



# FACT SHEET: New York & New Jersey Harbor (50 ft Deepening) Navigation Project

As of January 2014

U.S. ARMY CORPS OF ENGINEERS

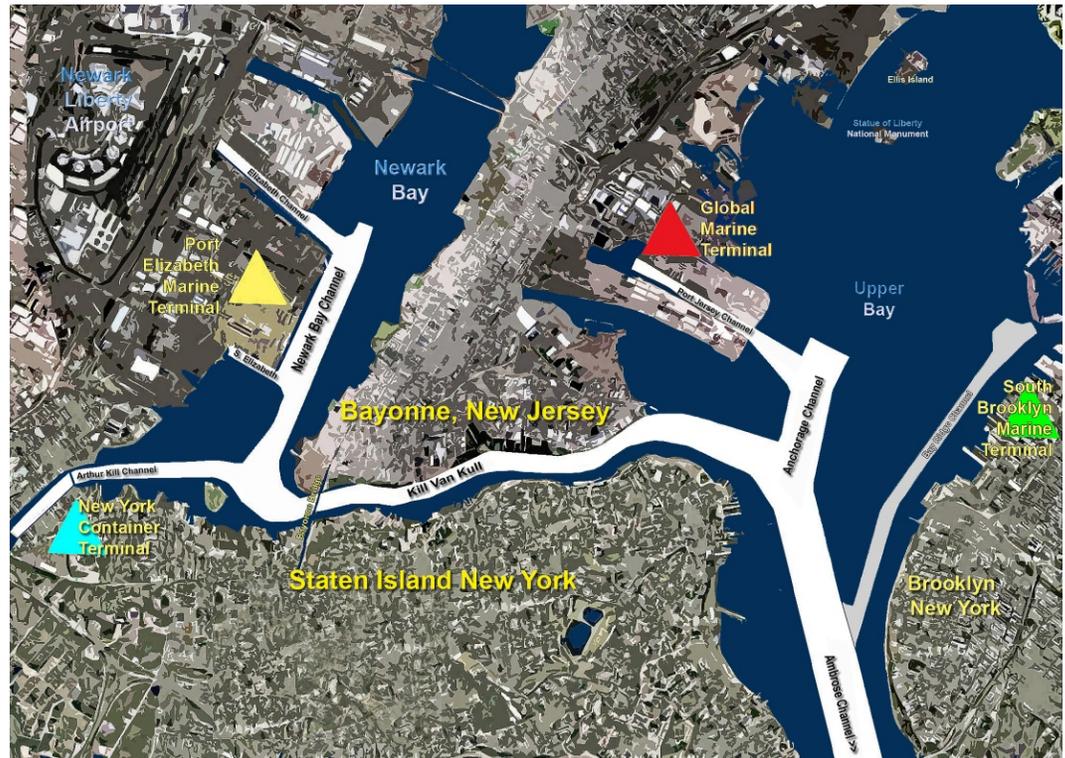
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## DESCRIPTION

The Port of New York and New Jersey is the largest port on the East Coast of the United States and provides over 270,000 jobs and \$11.2 billion in personal income to the states of New York and New Jersey.

The Port of New York and New Jersey comprises the waterways in the estuary of the New York-Newark metropolitan area with a port district encompassing an area approximately within a 25-mile radius of the Statue of Liberty.

Through the Port's major container terminals waterborne cargo moves to all parts of the United States and throughout the world.



### Terminals located in New Jersey:

- Port Newark/Port Elizabeth
- Port Jersey Global Marine Terminal

### Terminals located in New York City:

- New York Container Terminal, borough of Staten Island
- South Brooklyn Marine Terminal (deferred), borough of Brooklyn

The container port by tonnage is the third largest in the Nation and the busiest on the East Coast. In 2010 4,811 ships entered the harbor transporting over 32.2 million metric tons of cargo valued at over \$175 billion.

