# Ports Inherency/SQ S Aff

# \*\*Inherent – Aff

# Aff = Inherent – 2ac

**Obama has expedited approval for projects, but not allocated funds – aff is still inherent, but you don’t have any DA’s.**

**Morgan and Rabin 7/19** – Miami Herald reporter, environment reporter (Curtis and Charles, “White House Speeds Up Permits, Offers No New Cash For PortMiami Dredge Project”, The Miami Herald, July 21 2012, <http://www.miamiherald.com/2012/07/19/2902727/white-house-speeds-up-permits.html>)//CB

The White House on Thursday put Port Miami’s long-awaited dredging project on a list of fast-tracked, nationally significant seaport improvement projects, guaranteeing it an expedited permitting process.¶ Practically speaking, the designation means little, since the U.S. Army Corps of Engineers had already pushed the plan forward after it cleared all regulatory hurdles and survived a legal challenge from environmentalists.¶ The Army Corps is already expected to put the $180 million project up for bid in August.¶ Still, in a joint statement, Miami-Dade Mayor Carlos Gimenez and Port Miami Director Bill Johnson lauded the federal recognition, with Johnson saying “over the past several years the deep dredge has been a number one priority for Port Miami.”¶ Thursday’s announcement by the White House does not mean money is likely to flow from the federal government any time soon. In March, pushing the much-needed dredging project along, Gov. Rick Scott visited the port and announced the state would advance the county more than $90 million.¶ Scott’s hope was that the state would be reimbursed. Miami-Dade will cover the remainder of the $180 million cost to deepen the port from 42 to 50 feet, a move the county is undertaking to accommodate the mega-ships that will glide through the newer, deeper Panama Canal.¶ Because Congress has ordered the Army Corps not to begin any new projects indefinitely, Johnson said, the White House would need to propose funding for Miami-Dade, which then would send the money back to the state.¶ Asked Johnson: “I’ve got a big question mark: Where are the dollars? Is the president putting dollars for Port Miami into his budget next year?” That wasn’t clear Thursday, with one senior administration official saying only, “Today’s announcements focus just on expediting all remaining federal reviews.”

**There is no promise of funding from Obama—prefer the plan even if there’s only a 1% risk—the states don’t have the money**

**Atlanta Journal-Contstitution, 7/20/12** (Greg Bluestein, staff writer, PORT OF SAVANNAH; Ga. project gets boost from feds", Lexis)

President Barack Obama ordered federal agencies on Thursday to speed up their review of the dredging of the Port of Savannah in what supporters view as the clearest signal yet of the White House's support for the $650 million project. The announcement, which requires agencies to finish their reviews within months, is a victory for business leaders and politicians who see the project to deepen 38 miles of river and harbor as Georgia's top economic development initiative. The work could begin as soon as early next year if regulators sign off on the project. Backers say boosting the deepening will make the Savannah port more attractive, paying dividends all the way to metro Atlanta where distribution centers and transportation companies handle much of the cargo. And they hope the president's willingness to fast-track the port's review means he will also chip in federal funds to seal the deal. "The president is signaling his strong support for the project," said Curtis Foltz, the executive director of the Georgia Ports Authority. "It's a huge, huge boost of confidence for all of us that not only will it be approved, but that there will be strong support for funding the project." Georgia's leaders have long been frustrated with the pace of the dredging project, which has been in the works for more than a decade. The White House's decision, part of a public works campaign called "We Can't Wait," requires federal agencies studying the project to finish environmental reviews and render a decision by November. "Hopefully the signal is loud and clear: 'OK, quit dithering and let's move forward,'" said U.S. Rep. Jack Kingston, a Savannah Republican who has long backed the project. Added U.S. Sen. Saxby Chambliss: "It is time that the planning phase come to an end, and we move to construction." The Army Corps of Engineers, which must sign off on the dredging project, is already expected to deliver an opinion on the plan called a "record of decision" by the year's end. But Foltz said the president's announcement ensures that the Corps and other federal agencies reviewing the plans are locked into the accelerated timeframe. The Corps said it is working to meet the deadline. But the decision raised concerns from critics who question whether deepening the waterways is necessary. Skeptics have questioned whether the economic benefit will be worth the cost of such a project. Chris DeScherer, an attorney with the Southern Environmental Law Center, said a rushed review could fail to detect long-term environmental impact of the dredging for Georgia and neighboring South Carolina. "We see no reason to hurry a project that impacts the ecology of two states for decades in the future," said DeScherer, whose center is suing to stop the dredging. "We all want to make sure we don't waste hundreds of millions of dollars on a bad idea, and a destructive one." The project would deepen the Savannah River from 42 feet to 47 feet to accommodate the ever-larger cargo ships expected to cross the Panama Canal en route to the East Coast by 2015. The Corps reported in April that the project will save shipping companies, retailers and manufacturers $174 million in transportation costs each year. The deepening could be a boon for Savannah's fast-growing port, which led the nation with double-digit growth of container traffic between 2000 and 2010. It now expects about 5 percent annual growth through 2022, and while the Corps expects that growth to happen regardless of any deepening work, supporters say the dredging will accelerate that pace. In all, the project would cost $652 million. Georgia has set aside $180 million in state funds to pay for the project and the state will likely be asked to pick up another $70 million. Washington, theoretically, would pay the rest of the $400 million tab. Savannah is in fierce competition with other ports across the Atlantic coast to deepen waterways, and several of those projects received a similar boost. The White House expedited improvements at the ports of Miami, New York/New Jersey, Jacksonville and Charleston, Savannah's closest and fiercest rival. Federal officials said they would complete reviews of Charleston's plans to deepen the ports to 50 feet by September 2015, speeding up the project's timetable by about a year. South Carolina politicians, who've pumped billions of dollars into Charleston's port, have vowed to stop Savannah from deepening its waterways. For Atlanta Mayor Kasim Reed, one of the project's most vocal supporters, Obama's announcement was a particularly sweet victory. The Democrat's contacts close ties with the Obama administration helped open doors for Gov. Nathan Deal, a Republican, to meet with federal transportation officials and plead the state's case. "This is critical for the entire state of Georgia, and is yet another example of the importance of working together across bipartisan and regional lines to keep us competitive and create jobs," Reed said.

