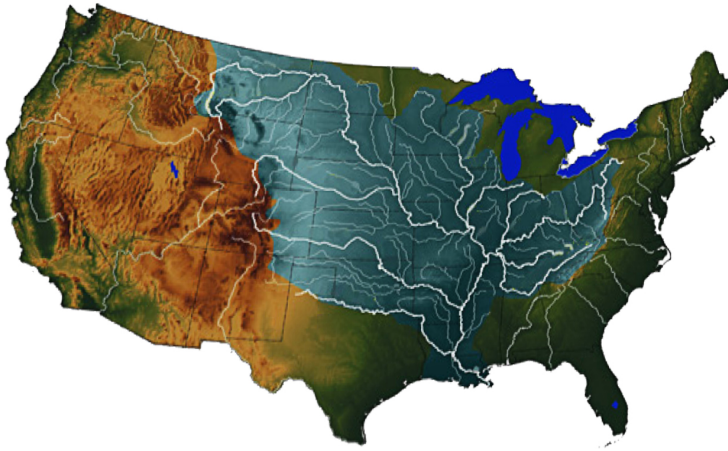


BIG RIVER COALITION



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UPDATE: MISSISSIPPI RIVER SHIP CHANNEL DEEPENING TO 50 FEET TIMELINE

PHASE 1:

The industry cutterhead dredge CAPTAIN FRANK officially began the historic deepening of the Mississippi River Ship Channel on the evening of September 11, 2020 when it started dredging at Mile 5 Above Head of Passes (AHP). The U.S. Army Corps of Engineers (USACE) awarded Southwest Pass Cutterhead Dredge Rental Contract #1-2020 to Weeks Marine on September 3, 2020. This was the first contract awarded for the historic deepening of the Mississippi River Ship Channel to 50 feet. The USACE awarded the second deepening contract for a cutterhead dredge to Manson Construction for their cutterhead dredge ROBERT M. WHITE on September 8, 2020. The USACE intends to deepen the Ship Channel in the area of Southwest Pass (Venice to the Gulf of Mexico) with a total of three dredge contracts. Specifically, the two cutterhead dredge contracts mentioned above and Southwest Pass Hopper Dredge Rental Contract #9-2020 that was awarded to Manson Construction for their large hopper dredge GLENN EDWARDS.

SOUTHWEST PASS CUTTERHEAD DREDGE RENTAL CONTRACT #1-2020:

The bid advertisement for this contract was held on August 20, 2020 and awarded to Weeks Marine. The cutterhead dredge CAPTAIN FRANK officially started the First Phase of the Ship Channel Deepening project when it began work under this contract on the first assignment from Mile 5 AHP to Mile 1 Below Head of Passes (BHP). Weeks Marine was awarded Southwest Pass Cutterhead Dredge Rental Contract #1-2020 on September 3, 2020 and is presently responding to this contract with the cutterhead dredges CAPTAIN FRANK and E.W. ELLEFSEN.

SOUTHWEST PASS CUTTERHEAD DREDGE RENTAL CONTRACT #2-2020:

The USACE held a bid opening for Southwest Pass Cutterhead Dredge Rental Contract #2-2020 on August 27, 2020 and awarded the contract to Manson Construction on September 8, 2020. The cutterhead dredge ROBERT M. WHITE started work under this contract on October 23, 2020.

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SOUTHWEST PASS CUTTERHEAD DREDGE RENTAL CONTRACT #2-2020: (continued)

The cutterhead dredge ROBERT M. WHITE continues working on the first assignment from Mile 9.0 BHP to Mile 15.0 BHP on the western side of the Ship Channel.

SOUTHWEST PASS HOPPER DREDGE RENTAL CONTRACT #9-2020:

The USACE awarded Southwest Pass Hopper Dredge Rental Contract #9-2020 to deepen areas of the Ship Channel below Venice to Manson Construction for their large hopper dredge GLENN EDWARDS on September 25, 2020. The GLENN EDWARDS is expected to complete the Ship Channel deepening through dredging full channel dimensions on the bar and jetty channels and areas of the channel that require deepening above Mile 5 AHP and across significant portions of the eastern side of the Ship Channel. The GLENN EDWARDS will start work in mid-2021 on the channel deepening that is expected to be completed in late 2021 or early 2022 from Venice to the Gulf of Mexico. The GLENN EDWARDS is already under contract for January 2021 to work in Southwest Pass on normal channel maintenance.

