



US Army Corps of Engineers®

# NAVIGATION CONTEXT MAP 2012

## INTERNAL TRENDS

- Increased partnering w/ industry & stakeholders
- Risk-based analysis & decision making
- Internal business processes too cumbersome
- Need for data base integration
- Increased regionalization (work swaps, reviews, centers of expertise)
- Data-call overload
- Process orientation over mission
- Processes still getting in the way of efficiency & effectiveness - risk adverse
- Building the bench is constrained - mismatch between skills & needs
- Business line integration w/ functional stovepipes through CoPs

## POLITICAL FACTORS

- Political strength = funding
- Adapting and fitting into Administration's changing agenda/priorities
- Environmental issues much greater importance
- Emphasis on jobs creation
- Increased need for sophisticated communication
- Every issue is urgent
- Discretionary funding constraints
- Change in project funding allocation (earmark policy) giving agencies more flexibility
- Change in dynamics
- Partisan political environment

## ENVIRONMENTAL FACTORS

- Consideration of national sustainability goals & impacts on dredge operations
- Risk-based approach to long-term monitoring
- Short- and long-term impact of national disasters
- Collaborative science required for effective management decisions
- Competing environmental issues to consider
- Refine & improve beneficial use policies

## EXTERNAL TRENDS

- Competing interests for water use
- Intermodal coordination/impacts/capacity
- Limited contractor resources/lower competition in contractor market
- Energy costs
- Greening of Navigation Program
- Negative perception of dredging
- Fewer US kids going into sciences & engineering
- Growing pressure to get jobs done
- Emphasis on project prioritization
- External customers bringing funds to USACE
- Impact of larger vessels & harbor deepening on construction and O&M
- Global economic patterns
- Emphasis on sustainability
- Need for efficiency
- Government downsizing

## TECHNOLOGY FACTORS

- Dredging technology - consistency & advancement
- Technology transfer - eliminate internal technical barriers
- Communication (electronic, framework, data sharing, e-navigation)
- Appropriate use of risk - costing us dollars & time
- What is the level of data needed?
- Expanding intermodal transportation & facilities
- Systems analysis for NAV/watershed optimization
- More time to analyze data (survey) impacting contracting
- Public access to navigation data
- Concern for data accuracy
- Expand intermodal transportation & facilitate freight movement communication
- Acknowledge - learning curve to new technologies & appropriate use of technology
- Moving toward framework & architecture for data integration
- Safety & security
- Lock automation

## CUSTOMER & PARTNER NEEDS

- Reliable, affordable, sustainable navigation system
- Know & communicate federal processes, limitations, authorities, policies
- Collaborative involvement by stakeholders
- Timely coordination of dredging contracts and adherence to established schedules
- Timely & consistent reporting of channel conditions
- Focus on intermodal transportation systems
- Customers need to know their costs & responsibilities
- Streamline & improve contributed funds MOA

## RELIABLE NAVIGATION UNCERTAINTIES

- Federal/State priorities, changes and regulatory requirements may direct resources away from reliable navigation
- Overall as well as unexpected funding (plus and minus) maintenance costs
- Accelerating loss of corporate knowledge
- Public does not fully understand value of MTS
- Environmental or climate change factors
- Dredging tolerances & perceptions
- Catastrophic structural failures
- Changing command priorities
- Post-Panamax demands

