

Savannah Harbor Expansion Project

The Challenge of Dredging Deeper

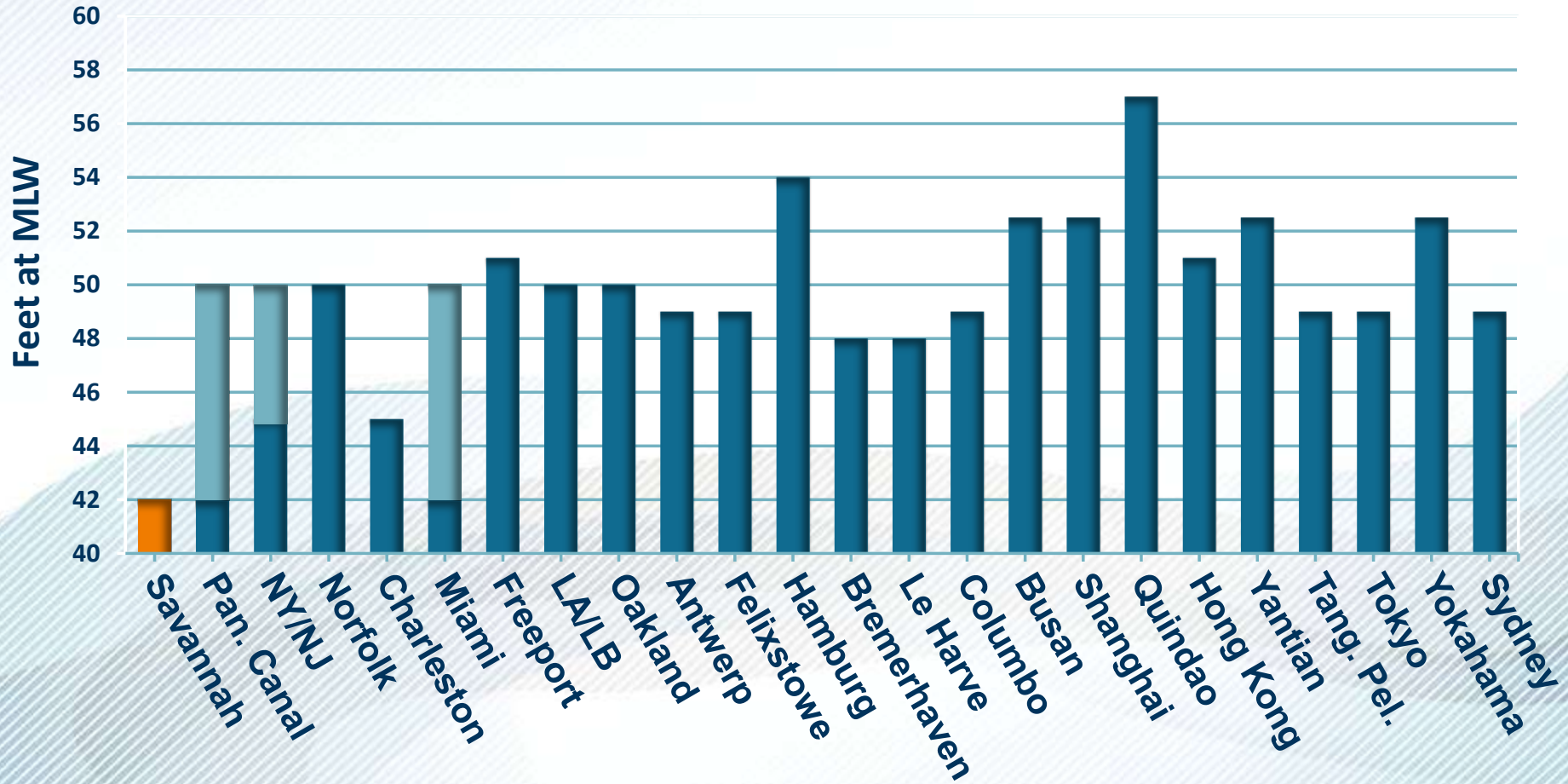
Presented to:
Facilities Engineering Seminar



November 9, 2011



Major Port Depths



Savannah Harbor Expansion Project Update

Project History

Project Features

Project Economics

- **1996 Reconnaissance Study**
 - 52% of vessels constrained by tide
 - Corps of Engineers recommended a Feasibility Study be conducted
- **1998 GPA Completes Feasibility Study**
 - GPA proceeds as lead agency under Section 203 Authority
 - Verified the need for a deeper channel
 - Benefit-to-Cost Ratio of nearly 3-to-1

Continued...

