

Making The Case For The Federal Dredge Fleet On The Pacific Coast



Essayons



Yaquina



Wheeler



McFarland

Who We Are

We are the ports, steamship operators, and pilots who use the harbors and channels maintained by the Corps of Engineers hopper dredge fleet on the Columbia River and the Oregon and Washington coasts.

- Pacific Northwest Waterways Assoc.
- Port of Portland
- Port of Newport
- Port of Kalama
- Port of Vancouver U.S.A.
- Port of Longview
- Oregon International Port of Coos Bay
- Port of Siuslaw
- Port of Grays Harbor
- Port of Brookings Harbor
- Columbia River Steamship Operators
- Columbia River Pilots
- Oregon Economic and Community Development Department

Why We Care

Fourteen billion dollars worth of goods flow on the Columbia-Snake River system – goods that are essential to the economic vitality of Idaho, Oregon, Washington and the nation. Our channels and harbors must be dredged in order to maintain our region's and the nation's place in the highly competitive global marketplace. We depend on the federal dredge fleet to maintain federally authorized channels and harbors in a timely manner at a reasonable cost. Legislation and federal policy currently limit the use of the federal dredges, which, at times, has left our channel and harbor maintenance needs unmet.

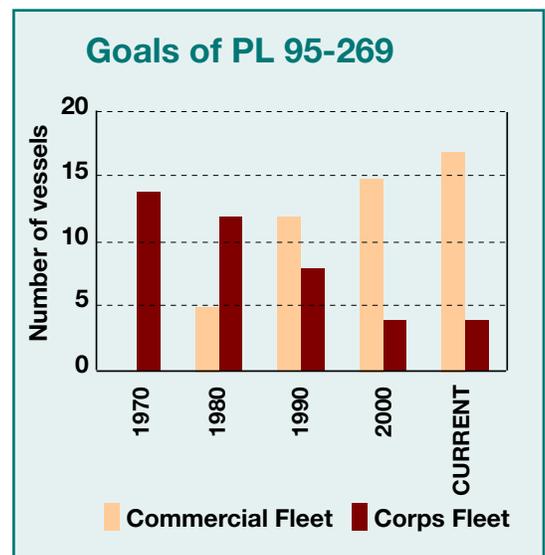
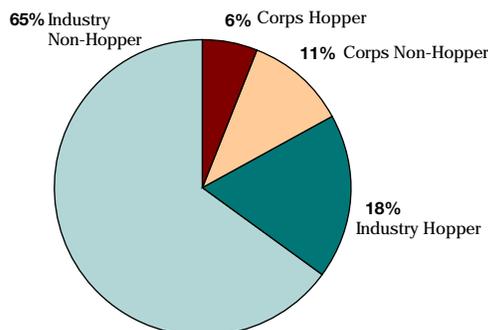
What We Did

The sponsoring ports and river users received a grant from the Oregon Economic and Community Development Department and provided matching funds to study the effectiveness, efficiency, and responsiveness of the federal dredge fleet.

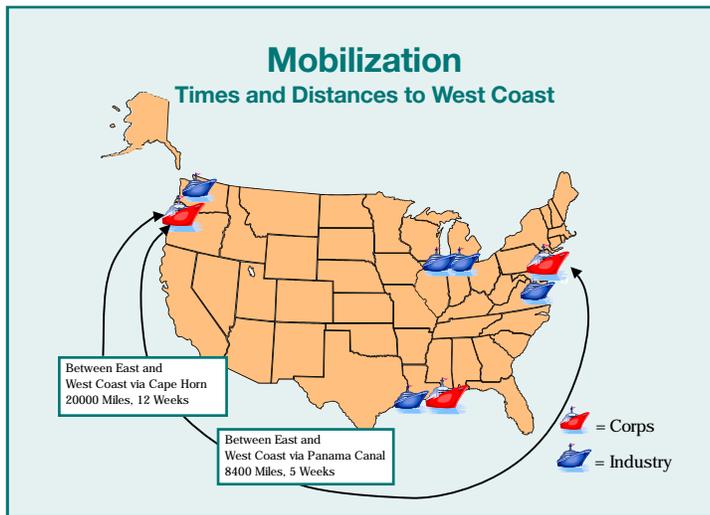
Study Findings

- The intent of Congress has been met: a private hopper industry has been established.

Distribution of Work (Volume)

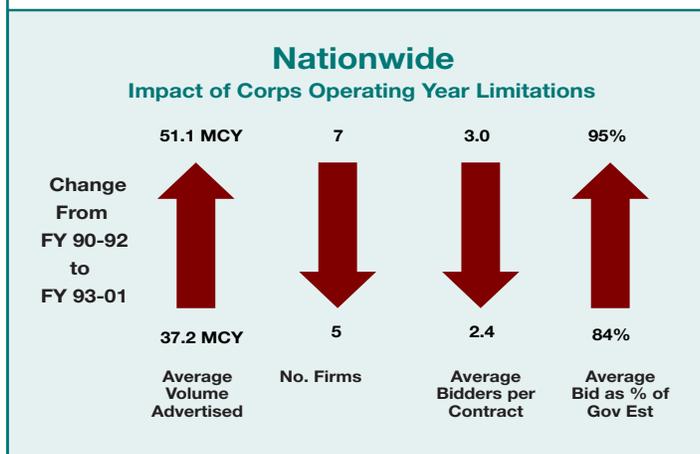
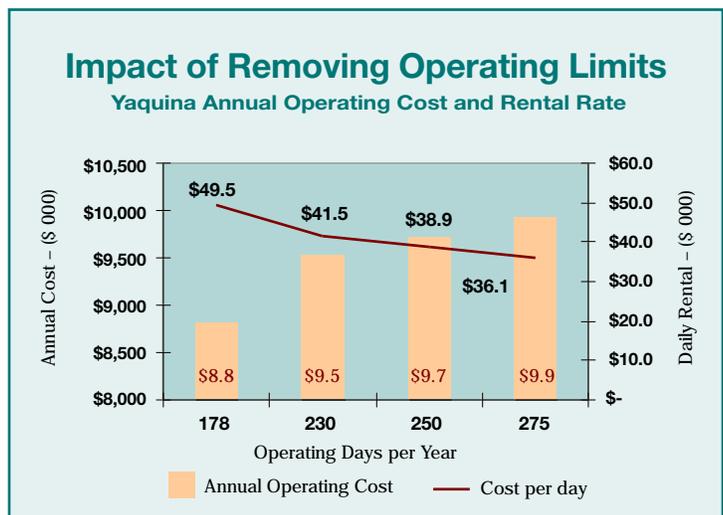


Study Findings (cont.)



- Federal hopper dredges owned and operated by the Corps of Engineers provide an essential and cost-effective alternative to the limited industry hopper capability on the West Coast.

- Current restrictions on the number of days that the Corps' hopper dredges can operate per year increase the program's cost. The Corps' operating rates could be reduced 12 percent to 16 percent if the federal hopper dredges in the Pacific Northwest could work a full dredging season without restrictions.



- The private hopper dredging industry does not possess the characteristics of a fully open and competitive market, thus the need to operate the federal dredges.

Study Recommendations

- Impose no further operating restrictions on the Corps' hopper dredge fleet.
- Repeal all existing statutory, regulatory, and policy restrictions on the number of days the *Yaquina* and *Essayons* are allowed to operate each year.
- Ensure the *Yaquina* and *Essayons* are maintained to a level consistent with the safe and efficient performance of their missions.

Implementation of these recommendations will improve operating efficiency.