

**Waterways Action Plan  
Marine Safety Unit Baton Rouge Annex**

**1. Geographic Description**

**USCG Marine Safety Unit Baton Rouge - Lower Mississippi River (MM 225-303)**

(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, Livingstone, 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 in Baton Rouge (MM 225) and ending at the Old River Lock (MM 303).

(b) The [Mississippi River Basin or Watershed](#) drains 41% of continental United States. Thirty-one states and 2 Canadian provinces are included in the watershed. The total area drained by the watershed is between 1.2 and 1.8 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 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 Baton Rouge has recently been expanded and upgraded with extensive storage facilities. It ranks ninth 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 six (6) fleets that have been used “historically” in the past to fleet regulated and unregulated cargo. There is one (1) repair facility (located in Baton Rouge) that has 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	MM 225 – MM 303

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## **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, serving as a liaison between industry and federal agencies and addressing waterways conditions encompassing the Lower Mississippi River.

This plan shall not replace 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.

#### **2. A.1 Industry Groups & Representatives (LOMRC, GICA, GSMA, GNOBFA, LMRWSAC &NOBRA)**

**Lower Mississippi River Committee (LOMRC)** 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 New Orleans, LA and Memphis, TN. LOMRC is coordinated by a volunteer chairman from industry.

**Gulf Intracoastal Canal Association (GICA)** The mission of GICA is to ensure the Gulf Intracoastal Waterway is maintained, operated and improved to provide the safest, most efficient, economical and environmentally-sound water transportation route in our nation, serving petrochemical facilities, refineries, farms, mines, ports, commercial fisheries, recreation and more.

**Mississippi River Maritime Association (MRMA)** MRMA provides state-of-the-art information and management tools to shipping agents and associate members. Now the industry leader, MRMA members represent over 75% of all deep draft vessels entering the Lower Mississippi River (per the New Orleans Board of Trade arrival statistics.) MRMA 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.

**Gulf States Maritime Association (GSMA)** GSMA provides its member agencies liaison services with Federal agencies such as Customs, U. S. Coast Guard, U.S.D.A, Army Corps of Engineers and Immigration. Also, the Association is concerned with matters at the source of regulation - Congress and the State Legislature. The Association deals with such diverse matters as adequate deep-draft anchorage areas and channels in the Mississippi River, the Mississippi River-Gulf Outlet, and the Calcasieu River.

**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

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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.

**Lower Mississippi River. Waterway Safety Advisory Committee.** (LMRWSAC) provides advice and makes recommendations to the Coast Guard on matters relating to the safe navigation of vessels to and from ports on the Lower Mississippi River.

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

**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” are regulated primarily by the United States Coast Guard (USCG). The United States Army Corps of Engineers (USACOE or ACOE) provides technical advice to the USCG to enable them to properly evaluate and make decisions on navigation safety matters. The ACOE is also responsible for authorizing waterway projects, 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 COTP’s 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.

<b>CG Marine Safety Unit Baton Rouge – Area of Responsibility</b>	
Lower Mississippi River	MM 167.5 – MM 303.0

**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 ACOE and industry-user groups. They can be originated by the USCG or self imposed by industry, and disseminated as a Broadcast Notice to Mariners (BNTM), ACOE bulletin board, River Industry Bulletin Board (RIBB), over the industry facsimile, or any combination of these methods. The purpose is to advise the marine

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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.

### **B.1.b. Safety Zone**

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 ACOE 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 ACOE, 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 Order (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.2 United States Army Corps of Engineers (USACOE or ACOE)**

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Title 33 U.S.C., defines the ACOE roles and responsibilities regarding development of, or change to, waterfront facilities, weirs, dams or dikes. Specifically, the ACOE is authorized to review and approve all changes to hydrodynamic structures for the purposes of maintaining a navigable channel. In addition, the ACOE is charged with conducting operations to maintain the physical nature of a navigable channel on particular waterways. Generally, the ACOE has the responsibility to maintain a 9 foot congressionally authorized project depth within the navigable channel on the Ohio River System. The ACOE is also responsible for directing emergency flood control operations and collecting information on flood stages and damage.

<b>ACOE POSITION</b>	<b>DUTIES &amp; RESPONSIBILITIES</b>	<b>EQUALS</b>	<b>USCG POSITION</b>	<b>DUTIES &amp; RESPONSIBILITIES</b>
			Chief, Response Department	Manages daily waterway management and casualty operations& supervises operational response issues
<b>REPORTS TO:</b>				
Lockmaster for Old River, Port Allen, Bayou Sorrell Locks	Supervise and maintain locks		Commanding Officer MSU Baton Rouge	Senior USCG Officer in Baton Rouge AOR
<b>REPORTS TO:</b>				
District Engineer, New Orleans	Supervise Corps activities in New Orleans District		Sector New Orleans Commander	Senior USCG officer in area

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### **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 585 to the mouth. LOMRC is coordinated by a volunteer chairman from industry.

