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**GULF COAST
INLAND WATERWAYS
JOINT HURRICANE RESPONSE PROTOCOL**

Prepared by the Gulf Coast Joint Hurricane Team

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**GULF COAST INLAND WATERWAYS
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TABLE OF CONTENTS**

1.0 INTRODUCTION

2.0 GULF COAST JOINT HURRICANE TEAM

2.1 MEMBERS

2.2 TEAM FUNCTION

3.0 PARTNERS' RESPONSE ROLES

4.0 GICA INDUSTRY RESPONSE TEAMS

4.1 INCIDENT COMMAND TEAM

4.2 SELF HELP PLAN TEAM

4.3 WATERWAY ASSESSMENT TEAM

4.4 LOGISTICS SUPPORT CENTER TEAM

4.5 GICA RESPONSE TEAM COMMUNICATIONS

5.0 BARGE INDUSTRY MEMBER RESPONSIBILITIES

6.0 CONFERENCE CALLS

6.1 PORT COORDINATION TEAMS

6.2 WATERWAY RESTORATION

7.0 COMMUNICATIONS

8.0 INCIDENT COMMAND

8.1 STAFFING

8.2 RELOCATION

9.0 PRE-STORM PREPARATIONS

9.1 LOCKS AND BRIDGES

10.0 PORT CONDITIONS

11.0 POST-STORM RESPONSE ACTIONS

12.0 SALVAGE

13.0 EXERCISES

14.0 APPENDICES

APPENDIX 1 JHT MEMBERS

APPENDIX 2 WATERWAYS RESTORATION CONFERENCE CALL

APPENDIX 3 USCG COMMAND CENTERS

APPENDIX 4 USACE COMMAND CENTER

APPENDIX 5 NOAA CONTACTS

APPENDIX 6 GICA INDUSTRY RESPONSE TEAM

APPENDIX 7 BAR PILOTS CONTACTS

APPENDIX 8 BRIDGE LOCATION & CONTACT INFORMATION

1.0 BACKGROUND / HISTORICAL PERSPECTIVE

During the devastating hurricane seasons of 2004 and 2005 the US Coast Guard (USCG), US Army Corps of Engineers (USACE) and the inland barge industry worked together to bring about an unprecedented restoration of inland maritime commerce on the Intracoastal Waterway and Lower Mississippi River. That working relationship developed to further the effectiveness of a pre-existing partnership between the barge industry, USACE, and USCG in the area of waterway operations management. Early in 2006, these partners formally agreed to work together to more fully develop lessons learned from the past hurricane seasons and waterways management practices, with the goal of implementing an effective, consistent, safe, and expeditious restoration of Gulf Coast maritime commerce following future storms. Specifically, a Memorandum of Understanding, referencing cooperative hurricane response efforts between USACE, USCG, and the inland barge industry, via the Gulf Intracoastal Canal Association (GICA) and American Waterways Operators (AWO) documents the joint agreement.

As a result of that formal agreement, the Gulf Coast Inland Waterways Joint Hurricane Team (JHT) was formed. The primary objective of this team was to develop a document that captured the essence of what had worked well in the past storm seasons' partnering efforts during hurricane response. A secondary objective was to continuously improve the original plan, based on lessons learned from each subsequent year's response activities. The plan would be referred to as the Gulf Coast Inland Waterways Joint Hurricane Response Protocol. Specifically, the Protocol is intended to address the commercially navigable waters of the Lower Mississippi River below Baton Rouge, the Gulf Intracoastal Waterway, and its tributaries. It would be reviewed and revised as needed, under the auspice of the Joint Hurricane Team, at least annually.

As the inland barge industry's primary waterways management representative for the Gulf Coast, GICA maintains the Protocol. Applicable portions of the Protocol may be included in hurricane plans maintained by federal, state and local partners.

The President of GICA serves as Chair of the Joint Hurricane Team, and Co-Chairs are an Eighth Coast Guard District representative and a representative from each of the Gulf coast USACE Districts.

A list of other industry, USACE, and USCG personnel needing to be kept apprised of the team's activities is maintained by the Chairman. Members may suggest the addition of others to this list as appropriate. Ultimate approval of who receives information from this team will rest with the USACE and USCG representatives.

The Protocol is intended to focus on the working relationships, roles, and responsibilities, of the USCG, USACE, NOAA, states and Inland Barge Industry, partnering together, to effectively and expeditiously secure the waterways prior to storm landfall and restore them afterward. This protocol is intended to augment and NOT duplicate or supersede USCG and USACE hurricane response plans.

2.0 GULF COAST INLAND WATERWAYS JOINT HURRICANE TEAM

2.1 MEMBER POSITIONS

Members of the Gulf Coast Inland Waterways Joint Hurricane Team are defined by the following positions:

USCG:

Eighth Coast Guard District Staff Representative

For all Sectors: Waterways Management Person or Commander's Designee

Sector Mobile

Sector New Orleans, VTS New Orleans

Captain of the Port of Houma, VTS Berwick Bay

Sector Houston-Galveston, VTS Houston

Captain of the Port of Port Arthur, VTS Port Arthur

Sector Corpus Christi

USACE:

Mobile District, Waterways Manager

New Orleans District, GIWW Project Manager, Mississippi River Project Manager

Galveston District, Waterways Manager

NOAA:

Gulf Coast Regional Navigation Managers and NOAA Team Members

STATE PARTNERS:

Appropriate Transportation Departments, Waterways Officials, Port Authorities

(e.g. TXDOT, LADOTD, MSDOT, ALDOT, FDOT) and others

TOWING AND MARITIME INDUSTRY:

GICA Industry Response Team, Representatives from: GNOBFA, LAMA, Big River Coalition, AWO, Bar Pilots' Rep from each Gulf Coast Port or Pilot Organizations.

2.2 TEAM FUNCTION

The Gulf Coast Inland Waterways Joint Hurricane Team (JHT) will be chaired by the GICA President. All members will have at least one designated backup person to serve on the team in their absence. Members are expected to represent their various agency departments/divisions or constituents' interests on the JHT. It is expected that members will be empowered to make agreements and develop protocol practices on behalf of their constituents where appropriate and within existing rules and regulations. Each member is expected to review the proceedings and work product of the JHT with their respective senior management to ensure understanding and agreement.

The team will convene at least once annually to review the need for revisions or changes to the Gulf Coast Inland Waterways Joint Hurricane Response Protocol document. Members are encouraged to raise any issue that appears pertinent to the team's purpose at any time. All members are encouraged to voice opinions on all issues at any time. The objective of this team is to continuously improve the collective response to storm events that impact the waterway.

Recognizing that this team of individuals is also uniquely qualified to address other forms of waterway traffic interruption, when and where appropriate, the team may consider developing collective responses to other disruptive waterway events.

3.0 PARTNERS' RESPONSE ROLES

Relative to their hurricane preparation and response roles, the JHT recognizes the following team expectations of each partner:

USACE

- Leads the Waterway Restoration Conference Calls.
- Responsible for assessing and verifying channel physical conditions relative to depth and obstructions. Assigns and submits survey area requests to NOAA, US Navy, GICA and other survey assets.
- Reports channel condition and results of surveys and channel assessments to USCG. Develops, maintains and publishes a Project Condition Spreadsheet, which depicts channel condition and open/closed/restricted status.
- Advises USCG on open/closed and restriction status of waterways. Coordinates operations of lock structures before and after the storm and communicates plans for shutdown and startup via conference calls and email distribution.
- Communicates with Industry Logistics Support Center regarding equipment and service needs. Although not a requirement, if possible, each District will provide Intracoastal Waterway Centerline Alignment Files to the Industry Waterway Response Team that is compatible with onboard positioning equipment. This can facilitate more accurate channel assessment and reporting of problem spots.
- Issues emergency contracts for the clearing of shoaled areas and channel obstructions.

USCG

- Coordinates and communicates the implementation of the four port readiness states (Whiskey, X-ray, Yankee, and Zulu) ahead of the storm.
- Prior to landfall, discusses upcoming plans for waterway closures with the barge and deep draft industry and considers industry input when appropriate.
- Makes ultimate judgments on waterway open/closed status and communicates this to the USACE and industry.
- Requests industry participation as appropriate in initial over-flight information-gathering for determining waterway status and initial channel assessment plans for deploying survey assets.
- Coordinates post storm channel ATON surveys including industry supplied assets, and supplies USCG personnel to accompany aboard industry waterway assessment vessels.
- Communicates with Industry Logistics Support Center regarding equipment and service needs.
- Maintains list of critical aids to navigation within D8.
- Informs industry on status of bridges that impact navigation.
- Stands up the Marine Transportation System Recovery Unit (MTSRU) in order to maintain situational awareness for status of the MTS and reports via the Common Assessment and Reporting Tool (CART).

NOAA

- Participates on pre-storm teleconferences providing expert advice and weather forecasting services to participants.
- Provides additional survey assets as available and upon request from the JHT and the Incident Commander.
- Maintains and publishes Captain of the Port guide to NOAA Emergency Hydrographic Survey. This guide is created to help the United States Coast Guard (USCG) Captain of the Port (COTP) understand the full scope of support services available to them through NOAA's Office of Coast Survey (OCS).
Link: <https://nauticalcharts.noaa.gov/customer-service/docs/navigation-response/a-cotp's-guide-to-noaa-nrt-response-final.pdf>

STATE PARTNERS

- Through appropriate offices having waterways and transportation responsibility, coordinate state inputs to pre and post storm planning.
- Provides critical information on evacuation planning and execution and bridge operations.

GICA

- Serves as the barge industry representative for the USACE and USCG to assist them in fulfilling their respective roles relative to waterway management. Serves as the Chair of the Gulf Coast JHT and convenes meetings as necessary.
- Upon request, marshal additional resources and personnel as needed and available to ensure adequate support for the USACE or USCG relative to storm response and waterway restoration missions.
- Serves as a single point of contact for two-way information flow, between the inland barge industry and government agencies.
- Maintains database of industry contact lists for dissemination of warning, preparation and recovery information. The industry contact list will be open for listing of anyone who requests notification, regardless of affiliation with any trade organization.
- Maintains a group of qualified industry personnel to serve in specified hurricane response roles as defined in the Gulf Coast Joint Hurricane Response Protocol.
- Provides assets, services, material, and supplies as requested and as available, to expedite waterway restoration efforts. These include, but are not limited to:
 - Acceptable Channel Survey Vessels and Qualified Operating Personnel for waterway assessments and ATON surveys.
 - Lists of Critical Aids to Navigation that must be in place for safe inland barge navigation on the Intracoastal Waterway and tributaries.
 - Industry Logistics Support Center and staffing to assist the USACE and USCG in locating equipment, services, material, and supplies.
 - Incident Command Representatives located in appropriate USCG Command Centers to facilitate information flow to and from industry stakeholders, provide information on critical cargo shipments, help prioritize waterway re-openings, and coordinate industry assets assisting in restoration efforts.
 - Securing assets, as requested and as available, to safely and efficiently shut down the waterway system before the storm and expedite restoration of inland waterborne commerce after the storm.
 - Implementing the barge industry's Self Help Plan (see Section 4.2) as appropriate to expedite traffic.

