



LOUISIANA MARITIME ASSOCIATION

Issue Date: May 2, 2018

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 with advanced notice of attendance. The agenda for this meeting as provided by the MVN is attached.

Maintenance Forum Notes

May 2, 2018

1) Introductions

2) Southeast Waterways Update:

No changes, the MVN last surveyed Tiger Pass on February 22, 2018, although an old survey identified a controlling depth of approximately 1 foot Mean Low Gulf (MLG) between Mile 9.5 to Mile 10.5 (jetty end). The last survey effort could not be completed because of the extreme shoaling, but provided enough information to update the estimated amount of material in the channel. Approximately 3 million cubic yards of material would need to be removed to restore authorized channel dimensions.

The cutterhead dredge ROBERT M. WHITE completed dredging on Baptiste Collette on February 18, 2018 from Mile 7.9 to Mile 9.85 (bar channel). The dredge was unable to restore authorized channel dimensions (16 feet MLG by 250 feet) because of funding limitations. An updated survey from early April indicated the depths ranging from 11-14 feet MLG at full width in the recently dredged reach, with a shoal identified near Mile 10 having a controlling depth of approximately 9 feet MLG.

3) Mississippi River Conditions Update:

Current Stage New Orleans: 14.0 feet today.

Projected to remain steady then slowly fall to 11.5 feet predicted on May 29, 2018.

Current Stage Baton Rouge: 36.0 feet today.

Projected to remain steady then slowly fall to 29.4 feet predicted on May 29, 2018.

A. Crossings Between Baton Rouge and New Orleans:

The latest survey results for the Crossings are included in the attached agenda. The MVN expects to begin dredging on the Crossings in May or June based on river stage forecasts, but will require supplemental funding in order to fund the three dustpan dredges after focusing funding on recovering the deficient channel in Southwest Pass.

B. New Orleans Harbor:

The Port of New Orleans has executed an emergency contract for the industry cutterhead dredge MIKE HOOKS to respond to shoaling at the approaches to Nashville Avenue Terminal Complex and Napoleon Avenue Container Terminal. The industry cutterhead dredge MIKE HOOKS is expected to commence dredging this weekend at Nashville Avenue Wharf C. The discharge line and dredge are expected to extend between 700-1200 feet channelward.



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The MVN reiterated that it does not have funding to dredge in the New Orleans Harbor because of the funding used to secure the additional dredges being used to respond to the extreme shoaling in the area of Southwest Pass.

C. Southwest Pass (SWP):

The channel is severely deficient in several locations including Cubits Gap (Mile 3.5 Above Head of Passes [AHP] to Mile 2.5 AHP) and at the Head of Passes. The MVN continues working to restore channel dimensions through the use of their hopper dredge WHEELER and the industry hopper dredges: BAYPORT, NEWPORT and GLENN EDWARDS and the industry cutterhead dredges ROBERT M. WHITE and G.D. MORGAN. **The controlling draft recommendation based on the deficient channel conditions remains at 44 feet (freshwater) as established by the Bar Pilots on April 26, 2018 and mirrored by both the Crescent River Port Pilots and Federal Pilots and Docking Masters.** The dredge locations are listed on the attached agenda but the Corps intends to move dredges and swap the cutterhead dredges over the next few days. There were detailed discussions with the three Pilots Associations responsible for navigating vessels in this reach of the Mississippi River Ship Channel (MRSC) and MVN is working to relocate dredges to respond to the current channel conditions.

D. South Pass:

The channel remains deficient and, based on limited funding there are no plans to dredge South Pass.

E: Supplemental Funding:

The MVN detailed that it has extremely limited funding left to respond to channel maintenance along the Mississippi River Ship Channel after exercising the contracts for the six dredges working to restore the deficient channel dimensions in the area of Southwest Pass. The Corps must receive supplemental funding soon to be able to extend contract hours for several dredges already working in SWP, to fund the three dustpans needed to remove significant amounts of material on the Crossings Above New Orleans and to respond to active shoaling in the New Orleans Harbor.

There is an emergency request for supplemental funding needed to recover from the impact of the hurricane events of 2017 and the extended high river stages of 2018. The best estimate available is for a total need of \$90 million to restore and maintain federally authorized channel dimensions on the MRSC. The Mississippi River Outlets at Venice, LA (Tiger Pass and Baptiste Collette) and the Mississippi River, Baton Rouge to the Gulf of Mexico LA (MRSC) projects remain eligible for supplemental allocation under Bi-partisan Budget Act of 2018 (Public Law 115-123) and the Corps Work Plan of 2018.

5) Next Meeting:

The next Forum meeting is scheduled for 0900 hours on Wednesday, June 6, 2018, at the MVN District Assembly Room A.

Sean M. Duffy, Sr.
Maritime Advocate
Executive Vice President

Attachment