

**MISSISSIPPI RIVER AND
TRIBUTARIES WATERWAYS
ACTION PLAN
Sector New Orleans
Annex
(2024)**



Table of Contents

1. Geographic Description.....4

2. Parties and Roles.....4

2.A. General.....4

2.B. Industry Groups & Their Roles.....4

2.B.1. American Waterways Operators (AWO)4

2.B.2. Associated Federal Pilots, New Orleans and Baton Rouge Steamship Pilots Association (NOBRA), Crescent River Port Pilots Association, and Associated Branch Pilots (BAR)5

2.B.3. Greater New Orleans Barge Fleeting Association (GNOBFA).....5

2.B.4. Gulf Intracoastal Canal Association (GICA)5

2.B.5. Louisiana Maritime Association (LAMA)5

2.B.6. Lower Mississippi River Committee (LOMRC)5

2.B.7. Maritime Navigation Safety Association (MNSA)6

2.B.8. Board of Trade (BoT)6

2.B.9. New Orleans Area Port Coordination Team (PCT)6

2.C. Federal Agencies & Their Roles6

2.C.1. United States Coast Guard (USCG).....6

2.C.2. United States Army Corps of Engineers (USACE).....7

3. Definitions.....8

3.A. Captain of the Port (COTP) Order (33 CFR 160)8

3.B. High Water (33 CFR 161.65).....8

3.C. Low Water (local practice).....8

3.D. Ocean-going Towing Vessel8

3.E. Regulated Navigation Area (RNA) (33 CFR 165.10)8

3.F. Safety Zone (33 CFR 165.20).....8

3.G. Transfer (33 CFR 154)8

3.H. Towing Vessel (33 CFR 161).....9

3.I. Vessel (33 CFR 160)9

3.J. Vessel Traffic Service (VTS) Measure (33 CFR 161.11)9

3.K. Warping9

4. Communications.....9

4.A. Lower Mississippi River Communications Plan9

4.A.1. Homeport.....9

4.A.2. Marine Safety Information Bulletin (MSIB).....9

4.A.3. Safety Advisory10

4.A.4. Radio Broadcasts10

4.A.5. Teleconferencing10

4.B. Internet Resources11

4.B.1. Hyperlinks.....11

4.B.2. GovDelivery11

5. Action Plan.....11

5.A. River Stages Action and Guidance.....12

5.A.1. All River Stages.....12

5.A.2. Low Water River Stage13

5.A.3. High-Water Trigger Stages.....14

This Waterways Action Plan is intended to provide guidance to industry during high and low water events on the Mississippi River through recommendations or best practices. This plan shall not replace existing plans, but rather, should be used in conjunction with existing port and facility plans, incorporating pertinent information to identify critical problem areas based on federal agency and industry experience and analysis of lessons learned. This plan will be reviewed annually to determine if revisions are necessary. If no annual revisions are made, the current existing version will remain in effect.

1. Geographic Description

USCG Sector New Orleans - Lower Mississippi River (MM 20 Below Head of Passes to MM 167.5 Above Head of Passes)

1.A. The Mississippi River Basin drains 41% (between 1.2 and 1.8 million square miles) of the continental United States, including thirty-one states and two Canadian provinces. Historically, when the snow and ice melt in the northern states during the spring months, the Mississippi River experiences a sharp increase in river levels, flow rates, and floating debris, degrading the navigational channels and increasing the potential for marine casualties. Conversely, during periods of low water, restrictions on the navigable channel widths and the maximum safe drafts of barges can impede commerce.

1.B. The COTP New Orleans Area of Responsibility (AOR) is comprised of the Parishes of Plaquemines, St. Bernard, Orleans, Jefferson, St. Charles, St. John the Baptist, St. James, Tangipahoa, St. Tammany, and Washington, and the Ports of Plaquemines, St. Bernard, New Orleans, and South Louisiana. This Annex applies to the southern-most portion of the Lower Mississippi River (LMR), from Mile Marker (MM) 20 Below Head of Passes (BHP) to the lower boundary of Coast Guard Marine Safety Unit (MSU) Baton Rouge's AOR, at MM 167.5 Above Head of Passes (AHP). **MSU Baton Rouge has a separate Annex of the Waterway Action Plan that contains information specific to MM 167 – MM 303 and the Port of Baton Rouge.**

2. Parties and Roles

2.A. General

The successful management of any river crisis depends on the cooperation of the waterway system participants, including agencies of the federal, state, and local governments, industry groups, and the general public. This section identifies the key organizations in the New Orleans Port area, outlines their authority and responsibilities, and explains their roles during an event.

