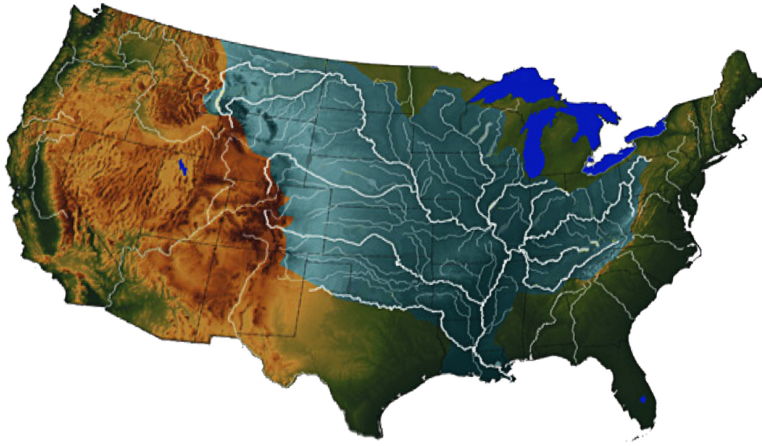


BIG RIVER COALITION



Sean M. Duffy, Sr.
Executive Director
5600 Janice Avenue
Kenner, LA 70065

Cellular (504) 338-3165
sean.duffy@bigrivercoalition.org

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RE: USACE 2022 REVETMENT SCHEDULE AND TRANSIT RESTRICTIONS 61522

Members,

The present schedule for the U.S. Army Corps of Engineers (USACE) Mississippi Valley New Orleans (MVN) 2022 Mississippi River bank stabilization program schedule (revetment operations), with applicable navigation restrictions, is enclosed below. The latest schedule of work as provided by the MVN on June 8, 2022 is attached. There are four proposed revetment locations between Baton Rouge and New Orleans and one location below New Orleans this year. **The revetment operations on the Mississippi River Ship Channel are presently scheduled to begin at the first White Castle location at Mile 193.6 Above Head of Passes [AHP] on October 13, 2022.**

The Corps recently hosted a meeting, with representatives from the Corps' Bank Stabilization Division, the U.S. Coast Guard (USCG), applicable Pilot Associations and navigation representatives, to detail the scope of bank stabilization efforts and develop potential transit restrictions. During times of actual revetment work, the Mat Sinking Unit (MSU) extends from approximately 300 to 900 feet channelward from the bank. When the Unit is not folded in, it extends about 480 feet from the bank channelward. When it is folded in, the MSU extends 250 feet from the bank. The scheduled working times for the MSU are from 0600 hours to 1900 hours. In different locations the operations may be completed slightly before or after 1900 hours. The Corps agreed to Industry's request to fold in the Mat Sinking Unit (MSU) at night on revetment locations that warranted concern. **The Pilots and Coast Guard's Lower Mississippi River Vessel Traffic Service will utilize the Contact Pilot on the MSU to coordinate vessel movements in the vicinity of these operations.**

2022 Corps' Revetment Schedule and Restrictions Locations Below Baton Rouge

Locations	Mile (Right or Left)	2022 Scheduled Dates	Transit Restrictions
White Castle	193.6 RDB 193.4 RDB 192.7 RDB	October 13 to October 18 October 19 to October 21 October 28 to November 4	No deep-draft transits during working hours. MSU will fold in at night.
Reserve	138.7 LDB	November 8 to November 13	One-way transits with slow bell during working hours. MSU will fold in at night.
Kenner Bend	111.3 LDB	November 14 to November 17	One-way transits with slow bell during working hours. MSU will fold in at night.
Greenville Bend	99.8 RDB	November 21 to November 30	One-way transits with slow bell during working hours for vessels with drafts of 40 feet or greater. MSU will fold in at night.
Linwood	70.7 LDB	December 1 to December 2 December 5 to December 7	No transit restrictions during working hours. MSU not required to fold in.

The revetment operations at the three White Castle locations will be the trickiest with no ship transits allowed through the area during working hours (0600 hours to 1900 hours). The river stages at the time of the work cannot be accurately predicted this far in advance, but the Carrollton Gage reading in mid-October could be higher than 12 feet. The New Orleans Baton Rouge Steamship Pilots Association (NOBRA) typically enforces a daylight only transit restriction for vessels with a draft of 41 feet or greater and transiting above Mile 220 AHP when the reading on the Carrollton Gage is 12 feet or greater.

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The BRC previously developed procedures with the USACE and NOBRA Pilots that can be utilized to allow transit restricted vessels to sail through the revetment areas when the daylight transit restrictions are in effect. These procedures have been effective in the past to coordinate restricted vessel movements through the revetment locations at first light. These procedures include advance notice to the USACE in order to schedule a late start for the revetment operations, vessels would be required to clear the White Castle locations no later than 0900 hours in order for these procedures to be implemented.

The BRC will provide an update in early September (2022) to give notice a 30-day notice in advance of the start of the Ship Channel revetment operations. The work-around procedures to allow vessels 41 feet or deeper to transit at first light requires close coordination with the vessel agent and will only be distributed if the indications are that NOBRA's daylight only restriction will be required during the revetment operations at the White Castle locations.

The BRC will notify our members of any changes; however, please keep in mind that changes may occur with short notice to industry. The scheduled dates will change but those listed above are based on the attached schedule from the USACE. Updates will be provided in an attempt to provide accurate information as time permits. During the bank stabilization operations changes based upon river stages and experience with vessel transits should be expected. The Corps, Coast Guard, Pilots and BRC will work closely with industry to ensure that changes are noted and broadcast when warranted. The USCG will also issue Marine Safety Information Bulletins before work begins at each location.

Sincerely,



Sean M. Duffy, Sr.
Executive Director