**Gulf Intracoastal Canal Association (GICA)** is a committee of the Gulf Intracoastal Waterway consortium of companies, formed to address navigation problems during significant changes in waterway conditions such as extreme low water and high water events. The committee has evolved to address all issues concerning the Gulf Intracoastal Waterway navigation and is the major liaison between the marine industry, the Coast Guard, and the Army Corps of Engineers for canal conditions from the Port Allen Lock in Baton Rouge, LA to the mouth in Morgan City, LA. GICA is coordinated by a volunteer chairman from industry.

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**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.uscg.mil/d8/msu/batonrouge/home.html">http://www.uscg.mil/d8/msu/batonrouge/home.html</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://www.gnobfa.com/">http://www.gnobfa.com/</a>
8th District Notice to Mariners	<a href="http://www.navcen.uscg.gov/lnm/d8mrs/default.htm">http://www.navcen.uscg.gov/lnm/d8mrs/default.htm</a>
National Response Center (NRC) – Report Pollution / Terrorist Activity	<a href="http://www.nrc.uscg.mil/nrchp.html">http://www.nrc.uscg.mil/nrchp.html</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>
River Gauges	<a href="http://www.rivergages.com">www.rivergages.com</a>
Lower Mississippi River Forecast Center	<a href="http://www.srh.noaa.gov/lmrfc/forecast/rva.shtml">http://www.srh.noaa.gov/lmrfc/forecast/rva.shtml</a>
National Weather Service (NWS) – River Forecasts	<a href="http://www.srh.noaa.gov/lmrfc/forecast/rva.shtml">http://www.srh.noaa.gov/lmrfc/forecast/rva.shtml</a>
U.S. Army Corps of Engineers – River Gauges	<a href="http://www.lrd-wc.usace.army.mil/text/navrpti.txt">http://www.lrd-wc.usace.army.mil/text/navrpti.txt</a>
U.S. Army Corps of Engineers – Real Time River Gauges	<a href="http://www.mvn.usace.army.mil/eng/edhd/Wcontrol/miss.htm">http://www.mvn.usace.army.mil/eng/edhd/Wcontrol/miss.htm</a>
U.S. Army Corps of Engineers –Lock information	<a href="http://www.mvn.usace.army.mil/od/lockupdates/statusindex.asp">http://www.mvn.usace.army.mil/od/lockupdates/statusindex.asp</a>
U.S. Army Corps of Engineers – River Navigation Charts	<a href="http://www.lrl.usace.army.mil/">http://www.lrl.usace.army.mil/</a>
The River School – River Training & Orientation	<a href="http://www.riverschool.com/">http://www.riverschool.com/</a>
U.S. Coast Guard Port Security Directorate	<a href="http://cgweb.comdt.uscg.mil/g-mp/g-mp.htm">http://cgweb.comdt.uscg.mil/g-mp/g-mp.htm</a>
U.S. Coast Guard – Eighth District Site – New Orleans, LA	<a href="http://www.uscg.mil/d8/units.htm">http://www.uscg.mil/d8/units.htm</a>
U.S. Coast Guard – Sector Lower Mississippi River – Memphis, TN	<a href="http://www.uscg.mil/d8/Sector/LwrMsRvr/">http://www.uscg.mil/d8/Sector/LwrMsRvr/</a>
Gulf States Maritime Association (GSMA)-	<a href="http://www.gsma.us/">http://www.gsma.us/</a>

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### **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 drafts, enabling them to navigate through trouble areas. During high water conditions (28 feet and above Baton Rouge gauge), industry may reduce tow sizes to allow more control over the tow and to more effectively utilize towboat horsepower. 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 (BNTM) regarding potential hazardous areas and the establishment of Safety Zones. Dredging operations by the ACOE 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 225 and MM 240. It is initiated for both when the Baton Rouge gauge measures 28-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 225 and MM 240.

**C. Recovery:** This phase is initiated as soon as the LMR begins to fall and all predictions indicate 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.

There are two permanent RNAs established by 33 CFR 165.803 and 33 CFR 165.810 that effect this section of the LMR.



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**RNA- 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>Baton Rouge Gauge</b>	<b>Required Actions</b>
<p>30 feet or more or, 28 feet and rising when designated by the District Commander <i>(Note this RNA is based on Carrollton Gage readings of 12ft or more than 10 ft and rising. For convenience we have listed the equivalent on the Baton Rouge gauge)</i></p>	<p>Fleet PIC must:</p> <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 w/8 or more barges are equipped w/1 radar equipped towboat for each 100 barges or less</li> <li>5. Ensure 2 or more towboats are in attendance when barges are withdrawn, moved or added &amp; 8 or more barges in fleet</li> </ol>

