

The *Navigation eNews* is issued every two months. We hope it is an easily perused, useful newsletter. Please send us a paragraph or two when you've something to share with the navigation community: [Dinah.N.McComas@usace.army.mil](mailto:Dinah.N.McComas@usace.army.mil). All issues are available on the Navigation Gateway, <http://operations.usace.army.mil/navigation.cfm>.

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Photo credit (from left to right) : Mississippi River Lock and Dam, courtesy of US Army Corps of Engineers Digital Visual Library; Port of Long Beach, courtesy of Port of Long Beach; Gulf Intracoastal Waterway, courtesy of U.S. Army Corps of Engineers Digital Visual Library.

## Diagnosing the Marine Transportation System: Measuring Performance and Targeting Improvement – 26-28 June 2012

The Marine Board of the Transportation Research Board is cosponsoring this conference in Washington, D.C. The conference will serve as a forum to examine the use of performance metrics in maritime transportation and waterways management through collaborative input from stakeholders in government, academia, and the private sector. The goal of the conference is to identify indicators that fully consider the Marine Transportation System in the context of the overall supply chain. Conference participants will explore how the marine transportation system and intermodal connectors perform through the application of performance metrics. The Conference is being held at the National Academy of Sciences Building, 2101 Constitution Avenue, NW, Washington, DC. For more information see <http://www.cvent.com/events/diagnosing-the-marine-transportation-system-measuring-performance-and-targeting-improvement/event-summary-241138fcf31e4682a7fd7939d70e80ab.aspx>

## 2012 Navigation RARG Meeting

The Navigation Research Area Review Group (RARG) meeting was held in April 2012 at the Coastal and Hydraulics Laboratory of the Engineer Research and Development Center in Vicksburg, MS. The Navigation RARG consists of one voting representative from each USACE office, Community of Practice, Center of Expertise, and other formally recognized standing working groups directly affiliated with navigation.



About 50 voting members attended this year's meeting, along with about 50 ERDC program managers and researchers. ERDC researchers provided over 30 posters and hands-on displays in the meeting areas, taking advantage of the breaks and working lunches to interact with RARG members. Also, each of the



navigation research programs filled a one-hour time slot with detailed demonstrations or presentations which provided RARG members further insight into new products and capabilities. Both these interactive events also gave the RARG members an opportunity to offer suggestions for making the products or capabilities more useful upon field implementation.

The RARG is an integral part of establishing priorities and investment strategy for USACE navigation research and development (R&D). During this meeting, needs identified and submitted by navigation offices during the previous year are presented to the RARG for open discussion. Each RARG member prioritizes all new needs from the perspective of the organization/office represented to inform the R&D process of which needs their organization believes to be most critical to maintaining or advancing the USACE's ability to execute its navigation mission. This activity helps ensure R&D investments address the most critical navigation



needs. Thus a non-biased strategy for R&D investment is formulated by collecting informed and equal input from all USACE offices and entities with the USACE navigation mission.

The RARG meeting is held each year per USACE Headquarters (HQ) Civil Works Research and Development

Standard Operating Procedure. RARG members review and prioritize submitted Civil Works (CW) navigation related R&D needs and requirements, advise on R&D products, review R&D product development, and advise on technology transfer. (POC: Eddie Wiggins, [Charles.E.Wiggins@usace.army.mil](mailto:Charles.E.Wiggins@usace.army.mil) )



## Navigation Program Strategic Planning Workshop

In March 2012 US Army Corps of Engineers (USACE) Navigation Business Line Manager Jim Walker hosted a second Strategic

Visioning Workshop. The goals of this workshop were to update the initial Navigation Strategic Vision and to frame a plan of action and monitoring approach that would ensure continued implementation. The workshop also sought to build common understandings of current program drivers; validate the shared vision; build consensus regarding critical priorities on which to focus coordinated activities; and align with and inform Campaign goals, Civil Works plans, and current Navigation initiatives.

The 40 workshop participants represented USACE Districts, Divisions, Headquarters, and key stakeholders. Participants reviewed success stories and accomplishments of both the program and waterborne navigation over the past two years. Walker provided an update and status of current activities as a starting point for discussions. The first day included roundtable discussions on current trends and factors influencing navigation, a group activity defining what success looks like, and tasks exploring core values, USACE competencies, challenges, and opportunities ahead.