4.0 GICA INDUSTRY RESPONSE TEAMS

GICA will coordinate the activities of the barge industry response teams involved with the joint hurricane response effort. At least one meeting of all industry teams will be held prior to hurricane season annually. All members of the various Industry Response Teams will also be members of the JHT. GICA will ensure that four response team functions are maintained and staffed to assist USACE and USCG:

4.1 Incident Command Team

The GICA President will discuss Incident Command Team deployment with the appropriate Sector Commanders, or their designated reps, at least 96 hours prior to projected storm landfall

typically during the first Port Coordination Team (PCT) call and at subsequent times, as the landfall point becomes better defined. The GICA President will convene a conference call with all members of the GICA Incident Command Team at least 96 hours prior to landfall if their deployment is anticipated, and as necessary after that point, to establish deployment plans and individual assignments for the storm response.

Incident Command Team Function

The GICA President will serve as the leader of the GICA Incident Command Team and will typically be the first Incident Command Team member to deploy. Other members of this team will deploy to appropriate USCG Sectors as needed upon request, prior to storm landfall. They will serve as primary liaisons between the USCG, USACE and barge industry. Those members designated as Primary Incident Command Team representatives will be the first to deploy, with those members designated as Secondary serving in a backup, or relief capacity. See APPENDIX 6. The GICA Incident Command Team will include individuals experienced in the operations and logistics elements of the inland barge industry on the Gulf Coast. Others will be recruited from within the barge industry's ranks as needed.

In addition, a GICA Incident Command Team representative may be requested to support USCG Eighth District Maritime Transportation System and Recovery Unit (MTSRU), a component of the Eighth Coast Guard District's Crisis Action Team (CAT), ahead of storm landfall.

After an initial seven-day response period, GICA will evaluate the need for backup/relief personnel. The intent is to provide a brief (three day) break for the primary GICA Incident Command Team representative to attend to personal issues and rest.

Industry will not normally plan to maintain a presence within the USACE Command Center, unless requested. The Waterways Restoration Conference Calls, as well as continuous email/phone contact, will provide adequate communication in most instances. GICA will maintain an additional email-based communications link with industry and waterways stakeholders and disseminate USACE information via this link.

A GICA presence on USCG initial post storm over-flights of the waterway has proven valuable to determine if further waterway assessments (channel condition and ATON), or even reopening immediately in some cases, is warranted. GICA will coordinate an experienced industry representative for this flight at the USCG's request. Industry may also be able to provide aircraft for over-flights for waterway restoration purposes, at the request of the USCG or USACE.

A key piece of information for both pre- and post-storm planning is information from fuel terminals. In the past, this information has been provided by GICA via its contacts with shippers and barge carriers. It has proven valuable to the USCG as they inform government officials of supply and delivery status for these critical products. Pre-storm planning of loading and staging of barges carrying these products has also proven to be most valuable in quickly restoring supplies to storm-stricken regions. The status of fuel terminals after storm passage is also an important factor in planning of waterway restoration efforts. This communication and

concept will be encouraged by the inland barge industry among all who are on the industry contact lists. It will be the responsibility of the GICA Incident Command Team to insure this information is obtained and communicated appropriately to the USCG, both pre and post-storm.

Primary responsibilities of the GICA Incident Command Team representative include:

- Gathering industry specific information to assist USACE and USCG hurricane preparation and response.
- Collect storm preparation and response information for dissemination to the inland marine industry using GICA email database lists. Note: The development and transmission of GICA STORM RESPONSE and GICA STORM INFO bulletins will be conducted by the GICA President or their designee if unavailable.
- Consult with USACE and USCG personnel on waterway management issues relative to inland marine operations.
- Serve as a single point of contact for inland marine industry members to coordinate with the USACE and USCG regarding pre and post storm response issues.
- Identify when to activate the Industry Self Help Plan at locks, bridges, or other points of traffic restriction as appropriate. In coordination with the USCG and USACE, contact the Industry Self Help Coordinator and begin implementation of the plan as appropriate.

4.2 Self Help Plan Team

GICA has fostered and developed the concept of towing vessels assisting one another during traffic restrictions to increase efficiency and expedite traffic movements. Volunteers, experienced in towing vessel operations in the impacted/congested area may be dispatched to assist as Vessel Traffic Coordinators. These volunteers help manage the queue by requesting certain actions on the part of the impacted towing vessel operators including sequencing of traffic flow, serving as assist vessels, tripping vessels, holding tow for others, or helping make or break tow.

The GICA Incident Command Team may include a Self Help Team Leader, who will set up and monitor any barge industry Self Help operations that may be required in a specific area during the pre or post hurricane response.

Self Help Plan Team Function

The Self Help Team Leader may be activated, after discussion with the GICA Incident Command Team representative. The Self Help Team Leader will identify potential Vessel Traffic Coordinators (VTC's) based on the geographic area impacted. Barge industry members are expected to offer available personnel and vessels to serve as VTC's and Assist Vessels during times of need. The implementation of the Self Help Plan will be coordinated by the Self Help Team Leader.

4.3 Waterway Assessment Team

The inland marine industry maintains various trailerable waterway assessment vessels which may be made available to assist the USCG and USACE with post-storm waterway assessments,

including Aid-to-Navigation (ATON) verification, channel surveys and debris reporting. These vessels will be available for waterway restoration assistance, provided they are not needed for owners' emergency response. The Waterway Assessment Team will have a designated leader who is a currently licensed Master of Towing Vessels (MTV), at a minimum, and has experience on the Gulf Intracoastal Waterway handling tows of 600 feet or more in length. The GICA President will monitor the status and availability of the trailerable waterway assessment vessels during hurricane season including personnel and contact information. While conducting waterway assessments, each Waterway Assessment Team vessel should, operations permitting, have on board, as a minimum, one USCG representative in addition to an individual currently licensed and experienced with towing vessel operation in the region.

Waterway Assessment Team Function

A waterway assessment vessel and operator may deploy with the GICA Incident Command Team representative to the appropriate USCG Sector or to a safe location in the proximity of the waterway in need of assessment prior to storm landfall. The GICA Incident Command Team representative at the Sector will guide the efforts of the Waterway Assessment Vessel based on the needs identified by the USACE and USCG. Each Waterway Assessment Vessel will have cell phone, VHF radio communication, and Emergency Position Indicating Beacon (EPIRB) capability. Pre-determined check-in times will be established prior to the vessel departing the dock. If appropriate, each Waterway Assessment Vessel will be equipped with an operating satellite phone. Plans for survey of the waterway for depth and ATONs will be developed with USACE and USCG, via the Waterways Restoration Conference Calls and other communications.

Each vessel will have adequate fuel onboard to complete the day's mission, plus sufficient reserve to remain underway for one hour. Emergency water, food, and other safety provisions will be onboard to sustain an overnight stay. Barge industry towing vessels in the region will be expected to assist as appropriate, with berthing, fuel, water, or other necessary items if requested by Waterway Assessment Vessels.

The GICA Incident Command Team representative will request a list of critical ATONs from the USCG Sector for the waterway(s) being assessed to support the Waterway Assessment Vessels ATON verification. A complete list of discrepancies based on the list provided by the USCG, noting which are critical and which are non-critical to establishing towing operations, will be sent to the GICA Incident Command Team representative after the waterway assessment is complete. The GICA Incident Command Team representative will provide a copy of the list to the Sector Waterways Management Division and/or ATON Supervisor.

Waterway Assessment Vessels will run a center-line depth verification only for the Intracoastal Waterway, unless otherwise instructed by USACE. The tide stage at the time of assessment will be noted. A summary of findings will be reported to the GICA Incident Command Team representative who will relay the information to the USCG Waterways Management Division and USACE Waterways Contact at the end of the mission. Identification of surface-visible waterway obstructions is also a mission component of the Waterway Assessment Vessels. Any areas of interest will be noted listing the appropriate GIWW Mile Board. Digital pictures of any

areas of interest/concern including GIWW mile marker should be taken and sent to the GICA Incident Command Team representative

Waterway Assessment Vessels may also be used to assist in transporting and repositioning of ATONs as requested by the USCG. In some cases, industry towing vessels and barges may be used for transporting ATON equipment to remote locations at the request of the USCG.

4.4 Logistics Support Center Team

Past hurricane responses demonstrated the inland barge industry is uniquely positioned and networked to quickly locate various materials, services, and equipment which may be needed to support large scale, post storm, emergency response and recovery efforts.

To support USACE and USCG logistics units during major post storm response and recovery operations, the inland barge industry, via the River Industry Executive Task Force (RIETF), a committee with the American Waterway Operators Association, will stand up a Logistics Support Center as deemed necessary. The GICA Incident Command Team representative will relay all requests to the “Industry to RIETF rep” noted in Appendix 6. The “Industry to RIETF rep” will coordinate the development of a Logistics Support Center and designate a Team Leader.

Logistics Support Center Team Function

Requests from the USACE and/or USCG should be channeled through the GICA Incident Command Team representative who will subsequently coordinate the request with the Logistics Support Center

The Logistics Support Center will function as a reach back resource to receive requests for specific items and/or services from the USACE and USCG, to locate potential suppliers for the item, and put the requestor and supplier in contact with each other. The Logistics Support Center operates as a “clearing house” only. Its purpose is not to contract or enter into any form of obligation. Its purpose is to expedite the location of items for the USACE and USCG through its unique network.

Typical items the Logistics Support Center may locate include:

Towing Services, Barge Transportation, Water Barges, Fuel Barges, Fuel in all quantities, including truck, tote tank, barge, etc., specialized marine equipment, crane barges, spud barges, quarters barges, salvage equipment, and other items. Members of the industry also own aircraft that may be available for the response effort for various purposes.

Contact information for center will be 800-791-1073.