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CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>Canal Tows</b> Port Allen Locks Mile 225 - 229	28'0"	Rising	3.8 MPH	High Water	Watch	<ul style="list-style-type: none"> <li>➤ Conference call to discuss current flow rate and prediction of rise/crest.</li> <li>➤ Advisory issued recommending all tows &gt;600' (excluding towboat) employ an assist vessel 1200 hp when entering and exiting locks.</li> <li>➤ Evaluate the need for a COTP Safety Zone.</li> <li>➤ Advisory issued recommending all Northbound tows exiting the lock to head South and top around North below MM 226.</li> <li>➤ Owner/Operators will ensure towing vessel inspections are completed before entering the locks or RNA as per 33 CFR 164 and 33 CFR 165.810(f).</li> <li>➤ Advisory issued for tows to use most experienced crews</li> </ul>

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CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>Canal Tows</b> Port Allen Locks Mile 225 - 229	30'0"	Rising	4.0 MPH	High Water	Watch	<ul style="list-style-type: none"> <li>➤ Conference call to discuss current flow rate and prediction of rise/crest.</li> <li>➤ Evaluate the need for a Safety Zone.</li> </ul>

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<b>Canal Tows</b> Port Allen Locks Mile 225 - 229	33'0"	Rising	4.1 MPH	High Water	Action	<ul style="list-style-type: none"> <li>➤ Conference call to discuss impending attainment of 35'.</li> <li>➤ Safety zone implemented.               <ul style="list-style-type: none"> <li>○ COTP order issued requiring tows &gt;600' (excluding towboat) to employ an assist vessel (1200 HP min) entering or exiting the locks.</li> <li>○ All North Bound tows exiting the lock shall head South (down river) and proceed South of MM 226 prior to topping around and heading North.</li> </ul> </li> <li>➤ Reissue Marine Information Broadcast, as needed and Marine Safety Bulletin.</li> <li>➤ Issue Advisory to Canal Tow operators recommending tonnage restriction of 5 ton per 1H.P. or 280 HP per regulation barge restriction.</li> <li>➤ Discuss need for Vessel Traffic Control Center (VTCC) to be established.</li> </ul>

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CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<p><b>Canal Tows</b> Port Allen Locks Mile 225 - 229</p>	<p>35'0"</p>	<p>Rising projected to 39'0"</p>	<p>4.5 MPH</p>	<p>Extreme High Water</p>	<p>Action</p>	<ul style="list-style-type: none"> <li>➤ Implement 5 ton per 1 hp or 280 HP per regulation barge restriction on canal tows entering/exiting the Locks.</li> <li>➤ Implement assist vessel requirements at Port Allen Locks.</li> <li>➤ All tows &gt;600' (excluding towboat) <b>exiting</b> the lock must use an assist vessel with a min of 1200 HP and when topping around at MM 226.</li> <li>➤ All tows &gt;600 feet in length <b>entering</b> the locks (excluding towboat) must use an assist vessel with minimum of 1800 HP.</li> <li>➤ All tows 300-600 feet in length (excluding towboat) <b>entering</b> the locks must use an assist vessel with minimum of 1200 HP.</li> </ul>

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<p><b>Canal Tows</b> Port Allen Locks Mile 225 - 229</p>	<p>35'0" (Continued)</p>	<p>Rising projected to 39'0"</p>	<p>4.5 MPH</p>	<p>Extreme High Water</p>	<p>Action</p>	<p>(Continued)</p> <ul style="list-style-type: none"> <li>➤ All tows &gt;300 but &lt;600' (excluding towboat) <u>exiting</u> the lock are advised to employ the use of an assist vessel (1200 Hp Min) and when topping around at MM 226.</li> <li>➤ Issue advisory for all tows &lt;300' (excluding towboat) entering or exiting the lock to employ the use of an assist vessel (800 HP min).</li> <li>➤ Tows required to use an assist vessel to exit the lock must use the same assist vessel to top around at mile 226 or proceed to mile 223 or below before topping around.</li> <li>➤ If unable to meet the HP to Ton requirement and permission obtained to enter Safety Zone from TCC, then Assist Vessel is mandatory for entering or exiting the Locks.</li> <li>➤ Note: VTCC allowed to grant individual waivers for alternate assist vessels within 200 HP of requirement based on conditions.</li> </ul>

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CRITICAL AREA DESCRIPTION	TRIGGER READING	TREN D	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>Canal Tows</b> Port Allen Locks Mile 225 - 229	39'0"	Rising	4.5 MPH	Max Locking Ability	Action	<ul style="list-style-type: none"> <li>➤ Conference call to discuss additional HP, Length, and Anchorage restrictions.</li> <li>➤ Implement 5 HP per ton or 300 HP per regulation barge restriction on canal tows entering/exiting the Locks.</li> <li>➤ Tows &gt;600 feet in length entering and exiting locks shall use 1800 hp assist vessel.</li> <li>➤ Tows &gt;300 to 600 feet in length shall use 1200 hp assist vessel entering and exiting the locks.</li> <li>➤ Tows &lt;300 feet in length shall use 800 hp assist vessel entering and exiting the locks.</li> <li>➤ The use of an assist vessel is mandatory for all tows entering or exiting Locks. The assist vessel shall remain with the tow to assist with topping around at MM 226.</li> </ul>

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CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>Canal Tows</b> Port Allen Locks Mile 225 - 229	39'0"	Falling		Extreme High Water	Recovery	➤ Conference call to discuss phase down of restrictions and controls implemented.
	35'0"	Falling		High Water	Recovery	➤ Conference call to discuss phase down of restrictions and controls still in place.
	28'0"	Falling		Normal Operations	Recovery	➤ Conference call to discuss phase down of restrictions and controls still in place.



