



WEDA MIDWEST

Richard Balzano, CEO
rbalzano@dredgingcontractors.org

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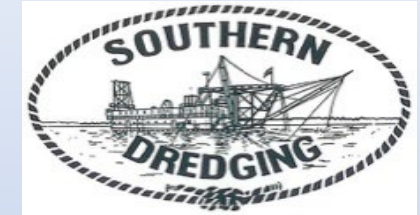
Who We Are



- Association of Dredging and Marine Construction companies
 - 24 companies
 - Small, Mid-sized, Large
 - Family owned, 100+ years, publicly traded some relatively new
- What do we do?
 - We bring a common voice, to common issues
 - To the legislative branch
 - The executive branch
 - And more specifically to the USACE
 - And to our stakeholders (ports, waterways and coastal communities)
- Three main focuses
 - Protect the Jones Act
 - Advocate for stable appropriate funding levels for the USACE
 - And advocate for a stable marketplace for the Industrial base



Our Companies



What Our Companies Do



- Maintenance dredging of channels, berths and turning basins
- Deeping and widening projects
- Beach and wetland reclamation
- Erosion deposits removal and repair
- Subsurface mining
- Marine construction



Our Priorities

- Industry / USACE partnership is critically important
 - Keep the waterways open
 - Keep the National Economy Moving
 - Protect National Security
- We help our ports and waterways grow and compete in today's competitive global economy.



- **Coordinate and communicate with our customers:**
"We are stronger when we work together!"

Current Issues



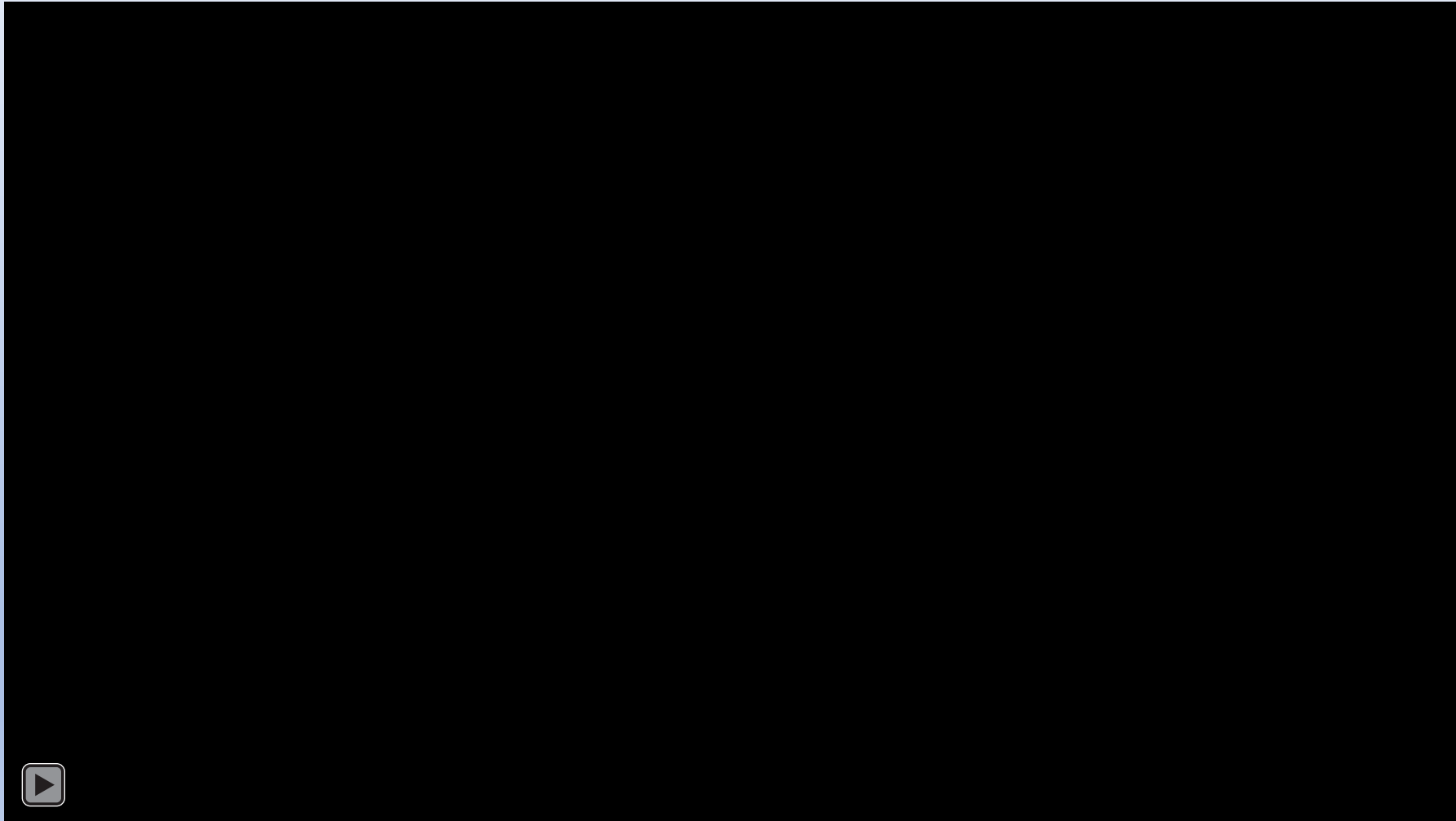
- Jones Act:
 - Attacks continue, even more so with the Russian energy sanctions
 - 15 Bills and Amendments in the past two months
 - 1 CBP request
- 3-Cs: Communicate, Coordinate, Cooperate
- DCA has held workload and scheduling meetings with the Corps
 - Positive results that we hope will help with coordination and cooperation in the future.
 - We are working with the Corps to set up and schedule a longer-term, five-year workload and scheduling meetings.
 - Again, to try and better plan and coordinate work now and into the future
 - Small business workload and scheduling meeting

