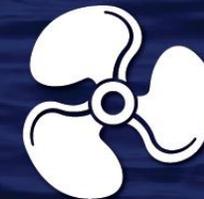




B – Bridge
E – Event
R – Reporting
P – Program



**The American
Waterways Operators**

The Tugboat, Towboat & Barge Industry Association

Liam Morcroft

BERP – What is BERP and our Goal

- Bridge Event Reporting Program
- Increase safety by enhancing Coast Guard enforcement of bridge regulations

BERP – Why we Started

- Members expressed concerns with movable bridges over navigable waterways
 - Incidents and near misses
 - Greater concerns with remotely operated bridges



Enhancing Coast Guard Enforcement of Bridge Regulations – How

- Engagement with Local and HQ Coast Guard Bridge Staff
- Tracking near misses and delays

Tracking Near Misses & Delays - How

- BERP Form
- BERP 6 Month Report

BERP Form

- Based on USCG District Bridge Delay Form
- Accessible on the AWO App, Website, and as an emailable PDF

BERP 6 Month Report- What Have we Learned

- Not a local or Sector based issue
- Communication is key to a safe transit
- We need more data

Bridge Transit Procedure

- Existing procedures (AWO Members)
- Bridge Operation Regulations (33 CFR 117)
-
- Additional Reporting
 - Internal and external (When approved)

Scan the QR Code to Access (Also Found in AWO APP)

[BERP One Pager](#)