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**Current federal and state funding combined isn’t enough—the plan is key to expedite the process**

**Business Wire, 7/24/12** ("Research and Markets: United States Freight Transport Report Q2 2012: US Railroads May Face a Dip in Volumes in 2012 as Coal Shipments Fall", Fall Business Wire, Lexis)

It's believed that US private consumption growth will remain subdued and government deficit reduction will weigh on economic activity, while the European crisis poses downside risks to the export sector. We have lowered our expectations for external trade growth in 2012, with real imports now expected to rise by 3.8% (from 5.0%) and exports by 3.5% (from 5.0%). These factors combine to put considerable negative pressure on port throughput volumes. Key Industry Data: .. At the Port of Los Angeles (LA) we forecast 4.7% year-on-year (y-o-y) growth in total tonnage in 2012, to reach 67mn tonnes. .. At the east coast port of New York/New Jersey (NY/NJ), growth is forecast to be 3.88% y-o-y in 2012, to reach 145mn tonnes. .. We predict y-o-y growth of 3.6% in air freight volumes, to reach 72bn tonnes-km in 2012. .. We predict y-o-y growth of 4.1% in rail freight tonnes-km, with annual average growth of 5% during our forecast period. Key Industry Trends: Charleston Secures State Dredging Funds, But More Needed To Fill Funding Gap BMI believes that the proposed dredging works at the US port of Charleston are closer to being realised, with the facility having been awarded state level funding, as well as the federal funding it has been allocated in Obama's 2013 Fiscal Year Civil Works Budget. We caution, however, that other sources of funding will have to be found to come up with the shortfall to finance this expensive and lengthy project, which is unlikely to be finished in time for the expected increase in traffic in the region when the Panama Canal expansion is completed in 2014. More Mexican Participation Needed In Cross-Border Trucking Programme BMI believes the success of the North American Free Trade Agreement (NAFTA) cross-border trucking pilot programme is at risk if more Mexican companies fail to sign up to participate. Concerned about low take-up, the US Department of Transport (DOT) is encouraging more Mexican companies to get involved, saying their enrolment is critical to the success of the three-year project. BMI cautions, however, that with Mexican truckers complaining of harsh conditions imposed on them by the project, there is unlikely to be a rush to participate over the short term. Companies Mentioned - Burlington Northern Santa Fe Railway - CSX - Delta Cargo - Horizon Lines - Norfolk Southern Corporation (Norfolk Southern) - UPS - YRC Worldwide

**Even if they win Obama provided funding for some ports—he hasn’t provided funding for them all—the plan is key—JaxPort proves**

**Florida Times-Union, 7/18/12** (David Bauerlein, The Florida Times-Union, "Feds to fast-track study for deepening JaxPort", m.jacksonville.com/news/metro/2012-07-18/story/feds-fast-track-study-deepening-jaxport)

The Obama administration will fast-track a study of deepening Jacksonville's ship channel so the report gets finished a year earlier, advancing the city's quest to be an international trade gateway. The administration will formally announce the accelerated schedule Thursday morning, before President Barack Obama's campaign rally at the Prime Osborn Convention Center in Jacksonville. The Army Corps of Engineers has previously said it expected to complete a feasibility study in 2014 for deepening the channel. The administration will move up that date to April 2013, according to the administration. The sooner the feasibility study is completed, the quicker the Jacksonville Port Authority can seek funding to start designing the project and ultimately do the dredging, which will likely cost several hundred million dollars. U.S. Transportation Secretary Ray LaHood said Wednesday ports like Jacksonville have a chance to grow substantially because expansion of the Panama Canal will send bigger cargo ships to the East Coast. "For cities like Jacksonville, this kind of opportunity comes around once in a lifetime, and you have to be ready, willing and able to take advantage of the opportunity," LaHood said. "Certainly, I think Jacksonville will be." The president's proposed 2013 budget contains $1.4 million for the study. Mayor Alvin Brown issued a statement saying the accelerated study "shows continuing support for my administration's vision for enhancing the port as a central engine for jobs." St. Johns Riverkeeper Lisa Rinaman said her organization is concerned the faster schedule won't adequately address the environmental effects of dredging. She said the corps showed a completion date of late 2014 for the feasibility study when the agency hosted a public meeting in May. "We want to review that process to see how you fast-track something so important and keep the integrity of the process," she said. "We're very concerned about the environmental impacts." The Army Corps is evaluating the environmental and economic impact of dredging to a depth of up to 50 feet. The faster schedule is part of an administration initiative for public construction projects. Obama signed an executive order in March to speed up the permitting and review process. Jacksonville's 40-foot ship channel is too shallow to accommodate fully loaded mega-ships that will come through the Panama Canal after it is enlarged in 2014. The administration also will expedite approval by July 2013 of federal permits for construction of a $30 million railroad yard on Dames Point. The faster process will shave a few months off the usual review time, according to a senior administration official. The yard will transfer cargo containers between ships and trains, giving the TraPac terminal the ability to attract more cargo headed to inland states. The U.S. Department of Transportation awarded JaxPort a $10 million grant last year to help pay for the railroad yard. JaxPort plans to open it in 2014. The administration plans to expedite 43 projects nationwide. The first seven projects will be at five ports, including Miami and Savannah, Ga. LaHood said Jacksonville's push to expand its port fits the administration's focus on ports nationwide. "We believe ports are the economic engine that are really driving communities and creating lots of jobs," he said. "We think that will certainly be the case with Jacksonville." The stimulus bill of 2009 provided $34 million to deepen the channel to 40 feet along a 5.3-mile stretch leading to the Talleyrand terminal. Finished in 2010, that dredging gave Jacksonville 40-foot depth for the channel's entire 20-mile length. The current study is examining about 15 miles from the mouth of the river at Mayport to a point west of the Dames Point bridge.

