

**US Army Corps
of Engineers®**

Jacksonville **Harbor Deepening**





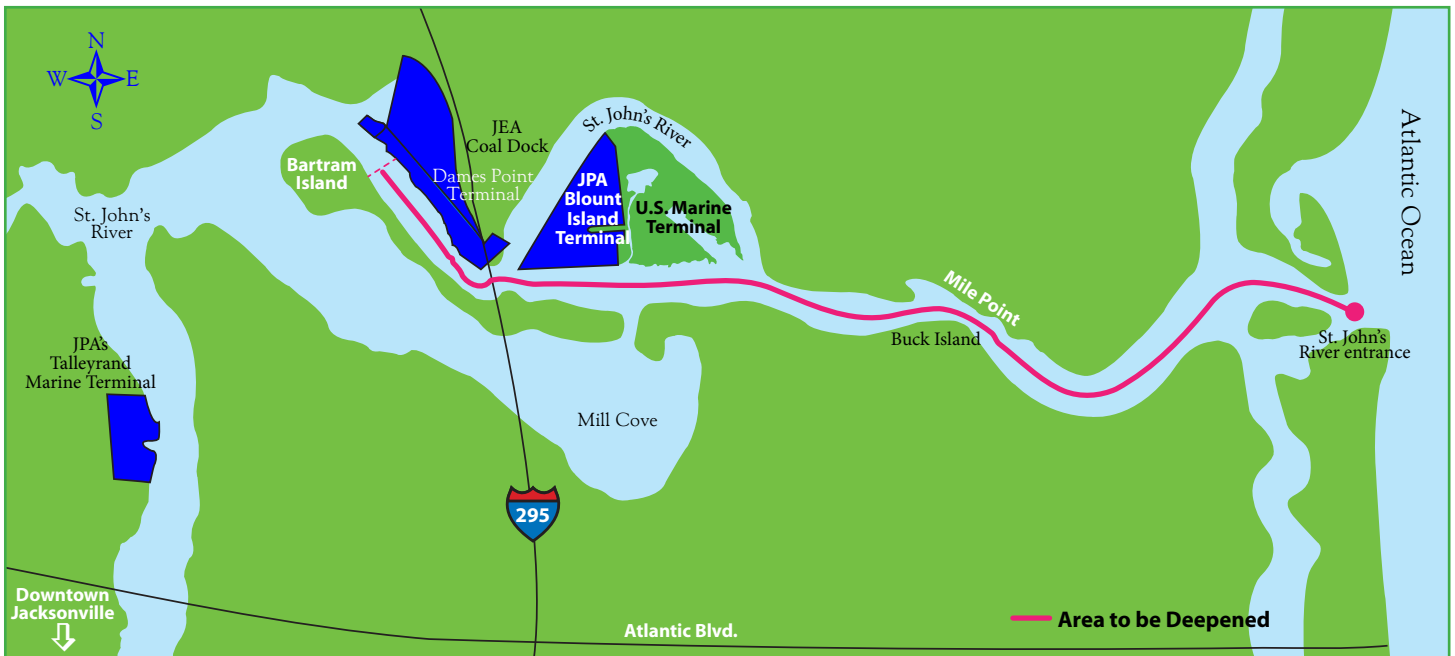
Where will the St. Johns River be deepened?

The federal channel will be deepened from approximately River Mile 0 (mouth of the St. John's River) to approximately River Mile 13 (near the cruise terminal).

When will this project take place?

The Chief of Engineers for the Corps is expected to make final approval of the report in April 2014. This date was established by the President of the United States as part of the "We Can't Wait Initiative." From there it's expected that the final report will be forwarded to congress in fall of 2014 for authorization and appropriations.





Why does Jacksonville need a deeper harbor?

The 47-foot depth is necessary to handle today's shipping fleet. As the world's population continues to grow so does the demand on goods and services. To meet this demand shipping vessels also continue to grow and deeper water is required to transit ports of call.

