



National Dredging Meeting

Strategic Plan

USACE Navigation Program

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\ BRIEFING PURPOSE

- Explain the need for a Navigation Strategic Plan
- Get feedback on the approach
- Recruit folks with a passion for Navigation to help develop the Strategic Plan

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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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WHY A STRATEGIC PLAN?

- Where do we want to be in 5-10 years?
- What do we need to do now to get there?
- What problems do we need to address?
- How do we prioritize them?

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MY THOUGHTS

- **Where to start?**
 - CMTS Strategic Plan
 - Civil Works Strategic Plan
- **Build around the Mission: Reliable Marine Infrastructure**
- **What gets measured gets done**
 - Data collection and Data analysis
 - How will it be used?
- **Communication Plan: What gets a good plan implemented?**

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A VIEW OF THE FUTURE

- **Navigation value to the Nation is aligned with environmentally responsible movement of goods. The American public understands and supports the fuel efficient and lowest emission method of moving goods that significantly contributes to America's competitiveness of its goods in a global marketplace. This has been accomplished through a joint public awareness effort on Marine Infrastructure - Ship, Barge, Rail and Road.**
- **Healthy economic climate that includes a steady capital investment in dredging equipment.**

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A VIEW OF THE FUTURE

- Ships and barges moving cargo making use of well maintained, reliable navigation channels and other infrastructure.
- Channel depths maintained, not restored
- Vast majority of dredged material used in a beneficial manner, in accordance with Dredged Material Management Plans
- Hydrographic survey results provided to navigation interests and the public within 24 hours of being collected

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A VIEW OF THE FUTURE

- 'Building the bench' program has been established to train and develop technical expertise in dredging and navigation. All phases of career - entry: co-op and intern, mid-career: developmental assignments, long term technical training; senior technical leader: mentor training
- Ability to optimize channel maintenance dredging based on navigation industry use.
- Economic Models have been developed and certified to quickly determine the benefits and costs for proposed channel improvements.

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A VIEW OF THE FUTURE

- **Asset management in place**
- **Maintenance management in place, resulting in development and use of failure rate curves on key lock components, allowing high use nav locks to move from breakdown maintenance to preventive maintenance.**
- **Automatic process of cargo identification, prepopulating USACE and sister Federal agency databases, including cargo value which automatically determines and collects the appropriate HMT and electronically deposits the funds into the Federal Treasury account. Similar effort for collecting the IWTF revenues.**

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A VIEW OF THE FUTURE

- **Nav design centers for nav lock major rehabs and replacements, to keep technical design staff fully employed, sharp and maximizing consistency of design across the Corps lock inventory.**
- **Implementing the results of a coastal nav version of the successful 2008 IMTS business process review that improved consistent and improved service to the inland nav community, including hydrographic surveying, plans and specifications development, contract administration and quality assurance.**
- **The national dredging quality assurance program viewed as value added in contract admin.**

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HOW CAN YOU HELP?

- **LTG Van Antwerp believes in and emphasizes the lessons from “Good to Great” by Jim Collins**
- **The Book emphasizes:**
 - **Set a Big Hairy Audacious Goal**
 - **Find people passionate about the program**
 - **Pursue actions towards the Goal**
 - **Momentum will build**
 - **The Goal will be realized**
- **I’m here to recruit you!**

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