**There is insufficient funding now—not all money is dedicated toward dredging**

**Dredging Today 7-2-12** (America’s Seaports Recognized in MAP-21 Surface Transportation Bill Reauthorization <http://www.dredgingtoday.com/2012/07/02/americas-seaports-recognized-in-map-21-surface-transportation-bill-reauthorization/>)MSD

For the first time in a surface transportation bill, Congress acknowledges the need for and economic importance of maintaining federal navigation channels to their constructed dimensions. This legislation points out the disparity between the money collected from shippers through the federal Harbor Maintenance Tax (HMT) and the funds requested and appropriated for the purpose of maintaining America’s federal navigation channels. In “Sense of Congress” language, the bill acknowledges the shortfall in spending for federal channel maintenance and calls on the administration to request full funding consistent with revenue collected from harbor users for the purpose of maintenance dredging and associated projects. “The ‘Sense of Congress’ language represents an important first step in considering federal channel maintenance needs,” said Ms. Godwin. “Overall,” she continued, “while this bill falls short of dedicating needed funding specifically for freight projects, it does create a framework upon which we can prioritize freight mobility needs and address congestion and capacity demands on America’s freight network going forward.”

**The plan is a substantially larger investment than status quo funding levels**

**Journal of Commerce, 7/2/12** ("Report Urges New Approach to Waterway Funding", Journal of Commerce, 7/2/2012, Vol. 13, Issue 24, p8-8, 1/3p)

A RECENT ARMY Corps of Engineers report to Congress highlights the need for a prioritization plan to get Southeast and Gulf ports ready for the larger vessels that will start coming through the enlarged Panama Canal in 2015. The corps raised concerns about finding the funds necessary for dredging projects "due to overall economic and fiscal conditions and concerns about the deficit." It will cost up to $5 billion to dredge the ports' harbors so they can handle ships that will be double the size currently able to pass through the canal, according to the report. The report called for a new approach to the public and private financing of such strategically critical maritime infrastructure projects. The corps, which currently has 17 studies investigating the opportunity to invest in deep-draft ports, said it has identified the economic viability of the estimated $652 million cost of deepening Savannah harbor to 47 feet. Inland waterway locks and dams also will need more investment to take advantage of the expanded canal as a route for U.S. exports to Asia and the west coastof Latin America. "This emphasizes the strategic need to address the revenue challenge within the Inland Waterway Trust Fund," the report stated.

**Ports still need funding – 17 projects total were evaluated and all still need substantial funding**

**Associated Press 6/21 -** a not-for-profit cooperative of news organizations, that finding, reporting and distributing news (“Price tag to dredge Eastern ports for big ships: $5 billion” USAtoday.com, 6/21/12, http://www.usatoday.com/money/economy/story/2012-06-21/southern-ports-expansion/55746890/1)//BL

Savannah, Ga., Charleston, S.C., and Miami on the Southeast coast, as well as several ports in the Gulf, are already undertaking harbor-deepening projects. None have advanced beyond studies to actual dredging, however.¶ In April, the Corps completed a 12-year study on the Port of Savannah — the nation's fourth busiest container port — which wants $652 million in taxpayer funds to deepen more than 30 miles of river.¶ The Corps said 17 such projects are being studied overall, and the cost of harbor expansions across the Southeast would likely be $3 billion to $5 billion.¶ "Strategically, we need to find a bucket of money to fund the projects that need to happen to keep our nation competitive," said Curtis Foltz, executive director of the [Georgia Ports Authority](http://content.usatoday.com/topics/topic/Georgia%2BPorts%2BAuthority), which is seeking final permits and funding to start deepening the Savannah harbor next year.¶ The budget crisis has made federal funding for port projects extremely tight, especially since Congress and [President Obama](http://content.usatoday.com/topics/topic/People/Politicians%2C%2BGovernment%2BOfficials%2C%2BStrategists/Executive/Barack%2BObama) for the past two years have sworn off so-called "earmark" spending that was used to fund such projects in the past.¶ The Army Corps report said current funding levels for port improvements won't cover all the projects that should be done.¶

# No S – Food

**Port of Lake Providence is key to global crop market**

**Town Talk, 7/2/12** ("Gateway Louisiana port could be dry by harvest time",www.thetowntalk.com/article/20120702/BUSINESS/120702004)

NEW ORLEANS — The Port of Lake Providence, a gateway for many of Louisiana’s commodity crops to reach national and global markets, could be dry by harvest season. Despite securing $1.2 million in federal disaster funding to dredge the port in East Carroll Parish, low Mississippi River levels are preventing navigation in and out of the harbor. “The scenario is dire,” said W. Wyly Gilfoil Sr., executive director of port operations. “Farmers may have to dump their corn on the ground unless we can get more dredging or the river rises.” U.S. Army Corps of Engineers contractor Pine Bluff Sand and Gravel left the shallow-draft port over the weekend after completing what turn is insane save us all from her wrathed out to be an insufficient dredge. But Kent Parrish, program director for the corps’ Mississippi River and Tributaries project, said he hopes more dredging can be done before the harvest. “I’ve been on the phone with headquarters and have been promised more funding, but it’s not in hand,” Parrish said. “We’ve got one dredge working six ports. We’re going to try to keep them all open, but with the river dropping so fast it’s definitely a problem.” Mike Strain, who was attending the Louisiana Farm Bureau Federation’s annual convention here this weekend, said the port is a key cog in the state’s agriculture infrastructure system. “Our ability to export will be hammered if we can’t dredge,” Strain said. “It’s a critical artery to move our crops, especially in northeastern Louisiana,” Strain said. “We don’t have the road or rail capacity to transport all of our commodities. It takes a combination of all of three transportation modes to get it done.” If the port is navigable, at least 100 barges, each with a 53,000-bushel capacity, will be wedged into the harbor to help transport the crops, mostly grains, after they’re harvested later this summer. “You’ll be able to walk across this harbor and never get your feet wet,” Gilfoil said. “They almost have to grease them to get by one another.” Those barges will be landlocked if more dredging isn’t done to unclog the harbor and its entry ways, which are choked by the silt deposited there during the Great Flood of 2011. “We’ll be high and dry,” Gilfoil said. “There was a tremendous silt dump during the high water (of the flood). Combine that with record low water and the fact that we weren’t dredged last year and we’ve got a big problem.” And the deadline is looming. “The first big load will move in August and September,” he said. The Lake Providence Port is one of the 20 largest inland ports in the nation, moving an average of 850 tons per year. “I think that will bump up to 1 million tons based on the potential for this year’s crop if we’re open,” Gilfoil said. The channel at the Port of Lake Providence is maintained by the U.S. Army Corps at a depth of 9 feet. It usually is as deep as 12 feet, except in the dry season of late summer and early fall.