Current Issues



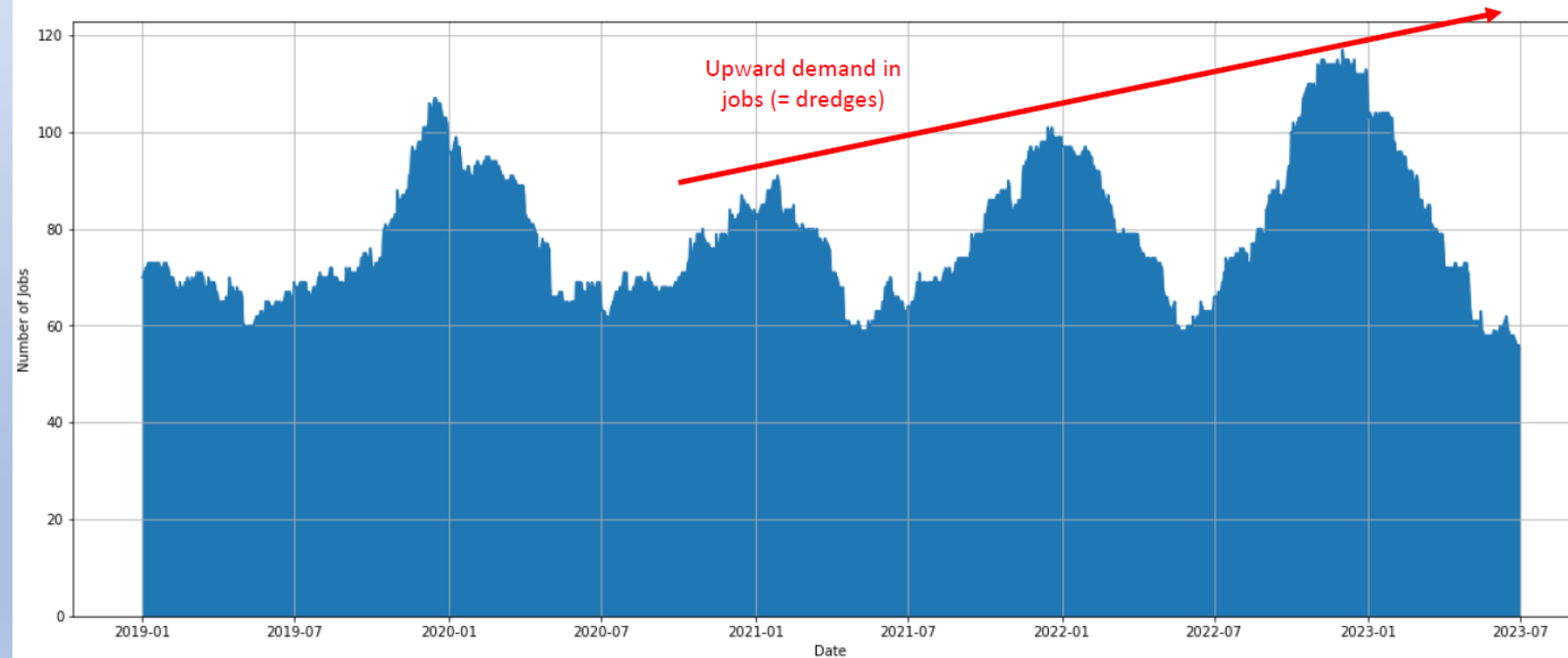
- Regional coordination and relationship interactions
 - DCA is having a meeting in April in Jacksonville to try and coordinate and cooperate more closely with the regional and district level leadership and stake holders.
 - Corps region leadership, local stake holders, and state governments
 - Cooperate, coordinate and communicate will help us work better together
- WRDA 22 is on track
- Even with all the funding (HMTF, IIJA and Healthy Corps budget)
 - IIJA \$17.1B (over 5 years)
 - Disaster relief Supplement Approps \$5.7B
 - Corps Annual Approps FY-22 \$8.3B (\$4.57B is O&M)
 - HMTF projects \$2.05B
 - The Corps still has a \$40B back log on funding
 - We still have work to do