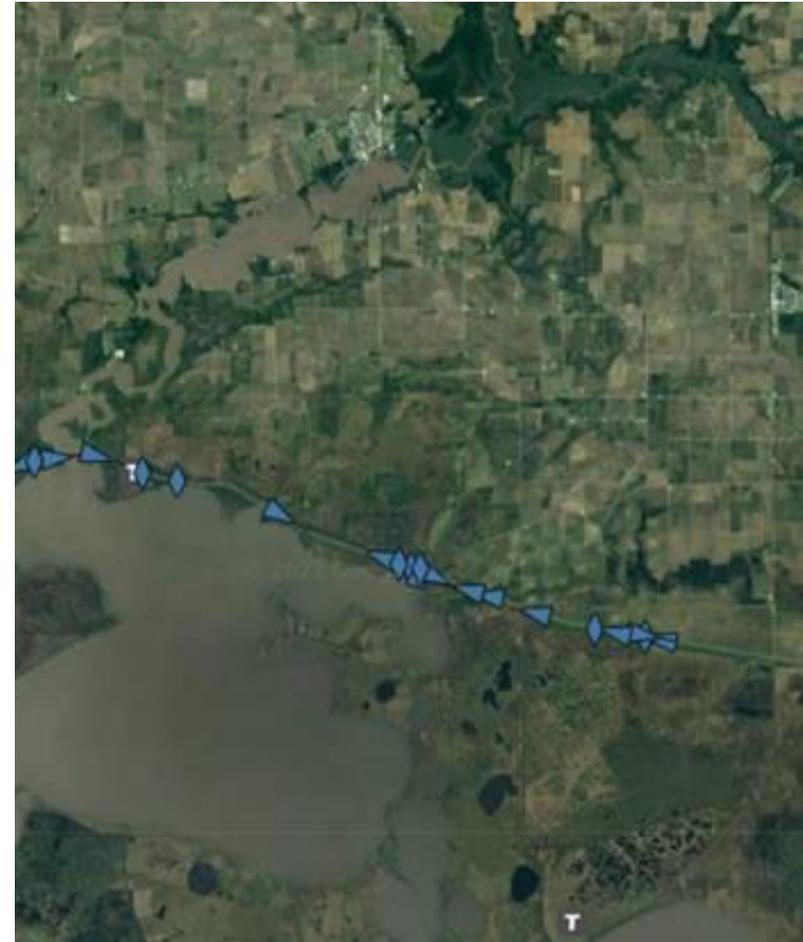
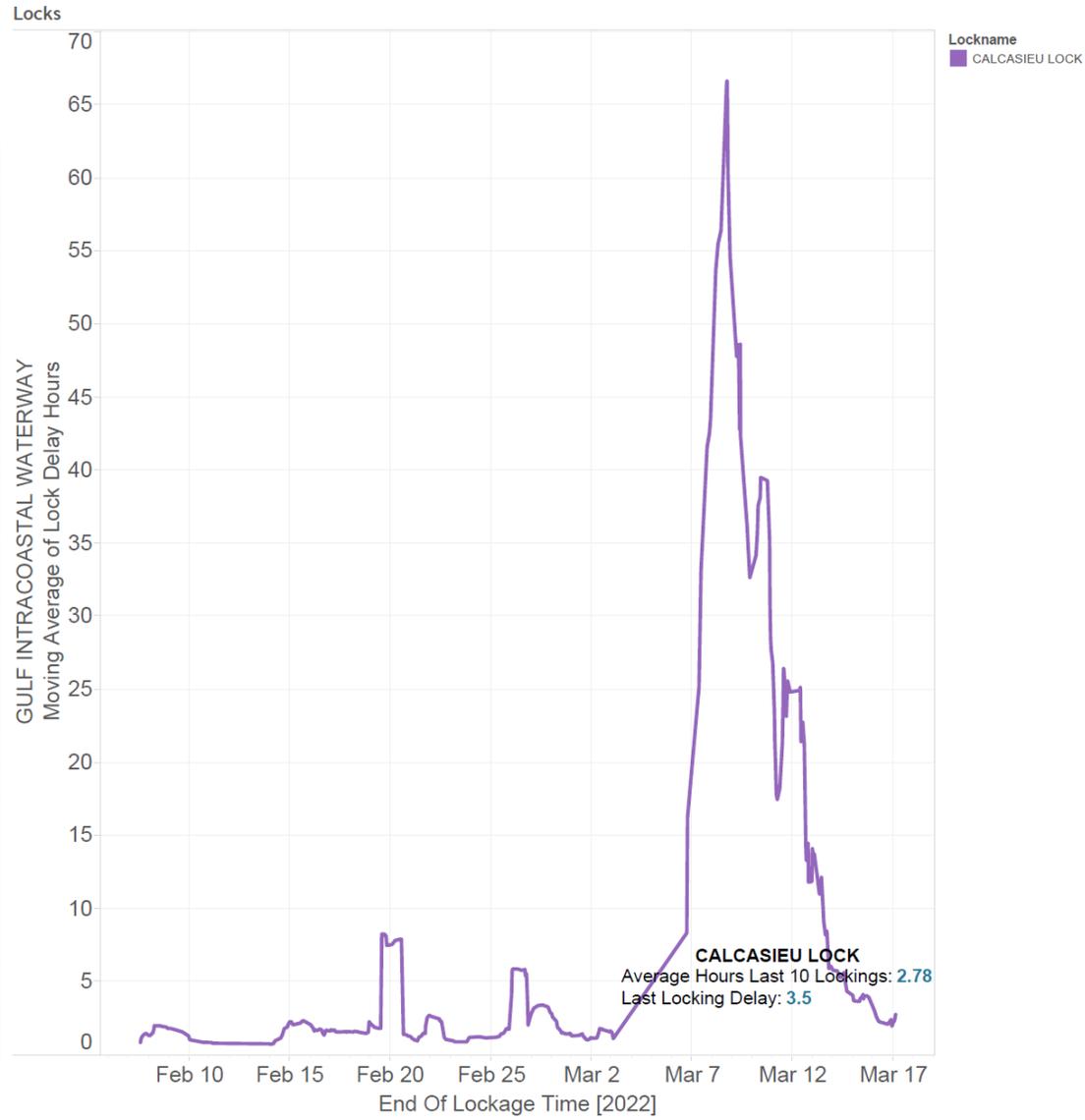
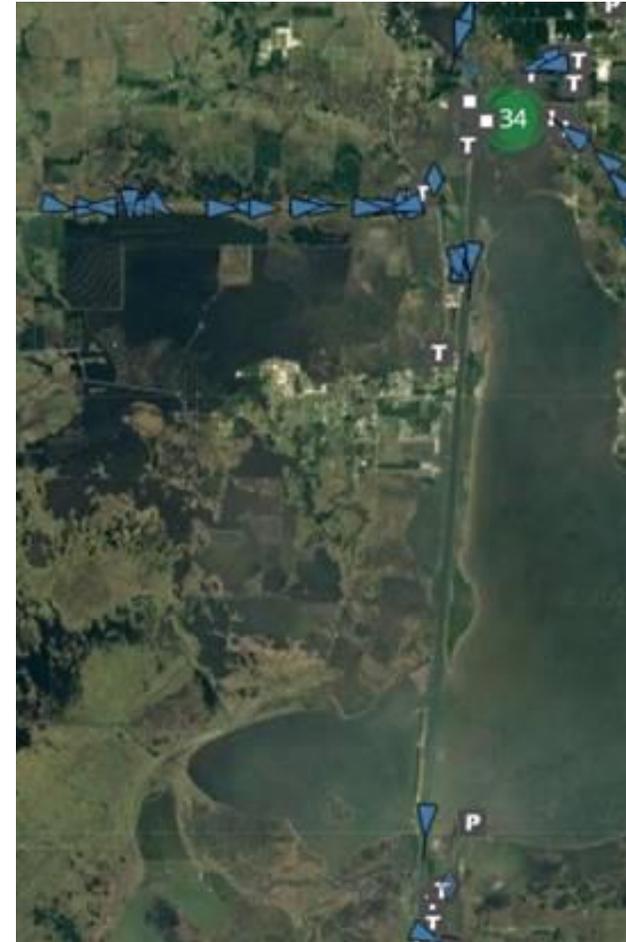
[BERP Reporting Form](#)