# No S – Speed

**Expedited port dredging solves by 2019 – need funding still**

Smith 7/20-Bruce, Posted: Friday, July 20, 2012 3:30 am-“Harbor deepening gets boost, but needs money”-the Times and Democrat (<http://thetandd.com/news/harbor-deepening-gets-boost-but-needs-money/article_a329c1ba-d229-11e1-a421-0019bb2963f4.html>) MK

Designating the Charleston Harbor deepening as a nationally significant project could trim a couple years off the work, but U.S. Sen. Lindsey Graham said Thursday that still depends on getting the money.¶ The U.S. Army Corps of Engineers said last week that expedited studies could mean the project will be completed in 2020, instead of 2024 as originally projected.¶ The Obama Administration announced Wednesday evening that Charleston and four other harbor projects have been designated national significant projects, which means the necessary federal reviews and studies will be expedited. That means the work could now be completed by 2019.¶ The White House announced the expedited work Thursday as President Barack Obama flew to campaign in Florida, including Jacksonville, one of the port cities that would benefit from the plan.¶ The others are the Port of Miami, the Port of Savannah, and the Port of New York and New Jersey.¶ White House spokesman Jay Carney noted that accelerating such projects was a recommendation from the President’s Council on Jobs and Competitiveness. Presidential challenger Mitt Romney has criticized Obama for not meeting with the jobs council for six months.

# XT – Plan = Popular

**There’s massive bipartisan support for the plan**

**Smith, 7/23/12** (Logan Smith, editor, Palmetto Public Record, "Obama Administration makes the Charleston Port a priority", palmettopublicrecord.org/2012/07/23/obama-administration-makes-the-charleston-port-a-priority/)

It may not be enough to convince South Carolinians to go blue in this fall’s presidential election, but President Barack Obama’s administration is boosting federal funding to expand the shipping capabilities of the Port of Charleston. Part of President Obama’s “We Can’t Wait” jobs initiative, the Army Corps of Engineers is accelerating seven U.S. ports projects — including the deepening of the Charleston port — by at least nine months. While Gov. Nikki Haley usually wastes no time in criticizing every Obama decision she can get her hands on, this time she praised the president for supporting infrastructure projects like Charleston’s. It’s obvious this is only because the money is coming to the Palmetto State, but nevertheless the Huffington Post’s Sam Stein noted the irony of one of the Republican Party’s rising stars actually cheering an Obama jobs initiative: “This is a huge win for Charleston and for all of South Carolina,” Haley said. “Back in February, I stressed to the president how important deepening Charleston’s port was and how frustrating the Army Corps’ timetable was, and I’m thrilled to see the administration has sped up our project.” This is a very small sliver of the We Can’t Wait initiative. And it would be hard to find Republicans who oppose the concept on principle. But it is still rare for a prominent GOP governor to praise the administration. And even rarer for someone who is thrown, occasionally, into the conversation of Mitt Romney’s vice presidential options — suggesting, perhaps, that Haley recognizes her prospects are slim. Yes, you read that right. Despite working directly against the Charleston port by selling the state’s interests to Georgia, Gov. Haley is giving herself some of the credit for President Obama accelerating the dredging schedule in Charleston. Haley went to Washington in February to ask Obama to increase federal funding for the Charleston project, and it appears she got it — even after skipping a White House dinner to hobnob with her DC friends. Even so, taking credit for an increase in federal dollars for South Carolina projects represents a remarkable about-face from Gov. Haley’s trademark skepticism of the need for federal spending. “All government money, borrowed or not, comes from the taxpayers, and it’s those taxpayers who will be left to pay when the bill comes due,” Haley wrote in a July 2011 op-ed with fellow tea party governor Rick Perry. Still, we’re glad Gov. Haley matured regarding the fruitfulness of public investment in infrastructure, and how it can boost job growth in a state that’s badly in need of it. Perhaps the same will hold true for her opinion of federal health and education spending! But don’t hold your breath…

# A2 XO

**You don't read a single piece of evidence that says the XO changes the nature of the funding. While that may seem LOGICAL, it’s not TRUE. None of the statements about the XO indicates that would be the case. If the funding hasn't been directed now, then that's what the plan does, which makes it inherent.**

**Executive order doesn’t guarantee faster approval or funding**

Dawers 7/19-JULY 19, 2012 1:44 AMby[BILL DAWERS](http://www.peachpundit.com/author/billdawers/)-Savannah Morning News (<http://www.peachpundit.com/2012/07/19/savannah-harbor-deepening-among-national-port-projects-to-be-expedited-by-obama-executive-order/>) MK

We were already expecting the final approval this fall of the dredging of the Savannah Harbor to 47 feet. So it is unclear at this point what practical effect the President’s executive order has. It certainly indicates a fresh seriousness from Washington, but the action does not seem to guarantee federal funding or a faster approval process than had been previously promised.

**There was no funding including in the Executive Order—from the WHITE HOUSE**

**White House, 7/19/12** (Office of the Press Secretary, "We Can’t Wait: Obama Administration Announces 5 Major Port Projects to Be Expedited", www.whitehouse.gov/the-press-office/2012/07/19/we-can-t-wait-obama-administration-announces-5-major-port-projects-be-ex)

WASHINGTON, DC – Today, as part of its We Can’t Wait initiative, the Administration announced that 7 nationally and regionally significant infrastructure projects will be expedited to help modernize and expand 5 major ports in the United States, including the Port of Jacksonville, the Port of Miami, the Port of Savannah, the Port of New York and New Jersey, and the Port of Charleston. As part of a Presidential Executive Order issued in March of this year, – Office of Management and Budget is charged with overseeing a government-wide effort to make the permitting and review process for infrastructure projects more efficient and effective ()¶ dethe , saving time while driving better outcomes for local communities. These are the first 7 of the initial 43 projects that will be expedited by the Executive Order – additional expedited infrastructure projects will be announced in the coming weeks. “One way to help American businesses grow and hire is to modernize our infrastructure,” said President Obama. “That’s why in March I asked my Administration to identify important projects across the country where Federal review could be expedited. Today’s commitment to move these port projects forward faster will help drive job growth and strengthen the economy.” The Obama Administration is also announcing the establishment of a White House-led Task Force that will consist of senior officials from various White House offices, the Army Corps of Engineers, and the Departments of Transportation, Commerce, Homeland Security, and the Treasury. The Task Force will develop a Federal strategy and coordinated decision making principles that focus on the economic return of investments into coastal ports and related infrastructure to support the movement of commerce throughout the Nation.

