



New York & New Jersey Harbor (50 ft Deepening) Navigation Project

As of February 2012

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG®

DESCRIPTION (PROJECT AREA AND PURPOSE)

The Port of New York and New Jersey is the largest port on the East Coast and provides over 269,900 full time jobs and \$11.2 billion in personal income, in port related activities 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 approximate area within a 25-mile radius of the Statue of Liberty National Monument. Through the Port's three existing major container terminals waterborne cargo moves to all parts of the United States and throughout the world. Two of the terminals are located in New Jersey: Port Newark/Port Elizabeth and the Port Jersey Global Marine Terminal, and one is located in New York: New York Container Terminal in Staten Island.



The 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 within the Harbor ranged in depth from 30 to 45 feet and 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 PROJECT

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

The authorized project provides 50 ft water access to the three container terminals by deepening the Ambrose Channel from deep water in the Atlantic Ocean to the Verrazano-Narrows Bridge to 53 feet below mean low water (mlw), and deepening the Anchorage Channel (from the Verrazano-Narrows Bridge to its confluence with the Port Jersey Channel), the Kill Van Kull Channel, a portion of the Newark Bay Channel, the Arthur Kill Channel (from the Kill Van Kull to the New York Container Terminal), and the Port Jersey Channel to 50 feet mlw (52 feet mlw in rock or otherwise hard material). The current estimate for the 50 ft project is \$1.6 billion. The benefit-to-cost ratio is 5.7 to 1 based on annualized costs of \$222,500,000 and annualized benefits of \$1,257,600,000, which results in net excess benefits of \$1,035,100,000 per year.

STATUS

The project entails 17 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% sponsor funding, 339,235 CY sand was beneficially used for the restoration of Lincoln Park, New Jersey. Eleven of the dredging contracts have been completed. With the four contracts (Ambrose 3A and 3B, Port Jersey 4, Arthur Kill 2) that were awarded in 2011, five contracts are now underway. The Ambrose 3A and Ambrose 3B contracts involve dredging approximately 3,600,000 CY of clean sand and will be beneficially used to restore the Yellow Bar Hassock marsh island in Jamaica Bay (375,000 CY, 42 acres) and cap the Newark Bay Confined Disposal Facility (151,000 CY with 100% sponsor funding) and cap the Historic Area Remediation Site. Pending additional funding from non-federal interests, additional marsh restoration in Jamaica Bay at Black Wall (155,000 CY, 22.2 acres), and Rulers Bar (95,000 CY, 12.2 acres) may be performed. This contract may also stabilize the shoreline at Plumb Beach (125,000 CY), pending sponsor agreement execution and funding. The rock dredged from the Newark Bay and Arthur Kill Channels is also being beneficially used to create fish reefs. One additional contract, Arthur Kill 3 is expected to be awarded by the end of FY 2012, possibly early FY 13. The project is on schedule for meeting the local partners' request of having 50 ft access to the Newark Bay and Global Marine terminals by December 2012 and the New York Container Facility by December 2013.

AUTHORIZED PROJECT COST

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

CONTACT

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CONGRESSIONAL INFORMATION

New Jersey

U.S. Sen. Robert Menendez
U.S. Sen. Frank R. Lautenberg
NJ-06 – Rep. Frank Pallone, Jr.
NJ-11 – Rep. Rodney Frelinghuysen
NJ-13 – Rep. Albio Sires

New York

U.S. Sen. Charles E. Schumer
U.S. Sen. Kirsten Gillibrand
NY-08 – Rep. Jerrold Nadler
NY-12 – Rep. Nydia M. Velazquez
NY-13 – Rep. Michael Grimm