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CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>Line Tows</b> Wilkinson Point Mile 232 - 237	28'0"	Rising	3.8 MPH	High Water	Watch	<ul style="list-style-type: none"> <li>➤ Conference call to discuss current flow rate and prediction of rise/crest.</li> <li>➤ Advisory issued to all line tow operators and towing companies recommending a ratio of 240 horsepower per barge for southbound transit of this area</li> <li>➤ Maximum tow size of 36 barges</li> <li>➤ Allow 8000 HP tug to push 35 barge tow makeup. (400 hp less than requirement).</li> <li>➤ Buoys that will prevent tows from taking a proper line around points and bends should be adjusted to not hinder flanking operations</li> <li>➤ Owner/Operators will ensure towing vessel inspections are completed before entering the RNA as per 33 CFR 164 and 33 CFR 165.810(f).</li> <li>➤ Advisory issued for tows to use most experienced crews</li> <li>➤ Ensure Bear Industries (MM 234 RDB) removed their dredge at 23 Feet and rising</li> </ul>

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<b>Line Tows</b> Wilkinson Point Mile 232 - 237	33'0"	Rising	4.1 MPH	High Water	Watch	<ul style="list-style-type: none"> <li>➤ Conference call to discuss impending attainment of 35'.</li> <li>➤ Discuss river stage forecasts, current velocities, and predictions of crest.</li> <li>➤ Reissue Marine Information Broadcasts and Marine Safety Bulletin, as needed.</li> <li>➤ Discuss when to establish Safety zone and implementation of the Traffic Control Center.</li> <li>➤ Discuss the need and implementation point for the Traffic Assist Vessel.</li> </ul>

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<p><b>Line Tows</b> Wilkinson Point Mile 232 - 237</p>	<p>35'0"</p>	<p>Rising projected to 39'0"</p>	<p>4.5 MPH</p>	<p>Extreme High Water</p>	<p>Action</p>	<ul style="list-style-type: none"> <li>➤ Conference call to discuss 35' attainment and 39' impending attainment.</li> <li>➤ If a safety zone is established for the area, one or all of the following will be implemented:               <ul style="list-style-type: none"> <li>○ Implement Max tow size to a limitation of 30 barges with 280 HP for Southbound transits within Safety Zone.</li> <li>○ All South Bound traffic will utilize the TAV (min 5600 HP).</li> <li>○ All South Bound traffic will transit Wilkinson point during daylight hours only.</li> <li>○ Northbound vessels unable to make 3 MPH under the Highway 190 Bridge and around Wilkinson Point must use a PAV.</li> <li>○ Establish a "no meeting or passing zone" for MM 232 AHOP to MM 237 AHOP. (Note: VTCC may allow a deviation from this restriction)</li> <li>○ Traffic Control Center will be established.</li> </ul> </li> <li>➤ Tank barges shall be placed in most protected position in tow makeup.</li> <li>➤ Advisory that all tows shall be squared off. No spiked barges shall extend greater than 50;' beyond the head of the tow.</li> <li>➤ Advisory issued for tows to use most experienced crews</li> </ul>

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CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>Line Tows</b> Wilkinson Point Mile 232 - 237	39'0"	Rising		Extreme High Water	Action	<ul style="list-style-type: none"> <li>➤ Conference call to discuss additional HP, Length, and size restrictions</li> <li>➤ Implement max tow size limited to 25 barges with 300 BHP for Southbound transits within the Safety Zone</li> </ul> <p><b>Note:</b> Vessels transiting the safety zone that have mixed loaded/empty tows and do not meet the horsepower per barge requirement must contact the Traffic Control Center to obtain permission to transit</p>

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CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>Line Tows</b> Wilkinson Point Mile 232 - 237	39'0"	Falling		Extreme High Water	Recovery	➤ Conference call to discuss phase down of restrictions and controls implemented.
	35'0"	Falling		High Water	Recovery	➤ Conference call to discuss phase down of restrictions and controls still in place.
	28'0"	Falling		Normal Operations	Recovery	➤ Conference call to discuss phase down of restrictions and controls still in place.