**More evidence**

**White House, 7/19/12** (Office of the Press Secretary, "We Can’t Wait: Obama Administration Announces 5 Major Port Projects to Be Expedited", www.whitehouse.gov/the-press-office/2012/07/19/we-can-t-wait-obama-administration-announces-5-major-port-projects-be-ex)

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The Obama administration will fast-track a study of deepening Jacksonville's ship channel so the report gets finished a year earlier, advancing the city's quest to be an international trade gateway. The administration will formally announce the accelerated schedule Thursday morning, before President Barack Obama's campaign rally at the Prime Osborn Convention Center in Jacksonville. The Army Corps of Engineers has previously said it expected to complete a feasibility study in 2014 for deepening the channel. The administration will move up that date to April 2013, according to the administration. The sooner the feasibility study is completed, the quicker the Jacksonville Port Authority can seek funding to start designing the project and ultimately do the dredging, which will likely cost several hundred million dollars. U.S. Transportation Secretary Ray LaHood said Wednesday ports like Jacksonville have a chance to grow substantially because expansion of the Panama Canal will send bigger cargo ships to the East Coast. "For cities like Jacksonville, this kind of opportunity comes around once in a lifetime, and you have to be ready, willing and able to take advantage of the opportunity," LaHood said. "Certainly, I think Jacksonville will be." The president's proposed 2013 budget contains $1.4 million for the study. Mayor Alvin Brown issued a statement saying the accelerated study "shows continuing support for my administration's vision for enhancing the port as a central engine for jobs." St. Johns Riverkeeper Lisa Rinaman said her organization is concerned the faster schedule won't adequately address the environmental effects of dredging. She said the corps showed a completion date of late 2014 for the feasibility study when the agency hosted a public meeting in May. "We want to review that process to see how you fast-track something so important and keep the integrity of the process," she said. "We're very concerned about the environmental impacts." The Army Corps is evaluating the environmental and economic impact of dredging to a depth of up to 50 feet. The faster schedule is part of an administration initiative for public construction projects. Obama signed an executive order in March to speed up the permitting and review process. Jacksonville's 40-foot ship channel is too shallow to accommodate fully loaded mega-ships that will come through the Panama Canal after it is enlarged in 2014. The administration also will expedite approval by July 2013 of federal permits for construction of a $30 million railroad yard on Dames Point. The faster process will shave a few months off the usual review time, according to a senior administration official. The yard will transfer cargo containers between ships and trains, giving the TraPac terminal the ability to attract more cargo headed to inland states. The U.S. Department of Transportation awarded JaxPort a $10 million grant last year to help pay for the railroad yard. JaxPort plans to open it in 2014. The administration plans to expedite 43 projects nationwide. The first seven projects will be at five ports, including Miami and Savannah, Ga. LaHood said Jacksonville's push to expand its port fits the administration's focus on ports nationwide. "We believe ports are the economic engine that are really driving communities and creating lots of jobs," he said. "We think that will certainly be the case with Jacksonville." The stimulus bill of 2009 provided $34 million to deepen the channel to 40 feet along a 5.3-mile stretch leading to the Talleyrand terminal. Finished in 2010, that dredging gave Jacksonville 40-foot depth for the channel's entire 20-mile length. The current study is examining about 15 miles from the mouth of the river at Mayport to a point west of the Dames Point bridge.

# A2 HMT

**HMT isn’t sufficiently being spent on dredging now**

**Ngai, 7/13/12** (Catherine Ngai, American Metal Market, "Transportation bill has no teeth: ports exec", Lexis)

NEW YORK — The signing of the $100-billion transportation bill might have been a relief for many who move surface freight, but some are still not convinced there’s enough action on maintaining federal navigation channels and port dredging. President Obama signed a bill Friday that maintains funding for the nation’s roads, bridges and highways for 27 months (AMM, July 10). While the legislation stipulates that Congress is required to use revenue collected via the harbor maintenance tax (HMT), some maintain the wording isn’t strong enough. "Congress is saying that they agree with it, but there’s no teeth in it. It isn’t binding legislation," said Aaron Ellis, communications director for the Washington-based American Association of Port Authorities (AAPA). "It’s nice to know that this is the first time ports were ever brought up in a transportation bill, but we think it needs to be stronger." The federal tax on shipments to the United States, established in 1986, channels money into a trust fund to be used by the U.S. Army Corps of Engineers to undertake work at U.S. ports, such as dredging. Port advocates argue, however, that a surplus of some $6.2 billion has not been spent on port maintenance. Earlier this year, AAPA president and chief executive officer Kurt Nagel said that money collected through the HMT is not properly routed to maintain dredging needs at U.S. ports, resulting in inefficiency for importers who bring in heavy products, such as steel

**Make them provide a piece of evidence that says the XO revised the Harbor Maintenance Tax—only half is used correctly**

