



LOUISIANA MARITIME ASSOCIATION

Issue Date: April 2, 2015

Members,

RE: CORPS' MISSISSIPPI RIVER MAINTENANCE FORUM MEETING NOTES

The Corps' Mississippi Valley New Orleans (MVN) holds monthly meetings to discuss channel conditions and related issues directly with the maritime industry. These meetings are usually scheduled for 0900 hours on the first Wednesday of the month. LAMA encourages our members to attend these meetings, which are open to the public. The agenda from the latest Forum meeting is attached.

Maintenance Forum Notes April 1, 2015

1) Introductions

2) Southeast Waterways Update:

The MVN has not surveyed Tiger Pass since December 2014, mainly due to a lack of funding to conduct surveys. The last surveys indicated a controlling depth of 5.5 feet Mean Low Gulf (MLG) near Mile 10. Tiger Pass remains deficient throughout, and no funding is to dredge this channel or to perform the needed repair of the jetties. Baptiste Collette was surveyed in late February (2015) the surveys indicate a controlling depth of 8.5 feet MLG between Mile 9 to Mile 10 (jetty end). The MVN received \$1.9 million to dredge this channel from the Fiscal Year '15 Work Plan and intends to begin dredging this summer (July/August).

3) Mississippi River Conditions Update:

Current Stages: New Orleans 14.1 feet (Predictions indicate a slow fall)
Baton Rouge 36.3 feet (Predictions indicate a slow fall)

A. Crossings Between Baton Rouge and New Orleans:

The latest surveys for the Crossings are included in the attached agenda. The Crossings are in good condition, benefitting from the elevated river stages. The MVN reported 7 to 8 feet of sediment material has built up on the majority of the Crossings and will be removed later in the year as the stage levels drop. MVN anticipates dredging operations on the Crossings will begin in July (2015), dependent upon actual river conditions.



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B. New Orleans Harbor:

The representatives for the Port of New Orleans indicated that the channel remains in fair condition, although there is heavy shoaling most notably around the Erato Street Wharf. The latest MVN surveys indicate up to 9 feet of sediment material (shoaling) in the New Orleans Harbor. The next dredge assignment for the New Orleans Harbor is presently scheduled for July 2015, dependent upon actual river conditions.

C. Southwest Pass (SWP):

The Corps' hopper dredge McFARLAND (Philadelphia District) is presently the only dredge working the deep-draft navigation channel on the Lower Mississippi River. The hopper dredge's present assignment is from Mile 2 Above Head of Passes (AHP) to Mile .5 AHP on the western side of SWP. The SWP channel is deficient and deteriorated because of the elevated river stages and additional sediment. However, three dredges (one cutterhead and two hoppers) are under contract to arrive in SWP over the next few weeks.

Due to the heavy flocculation (liquid mud/slush) in SWP the Bar Pilots were forced to implement a transit recommendation for all inbound vessels with a draft of 38 feet or greater. This restriction went into effect at 1030 hours on Monday, March 23, 2015. Inbound vessels with a draft of 38 feet or greater are only allowed to "cross-in" 5 hours prior to high tide and 2 hours after high tide utilizing this 7-hour transit window. Outbound vessels or inbound vessels with a draft less than 38 feet or free to transit around the clock.

D. South Pass:

The MVN acknowledged that South Pass has not been surveyed in many months. MVN acknowledges that the channel remains deficient. Based on limited funding there are no immediate plans to dredge South Pass. MVN intends to survey this channel soon to verify the current channel dimensions and to remain prepared in case dredge funding is made available.

6) Next Meeting:

The next Forum meeting is scheduled for 0900 hours on Wednesday, May 6, 2015, at the MVN District Assembly Room A.

Sean M. Duffy, Sr.
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Executive Vice President

Attachment