After reviewing the 2011 Strategic Vision report, participants broke into discussion groups to frame each focus area. The groups identified outcomes, current status, key players, and resources needed, and made recommendations and suggestions for each focus area. The focus are:

- *Promote the Value of the Navigation Program*
- *Efficient Navigation Mission Delivery*
- *Navigation Integration and Freight Movement*
- *Develop Navigation Knowledge & Workforce*

Consensus was the Navigation Program and its vision are well aligned with national priorities and should continue to address the 2011 strategic focus areas, with some modifications to approach and content, and with more emphasis on

modernization and engineering with nature.

A Corps-only session focused on current strategic navigation initiatives (SNIs) and defining the path forward. Attendees selected the top ten SNIs on which to start work immediately. Two MSC Navigation Managers will champion each focus area and oversee the SNIs aligned under them. They will monitor progress, be responsible for initiative completion, and assist in implementation. MSC Operations Chiefs are envisioned to serve as the executive directors for this effort, in a role similar to the IMTS Board of Directors. The Navigation BL manager and two District representatives will be the group that oversees selection, prioritization, support, and implementation of the SNIs. For more information and specific results of the workshop visit:

<http://operations.usace.army.mil/conference.cfm?CoP=nav&Id=12marnpsp&Type=Conf>

### Lock and Dam Inspection Trip

In May 2012, ERDC personnel visited the Wilson Locks and Dam in Florence, AL. They also met with Nashville District personnel concerning navigation infrastructure needs. ERDC participants included CERL, GSL, EL, and CHL, and Nashville District, Mobile District and HQ personnel were on site.

Nashville District personnel provided the necessary equipment and conducted the site inspection. Wilson Locks and Dam have been in service since 1933. With a normal lift between 93 and 100 feet, it is the highest lift lock in the eastern United States. The project was constructed by and is operated by the U.S. Corps of Engineers, but it is owned by the Tennessee Valley Authority. The team



inspected the miter gates and associated components, laterals, lock culvert, and lock valves. Standing inside a dark and wet lock culvert is quite an experience, and was a new one for many team members on this trip. Having multiple labs see first-hand the effort required to repair and maintain a lock was a significant event. (POC: Allen Hammack, [Allen.Hammack@usace.army.mil](mailto:Allen.Hammack@usace.army.mil) )

## **Navigation Data Center Provides Hourly Lock Performance Data**

USACE IWR's Navigation Data Center has launched the USACE Lock Performance Monitoring System (LPMS) website at <http://corpslocks.usace.army.mil> . This website provides lock and vessel specific information as well as traffic and hydrologic information submitted by the locks via LPMS. This data was formerly available on the Navigation Information Connection. Please note that detailed company or commodity information is considered privileged information and is precluded from the Corps Locks website. Additional features are planned for future release.

IWR's Navigation Data Center (NDC) is the USACE designated center of expertise for the management of infrastructure utilization and performance information for U.S. waterways and port and harbor channels. Data collected by NDC includes: waterborne commerce trips, commodities and tons; vessel characteristics of the commercial domestic fleet; physical and operational characteristics of commercial port facilities; information for all Corps sponsored channel dredging; and physical and operational performance for Corps owned or operated navigation locks. As the nation's premier navigation data and statistics operation, NDC directly supports USACE navigation, hydropower, recreation, environmental compliance, water supply, regulatory, homeland security, emergency and readiness functions. It also supports other Federal, state and local agencies, as well as private sector interests in water transportation. NDC provides integrated business information in support of USACE decision making to include financial, output and performance measures. Additional information about NDC is available on its website at [www.ndc.iwr.usace.army.mil](http://www.ndc.iwr.usace.army.mil) .

## **Global Water Partnership Executive Secretary Visits USACE IWR - ICIWaRM**

The Global Water Partnership is an intergovernmental organization established in 2002 by an agreement between the Governments of Sweden, Chile, Pakistan, Denmark, the Netherlands, Argentina and the World Bank. The mission of GWP is to support the sustainable development and management of water resources at all levels. Participation in the GWP has grown over the years, now having 13 Regional Water Partnerships, 80 accredited Country Water Partnerships, and a global network of over 2,600 Partner organizations in 2012, including government institutions, academic and research bodies, civil society organizations and the private sector. Dr. Ania Grobicki, the Executive Secretary of the Global Water Partnership (GWP), visited USACE IWR in March 2012 to discuss furthering the partnership that GWP has with the International Center for Integrated Water Resources Management (ICIWaRM). For more information, visit [www.iwr.usace.army.mil](http://www.iwr.usace.army.mil) or [www.iciwarm.org](http://www.iciwarm.org) .

