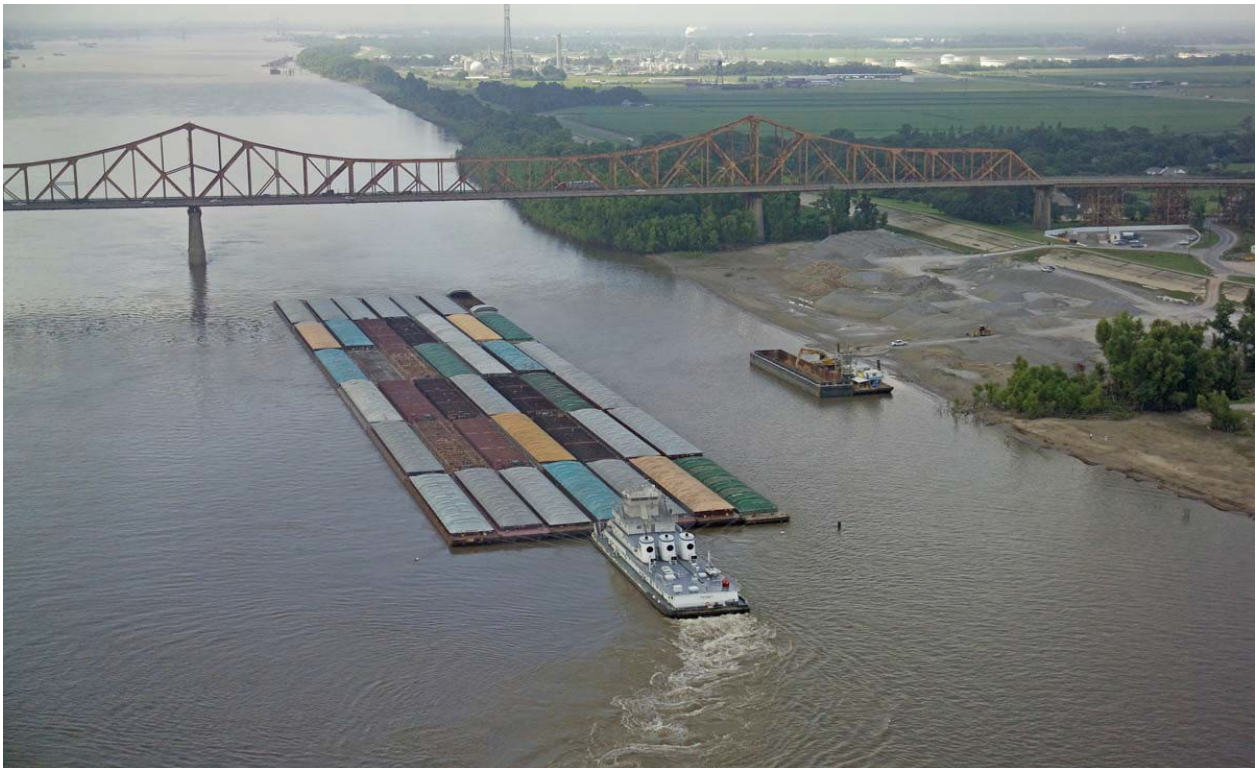


# MISSISSIPPI RIVER AND TRIBUTARIES WATERWAYS ACTION PLAN

**MSU Baton Rouge Annex  
(2023 Version)**



## 1. Geographic Description

### USCG Marine Safety Unit Baton Rouge - Lower Mississippi River (MM 167-303)

(a) Marine Safety Unit (MSU) Baton Rouge’s Area of Responsibility (AOR) is comprised of the following Parishes: Avoyelles, Evangeline, St Landry, Pointe Coupee, West Feliciana, East Feliciana, St Helena, West Baton Rouge, East Baton Rouge, Livingston, Iberville, and Ascension and includes the Lower Mississippi River from MM 167 - 303. This section of the Waterways Action Plan applies to the Lower Mississippi River beginning at the Old River at mile 303 and proceeding down to the Sunshine Bridge at mile 167.

(b) The Mississippi River Basin or Watershed drains 41% of the continental United States. Thirty-one states and two Canadian provinces are included in the watershed. The total area drained by the watershed is between 1.2 and 791.8 million square miles. Historically during the spring months, when the snow and ice melts in the Northern states, the Mississippi River experiences a sharp increase in river levels, flow rates and floating debris, which degrade the conditions on the navigation channels and increase the potential for river industry related accidents. During low water, restrictions on the navigable widths of the rivers and the maximum safe drafts of barges can impede commerce.

(c) The Port of Greater Baton Rouge ranks seventh in the nation in waterborne commerce and is the farthest inland deep-water port on the Mississippi River. Petroleum products, iron, steel, grain, rubber, paper, wood, coffee, coal, chemicals, and edible oils are shipped through the port.

(d) There are 22 fleeting areas operated by 11 companies that are used to fleet regulated and unregulated cargoes. There are five repair facilities (located in Baton Rouge) that have floating dry docks. There are eighteen (18) towing companies with towing and fleeting capabilities.

<b>CG Marine Safety Unit Baton Rouge – Area of Responsibility</b>	
Lower Mississippi River (LMR)	MM 167 – MM 303

## 2. Parties and Roles

### 2. A. General

The successful management of any river crisis is dependent on the cooperation of the waterway system participants. This includes agencies of the federal, state, and local governments, industry groups, and the general public. This chapter identifies the key organizations in these areas, outlines their authority and responsibilities, and explains their roles during a river crisis. Industry groups for the MSU Baton Rouge AOR serve a vital role, acting as a liaison between industry and federal agencies and addressing waterways conditions encompassing the Lower Mississippi River.

This plan shall not replace other existing plans. The purpose of this plan is to be used in conjunction with existing plans, incorporating pertinent information to identify critical problem areas based on federal agency and industry experience and through statistical analysis. This plan will be reviewed bi-annually to determine if revisions need to be made. If no annual revisions are made, the current existing version will remain in effect.

## 2. A.1 Industry Groups & Representatives

**Lower Mississippi River Committee (LOMRC)** LOMRC is a committee of the Lower Mississippi River towing companies, associated with the River Industry Executive Task Force (RIETF), formed to address navigation problems during significant changes in river conditions such as extreme low water and high water events. The committee addresses all issues concerning the Lower Mississippi River navigation and is the major liaison between the towing industry, the Coast Guard, and the Army Corps of Engineers for river conditions between New Orleans, LA and Cairo, IL. LOMRC is coordinated by a volunteer chairman from industry.

**Gulf Intracoastal Canal Association (GICA)** The Gulf Intracoastal Canal Association (GICA) is an industry trade association established in 1905, representing over 160 member companies involved in towboat and barge operations, shipping, shipyards and associated and supporting maritime industries which use the 1200 miles of Gulf Intracoastal Waterway (GIWW) between Brownsville, Texas and St. Marks, Florida. GICA is committed to facilitating commerce through ensuring safe, reliable, and efficient Gulf Coast waterways.

**Louisiana Maritime Association (LAMA)** LAMA provides state-of-the-art information and management tools to shipping agents and associate members. LAMA members represent over 75% of all oceangoing vessels entering the Lower Mississippi River (per the New Orleans Board of Trade arrival statistics.) LAMA provides liaison/representation with all federal, state, and local regulatory officials and agencies. Additionally, they offer custom productivity tools including Automatic Information System (AIS), Vessel Tracking System (C-View), a pilotage calculator, and a Terminal Database.

**Maritime Navigation Safety Association (MNSA)** MNSA promotes communications among the mariners who share waterways from Baton Rouge, Louisiana to the Gulf of Mexico, and provides a forum that addresses the maximum usage of these waterways, emphasizing navigational safety and the environment.

**Greater New Orleans Barge Fleeting Association (GNOBFA)** GNOBFA is a non-profit association of companies engaged in the operation of barge fleets and towboats in the New Orleans -- Baton Rouge corridor. The purpose of the Association is to promote a closer professional relationship between members, to disseminate information pertaining to fleeting and the river industry, to support member companies when consistent with the interests of the organization as a whole, and to improve relations with communities, regulating government bodies, and other professional organizations.