[BERP Transit Procedure](#)



- **The GIWW is a linear port.**
 - *High consequence when bridges fail (i.e. hurricanes).*
- **Your bridge issue likely not the highest priority for the USCG.**
- **It's not knowing who to call but knowing who you are calling.**
- **Leverage regional trade associations & local Harbor Safety Committees**
 - *ID highest priority bridges.*
- **Communicate your concerns formally.**
- **Codify in local emergency response plans.**





Gulf Intracoastal Canal Association
PO Box 2698
Covington, LA 70434
www.gicaonline.com · 985-302-6666



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October 2, 2024

Louisiana Department of Transportation and Development
Attention: Dr. Shawn Wilson, Secretary
1201 Capitol Access Road
Baton Rouge, LA 70802

March 15, 2022

Subj: Risks Posed by Antiquated Bridges at Black Bayou and Grand Lake

The Gulf Intracoastal Canal Association (GICA) is a 117-year-old trade association representing over 160 member companies engaged in inland towing and barge transportation, shipping, shipyards, and related maritime industries which use the 1200 miles of Gulf Intracoastal Waterway (GIWW) between Brownsville, Texas and St. Marks, Florida. GICA is committed to facilitating commerce by ensuring safe, reliable and efficient Gulf Coast waterways. I am writing this letter on behalf of the GICA member companies to express our concern with the resiliency and maintenance of moveable bridges in Louisiana, specifically those crossing the GIWW.

Inland towboat and barge traffic along the GIWW was severally impacted recently by the mechanical failure of two, antiquated pontoon bridges east of the Calcasieu Lock, specifically the Black Bayou Bridge and the Grand Lake Bridge. This portion of the GIWW is the most sensitive in the entire system. A disruption of routine inland barge transportation in this area completely isolates inland tank barge access to and from the nation's petrochemical epicenters in western Louisiana and Texas from the Mississippi River system. The Black Bayou and the Grand Lake bridges are within 7 miles of each other, and their recent, simultaneous unplanned closures required LA-DOTD to conduct alternating, forced manual openings to accommodate the needs of the local communities to maintain omni-present access to fire, EMS and law enforcement, as well as commuter access, while concurrently balancing the needs of the maritime supply chain.

The primary delay associated with the repairs of the Black Bayou and Grand Lake bridges was the failure of antiquated equipment and the inability to use off the shelf replacement parts requiring a machine shop to custom fabricate the components due to the extreme age of the equipment in question. GICA is very concerned the antiquated equipment will inevitably fail again resulting in additional extended closures/delays and associated negative economic impacts.

U.S. Coast Guard, Eighth Coast Guard District
Attention: RADM David Barata, USCG
Hale Boggs Federal Building
500 Poydras Street
New Orleans, LA 70130-3310

Subj: Black Bayou and Grand Lake Bridges

In March of 2022, both the Grand Lake and Black Bayou Bridges, located just east of the Calcasieu Lock in Lake Charles, LA, experienced simultaneous failures resulting in a significant disruption to the inland maritime transportation system. The Gulf Intracoastal Canal Association (GICA) submitted a letter to the Secretary of the Louisiana Department of Transportation and Development (LA-DOTD) in April 2022 expressing our concern if this event took place six months earlier when Hurricane IDA made landfall in south Louisiana. A copy of GICA's letter is included as an enclosure with this correspondence.

During the March 2022 incident, approximately 80 towing vessels were sitting idle between the Leland Bowman Lock, located west of Morgan City, and the Calcasieu Lock. This non-descript, seemingly benign portion of the GIWW is one of the most sensitive and impactful on the entire system for the following reasons:

1. High Traffic Volume: This area services the highest tonnage of any single portion of the GIWW providing the linkage between our nation's petrochemical epicenters in western Louisiana and Texas with the rest of the nation's inland maritime transportation system. The supply chain impacts created by closures associated with this portion of the GIWW are some of the most extreme.
2. Single Point of Failure: There is no bypass to circumvent a closure of the waterway on this reach.
3. Remoteness: The area encompassing this portion of the GIWW is extremely remote with very few populated areas, marine facilities or port complexes coupled with extremely limited road and shoreside access to the waterway for most of its length.

