



USACE Navigation – Meeting America’s Maritime Transportation Needs

“Making better use of our rivers and coastal routes offers an intelligent way to relieve some of the biggest challenges we face in transportation—roadway congestion, climate change, fossil fuel energy use, and soaring road maintenance costs. There is no better time for us to improve the use of our rivers and coasts for transportation.”

– Ray LaHood, Secretary of Transportation

The U.S. Army Corps of Engineers navigation program is responsible for providing safe, reliable, highly cost-effective, and environmentally sustainable waterborne transportation systems for the movement of commercial goods and for national security needs. The program seeks to meet this responsibility through a combination of capital improvements and the operation and maintenance of existing infrastructure projects. The navigation construction program will support approximately 12,500 direct jobs.¹

Funding

The President’s fiscal year 2013 budget of \$4.731 billion for USACE includes \$1.75 billion for the navigation program. This budget provides funding for operations and maintenance, which is focused on maintaining reliable service at high use waterways that include: Upper Mississippi River (\$147 million); Ohio River (\$105 million); Gulf Intracoastal Waterway (\$51 million); Illinois Waterway (\$34 million); Tennessee River (\$21 million); and Black Warrior Tombigbee Waterway (\$18 million). The budget for coastal navigation provides \$967 million, mostly for project maintenance to facilitate the efficient movement by water of commercial cargo. Funding to maintain navigation for the Mississippi River, Baton Rouge to the Gulf Project is increased to \$82 million to reflect a recent increase in annual dredging costs. Construction funds are provided to continue deepening the New York and New Jersey Harbor (\$68 million) and to construct dredge material placement sites at several high and moderate use deep draft ports to enable critical maintenance dredging to continue. Also included is \$14 million to continue studies and designs, several of which will investigate deepening U.S. Ports to accommodate Post-Panamax commercial shipping. This budget was developed using a risk management approach. Risk management entails establishing priorities and focusing the available funding on the highest priority construction, operation, maintenance, and investigation activities. Our federal harbors and their channels support the nation’s economy, as well as contributing to both state and local government economic development, including job creation efforts. Over 95 percent of the overseas trade, by weight, and over 75 percent, by value, move through our ports by ship. These ports handle over 2 billion tons of commerce annually. Over 70 percent of imported oil and more than 48 percent of goods purchased by American consumers come through our ports. The U.S. transportation industry supports nearly \$2 trillion in commerce and creates employment for more than 13 million people. The nation’s marine assets include the navigable channels, waterways and infrastructure maintained by USACE, as well as publicly- and privately-owned vessels, marine terminals, intermodal connections, shipyards and repair facilities. Dredging of federal navigation channels can also provide environmental benefits in many areas where the dredged material is used to create, preserve, and restore wetlands, as well as other valuable habitat.

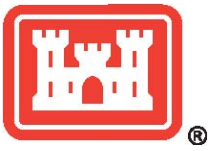
The Administration has re-proposed legislation to establish an inland waterways user fee that would raise revenue needed to augment current tax receipts to the Inland Waterways Trust Fund, sufficient to meet the user-financed share of the costs, and thus enable a greater level of capital investment on the inland waterways in the future.

Objectives

- Maintain the inland and intracoastal waterways and coastal channels, with emphasis on those that carry the most traffic.
- Recapitalize and upgrade projects where this would provide a high return to the Nation.

Key Construction Projects

- Olmsted Locks and Dam (\$144 million), Olmsted, Ill.
- New York and New Jersey Harbor (\$68 million), NY.
- Locks and Dams 2, 3, and 4 Monongahela River Navigation Project (\$37 million), Pittsburgh, Pa.



Key Messages

- The USACE navigation program is vital to the nation's economic prosperity.
- USACE's navigation program's goal is to provide safe, reliable, highly cost-effective, and environmentally sustainable waterborne transportation systems.
- This budget focuses funding on the highest priority capital investments and maintenance activities.

Facts & Figures

- USACE maintains 12,000 miles of inland and intracoastal waterways with 207 lock chambers at 171 sites; and 926 coastal, Great Lakes, and inland channels and harbors comprising 13,000 miles of channels.
- USACE dredged 222 million cubic yards of material in 2010, which helps meet the changing world shipping fleet needs to accommodate wider and deeper ships.
- For more information about USACE's navigation program, visit <http://www.usace.army.mil/>.

¹ US Army Corps of Engineers IWR- Regional Economic System. Computer Model and Online Database. Alexandria, VA: Institute for Water Resources, U.S. Army Corps of Engineers.