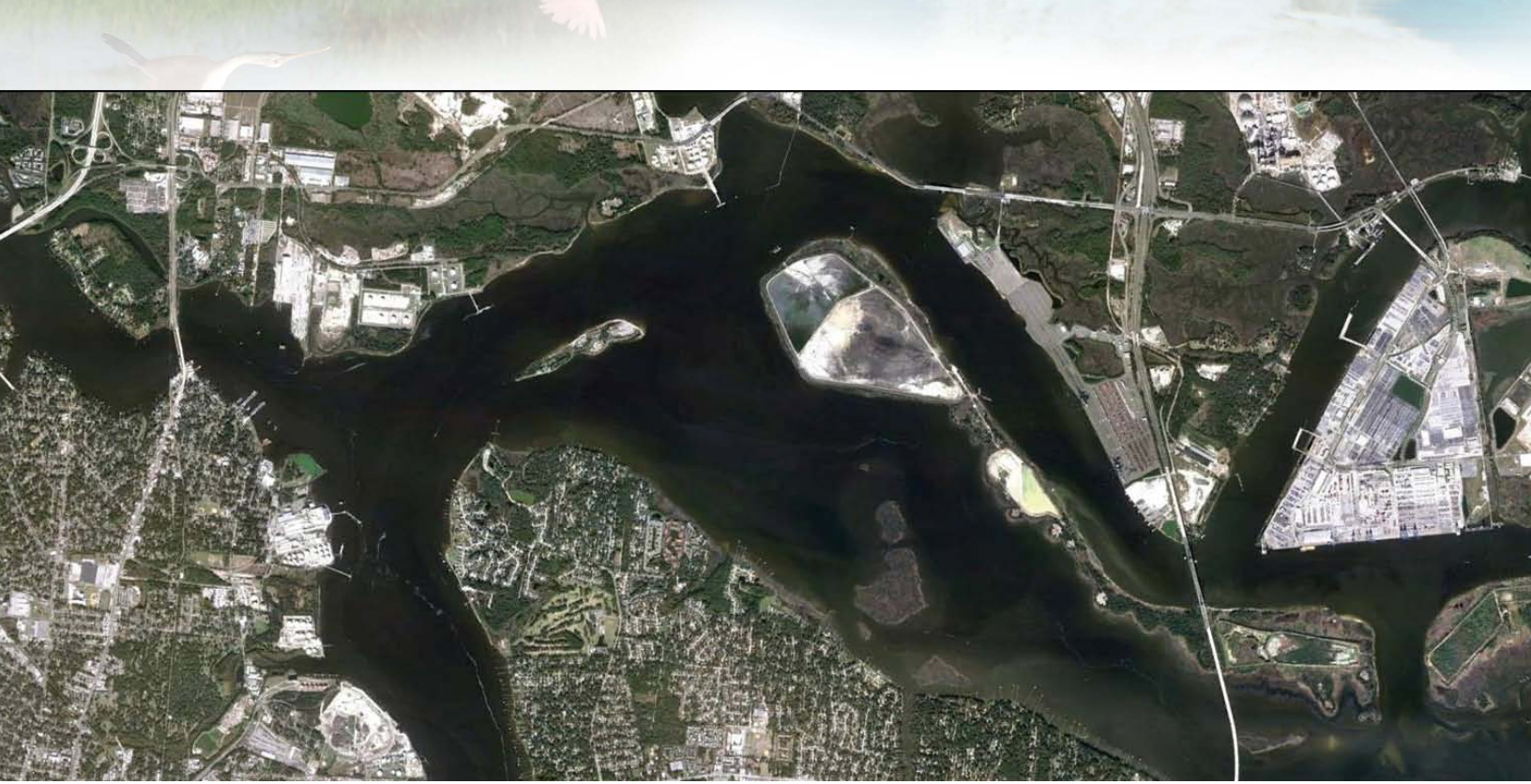
Who will benefit from a deeper harbor?

Citizens of Northeast Florida will benefit directly or indirectly from a deeper harbor, as well as the nation as a whole. Deeper ports equate to more cargo, a higher distribution of goods through Jacksonville by truck and rail, additional jobs constructing new distribution centers, truck drivers moving goods, additional port jobs, and higher revenues for local businesses. This project will be a major economic engine for all of northeast Florida.

What is the tentatively selected plan?

The Corps recommended deepening to 45-feet from the Entrance Channel to approximately River Mile 13. The non-Federal sponsor, JAXPORT, requested a locally preferred plan (LPP) of 47-feet which was approved by the Assistant Secretary of the Army for Civil Works. In addition to deepening, two areas of widening at the Training Wall Reach and St. Johns Bluff Reach are recommended to accommodate larger vessels. Also, two new turning basins are recommended at Blount Island and Brills Cut.





Where will you place the dredged material?

Dredged material will primarily be placed within the Ocean Dredged Material Disposal Site.