Savannah Harbor Expansion Project Update

Project History

Project Features

Project Economics

Continued...

- **1999 Project Authorized by Congress**
 - Required additional studies and reports
 - Required approvals from Secretaries of Army, Commerce and Interior & the Administrator of the EPA
 - Required the establishment of a stakeholders group
- **2001 MOU Signed with Corps**
 - Corps became lead agency for production of EIS
 - USFWS, EPA, NMFS and GPA made cooperating agencies on project
 - Allowed GPA to pay for underpinning scientific and technical work
 - GPA involved in PDT and day-to-day project activities

Savannah Harbor Expansion Project Update

Project History

Project Features

Project Economics

Continued...

- **2010 Draft Project Reports Completed**
- Released for public comment in November
- 80% of vessels constrained by tide; Benefit-to-cost ratio of 4.3-to-1
- Corps received over 1,100 comments; majority (almost 2/3) in support of project

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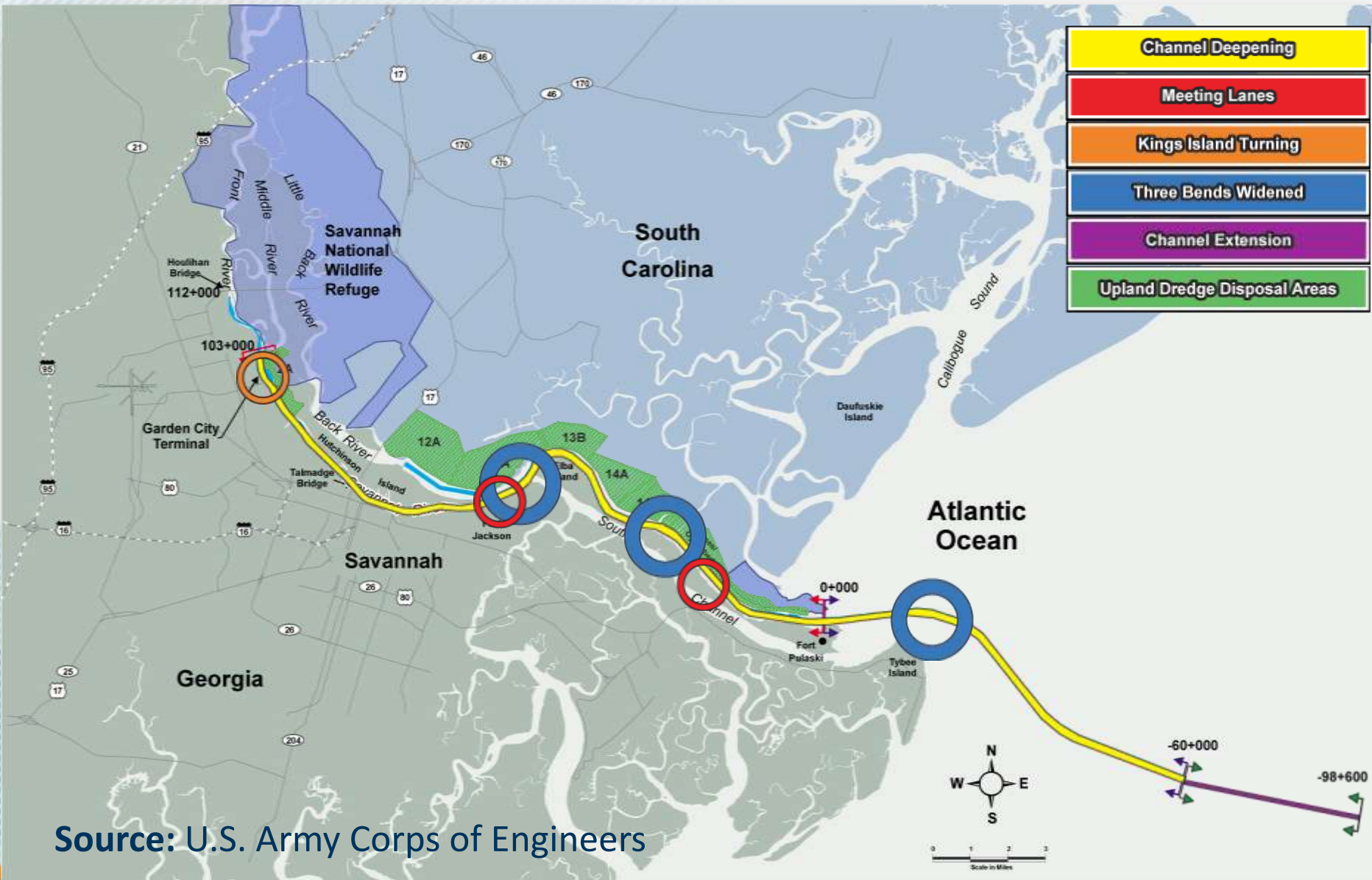
Project History