4.5 GICA Response Team Communications

The Industry Response Team will rely on email communications as its primary method of contact, with secondary communications being land phone line, followed by cell phone.

Waterways Assessment Teams will rely on cell phone as primary, followed by satellite phone, and finally VHF radio.

GICA will use the following Subject Lines for all storm related email messages and communications with the maritime industry and federal/state/local government officials:

GICA STORM ALERT...Will refer to an unplanned or last-minute Tropical Storm or Hurricane related event that will definitely impact tow movements. These messages will normally be of high priority and critical to tow operations. This information will be distributed to all inland barge industry members with email addresses in the GICA database, whether they are GICA or AWO members in good standing or not.

GICA RESPONSE ALERT....Same as above but will relate to post-storm events.

GICA STORM INFO...Will refer to planned or foreseen events related to Tropical Storms of Hurricanes that will likely impact tow movements. This information will be distributed to all inland barge industry members with email addresses in the GICA database, whether they are GICA or AWO members in good standing or not.

GICA RESPONSE INFO....Same as above but will relate to post-storm events.

The GICA Incident Command Team representative serves as a single point of contact for information from the barge industry to the USACE and USCG relative to hurricane issues, both before and after the storm. Barge industry members are expected to use this channel of communication for resolving issues and obtaining any additional information not furnished in email notices. It is expected that all USCG and USACE notices, requests for information, or other issues relative to the inland barge industry will be communicated thru the GICA Incident Command Team representative.

5.0 BARGE INDUSTRY MEMBER RESPONSIBILITIES

The USACE and USCG are certainly not required to partner with the inland barge industry in order to fulfill their missions. However, the barge industry can bring unique value to these missions by virtue of its expert knowledge of the industry and waterways, as well as its communications network. In order to make the partnership effective for all, the barge industry must fulfill certain obligations.

Below are a few of the specific obligations expected of the inland barge industry members:

- Respect the “Single Point of Contact” concept regarding USCG and USACE. Route all requests through the GICA Incident Command Team representative. *Note: The GICA President will typically fulfill this role unless otherwise directed.* Industry members are encouraged to contact the GICA President at pdittman@gicaonline.com or 985-302-6666.
- Monitor email communications, especially those with the GICA STORM OR RESPONSE subject titles.

- Bring forth any items of concern during the pre-storm preparation phases, so that they can be brought to the USCG or Corps for resolution.
- Provide feedback on this entire process so that it can be improved.
- Solicit from customers and supply critical cargo or vessel operation information to GICA that could bear on prioritization of shutdown and startup of the waterways. For example, cargos of direct impact on the public such as fuel delivery or coal supply planning can be of value in prioritizing waterway segment restoration. Inventory status from customers can play an important role in establishing priority of waterway restoration and calming concerns of governmental entities not familiar with the role that barge transportation may play in their recovery plans. Consider discussing pre-storm strategy for maintaining inventories of critical maritime-transported products or loading and positioning of equipment for immediate movement after the storm.
- Supply Vessel Traffic Coordinators and Towing Assist Vessels as needed to mount an effective Self Help Plan if needed.
- Supply Waterways Assessment Vessels and qualified operating personnel as needed to expedite waterway restoration. Provide notice of ability to help well ahead of a storm.
- Provide status reports for vessels secured along the waterway prior to the storm, including position, personnel onboard, barges in tow, product, and destination.
- Begin vessel relocations to safe harbor as necessary, and communicate to GICA any potential problems with getting vessels to safe harbor before condition Zulu or the closure of critical bridges or locks as soon as possible. Specific areas of concern are New Orleans Inner Harbor Navigation, Harvey, Algiers Canal RNA, Morgan City Bridges, all GIWW lock structures, and Galveston Causeway Railroad Bridge.
- Encourage and forward any vessel observations such as weather/tide, obstructions, or other observations that may be helpful in assessing waterway damage and the need to deploy assets to the area after the storm.
- Self-police, to the extent practical, other barge operators, ensuring that those who may be unaware of waterway restrictions are apprised of current conditions.
- Encourage others who may need to be on the industry distribution lists to submit their information to GICA.
- Help reduce the number of individual contacts by establishing a single company email address that can be internally distributed within the company.
- Assist as needed with supplying emergency berthing, fuel, water, and supplies to waterway assessment teams or other Corps, USCG, or NOAA assets. This is intended to supply emergency needs to keep teams effective on their mission of restoring commerce quickly. It is envisioned that these items might be supplied from vessels along the waterway in remote locations. The barge industry may also be asked to provide emergency generator fuel for generators at lock structures.

6.0 CONFERENCE CALLS

6.1 Port Coordination Teams, Stakeholders, and Harbor Safety Committee Calls

There are at least two distinct functions that must be covered in port area storm management. The first is that of communicating with a wide variety of port stakeholders to discern plans and problems involved with shutting down and starting up traffic in the Captain of the Port's Area of Responsibility (AOR). This process of communication yields priorities for addressing special needs. Every port area already has a system for completing this assessment. Usually this is done via conference calls, in the form of a Port Emergency Action Team, Port Coordination Team, Harbor Safety Committee, or Waterways Advisory Committee. The second, separate, and distinct function is that of preparing for and conducting waterway restoration efforts. These are two separate and distinct needs, and to try to force them to be handled with a single conference call in all instances may not be the most effective course, especially in the case of a larger port area or USCG Sector Command.

6.2 Waterways Restoration Conference Call

As a minimum, a once daily conference call will be conducted for the purpose of preparing for the storm and conducting waterways restoration efforts immediately afterward. Ideally, the Waterways Restoration Call process contemplates that only those entities directly involved with surveying and assessing the waterways and deep draft channels will be members of this call. Results of the existing port stakeholder calls might be used to guide the priority of the waterway restoration efforts, and this information will be fed into the waterways restoration process via the USCG representative who will be present on both calls. The Waterway Restoration Conference Call will be led by the USACE Operations and Maintenance team member, with members on the call being USCG Waterways Management Personnel for the Sectors covered by the USACE District, NOAA, and GICA. Others may be present at the direction of the USCG or USACE. Note that the structure and conduct of these calls is at the discretion of the USACE District and appropriate USCG Sector personnel, and some may decide to hold the Waterway Restoration Calls concurrently with the Port Stakeholders' Call, or Port Coordination Team Call.

Waterways Restoration Conference Calls will originate with each of the three Gulf Coast USACE Districts, specifically the Operations and Maintenance Waterways Project Manager. The first Waterways Restoration Conference Call will be held at the 96 hour point, before projected arrival of gale force winds. The USACE will lead the conference call, specify the time, and publish the contact number ONLY to those who will be participating in the Waterways Restoration Conference Call process. Attendance on this call will be controlled by the USACE and USCG Waterways Management personnel. The effectiveness of the waterways restoration process depends upon an efficiently administered information and planning network that is fed by the port stakeholder input process. This may occur outside the Waterways Restoration Conference Call process.

A TEST CONFERENCE CALL in each of the three Gulf Coast USACE Districts will be conducted prior to June 1 each year.

Key information communicated during the Waterway Restoration Conference Calls will be:

Pre-Storm Call:

- Plans for relocation of Sector and Corps Command Posts, including contact information.
- Waterway, Lock, and Bridge shutdown plans, if known at the time.
- Plans for deploying assets and personnel from the Industry Response Team.
- Confirmation of critical contact information among the call participants.
- Time for next Waterways Restoration Conference Call.

Post-Storm Call:

Plans for assessing waterways for depth and aids to navigation status would be developed based on initial over-flight information. GICA Waterways Assessment Teams may be deployed as required. The USACE will maintain a Project Status Spreadsheet, showing the current operational condition of each project channel, and brief the call participants on the status of each project channel. At least once daily until the waterways are restored to normal operation, or at the conclusion of each Waterways Restoration Conference Call, this spreadsheet will be distributed to members on the call as well as stakeholders, via the GICA distribution lists and other distributions as appropriate. USACE will issue recommendations on proposed waterway status, including “Open, Remain Closed, or Open with Restrictions”. The USCG will issue final determinations on operational status for each project, including draft, daylight-only, one-way, or other appropriate restrictions.

Of special note in the post-storm call will be determining plans for resuming lock and bridge operations that impact waterway navigation. To that end the USCG Eighth District Bridge Administration Office should participate on the call. The Eighth District Bridge Office will maintain a “Bridge Status Spreadsheet” describing the location, contact information, and current operational status of all navigation critical bridges on the waterway segments covered by the Protocol. It will be issued as changes to present status are received.

The presence of downed power lines, obstructions, or other issues identified during over-flights or from vessel reports will be noted and plans for removing them tracked by the Waterway Restoration Conference call participants.

TYPICAL USACE DISTRICT WATERWAY RESTORATION CONFERENCE CALL PARTICIPANTS

MOBILE

USACE Mobile Waterways Project Manager
USACE Survey Team Leaders
Sector Mobile Waterways Branch
Sector ATON Team Leaders
USCG District Bridge Branch
NOAA
GICA
WTWA
Deep Draft Rep

Alabama State Port Authority
Others determined by Corps and USCG

NEW ORLEANS

USACE New Orleans Waterways Project Manager
USACE Survey Team Leaders
Sector New Orleans Waterways Branch
Sector ATON Team Leaders
COTP Houma
COTP Port Arthur
USCG District Bridge Branch
NOAA
GICA
LAMA
GNOBFA
RIETF/AWO
Bar and River Pilots' Representatives
SELFPA East and West / CPRA
Others determined by Corps and USCG

GALVESTON

USACE Galveston Waterways Project Manager
USACE Survey Team Leaders
Sector Houston Waterways Branch
VTS Port Arthur
VTS Houston/Galveston
Sector ATON Team Leaders
COTP Port Arthur
Sector Corpus Christi Waterways Branch
USCG District Bridge Branch
NOAA
GICA
Bar Pilots' Representatives from all Deep Draft Ports Affected
Others determined by Corps and USCG

7.0 COMMUNICATIONS

Email notifications to and from all four partners, NOAA, USACE, USCG, and GICA, is the preferred method of communication. Land phone, followed by cell phone is the next preferred method.

