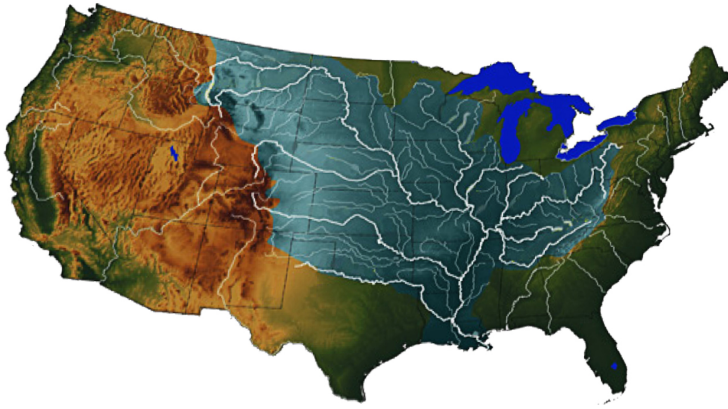


BIG RIVER COALITION



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October 14, 2024

RE: CORPS' 2024 REVETMENT SCHEDULE AND TRANSIT RESTRICTIONS 101424

Members,

The updated schedule for the U.S. Army Corps of Engineers (USACE) Mississippi Valley New Orleans (MVN) 2024 Mississippi Riverbank stabilization program schedule (revetment and rock work), with applicable navigation restrictions, is detailed below. The schedule of work listed below was verified with the USACE earlier today. There are three remaining revetment locations on the Ship Channel that require revetment mat installation and one location that only requires rock placement (Fort Jackson) details forthcoming. The work at the Poydras location will also require adjustments to a deep-draft anchorage in the immediate area, note section in bold on top of the second page.

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 800 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.**

2024 USACE Revetment Schedule and Restrictions Mississippi River Ship Channel Locations

Location	Mile (Right or Left)	Scheduled Date(s) 2024	Restriction
VACHERIE	148.8 RDB	COMPLETED	COMPLETED
CUTOFF	87.4 RDB	October 11 to October 27	All ship traffic limited to one-way transits during working hours. MSU will fold in at night.
POYDRAS*	80.5 LDB	October 28 to November 6	One-way transits 24/7. *12 MILE POINT ANCHORAGE LIMITATION. MSU will fold in at night.
ENGLISH TURN	76.7 RDB	November 7- November 12	One-way transits on slow bell. MSU is not required to fold in at night.

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***During the revetment operations at the Poydras revetment location no vessels will be allowed to anchor in Lower 12 Mile Point Anchorage upriver of Mile 80 Above Head of Passes.**

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.

The USCG previously issued a Marine Safety Information Bulletins (MSIB) detailing transit restrictions for each location prior to the start of work at each location (attached). The USCG will supplement the conditions of the MSIB via the Captain of the Port (COTP) New Orleans Navigational Outlook updates. The updated schedules from the Corps will be distributed upon receipt.

The BRC will notify our members of any changes; however, please some changes may occur with short notice to Industry. The scheduled dates may change but those shown above are based on the latest schedule from the USACE. Throughout the bank stabilization efforts 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 distributed throughout the revetment operations. The BRC will issue the next update once the work at Vacherie is completed, later this week

The present schedule for the U.S. Army Corps of Engineers (USACE) Mississippi Valley New Orleans (MVN) 2024 Mississippi Riverbank stabilization program schedule (revetment and rock work), with applicable navigation restrictions, is enclosed below. The latest schedule of work as provided by the USACE is attached. There are three revetment locations on the Mississippi River Ship Channel that require revetment mat placement this Fiscal Year. **The work at the Poydras location will require adjustments to the deep-daft anchorage, no vessels will be allowed to anchor above Mile 80 Above Head of Passes (AHP) in Lower 12 Mile Point Anchorage during revetment working days.**

Through the bank stabilization efforts 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 distributed when warranted.

Sincerely,

Sean M. Duffy, Sr.

Executive Director
Sean M. Duffy, Sr.