2.B. Industry Groups & Their Roles

2.B.1. American Waterways Operators (AWO)

The American Waterways Operators is the national advocate for the U.S. tugboat, towboat and barge industry, which serves the nation as the safest, most environmentally friendly, and most economical mode of freight transportation. AWO members operate on the rivers, coasts, Great Lakes, and harbors

of the United States, moving vital commodities safely, reducing air emissions, water pollution, and highway congestion, protecting homeland security, and providing family-wage jobs for tens of thousands of Americans. AWO promotes the long-term economic soundness of the industry and works to enhance its ability to provide safe, efficient, and environmentally responsible transportation.

2.B.2. Associated Federal Pilots, New Orleans and Baton Rouge Steamship Pilots Association (NOBRA), Crescent River Port Pilots Association, and Associated Branch Pilots (BAR)

The Pilot Associations provide skilled, licensed professional mariners to assist in and enhance the safe and efficient navigation of ocean-going deep draft vessels in the Lower Mississippi River. Due to the nature of their business and professional experience, the Pilot Associations provide the Coast Guard and industry partners with real-time information relating to deep draft vessel casualties, capabilities, and general river characteristics essential to mitigating risk and ensuring the free flow of commerce.

2.B.3. 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, and to improve relations with communities, regulating government bodies, and other professional organizations.

2.B.4. Gulf Intracoastal Canal Association (GICA)

GICA is a non-profit trade association with the mission to ensure the Gulf Intracoastal Waterway is maintained, operated, and improved to provide the safest, most efficient, economically, and environmentally sound water transportation route in our nation. GICA serves many interests, including petro-chemical facilities, refineries, farms, mines, ports, commercial fisheries, recreation, and more.

2.B.5. Louisiana Maritime Association (LAMA)

LAMA is an association that provides state-of-the-art information and management tools to shipping agents and associate members. Now the industry leader, LAMA members represent over 75% of all ocean-going 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 a Vessel Tracking System (C-View), a pilotage calculator, and a Terminal Database.

2.B.6. Lower Mississippi River Committee (LOMRC)

LOMRC is a committee of the Lower Mississippi River towing companies and is associated with the River Industry Executive Task Force (RIETF), formed to address navigation problems during

significant changes in river conditions, such as extreme low and high-water events. The committee addresses all issues concerning 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. A volunteer chairman from industry coordinates LOMRC.

2.B.7. Maritime Navigation Safety Association (MNSA)

MNSA is an organization that promotes communication and information sharing among the various maritime stakeholders who share the waterways from Baton Rouge, Louisiana to the Gulf of Mexico. MNSA provides a forum to promote the maximum usage of these waterways while emphasizing navigational safety and protection of the environment.

2.B.8. Board of Trade (BoT)

The New Orleans Board of Trade is a maritime organization that provides essential information and services to its membership to assist in their day-to-day operations.

2.B.9. New Orleans Area Port Coordination Team (PCT)

The PCT is comprised of industry and waterway stakeholders in the Mississippi River system who advise the Captain of the Port (COTP). The members represent core constituencies and are responsible for consolidating information from their respective groups to provide information to the COTP regarding the port's operational and infrastructure needs. The PCT acts as an information conduit to assist the COTP in establishing shipping priorities, understanding local economic impact factors, implementing port reopening protocols, and managing the flow of vessel movements without compromising safety and security in the port.

2.C. Federal Agencies & Their Roles

Numerous rivers, lakes, and streams comprise the inland waterway system; navigation on these “navigable waters of the United States” is primarily regulated by the United States Coast Guard (USCG) through the authority granted by the United States Code (USC) that provides for the establishment and enforcement of laws “for the promotion of safety of life and property,” authorization for work or construction within the navigable waterways, and for maintaining navigation throughout U.S. territorial waters. The United States Army Corps of Engineers (USACE) provides technical advice to the USCG to ensure proper evaluation and decision-making concerning navigation safety matters. The USACE is also responsible for permitting waterway projects that may impact or affect the navigable waterway, evaluating and maintaining navigable channels, and directing emergency flood control operations (such as activation of spillways).