**New Orleans and Baton Rouge Steamship Pilots Association (NOBRA)** NOBRA works closely with the local Coast Guard MSU (Marine Safety Unit), providing information on casualties and vessel deficiencies.

**Associated Federal Pilots** The Federal Pilots work closely with the Coast Guard and industry partners to provide navigational safety concerns and information on vessel casualties and vessel deficiencies in order to mitigate risk and balance the free-flow of commerce.

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AREAS ADRESSED	COMPANY	MAIN POC	INDUSTRY GROUP	MAIN POC
LMR	Kirby	Chairman Jay McDaniel	Lower Mississippi River Committee (LOMRC)	Jay McDaniel (225) 978-2984 Jay.mcdaniel@kirbycorp.com
LMR	ACBL	Vice Chairman Randy Chamness	Lower Mississippi River Committee (LOMRC)	Randy Chamness (270) 441-2968 Randy.Chamness@bargeacbl.com
LMR/ Gulf Intracoastal Waterway	GICA	President Paul Dittman	Gulf Intracoastal Canal Association (GICA)	Paul Dittman (985) 302-6666 office pdittman@gicaonline.com
LMR	LAMA	Ron Branch	Louisiana Maritime Association (LAMA)	Ron Branch (504) 899-5535 office (504) 919-0732 cell rwbranch@earthlink.net
LMR	LAMA	Sean Duffy, Sr.	Louisiana Maritime Association (LAMA)	Sean Duffy, Sr. (504)833-4190 office (504) 338-3165 cell sean.duffy@bigrivercoalition.org
LMR	Ingram Barge Co.	Matt Lagarde	Maritime Navigation Safety Association (MNSA)	Matt Lagarde (504) 615-2102 matt.lagarde@ingrambarge.com
LMR	Cooper Marine, Inc. (LA Operations)	Karl Gonzales	Greater New Orleans Barge Fleeting Association (GNOBFA)	Karl Gonzales (985)-287-6048 karl.gonzales@cooper- marine.com
LMR	NOBRA	L.M. "Toby" Wattigney	New Orleans and Baton Rouge Steamship Pilots Association (NOBRA)	Toby Wattigney (504) 832-1199 office (504) 650-1960 cell wattigneylmjr@nobrapilots.com
LMR	Federal Pilots of Louisiana	Hank Webster	Federal Pilots of Louisiana	Hank Webster (504) 416-6727 president@federalpilots.com
LMR	Pontchartrain Levee District	Mr. Matthew Arseneaux	Pontchartrain Levee District	Matthew Arseneaux (225) 869-9721 marseneaux@leveedistrict.org
Atchafalaya River	Atchafalaya Levee District	Will Tyson	Atchafalaya Levee District	Will Tyson (225) 387-2249 info@abldla.com

## **2. B. Federal Agencies**

The United States Code (USC) provides regulatory authority for establishing and authorizing work or structures constructed within the navigable waterways and maintaining navigation throughout U.S. territorial waters. Included as part of a national waterway system are numerous rivers, lakes and streams that comprise the inland waterway system. Navigation on these “navigable waters of the United States” is regulated primarily by the United States Coast Guard (USCG). The United States Army Corps of Engineers (USACE) provides technical advice to the USCG to enable them to properly evaluate and make decisions on navigation safety matters. The USACE is also responsible for evaluating and maintaining navigable channels and directing emergency flood control operations (such as activation of spillways).

### **2. B.1. United States Coast Guard (USCG)**

Title 14, USC, defines USCG roles and responsibilities in establishing and maintaining the safety of ports and waterways. 33 CFR Part 165.20 gives Captain of the Port’s (COTP) and USCG District Commanders the authority to impose safety zones, security zones, and other restrictions to ensure the safe flow of navigation. Activities of the COTP’s are overseen by the Commander, Eighth Coast Guard District, in New Orleans, LA. Activities of the Unit Commanding Officers are overseen by the Sector Commander, Sector New Orleans, in New Orleans, LA.

#### **2. B.1.a. Safety Advisory**

Navigation Safety Advisories are the simplest form of intervention and rely on the voluntary compliance of industry to limit risk and prevent vessel casualties. USCG advisories are usually issued after consultation with the USACE and industry-user groups. They can be originated by the USCG or self-imposed by industry, and disseminated as a Broadcast Notice to Mariners (BNM), USACE bulletin board, River Industry Bulletin Board (RIBB), over the industry facsimile, or any combination of these methods. The purpose is to advise the marine industry of hazardous conditions and provide recommendations for safe navigation. Advisories can also be used to notify the marine industry of the Captain of the Port’s (COTP) intention to take action with respect to developing hazardous navigation conditions. Advisories are important tools that provide marine interests time to adjust their operations to avoid future problems.

#### **2. B.1.b. Safety Zone, Limited Access Area and/or Regulated Navigation Area**

During extreme high or low water conditions, commercial vessel navigation can become increasingly hazardous. Extreme river conditions may require the establishment of a safety zone by the COTP, imposing vessel-operating restrictions. Consultation and deliberation with the USACE and industry-user groups usually precede implementation of a safety zone by the USCG. A safety zone entails the control of a portion of the waterway, enabling the USCG to control access and/or prescribe operating restrictions on vessels seeking to navigate in the area. Safety zones can be applied to limited or large geographical areas and may involve simple or complex restrictions including, but not limited to:

- Towing vessel horsepower requirements (per barge ratio) & assist towing vessel requirements
- Specific tow configuration, tow size limits, length/breadth limits & draft limits
- Safe speed zones, no-passing zones, no-meeting zones, or traffic separation schemes
- Tank barge prohibitions or the exclusion of all vessels from the safety zone
- Reporting requirements

The establishment of a safety zone may include active control of vessel traffic through an area or it may be conducted passively, relying on voluntary compliance to limit risk. Safety zones using passive control have been imposed on other waterways during periods of high or abnormally low water and when local construction or pollution response cleanup operations are impacted by passing traffic.

### **2. B.1.c. Security Zone**

In some cases, a security zone may be implemented to protect persons, property, and the environment from actual or potential threats related to terrorism or destruction. These extreme cases may require the establishment of a security zone by the COTP to impose restrictions on a vessel or a specific waterway. Consultation and deliberation with the USACE, and industry-user groups usually precede implementation of a security zone by the USCG. A waterborne security zone entails the control of a portion of the waterway, enabling the USCG to control access and/or prescribe restrictions on vessels and/or persons entering through the area. Security zones can be applied to limited or large geographical areas and may involve simple or complex restrictions.

### **2. B.1.d. Captain of the Port (COTP) Order**

Captain of the Port Orders are specific directions provided to an individual, facility or vessel and are detailed and exact in scope. Issued under the authority of the Ports and Waterways Safety Act, compliance with COTP Orders is required, and failure may result in civil or criminal penalty action. In general, COTP Orders will only be used when a terminal or vessel appears to be operating in an unsafe manner or to reduce a potential hazard or mitigate damage to the environment or property.

### **2. B.1.e. Vessel Traffic Service (VTS) Measure**

In accordance with 33 CFR 161.11, “a VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment, such as, but not limited to:

- (1) Designating temporary reporting points and procedures;
- (2) Imposing vessel operating requirements; or
- (3) Establishing vessel traffic routing schemes.

During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from or within a VTS area.”

### **2. B.2. United States Army Corps of Engineers (USACE)**

Title 33 U.S.C. defines the USACE roles and responsibilities regarding development of, or change to, waterfront facilities, weirs, dams, or dikes. Specifically, the USACE is authorized to review and approve all changes to hydrodynamic structures for the purposes of maintaining a navigable channel. In addition, the USACE is charged with conducting operations to maintain the physical nature of a navigable channel on particular waterways. Generally, the USACE has the responsibility to maintain a 9 foot congressionally authorized project depth within the navigable crossing channels on the Mississippi River System above the Highway 190 Bridge in Baton Rouge. Additionally, the USACE also maintains 12 deep draft crossings below the Highway 190 Bridge that are 45’ deep and 500’ wide. They are also responsible for directing emergency flood control operations and collecting information on flood stages and damage.