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>Tows Topping Around between the I-10 and Hwy 190 Bridges and harbor fleet tows.</b>	35'0"	Rising projected to 39'0"	4.5 MPH	Extreme High Water	Action	<ul style="list-style-type: none"> <li>➤ Conference call to discuss current flow rate and prediction of rise/crest.</li> <li>➤ Tows &gt;600' in length must use 1200 hp assist vessel when topping around.</li> <li>➤ Advisory issued for tows &gt;300' to 600' in length to use 1200 hp assist vessel when topping around.</li> <li>➤ Advisory issued for tows &lt;300' in length to use 800 hp assist vessel when topping around.</li> <li>➤ Harbor Fleet Tows consisting of one barge tows and mid-stream fueling ops are exempt from daylight only restriction but must coordinate transit with VTCC.</li> <li>➤ Note: Tows desiring to top around with less than required HP for assist vessel must contact VTCC for approval. VTCC may approve based on conditions.</li> </ul>

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CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>Tows Topping Around between the I-10 and Hwy 190 Bridges and harbor fleet tows.</b>	39'0"	Rising	4.5 MPH	Extreme High Water	Action	<ul style="list-style-type: none"> <li>➤ Conference call to discuss current flow rate and prediction of rise/crest.</li> <li>➤ Discuss additional restrictions.</li> <li>➤ Tows &gt;600' in length shall use 1800 hp assist vessel when topping around.</li> <li>➤ Tows &gt;300' to &lt;600' in length shall use 1200 hp assist vessel when topping around.</li> <li>➤ Tows &lt;300' in length shall use 800 hp assist vessel when topping around.</li> <li>➤ Note: VTCC may grant exceptions to these requirements based on conditions.</li> </ul>

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>Tows Topping Around between the I-10 and Hwy 190 Bridges and harbor fleet tows.</b>	39'0"	Falling		Extreme High Water	Recovery	➤ Conference call to discuss phase down of restrictions and controls implemented.
	35'0"	Falling		Normal Operations	Recovery	➤ Conference call to discuss phase down of restrictions and controls still in place.

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CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
Deep Draft Baton Rouge Harbor Mile 225- 234	35'0"	Rising projected to 39'0"	4.5 MPH	Extreme High Water	Action	<ul style="list-style-type: none"> <li>➤ Conference call to discuss current flow rate and prediction of rise/crest.</li> <li>➤ Deep draft 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.</li> <li>➤ Only one deep draft vessel at a time will be allowed to be underway between the I-10 Bridge and the US-190 Bridge.</li> <li>➤ Deep draft vessels not to anchor in the upper ½ mile of Baton Rouge General Anchorage. Pilot to notify VTCC if necessary to anchor any vessel in the remainder of the anchorage.</li> <li>➤ Consider additional anchorage restrictions</li> <li>➤ Deep draft vessels must contact the VTCC with ETA at Richard Powell range light (mm 218.4) and prior to getting U/W.</li> </ul> <p>Note: the purpose of this section is not designed to control the Deep Draft vessels,</p>

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
Deep Draft Baton Rouge Harbor Mile 225- 234	39'0	Rising projected to 39'0"	4.5 MPH	Extreme High Water	Action	<ul style="list-style-type: none"> <li>➤ Conference call to discuss current flow rate and prediction of rise/crest.</li> </ul>

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CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>Deep Draft</b> Baton Rouge Harbor Mile 225- 234	39'0"	Falling		Extreme High Water	Recovery	➤ Conference call to discuss phase down of restrictions and controls implemented.
	35'0"	Falling		High Water	Recovery	➤ Conference call to discuss phase down of restrictions and controls still in place.
	28'0"	Falling		Normal Operations	Recovery	➤ Conference call to discuss phase down of restrictions and controls still in place.



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CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>All Vessels</b> 81- Mile Point Mile 170-182	35'0"	Rising	4.5 MPH	High Water	Watch	<ul style="list-style-type: none"> <li>➤ Conference with Deep Draft and Towing stakeholders to call to discuss current flow rate and prediction of rise/crest.</li> <li>➤ Discuss need for safety zone based on conditions.</li> </ul>

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	TRIGGER CURRENT	DESCRIPTION	PHASE	ACTIONS
<b>All Vessels</b> 81- Mile Point Mile 170-182	39'0"	Rising	4.5 MPH	Extreme High Water	Action	<ul style="list-style-type: none"> <li>➤ Conference call to discuss current flow rate and prediction of rise/crest.</li> <li>➤ Establish a safety zone from mile 170-182.</li> <li>➤ Deep draft vessels shall navigate through the safety zone during daylight hours only.</li> <li>➤ Towing vessels must be able to maintain a minimum of 3 mph through the SZ.</li> <li>➤ Issue advisory that all northbound tows should stay 300-400 feet off the LDB within ½ mile of 81-mile point to avoid dangerous eddies.</li> <li>➤ All vessels shall also comply with the existing RNA requirements.</li> </ul>