2.C.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 Code of Federal Regulations (CFR) 165 authorizes COTP and

District Commanders to impose safety zones, security zones, and other restrictions to ensure the safe flow of navigation.

2.C.1.a. Vessel Traffic Service (VTS) Lower Mississippi River

VTS Lower Mississippi River, based at Sector New Orleans, manages vessel traffic from twenty miles above the Port of Baton Rouge (Mile 255 above the Head of the Passes) to twelve miles offshore of Southwest Pass Light in the Gulf of Mexico. Within this service area, the VTS monitors the Eighty-One Mile Point Regulated Navigation Area (Mile 187.9 to Mile 167 Ahead of Passes) and the New Orleans Harbor Sector (Mile 106 to Mile 88). The VTS provides advisory and navigational assistance services at all times in these areas of responsibility. When the river reaches high water levels of eight feet in New Orleans, the VTS controls traffic at the Algiers Point Special Area (Mile 93.5 to Mile 95). When the river reaches high water levels of 35 feet in Baton Rouge Gauge, the VTS implements the Wilkinson Point watch (Mile 219 to Mile 255). VTS Lower Mississippi River is a unique Coast Guard Vessel Traffic Service because it maintains advisory service and direct control of vessel traffic with a workforce of highly trained and experienced civilian Coast Guard personnel with the assistance of pilot advisors.

2.C.1.b. Port Assessment Team (PAT)

The USCG will use Port Assessment Teams (PATs) during high water stages to conduct surveys and inspections of the port, including barge fleeting areas, waterfront facilities, vessels, marinas, and RNAs. Any PAT-identified threats will be addressed to ensure the marine industry is aware of COTP requirements and is taking appropriate action for the river conditions. There are two permanent RNAs in the New Orleans AOR:

- 33 CFR 165.803 (requirements for barge fleeting operations); and
- 33 CFR 165.810 (high water precautions)

2.C.2. United States Army Corps of Engineers (USACE)

Title 33 USC defines the USACE roles and responsibilities regarding the 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 federally maintained waterways. The maintenance depth within the navigable channel on the LMR depicted in the table below. The USACE is also responsible for directing emergency flood control operations and collecting information related to flood stages and damage.

LMR CONTROLLING DRAFT		
Location	Channel Draft (feet)	Channel Width (feet)
MM 233.8 to MM 175	45	500
MM 175 to MM 88	50	500
MM 88 to SWP	50	750

3. Definitions

3.A. Captain of the Port (COTP) Order (33 CFR 160)

Captain of the Port Orders are specific, detailed, and exact directions provided to an individual, facility, or vessel to reduce potential safety hazards and/or mitigate damage to the environment or property. COTP Orders are issued under the authority of the Ports and Waterways Safety Act and compliance with COTP Orders is mandatory; failure to do so may result in civil or criminal penalty action.

3.B. High Water (33 CFR 161.65)

Carrolton Gage reads 8.0 feet or above on a rising stage or 9.0 feet or above on a falling stage.

3.C. Low Water (local practice)

Carrolton Gage reads 2.5 feet and below.

3.D. Ocean-going Towing Vessel

Any towing vessel certificated for an Oceans or Coastwise route on the vessel's certificate of inspection.

3.E. Regulated Navigation Area (RNA) (33 CFR 165.10)

A Regulated Navigation Area is a water area within a defined boundary for which regulations for vessels navigating within the area has been established by the USCG. RNAs specific to the Sector New Orleans area are described in 33 CFR 165.803 and 165.810. These RNAs are typically expanded at certain pre-determined river levels, but extreme river conditions may require additional measures by the COTP. The implementation of additional restrictions and/or advisories by the USCG are usually preceded by consultation with the PCT and appropriate industry-user groups. Additional measures may be in the form of COTP Orders or VTS Measures, as described below.

3.F. Safety Zone (33 CFR 165.20)

A Safety Zone is a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion.