GICA will maintain an all-inclusive email distribution database containing all industry email contacts which it receives, regardless of affiliation. In addition, GICA will maintain a number of selective notification lists for specific audiences. GICA uses a commercial email distribution service (Constant Contact) which includes a Hurricane Distribution List. The Hurricane Distribution List is open to ANYONE, regardless of trade association membership or affiliation, who wants to be placed on the distribution for pre and post storm situational awareness. GICA,

in accordance with the requirements noted in the Memorandum of Understanding noted on page 3, will continue to disseminate post storm information using the open to all Hurricane Distribution list UNTIL the local Captain of Port re-establishes Port Condition NORMAL for the area impacted by the tropical weather event. After Port Condition NORMAL is re-established, GICA will advise all parties on the Hurricane Distribution list that GICA will revert back to GICA member only distribution lists, unless GICA determines that circumstances dictate otherwise.

GICA will ensure multiple members of GICA Board of Directors have access to and are familiar with the commercial email service to ensure no lapse in communication in the event the GICA President is unavailable.

The barge industry may be capable of supplying portable command centers complete with AIS capability and satellite communications as requested by the USCG or USACE, subject to the emergency response needs of the owners.

In fulfilling its responsibility as the single point of contact for the barge industry to both receive and provide information relative to hurricane response, GICA will strive to issue complete email information on waterway status and any special requirements on an “as it happens” basis. It may also convene barge industry member conference calls as appropriate to disseminate and collect information important to the industry.

8.0 INCIDENT COMMAND CENTERS

8.1 RELOCATIONS OF COMMAND CENTERS

During the pre-storm Port Coordination Team (PCT) calls with the USCG and USACE Waterways Restoration Conference calls, relocation plans and contact information will be confirmed among all participants if command centers need to be moved to a safe location outside the storm impact area. Industry does not anticipate the need to have a presence in the USACE Command Structure; however, if the need for this becomes apparent, from any partner’s perspective, industry will designate a team member to join USACE command center.

9.0 PRE-STORM PREPARATIONS

The inland barge industry’s plans for moving vessels to safe harbor are subject to waterway open/closed status, lock operational status, lock open/closed status upon shutdown of operations, certain floodgates status, and operational status of certain moveable rail and highway bridges. The issuance of local “Mandatory Evacuation Orders” has the potential for significantly impacting the inland barge industry’s ability to move vessels and dangerous cargos to safe harbor. These orders must not be allowed to impact the operation of locks, bridges, and other structures critical to the movement of marine vessels to safe harbor. The protocol addresses these issues with the following:

- The USCG Captain of the Port or Sector Commander will notify GICA and the inland marine industry of their intent to close a waterway 24 hours in advance of closure, if possible. GICA will assist by disseminating information to inland marine

industry contacts and the industry will evaluate the evacuation status of vessels . GICA will advise the Captain of the Port of any issues or concerns.

9.1 Locks and Bridges

Locks and moveable bridges present unique challenges to the safe shutdown of maritime commerce before storms and its efficient restoration post-storm. Vessel personnel and hazardous cargoes may be forced to weather the storm in unsafe locations if a structure is prematurely closed to marine traffic ahead of expectations, contrary to published plans, or prior to the arrival of unsafe weather conditions. The interpretation of local Mandatory Evacuation orders has further complicated this challenge for both structure and vessel personnel alike. Very often, because of the unpredictable nature of Gulf hurricanes, vessels are forced to flee forecast landfall points with very short notice. This is especially true in the case of a continuously moving forecast landfall location as seen with Hurricane Rita. In many cases, these vessels may be transporting hazardous cargoes that could present significant risk if the vessel is negatively impacted by the storm in remote areas where mitigation measures could be days away. It is generally expected by the barge industry that locks and bridges will make arrangements for their personnel to be on duty until weather conditions no longer allow marine traffic to safely pass through the facility or the weather conditions imminently threaten to cut off evacuation routes of facility personnel.

The reopening of these structures post-storm also presents significant challenges. In the case of structures being left in the closed-to-marine-traffic position, it is often a difficult matter of physically moving the bridge or lock gate in the presence of debris and no electrical power, in order to re-establish maritime traffic. There are significant consequences on both sides of the issue of what position to leave a structure that has direct impact on waterborne commerce, but all must be weighed carefully, including the presence of alternate landside routes. Locating structure operating personnel and assessing operational ability of the structure, followed by communicating the results to industry can become critical bottlenecks to restoring maritime traffic on the waterway. The following protocols apply:

- The USCG will notify GICA of a bridge operators intent to shut down moveable bridge operations at least 24 hours in advance of anticipated closure, if possible, to avoid having personnel, vessels, and hazardous cargoes becoming trapped in unsafe areas.
- The USACE will notify GICA, 12 hours in advance of anticipated closures of any Intracoastal Waterway lock structure and indicate the final position of the lock gates, being open or closed to marine traffic.
- The USCG will serve as the GICA's point of contact relative to rail or highway bridge operational issues.
- Lock and Floodgate structures in Texas will typically remain in the Open-to-Marine Traffic positions when abandoned prior to storm landfall.

10.0 USCG PORT CONDITIONS

The inland barge industry recognizes and responds to USCG Port Conditions Whiskey, X-ray, Yankee, and Zulu. It is not the intent of this protocol to discuss the detailed requirements of these conditions, but rather to address how these conditions are communicated to the industry. The most effective method of notifying industry of Port Condition changes is via email distribution. Each USCG Captain of the Port or Sector Commander will include GICA on an email distribution announcing changes in Port Condition status. In the instance of port closure, which is condition Zulu, 24 hour advance notice of intent to close the port or a major waterway will be made if possible.

GICA will, in turn, issue these communications, via its industry email distribution list, to all industry contacts using the established Hurricane Distribution lists.

11.0 POST-STORM RESPONSE ACTIONS

The following actions are expected of the barge industry, USACE, NOAA, and USCG post-storm:

- An over-flight assessment of waterway condition, including ATON and visible obstructions, will be completed, forming the basis of a surface waterway assessment plan. Industry observer may accompany on this flight as requested by the USCG. Additionally, industry may be able to supply aircraft to assist in waterway assessments as requested by the USCG.
- Industry Waterway Assessment Teams will position for immediate departure after the initial post-storm Waterway Restoration Conference Call.
- Port Coordination Teams, Stakeholder, and Harbor Safety Committees may convene conference calls to establish overall condition of port stakeholders and set waterway priorities.
- The Waterway Restoration Conference Call will be initiated by the appropriate Corp of Engineers Districts. Some inter-communication may be helpful here to avoid overlapping where certain USCG individuals must be present on both calls. Input from the Port Coordination Team, Stakeholder, and Harbor Safety Committee Conference Calls will be used to establish priorities for reopening waterways.
- Initial waterway assessments will begin, and findings reported by the Waterway Assessment Teams will be relayed to the USCG and USACE via the GICA Incident Command Team representative.
- The USCG will determine operational status of appropriate bridges as soon as possible and pass that information to the GICA Incident Command Team representative who will pass the information to the inland marine industry.

- USACE will determine the operational status of appropriate locks and convey to the team as soon as possible. Daily updates will be issued via email, as appropriate, until locks are fully functional.
- As special logistical needs are identified by the USCG or USACE which may be addressed by the inland marine industry, the GICA Incident Command Team representative will ensure that the Logistics Support Center is informed to coordinate locating the requested asset(s) and/or service(s).
- When necessary, the USCG will coordinate with local and state authorities to facilitate securing access through controlled-entry points for essential marine industry personnel for purposes of providing relief, provisions, supplies or storm response to support post-storm recovery. Vessel crews who have endured the sustained stress of storm conditions may need to be relieved of duty soon after conditions permit to ensure continued operational safety.
- The USCG will communicate any special instructions regarding bulk liquid and dry cargo transfer authorization including any special requirements or prohibitions post-storm as soon as possible.

12.0 SALVAGE

In the event of significant vessel casualties, the Industry Response Team may identify a Salvage Team Coordinator, who will join the USCG Salvage Unit and coordinate with vessel owners to furnish appropriate data regarding vessel ownership, salvage plans, and updates on progress.

13.0 EXERCISES / REVIEWS

Annually, each USACE District will initiate a TEST WATERWAYS RESTORATION CONFERENCE CALL for the purpose of verifying phone numbers and personnel. This test call will be conducted every 30 days, or as deemed appropriate by USACE District administering the call and USCG Sectors involved, during the hurricane season and revisions documented by the appropriate Corps District.

The tenets of the Gulf Coast Joint Hurricane Response Protocol will be incorporated to the degree possible in all Industry, USACE, NOAA, and USCG hurricane exercises.

The Joint Hurricane Team will convene at least once after each hurricane season for the purpose of incorporating lessons learned, updating contact information, and making any other revisions necessary.

APPENDICES

Rather than include specific contact information that is likely to change throughout this document, that information is included in this APPENDIX section for ease of location and revision.

APPENDIX 1. Joint Hurricane Team Members Contact Information

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Wike, Molly CAPT – molly.a.wike@uscg.mil - 409-723-6513 / cell 409-719-1956

Wright, Mark – mwright@americanwaterways.com – 985-222-5230

Woodruff, Matt – matt.woodruff@kirbycorp.com – 713-435-1497 / cell 713-542-6275

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APPENDIX 2. Waterways Restoration Conference Call Contacts

To best manage participation on the Waterways Restoration Conference Call, call in numbers will be established and issued by the appropriate USACE or USCG personnel whose contact information is listed below:

MOBILE

USACE Mobile District - Nate Lovelace - 251-694-3713/ cell 251-802-2010

USCG Sector Mobile - LT Andy Anderson - 251-441-5940 / 251-382-8653

NEW ORLEANS

USACE New Orleans District - Michelle Kornick – 504-862-1842 /cell 504-756-7402

Karl Clark - 504-862-1935 / cell 985-774-1270; Michelle Daigle – 504-862-2731

USCG Sector New Orleans - CAPT Will Watson – 504-365-2215

LCDR Thao Nguyen –504-365-2231 / cell 504-270-4275

LCDR Michael Stewart incoming

MSU /COTP Houma - CAPT Russell 985-850-6415

LCDR Anthony Romero - 985-380-6471 / cell 985-397-3266

MSU Morgan City - CDR Ben Russell 985-380-5375

LT Hayley Gipson 985-380-5334

HOUSTON GALVESTON

USACE Galveston Corps District – Belynda Kinman - 409-766-6323/ cell 409-739-0542

Karl Brown – 409-766-3069

USCG Sector Houston - VTS Director, Brian Smith - 281-464-4826 / cell 832-236-5819

USCG Sector /Airsta Corpus Christi - LCDR Margaret Brown – 361-438-3650

MST1 Kevin Kyles - 361-888-3162 ext 305

PORT ARTHUR

VTS Director, Scott Whalen – 409-719-5080 / cell 409-460-0435

APPENDIX 3. USCG Contacts

CCGDEIGHT

Primary District Eighth District Incident Command Center –504-589-6225
Relocation to St. Louis, Mo. – 314-269-2300

COTP Mobile

Primary Sector Mobile Command Center – 251-441-5508/5976
Relocation to Aviation Training Center – 251-441-5080
LCDR Dan Kilcullen - 251-441-6512
LT Andy Anderson - 251-441-5940 / 251-382-8653

COTP New Orleans

Primary Sector New Orleans Command Center – 504-365-2533/2545
In the event of a Category 3 or higher hurricane, the Incident Command Post (ICP) for Sector New Orleans will be relocated Kiln, MS.