## **Balancing Economic Revitalization and a Sustainable Environment in one of the World's Most Urbanized Estuaries**

By Lisa Baron, Project Manager, New York District Harbor Programs Branch

The U.S. Army Corps of Engineers (USACE) New York District and its regional partners are committed to achieve the vision of a World Class Harbor Estuary. This vision balances economic revitalization of the Port of New York and New Jersey while creating a sustainable environment through comprehensive restoration and protection of public safety.



**Army Corps representatives and various stakeholders at the Marsh Islands restoration project, Jamaica Bay, New York. Credit: Ildiko Reisenbigler, USACE**

Over the past 20 years, the New York District and The Port Authority of New York and New Jersey have deepened more than 35 miles of shipping channels and dredged more than 60 million cubic yards of sediment to accommodate the large container ships that dominate worldwide shipping today. These improvements are critical to keeping the Port of New York and New Jersey competitive and viable, particularly with the deepened Panama Canal scheduled to open in 2014.

The Port of New York and New Jersey is a key regional and national economic engine providing about approximately 280,000 jobs in New York and New Jersey, nearly \$11.6 billion in personal income, more than \$37.1 billion in business income and almost \$5.2 billion in tax revenues (NY Shipping Association, 2011) while serving 35 percent of the United States population.

As the Harbor Deepening Project nears completion, over 3.6 million cubic yards of high quality sand is being dredged from Ambrose Channel in order to complete the 50-foot channel from the ocean to Port Elizabeth and Newark, NJ. The entire Harbor Deepening Project will be completed in 2014, deeper channels to the New York Container Terminal on the Arthur Kill Channel, in Staten Island, New York.

Throughout the Harbor Deepening Program, maximizing the beneficial use of dredged material has been the policy at the New York District. The latest initiative – known as the Jamaica Bay Multi-project Initiative – exemplifies this policy, attempting to use as much of the sand as possible to remediate, restore and protect the harbor estuary.

The planning and implementation of this innovative and creative program aligns multiple navigation programs: construction of Ambrose Channel; operations in

New York; maintenance of the Rockaway Inlet Channel; three critical marsh island restoration projects in Jamaica Bay to restore more than 75 acres of wetlands; stabilize the shoreline at Plumb Beach to protect the essential transportation infrastructure of the Belt Parkway; cap and close the Newark Bay Confined Disposal Facility (NBCDF); cap the Historic Area Remediation Site (HARS); and continue to work with its partners to seek additional restoration opportunities throughout the estuary.

The integration of these individual programs and projects has resulted in maximizing the beneficial use of dredged material, leveraging authorizations/funding and reducing costs during construction while saving tax payer dollars, for example through reduced mobilization costs and sharing of sand placement/pipeline infrastructure. Specifically, marsh island restoration and coastal wetlands help stabilize and protect the shoreline, provide critical habitat and improve water and sediment quality.

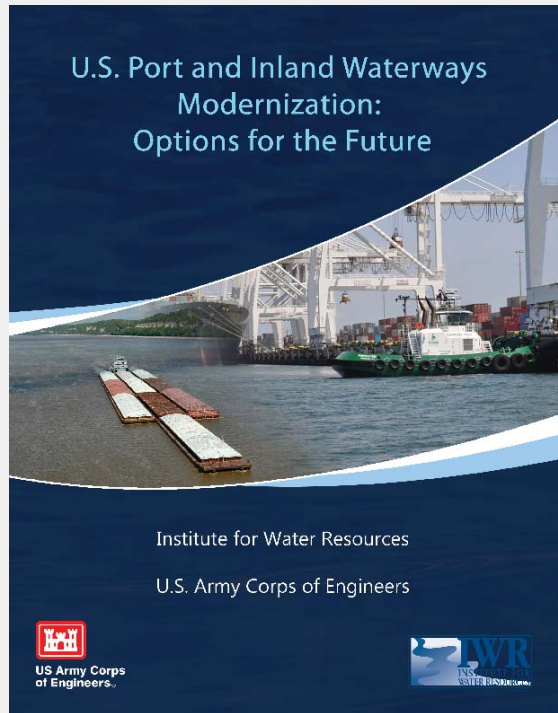
“The Army Corps has a strong commitment along with our partners and stakeholders to restore critical habitat within Jamaica Bay, balancing the needs of a sustainable environment with the economic benefits of deepening the Port of New York and New Jersey,” said Col. John R. Boulé II, USACE New York District Commander. The region continues to work together to achieve our vision of a World Class Harbor Estuary for future generations. The success of this beneficial use initiative can be attributed to strong partnerships and consensus goals within the region.