The Port is well connected via rail, truck, and inland waterway routes to transport goods to large segments of the northeast and mid-western states. The Port of New York and New Jersey receives container ships from the Far East, Atlantic and Gulf Coasts, the Caribbean, Africa and Persian Gulf. Prior to the initiation of the Harbor Deepening Program, channels to the Harbor were inadequate to provide access to the large post-Panamax ships, which have drafts of 48 feet or more.

## PROJECT AUTHORIZATION

Section 101(a)(2), Water Resources Development Act of 2000 (P.L. 106-541)

## **AUTHORIZATION**

The project area is the main navigation channels in the Port of New York and New Jersey that support the container terminals. The non-federal partner is The Port Authority of New York & New Jersey.

The authorized project provides 50 ft water access to the four container terminals by deepening the Ambrose Channel from deep water in the Atlantic Ocean to the Verrazano-Narrows Bridge, the Anchorage Channel from the Verrazano-Narrows Bridge to its confluence with the Port Jersey Channel, the Kill Van Kull Channel, the main Newark Bay Channel to Pt. Elizabeth and the Port Elizabeth and South Elizabeth tributary channels, Arthur Kill Channel adjacent to the New York Container Terminal, and the Port Jersey Channel.

Also authorized but deferred is the deepening of the Bay Ridge channel to 50 ft to the South Brooklyn Marine Terminal, borough of Brooklyn, NY. The project also facilitated the beneficial use of nearly all dredged material from the harbor deepening project.

Some of the beneficial uses of dredged material include creating fishing reefs from blasted rock, creating marshes, capping the HARS (Historic Area Remediation Site), and capping existing impacted landfills and brown fields.

## **STATUS**

The project includes 20 dredging contracts and construction of four marsh restoration projects. Two marsh restoration projects at Woodbridge, NJ and Elders Point East, Jamaica Bay, NY ('06-'07, 40 acres of wetlands) were constructed as mitigation for the channel deepening.

In 2009 through 2012, the project was modified to include the restoration of two additional Jamaica Bay marsh islands (Elders West and Yellow Bar Hassock) through the beneficial reuse of dredged material.

In 2010 with 100% non-federal sponsor funding, 339,235 CY sand was beneficially used for the restoration of Lincoln Park, New Jersey.

Seventeen deepening contracts have been awarded with 16 physically completed and one underway. Two of the last three contracts include the removal of accumulated shoals and debris (partially due to Hurricane Sandy) in previously deepened channel areas inside the Narrows to facilitate transition of the project from construction to operation. These two shoal removal contracts were awarded in late Fiscal Year 2013 and are in construction.

The last contract involves the removal of material in utility corridors in the Anchorage Channel and recent shoals in the Ambrose Channel. This last contract is planned to proceed, pending further design, in Fiscal Year 2014, but may require additional construction in Fiscal Year 2015 once the underlying water siphon utilities are relocated. Water siphon relocation construction work by The Port Authority of New York and New Jersey and the New York City Economic Development Corporation was severely impacted and delayed by Hurricane Sandy such that the utility corridor deepening contract is not expected to be constructed until late Fiscal Year 2015.

## **AUTHORIZED PROJECT COST**

Estimated Federal Cost:	\$ 882,000.000
Estimated Non-Federal Cost:	\$ 752,000.000
Total Cost:	\$1,634,000,000

Benefit to cost ratio: 6.8

## **CONTACT**

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**CONGRESSIONAL INFORMATION**

**New York**

U.S. Sen. Charles Schumer  
U.S. Sen. Kirsten Gillibrand  
NY-07 Rep. Nydia Velazquez  
NY-10 Rep. Jerrold Nadler  
NY-11 Rep. Michael Grimm

**New Jersey**

U.S. Sen. Robert Menendez  
U.S. Sen. Cory Booker  
NJ-06 Rep. Frank Pallone, Jr.  
NJ-08 Rep. Albio Sires  
NJ-11 Rep. Rodney Frelinghuysen