

National Dredging Meeting Performance Measures

14 June 2007



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Corps Navigation Mission

Provide safe, reliable, efficient, effective and environmentally sustainable waterborne transportation systems for movement of commerce, national security needs, and recreation.



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Navigation Inventory

- 1151 Congressionally Authorized and Constructed Navigation projects
- Inland
 - 27 Inland River Systems with 76 projects
 - Inland Waterways Trust Fund
- Coastal
 - 1175 Projects
 - Harbor Maintenance Trust Fund



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Problem

We face continued degradation of navigation infrastructure leading to failure – increased unscheduled lock outages and lack of channel availability at current funding levels.



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President's Management Agenda

- Performance Assessment Rating Tools (PART) to measure effectiveness of Federal Programs.
- What are we spending?
- Is it the right amount?
- What do you need to be spending?
- What can you expend?
- Can industry meet this need?



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Is it the right amount?

- Intuitive answer is no, program is underfunded.
- Customer complaints over lack of maintenance.
- Corps working within constrained funding environment.
- Underdredging: Funds expended and dredge leaves without restoring project dimensions.
- Fuel costs have risen. Dredging is fuel intensive business, roughly 60% of operating costs.
- Labor and material costs have risen.



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Navigation PART

- Inland Waterways rated as 'Not Performing'
- Coastal Ports and Harbors rated as 'Moderately Effective'
- OMB: Need standard risk and reliability criteria



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Existing Performance Measures

- Studies and Construction
 - Benefit to Cost Ratio
 - Remaining Cost to Remaining Benefit Ratio
- O&M
 - (1) Percent of time that inland/coastal waterways segments with high commercial activity are available when customers want to use them.
 - Data available: None
 - (2) Percent of projects exceeding Facilities Cost Index (FCI) Standard
 - Data: Condition and Risk Assessments being developed



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Proposed Performance Measures

- One PART for Navigation – combine Coastal and Inland
- Studies and Construction
Cost Benefit Ratio (No Change)



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Proposed Performance Measures

- Operations and Maintenance
Facilities Condition Index (FCI) for Navigation Assets
Channel Availability
Lock Availability (where applicable)



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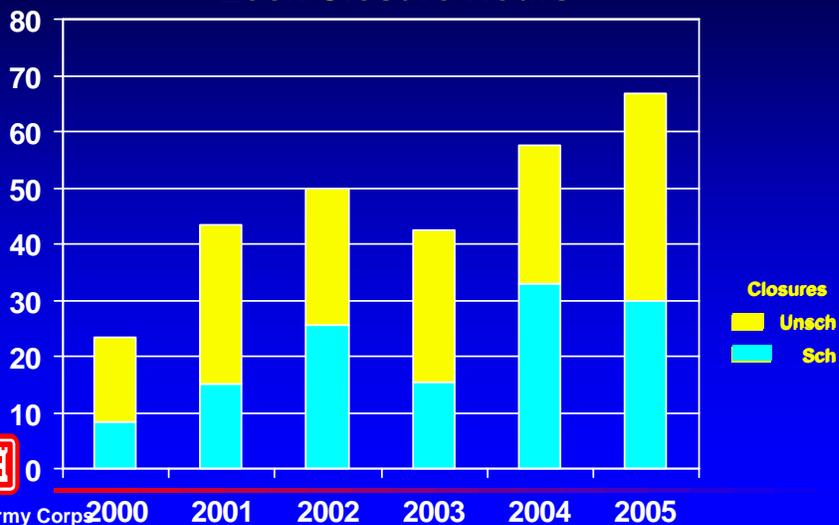
Lock Availability

- Lock Availability
 - Scheduled Closures
 - Unscheduled Closures
- Data available - Lock Performance Monitoring System (LPMS)
- Data is available and needs to be reviewed



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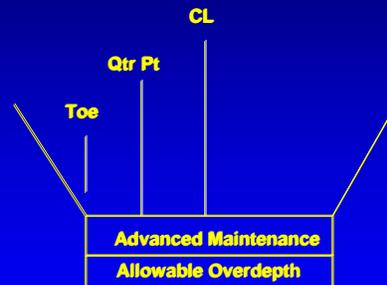
Scheduled and Unscheduled Lock Closure Hours



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Nav Channel Cross Section

- Channel Availability
- Depth at Centerline (CL)
- Depth at Channel Toe
- Depth at Quarter Points



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Channel Performance Measures

Provides the opportunity to move cargo (tons)

Establish performance expectations

Tier	Tons	Performance, %
1	Over 10M	95
2	1-10M	?
3	Under 1M	?

Focus on Tier 1 project performance initially

What does current funding provide?



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Navigation PART Measures

- Outcome:
 - (1) Percent of time channel available
 - (2) Percent of time lock available (if applicable)
 - (3) Tons of cargo moved
- Efficiency: Cost per ton moved



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Navigation – Other Efforts

- Channel and lock availability is seen as the 90% solution for O&M performance measures
- These measures don't address:
 - Coastal jetties, groins, breakwaters
 - River system training works
 - Contained Disposal Facilities (CDF's)
 - Environmental certifications, monitoring
 - Economic analyses



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Navigation Risk and Reliability

- Reliability determined by channel and lock availability
- Risk is linked to economic impact – benefits foregone
- Using MVD approach for FY 09 budget
- Corps' IWR proposes a method for determining transportation cost savings/economic benefits foregone
- How does asset management enter into r&r?
Economic risk and structural risk?



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ACTIONS

- If tiered approach on track, initiate dialog with stakeholders and customers
- Further discussion of Navigation PART Output, Outcome and Efficiency measures
- Questions and discussion?



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