**NOCB, 7/10/12** (Ben Myers, New Orleans City Business, "Dedicated dredging dollars for La. remain elusive", Lexis)

The transportation bill President Obama signed last week contains a little-noticed disappointment to the maritime industry, despite Sen. David Vitter hailing it as a “triple win.” The bill guarantees Gulf states will receive 80 percent of BP Clean Water Act fines, reauthorizes the National Flood Insurance Program and increases highway funding. But it does nothing to end the federal government’s practice of relying on a cargo tax to shore up budget holes. Instead, it includes a “sense of Congress” that the Obama administration should “request the full use” of the Harbor Maintenance Trust Fund for navigation channels. The clause encourages the president and lawmakers to use the fund for its intended purpose but stops short of requiring anything. “We have got to start fixing things instead of getting a ‘sense of Congress,’” said Big River Coalition Executive Director Sean Duffy, a prominent industry advocate. The trust fund rakes in about $1.5 billion annually from the Harbor Maintenance Tax, which was created in 1986 specifically for maintenance dredging. But critics say only about half that amount goes to dredging and other maintenance activities. The shortfall is critical to the lower Mississippi River, where dredging funding is consistently less than what’s needed to maintain navigable depths. The U.S. Army Corps of Engineers in years past has rerouted money from other sources to keep cargo moving on the nation’s most commercially important river. But corps policy bans that practice as of the current fiscal year, in which one-time disaster appropriations are providing a temporary funding Band-Aid. Rep. Charles Boustany’s Realize America’s Maritime Promise Act restricts the government’s use of the cargo tax to harbor maintenance and is seen as industry’s best shot at a permanent fix. He has convinced 195 of his House colleagues to co-sponsor the bill, but that’s short of the 218 votes needed to pass a standalone bill, depending on the number of vacant seats when a vote occurs. The House-approved transportation bill contained language to more tightly govern the trust fund but lacked the RAMP Act’s teeth, Duffy said. Its language further eroded to “sense of Congress” in the final version. That opens the possibility of a funding shortfall threatening to stymie commerce. Obama’s 2013 budget proposal contains only $81.7 million for dredging the lower Mississippi, and the fiscal year begins in October. The local corps district has spent $110 million on average over the past five years, and Duffy believes $200 million is needed for backlogged projects as well as maintenance. Boustany is not giving up on the RAMP Act and said he plans to introduce it again in the next congressional session. Additionally, he noted a provision requiring presidential budget proposals to include cost estimates of maintaining all navigation channels. The point is to tangibly demonstrate the annual dredging shortfall, Boustany said. “Up to now, what they’ve been doing in the budget process is taking a baseline figure from the previous fiscal year without any regard or proper oversight as to what the real impact is on our ports,” Boustany said. Persistent underfunding could steer ports to impose local fees and taxes to pay for dredging, said John Hyatt, vice president of the Gulf Coast freight forwarding firm The Irwin Brown Co. The corps, without offering formal recommendations, suggested in a report last month that such provincial initiatives could replace a phased-out trust fund. That will encourage an inconsistent tariff system and unhealthy competition at coastal ports, Hyatt said. “This patchwork method will be abortive,” Hyatt said. “You will have people fighting for resources. ” Dedicating the tax to its intended purpose does not guarantee its universal popularity, however. Pacific Northwest lawmakers, particularly from Washington, complain the tax is steering cargo to Canadian competitors. The Federal Maritime Commission is investigating this complaint and a report is expected soon.

**The HMT isn’t used effectively—the plan is key to repair those problems**

**RAMP 8** (Realize America's Maritime Promise, "Harbor Maintenance Trust Fund Fairness Coalition" www.ramphmtf.org)

The Harbor Maintenance Trust Fund (HMTF) was established in 1986 to fund the operation and maintenance of ports and harbors and is funded by the Harbor Maintenance Tax (HMT). Appropriations from the HMTF, which are primarily used by the Army Corps of Engineers for maintenance dredging, dredged material disposal areas, jetties, and breakwaters, have lagged behind revenues into the HMTF for several years. The resulting HMTF surplus was approximately $5.65 billion at the end of FY10 and continues to grow by hundreds of millions of dollars each year. Due to inadequate appropriations from the HMTF, navigation channels are getting narrower and shallower due to sediment accumulation. The U.S. Army Corps of Engineers recently reported that almost 30 percent of commercial vessel calls at U.S. ports are constrained due to inadequate channel depths. This means vessels laden with American-made goods cannot carry all they are capable of holding because they cannot get through channels that are not being adequately maintained, nor can ships with imports for the U.S. market enter many ports fully laden due to the same concerns. This drives up the cost of our nation's exports and imports and increases the risk of vessel grounding and associated oil spills. Inadequately maintained harbors are becoming like blocked arteries, threatening to choke off the lifeblood of our economy. With our economy trying to recover from a major recession, America’s international trade must not be run aground because available funding that was collected for needed and regular dredging of America's commercial waterways is being withheld. Thousands of good–paying American jobs would be created or maintained by using HMTF revenues for their intended purpose: maintaining America’s waterways. Enough HMT revenue is collected eahch year to meet all of the nation’s authorized harbor maintenance needs, but less than two–thirds of it is appropriated for harbor maintenance. Charging maritime commerce this tax while failing to provide the service for which it was established is grossly unfair. To ensure that HMT revenue entering the HMTF is spent for its intended purpose, Congressmen Charles Boustany (R-LA) and Joe Courtney (D-CT) introduced H.R.104, bipartisan legislation with 26 original cosponsors. Senator Carl Levin (D-MI) and Senator Kay Bailey Hutchinson (R-TX), with 12 original cosponsors have introduced S. 412, a companion bill in the Senate. (HR-104 currently has 118 cosponsors, S 412 has 25 cosponsors) This bill solves this problem the same way the Congress did for the Airports and Airways Trust Fund in AIR-21. It legislatively ties HMTF appropriations to HMTF revenue through a guarantee and a point of order without incurring a CBO “pay go” score or being subject to new "cut go" rule that apply to mandatory spending. It would address only future HMTF revenues, not the existing surplus. This bipartisan legislation is supported by a broad national coalition ranging from the U.S. Chamber of Commerce, the American Petroleum Institute, and the Agriculture Transportation Coalition to ports and major labor unions.