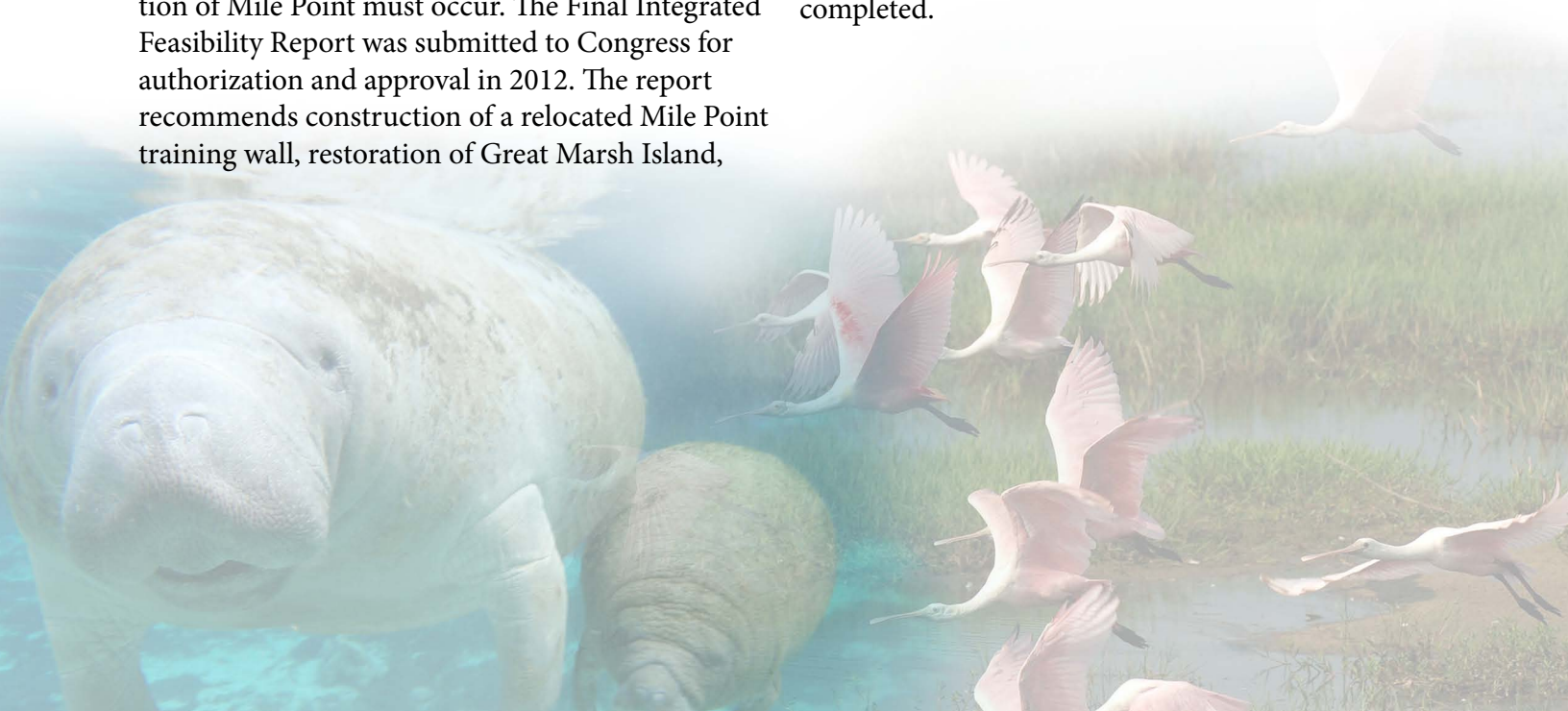
What will be the project's impact on Mile Point?

For the deepening to be fully effective, the completion of Mile Point must occur. The Final Integrated Feasibility Report was submitted to Congress for authorization and approval in 2012. The report recommends construction of a relocated Mile Point training wall, restoration of Great Marsh Island,

and the creation of a flow improvement channel in Chicopit Bay. This project remains in Congress and awaits authorization.

Why not deepen the harbor to more than 47-feet?

A depth of 47-feet is sufficient to keep Jacksonville's port competitive for many years to come. If additional depth is warranted in the future the Jacksonville Port Authority can request another study to be completed.





How much will this project cost and who will pay for it?