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<b>CRITICAL AREA DESCRIPTION</b>	<b>TRIGGER READING Canal/land side</b>	<b>TREND</b>	<b>DESCRIPTION</b>	<b>PHASE</b>	<b>ACTIONS</b>
Port Allen-Morgan City Alternate Route Mile MM 37.6 to MM 45 Bayou Sorrel/Bayou Pigeon	5.5'	Rising	High Water	Watch	<ul style="list-style-type: none"> <li>➤ Conference call to discuss current flow rate and prediction of rise/crest.</li> <li>➤ Issue a Marine Information Broadcast to advise mariners to transit area at slow speed with no discernable wake and/or not more than one inch.</li> </ul>

<b>CRITICAL AREA DESCRIPTION</b>	<b>TRIGGER READING Canal/land side</b>	<b>TREND</b>	<b>DESCRIPTION</b>	<b>PHASE</b>	<b>ACTIONS</b>
Port Allen-Morgan City Alternate Route Mile MM 37.6 to MM 45 Bayou Sorrel/Bayou Pigeon	6.0'	Rising	High Water	Action	<ul style="list-style-type: none"> <li>➤ Conference call to discuss current flow rate and prediction of rise/crest.</li> <li>➤ Establish a Safety Zone from Mile 37.6 (Bayou Sorrel Locks) to Mile 45 and the Lower Grand River (Bayou Pigeon) from intersection with Port Allen Alternate Route to Iberville Parish line. <ul style="list-style-type: none"> <li>○ Establish a no wake zone</li> <li>○ Update Marine Information Broadcast to advise mariners of Safety Zone.</li> </ul> </li> </ul>

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<b>CRITICAL AREA DESCRIPTION</b>	<b>TRIGGER READING Canal/land side</b>	<b>TREND</b>	<b>DESCRIPTION</b>	<b>PHASE</b>	<b>ACTIONS</b>
Port Allen-Morgan City Alternate Route Mile MM 37.6 to MM 45 Bayou Sorrel/Bayou Pigeon	6.5'	Rising	High Water	Action	<ul style="list-style-type: none"> <li>➤ Conference call to discuss current flow rate and prediction of rise/crest.</li> <li>➤ Update Safety               <ul style="list-style-type: none"> <li>○ Implement one-way traffic though Bayou Sorrel Waterway Mile 37.6 to Mile 45.</li> <li>○ Close Lower Grand River Waterway to all commercial traffic.</li> </ul> </li> </ul>

<b>CRITICAL AREA DESCRIPTION</b>	<b>TRIGGER READING Canal/land side</b>	<b>TREND</b>	<b>DESCRIPTION</b>	<b>PHASE</b>	<b>ACTIONS</b>
Port Allen-Morgan City Alternate Route Mile MM 37.6 to MM 45 Bayou Sorrel/Bayou Pigeon	7.3'	Rising	High Water	Action	<ul style="list-style-type: none"> <li>➤ Army Corps will close Bayou Sorrel Locks to all navigation.</li> </ul>

<b>CRITICAL AREA DESCRIPTION</b>	<b>TRIGGER READING Canal/land side</b>	<b>TREND</b>	<b>DESCRIPTION</b>	<b>PHASE</b>	<b>ACTIONS</b>
Port Allen-Morgan City Alternate Route Mile MM 37.6 to MM 45 Bayou Sorrel/Bayou Pigeon	7.3'	Falling	Extreme High Water	Recovery	<ul style="list-style-type: none"> <li>➤ Conference call to discuss phase down of restrictions and controls implemented.</li> </ul>
	6.5'	Falling	High Water	Recovery	<ul style="list-style-type: none"> <li>➤ Conference call to discuss phase down of restrictions and controls still in place.</li> </ul>
	6.0'	Falling	High Water	Recovery	<ul style="list-style-type: none"> <li>➤ Conference call to discuss phase down of restrictions and controls still in place.</li> <li>➤ Cancel Safety Zone.</li> </ul>
	5.5'	Falling	High Water	Recovery	<ul style="list-style-type: none"> <li>➤ Conference call to discuss phase down of restrictions and controls still in place.</li> <li>➤ Cancel Marine Safety Broadcast.</li> </ul>

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**5. Risk Assessment**

**5. A. Low Water (Baton Rouge Gauge = 10 Feet and below)**

LOCATION	Factors to Increase Likelihood of Casualty				Casualty History	Risk Score	High	Score
	<a href="#">Obs to Nav</a>	<a href="#">Channel Width</a>	<a href="#">Bend Radius</a>	Congestion				
MM225-233 (Port Allen Locks-I-10 Bridge)	High	Medium	Medium	High	Low	222	Medium	10
MM233-238 (Wilkinson Point -190 Bridge)	High	Medium	Medium	High	Low	222		
MM238-246 (Thomas Pt- Springfield Bend)	Low	High	High	Medium	Low	213	Acceptable Risk Threshold	480
MM246-260 (Profit Island -Fancy Point)	Low	High	Medium	Medium	Low	123		
MM260-275 (Pointe Coupee)	Low	High	Medium	Medium	Low	123		
MM275-282 (Morganza Bend)	Low	High	Medium	Medium	Low	123		
MM282-295 (Tunica Bend)	Low	High	Low	Medium	Low	114		
MM295-302 (Hog Point)	Low	High	Low	Medium	Low	114		
MM302-306 (Old River Lock)	Low	High	Low	Medium	Low	114		
MM306-320 (Old River Control Structure)	Low	High	Low	Medium	Low	114		

