and compete in today's ever competitive global economy.



- **Coordinate and communicate with our customers:**
"We are stronger when we work together!"

More Communication = Big Wins



- Regional Contracts in PNW, SE, and Gulf
- Early Bids for Mississippi River O&M
- SARBO (South Atlantic Regional Biological Opinion)
 - Potential still can have good impact unless it gets shutdown by States (see how it goes)
- New techniques for endangered species protection
 - Tickler chains
 - Turtle windows
- More emphasis on completion dates, less on start dates
 - Add flexibility to the contract windows
 - Focus on finish dates
- Beneficial use of dredge material its good for the Corps, for Industry, and Stakeholders

Challenges

- **Keeping the Government and Industry equations balanced:**
 - Because Industry is investing
 - Marketplace is growing & showing stability
 - Industry investing w/out a contract in hand, not normal for maritime industry
 - These are long-term 30-50-yr. investments
- **Plan and coordinate w/ USACE and stakeholders as additional funding becomes available (HMTE, Infrastructure Bill, Federal Budget):**
 - How is it going to be spent, on which project, over what period?



Challenges, continued

- Help improve contracting and estimating with both the USACE and the industry
- Long term commitments, forecasted schedules, and stable funding levels help us all



Commercial Fleet



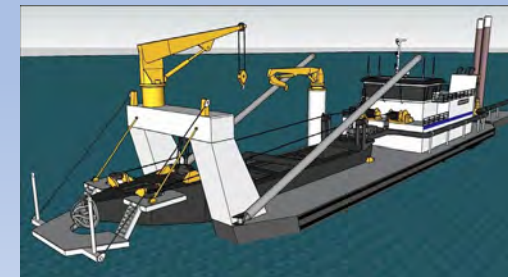
\$2 Billion Invested Since 2018

Delivered

- Two Large Hopper Dredges (Over 23,000 cy)
- Three Large Cutter Suction Head Dredges (32", 30", 30")
- One Large Dump Scow (6,000 cy)

Under Construction

- Three Large Hopper Dredges (Over 30,000 cy)
- Two Cutter Suction Head Dredges (28", 27")



Commercial Fleet

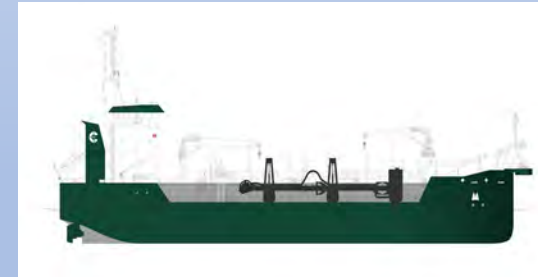
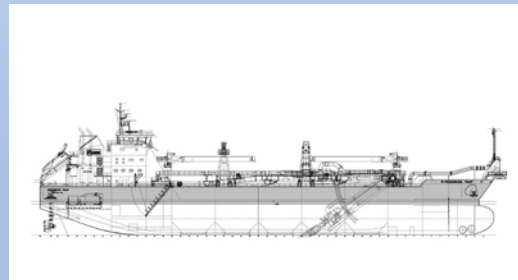
\$2 Billion Invested Since 2018

Contract Pending

- Three Large Hopper Dredges (Over 29,000 cy)

Development Phase

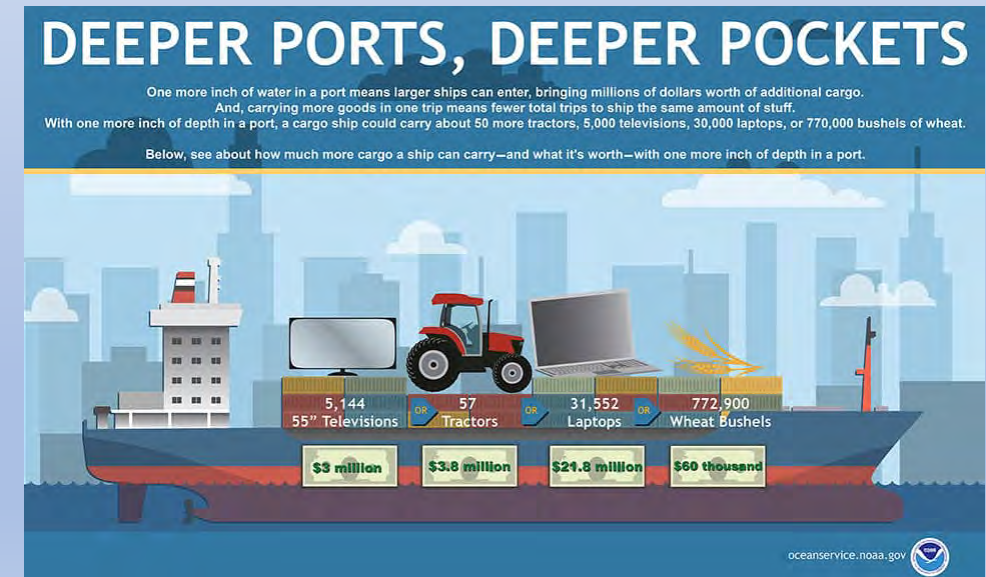
- One Large Hopper Dredge (10,000 cy)



Why All This Matters



- Deeper ports are in great demand
- One inch of Draft, what is it worth?
 - Means bigger ships can access
 - Millions of more dollars in cargo per trip
 - Less trips, less unloads and loads
- That's good for safety, the environment and price



Thank You

Questions?