3.G. Transfer (33 CFR 154)

A transfer means any movement of oil or hazardous material to, from, or within a vessel by means of pumping, gravitation, or displacement.

3.H. Towing Vessel (33 CFR 161)

A towing vessel means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

3.I. Vessel (33 CFR 160)

Means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water.

3.J. Vessel Traffic Service (VTS) Measure (33 CFR 161.11)

A VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment. These measures and directions may include, but are 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.

3.K. Warping

Warping is the adjusting or relocating the ships position in relation to its berth.

4. Communications

4.A. Lower Mississippi River Communications Plan

Clear, timely, and efficient communications are critical to identifying hazards, implementing mitigation strategies, and responding to incidents on the LMR. The USCG communication conduits to facilitate safe navigation on the LMR are detailed below.

4.A.1. Homeport

The USCG Homeport website (see section 4.B. below) is the Coast Guard's public-facing webpage providing a variety of information, including port status, safety notifications, contact information, announcements, pollution response information, and inspection guidance.

4.A.2. Marine Safety Information Bulletin (MSIB)

MSIBs are released by the USCG to communicate current COTP/VTS measures and/or advisories at each river stage trigger point. Additional MSIBs may be issued during an extreme high/low water event, and these bulletins will address specific safety concerns as

deemed necessary. MSIBs are released to subscribers on the GovDelivery (email) distribution list (see section 4.B.2 below) and are also posted on the Homeport website (see section 4.B.1 below).

4.A.3. 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), Marine Safety Information Bulletin (MSIB), USACE Navigation Bulletin, or any combination thereof. Their purpose is to advise the marine industry of hazardous conditions and provide recommendations for safe navigation. Advisories can also notify the marine industry of the COTP's intentions with regards to developing hazardous navigation conditions. Timely advisories allow marine interests to adjust their operations in anticipation of changing conditions.

4.A.4. Radio Broadcasts

VHF FM radio communications are generally the quickest and most efficient means of reaching underway vessels operating on the LMR with pertinent safety information. A Broadcast Notice to Mariners (BNM) or Marine Information Broadcast provides vital information to the maritime public. Safety BNMs report important navigational and meteorological warnings or other unusual events that might impact maritime activities. The USCG Sector New Orleans Command Center broadcasts the preliminary announcement for BNMs on VHF FM Channel 16, before switching the listener to Channel 22A. Additionally, the VTS Lower Mississippi River (radio call sign "New Orleans Traffic") monitors VHF FM Channels 05A, 12, and 67. New Orleans Traffic provides traffic advisories and other pertinent information at designated reporting points near Algiers Point (VHF FM Channel 12) and near 81-Mile Point (VHF FM Channel 05A).

Refer to the Vessel Traffic Service Lower Mississippi River User Manual (hyperlinked in Section 4.B.1. below) for detailed information on VTS communications.

4.A.5. Teleconferencing

PCT conference calls will be coordinated as needed to discuss forthcoming measures and/or advisories. These calls are initiated by the COTP and are limited exclusively to the specific PCT membership representatives. The USACE hosts Navigation Restoration Team conference calls for similar reasons/events. To avoid redundancy and depending on the circumstances of the event to be discussed, the USCG and USACE will coordinate to either merge the conference calls or appropriately schedule two separate calls.