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USACE POSITION	DUTIES & RESPONSIBILITIES	EQUALS	USCG POSITION	DUTIES & RESPONSIBILITIES
Vic Landry Michelle Kornick Tim Connell	GIWW Operations  Mississippi River Operations Manager  Atchafalaya River Operations Manager		Chief, Prevention Department, MSU Baton Rouge	Manages daily waterway management and casualty operations & supervises operational response issues
Lockmaster for Port Allen, Bayou Sorrell	Supervise and maintain locks		Commanding Officer MSU Baton Rouge	Senior USCG Officer in Baton Rouge AOR
District Engineer, New Orleans	Commander of Corps activities in New Orleans District		Sector New Orleans Commander	Senior USCG Officer in area

### 3. Communications

#### 3. B. Mississippi River Communications Plan

##### 3. B.2. Lower Mississippi River

**Lower Mississippi River Committee (LOMRC)** is a committee of the Lower Mississippi River towing companies, formed to address navigation problems during significant changes in river conditions such as extreme low water and high-water events. The committee has evolved to address all issues concerning the Lower Mississippi River navigation and is the major liaison between the towing industry, the Coast Guard, and the Army Corps of Engineers for river conditions between from MM 954 to the mouth. LOMRC is coordinated by a volunteer chairman from industry. LOMRC will provide a member to stand watch on the TAV at Wilkinson Point or Vessel Traffic Service Lower Mississippi River in New Orleans to monitor and advise traffic transiting Wilkinson Point when required due to High Water conditions above 35 feet on the Baton Rouge gauge.

**Gulf Intracoastal Canal Association (GICA)** is a century year old trade association which represents all of the maritime interests along the Gulf Intracoastal Waterway (GIWW) from St. Marks, FL to Brownsville, TX. GICA facilitates commerce through ensuring safe, reliable, and efficient Gulf Coast waterways and is intended to be the authoritative voice of the GIWW and its users. GICA provides the connective tissue linking the maritime industry along the GIWW with key state and federal regulators including state Departments of Transportation, the U.S. Army Corps. of Engineers and the U.S. Coast Guard during routine and emergent situations which may impact the GIWW and its ability to support cargo movements. GICA is the primary touch point to coordinate with the maritime industry along the GIWW during hurricanes and other severe weather events. For the purposes of this plan, GICA’s role is focused on the Port Allen – Morgan City Alternate Route (PAR) including its intersection with the Mississippi River in the vicinity of the Port Allen Lock located at

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MM 230 AHP LMR RDB and extending down to Morgan City, LA where the PAR connects/terminates into the GIWW. GICA is staffed by a full time President who acts as the primary liaison between the maritime industry along the GIWW/PAR and the U.S. Coast Guard as it pertains to this plan.



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**3.B.2.a. Lower Mississippi River Towing Industry Communications Plan (LOMRC)**

AGENCY	DESIGNATED CONTACT	PHONE NUMBER	E-MAIL ADDRESS	WHEN
ACBL	Randy Chamness	270-441-2968	randy.chamness@bargeacbl.com	All Situations
	Director of River Operations			
	David Abney	985-960-1440	david.abney@bargeacbl.com	
	Director of Vessel Operations – Liquids			
ADM/ARTCO	Port Captain			All Situations
	Port Captain			
	Bernie Heroff	314-481-8828 office	bernard.heroff@adm.com	
	Port Captain	314-803-4644 cell		
Ingram Barge Co.	Jeff Babin	225-336-5939 office	Jeff.Babin@customfuel.com	All Situations
	Director of Operations	225-270-7191 cell		
	Randy Henson	225-338-5906 office	Randy.Henson@ingrambarge.com	
	SVP Logistics, Customer Service, Operations	225-910-1807 cell		
Marquette Transportation	Gary Frayser	270-556-6391 office	gfrayser@marquettettrans.com	All Situations
	Sr. Port Captain			
	Steve Bryan	270-744-4314 office	sbryan@marquettettrans.com	
	VP of Vessel Operations	314-422-9260 cell		
Kirby Inland Marine	Jay McDaniel: Navigation Port Captain	225-978-2984 cell	jay.mcdaniel@kirbycorp.com	All Situations
	River Operations LOMRC Chair	225-201-3006 office		
Luhr Brothers, Inc.	Port Operations			All Situations
Canal Barge Line	Paul Barnes	504-585-4623 office	pbarnes@canalbarge.com	All Situations
	Port Captain	504-908-0828 cell		
Magnolia Marine Transport Company	Roger Harris	800-629-5921 office	Roger.harris@ergon.com	All Situations
	VP of Operations	601-831-2079 cell		
	Mike Carpenter	800-696-5921 office		
	Port Captain	601-618-6071 cell		

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**3.B.2.a. Lower Mississippi River Towing Industry Communications Plan (LOMRC) Cont.**

AGENCY	DESIGNATED CONTACT	PHONE NUMBER	E-MAIL ADDRESS	WHEN CONTACTED
Ergon Marine	Danny Koestler	601-636-6552 office	danny.koestler@ergon.com	All Situations
	VP EMIS	601-831-4711 cell		
		601-636-6173 fax		
	Doug Hasty	601-636-6552 office	doug.hasty@ergon.com	
	Fleeting Supervisor	601-218-0774 cell		
	Johnny Gerache	601-631-3404 office	johnny.gerache@ergon.com	
	Marine Operation Manager	601-831-4709 cell		
	Butch Cummings	901-774-7463 office	butch.cummings@ergon.com	
Marine Operation Manager	901-849-5746 cell			
LaFarge	Jeff Hammond	225-268-9302 office	Jeffery.Hammond@lafrage.com	All Situations
	Operation Manager			
Florida Marine Transporters	Jerry Wiltz	985-629-2170 office	jerryw@flmarine.com	All Situations
	Senior Port Captain	985-264-6679 cell		
	David Goin	985-237-0795 office	david.goin@fmtdry.com	
	Port Captain	985-237-0795 cell		
	Terry Wiltz	985-502-1641 office	terryw@flmarine.com	
	Port Captain	985-629-2110 fax		
Jantran	John Janoush	662-759-6841 office	john@jantran.com	All Situations
	Vice President	662-846-7301 cell		
Ingram Barge-Capital Fleet	Thomas Grantham	225-338-5903 office	thomas.grantham@ingrambarge.com	All Situations
		225-921-1455 cell		
		225-383-5859 fax		
ACBL – Tiger Fleet	Michael Alforthish	504-390-2508	Michael.alfortish@bargeacbl.com	All Situations
	Sonny Businelle	985-237-9492		
SCF/Waxler Marine	Mark Hazzard	662-378-8694 office	mwhazzard@ckor.com	All Situations
	Marine Superintendent	662-394-1590 cell		

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<b>Additional Industry Contacts</b>				
<b>AGENCY</b>	<b>DESIGNATED CONTACT</b>	<b>PHONE NUMBER</b>	<b>E-MAIL ADDRESS</b>	<b>WHEN CONTACTED</b>
McKinney Towing	Aaron McKinney	225-387-0461 office	aaron@mckinneyweb.com	All Situations
		225-268-5648 cell		
	Andy McKinney	225-387-0461 office	andy@mckinneyweb.com	
		225-445-5230 cell		
Bear Industries	Darren Moore	225-383-0843 office	bear@bear-ind.com	All Situations
		225-405-8142 cell		
	Coy Badaeux (Operations)	225-405-8141 cell		
Western Rivers Boat Management	Ronnie Griffin	270-444-4772 office	rgriffin@westernriversboat.com	All Situations
	Port Captain	270-519-0285 cell		

**3. B.2.b. Lower Mississippi River Government Agency Communications Plan**

<b>AGENCY</b>	<b>DESIGNATED CONTACT</b>	<b>PHONE NUMBER</b>	<b>E-MAIL ADDRESS</b>	<b>WHEN CONTACTED</b>
U.S. Coast Guard Sector New Orleans Sector Command	CAPT Kelly Denning	504-365-2215	Kelly.K.Denning@uscg.mil	All Situations
	Sydney Osborne (secretary)	504-365-2212	Sidney.E.Osborne@uscg.mil	
U.S. Coast Guard MSU Baton Rouge	Commanding Officer	225-298-5400 x238	Michael.J.Novak@uscg.mil	All Situations
	CDR Michael Novak	225-281-4678 cell		
	Executive Officer	225-298-5400 x231	John.P.Tubalado@uscg.mil	
	LCDR John Tubalado	225-252-6578 cell		
	Chief, Prevention	225-298-5400 x230	Meagan.L.Scholten@uscg.mil	
LT Meagan Scholten	225-281-2875 cell			
U.S. Army Corps of Engineers	Michelle Kornick	504-862-1842 office	michelle.s.kornick@usace.army.mil	Lower Miss. River Low / High Water
	Operations Manager	504-756-7402 cell		
	Heather Jennings	504-862-1253 office	heather.l.jennings@usace.army.mil	
	Assistant Operations Manager	504-812-9757 cell		