PIPELINE RELOCATIONS:

The dredging of first 33 miles of the Ship Channel will connect the area of Southwest Pass – “the revolving door to international trade” with 142 miles above that are already deeper than 50 feet. The Louisiana Department of Transportation and Development (LDOTD) is actively engaged on a critical step to strategically deepen the 14 pipelines listed in the table below before dredges can start dredging to 50 feet on the Crossings. The pipeline relocations can be coordinated to make sure the pipelines in the next phases of deepening are completed prior to dredging. These pipelines are all between New Orleans and Baton Rouge and LDOTD is focused on this step by working with the pipeline owners to begin the pipeline deepening or relocations. At present there is no set date to start the physical pipelines deepening, but the intent is to have them all relocated by the end of 2021 so the next phase (Phase 2) can start in early 2022. The pipeline relocations are not considered a phase of work for the channel deepening by the USACE, although they must be completed before deepening these areas can be conducted.

TABLE 1: Pipelines identified for permit location.

| CURRENT OWNER | RIVER MILE (RM) | PIPELINE(S) SIZE | DESCRIPTION |
|----------------------------------|------------------------|-------------------------|--------------------|
| Enterprise Products (#1) | 232.9 | 4 x 10” | Natural gas |
| Dow Pipeline Company (#2) | 232.7 | 1 x 4” | Propylene |
| Boardwalk Pipeline Partners (#3) | 232.5 | 2 x 8” | Propane |
| Enterprise Products (#4) | 189.8 | 3 x 8.63” | Petroleum |
| Gulf South Pipeline Company (#5) | 183.4 | 3 x 20” | Natural Gas |
| Gulf South Pipeline Company (#6) | 158.2 | 1 x 6” | Natural Gas |

There are about 30 miles on the Ship Channel on the Crossings that must be deepened to complete the Ship Channel deepening across the 255 miles length of Ship Channel. The dredging of the Crossings (Phases 2-4) will be completed with dustpan and hopper dredges. The deepening to a deeper draft on the Crossings will start on the downriver Crossings.

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PHASE 2:

Phase 2 of the deepening is to dredge the lower nine Crossings to 50 feet and then work on the Crossing in ascending order. Crossings listed in order from upriver to downriver: Medora Crossing (Mile 212 AHP), Granada Crossing (Mile 204.3 AHP), Bayou Goula Crossing (Mile 198.2 AHP), Alhambra Crossing (Mile 190.5 AHP), Philadelphia Crossing (Mile 183 AHP), Smoke Bend Crossing (Mile 175 AHP), Rich Bend Crossing (Mile 158.8 AHP), Belmont Crossing (Mile 154.2 AHP) and Fairview Crossing (Mile 115.7 AHP) – in all likelihood no dredging will be required at Fairview unless surveys indicate shoaling at the time. The completion of Phase 2 will provide access to the deeper draft of 50 feet above Mile 212 AHP. Before dredging on the lower Crossings, the seven most downriver pipelines must be relocated/deepened, specifically the three Enterprise Products petroleum pipelines identified at Mile 189.8, the three natural gas pipelines at Mile 183.4 AHP and the most downriver pipeline, a natural gas pipeline at Mile 158.2 AHP.

PHASE 3:

The third phase of deepening will cover the next two upriver Crossings, Red Eye Crossing (Mile 224 AHP) and Sardine Point Crossing (Mile 219.3 AHP). There is expected to be a significant amount of material in the two Crossings, upon completion the Ship Channel will be 50 feet below Red Eye Crossing. There are no pipeline relocations in this reach of the Ship Channel.

PHASE 4:

The final step of the Ship Channel deepening is Phase 4 the dredging of the Ship Channel to a deeper draft of 50 feet at the northern most reach at the upper end of the Port of Baton Rouge (Mile 232.4). The four Enterprise Products natural gas pipelines at Mile 232.9 AHP, the Dow Pipeline Company propylene at Mile 232.7 AHP and the two Boardwalk Pipeline Partners propane pipelines at Mile 232.5 AHP will all have to be relocated/deepened to all full access to the dredges assigned this final reach.

The five deep-draft ports that make up the Lower Mississippi River Deep-Draft Port Complex, the ports of Baton Rouge, South Louisiana, New Orleans, St. Bernard and Plaquemines are all expected to have access to the deeper drafts upon completion of PHASE 4. The USACE approved timeline expects the entire Ship Channel to be deepened by late 2024.

Sincerely,
Sean M. Duffy, Sr.

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Executive Director