These strong partnerships and the steadfast commitment of many federal, state and local partners result in efficient coordination to develop plans and specifications approve technical reports, execute funding agreements, secure federal and non-federal funds and issue permits. The Port Authority of New York and New Jersey, New York State Department of Environmental Conservation, New York City Department of Environmental Protection and New York City Department of Parks and Recreation provided significant non-federal funds serving as non-federal sponsors. Other important partners include the National Park Service, New York/New Jersey Harbor Estuary Program, New York State National Resources Conservation Service and many other stakeholders.

The combined forces of the regional partnerships within the Harbor Estuary are key to advancing restoration at a time when funding is limited. This initiative exemplifies the types of projects that are to be advanced in the Hudson Raritan Estuary Comprehensive Restoration Plan, the NYC Comprehensive Waterfront Plan, plaNYC, Vision 2020, as well as the Department of the Interior and City of New York’s strategy to restore Jamaica Bay, New York. (POC: Lisa Baron, [Lisa.A.Baron@usace.army.mil](mailto:Lisa.A.Baron@usace.army.mil) )

## “Working Draft Report for Port and Inland Waterways Modernization Strategy: Options for the Future”

Congress had instructed USACE Institute for Water Resources (IWR) to report to Congress on how it should address critical needs to accommodate *post-Panamax* vessels. Congress asked that the report consider: costs associated with deepening and widening deep-draft harbors; the ability of the waterways and ports to enhance the nation's export initiatives benefitting the agricultural and manufacturing sectors; the current and projected population trends that distinguish regional ports and ports that are immediately adjacent to population centers; the availability of inland intermodal access; and environmental impacts resulting from the modernization of inland waterways and deep-draft ports. IWR released the working draft report on April 2.



IWR Director Robert Pietrowsky and report study lead Keith Hofseth accompanied staff from USACE Headquarters and Office of the Assistant Secretary of the Army (Civil Works) to brief the Office of Management and Budget (OMB) on the status of and on the way forward for the draft report. Hofseth briefed the working draft. Several questions and comments by OMB focused on their interest in the cost implications associated with the anticipated deployment of future *Post-Panamax* vessels to U.S. destination trade routes and the cascading effects of the displacement of current "mega-ships" by the next generation of future vessels. OMB specified they would review the draft report further and provide feedback to USACE-IWR.

The study team is headed by Technical Director Keith Hofseth, Study Manager Kevin Knight, and Communications and Public Engagement Lead Hal Cardwell, all of IWR. (POC: Kelly Barnes, [Kelly.J.Barnes@usace.army.mil](mailto:Kelly.J.Barnes@usace.army.mil) )

## PIANC and Inland Waterborne Transport Activities at the World Water Forum

IWR Director Mr. Robert Pietrowsky and Ms. Anne Cann participated in a Preparatory Workshop and a side event "Inland Waterway Transport in Times of Globalization" in March 2012. These activities, along with a tour of the Port of Marseille, were organized by the Central Commission for the Navigation of the



Rhine (CCNR) as part of the World Water Forum in Marseille, France. Bringing together stakeholders in river navigation from around the world, the Forum sought to advance inland waterways as a sustainable form of transport through discussion of common issues and problems and to create a global framework and network to pool knowledge and experience.

Pietrowsky presented an overview of the U.S. inland waterway system, emphasizing that inland waterborne transport is essential to developing countries as well as mature economies, adding that inland waterborne transport is one water use in a river basin which must be balanced with other uses. He discussed pressing issues confronting inland waterways in the US: environmental sustainability, information technology, intermodal connections, financing, and aging infrastructure. Representatives from several other inland waterway systems around the world also discussed their major issues. Dr. Will Logan of IWR and the International Center for Integrated Water Resources Management (ICIWaRM), under the auspices of UNESCO, presented the PIANC “Inland Waterborne Transport as a Solution” in a roundtable discussion.