In the event of a Category 2 or lower, the ICP location will be at the office in Algiers, La.

Waterways / VTS Director – LCDR Thao Nguyen – 504-365-2231 / cell 504-270-4275
VTS–George Petras – 504-365-2234 / cell 985-707-4776
VTS Watch Supervisor – 504-365-2230/504-628-0948

COTP Morgan City

Command Center -985-380-5320
Waterways/VTS – LT Hayley Gipson - 985-380-5334 / cell 843-714-5403

COTP Port Arthur

Commanding Officer CAPT Molly Wike - 409-723-6513 / cell 409-719-1607
VTS Supervisor, Scott Whalen 409-719-5080 / cell 409-460-0435
VTS Watch Supervisor, 409-719-5070

COTP Houston Galveston

Sector Houston-Galveston Command Center- 281-464-4855
Sector WWM LCDR Sarah Rosseau – 281-464-4736 / 713-398-5823
VTS Houston/Galveston Director Brian Smith - 281-464-4826 / cell 832-236-5819
VTS Houston/Galveston Watch Supervisor – 281-464-4837

COTP Corpus Christi

Sector Corpus Christi Command Center, 361-939-6393
Sector WWM – LCDR Margaret Brown, 361-939-5130 / 361-244-4784
Prevention Chief – CDR Doug Salik – 361-438-3650
MST1 Kevin Kyles - 361-888-3162 ext 538

APPENDIX 4. USACE Contact Information

Mobile District Command Center, 251-690-2495

Relocation to Irvington, 251-957-6019

Nate Lovelace 251-694-3713 / cell 251-802-2010

Ashley Kleinschrodt 251-694-3726 / cell 251-533-2302

New Orleans District Command Center

Relocation to Vicksburg, MS

Steve Patorno – 504- 862-2333

Karl Clark - 504-862-1935 / cell 985-774-1270

Michelle Kornick – 504-862-1842

Vic Landry – 504-862-2470

Michelle Daigle – 504-862-2731

Galveston District Command Center, 409-762-6300

Relocation to Addicks Barker, TX 281-497-0740

Belynda Kinman - 409-766-6323/ cell 409-739-0542

Christopher Frabotta – 409-766-3071 / cell 910-228-4509

Karl Brown – 409-766-3069 / cell 409-370-8457

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APPENDIX 5. NOAA Contact Information

NAVIGATION

Central and Eastern Gulf - Port of Lake Charles East including AL, MS and Western FL

Tim Osborn- Navigation Manager, Central Gulf
office 337-291-2111, cell 337-254-5933, tim.osborn@noaa.gov

Western Gulf - Sabine West to South Texas

Quentin Stubbs – Acting Navigation Manager- Western Gulf office
202-253-9180 / 678-469-6078; quentin.Stubbs@noaa.gov

Atlantic - Key West, South FL including Puerto Rico and USVI

Navigation Manager, Eastern Gulf
florida.navmanager@noaa.gov

Up Chain - Office of Coast Survey Navigation Services Division in Silver Spring, MD

Julia Powell - Chief, Navigation Services Division
office 240-847-8226, cell 301-806-1220, Julia.powell@noaa.gov

LCDR Megan Guberski, Chief, Navigation Response Branch
office 240-533-0056, cell 202-641-1801, chief.nrb.ocs@noaa.gov

Lucy Hick – Acting Chief, Customer Affairs Branch
office (240) 533-0066, cell 850-207-1287, lucy.hick@noaa.gov

Captain of the Port guide to NOAA Emergency Hydrographic Survey:
<https://nauticalcharts.noaa.gov/customer-service/docs/navigation-response/a-cotp's-guide-to-noaa-nrt-response-final.pdf>

NATIONAL WEATHER

National Weather Service

Corpus Christi, TX

John Metz - Warning Coordination Meteorologist 361-289-0959, John.Metz@noaa-sr-crp.all@noaa.gov; sr-crp.awareness@noaa.gov

OFFICE OF RESPONSE AND RESTORATION (OR&R)

Bradford Benggio – Scientific Support Coordinator, USCG Sectors Charleston, Jacksonville, Miami, Key West, St. Petersburg, San Juan
office (305) 530-7925, cell (954) 684-8486 brad.benggio@noaa.gov

Adam Davis – Scientific Support Coordinator, USCG Sectors Upper Mississippi, Lower Mississippi, Ohio Valley, Mobile

APPENDIX 6. GICA Industry Response Team Contact Information

GICA President, Industry Team Leader – Paul Dittman 985-302-6666

Todd Behlke, Asst. Team Leader –713-435-1653 / cell 713-476-8123

Mario Munoz, Asst. Team Leader –cell 504-920-2884

Mary McCarty, Asst. Team Leader – 504-648-7050

Kelly Teichman, Admin, Backup Command Rep – cell 409-770-7633

Logistics Support Center – 800-791-1073

TEXAS Incident Command Team Representatives

Nate Hough	832-808-2749
Jim Reardon	832-470-5838
Tracy Cheramie	713-582-1706

LOUISIANA Incident Command Team Representatives

Matt Lagarde	504-615-2102
David Abney	504-736-1284 / cell 985-960-1440

EAST CANAL Incident Command Team Representatives

Chas Haun	205-391-1129 / cell 205-394-1611
George Nelson	251- 402-3196

Blake Beal , Kirby Waterway Assessment Team Lead –713-435-1805 / Cell 281-960-9150

Jerry Duvall, ACBL Waterway Assessment Team – 504-560-5001 / cell 504-621-1158

Cherrie Felder, Backup Command Rep – 504-371-5964 / cell 504-915-4752

Mark Wright, Backup Command Rep – cell 985-222-5230

Matt Woodruff, Backup Command Rep – 713-435-1497 / cell 713-542-6275

Lynn Muench, Industry to RIETF Rep – 314-446-6474 / cell 314-308-0378

James Prazak, Chemical Shippers Rep – 979-230-6785

APPENDIX 7. Pilots' Contact Information

TEXAS

Houston Pilots 713-645-9620 / cell 281-635-7444

Galveston Pilots Capt. Christos Sotirelis 409-949-9558

Aransas-Corpus Christi Pilots Capt Kevin Monaco: 361-888-6230 / cell 361-815-7388
po@accpilots.com

Sabine Pilots Capt. Charles Tweedel, 409-722-1141 president@sabinepilots.com

Brazos (Freeport) Pilots Capt. Billy Burns, 979-233-1120, office@brazospilots.com

Matagorda Bay Pilots Capt. Steve Gibson, 361-552-9988

Brazos Santiago (Brownsville) Pilots Capt. Gene Tuttle, 956-943-3680

LOUISIANA

Louisiana Bar Pilots Association Capt. Michael Miller, 504-458-5197,
michael.miller@barpilot.com

Lake Charles Pilots Captain Brett Palmer bpalmer@lakecharlespilots.com,

New Orleans, Baton Rouge Pilots- Capt. Steve Hathorn, Vice President,
504-915-0195 hathornsh@nobrapilots.com

Crescent Pilots Capt. Michael Bopp 504-812-2069, embopp@hotmail.com

Federal Pilots Capt. Greg Bush, cell 504-416-6727, president@federalpilots.com

MISSISSIPPI

Pascagoula Bar Pilots Association Capt. Michael Torjusen, 228-762-1151

ALABAMA

Mobile, AL State Docks 251-441-7777 24 hr Port Police

Mobile Bar Pilots, LLC 251-432-2639/cell 251-680-9228

Mobile Harbor Master- Terry Gilbreath 251-441-7074/cell 251-510-7399

FLORIDA

Pensacola Bay Pilots, Inc. Capt. Brian F. McGee, 850-434-8163

St. Andrew Bay Pilots Association (Panama City, FL) Capt. Rick Frudaker
850-785-2524 / cell 850-832-7418; Capt. Zach Condon 781-738-1825 (Cell)