MM	Description	Casualties
225-233	Port Allen Locks - I-10 Bridge	2
233-238	Wilkinson Point - 190 Bridge	2
238-246	Thomas Point - Springfield Bend	1
246-260	Profit Island - Fancy Point	3
260-275	Pointe Coupee	0
275-282	Morganza Bend	0
282-295	Tunica Bend	0
295-302	Hog Point	3
302-306	Old River Lock	1
306-320	Old River Control Structure	0

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**5. B. Normal water (Baton Rouge Gauge = 10 - 28 Feet)**

LOCATION	Factors to Increase Likelihood of Casualty				Casualty History	Risk Score	High	Score
	Obs to Nav	Channel Width	Bend Radius	Congestion				
MM225-233 (Port Allen Locks-10 Bridge)	High	Medium	Medium	High	High	420	Medium	10
MM233-238 (Wilkinson Point -190 Bridge)	High	Medium	Medium	High	High	420		
MM238-246 (Thomas Pt- Springfield Bend)	Low	Medium	High	Medium	Low	123	Acceptable Risk Threshold	480
MM246-260 (Profit Island-Fancy Point)	Medium	High	Medium	Medium	Low	132		
MM260-275 (Pointe Coupee)	Low	Medium	Medium	Medium	Low	33		
MM275-282 (Morganza Bend)	Low	Medium	Medium	Medium	Low	33		
MM282-295 (Tunica Bend)	Low	Medium	Low	Medium	Low	24		
MM295-302 (Hog Point)	Low	Medium	Low	Medium	Low	24		
MM302-306 (Old River Lock)	Low	Medium	Low	Medium	Low	24		

MM	Description	Casualties
225-233	Port Allen Locks - I-10 Bridge	19
233-238	Wilkinson Point - 190 Bridge	12
238-246	Thomas Point - Springfield Bend	2
246-260	Profit Island - Fancy Point	4
260-275	Pointe Coupee	2
275-282	Morganza Bend	0
282-295	Tunica Bend	1
295-302	Hog Point	2
302-306	Old River Lock	1

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**5. C. High Water (Baton Rouge Gauge = 28 feet and higher. Note: the casualty history and scoring of Port Allen Locks and Wilkinson Point were completed assuming continuation of the existing River Crisis Action Plan in place.)**

LOCATION	Factors to Increase Likelihood of Casualty				Casualty History	Risk Score	High	Score
	Obs to Nav	Channel Width	Bend Radius	Congestion				
MM225-233 (Port Allen Locks-I-10 Bridge)	High	Medium	Medium	High	Medium	240	Medium	10
MM233-238 (Wilkinson Point -190 Bridge)	High	High	Medium	High	Low	312		
MM238-246 (Thomas Pt- Springfield Bend)	Low	High	High	Medium	Low	213	Acceptable Risk Threshold	480
MM246-260 (Profit Island - Fancy Point)	Low	High	Medium	Medium	Low	123		
MM260-275 (Pointe Coupee)	Low	Medium	Medium	Medium	Low	33		
MM275-282 (Morganza Bend)	Low	Medium	Medium	Medium	Low	33		
MM282-295 (Tunica Bend)	Low	Medium	Low	Medium	Low	24		
MM295-302 (Hog Point)	Low	Medium	Low	Medium	Low	24		
MM302-306 (Old River Lock)	Low	Medium	Low	Medium	Low	24		

MM	Description	Casualties
225-233	Port Allen Locks - I-10 Bridge	9
233-238	Wilkinson Point - 190 Bridge	2
238-246	Thomas Point - Springfield Bend	2
246-260	Profit Island - Fancy Point	2
260-275	Pointe Coupee	1
275-282	Morganza Bend	0
282-295	Tunica Bend	0
295-302	Hog Point	0
302-306	Old River Lock	1

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**5. D. Risk Legend**

Risk Factors					
Need for Precise Control	Navigational Complexity			Congestion	Casualty History (7 yr period)
	Obstructions to Navigation	Channel Width (Full Banks)	Bend Radius		
<b>High</b>	Multiple Obstructions	Narrow - single passage	sharp bend: >180 deg	traffic always present	>10
<b>Medium</b>	Single Obstruction	Medium - dual passage is possible/likely	gradual bend: between 90 and 180 deg	traffic sometimes present	6>x>10
<b>Low</b>	No Obstructions	Wide - more than 2 vessel passage possible	no bend: >90 deg or no river crossing	traffic rarely present	>6

