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Justin L. Lampert
Director – Midcontinent Office

August 24, 2026

RDML Russell E. Dash
Commander
Great Lakes Coast Guard District
1240 East Ninth Street
Cleveland, OH 44199
(216) 902-6000

Re: Drawbridge Operation Regulation;
Cuyahoga River, Cleveland, OH
(USCG-2025-1063)

Dear Admiral Dash,

The American Waterways Operators is the tugboat, towboat and barge industry's advocate, resource and united voice for safe, sustainable and efficient transportation on America's waterways, oceans and coasts. As the largest segment of the nation's 45,000-vessel domestic maritime fleet, our industry plays a vital part in America's supply chain and national security, moving the nation's commerce on U.S. inland and intracoastal waterways, the Atlantic, Pacific and Gulf Coasts, and the Great Lakes. On behalf of our over 300 members, we appreciate the opportunity to comment on the Coast Guard's Notice of Inquiry evaluating a proposed change to the hailing channel for movable bridges on the Cuyahoga River.

AWO strongly supports the Coast Guard's proposal to change the hailing channel for all movable bridges over the Cuyahoga River from VHF-FM Marine Channel 16 to VHF-FM Marine Channel 9 in order to reduce the conflicting uses outlined in the notice. To maximize safety and minimize confusion, the Coast Guard should implement the new bridge hailing procedure consistently across all movable bridges on the waterway and clearly communicate the change to mariners before it takes effect. The Coast Guard should also require prominent and durable signage at each movable bridge identifying the appropriate hailing channel, applicable procedures, and any additional bridge tender contact information. A uniform hailing procedure is most effective if mariners can readily identify and follow it while underway.

AWO commends the Cuyahoga River Harbor Safety Committee (CRHSC) for identifying this issue and elevating it to the Coast Guard. This notice reflects exactly the kind of outcome harbor safety committees are designed to produce: proactive identification of safety gaps, collaborative problem-solving between industry stakeholders and federal agencies, and practical, consensus-driven solutions that protect mariners and the public alike. AWO strongly

encourages the Coast Guard to continue supporting harbor safety committees across the country. The CRHSC's initiative in this matter offers a model worth emulating.

AWO appreciates the opportunity to comment on USCG-2025-1063. We would be pleased to provide additional information as needed.

Sincerely,

A handwritten signature in black ink, appearing to read "Justin Lampert". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Justin Lampert
Director – Midcontinent Office
The American Waterways Operators