APPENDIX 8. Bridge Location & Contact Information

UNIT	Waterway	Mile	Location	Bridge Name	Type	Subpart	Bridge Owner	Lat / Long	Bridge Phone #	Emergency POC	Phone	Email
BR	Amite River	8.0	Clio, LA	SR 22 Bridge	SW		LDOTD District 62	30 18 27.49 N 90 36 32.21 W	No Phone	Caleb Harper	985-375-0221	caleb.harper@la.gov
BR	Amite River	21.4	French Settlement, LA	SR 16 Bridge	SW		LDOTD District 62	30 16 31.05 N 90 46 44.64 W	No Phone	Caleb Harper	985-375-0221	caleb.harper@la.gov
BR	Amite River	32.0	Port Vincent, LA	SR 42 Bridge	SW		LDOTD District 62	30 19 54.80 N 90 51 07.57 W	No Phone	Caleb Harper	985-375-0221	caleb.harper@la.gov
BR	Alchafalaya River	95.7	Krotz Springs, LA	UPRR Bridge 610.80	SW		UPRR	30 32 21.55 N 91 44 41.65 W	337-566-3713	Carlos Mendoza	209-663-5406	camendoza@up.com
BR	Alchafalaya River	107.4	Melville, LA	UPRR Bridge 128.30	SW		UPRR	30 41 27.14 N 91 44 04.69 W	337-623-5845	Carlos Mendoza	209-663-5406	camendoza@up.com
BR	Alchafalaya River	133.1	Simmesport, LA	Simmesport RR Bridge	VL		KCS RR	30 58 53.75 N 91 47 51.80 W	318-489-3973	Michael Schmidt	318-210-9150	m.schmidt@kcsouthern.com
BR	Bayou Plaquemine	6.5	Indian Village, LA	SR 3066 Bridge	SW		LDOTD District 61	30 15 27.87 N 91 18 45.18 W	No Phone	Marcus Smith	225-301-2492	marcus.smith2@la.gov
BR	Lower Grand River (Port Allen Alternate)	38.4	Bayou Sorrel, LA	SR 75 Bridge	P		LDOTD District 61	30 09 19.71 N 91 19 53.42 W	225-659-1484	Marcus Smith	225-301-2492	marcus.smith2@la.gov
BR	Lower Grand River (Port Allen Alternate)	47.0	Grosse Tete, LA	SR 77 Bridge	SW		LDOTD District 61	30 16 06.16 N 91 19 15.99 W	225-659-1487	Marcus Smith	225-301-2492	marcus.smith2@la.gov
BR	Port Allen Canal	66.0	Morley, LA	UPRR Bridge 95.0	VL		UPRR	30 23 42.48 N 91 19 24.16 W	225-749-8005		209-663-5406	camendoza@up.com
BR	Port Allen Canal	54.0	Port Allen, LA	UPRR Bridge 6.20	VL		UPRR	30 25 57.45 N 91 12 41.52 W	225-343-0503		209-663-5406	camendoza@up.com
CC	Arroyo-Colorado	22.2	Rio Hondo, TX	SR 106 Bridge	VL		TXDOT	26 14 08.01 N 97 35 05.49 W	no phone	Luis De La Fuentes	956-244-3418	
CC	Port Isabel Channel	666.0	Port Isabel, TX	Long Island Bridge	P		Long Island Owner's Assn.	26 04 15.89 N 97 12 06.27 W	956-943-1622	Mack Sweeden	956-943-1622	mac@sweeden.net
CC	Victoria Barge Canal	29.1	Bloomington, TX	Victoria Barge Canal Bridge	VL	B	Victoria Nav District/UPRR	28 37 07.15 N 96 56 05.70 W	361-897-2002	Randolph Insley	401-70-8855	randy@portofvictoria.com
H/G	Buffalo Bayou	0.1	Houston, TX	UPRR Bridge 3.55	SW		UPRR	29 44 50.12 N 95 17 37.37 W	No Phone	Geoffrey Pavlicek	462-689-2425	gabov1@up.com
H/G	Buffalo Bayou	1.2	Houston, TX	UPRR Bridge 8.03	SW		UPRR	29 45 14.13 N 95 18 10.36 W	No Phone	Geoffrey Pavlicek	462-689-2425	gabov1@up.com
H/G	GIWW	357.2	Galveston, TX	Br. 4.7	B		BNSF RR	29 17 50.00 N 94 53 08.84 W	713-947-3159	Sean Sandberg	682-300-0643	shawn.sandberg@bnsf.com
H/G	Greens Bayou	2.8	Houston, TX	Greens Bayou Bridge	VL		Houston Port Terminal RRR	29 45 54.96 N 95 11 17.47 W	No Phone	Darrell Himel	713-408-2653	dhimel@tla.com
H/G	Old Brazos River	4.4	Velasco, TX	UPRR Bridge 15.6	SW		UPRR	28 57 15.55 N 95 21 14.83 W	No Phone	Brandon Gray	361-319-9247	brgray@up.com
H/G	Pelican Island Channel	356.1	Galveston, TX	Pelican Island Causeway	B		Galveston County Navigation	29 18 38.38 N 94 49 24.62 W	409-744-2908		409-939-4712	acnd_1@bshpbal.net
H/G	San Bernard River	20.7	Brazoria, TX	UPRR Bridge 305.50	SW		UPRR	29 02 30.54 N 95 37 16.61 W	979-548-3283	Brandon Gray	361-319-9247	brgray@up.com
Houma	Bayou Bouef	1.3	Kraemer, LA	SR 307	VL		LDOTD District 2 Houma	29 52 09.48 N 90 35 42.25 W	985-633-2036	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Dulac	0.6	Dulac, LA	Dulac SR 57	SW		LDOTD District 2 Houma	29 22 23.99 N 90 42 42.53 W	985-563-2679	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Dularge	22.6	Theriot, LA	Brady Bridge	SW		Terrebonne Parish	29 24 35.17 N 90 47 11.25 W	985-873-6722	Allen Theriot	985-804-0194	atheriot@pcg.com
Houma	Bayou Dularge	23.2	Theriot, LA	Theriot Bridge	B		Terrebonne Parish	29 24 46.68 N 90 46 54.39 W	No Phone	Allen Theriot	985-804-0194	atheriot@pcg.com
Houma	Bayou Grand Caillou	25.9	Dulac, LA	Buquet Bridge	VL		Terrebonne Parish	29 25 57.92 N 90 42 55.44 W	985-563-4207	Allen Theriot	985-804-0194	atheriot@pcg.com
Houma	Bayou Grand Caillou	29.0	Grand Caillou, LA	Combon Bridge	VL		Terrebonne Parish	29 25 48.51 N 90 42 03.43 W	985-563-7654	Allen Theriot	985-804-0194	atheriot@pcg.com
Houma	Bayou Grand Caillou	32.0	Grand Caillou, LA	Bobtown Bridge	SW		Terrebonne Parish	29 28 21.17 N 90 42 07.93 W	985-563-4117	Allen Theriot	985-804-0194	atheriot@pcg.com
Houma	Bayou La Carpe	7.5	Houma, LA	SR 661	VL		LDOTD District 2	29 34 25.61 N 90 42 43.73 W	985-857-3663	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Lafourche	23.9	Golden Meadow, LA	Golden Meadow	VL		LDOTD District 2	29 23 22.05 N 90 15 52.31 W	985-475-7162	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Lafourche	27.8	Calliano, LA	Calliano Bridge	P		Lafourche Parish Council	29 26 02.92 N 90 17 51.12 W	985-632-2439	Dillon Baronne	985-805-0405	chrisb@lafourchevz.com
Houma	Bayou Lafourche	30.0	Calliano, LA	Calliano Lift Bridge (Tarpon)	VL		LDOTD District 2	29 28 20.04 N 90 15 52.87 W	985-632-4230	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Lafourche	33.9	Cut Off, LA	Cote Blanche Bridge	P		Lafourche Parish Council	30 04 58.68 N 90 20 0.12 W	985-633-3478	Dillon Baronne	985-805-0405	chrisb@lafourchevz.com
Houma	Bayou Lafourche	36.3	Cut Off, LA	Cutoff Bridge	VL		Lafourche Parish Council	29 32 56.59 N 90 20 37.82 W	985-693-4036	Dillon Baronne	985-805-0405	chrisb@lafourchevz.com
Houma	Bayou Lafourche	38.7	Larose, LA	Larose Vertical Lift LA 657	VL		LDOTD District 2	29 34 14.09 N 90 22 49.68 W	985-693-6066	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Lafourche	40.4	Larose, LA	I-10s Bridge (new)	VL		Lafourche Parish Council	29 34 33.36 N 90 23 55.53 W	985-693-4040	Dillon Baronne	985-805-0405	chrisb@lafourchevz.com
Houma	Bayou Lafourche	44.7	Valentine, LA	Valentine Bridge	P		Lafourche Parish Council	29 35 31.27 N 90 28 02.49 W	985-532-5971	Dillon Baronne	985-805-0405	chrisb@lafourchevz.com
Houma	Bayou Lafourche	49.2	Lockport, LA	Bellevue Bridge	SW		LDOTD District 3	29 38 11.30 N 90 30 46.49 W	985-532-5026	David Brassett	504-799-9848	keith.angelle@la.gov
Houma	Bayou Lafourche	50.8	Lockport, LA	Old Lockport Swing	SW		LDOTD District 2	29 38 48.67 N 90 32 12.24 W	985-532-3788	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Lafourche	53.2	Clochida, LA	Clochida Bridge	VL		LDOTD District 2	29 40 38.23 N 90 32 30.89 W	No Phone	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Lafourche	58.2	Raceland, LA	SR 182 - Mill St.	VL		LDOTD District 2	29 43 39.72 N 90 35 55.59 W	No Phone	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Lafourche	58.7	Raceland, LA	Raceland Lift Bridge	VL		Lafourche Parish Council	29 43 50.40 N 90 36 25.25 W	985-537-3390	Dillon Baronne	985-805-0405	chrisb@lafourchevz.com
Houma	Bayou Petit Gailou	20.2	Chauvin, LA	Toussard Foret Bridge	SW		Terrebonne Parish	29 24 23.22 N 90 36 26.68 W	985-594-9276	Allen Theriot	985-804-0194	atheriot@pcg.com
Houma	Bayou Petit Gailou	21.5	Chauvin, LA	Chauvin Bridge	SW		Terrebonne Parish	29 25 36.61 N 90 35 58.54 W	985-594-9555	Allen Theriot	985-804-0194	atheriot@pcg.com
Houma	Bayou Petit Gailou	25.7	Montegut, LA	Sarah SR 58	VL	117.475	LDOTD District 2	29 28 56.88 N 90 34 45.14 W	985-594-8301	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Petit Gailou	26.5	Chauvin, LA	Smithington Bridge	SW		Terrebonne Parish	29 29 35.37 N 90 34 25.42 W	No Phone	Allen Theriot	985-804-0194	atheriot@pcg.com
Houma	Bayou Petit Gailou	29.0	Chauvin, LA	Duplatis Bridge	VL		Terrebonne Parish	29 31 48.11 N 90 35 58.68 W	No Phone	Allen Theriot	985-804-0194	atheriot@pcg.com
Houma	Bayou Petit Gailou	33.7	Bourg, LA	Presquille SR 24	VL	117.475	LDOTD District 2	29 33 48.52 N 90 38 51.02 W	No Phone	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Terrebonne	22.2	Montegut, LA	Montegut SR 58	VL	117.475	LDOTD District 2	29 28 54.56 N 90 33 17.76 W	985-594-8161	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Terrebonne	27.6	Klondyke, LA	Klondyke Bridge	VL		Terrebonne Parish	29 28 48.35 N 90 35 13.65 W	985-594-3816	Allen Theriot	985-804-0194	atheriot@pcg.com
Houma	Bayou Terrebonne	28.8	Bourg, LA	St. Ann Bridge	SW	117.475	Terrebonne Parish	29 33 12.72 N 90 36 29.52 W	no tender	Allen Theriot	985-804-0194	atheriot@pcg.com
Houma	Bayou Terrebonne	33.9	Houma, LA	Prospect SR 9087	VL		LDOTD District 2	29 35 29.12 N 90 40 42.20 W	985-968-3419	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Terrebonne	35.0	Houma, LA	Howard Ave SR 661	VL		LDOTD District 2	29 35 52.16 N 90 41 44.30 W	985-873-2080	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Bayou Terrebonne	35.5	Houma, LA	Daigleville SR 57	VL		LDOTD District 2	29 35 54.02 N 90 42 14.13 W	985-868-4982	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Boudreaux Canal	0.1	Chauvin, LA	SR 56	SW		LDOTD District 2	29 23 10.36 N 90 37 11.90 W	985-594-4214	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Company Canal	0.1	Lockport, LA	SR 52	VL		LDOTD District 2	29 38 42.02 N 90 32 40.79 W	985-532-2865	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Company Canal	6.1	Bourg, LA	SR 24 Bridge	VL		LDOTD District 2	29 33 13.45 N 90 36 18.82 W	985-594-8175	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Falgout Canal	3.1	Theriot, LA	SR 315	SW		LDOTD District 2	29 24 42.88 N 90 46 58.46 W	985-857-3662	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	GIWW	35.8	Larose, LA	LA 1 Bridge	VL		LDOTD District 2	29 34 08.86 N 90 23 07.37 W	985-693-3495	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	GIWW	49.9	Houma, LA	Bayou Blue Bridge SR 316	P		LDOTD District 2	29 34 35.04 N 90 36 13.22 W	985-857-3666	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	GIWW	59.9	Houma, LA	Bayou Durance Bridge	B		LDOTD District 2	29 34 05.90 N 90 43 15.79 W	985-857-3661	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Houma Canal	1.7	Houma, LA	Country Club SR 3197	SW		LDOTD District 2	29 34 41.01 N 90 43 19.54 W	No Phone	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Houma Navigation Canal	23.1	Grand Caillou, LA	Dulac Portage Bridge (falgout R)	P		Terrebonne Parish	29 23 04.53 N 90 43 48.27 W	985-563-2683	Allen Theriot	985-804-0194	atheriot@pcg.com
Houma	Houma Navigation Canal	36.0	Houma, LA	SR 661	SW		LDOTD District 2	29 34 05.44 N 90 42 55.97 W	985-857-3670	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Humble Canal	0.0	Montegut, LA	SR 55	SW		LDOTD District 2	29 26 16.89 N 90 33 58.46 W	985-594-3203	Keith Angelle	985-662-2752	keith.angelle@la.gov
Houma	Nozique Bayou	12.2	Jennings, LA	SR 97	SW	117.482	LDOTD District 2	30 245227 N 92 625812 W	No Phone	David Brassett	504-799-9848	keith.angelle@la.gov
LC	Bayou Lacassine	17.0	Hayes, LA	SR 14 Bridge	SW		LDOTD District 7	30 04 12.10 N 92 52 43.02 W	No Phone	Don Duberville	337-764-4627	don.duberville@la.gov
LC	Black Bayou (Cameron)	15.7	Vinton, LA	Diasu Pontoon	P		Diasu Oil	30 01 04.78 N 93 37 25.14 W	No Phone	Jacob Thibodeaux	985-518-1883	
LC	Calcasieu River	36.4	Lake Charles, LA	UPRR Bridge 220.62	SW		UPRR (westlake)	30 14 17.45 N 93 14 49.12 W	337-438-2136	Russell Young	916-960-679	281-350-7519
LC	Calcasieu River West Fork	5.0	Lake Charles, LA	SR 378 Bridge	VL		LDOTD District 7	30 17 48.62 N 93 14 56.14 W	337-437-7929	Don Duberville	337-764-4627	don.duberville@la.gov
LC	GIWW	231.4	Grand Lake, LA	SR 384 Bridge (Grand Lake)	P		LDOTD District 7	30 00 39.66 N 93 13 41.77 W	337-905-0706	Don Duberville	337-764-4627	don.duberville@la.gov
LC	GIWW	237.5	Grand Lake, LA	SR 384 Bridge (Black Bayou)	P		LDOTD District 7	30 04 56.83 N 93 17 09.28 W	337-475-3389	Don Duberville	337-764-4627	don.duberville@la.gov
LC	GIWW	243.8	Ellender, LA	SR 27 Bridge (Ellender)	P		LDOTD District 7	30 03 55.07 N 93 20 52.48 W	337-583-8140	Don Duberville	337-764-4627	don.duberville@la.gov
LC	Kato Bayou	0.7	Hackberry, LA	SR 27 Bridge								