# **Vessel Traffic Control Center (VTCC) Standard Operation Procedures:**

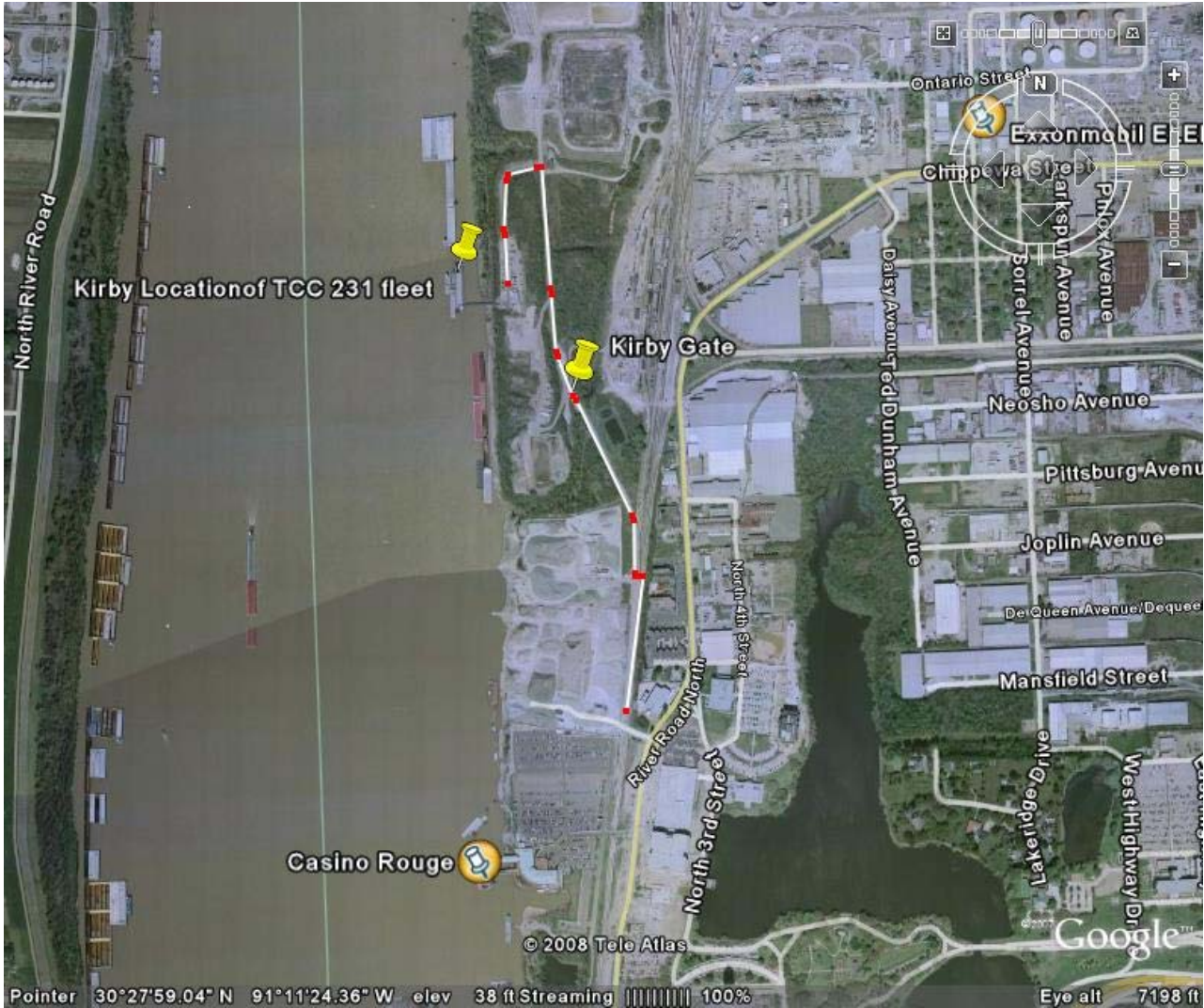
1. The VTCC shall be manned by three (3) Watchstanders consisting of a member from LOMRC, GICA and CG.
2. The VTCC shall be manned 24 hours a day 7 days a week.
3. All watches shall be 12 hours in duration.
4. LOMRC, GICA and CG shall coordinate watches to ensure continuity at VTCC.
5. Index cards shall be used as the primary tracking tool for all vessels entering then safety zone.
6. Watchstanders shall participate in all industry conference calls.
7. VTCC shall be allowed to grant individual waivers for alternate assist vessels within 200 HP of requirement based on conditions.
8. All industry waiver requests shall be funneled though the respective committee head (see page 3 of the Waterways Action Plan).
9. All Watchstanders shall complete indoctrination at the VTCC and Coast Guard members shall also stand a watch on the assist vessel prior to assuming watch or when practical.



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Appendix (1)

# Current location of VTCC



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Appendix (1)