Current Issues (Work to Be Done)



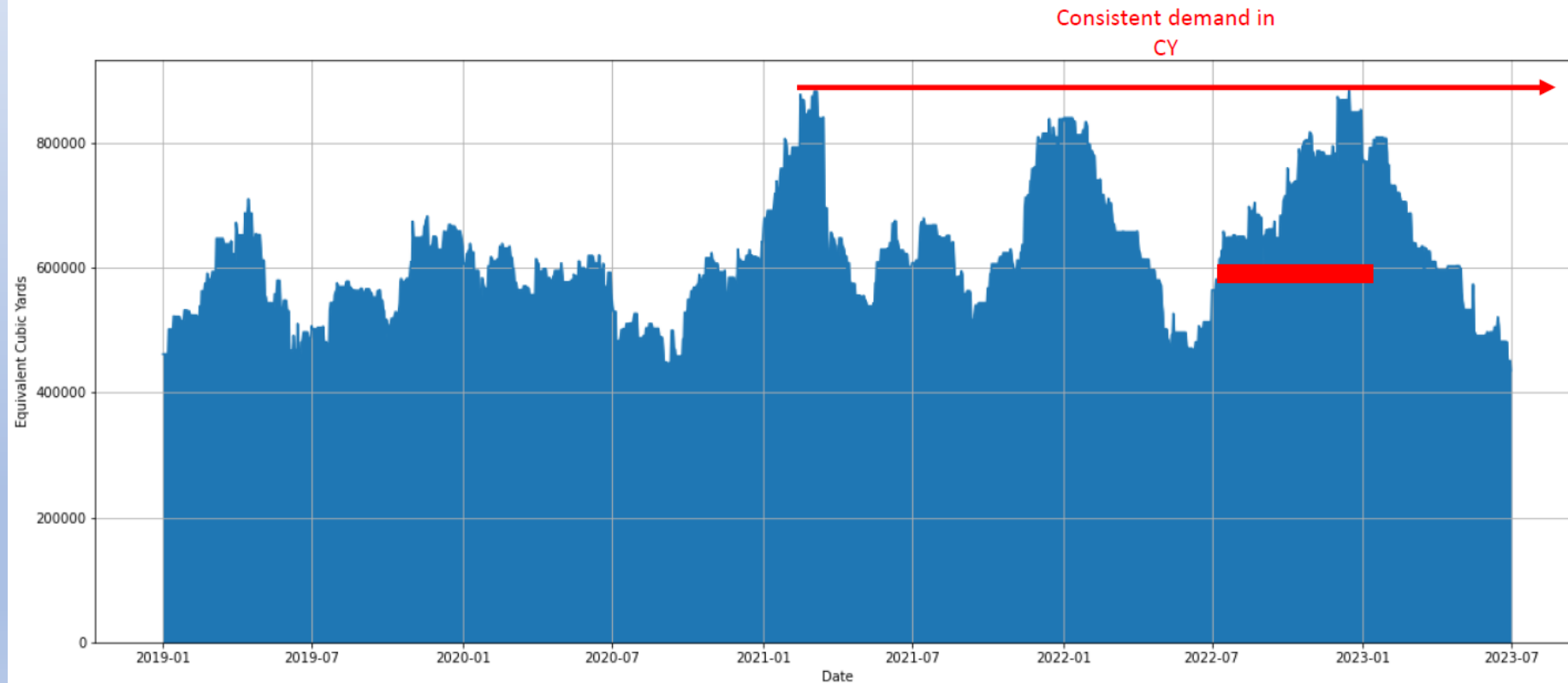
What the Future Looks Like

Daily Demand (Number of Jobs)



