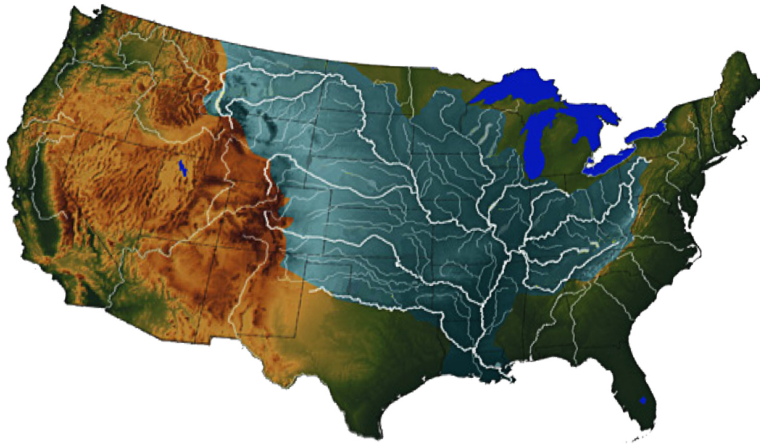


BIG RIVER COALITION



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July 31, 2023

RE: USACE 2023 REVETMENT SCHEDULE AND TRANSIT RESTRICTIONS 73123

Members,

The U.S. Army Corps of Engineers (USACE) Mississippi Valley New Orleans (MVN) 2023 Mississippi Riverbank stabilization program schedule (revetment operations), with applicable navigation restrictions, is detailed below. **The USACE announced that the Mat Sinking Unit (MSU) is undergoing extensive repairs and that revetment operations in the Mississippi River Ship Channel will not start until December 2023. There are four proposed revetment locations between Baton Rouge and New Orleans and two locations below New Orleans this year.**

The USACE recently hosted meetings, 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 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 before or after 1900 hours. The Corps agreed to Industry's request to fold in the 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 transiting through the working revetment locations.**

2023 Corps' Revetment Schedule and Restrictions Locations Below Baton Rouge

Locations	Mile (Right or Left)	Expected Number of Working Days	Transit Restrictions
Avondale	108 RDB	18	Deep-draft transits with a slow bell during working hours. *The MSU will extend 600 feet from the bank channelward during non-working hours.
St. Gabriel	199 LDB	5	*No deep-draft vessel transits during working hours. MSU will fold in at night.
Manchac	214.2 RDB	7	*No deep-draft vessel transits during working hours. MSU will fold in at night.
Neptune Pass	23 LDB	5	Deep-draft transits on a slow bell during working hours. MSU not required to fold in.
Vacherie	Mile 149.4 RDB Mile 148.7 RDB	18	One-way transits restriction during working hours. MSU will fold in at night.
Poydras	Mile 84 LDB	7	Transits with slow bell during working hours. MSU will fold in at night.

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* The MSU will not fold in at the Avondale location to reduce the number of days of work – due to the no transit restriction, folding in and out takes a few hours of daylight each day. The Pilots will coordinate closely with the USACE, if the MSU must be folded in that will add additional workday(s) to the revetment operations at Mile 108 AHP. **The navigation restrictions for the work at St. Gabriel (Mile 199 AHP) and Manchac (Mile 214.2 AHP) are the most restrictive with no ship or deep-draft transits allowed during working hours.**

The USACE intends to work revetment operations based on the prioritized list detailed in the table above, Avondale is the most critical reach for revetment operations and Poydras is the least critical area for bank stability efforts. USACE may adjust the sites based on the repairs to the Mat Sinking Unit and river stages, revetment operations are not expected to begin until December 2023.

The BRC will provide an update approximately one month prior to the start of the active revetment operations on the Mississippi River Ship Channel. The BRC will notify our members of any changes; however, please keep in mind that changes may occur with short notice to industry. 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 usually issues Marine Safety Information Bulletins before work begins at each revetment work site.

Sincerely,



Sean M. Duffy, Sr.
Executive Director