Project Features

Project Economics

- **Project Features Will Improve Vessel Transit & Will Mitigate Impact**
 - Channel will be deepened up to 48 feet (up to 14.6 m)
 - Three bends will be widened
 - Entrance channel will be extended 7 miles (11.3 km) to reach deep water
 - Two meeting lanes will be constructed
 - Turning basin will be enlarged to 1,650 foot (503 m) diameter
 - Federal and state agencies involved with creation of extensive mitigation plan
 - Adaptive management plan included as required by WRDA 2007
 - Post construction monitoring for up to 10 years for some resources as allowed by WRDA 2007

SHEP Navigation Features



Source: U.S. Army Corps of Engineers

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Project History

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Project Economics

- **Project results in strong benefits for the nation**
 - Project first to be subjected to new Corps container model
 - NED Plan determined to be 47 feet; LPP in Draft EIS is 48 feet
 - Project cost during construction phase \$551 million
 - Annual net benefits of \$116 million at 47 or 48 feet
 - Benefit to Cost Ratio of 4.3 to 1

The Port of Savannah's Tidally Restricted Transits

Vessels Drafting Beyond 38 Feet

CY2010

- ▶ Inbound Transits 34%
- ▶ Outbound Transits 66%

CY2011 to date

- ▶ Inbound Transits 31%
- ▶ Outbound Transits 69%

SHEP will expedite U.S. exports, which are typically heavier than imports.

Port of Savannah 2nd largest export port in nation handling 12.5% of all US exports in CY2011.



What Happens Next?



Key Dates

Winter 2012

Winter/Spring 2012

Spring 2012

Summer 2012

2012 – 2016

Final study released

Corps responds to public comments

Washington, DC level of reviews

Record of Decision

Construction

Lessons Learned...

- **Funding**— *In this budget climate, find ways to allow the port to fund the project*
 - *FCSA, PPA, Advance Funding Agreement, Contributed Funds Agreement*
- **Evaluate Section 203 authority as an option** — *Hire Corps to do the work*
- **Make sure you are at the table**— *Be involved in the project on a daily basis*
 - *Have staff assigned that participates in PDT, works closely with Corps*
 - *Help the District move the project forward*
- **Communicate with Division and HQs Staffs**—
 - *Many project decisions aren't controlled by the District*
- **Involve the resource agencies early**— *Avoids grading the paper at the end*
- **Involve the stakeholders in the process**—
 - *May not sway opponents, but can educate those on the fence*
- **Educate, educate, educate**— *Get your message in all forms of media everywhere*

Thank You