In conjunction with the World Water Forum, the Honorable Jo-Ellen Darcy, Assistant Secretary of the Army (Civil Works), spoke at a PIANC side event "Inland Waterways—a Sustainable Transport Solution." Ms. Darcy presented an introduction to the U.S. inland waterway system and a compelling case that, compared to other modes of transport, waterways are more sustainable economically, environmentally and socially. In the same session, Dr. Yutaka Sunohara, President of PIANC Japan, discussed the impacts of last year’s tsunami on a canal which parallels the coast, and water transport resilience and recovery in his country. Mr. Jean-Louis Mathurin of the Rhone Commission in France discussed integrated water resources management and technical innovations in that waterway system and the new water-saving locks being built in Panama. The session was chaired by Mr. Geoffroy Caude, President of PIANC International. Caude also presented a summary of PIANC's technical work on sustainability aspects of inland waterborne transport.

A “Common Statement” was developed and endorsed by all parties. The next step is to convene a meeting in conjunction with PIANC’s SmartRivers Conference in September 2013 in Maastricht, the Netherlands and Liege, Belgium. Details are available at <http://www.ccr-zkr.org/13020131-en.html>. (POC: Kelly Barnes, [Kelly.J.Barnes@usace.army.mil](mailto:Kelly.J.Barnes@usace.army.mil) )

## **Recent PIANC Release –**

### **“Guidelines and Recommendations for RIS”**

PIANC Working Group 125 report ‘Guidelines and Recommendations for River Information Services (RIS),’ a 3 part report, has been released and can be found on the PIANC website at <http://www.pianc.org/>



Part I: The Implementation Status of River Information Services status 2010

Part II: RIS Related Definitions

Part III: Guidelines and Recommendations for River Information Services

## etceteras

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And remember, the **USACE Navigation Gateway** is a good place to look for navigation-related information within the Corps (<http://operations.usace.army.mil/navigation.cfm>).

The latest CIRP (Coastal Inlets Research Program newsletter is available at <http://lists.coastal-inlets-research-program.net/scripts/wa-USACECIRP.exe?A2=CIRP-NEWS;1b89f43.1204p>

## Remember! Your Comments are Welcome

Any comments you, our readers, wish to provide will be more than welcome and will assist us in improving our efforts to provide you with Corps Navigation news. Please send your comments via e-mail to [Navigation eNews Editor](#).

## Conferences, etc.

*Know of a meeting of interest to our readers? Email details to [Dinah.N.McComas@usace.army.mil](mailto:Dinah.N.McComas@usace.army.mil).*

- [26-28 June 2012. TRB-CMTS Conference – Diagnosing the Marine Transportation System: Measuring Performance and Targeting Improvement. Washington, D.C.](#)
- [27-29 June 2012. 2012 PNWA Summer Conference, Seattle, WA.](#)
- [27 August 2012. PIANC USA 2012 Annual Meeting, Pittsburg, PA.](#)
- [28-29 August 2012. Joint Conference of Harbor Safety Committees and Area Maritime Security Committees, Pittsburg, PA.](#)
- [5-7 September 2012. WEDA, Pacific Chapter Annual Meeting. Seward, AK.](#)
- [23-27 September 2012. Inland Waterways International World Canals Conference. Yangzhou, China.](#)
- [20-23 September 2012. BIT's 1st Annual World Congress of Ocean-2012 – New Wave of World Marine Economy. Dalian, China.](#)
- [23-27 September 2013. PIANC-SMART Rivers Conference. Liege, Belgium & Maastricht, The Netherlands.](#)
- [9-11 October 2012. WEDA Eastern Chapter Annual Meeting. Miami](#)

Beach, FL.

- 18-20 October 2012. ASCE 142nd Annual Civil Engineering Conference. Montreal, Quebec, Canada.
- 22-25 October 2012. Dredging 2012 Conference. San Diego, CA.
- 14-17 January 2013. SSPC Conference. San Antonio, TX.
- 3-7 June 2013. WODCON XX: The Art of Dredging. Brussels, Belgium. WODCON (World Dredging Congress) sponsored by WODA (World Organization of Dredging Associations: WEDA, CEDA, and EADA).
- 25-29 August 2013. PORTS '13. Seattle, WA.