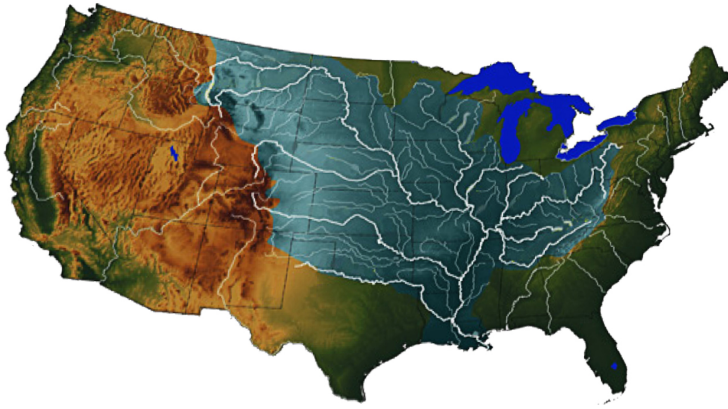


BIG RIVER COALITION



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5600 Janice Avenue
Kenner, LA 70065

(504) 338-3165

sean.duffy@bigrivercoalition.org

October 17, 2024

RE: CORPS' 2024 REVETMENT SCHEDULE AND TRANSIT RESTRICTIONS 101724

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. An updated schedule of work released earlier today by the USACE is attached. There are three remaining revetment locations on the Ship Channel that require revetment mat installation. The work at the Poydras location will also require adjustments to a deep-draft anchorage in the immediate area, note the section in bold below the table.

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 25	All ship traffic limited to one-way transits during working hours. MSU will fold in at night.
POYDRAS*	80.5 LDB	October 26 to November 4	One-way transits 24/7. *12 MILE POINT ANCHORAGE LIMITAITON. MSU will fold in at night.
ENGLISH TURN	76.7 RDB	November 5 to November 10	One-way transits on slow bell. MSU is not required to fold in at night.

***During the revetment operations at the Poydras location vessels will be restricted from anchoring upriver of Mile 80 Above Head of Passes within the Lower 12 Mile Point Anchorage.**

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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 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

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.