Industry Listening Session

U.S. Port and Inland Waterway Modernization Strategy: Options for the Future

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US Army Corps of Engineers
BUILDING STRONG®
As directed by Congress:

Within the funds provided, the Institute for Water Resources is directed to submit to the Senate and House Committees on Appropriations within 180 days of enactment of this Act, a report on how the Congress should address the critical need for additional port and inland waterway modernization to accommodate post-Panamax vessels. This study will not impede nor delay port or inland waterway projects already authorized by Congress. Factors for consideration should include 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 the environmental impacts resulting from the modernization of inland waterways and deep-draft ports.
Focus: How Congress should address critical need for additional port and inland waterway modernization to accommodate post-Panamax vessels.

Factors to address:

- Costs associated with deepening and widening deep-draft harbors;
- Ability of waterways and ports to enhance export initiatives benefitting the agricultural and manufacturing sectors;
- Current and projected population trends that distinguish regional ports and ports that are immediately adjacent to population centers;
- Inland intermodal access;
- Environmental impacts resulting from modernization of inland waterways and deep-draft ports.
Forecast: U.S. Trade More Than Doubles
2008 - 2028

Millions of TEUs

Source: IHS GI World Trade Service
World Fleet: Historical and Forecasted Fully Cellular Container Vessels by TEU Class 2000-2030

<table>
<thead>
<tr>
<th>TEU Class</th>
<th>2000</th>
<th>2011</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
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<tbody>
<tr>
<td>12 k TEU +</td>
<td>-</td>
<td>47</td>
<td>124</td>
<td>232</td>
<td>348</td>
<td>458</td>
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<tr>
<td>7.6 k to 12 k TEU</td>
<td>-</td>
<td>291</td>
<td>388</td>
<td>515</td>
<td>632</td>
<td>742</td>
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<tr>
<td>5.2 k to 7.6 k TEU</td>
<td>104</td>
<td>456</td>
<td>498</td>
<td>577</td>
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<tr>
<td>3.9 k to 5.2 k TEU</td>
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<td>707</td>
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<td>826</td>
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<td>991</td>
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<tr>
<td>2.9 k to 3.9 k TEU</td>
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<td>364</td>
<td>393</td>
<td>497</td>
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<td>708</td>
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<td>1.3 k to 2.9 k TEU</td>
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<td>0.1 k to 1.3 k TEU</td>
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<td>1,604</td>
<td>1,596</td>
<td>1,706</td>
<td>1,633</td>
<td>1,537</td>
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Dimension of Locks and New-Panamax vessels

Existing Locks Max Vessel: 4,400 TEU’s

Current Locks

Length 366 m (1,200’)
Beam 49 m (160’)

New Locks

Length 427 m (1,400’)

New Locks Max Vessel: 12,600 TEU’s

Source: Panama Canal Authority (ACP)
Stakeholder Engagement & Public Communications

• Goal – transparency, no surprises, elicit information to make sure we don’t miss things
• Information Out – Study website, Press Release, Talking Points, HQ website & FB page
• Conference Outreach – Materials distributed at multiple conferences (e.g. Waterways Council Inc.’s Legislative Fly-in, National Waterways Legislative Summit, AAPA Spring Conference; Listening session planned for ITTS Freight in the Southeast (Norfolk) Mar 14
• Listening Sessions – Galveston 8 Mar; IWR Environmental 13 Mar; IWR Industry 15 Mar. Others upon request.
• Coordination w/MARAD Panama Canal Study & Short Shipping Listening Sessions
• Congress – Initial call w/staff; trying to set up briefing.
Teams

• Deep Draft Center of Expertise
• Inland Center of Expertise
• Environmental Team
• Dredging/costing Team
• AIS Team
• Port Capacity Team
• Public Communications Team
U.S. Port and Inland Waterways Modernization Strategy: Options for the Future

- Congress has directed the Institute for Water Resources to submit to the Senate and House Committees on Appropriations a report on how the Congress should address the critical need for additional port and inland waterway modernization to accommodate *post-Panamax* vessels.

- *Post-Panamax* vessels are calling at U.S. ports in increasing numbers. Completion of the Panama Canal expansion in 2014 will accelerate this trend, significantly impacting global and U.S. trade.

- The expansion will almost triple the size of vessels able to transit the Panama Canal.

- Export of key U.S. commodities such as agricultural products will be affected.

- There is a critical need to modernize U.S. ports & waterways to accommodate increased commerce & recapitalize aging facilities.

- The study will produce a vision for the nation’s navigation system and options for a strategy to meet the nation’s critical needs for port and inland waterways modernization.

- A report will highlight issues and provide information, data, opinion and options. It will not make any recommendations.
Schedule

Major Milestones:

- PDT assembled, PMP, report outline – completed
- Website, fact sheet, talking points – completed
- Mock Draft Report – 7 March
- Stakeholder Engagement & Public Communications – ongoing
  - Listening Sessions
    - SWG Ports – 8 Mar
    - Environmental Interests – 13 Mar
    - ITTS - 14 Mar; Nav Industry Mtg - 15 Mar; AAPA - 16 Mar
    - Mtgs. with MARAD, Congressional staff, others being set
- 80% draft report – 1 April (Stakeholder Engagement Continues!)
- PDT, IWR, USACE & EPR Review, Report Revision – 1 May
- Formal Final Draft to HQ – 1 May
- Concurrent EPR, HQ, OASA (& OMB?) Review – 22 May
- Report Revision, Completion, OMB & Interagency Review – 1 June
- Transmit Final Report to Congress – June 20
Questions and Comments?

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