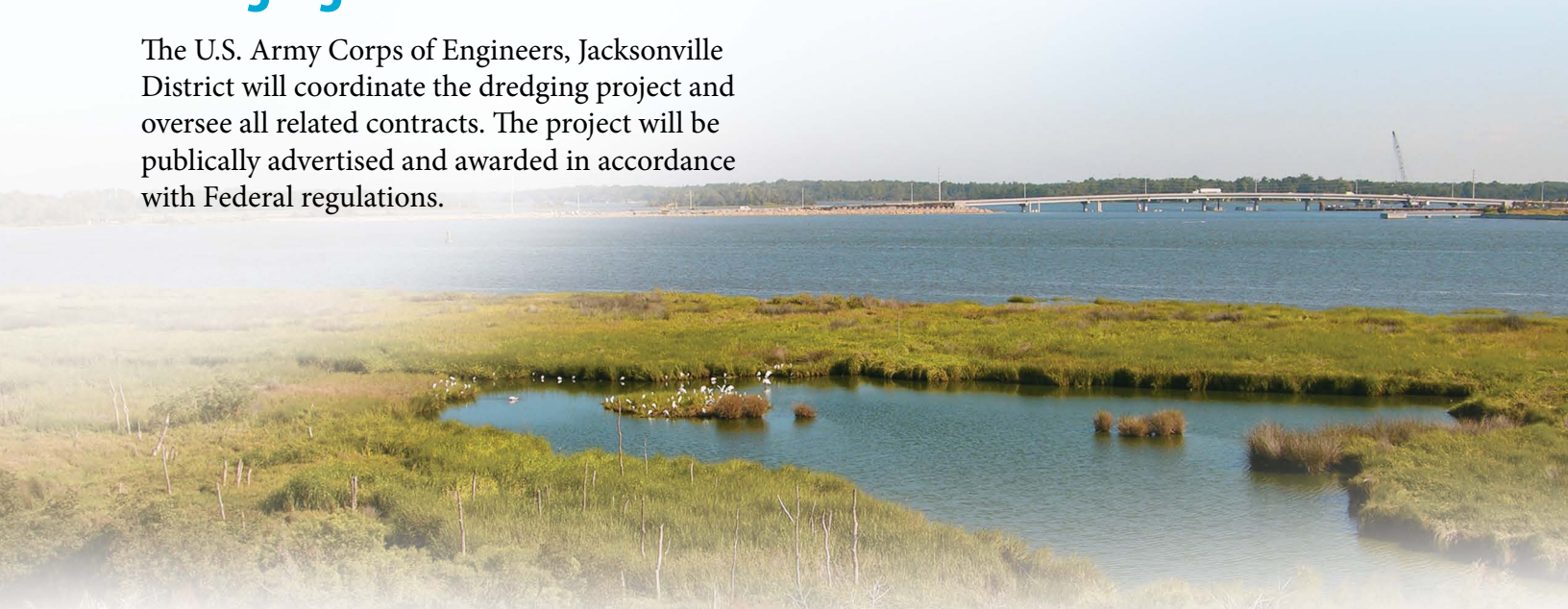
Estimated costs to deepen the harbor to 47-feet are approximately \$700 million. However, this is just an estimate and is subject to change during the review process. The federal government is responsible for approximately \$350 million and the local sponsor is responsible for approximately \$380 million.

Who will conduct the dredging?

The U.S. Army Corps of Engineers, Jacksonville District will coordinate the dredging project and oversee all related contracts. The project will be publically advertised and awarded in accordance with Federal regulations.

Will there be any blasting for this project?

It is anticipated that blasting will occur for this project. However, the Jacksonville District has a very high success rate for conducting confined blasting in environmentally sensitive areas, such as San Juan and Miami Harbor. The Corps commits to implement the same protective measures that were employed in Miami and San Juan for the Jacksonville Harbor Deepening project. Also, the Corps contractor will be required to meet all federal, state and local regulations.





What are the environmental impacts of this project?

Early models indicate that there will be very minimal impacts to the environment on this project. However we understand that modeling is simply a tool that will predict what may or may not occur. That's why the Jacksonville District is proposing to monitor the rivers ecosystem during and after construction is completed.

Who has this project been coordinated with other than Jaxport?

This project has been coordinated with the following state and federal agencies:

- ✦ St. Johns River Water Management District
- ✦ Florida Department of Environmental Protection
- ✦ U.S. Fish and Wildlife Service
- ✦ U.S. Environmental Protection Agency
- ✦ Florida Fish and Wildlife Conservation Commission
- ✦ National Park Service
- ✦ National Oceanic and Atmospheric Administration
- ✦ National Marine Fishery

Does the current harbor depth pose any safety risks for cargo ships?

The problem is that some cargo ships cannot use Jacksonville's port because they require more than 40-feet of water depth in which to operate, so they go elsewhere. Other ships which currently use Jacksonville's port must wait until high tide to enter the harbor with a full load of cargo, creating delays, while still other ships enter the harbor with less than a full load of cargo in order to make them light enough to navigate the channel. The harbor deepening project will resolve these problems and allow vessels to bring more containers into Jacksonville for nationwide distribution.





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