4.B. Internet Resources

4.B.1. Hyperlinks

The American Waterways Operators (AWO) <https://www.americanwaterways.com/>
The Greater New Orleans Barge Fleeting Association (GNOBFA) <https://www.gnobfa.com/>
Gulf Intracoastal Canal Association (GICA) <https://www.gicaonline.com/>
Louisiana Maritime Association (LAMA) <https://online.louisianamaritime.org/>
Maritime Navigation Safety Association (MNSA) <http://www.mnsa.org/>
National Response Center <https://nrc.uscg.mil/>
National Weather Service <https://www.weather.gov/>
National Weather Service Advanced Hydrologic Prediction Service (NOAA) <https://water.weather.gov/ahps2/hydrograph.php?wfo=lix&gage=norl1>
U.S. Army Corps of Engineers New Orleans District <https://www.mvn.usace.army.mil/>
U.S. Army Corps of Engineers Mississippi Valley District <https://www.mvd.usace.army.mil/>
U.S. Army Corps of Engineers River Gauges <https://rivergages.mvr.usace.army.mil/WaterControl/new/layout.cfm>
U.S. Army Corps of Engineers Lock Status – New Orleans District <https://www.mvn.usace.army.mil/LockStatus/>
U.S. Coast Guard Sector New Orleans <https://homeport.uscg.mil/port-directory/new-orleans>
U.S. Coast Guard Marine Safety Unit Houma/Morgan City <https://homeport.uscg.mil/port-directory/houma>
U.S. Coast Guard Sector Lower Mississippi River [https://homeport.uscg.mil/port-directory/lower-mississippi-river-\(memphis\)](https://homeport.uscg.mil/port-directory/lower-mississippi-river-(memphis))
VTS Lower Mississippi River User Guide <https://homeport.uscg.mil/missions/ports-and-waterways/vessel-traffic-services/vts-lower-mississippi-river/user-guides>

4.B.2. GovDelivery

All interested navigation stakeholders are highly encouraged to subscribe to the LMR VTS and Sector New Orleans Waterways Management email updates at <https://public.govdelivery.com/accounts/usdhscg/subscriber/new>. Subscribers should enter their preferred email, then ensure “VTS LMR” and “SecNOLA MSIB” is selected under “Mariners Tab” and submit.

5. Action Plan

MSU Baton Rouge maintains a separate Annex of the [Waterways Action Plan](#) for MM 167.5-MM 303.

The New Orleans Waterway Action Plan Annex uses the Carrollton Gage (located at MM 102.8) for referencing river stages. High water is defined as the Carrollton Gage reaching 8 feet on the rise and continues until the gauge reads 9 feet and falling. Low water is defined as river stages of 2.5 feet and below.

During high and low water situations, the COTP and/or Vessel Traffic Service (VTS) use a wide range of controls to facilitate commerce while also protecting the LMR, its users, and critical infrastructure. Often times, industry will take concurrent action to reduce potential marine casualties. For example, during low water conditions, industry may reduce loads on vessels and/or barges, thus minimizing their drafts and enabling them to navigate through shallow areas. During high water conditions, industry may reduce tow sizes or increase horsepower requirements to exercise greater control over the tow. Additionally, the Coast Guard may issue Broadcast Notice to Mariners (BNM) notifying mariners of potentially hazardous areas and/or establishing one or more Safety Zones, while the Army Corps of Engineers may engage in dredging operations to reduce risk in hazardous locations on the LMR.

5.A. River Stages Action and Guidance

Marine Safety Information Bulletins (MSIBs) are issued at the high and low water trigger stages outlined below. The tables include basic safety measures implemented at various river stages; because each event is different, this plan may not be sufficient under all circumstances or conditions. The COTP may convene the PCT at any time, as necessary, to discuss the need for additional safety measures. Likewise, the PCT may also be consulted to modify existing safety measures and/or rescind safety measures during the Recovery Phase.

Furthermore, Ports and/or River Pilot Associations may implement additional precautionary measures at certain river stages and may be messaged via MSIB, website, email, or other communication medium.

5.A.1. All River Stages

ALL RIVER STAGES GUIDANCE
<ol style="list-style-type: none"> 1) All vessels, facilities, and vessel agents should consult with the appropriate pilot association prior to warping a vessel. 2) The COTP New Orleans requires 4-hour notice to transfer at all river stages. See MSIB Volume XIX Issue 037 3) Do not tie or moor a vessel within 180’ from the crown of a levee OR drive or push onto or against any levee. 4) Main propulsion machinery must be available to immediately respond to the full range of maneuvering commands and that any software or mechanical based limiters be capable of being overridden immediately. See MSIB Volume XXIII Issue 057