# A2 Transportation Infrastructure

**Ports solve**

**Dredging Today 7-2-12** (America’s Seaports Recognized in MAP-21 Surface Transportation Bill Reauthorization <http://www.dredgingtoday.com/2012/07/02/americas-seaports-recognized-in-map-21-surface-transportation-bill-reauthorization/>)MSD

Among the provisions in the bill of most interest to ports and the freight community is establishment of a National Freight Policy that includes development of a National Freight Strategic Plan. The National Freight Strategic Plan, along with state freight plans and advisory committees, will enable freight projects that improve cargo movement, reduce congestion, increase productivity and improve the safety, security and resilience of freight transportation. Among the types of projects being addressed are freight intermodal connectors, railway/highway grade separations and geometric improvements to interchanges and ramps – all of which are often sought by the seaport industry. Also, by continuing the Projects of National and Regional Significance (PNRS) program, the bill authorizes funds for large, multimodal projects that bolster freight mobility in locations that generate national or regional economic benefits. AAPA has supported this program since its inception.

# A2 commitment from obama means funding

**a) The commitment means nothing—Obama won’t spend a ton of money before the election—it’s too risky.**

**b) It’s their burden to provide a piece of evidence with the amount that Obama is spending and defend that is enough to solve—if they don’t vote aff on presumption**

# Miami Key

**Miami Ports are cleared by the EPA – key to econ**

**Dredging Today 5-25-12** (USA: Miami Port Dredging Plan Gets Final Environmental OK <http://www.dredgingtoday.com/2012/05/25/usa-miami-port-dredging-plan-gets-final-environmental-ok/>)MSD

According to The Miami Herald, the Florida Department of Environmental Protection has issued a permit that will allow the U.S. Army Corps of Engineers to dredge and deepen in and around Government Cut by up to 50 feet. The project will be put out for bids this summer, with construction expected to begin in early 2013. Port expansion advocates argue the greater depth will allow Miami Port to be more competitive by accommodating larger vessels that are expected to make use of the new and wider Panama Canal when that project is completed some time next year. “The deep dredge is critical to our future growth,” Port of Miami Director Bill Johnson said. “Port of Miami will be one of only three U.S. Atlantic ports to be at [minus] 50 feet when the expanded Panama Canal opens.”

# Lake Providence Key

**Port of Lake Providence is key to global crop market**

**Town Talk, 7/2/12** ("Gateway Louisiana port could be dry by harvest time",www.thetowntalk.com/article/20120702/BUSINESS/120702004)

NEW ORLEANS — The Port of Lake Providence, a gateway for many of Louisiana’s commodity crops to reach national and global markets, could be dry by harvest season. Despite securing $1.2 million in federal disaster funding to dredge the port in East Carroll Parish, low Mississippi River levels are preventing navigation in and out of the harbor. “The scenario is dire,” said W. Wyly Gilfoil Sr., executive director of port operations. “Farmers may have to dump their corn on the ground unless we can get more dredging or the river rises.” U.S. Army Corps of Engineers contractor Pine Bluff Sand and Gravel left the shallow-draft port over the weekend after completing what turn is insane save us all from her wrathed out to be an insufficient dredge. But Kent Parrish, program director for the corps’ Mississippi River and Tributaries project, said he hopes more dredging can be done before the harvest. “I’ve been on the phone with headquarters and have been promised more funding, but it’s not in hand,” Parrish said. “We’ve got one dredge working six ports. We’re going to try to keep them all open, but with the river dropping so fast it’s definitely a problem.” Mike Strain, who was attending the Louisiana Farm Bureau Federation’s annual convention here this weekend, said the port is a key cog in the state’s agriculture infrastructure system. “Our ability to export will be hammered if we can’t dredge,” Strain said. “It’s a critical artery to move our crops, especially in northeastern Louisiana,” Strain said. “We don’t have the road or rail capacity to transport all of our commodities. It takes a combination of all of three transportation modes to get it done.” If the port is navigable, at least 100 barges, each with a 53,000-bushel capacity, will be wedged into the harbor to help transport the crops, mostly grains, after they’re harvested later this summer. “You’ll be able to walk across this harbor and never get your feet wet,” Gilfoil said. “They almost have to grease them to get by one another.” Those barges will be landlocked if more dredging isn’t done to unclog the harbor and its entry ways, which are choked by the silt deposited there during the Great Flood of 2011. “We’ll be high and dry,” Gilfoil said. “There was a tremendous silt dump during the high water (of the flood). Combine that with record low water and the fact that we weren’t dredged last year and we’ve got a big problem.” And the deadline is looming. “The first big load will move in August and September,” he said. The Lake Providence Port is one of the 20 largest inland ports in the nation, moving an average of 850 tons per year. “I think that will bump up to 1 million tons based on the potential for this year’s crop if we’re open,” Gilfoil said. The channel at the Port of Lake Providence is maintained by the U.S. Army Corps at a depth of 9 feet. It usually is as deep as 12 feet, except in the dry season of late summer and early fall.

# Louisiana Key

**Louisiana ports weren’t covered in Obama’s XO—they’re key to the rest of the Gulf ports and globe**

**Targeted News Service, 7/25/12** ("Boustany Presses Obama to Expedite Port Projects in Louisiana", Targeted News Service, Lexis)

Congressman Charles W. Boustany, Jr. M.D. (R-South Louisiana) released the following statement after sending President Barack Obama a letter expediting port projects in the state while addressing dredging issues across the country. Coming on the heels of the President's recent announcement of 7 nationally and regionally significant infrastructure projects being expedited to expand 5 major ports across the country, Boustany's letter seeks to expedite port projects throughout the state of Louisiana: "Louisiana ranks seventh among the nation's fifty states for exports. Due to its many ports and harbors, it has accounted for over $14.25 billion in exports in the first quarter of this year alone. However, I am concerned with the maintenance and infrastructure issues facing our state's ports and harbors. Challenged by narrowing travel channels as a result of inadequate dredging, many vessels are seeking other avenues of commerce. "The President recently announced 5 major ports across the nation will benefit from an expedited process to complete infrastructure projects. This letter highlights the merits of Louisiana's ports receiving the same treatment. In addition to this request, I promoted the benefits of the Realize America's Maritime Promise (RAMP) Act, H.R. 104. This legislation addresses these exact maritime issues by requiring the total amount spent from the Harbor Maintenance Trust Fund must be equal to the receipts collected by the Trust Fund each year. "The Gulf Coast serves as a primary artery of commerce and trade to our nation. Many ports in South Louisiana play important roles in exporting local goods to the rest of the world. We must protect them by ensuring their proper maintenance. The RAMP Act succeeds in completing this goal."