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<b>3. B.2.c Lower Mississippi River Miscellaneous Contacts</b>				
<b>AGENCY</b>	<b>DESIGNATED CONTACT</b>	<b>PHONE NUMBER</b>	<b>E-MAIL ADDRESS</b>	<b>WHEN CONTACTED</b>
Lower Mississippi River Committee (LOMRC)	Jay McDaniel	225-978-2984	jay.mcdaniel@kirbycorp.com	All Situations
Gulf Intracoastal Canal Association (GICA)	Paul Dittman	985-302-6666 cell	pdittman@gicaonline.com	All Situations
New Orleans Baton Rouge Pilots Association (NOBRA)	Toby Wattigney	504-832-1199 office	wattigneylmjr@nobrapilots.com	All Situations
		504-650-1960 cell		
Maritime Navigation Safety Association	Matt Lagarde	504-615-2102	matt.lagarde@ingrambarge.com	All Situations
Federal Pilots	Hank Webster	504-416-6727	president@federalpilots.com	All Situations
Greater New Orleans Barge Fleeting Association	Karl Gonzales	985-287-6048	karl.gonzales@cooper-marine.com	All Situations

### 3. B.2.d. Lower Mississippi River Internet Information Communications Plan

Internet Site Purpose	Web Address
U.S Coast Guard- MSU Baton Rouge	<a href="http://www.atlanticarea.uscg.mil/Our-Organization/District-8/District-Units/Sector-New-Orleans/Units/">http://www.atlanticarea.uscg.mil/Our-Organization/District-8/District-Units/Sector-New-Orleans/Units/</a>
U.S. Coast Guard Sector New Orleans	United States Coast Guard Atlantic Area > Our Organization > District 8 > District Units > Sector New Orleans (uscg.mil)
U.S. Coast Guard – Sector Lower Mississippi River – Memphis, TN	<a href="http://www.uscg.mil/d8/sectlmr/">http://www.uscg.mil/d8/sectlmr/</a>
Vessel Traffic Service Lower Mississippi River User’s Manual	<a href="https://homeport.uscg.mil/missions/ports-and-waterways/vessel-traffic-services/vts-lower-mississippi-river/user-guides">https://homeport.uscg.mil/missions/ports-and-waterways/vessel-traffic-services/vts-lower-mississippi-river/user-guides</a>
Homeport – MSIB’s and Port Status	<a href="https://homeport.uscg.mil/port-directory/new-orleans">https://homeport.uscg.mil/port-directory/new-orleans</a>
River Industry Bulletin Board (R.I.B.B.)	<a href="http://www.ribb.com/index.php">http://www.ribb.com/index.php</a>
Greater New Orleans Barge Fleeting Association (GNOBFA)	<a href="http://gnobfa.com/home.htm">http://gnobfa.com/home.htm</a>
National Response Center (NRC) – Report Pollution / Terrorist Activity	<a href="https://nrc.uscg.mil/">https://nrc.uscg.mil/</a>
Ohio River Lock & Dam Vessel Queues	<a href="http://www.ribb.com/riverstatus/river_locks.php">http://www.ribb.com/riverstatus/river_locks.php</a> <a href="http://www.ribb.com/operations.html">http://www.ribb.com/operations.html</a>
River Gauges	<a href="https://rivergages.mvr.usace.army.mil">https://rivergages.mvr.usace.army.mil</a>
Lower Mississippi River Forecast Center	<a href="http://www.weather.gov/lmrfc/experimental_28day_mississippi_plot#">http://www.weather.gov/lmrfc/experimental_28day_mississippi_plot#</a>
U.S. Army Corps of Engineers – River Gauges	<a href="http://www.mvn.usace.army.mil/Missions/Engineering/Stage-and-Hydrologic-Data/">http://www.mvn.usace.army.mil/Missions/Engineering/Stage-and-Hydrologic-Data/</a>
U.S. Army Corps of Engineers – Lock information	<a href="http://www.mvn.usace.army.mil/Missions/Navigation.aspx">http://www.mvn.usace.army.mil/Missions/Navigation.aspx</a>
U.S. Army Corps of Engineers – River Navigation Charts	<a href="https://www.mvn.usace.army.mil/Missions/Engineering/Geospatial-Section/">https://www.mvn.usace.army.mil/Missions/Engineering/Geospatial-Section/</a>
The River School – River Training & Orientation	<a href="http://www.riverschool.com/">http://www.riverschool.com/</a>

### 4. Action Plan

During a waterways crisis a wide range of controls and actions are initiated from various involved parties including industry and federal government agencies. In general, industry will take action to reduce potential marine casualties during low & high-water situations. For example, during low water conditions (10 feet and below on Baton Rouge gauge), industry will reduce loads on vessels and/or barges, which reduces their draft, enabling them to navigate through trouble areas. During high water conditions (25 feet and above Baton Rouge gauge), industry may reduce tow sizes to allow more control over the tow and to utilize towboat horsepower more effectively. The Coast Guard and Army Corps of Engineers are also required to take specific and timely actions to aid in preventing marine casualties while facilitating commerce. Some of these actions include the USCG's issuance of Broadcast Notice to Mariners (BNM) regarding potentially hazardous areas and the establishment of Safety Zones. Dredging operations by the USACE is a typical mission to reduce the risk in hazardous locations on the river.

On the following pages, various safety controls are outlined per specific high and low water trigger points. Some of these controls are industry initiated, while others are initiated at the federal level. The phases were based on the existing River Crisis Action Plan and modification made during the 2005 high water season. As before circumstances will dictate which, if not all, controls are to be employed.

**A. Watch:** This phase incorporates both the Port Allen Locks and the Lower Mississippi River (LMR) between MM 219 and MM 240. It is initiated for both when the Baton Rouge gauge reads 25-feet and rising.

**B. Action:** This phase is initiated when the Baton Rouge gauge measures 30-feet for the Port Allen Lock and when the gauge measures 35-Feet for the LMR between MM 167 and MM 240.

**C. Recovery:** This phase is initiated when predictions indicate the LMR will begin a steady fall. During this phase the COTP, with industry participation, will determine when and what restrictions to lift as conditions begin to improve.

**D. Regulated Navigation Area and Limited Access areas (RNA):** is a water area within a defined boundary for which regulations for vessels navigating within the area have been established by the District Commander. The regulation may include:

1. Specifying times of vessel entry, movement, or departure to, from, with-in, or through ports, harbors, or other waters.
2. Establishing vessel size, speed, draft limitations, and operating conditions.
3. Restricting vessel operation, in a hazardous area or under hazardous conditions, to vessels which have particular operation characteristics or capabilities which are considered necessary for safe operation under the circumstances.

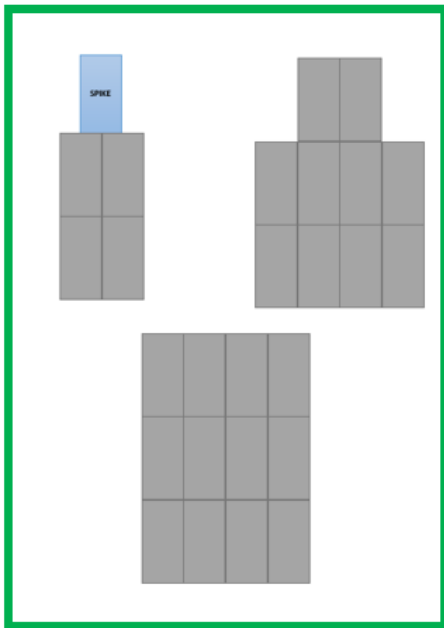
**E.** A “**spike**” is a towing orientation where there is one barge tied to the end of a tow. This is not allowed when a VTS measure is in place at Wilkinson Point during High Water. The spike presents a breakaway hazard.

