



# Navigation Committee Panel

Mississippi River Commission

Wednesday, August 16, 2017





# Discussion Items

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- Navigation Committee Organization
- High Water Actions
- Waterway O&M
- Lock Operations
- USCG ATON Unit
- 2015/2016 Flood Damages
- 12' Channel
- Metrics for Waterway Funding
- Comments / Discussion



# RRVA Navigation Committee

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- Formed in 1997
- RRWC, RRVA, Ports, Users, Customers, Corps (4 Districts), Coast Guard, NWS
- Keep the Waterway Safe, Reliable and Efficient
- Meetings and Conference Calls



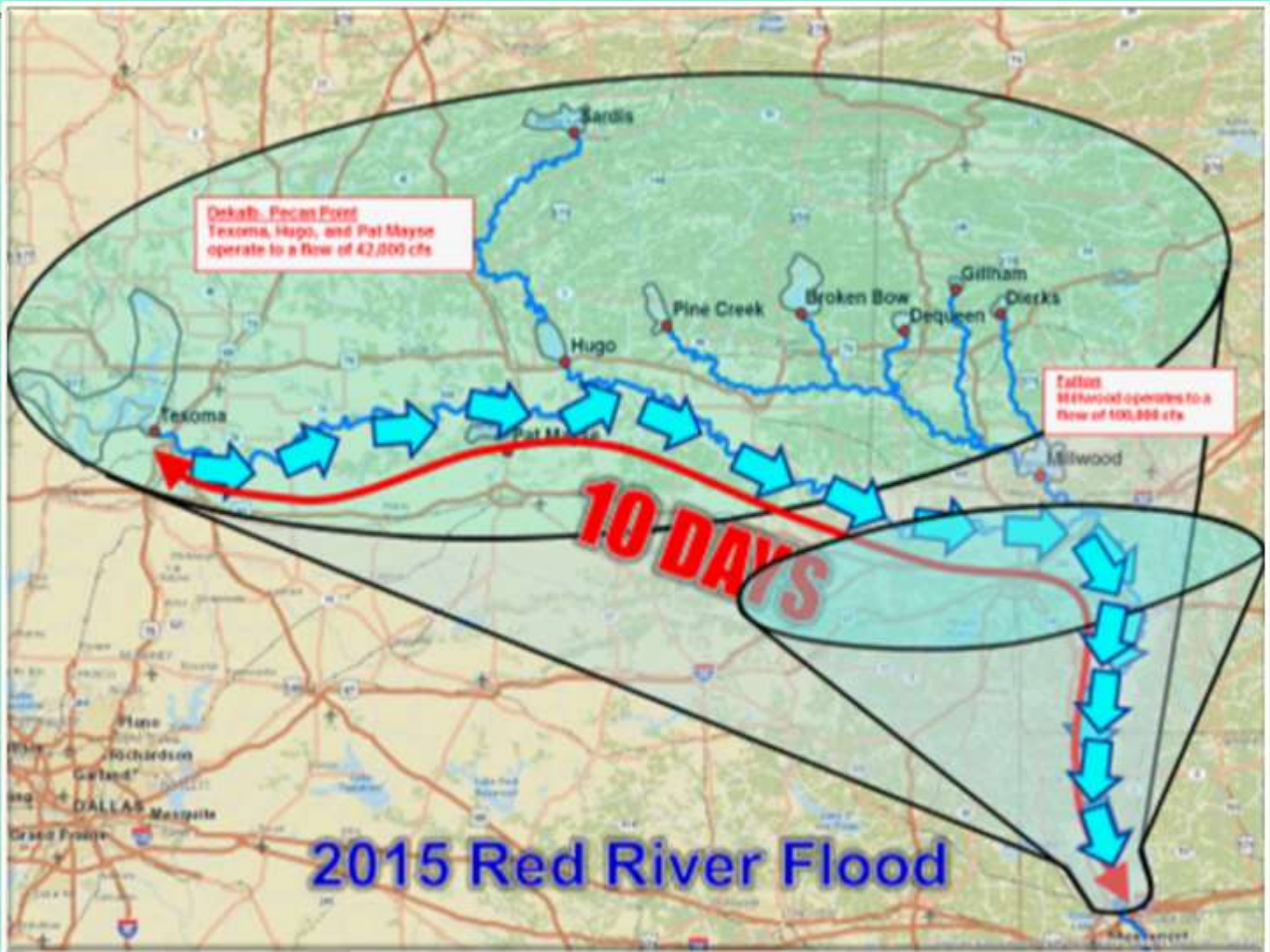
# High Water Action

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- Triggers at 3 Strategic Gages
- Conference Calls
- Self Restrictions
  - \* 500 HP per Barge (6 Barge Tow – 3,000 HP)
  - \* Daylight Only when Dikes Under Water & Diving Buoy
- Coordinate Dredging Priority During Fall
- Coordinate with Reservoirs for Dikes to Work during River Fall (SEE NEXT SLIDE)



# Flood Control Reservoirs





# Waterway O&M

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- Annual Basic Need: \$11.4 M
- Approximately \$8.5 M in President Budgets since FY 2011
- Annual Reduction was all in Dredging
- Final FY Allocation Over \$11 M from Additional Funding Pots & Supplemental
- FY 2018 President Budget: \$12.288 M !



# Reduced O&M Impacts

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- Decreases economic growth and future business
- Deters recreational activities on the Red River
- Threatens the reliability of the river
- 2016-RRWC spent nearly \$3.4M on channel
- River would have been closed to navigation
- Channel dredging is a Corps responsibility
- RRWC and Corps share oxbow dredging



# Lock Operations

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- 5 Locks Operated by Contractor
- Corps Lock Levels of Service
- Annual Justification to Vicksburg District for 24/7 Operations
- Submission Coordination by RRWC, RRVA, Ports & Industry
- Demonstrate Increased Trends and Potential Industries
- Appreciate Vicksburg Commanders & Staff for Allowing 24/7 Operations to Date