What the Future Looks Like

Daily Demand (CY)



What the Future Looks Like



- We need to help the Corps flatten the curves
- Spikes are OK but steady state work loads are better for everyone
 - Easier to plan
 - Easier to coordinate
 - More efficient
 - Drive cost down

Future Technical Trends



- Beneficial Use of dredge material
 - It's a win-win-win: Reduces carbon footprint; Reuses material; Can cut cost
 - Has great value in rebuilding wetlands, barrier islands, and beaches
 - Complex because they are usually projects involving cost sharing/partnering
- More efficient engines and plants
- Better automation
- Advancements in biological protection for marine life
- Innovation in contracting

Challenges

- **Keeping the Government and Industry equations balanced:**
 - Industry is investing
 - Marketplace is growing & showing stability
 - Industry investing w/out a contract in hand, not normal for maritime industry
 - These are long-term 30-50-yr. investments
- **Plan and coordinate w/ USACE and stakeholders as additional funding becomes available (HMTF, Infrastructure Bill, Federal Budget):**
 - How is it going to be spent, on which project, over what period?



Challenges



- **Workforce development and recruitment**
 - The silver tsunami
 - The new generation recruitment
- **Industry safety**
 - The Corps and Industry are laser focused on it
- **Rising cost of consumables**
 - Fuel
 - Steel
 - Lumber
 - Increasing wages

Commercial Fleet



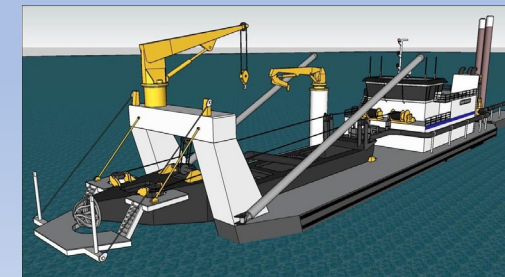
\$2 Billion Invested Since 2018

Delivered

- Two Large Hopper Dredges (Over 23,000 cy)
- Three Large Cutter Suction Head Dredges (32", 30", 30")
- One Large Dump Scow (6,000 cy)

Under Construction

- Three Large Hopper Dredges (Over 30,000 cy)
- Two Cutter Suction Head Dredges (28", 27")



Commercial Fleet

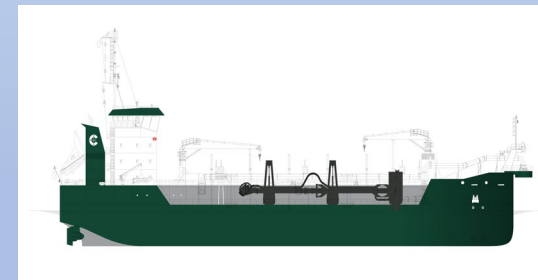
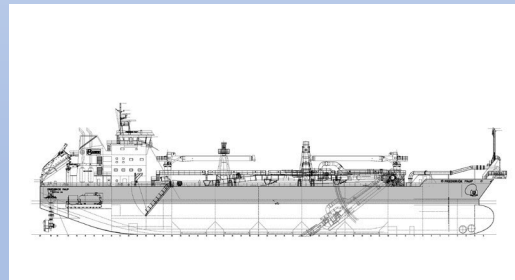
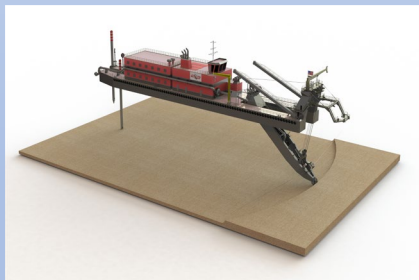
\$2 Billion Invested Since 2018

Contract Pending

- Three Large Hopper Dredges (Over 29,000 cy)

Development Phase

- One Large Hopper Dredge (10,000 cy)