# Michigan Key

**Just for lolz**

**Muskegan Critic, 7/25/12** – (Muskegan Critic, discussing the Lake Huron Diesel Spill, "Wednesday briefing and open thread", bloggingformichigan.com)

I’m a huge fan of shipping on the Great Lakes…dredging is important to that…and shipping on the Great Lakes gives Michigan the opportunity to ship goods worldwide. But I’m also very much in love with the Great Lakes and their environmental protection. I want the jobs and industry that puts my friends and families to work and creates innovations here. And at the same time I want to keep our Lakes clean and ecologically healthy. Call me nuts, but I still believe these two things can be reconciled. I believe we can have cleaner ways of doing business. And that in the end, it’s going to be better for us economically, and ecologically.

# Oregon Key

**Oregon coastal ports need dredging**

**Wyden et. al, 7/19/12** (Ron Wyden, U.S. Senator, Jeff Merkley, U.S. Senator, Peter DeFazio, Member of Congress, Targeted News Service, "eFazio, Wyden, Merkley, Urge Corps to Dredge Port of Port Orford", Lexis)

Congressman Peter DeFazio and Senators Ron Wyden and Jeff Merkley sent a letter to the U.S. Army Corps of Engineers (USACE) urging them to find funds to dredge the Port of Port Orford before it becomes unusable and threatens the local economy. DeFazio, Wyden, and Merkley asked the USACE to add funds to dredge the Port of Port Orford to another shallow water dredging contract on the nearby Chetco River. This would save the USACE $400,000 in the long-term and preserve this vital resource. "The Port of Port Orford is a critical lifeline that fuels the local economy, keeps over a hundred fishermen working, and keeps this community alive. We are urging the Army Corps of Engineers to add this shallow water dredging project to the contract already servicing the Chetco River. It will save the Corps money in the long-term and fulfill its commitment to safeguard our infrastructure in ports both big and small," said DeFazio. "Whether it's maintaining jetties or dredging harbors, keeping coastal ports open for business is a federal obligation and is money well spent," Wyden said. "Ensuring that ports such as Port Orford remain operational helps drive the local economy, save existing jobs, create new jobs and generate economic development at a time we need it most." "Oregonians living in coastal communities depend upon the dredging of their ports so they can support their families," said Merkley. "Without proper dredging, rural communities like Port Orford see their economies dry up. We cannot allow the Port of Port Orford to become unusable and cost further job loss. We need to continue investing in Oregon's coastal communities and dredging our small ports is one of the most critical things we can do." A group of Port Orford fishermen has organized a petition on change.org. Community members can show support for the project by signing the petition at: http://www.change.org/petitions/army-corps-of-engineers-keep-the-port-in-port-orford Text of the DeFazio, Wyden, Merkley letter is below: July 12, 2012 The Honorable Jo-Ellen Darcy Assistance Secretary of the Army, Civil Works 108 Army Pentagon Washington, DC 20310-0108 Dear Ms. Darcy: We are writing to request the U.S. Army Corps of Engineers (USACE) consider using any unallocated funds for dredging at the Port of Port Orford. The Port is in dire need of dredging and will soon be unusable. The Port of Port Orford, located in Port Orford, Oregon, is unique in that it has no harbor so it is directly exposed to the Pacific Ocean. It is also the only port on West Coast that uses a dolly dock to retrieve boats out of the water once they enter the Port. According to the Port, it hosts 60 commercial fishing vessels that employ 120 individuals. Their catch value was $5 million last year. The Oregon Department of Fish and Wildlife and Oregon State University have also based research operations at this port to study the new Redfish Rocks Marine Reserve. As early as 1873, the USACE began developing plans to construct and build a breakwater at Port Orford to protect it from waves. By 1935, a breakwater was built by "local interests" to protect a pier, but it was not completely effective. The USACE then built a 550 foot extension of the breakwater in 1968, but that extension caused the Port to infill with sand. Emergency dredging took place in 1970, but the problem of sand infiltration did not abate. A 1981 USACE study of shoaling at this Port noted that breakwaters are a good tool to protect against waves. However, if such structures are constructed on "a shoreline with a substantial littoral sediment transport," and "no other measures are taken," sediment deposition will begin to accumulate and infill the channel. This is the case at the Port of Port Orford, in part because of the lengthened breakwater. We have each have worked diligently during our tenures in Congress to secure federal funds to dredge small ports along Oregon's south coast. Administration after administration, regardless of party, has failed to budget needed funds for even the most modest of dredging projects in this area despite having research in-hand that clearly demonstrates its own past construction work exacerbates the need for ongoing dredging. We have had to fight nearly every year to secure funds in the congressional budget process for this work. These federal funds are essential to keep our ports open and safe, and to ensure Oregon's coastal communities are able to thrive. Last January, the USACE did not allocate a portion of its $30 million in the FY 2012 Energy and Water Appropriations bill for shallow draft ports to the Port of Port Orford for dredging. The USACE Portland District has since scheduled the hopper dredge, YAQUINA, to dredge several ports along Oregon's coast. Even if the USACE Portland District had the financial resources to dredge Port Orford, it is too shallow for the YAQUINA to enter. It requires a clamshell or a similar dredge to get in and do the work. We have recently learned that the USACE Portland District will be letting an emergency contract to have a private clamshell dredge areas of the Checto River in Oregon. This work is part of an emergency clean-up effort from last year's tsunami. The USACE Portland District says it will cost an extra $800,000 to include dredging at the Port of Port Orford in this contract. A stand-alone contract would cost an additional $400,000. We respectfully request you consider allocating any unused USACE funds to include the Port of Port Orford in this dredging contract. We are well aware that USACE budgets have been underfunded for too many years leaving many worthy projects short of needed maintenance funds. However, we are convinced this request deserves additional consideration. The Port is the community's lifeline. Failing to dredge a port that experiences rapid sand infiltration as direct a result of a past USACE construction project seems unreasonable. We also request you view this video made by community residents about current conditions at the Port. It highlights the need for this work: http://www.youtube.com/watch?v=VVewO9qo0f0. We are available to further discuss this matter with you either in person or over the phone.