MC	Bayou Teche	75.2	St. Martin Parish, LA	St. Martinville Bridge	SW	LDOTD District 3	30/07.23.29 N 91 49 35.77W	337-394-9566	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Bayou Teche	77.7	St. Martinville, LA	St. John Vehicular Bridge	SW	St. Martin Parish	30 09 30.67 N 91 48 44.67 W	No Phone	Casey Alexander	337-316-0848	
MC	Bayou Teche	78.3	St. Martinville, LA	Colonel Jeff DeBlanc Parkway	SW	St. Martin Parish	30 09 56.50 N 91 48 54.27 W	No Phone	Casey Alexander	337-316-0848	
MC	Bayou Teche	82.0	St. Martin Parish, LA	Parks Bridge	VL	LDOTD District 3	30 13 01.20 N 91 49 36.52 W	337-845-4296	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Bayou Teche	90.5	St. Martin Parish, LA	SR 31 Bridge	VL	LDOTD District 3	30 16 32.36 N 91 53 51.15 W	No Phone	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Bayou Tigre	2.3	Vermilion Parish, LA	SR 330 Bridge	SW	LDOTD District 3	29 35 02.27 N 91 59 59.03 W	No Phone	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Belle River	23.3	Bienville Parish, LA	SR 70 Bridge	P	B	29 54 31.94 N 91 12 57.31 W	985-263-8073	Marcus Smith	226-301-2492	marcus.smith2@la.gov
MC	Benick Bay (Atchafalaya)	0.4	Morgan City, LA	Br. 80-46	VL	BNSF RR	29 41 32.91 N 91 12 45.57 W	985-384-8583	Joe Effinger	337-319-0170	jo.effinger@bnsf.com
MC	Charonton Canal	0.4	Baldwin, LA	Br. 104-07	SW	BNSF RR	29 49 23.30 N 91 32 27.39 W	337-923-7428	Joe Effinger	337-319-0170	jo.effinger@bnsf.com
MC	Frankin Canal	4.8	Franklin, LA	Chatsworth Bridge	SW	St. Mary Parish	29 47 58.98 N 91 31 24.03 W	337-828-1794	Dwyl Arthur	337-828-4100 ex	amhbaal@marvparishla.gov
MC	GIWW	134.0	Lousia, LA	SR 319 Bridge	B	LDOTD District 3	29 46 18.46 N 91 47 05.84 W	337-867-4317	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Humble Canal	0.5	Vermilion Parish, LA	SR 3147 Bridge	P	LDOTD District 3	29 36 00.29 N 92 20 29.35 W	337-737-2492	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Lower Grand River	41.5	Pigeon, LA	SR 75 Bridge	P	LDOTD District 61	30 04 10.64 N 91 17 07.40 W	226-545-9204	Marcus Smith	226-301-2492	marcus.smith2@la.gov
MC	Patout Bayou	0.4	Iberia Parish, LA	SR 83 Bridge	SW	LDOTD District 3	29 50 03.54 N 91 47 25.79 W	337-867-4509	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Plaquemine Brule Bayou	8.0	Estherwood, LA	SR 91	P	LDOTD District 3	30 11 52.25 N 92 27 48.36 W	No Phone	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Schooner Bayou	4.0	Vermilion Parish, LA	SR 82 Bridge	SW	LDOTD District 3	29 44 42.70 N 92 19 40.78 W	337-642-5208	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Vermilion River	22.4	Perry, LA	Perry Bridge	VL	LDOTD District 3	29 57 05.11 N 92 09 23.00 W	337-893-6125	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Vermilion River	25.4	Abbeville, LA	SR 14 Bridge	VL	LDOTD District 3	29 58 30.07 N 92 08 21.05 W	337-893-8408	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Vermilion River	26.0	Abbeville, LA	SR 14 Bypass Bridge	VL	LDOTD District 3	29 59 00.78 N 92 08 11.66 W	337-893-0373	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Vermilion River	34.2	Milton, LA	Woodlawn RR SR 82	SW	LDOTD District 3	30 03 40.43 N 92 04 45.48 W	Darrell Deville	337-250-0284	darrell.deville@la.gov	
MC	Vermilion River	37.6	Lafayette Parish, LA	Milton Bridge	SW	LDOTD District 3	30 06 13.99 N 92 04 47.76 W	337-856-4743	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Vermilion River	40.0	Lafayette Parish, LA	St. Louis Brossard Bridge	VL	LDOTD District 3	30 08 30.46 N 92 04 34.11 W	337-263-5892	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Vermilion River	44.0	Lafayette Parish, LA	Ambassador-Caffery Bridge	SW	LDOTD District 3	30 09 45.45 N 92 03 21.77 W	337-263-5891	Darrell Deville	337-250-0284	darrell.deville@la.gov
MC	Vermilion River	49.0	Lafayette Parish, LA	Pinhook Bridge	VL	LDOTD District 3	30 11 43.26 N 92 00 59.19 W	337-262-5890	Darrell Deville	337-250-0284	darrell.deville@la.gov
MOB	Alabama River	105.3	Coy, AL	Frisco Bridge	SW	Alabama & Gulf Coast RR	31 55 33.88 N 87 29 14.07 W	No Phone	Brent Wilson	334-341-7212	brent.wilson@apwr.com
MOB	Alabama River	205.9	Selma, AL	Alabama River RR Bridge	SW	Genesee Wyoming	32 24 13.96 N 87 00 39.62 W	No Phone	Brent Wilson	904-762-8189	philip.alex@apwr.com
MOB	Alabama River	207.8	Montgomery, AL	CSX Flatville Bridge	VL	CSX	32 24 27.04 N 86 24 59.01 W	No Phone	Rob Barker	912-222-2730	christopher.harmon@csx.com
MOB	Apalachicola River	115.0	Apalachicola, FL	FLCA RR	SW	B FL Gulf & Atlantic RR	30 41 23.77 N 84 51 50.20 W	850-863-8480	Caleb Hurst	904-335-1461	
MOB	Back Bay of Biloxi	0.4	Biloxi, MS	CSX RR (19)	SW	CSX	30 24 32.40 N 88 50 58.32 W	228-591-0134	Rob Barker	912-222-2730	christopher.harmon@csx.com
MOB	Back Bay of Biloxi	3.0	Diberville, MS	I-110 Bridge	B	MDOT	30 25 20.49 N 88 53 39.86 W	228-432-8852	Cape Jones	601-210-8964	jonas@mdot.ms.gov
MOB	Back Bay of Biloxi	8.0	Biloxi, MS	Poppo Ferry Bridge	B	City of Biloxi	30 24 57.05 N 88 58 32.14 W	228-388-9337	Billy Ray Allen	225-702-1062	billen@biloxi.ms.us
MOB	Bay St. Louis	0.5	Bay St. Louis, MS	CSX RR (23)	SW	CSX	30 18 32.49 N 89 18 15.66 W	228-591-0136	Rob Barker	912-222-2730	christopher.harmon@csx.com
MOB	Bayou LaBatre	2.3	Bayou LaBatre, AL	SR 188 Bridge	VL	ADOT	30 24 21.03 N 88 14 51.27 W	251-824-2945	Jason Shaw	251-470-8206	
MOB	Bayou Portage	2.0	Pass Christian, MS	Bayou Portage Bridge	B	Harrison County, MS	30 20 32.43 N 89 15 51.88 W	228-452-2788	Freddie Steiner	228-429-1617	freddie.steiner@harrco.ms.us
MOB	Bayou Sara	0.1	Saraland, AL	CSX RR	SW	CSX	30 48 12.45 N 88 00 53.42 W	251-379-2691	Rob Barker	912-222-2730	christopher.harmon@csx.com
MOB	Biloxi River	0.0	Cedar Lake, MS	Cedar Lake Bridge	SW	City of Biloxi	30 27 34.72 N 88 59 29.34 W	No Phone	Billy Ray Allen	225-702-1062	billen@biloxi.ms.us