\* 5 barges or less may have a spike.

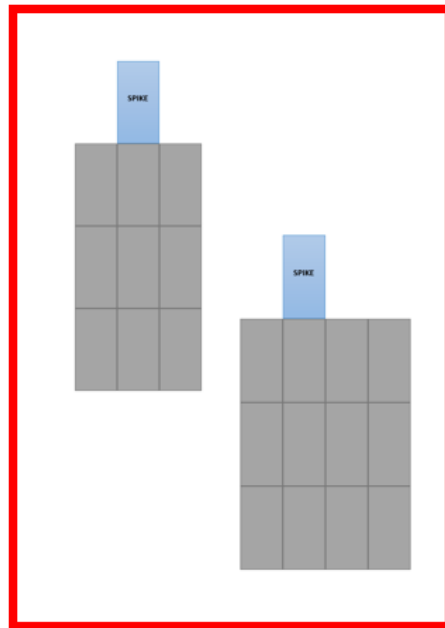
\* A fully squared off tow is recommended. VTS is authorized to grant exceptions to tows, up to an additional 2 standard barges.

## Spike Barges

Allowed



Not-Allowed



# BAYOU SORREL LOCKING PROTOCOL

These procedures/protocol have been developed by shallow draft industry reps, GICA and USACE and are intended to help relieve congestion and improve safety for mariners and residents near the Bayou Sorrel Locks during this period of increased traffic due to Algiers Lock closures. They will remain in effect until modified or rescinded by GICA and USACE.

## ALL VESSELS - NORTH AND SOUTH BOUND

1. When a vessel approaches the “End of the Line” for Bayou Sorrel, it shall contact the lock to get on turn, by any means available.
2. **KEEP YOUR AIS SYSTEM ON**
3. Once on turn, it will be up to the vessel to monitor the radio, and/or utilize all other means to determine their on-turn status as it changes. Continuous Phone calls to the lock from the same vessel is not an acceptable means of communication and simply distracts lock personnel from focusing on timely locking.
4. For Bayou Sorrel Lock Queue status, contact the Lock and Dam Operator at (225) 659-7773 or via email at Nicholas.W.Bryant@usace.army.mil.
5. The Queue List will also be broadcast at or about 0600, 1200, 1800 and 2400 daily by USACE Lock personnel.
6. Vessels not responding to calls from the Lock to move up or down toward the Lock, ***will be placed at the end of the Lock Queue***. It is the vessels’ responsibility to maintain a method of monitoring their Lock Queue Status, including working with vessels which are within radio range of the lock and can hear calls made by the lock.
7. Vessels not cooperating with this protocol will, at the discretion of the Lock Master, be moved to the end of the line.

## SOUTHBOUND VESSELS

1. Only south bound vessels with an on-turn number of 15 or lower will be allowed in the staging area between Mile 42 and Mile 39, which will be referred to as the “Bayou Sorrel Land Cut”.
2. South bound vessels with an on-turn number of above 15 will find a stand by location above Grosse Tete Bridge.
3. As the vessels on turn with numbers below 15 are removed from the staging area, it will be the vessel operators’ duty to contact the Lock to determine a time when they should be moving down to the Bayou Sorrel Land Cut for standby.

## NORTHBOUND VESSELS

1. Vessels should move as close to the area from Pigeon Bend to Bayou Sorrel Lock as possible.
2. Vessels who must tie off below Mile 25 and cannot make radio contact, should contact the lock with any means available to establish their lock turn.
3. Vessels that are lower than number 10 in the Lock Queue should move to an area above Pigeon Bend and be prepared for locking when called.

**POC: Bayou Sorrel Lock Wall: 225-659-7773**

**GICA: 985-302-6666**



River and Water Level Gauges used and their Locations:

**Baton Rouge Gauge** (Mississippi River at Baton Rouge)

RiverGages.com (U.S. Army Corps of Engineers) Site:

<https://rivergages.mvr.usace.army.mil/WaterControl/new/layout.cfm> This gauge is located on the fore bay wall of Port Allen Lock at river **Mile Marker 228.4**, LMR

National Weather Service Advanced Hydrologic Prediction Service (NOAA) (Same Gauge, Different Site) Site: <http://water.weather.gov/ahps2/hydrograph.php?wfo=lix&gage=btrl1>

**Bayou Sorrel Landside Gauge** is located at the Bayou Sorrel Lock.

Site: [https://water.weather.gov/ahps2/hydrograph.php?wfo=lix&gage=srls11&hydro\\_type=2](https://water.weather.gov/ahps2/hydrograph.php?wfo=lix&gage=srls11&hydro_type=2)

**Carrollton Gauge** (Mississippi River at New Orleans)

This gauge is located at the Corps of Engineer's dock at river **Mile Marker 102.8**.

RiverGages.com (U.S. Army Corps of Engineers) Site:

<http://rivergages.mvr.usace.army.mil/WaterControl/stationinfo2.cfm?sid=01300&fid=NORL1&dt=S>

National Weather Service Advanced Hydrologic Prediction Service (NOAA)

Site:

<http://water.weather.gov/ahps2/hydrograph.php?wfo=lix&gage=norl1&view=1,1,1,1,1,1,1,1&toggles=10,7,8,2,9,15,6>

## **GNOBFA Barge Fleeting Operations (Baton Rouge Gauge)**

33 CFR 165.803 describes barge mooring rules for the Lower Mississippi River between miles 88 and 240 (Above Head of Passes) to minimize fleeting hazards. Subsection (m) has additional rules for High Water periods.

<b>Carrolton Gauge</b>	<b>Required Actions</b>
12 feet or more, or 10 feet and rising when designated by the Coast Guard District Commander	Fleet PIC must: <ol style="list-style-type: none"><li>1. Attend fleet with tug(s).</li><li>2. Radar surveillance of fleet in low visibility.</li><li>3. Do not assemble or disassemble tows during low visibility.</li><li>4. Ensure fleets with 8 or more barges are equipped with 1 radar equipped towing vessel for each 100 barges or less.</li><li>5. Ensure 2 or more towing vessels are in attendance when barges are withdrawn, moved, or added when there are 8 or more barges in the fleet.</li></ol>

**LOCATION: LOWER MISSISSIPPI RIVER, MILE MARKERS 232-237**  
**SUBJECT: LINE TOWS TRANSITING WILKINSON POINT**  
**(PAGE 1 OF 4)**

**PRE-HIGH WATER WATCH: BATON ROUGE GAUGE 23 FT AND RISING**

1. Ensure Bear Industries removed their dredge from MM 234 of the Right Descending Bank.

**HIGH WATER WATCH: BATON ROUGE GAUGE 28 FT AND RISING**

1. Conference call to discuss current flow rate and prediction of rise/crest.
2. Buoys that will prevent tows from taking a proper line around points and bends should be adjusted to not hinder flanking operations.
3. Advisory issued: Tows should use their most experienced crews.

**HIGH WATER WATCH: BATON ROUGE GAUGE 30 FT AND RISING**

1. Conference call to discuss current flow rate and prediction of rise/crest.
2. Advisory issued:
  - a. Tows should be kept to a maximum of 36 barges.
  - b. All tow operators and towing companies should use a ratio of 240 horsepower per standard barge or 550 horsepower per oversized barge for southbound transits. For the purpose of this calculation, barges with dimensions 290' x 50' or larger are considered "oversize" while barges with dimensions less than 290' x 50' are considered "standard." If one of the barge dimensions (length or width) meets or exceeds the 290' x 50', then the barge is considered "oversize." Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. Towing vessels with Z-drive propulsion types may be treated as having a horsepower 20% greater than the engine's rating for the purpose of this calculation.

**HIGH WATER WATCH: BATON ROUGE GAUGE 33 FT AND RISING**

1. Conference call to discuss impending attainment of 35' and rising.
2. VTS to begin scheduling the VTS Wilkinson Point watch.
3. Discuss river stage forecasts, current velocities/flow rate, and predictions of crest.
4. Issue Broadcast Notice to Mariners and Marine Safety Information Bulletins, as needed.
5. Discuss when to establish a VTS Measure and assess the need for the LOMRC and GICA watches.