# Reduced Lock Opns Impacts

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- Threatens navigation industry's utilization
- Hinders recreational activities
- Threatens reliability of the river
- Young developing waterway (L&D 5 - 1995)
- Any change to 24/7/365 would cause major disruption in growth & progress
- **WE MUST BE RELIABLE!**



# US Coast Guard ATON Unit

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- ATON Unit Dedicated to the Red River
- Channel Buoys
- Day Boards
- Dike Markers



# 2015/2016 Flood Damages

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- Degraded Dikes & Revetments – Reduced Effectiveness to Self Scour
- Degraded Oxbow Closures – Lose Navigation Channel
- Lock & Dam Damage
- Dike Markers Damaged / Missing
- Channel Maintained at 150' Wide Instead of Authorized 200' Wide
- Corps Dredge Funding Shortfall



# Flood Recovery Impacts

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- Restore the confidence of industry and our partners in the river
- Ensure a safe and reliable waterway, including access to backwater areas
- Continue, and strengthen, our partnerships with the Corps and industry



# 12' Channel

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- Currently Authorized a 9' Channel
- RRWC & RRVA Submission as per WRRDA 2014 Section 7001 – Sept 2016
- Included in Annual Report – March 2017
- Requires Authorization in a WRDA Bill
- Anticipate a 2018 WRDA Bill



# 12' Channel Impacts

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- Additional 3' per Barge – Reduce cost / ton
- Competition with Long Haul Railroads
- Water Compelled Rates
- Over 90% of the river is already 12'
- 12' Channel – 2010 Study Funded by RRWC  
– Shows a 4.6:1 B:C Ratio



# Metrics for Waterway Funding

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- Total Tons Moved
- Trip Ton-Miles: Origin to Destination
- Ton Miles: Only on Waterway
- O&M Cost per Ton
- Lock Level of Service
- All Unrealistic: No Consideration for Water Compelled Rates & Benefit of Reduced RR
- Post Project Study to Determine All Benefits



# User/Industry Comments

Discussion