A Long-Term Funding Solution for Port Maintenance GOOD FOR PORTS, GOOD FOR THE NATION



After years of underutilizing Harbor Maintenance Tax (HMT), a comprehensive solution that dedicates full use of the annual revenues to the U.S. Army Corps of Engineers (Corps) will result in the long-term sustainability of our nation's harbor maintenance needs.

The port industry has agreed on a fair and equitable framework that provides full use of the HMT by the Corps, ensures year-to-year funding sustainability and assures the most efficient use of collected harbor maintenance funds. Under this plan, the prior year's HMT revenues would be appropriated to the Corps.

FOR U.S. PORTS, MAINTENANCE IS THE HIGHEST PRIORITY. A 3-stage plan to restore and fully maintain the nation's water highways using existing revenues – NO NEW TAXES

FULL HMT COLLECTIONS

(including taxes + surplus interest)

Emerging harbors nationwide would receive a minimum of 10% of HMT collections.

Transition between stages with no reduction to channel maintenance from maximum stage funding level.

Six U.S. port regions receive a minimum of 10% of HMT collections for maintenance of high, moderate and emerging harbors – a fail safe floor to protect minimum historic share.

BUDGET CAP RELIEF PROVIDED TO CONGRESS

when prior year full HMT collections are allocated according to the framework

INITIAL STAGE

HMT Collections up to \$1.54B

90% to Channel Maintenance

10%[‡] D&ET ports (**8%** Donor, **2%** Energy Transfer)

INTERMEDIATE STAGE

HMT Collections over \$1.54B

85% to Channel Maintenance

15% D&ET ports (10% Donor, 5% Energy Transfer)*

FULLY MAINTAINED STAGE

Determination that projects are fully maintained

80% to Channel Maintenance

20% D&ET ports (**10%** Donor, **10%** Energy Transfer)[‡]

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^{*} Emerging harbors are defined as those harbors that handle less than 1 million tons of

cargo annually. ‡ Expand HMT eligible uses