



DEPARTMENT OF THE ARMY  
OFFICE OF THE CHIEF OF ENGINEERS  
WASHINGTON, D.C. 20314-1000

29 JUN 1992

REPLY TO  
ATTENTION OF:

CECW-PM (10-1-7a)

SUBJECT: Delaware River Comprehensive Navigation Study, Main Channel Deepening, New Jersey, Pennsylvania, and Delaware

THE SECRETARY OF THE ARMY

1. I submit for transmission to Congress my report on the Delaware River comprehensive navigation study, main channel deepening. It is accompanied by the reports of the District and Division Engineers and the Board of Engineers for Rivers and Harbors. These reports are in partial response to a resolution passed by the Committee on Public Works of the U.S. House of Representatives on 2 December 1970 and resolutions dated 1 March 1954 and 20 September 1974 passed by the Committee on Public Works of the United States Senate. In the first resolution, the House committee requested that the Board of Engineers for Rivers and Harbors review reports on the Delaware River navigation system with a view to promoting and encouraging the efficient, economic, and logical development of Delaware River ports. The 1954 resolution requested review of channel dimensions. The 1974 resolution requested that reports be reviewed with a view to developing a regional dredged material disposal plan for the tidal Delaware River, its tidal tributaries, and Delaware Bay. A final report in response to the resolutions will be submitted later.

2. The reporting officers recommend a plan to deepen the existing 40-foot deep navigation channel to 45 feet below mean low water from the mouth of Delaware Bay to the Philadelphia, Pennsylvania, and Camden, New Jersey, harbors. The plan also provides for deepening part of the Marcus Hook anchorage, bend widening, and utility relocations as required. The recommended plan would reduce waterborne transportation costs by minimizing the need for lightloading and lightering of bulk shipments and by encouraging the use of larger and more efficient transport vessels. Based on information available at this time, the recommended plan is the national economic development plan.

3. Based on October 1991 prices, estimated first cost of the plan is \$294,931,000, of which \$195,767,000 would be Federal and \$99,164,000 would be non-Federal. Average annual benefits and costs based on an interest rate of 8-1/2 percent are estimated at

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\$42,889,000 and \$32,231,000, respectively, with a resulting benefit-cost ratio of 1.3.

4. Washington level review indicates that the proposed plan is technically sound, economically justified, and environmentally acceptable. The proposed project complies with applicable Army Corps of Engineers planning procedures and regulations.

5. The Board of Engineers for Rivers and Harbors concurs with the findings and recommendations of the reporting officers. The Board recommends additional post-authorization studies to determine whether asymmetric channel design alternatives could achieve greater net benefits at a lower project cost. The Board also supports additional studies to reinforce findings that there will be no significant adverse impacts on surface water and ground water resources, or on aquatic life in the bay due to deepening of the navigation channel. The Board supports the reporting officers' decision to seek section 404(r) exemption from permitting requirements specified by the Clean Water Act.

6. I concur in the findings, conclusions, and recommendation of the Board.

7. The recommendation contained herein reflects the information available at this time and current departmental policies governing formulation of individual projects. It does not reflect program and budgeting priorities inherent in the formulation of a national civil works construction program nor the perspective of higher review levels within the executive branch. Consequently, the recommendation may be modified before it is transmitted to Congress as a proposal for authorization and implementation funding. However, prior to transmittal to Congress, the sponsor, the Delaware River Port Authority; the States of New Jersey, Pennsylvania, and Delaware; interested Federal agencies; and other parties will be advised of any modifications and will be afforded an opportunity to comment further.



C. E. EDGAR III  
Major General, USA  
Acting Chief of Engineers