



**US Army Corps
of Engineers®**
New York District

NEW YORK & NEW JERSEY HARBOR

NAVIGATION PROJECT

FACT SHEET

PROJECT AREA AND PURPOSE: The project area encompasses the Port of New York and New Jersey and includes the Ambrose and Anchorage Channel; New York and New Jersey Channels (Kill Van Kull and portion of the Arthur Kill); Newark Bay Channel; Bay Ridge; and the Port Jersey Channel. The Port of New York and New Jersey is the largest port on the East Coast, providing more than 230,000 direct and indirect jobs in port related activities and \$20 billion in economic activity to the State of New York and New Jersey. The Port receives and ships waterborne general cargo to all parts of the United States and throughout the world, at the four major container terminals, two located in New Jersey; Pt. Newark/Pt Elizabeth and Global Marine Terminal, and two located in New York: New York Container Terminal in Staten Island and the Brooklyn Marine Terminal. Rail, truck, and inland waterway routes throughout the region are used to transport commerce to large segments of the northeast and mid-western states. The Port of New York-New Jersey receives container ships from the Far East as well as from on the Atlantic and Gulf Coasts, the Caribbean, Africa and the Persian Gulf. Current channels within the Harbor range in depths from 30 to 45 feet, which are inadequate to provide access to the large post -Panamax ships, which require water drafts of 48 feet and more

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

AUTHORIZED PROJECT: The authorized project provides 50 ft water access to the each of the four container terminal and includes deepening the Ambrose Channel from deep water to the Verrazano-Narrows Bridge to 53 feet below mean low water (mlw), and also deepening the Anchorage Channel (from the Verrazano-Narrows Bridge to its confluence with the Port Jersey Channel), the Kill Van Kull Channel, portion of the Newark Bay Channels, the Arthur Kill Channel (from the Kill Van Kull to the New York Container Terminal), the Port Jersey Channel and the Bay Ridge 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 2.5 to 1 based on annualized costs of \$109,404,000 and annualized benefits of \$161,525,000, which results in net excess benefits of \$52,121,000. In 2002 Congress consolidated the NY and NJ Harbor 50 ft project with prior authorized projects that provided for deepening the Kill van Kull and Newark Bay Channels to 45 ft; for deepening of the Arthur Kill Channel to 41 ft to the New York Container Terminal; and for deepening the Port Jersey Channel to 41 ft. The cost of the consolidated project is \$2,500,000,000.

STATUS: The Project includes 16 dredging contracts and construction of 2 marsh restoration projects to mitigate project impacts. The two marsh restoration contracts (Woodbridge, NJ and Elders Point, Jamaica Bay, NY) are complete. Two of the dredging contracts have been completed as follows: Contract Area S-KVK-2 (March 2007) and Ambrose Channel contact area 1 (August 2007). The Anchorage Channel Contract 1a is underway and is scheduled for completion in the summer of 2008 and the Newark Bay Contract Area 1 is also underway and scheduled for completion in September 2008. The following contracts are scheduled for award during fiscal year 2008: Pt Jersey Contract Area 3, Anchorage Channel Contract 1b, Ambrose Channel Contract 2 and the Elizabeth Channel.

AUTHORIZED PROJECT (Consolidated) COST:

Estimated Federal Cost	<u>\$1,300,000,000</u>
Estimated Non-Federal Cost	<u>\$1,200,000,000</u>
Total	\$2,500,000,000

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New Jersey		New York	
District	Senator/Representative	District	Senator/Representative
NJ	Honorable Robert Menendez	NY	Honorable Charles E. Schumer
NJ	Honorable Frank Lautenberg	NY	Honorable Hillary Rodham-Clinton
NJ-06	Honorable Frank Pallone, Jr.	NY-08	Honorable Jerrold Nadler
NJ-11	Honorable Rodney Frelinghuysen	NY-12	Honorable Nydia M. Velazquez
NJ-13	Vacant	NY-13	Honorable Vito J. Fossella