**LOCATION: LOWER MISSISSIPPI RIVER, MILE MARKERS 232-237**

**SUBJECT: LINE TOWS TRANSITING WILKINSON POINT**

**(PAGE 2 OF 4)**

**HIGH WATER/FLOOD STAGE ACTION: BATON ROUGE GAUGE 35 FT AND RISING PROJECTED TO 38 FT**

1. Conference call to discuss 35' attainment and 38' impending attainment. Discussions should occur to determine whether to utilize the Towing Assist Vessel (TAV), implement daylight only restrictions, and manage the vessel queue at this stage giving due consideration to projected crest, projected timeline the River stages will be above 35', daily rate of rising river level, and river velocity.
2. VTS to implement the VTS Wilkinson Point watch. Northbound vessels will have priority in the queue at night. Vessels may contact Baton Rouge Traffic VTS on VHF Channel 12 or (504) 365-2512.
3. If a VTS Measure is established for the area, the following will be implemented based on input from LOMRC, GICA and the CG:
  - a. Max tow size is limited to 30 barges with 280 HP per standard barge and 650 HP per oversize barge (see definition under 30 ft and rising) for southbound transits within the VTS regulated area. Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. Vessels unable to meet the HP requirements must make adjustments to meet the requirements prior to transiting Wilkinson Point. Towing vessels with Z-drive propulsion types may be treated as having a horsepower 20% greater than the engine's rating for the purpose of this calculation. VTS may on a case-by-case basis approve exceptions up to 400 HP based on conditions and size of tow. VTS may make horsepower exceptions to allow pushing up to 2 standard barges more than calculated for tows that are fully squared off.
  - b. Allow 8000 HP towing vessel to push 30 standard barge tow makeup. (400 HP less than requirement) or 6600 HP Z – drive.
  - c. All southbound tows entering Devil's Swamp with more than one barge attached shall hire a private assist vessel (PAV) to accompany them into the swamp and contact VTS to enter the queue.
  - d. Harbor Fleet Tows of 4 barges or less (whether loaded or unloaded) are exempt from daylight only and flanking restrictions, but must coordinate transits with the VTS.

**LOCATION: LOWER MISSISSIPPI RIVER, MILE MARKERS 232-237**  
**SUBJECT: LINE TOWS TRANSITING WILKINSON POINT**  
**(PAGE 3 OF 4)**

**HIGH WATER/MODERATE FLOOD STAGE ACTION: BATON ROUGE GAUGE 38 FT AND RISING**

1. Conference call to discuss additional HP, length, and size restrictions. Previous 35' restrictions still apply.
2. All southbound traffic will utilize the Towing Assist Vessel (TAV) (min 5000 HP). The TAV must meet the southbound vessel no lower than 2000 feet above Wilkinson Point. The TAV will position itself alongside the most appropriate agreed upon location on the barge tow after consultation with the vessel's Captain.
3. The TAV will then confirm information of current reaction above, around and below Wilkinson Point.
4. The TAV will discuss what the last vessel that transited Wilkinson Point found and continually brief southbound vessels of present position in correlation with the last vessel that transited.
5. The TAV will make corrections to the southbound vessel's positioning if necessary.
6. No more than two southbound towing vessels will be allowed below Thomas Point at any time regardless of tow size.
7. There will be a LOMRC representative onboard the assist vessel with Pilots on scene to ensure safe navigation. The TAV Captain/Pilot may satisfy this requirement provided they are familiar with this Waterways Action Plan and the current MSIB.
8. VTS LMR will carry out their mission IAW the Waterways Action Plan, which will include managing the vessel queue at Wilkinson Point, resources permitting. VTS will establish "check in/reporting procedures" for downbound tows at MM255 (Port Hudson Light) and MM240 (Thomas Point), as well as upbound vessels at MM219 (Sardine Crossing) and MM226 (Bottom of Baton Rouge Anchorage). All tows operating between MM 255 to MM219 will be required to provide a sail plan to the VTS with the following information:
  - a. Name of Vessel.
  - b. Current location.
  - c. Vessel type and horsepower.
  - d. Number of loaded barges & number of empty barges.
  - e. Number of red flag barges in the tow.
9. All southbound traffic will transit Wilkinson point during daylight hours only. Northbound traffic may transit Wilkinson Point any time during which the queue is empty of South bound traffic. Northbound vessels will have priority in the queue at night. Passenger Vessels will have a priority position in the queue.
10. Northbound vessels unable to average 3 MPH between the I-10 and Highway 190 bridges and around Wilkinson Point must use a Private Assist Vessel (PAV).
11. Establish a VTS Measure implementing a "no meeting or overtaking zone" for MM 232 AHOP to MM 237 AHOP (Note: VTS LMR may allow a deviation from this restriction).
12. GICA traffic representatives may be established.
13. Tank barges shall be placed in a protected position in the tow makeup (not on the head of the tow or on either outboard string).
14. Tows shall be squared off. On tows with 6 or more barges, there shall be no spiked barges that extend 50' beyond the head of the tow. VTS may grant exceptions to this requirement on a case-by-case basis based on conditions and the size of tow.
15. Fleet boats transiting Wilkinson Pt. pushing 4 barges or less are exempt from the TAV queue, but still must check-in with VTS LMR and the TAV prior to transit.

**EXTREME HIGH WATER/MAJOR FLOOD STAGE ACTION: BATON ROUGE GAUGE 40 FT AND RISING**

1. Conference call to discuss additional HP, length, and size restrictions. Previous 38' restrictions still apply, as appropriate.
2. Assess the need for max tow size limited to 25 barges with 300 HP per standard barge and 700 HP per oversize barge (see definition under 30 ft and rising) for southbound transits within the VTS regulated area. Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. Vessels unable to meet the HP requirements must make adjustments to meet the requirements prior to transiting Wilkinson Point. Towing vessels with Z-drive propulsion types may be treated as having a horsepower 20% greater than the engine's rating for the purpose of this calculation. VTS may on a case-by-case basis approve exceptions up to 400 HP based on conditions and size of tow.

**LOCATION: LOWER MISSISSIPPI RIVER, MILE MARKERS 232-237**  
**SUBJECT: LINE TOWS TRANSITING WILKINSON POINT**  
**(PAGE 4 OF 4)**

**EXTREME HIGH WATER/MAJOR FLOOD STAGE ACTION: BATON ROUGE GAUGE 43 FT AND RISING**

1. Conference call to discuss 43' attainment and 45' impending attainment and operations of the spillways. Consider waterway shutdown based on projected crest, projected timeline the River stages will be above 43', daily rate of rising river level, and river velocity. Previous 38' and 40' restrictions still apply, as appropriate.
2. Establish a VTS Measure, with one or all of the following implementations based on LOMRC, GICA and CG input.
3. Max tow size is limited to 25 barges with 320 HP per standard barge and 750 HP per oversize barge (see definition under 30 ft and rising) for southbound transits within the VTS regulated area. Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. Vessels unable to meet the HP requirements must make adjustments to meet the requirements prior to transiting Wilkinson Point. Towing vessels with Z-drive propulsion types may be treated as having a horsepower 20% greater than the engine's rating for the purpose of this calculation. VTS may on a case-by-case basis approve exceptions up to 400 HP based on conditions and size of tow.
4. TAV requirements listed for Baton Rouge Gauge 38' and Rising remain in effect.
5. Assess the need to implement a Secondary Towing Assist Vessel (STAV) of minimum 2000 HP. The STAV will be stationed 500' above the HWY 190 Bridge. It should shadow the barge through the bridge until it is clear of the HWY 190 Bridge. The STAV will communicate with the southbound vessel and the TAV above Wilkinson Point through the HWY 190 bridge and convey present attitude of southbound vessel. Northbound vessels will have priority in the queue at night.
6. There will be a LOMRC representative onboard the assist vessel with pilots on scene to ensure safe navigation. The TAV Captain/Pilot will satisfy this requirement provided they are familiar with this Waterways Action Plan and the current MSIB.

