



US Army Corps  
of Engineers  
New Orleans District

## CAP Sec 107, Port of New Orleans Access Channel Deepening

River and Harbors Act 1945, 1985 Supp. App. Act, WRDA 1986, WRDA 2016

# Project Fact Sheet

### CAP Construction (NAV)

**Location:** The project area is identified as “the left descending bank of the Mississippi River between mile 98.3 and mile 100.6 Above Head of Passes (AHP).

**Description:** The primary purpose of the project is to deepen the Port of New Orleans Access Channel from the current depth of -35 feet to -50 feet to accommodate deep draft traffic.

**Issues:** Although, the Mississippi River was authorized to be deepened to -55 feet in 1985, it was never deepened beyond -50 feet. The Port of New Orleans is now interested in pursuing deepening the port access channel to a depth of -50 feet. A Feasibility Study Report and Environmental Assessment was developed to confirm the economic feasibility of deepening the access channel to a depth of -50 feet.

**Importance:** An evaluation of population growth trends, trade forecasts and examination of the current port capacities shows that there is economic justification for deepening the Port of New Orleans Access Channel. The Port of New Orleans being the dominant port for the export of grains from the U.S. plays a key role in meeting these future needs. Therefore, deepening the Port Access Channel is expected to provide national economic benefits.

**Risk:** With the Mississippi River being home to some of largest port complexes in the country, the need is considered to be especially high and incur the most significant adverse economic impact if it cannot accommodate Panamax traffic.

**Consequence:** According to a study conducted by IWR, the ports along the Gulf of Mexico are ill-prepared to accommodate the deeper Panamax traffic. Consequently, the need for capacity expansion is likely



Figure 1: Port of New Orleans seen from near Napoleon Ave, New Orleans.

to be the most critical along the U.S. Southeast and Gulf Coasts.

**Activities for FY23:** Execute PPA and begin PED using IIJA funding.

**Acquisition Strategy:** Received \$5.82M in IIJA Funding.

**Amount That Could Be Used in FY23:** \$7.24M

**Project Sponsor/Customer:** The Port of New Orleans.

**Congressional Interest:** Senators Kennedy and Cassidy (LA) and Representatives Scalise (LA-1) and Richmond (LA-2).

Phase	FY 22 Allocation	FY 22 Budget	FY 23 Total Capability
Construction	\$5.82M	\$100k	\$7.24M

The capability for each study or project is defined as the estimated amount of additional, new funding that, if provided in the applicable FY, can be used effectively and efficiently in that FY, consistent with law and contracting and execution policy, assuming that all unobligated carry-in to that FY is used first. However, each capability estimate is made without reference to the availability of manpower, equipment, and other resources across the Army Civil Works program, so the sum for the capability estimates exceeds the amount that the Corps actually could use in a single FY. The Budget allocates funding among studies and projects on a performance basis in a manner that will enable the Corps to use that funding effectively. Furthermore, the overall funding level proposed in the Budget for the Army Civil Works program reflects the Administration's assessment of national priorities in view of the range of potential private and public uses of funds. Consequently, while the Corps could obligate additional funds for some studies and projects, offsetting reductions within the Army Civil Works program would be required to maintain overall budgetary objectives.