5.A.2. Low Water River Stage

TRIGGER STAGE	LOW WATER GUIDANCE
2.5 ft. and below	<ol style="list-style-type: none"> 1) Harvey lock may have additional operating procedures and restrictions. Mariners should review the lock status on the U.S. Army Corps Lock Status Webpage (see section 4.B.1 above). 2) At low river flows, the Gulf of Mexico’s saltwater moves upstream along the bottom of the river underneath less dense river fresh water. To mitigate the increased duration and extent of saltwater intrusion above Mile 64 AHP, an underwater sill may be constructed when necessary. Additional vessel navigational restrictions may be implemented as a result. 3) Mariners are urged to conduct proper route assessment and pay particular attention to water levels, including closely reviewing the U.S. Army Corps of Engineers Navigation Condition Surveys prior to their transit. Mariners are reminded the sailing line – between Mile Markers 0 – 233.8 – follows a path through naturally deep water connected by twelve marked channels known as “crossings”. Low water conditions may have significantly reduced water depths in areas of the river outside the sailing line where mariners in the past had sufficient water depth to navigate. 4) River Pilots should maintain safe speeds when transiting in the vicinity of docks, fleeting areas, and other transiting vessels to minimize adverse impacts from the ship’s wake. 5) Ports and facilities are strongly encouraged to monitor water depths, to both their docks and approaches. Adjustments to docking procedures or loading and transit parameters should be closely coordinated with and communicated to vessel operators.

5.A.3. High-Water Trigger Stages

The following table describes various safety controls and precautions implemented at pre-defined high water trigger points. Circumstances specific to each high-water period dictate whether some or all controls will be employed. The three phases of high water are **Watch**, **Action**, and **Recovery**.

- **Watch:** Initiated when the river stage begins to rise and lasts until the Carrollton Gauge reaches 8 ft.
- **Action:** Initiated when the Carrollton Gauge measures 8 ft. and rising.
- **Recovery:** Initiated when the river begins to fall and is predicted to continue falling. With input from industry, the COTP will determine which restrictions to lift as conditions improve and when to lift them.

TRIGGER STAGE	HIGH WATER GUIDANCE
8 ft. and rising	<ol style="list-style-type: none"> 1) At 7.5 ft., the USCG may initiate a Port Coordination Team (PCT) conference call to discuss the current flow rate and prediction of the rise/crest. 2) As per 33 CFR 161.65, the Governor Nicholls traffic light, Gretna Harbor traffic light, and Westwego traffic lights are energized. The Governor Nicholls Navigation Light and Gretna Navigation Light are extinguished. 3) As required by 33 CFR 165.810(b)(3), tows are prohibited from transiting VTS special areas by a vessel with insufficient power to permit ready maneuverability and safe handling (unable to maintain an average speed of at least 3 MPH (2.6 knots). 4) For all vessels operating in the Lower Mississippi River (LMR) below Mile Marker (MM) 233.9 Above Head of Passes (AHP), including South Pass and Southwest Pass, additional high-water requirements are found in Title 33 of the Code of Federal Regulations (CFR) 165.810. 5) All Deep Draft vessels to include Ocean-going Towing vessels should have three means to hold position unless moored to shore or a mooring buoy. 6) Downbound Ocean-going Towing vessels towing on the hawser should consult with the appropriate pilot association to determine the need for assist tug. 7) Towing vessels should review MSIB Vol XIX Issue 007 titled Towing Vessel Safety Advisory During High Water, issued 15 January 2019 for additional provisions.

<p>12 ft. and rising</p>	<ol style="list-style-type: none"> 1) At 11.5 ft., the USCG may initiate a PCT conference call to discuss the current flow rate and prediction of the rise/crest. 2) The requirements and recommendations of 8 ft. and rising remain in effect. 3) For barge fleets located between MM 88 and MM 240 AHP, additional high-water requirements are found in 33 CFR 165.803(m). 4) For all other barge fleets (below MM 88), a Safety Zone in accordance with 33 CFR 165.20 or other Traffic Control Measures may be established to enhance the safety of barge fleets. The 33 CFR 165.803 regulations requiring stricter barge fleeing standards on the LMR may be extended to include all barge fleets in these areas. 5) Downbound vessels planning to transit Algiers Point are prohibited from towing on the hawser without prior permission from Vessel Traffic Service, LMR.
<p>15 ft. and rising</p>	<ol style="list-style-type: none"> 1) At 14.5 ft., the USCG may initiate a PCT conference call to discuss the current flow rate and prediction of the rise/crest. 2) The safety measures of 12 ft. and rising remain in effect. 3) As per 33 CFR 165.810 (d) (2), vessels are prohibited from entering South Pass (from the Gulf) if the vessel has a speed of less than 10 miles per hour (MPH) (8.7 knots). 4) A VTS measure may be established prohibiting cargo operations in the anchorages without COTP permission between SWP and mile marker 167.5 AHP (bunkers and ship stores are exempt). 5) Establish PAT patrols.