MOB	Black Warrior River	219.0	Diemonds, AL	Black Warrior Yo Yo Bridge	VL	B Alabama & Gulf Coast RR	32 42 43.77 N 87 49 47.85 W	No Phone	Brent Wilson	334-341-7212	brent.wilson@apwr.com
MOB	Black Warrior River	267.8	Eutaw, AL	NS RR Bridge 228.0 A/GS	VL	Norfolk Southern RR	32 50 45.72 N 87 49 56.60 W	205-372-0874	Alan Taylor	601-686-0545	alan.taylor@nsr.com
MOB	Blackwater River	2.8	Milton, FL	FLGA RR	SW	FL Gulf & Atlantic RR	30 17 17.81 N 87 02 00.42 W	850-318-7479	bridge supervisor	129 425-8303	
MOB	Chatahoochee River	117.0	Omaha, GA	Hearto of Georgia RR	B	6 hr notice HOG	32 14 38.33 N 85 04 50.20 W	912-526-6156	Adam Hackle	912-526-6156	ahackle@wvrr.com
MOB	Chickasaw Creek	0.0	Saraland, AL	CSX RR (200)	SW	CSX	30 44 16.71 N 88 02 40.53 W	251-379-2692	Rob Barker	912-222-2730	christopher.harmon@csx.com
MOB	Coosa River	175.0	Gadsden, AL	AL and TN River Railway	SW	6 hr notice ATN	34 01 1317 N 85 99 08 0 W	No Phone	Brian Bennett	256-947-9079	bbennett1@dmotrx.com
MOB	Crosswater River	1.3	Moss Point, MS	MS Export RR Bridge	SW	Mississippi Export RR Co	30 25 14.40 N 88 31 00.44 W	No Phone	Mark Miller	601-900-4089	miller1@mserr.com
MOB	Industrial Seaway Canal	11.3	Gulfport, MS	SR 605 Wilkes Bridge	B	MDOT	30 25 29.45 N 89 01 53.39 W	228-896-8501	Cape Jones	601-210-8964	jonas@mdot.ms.gov
MOB	Massalina Bayou	0.0	Panama City, FL	Tarpon Bridge	B	City of Panama City	30 09 04.00 N 85 39 34.56 W	850-872-3169	Marcus Parrish	850-882-1121	marcus.parrish@pcgov.org
MOB	Mobile Bayou	13.3	Hurricane, AL	CSX RR (193)	VL	CSX	30 50 13.06 N 87 56 41.80 W	251-379-2690	Rob Barker	912-222-2730	christopher.harmon@csx.com
MOB	Old Fort Bayou	1.8	Ocean Springs, MS	US 609 Bridge	B	MDOT	30 25 09.66 N 88 49 40.42 W	228-875-4451	Cape Jones	601-210-8964	jonas@mdot.ms.gov
MOB	Pascagoula River	1.5	Pascagoula, MS	CSX RR (11)	B	CSX	30 22 07.78 N 88 33 49.42 W	228-769-7074	Rob Barker	912-222-2730	christopher.harmon@csx.com
MOB	Tensaw River	15.0	Hurricane, AL	CSX RR (188)	SW	CSX	30 50 35.12 N 87 54 48.77 W	251-379-2689	Rob Barker	912-222-2730	christopher.harmon@csx.com
MOB	Three Mile Creek	0.0	Mobile, AL	CSX RR (203)	SW	CSX	30 43 35.24 N 88 02 54.47 W	251-434-1326	Rob Barker	912-222-2730	christopher.harmon@csx.com
MOB	Three Mile Creek	0.7	Mobile, AL	Terminal Railway Bridge	SW	Alabama State Port Authority	30 43 32.87 N 88 03 12.45 W	No Phone	Cliff Melton	251-406-7077	cmelton@aspr.com
MOB	Three Mile Creek	1.0	Mobile, AL	US 43 Telegraph Rd	SW	B ADOT	30 72 4164 N 88 03 89 47 W	No Phone			
MOB	Three Mile Creek	1.1	Mobile, AL	NSRR	SW	B Norfolk Southern RR	30 72 849 N 88 05 01 75 W	No Phone			
MOB	Tombigbee River	89.9	Jackson, AL	NS RR Bridge 88.2NB	VL	Norfolk Southern RR	31 29 40.09 N 87 54 25.01 W	256-353-3918	Justin Jerrett	205-329-0382	anthony.conerly@nsr.com
MOB	Tombigbee River	128.6	Nahedda, AL	Nahedda RR Bridge	VL	B Genesee Wyoming	32 14 15.79 N 88 00 55.23 W	No Phone	Brent Allen	912-222-2730	philip.alex@apwr.com
NO	Algiers Canal (GIWW)	3.7	Belle Chasse, LA	LA 23 Belle Chasse bridge	VL	LDOTD District 2	29 52 18.48 N 90 00 31.67 W	No Phone	Clarke Woods	318-308-0649	clarke.woods@bvservices.com
NO	Algiers Canal (GIWW)	3.7	Belle Chasse, LA	Belle Chasse RR Bridge	VL	NOGCR	29 52 19.74 N 90 00 31.43 W	No Phone	Johnny Hydes	504-458-1075	hydes@bvgc.com
NO	Barataria Bayou	35.5	Lafitte, LA	SR 302	SW	LDOTD District 2	29 54 59.79 N 90 07 39.47 W	504-889-3781	David Brassett	504-799-9848	andrew.wilson@la.gov
NO	Bayou Bonlouca	7.0	Sidell, LA	SR 433 Bridge	SW	LDOTD District 62	30 16 17.93 N 89 47 37.02 W	985-646-6453	Caleb Harper	985-375-0221	caleb.harper@la.gov
NO	Bayou Des Allemands	13.9	Des Allemands, LA	SR 631	SW	LDOTD District 2	30 29 25.18 N 90 28 34.23 W	No Phone	David Brassett	504-799-9848	robert.hertle@la.gov
NO	Bayou Des Allemands	14.0	Des Allemands, LA	Br. 32-06	SW	BNSF RR	29 49 29.62 N 90 28 34.80 W	985-758-2635	Joe Effinger	337-319-0170	jo.effinger@bnsf.com
NO	Bayou LaLoutre	22.9	Ysloskey, LA	SR 46 Ysloskey Bridge	VL	LDOTD District 2	29 50 19.70 N 89 41 15.80 W	No Phone	David Brassett	504-799-9848	robert.hertle@la.gov
NO	Bayou Liberty	2.0	Sidell, LA	Bayou Liberty Bridge	P	LDOTD District 62	30 16 05.65 N 89 50 39.95 W	985-646-6417	Caleb Harper	985-375-0221	caleb.harper@la.gov
NO	Chef Menteur Pass	2.5	New Orleans, LA	CSX RR (40)	SW	CSX	30 03 51.79 N 89 48 03.78 W	228-591-0140	Rob Barker	912-222-2730	christopher.harmon@csx.com
NO	Chef Menteur Pass	2.8	New Orleans, LA	US 90 Bridge	SW	LDOTD District 2	30 04 03.35 N 89 48 16.07 W	No Phone	David Brassett	504-799-9848	andrew.wilson@la.gov
NO	Boutat Canal	0.2	Empire, LA	Douillard Canal Swing Bridge	SW	Plaquemines Parish	29 23 26.0 N 89 35 53.0 W	504-364-0831	Brian Frauk	504-628-0287	brian.frauk@la.gov
NO	East Pearl River	1.0	Baldwin's Lodge, LA	CSX RR (30)	SW	CSX	30 11 40.26 N 89 32 04.39 W	228-591-0138	Rob Barker	912-222-2730	christopher.harmon@csx.com
NO	East Pearl River	10.0	East Pearl, LA	US 90 Bridge	SW	LDOTD District 62	30 14 20.80 N 89 36 52.27 W	No Phone	Caleb Harper	985-375-0221	caleb.harper@la.gov
NO	Hansy Canal (GIWW)	0.2	Gretina, LA	Fourth St.	B	LDOTD District 2	29 54 27.95 N 90 04 59.55 W	504-366-2941	David Brassett	504-799-9848	andrew.wilson@la.gov
NO	Hansy Canal (GIWW)	0.2	Harvey, LA	Harvey Canal RR Bridge	B	NOGCR	29 54 29.08 N 90 04 59.97 W	No Phone	Johnny Hydes	504-458-1075	hydes@bvgc.com
NO	Hansy Canal (GIWW)	2.8	Harvey, LA	Lapalco Bridge	B	Jefferson Parish	29 52 16.37 N 90 04 11.88 W	504-365-3388	Charles Coloty	504-205-0589	coloty@jeffparish.net
NO	IHNC	2.9	New Orleans, LA	B	B Port of New Orleans/CSX	30 00 16.44 N 90 01 32.89 W	504-945-3112	Charles Johnson	504-237-4601	johnson@portno	