**EXTREME HIGH WATER RECOVERY: BATON ROUGE GAUGE 43 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls implemented.

**EXTREME HIGH WATER RECOVERY: BATON ROUGE GAUGE 40 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**HIGH WATER/FLOOD STAGE RECOVERY: BATON ROUGE GAUGE 35 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**NORMAL OPERATIONS RECOVERY: BATON ROUGE GAUGE 28 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**LOCATION: LOWER MISSISSIPPI RIVER, MM 221-235 (Duncan Point to Hwy 190 Bridge)**  
**SUBJECT: TOWS TOPPING AROUND**

**HIGH WATER/FLOOD STAGE ACTION: BATON ROUGE GAUGE 35 FT AND RISING**

1. Conference call to discuss current flow rate and prediction of rise/crest.
2. Assess the need for tows >600' in length to use 1200 hp assist vessel when topping around.
3. Advisory issued for tows >300' to <600' in length to use 1000 hp assist vessel when topping around.
4. Advisory issued for tows <300' in length to use 800 hp assist vessel when topping around.
5. Note: VTS LMR has authority to grant exceptions to these requirements based on conditions and the size of the tow.

**EXTREME HIGH WATER ACTION: BATON ROUGE GAUGE 40 FT AND RISING**

1. Conference call to discuss current flow rate, prediction of rise/crest, and additional restrictions.
2. Tows >600' in length are required to use 1200 hp assist vessel when topping around.
3. Tows >300' to <600' in length are required to use 1000 hp assist vessel when topping around.
4. Tows <300' in length are required to use 800 hp assist vessel when topping around.
5. Note: VTS LMR has authority to grant exceptions to these requirements based on conditions and the size of the tow.

**EXTREME HIGH WATER RECOVERY: BATON ROUGE GAUGE 40 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**NORMAL OPERATIONS RECOVERY: BATON ROUGE GAUGE 35 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**LOCATION: LOWER MISSISSIPPI RIVER, MILE MARKERS 219-229**  
**SUBJECT: CANAL TOWS ENTERING AND EXITING THE PORT ALLEN LOCKS**  
**(PAGE 1 OF 2)**

**HIGH WATER WATCH: BATON ROUGE GAUGE 25 FT AND RISING**

1. Conference call to discuss current flow rate and prediction of rise/crest.
2. Evaluate the need for a VTS Measure.
3. Advisory issued: It is recommended that all tows >600' (excluding towboat) employ an assist vessel of at least 1200 HP when entering locks.
4. Advisory issued: It is recommended that all tows exiting Port Allen Lock into the Mississippi River intending to turn northbound use an assist vessel or proceed South below MM 221 and top around before heading North.
5. Advisory issued: Tows should use their most experienced crews.
6. Tows shall catch a headline when entering the locks.
7. Vessels will be put on queue for lock turn when their tow is built and may remain in the area in which their tow is built until it is time for lock turn.

**HIGH WATER ACTION: BATON ROUGE GAUGE 30 FT AND RISING**

1. Conference call to discuss impending attainment of 35'.
2. Implement a VTS measure. When a VTS Measure is in effect, all vessels entering the area from Wilkinson Point, Port Allen Lock, or Mile 221 LMR shall contact and receive direction from VTS New Orleans prior to entry.
  - a. All tows >600' (excluding towboat) shall employ an assist vessel of at least 1200 HP when entering the locks.
  - b. All tows exiting Port Allen Lock into the LMR intending to turn northbound shall use an assist vessel of at least 1200 HP or proceed southbound below MM 221 if topping around unassisted before heading North. Approval must be granted by VTS prior to exiting Port Allen Lock and turning northbound.
3. Issue VTS Measure to Canal Tow operators recommending tonnage restriction of 280 HP per standard barge. Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement.
4. Discuss need for LOMRC and GICA traffic representatives.

Note: VTS LMR has authority to grant exceptions to these requirements based on conditions and the size of the tow.

**HIGH WATER/FLOOD STAGE ACTION: BATON ROUGE GAUGE 35 FT AND RISING**

1. Conference call to discuss current flow rate and prediction of rise/crest.
2. Implement a VTS measure:
  - a. Require tows >600' (excluding towboat) to employ an assist vessel of at least 1200 HP when entering or exiting the locks.
  - b. All tows exiting Port Allen Lock into the LMR intending to turn northbound shall use an assist vessel of at least 1200 HP or proceed southbound below MM 221 if topping around unassisted before heading North. Approval must be granted by VTS prior to exiting Port Allen Lock and turning northbound.
  - c. If a vessel is unable to meet HP requirements and permission is obtained to enter the RNA from VTS LMR, then an assist vessel of at least 1200 HP is mandatory for entering or exiting.
3. Require 280 HP per standard loaded barge on canal tows entering/exiting the Locks. Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. Towing vessels with Z-drive propulsion type may be treated as having a horsepower 20% greater than its engine's rating for the purpose of this calculation.

Note: VTS LMR has authority to grant exceptions to these requirements up to 400 HP based on conditions and the size of the tow. GICA may provide one watch stander to VTS LMR in New Orleans to advise and monitor traffic transiting the Port Allen Lock when required due to the High-Water conditions above 35 feet on the Baton Rouge gauge.



**LOCATION: LOWER MISSISSIPPI RIVER, MILE MARKERS 219-229**  
**SUBJECT: CANAL TOWS ENTERING AND EXITING THE PORT ALLEN LOCKS**  
**(PAGE 2 OF 2)**

**EXTREME HIGH WATER ACTION: BATON ROUGE GAUGE 38 FT AND RISING**

1. Issue safety advisory: Port Allen Lock has a max tow size of 1050 FT, including the towboat.

**EXTREME HIGH WATER/MAX LOCKING ABILITY ACTION: BATON ROUGE GAUGE 40 FT AND RISING**

1. Conference call to discuss additional HP, length, and anchorage restrictions, operations of the spillways, and possible closure of the Port Allen Locks.
2. Implement a VTS measure:
  - a. The use of an assist vessel of at least 1200 HP is mandatory for all tows entering Locks.
  - b. All tows exiting Port Allen Lock into the LMR intending to turn northbound shall use an assist vessel of at least 1200 HP or proceed southbound below MM 221 if topping around unassisted before heading northbound. Approval must be granted by VTS prior to exiting Port Allen Lock and turning northbound.
3. Require 300 HP per standard barge on canal tows entering/exiting the Locks. Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. Towing vessels with Z-drive propulsion type may be treated as having a horsepower 20% greater than its engine's rating for the purpose of this calculation.

Note: VTS LMR has authority to grant exceptions to these requirements up to 400 HP based on conditions and the size of the tow. GICA may provide one watch stander to VTS LMR in New Orleans to advise and monitor traffic transiting the Port Allen Lock when required due to the High-Water conditions above 35 feet on the Baton Rouge gauge.

**EXTREME HIGH WATER RECOVERY: BATON ROUGE GAUGE 40 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls implemented.

**HIGH WATER/FLOOD STAGE RECOVERY: BATON ROUGE GAUGE 35 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**NORMAL OPERATIONS RECOVERY: BATON ROUGE GAUGE 28 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**LOCATION: LOWER MISSISSIPPI RIVER, MILE MARKERS 225-234**  
**SUBJECT: DEEP DRAFT SHIPS**

**HIGH WATER/FLOOD STAGE ACTION: BATON ROUGE GAUGE 35 FT AND RISING**

1. Conference call to discuss current flow rate and prediction of rise/crest.
2. Oceangoing vessels must use tug escorts (w/adequate HP) alongside while transiting above the I-10 Bridge to the dock, as well as departing the dock and transiting southbound past the I-10 Bridge.
3. Pilot Associations shall notify VTS LMR prior to oceangoing vessels transiting the area.
4. Only one oceangoing vessel at a time will be allowed underway between the I-10 Bridge and the US-190 Bridge.
5. Oceangoing vessels shall not anchor in the upper ½ mile of Baton Rouge General Anchorage. The vessel's pilot shall notify VTS LMR Baton Rouge (504) 365-2512 if it is necessary to anchor any vessel in the remainder of the anchorage.
6. CG MSU Baton Rouge will coordinate with Federal and NOBRA pilots. Consider additional anchorage restrictions.
7. Oceangoing vessels must contact VTS LMR Baton Rouge Watch on VHF FM Ch. 12 with ETA to Richard Powell range light (MM 218.4) and check in again at MM 219.
8. Oceangoing vessels departing this area must contact the VTS LMR prior to departure.