Commercial Fleet

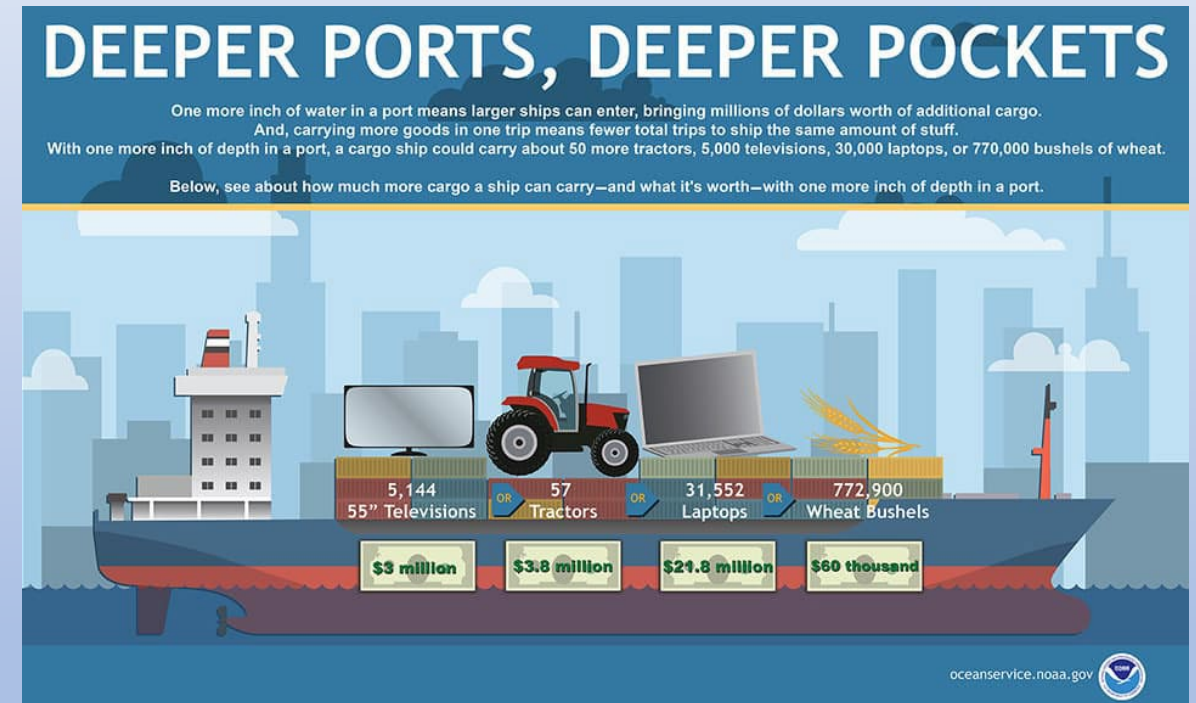


<u>Company</u>	<u>Dredge Name</u>	<u>Dredge Type</u>	<u>Capacity (cy)</u>	<u>Shipyard</u>	<u>Status</u>
Great Lakes Dredge & Dock	TBD	Hopper	6,500	Conrad (LA)	Expected delivery (Q1 2023)
Weeks Marine	RB Weeks	Hopper	8,550	Eastern (FL)	Expected delivery (Q1 2023)
Callan Marine	General Bradley	Cutter Suction	28-inch	Halimar (LA)	In Service Late March 2022
The Dutra Group	MS-16	Split Hull Dump Scow	6,000	Gunderson Marine (OR)	In Service
Manson Construction	Frederick Paup	Hopper	15,000	Keppel AmFELS (TX)	Expected delivery (Q2 2023)
Callan Marine	Admiral Nimitz	Hopper	16,000	TBD	(Construction Tender released June 2021)
Great Lakes Dredge & Dock	TBD	Hopper	6,500	Conrad (LA)	contract option for sister ship (FID 2022)
Mike Hooks	Lorraine Hooks	Cutter Suction	27-inch	Mobile Pulley Works (AL)	Under Construction
Cashman	TBD	Hopper	6,500	TBD	Shipyard Selection Phase
The Dutra Group	TBD	Hopper	6,000-8,000	Gunderson, Or	Project Development Phase
Callan Marine	Gen. MacArthur	Cutter Suction	32-inch	C&C (LA)	In service (2020)
The Dutra Group	N/ A	Split Hull Dump Scow	6,000	Corn Island (IN)	In service (2019)
Weeks Marine	JS Chatry	Cutter Suction	30-inch	C&C (LA)	In service (2019)
Great Lakes Dredge & Dock	Ellis Island	Hopper	14,800	Eastern (FL)	In service (2018)
Weeks Marine	Magdalen	Hopper	8,550	Eastern (FL)	In service (2018)
Manson Construction	Robert M. White	Cutter Suction	30-inch	Halimar (LA)	In service (2018)

*** Industry has made additional capital investments in cranes, tugs, barges, scows, tender boats, survey vessels, boosters, pipeline, pontoons, etc.*

Why All This Matters

- Deeper ports in great demand
- One inch of draft: what is it worth?
 - Bigger ships can access
 - Millions more dollars in cargo per trip
 - Less trips, less unloads and loads
 - Good for safety, the environment and price



Thank You



Questions?