<p>16 ft. and rising</p>	<ol style="list-style-type: none"> 1) At 15.5 ft., the USCG may initiate a PCT conference call to discuss the current flow rate and prediction of the rise/crest. 2) The safety measures of 15 ft. and rising remain in effect. 3) Towing vessels should not transit between two anchored ships. 4) Towing vessels less than 79 feet in length should maintain a one-foot minimum freeboard at the lowest point. Towing vessels should only operate with less than one foot of freeboard if the vessel's Safety Management System (SMS) specifically addresses the hazardous conditions associated with high river currents and low freeboard. 5) Towing vessels should maintain a minimum barge-to-horsepower (HP) ratio of 320 HP per standard loaded barge and 750 HP per oversize loaded barge for downbound transits. Empty barges may be calculated at ½ the HP requirements to that of a loaded barge when computing the overall HP requirement. For the purposes of this requirement, a barge with dimensions 290' x 50' (inclusive) or larger will be considered "oversize" while a barge with dimensions less than 290' x 50' will be considered "standard." If one of the barge dimensions (length or width) meets or exceeds the 290' x 50', then the barge will be considered "oversize." As per 33 CFR 165.803 (b)(3) upbound vessels must be able to make an average of 3 MPH (2.6 knots). 6) Vessels should maintain a minimum safe distance upriver of stationary objects (such as anchor blocks, midstream berths, etc.) of twice the tow length. If the minimum distance allowed is impracticable, then a second assist vessel should be utilized. 7) Lite boat vessel(s) engaging in a down streaming maneuver that is greater than 150 feet from a bank: <ul style="list-style-type: none"> • limited to daylight as much as possible, • rescue vessel should be available during these operations, • vessel should be 65 feet or greater in length overall (LOA) and at least 1200 HP
<p>17 ft. and rising</p>	<ol style="list-style-type: none"> 1) All previous safety measures remain in effect. 2) Additional measures may be implemented, as discussed with the PCT. 3) Consideration should be given to closing, limiting access and/or clearing the Bonnet Carre Anchorage should the spillway be opened.

15 ft. and falling	<ol style="list-style-type: none">1) The requirements of 12 ft. and rising remain in effect.2) The requirements of 15 ft. and rising may be rescinded, as discussed with PCT.3) The PAT patrols may be discontinued, as discussed with PCT.
12 ft. and falling	<ol style="list-style-type: none">1) The requirements of 8 ft. and rising are still in effect.2) The requirements of 12 ft. and rising may be rescinded, as discussed with PCT.
9 ft. and falling	<ol style="list-style-type: none">1) The requirements of 8 ft. and rising may be rescinded, as discussed with the PCT.

Enclosure 1. U. S. Coast Guard Points of Contact

UNIT	DESIGNATED CONTACT	PHONE NUMBER	E-MAIL ADDRESS
USCG Sector New Orleans Sector Command	CAPT Kelly Denning, Sector Commander	504-365-2215	Kelly.K.Denning@uscg.mil
	CAPT Gregory Callaghan, Deputy Sector Commander	504-365-2214	Gregory.A.Callaghan@uscg.mil
	CDR Joseph Hart, Chief of Prevention Department	504-365-2291	Joseph.H.Hart@uscg.mil
	LCDR William Stewart, Waterways Division	504-365-2246	William.A.Stewart@uscg.mil
	LCDR Xiaobin Tuo, Director VTS LMR	504-365-2231	Xiaobin.Tuo@uscg.mil
Other USCG Contact Information	Sector Command Center (24 Hrs.)	504-365-2545	
	VTS LMR Watch Supervisor	504-365-2514	
	Waterways Management	504-365-2280	SecNOLA-WPM@uscg.mil
	Facilities Inspection Branch	504-365-2370	FacilitiesNOLA@uscg.mil
	Eighth Coast Guard District Bridge Administration Branch	504-671-2128	D8DPBALL@uscg.mil