**EXTREME HIGH WATER ACTION: BATON ROUGE GAUGE 40 FT AND RISING PROJECTED TO 43 FT**

1. Conference call to discuss current flow rate and prediction of rise/crest.

**EXTREME HIGH WATER RECOVERY: BATON ROUGE GAUGE 40 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**HIGH WATER/FLOOD STAGE RECOVERY: BATON ROUGE GAUGE 35 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**NORMAL OPERATIONS RECOVERY: BATON ROUGE GAUGE 28 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**LOCATION: ICW, PORT ALLEN-MORGAN CITY ALTERNATE ROUTE, MILE MARKERS 37.6-65**  
**SUBJECT: BAYOU SORREL LOCK & BAYOU PIGEON**

**HIGH WATER WATCH: BAYOU SORREL GAUGE 5.5 FT AND RISING**

1. Conference call to discuss current flow rate and prediction of rise/crest.
2. Issue a Marine Safety Information Broadcast to advise mariners to transit area at slow speed with no discernable wake.

**HIGH WATER ACTION: BAYOU SORREL GAUGE 6 FT AND RISING**

1. Conference call to discuss current flow rate and prediction of rise/crest.
2. Issue a Safety Advisory establishing a no wake advisory on the Bayou Sorrel Waterway (Mile 37.6 to Mile 45) and the Lower Grand River (Bayou Pigeon) from the intersection with Port Allen Alternate Route to Iberville Parish line.
3. Update Marine Safety Information Broadcast to inform mariners of Safety Advisory.

**HIGH WATER WATCH: BAYOU SORREL GAUGE 6.5 FT AND RISING**

1. Conference call to discuss current flow rate and prediction of rise/crest.
2. Asses the need for Army Corps of Engineers to implement one-way traffic though Bayou Sorrel Waterway Mile 37.6 to Mile 45. Vessels transiting through the area should monitor weather forecasts and avoid stopping due to potential closure of the route.
3. Close Lower Grand River Waterway to all commercial traffic.
4. Update Safety Advisory.

**HIGH WATER WATCH: BAYOU SORREL GAUGE 6.9 FT AND RISING**

1. Conference call to discuss closing the waterway from Port Allen Lock to Bayou Sorrel Lock to vessels entering, but allowing vessels to exit.
2. Bayou Sorrel Lock to begin clearing out the waterway and will not allow vessels to enter.

**HIGH WATER WATCH: BAYOU SORREL GAUGE 7.3 FT AND RISING**

1. Army Corps of Engineers will close Bayou Sorrel Locks to all navigation.
2. Coast Guard will close the waterway to all power-driven vessels. Consider allowing local facility traffic (MM 60 to 65, including the Sun Plus canal) to utilize the Port Allen lock on a limited basis.
3. Contact USCG 8<sup>th</sup> District Bridge Branch to determine bridge capabilities in anticipation of opening the route at 6.9 and falling.

**HIGH WATER WATCH: BAYOU SORREL GAUGE 6.9 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls implementation.
2. When the route reopens, vessels transiting through the area should monitor weather forecasts and avoid stopping due to potential closure of the route.

**HIGH WATER WATCH: BAYOU SORREL GAUGE 6.5 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**HIGH WATER WATCH: BAYOU SORREL GAUGE 6.0 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.
2. Cancel Safety Advisory.

**HIGH WATER WATCH: BAYOU SORREL GAUGE 5.5 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.
2. Cancel Marine Safety Information Broadcast.

**LOCATION: 81-MILE POINT, LOWER MISSISSIPPI RIVER, MILE MARKERS 170-182**  
**SUBJECT: ALL VESSELS**

**HIGH WATER/FLOOD STAGE WATCH: BATON ROUGE GAUGE 35 FT AND RISING**

1. Conference call to discuss current flow rate and prediction of rise/crest.
2. Discuss the need for a VTS measure based on conditions to include one-way traffic.
3. Issue advisory that all vessels should stay 300-400 feet off the LDB within ½ mile of 81-mile point to avoid dangerous eddies.

**EXTREME HIGH WATER ACTION: BATON ROUGE GAUGE 40 FT AND RISING**

1. Conference call to discuss current flow rate and prediction of rise/crest.
2. Establish a VTS measure from mile 170-182.
  - a. Oceangoing vessels shall navigate through MM 170-182 during daylight hours only.
  - b. Towing vessels must be able to maintain at least 3 mph through the VTS regulated area.
  - c. No holding up within ¾ of a mile of 81-Mile Point on the LDB.
  - d. Issue advisory that all vessels should stay 300-400 feet off the LDB within ½ mile of 81-Mile Point to avoid dangerous eddies.
  - e. Vessels transiting the area should avoid passing or overtaking situations at or near; 81-Mile Point, Bringier Point, and Point Houmas.

**EXTREME HIGH WATER RECOVERY: BATON ROUGE GAUGE 40 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**HIGH WATER/FLOOD STAGE RECOVERY: BATON ROUGE GAUGE 35 FT AND FALLING**

1. Conference call to discuss phase down of restrictions and controls still in place.

**LOCATION: ENTIRE MSU BATON ROUGE AREA OF RESPONSIBILITY, MM 167-303**  
**SUBJECT: ALL VESSELS**  
**(Page 1 of 2)**

**LOW WATER WATCH: BATON ROUGE GAUGE 16 FT AND BELOW**

1. Issue Safety Advisory including the following recommendation:
  - a. All towing vessels in the vicinity of College Town Light (MM 225 to MM 228.3) are advised to keep flat on the bank and provide a wide berth to deep-draft vessel traffic.
2. Contact USACE for latest survey results of known shoaling/trouble spots including College Town Light area. (MM 225-228.3)

**LOW WATER WATCH: BATON ROUGE GAUGE 12 FT AND BELOW**

1. Issue Safety Advisory including the following recommendation:
  - a. In accordance with 33 CFR 161.65(e), all vessels moving or intending to move into 81-Mile point (MM 177-179) must complete the appropriate check-in procedures with VTS LMR prior to transiting; Mariners are also advised of the increased possibility of shoaling in this area and should use extreme caution while transiting.
  - b. Remind mariners to report missing aids to navigation in their report.
2. Issue Safety Advisory including the following recommendations:
  - a. All towing vessels in the vicinity of College Town Light (MM 225 to MM 228.3) are advised to keep flat on the bank and provide a wide berth to deep-draft vessel traffic.
  - b. Towing Vessels reduce loads and/or barges, to enable them to navigate through trouble areas.
  - c. Consider draft restrictions for oceangoing vessels.
  - d. Pilots and Masters of oceangoing vessels should review facility docking procedures prior to arriving.
  - e. All vessels should consider staffing vessels with their most experienced crews.
  - f. Remind mariners to report missing Aids to Navigation.
3. Liaison with USACE. Identify shoaling and trouble spots (deep and shallow draft crossings, College Town Light area, etc.).
4. VTS to begin issuing "securite" safety radio broadcasts advising mariners to keep flat on the bank and provide a wide berth to specific approaching deep-draft vessel traffic for College Town Light area (MM 225 to MM 228.3).

**LOW WATER ACTION: BATON ROUGE GAUGE 8 FT AND BELOW**

1. VTS Measure in effect.
2. Consider issuing tow size and draft restrictions based on known shoaling/hazards and discussions with USACE, LOMRC, MNSA, Pilots, Port partners, VTS, and Sector LMR.
3. Check with USACE about survey and dredging plans.
4. Remind Exxon Mobil & NOBRA Pilots of the submerged wreck discovered during a survey of the Exxon dock at MM232 in September 2018.
5. Identify specific critical low water areas.
6. Conference call to discuss VTS measures.

**LOW WATER ACTION: BATON ROUGE GAUGE 4 FT AND BELOW**

1. VTS Measure in effect.
2. Consider issuing tow size and draft restrictions based on discussions with USACE, LOMRC, MNSA, Pilots, Port partners, VTS, and Sector LMR.
3. Check with USACE about survey and dredging plans.
4. Identify specific critical low water areas.
5. Conference call to discuss VTS measures.