LA Moveable Bridge Consequence Index

Priority I Bridges Post Storm Recovery

	CG UNIT	Waterway	Mile	Location	Bridge Name	Type	Bridge Owner	Lat /Long	Bridge Phone #	Emergency POC	Phone	Email
1	MSU LC	GIWW	237.5	Grand Lake, LA	SR 384 Bridge (Black Bayou)	P	LA-DOTD District 7	30 04 56.83 N 93 17 09.28 W	337-475-3389	Don Duberville	337-764-4627	don.duberville@la.gov
2	MSU LC	GIWW	231.4	Grand Lake, LA	SR 384 Bridge (Grand Lake)	P	LA-DOTD District 7	30 00 39.66 N 93 13 41.77 W	337-905-0106	Don Duberville	337-764-4627	don.duberville@la.gov
3	MSU BR	PAR	38.4	Bayou Sorrel, LA	SR 75 Bridge	P	LA-DOTD District 61	30 09 19.71 N 91 19 53.42 W	225-659-1484	Marcus Smith	225-301-2492	marcus.smith2@la.gov
4	MSU BR	PAR	64.0	Port Allen, LA	UPRR Bridge	VL	UPRR	30 25 57.45 N 91 12 41.52 W	225-343-0503	Mr. Hidalgo	225-202-2534	hjhigalq@up.com
5	MSU BR	PAR	47.0	Grosse Tete, LA	SR 77 Bridge	SW	LA-DOTD District 61	30 16 06.16 N 91 19 15.99 W	225-659-1487	Marcus Smith	225-301-2492	marcus.smith2@la.gov
6	MSU BR	PAR	56.0	Morley, LA	UPRR Bridge 95.0	VL	UPRR	30 23 42.48 N 91 19 24.16 W	225-749-8005	Mr. Hidalgo	225-202-2534	hjhigalq@up.com
7	MSU MC	Berwick Bay (Atchafalaya)	0.4	Morgan City, LA	Morgan City RR Bridge	VL	BNSF RR	29 41 32.91 N 91 12 45.57 W	985-384-8583	Joe Effingger	337-319-0710	joe.effingger@bnsf.com

Priority II Bridges Post Storm Recovery

	CG UNIT	Waterway	Mile	Location	Bridge Name	Type	Bridge Owner	Lat /Long	Bridge Phone #	Emergency POC	Phone	Email
8	MSU HMA	GIWW	35.6	Larose, LA	LA 1 Bridge	VL	LA-DOTD District 2	29 34 08.86 N 90 23 07.37 W	985-693-3495	Keith Angelette	985-662-2752	keith.angelette@la.gov
9	MSU HMA	GIWW	49.8	Houma, LA	Bayou Blue Bridge SR 316	P	LA-DOTD District 2	29 34 35.04 N 90 36 13.22 W	985-857-3666	Keith Angelette	985-662-2752	keith.angelette@la.gov
10	SEC NO	IHNC-GIWW	0.5	New Orleans, LA	St. Claude Ave.	B	Port of New Orleans	29 57 49.86 N 90 01 39.01 W	504-943-4493	Charles Johnson	504-237-4601	johnsonc@portno.com
11	SEC NO	IHNC-GIWW	1.7	New Orleans, LA	Florida Ave.	B	Port of New Orleans	29 58 50.48 N 90 01 18.64 W	504-945-8113	Charles Johnson	504-237-4601	johnsonc@portno.com
12	SEC NO	IHNC-GIWW	0.9	New Orleans, LA	Judge Seeber- Claiborne Ave. St	VL	LA-DOTD District 2	29 58 08.67 N 90 01 32.11 W	504-942-8354	Charles Collins	504-437-3100	charles.collins2@la.gov
13	SEC NO	Algiers Canal-GIWW	3.7	Belle Chasse, LA	Belle Chasse RR Bridge	VL	NOGCRR	29 52 19.74 N 90 00 31.43 W	No Phone	Johnny Hydes	504-458-1075	jhydes@rgpc.com
14	SEC NO	Harvey Canal-GIWW	0.2	Harvey, LA	Harvey Canal RR Bridge	B	NOGCRR	29 54 29.08 N 90 04 59.97 W	No Phone	Johnny Hydes	504-458-1075	jhydes@rgpc.com

Priority III Bridges Post Storm Recovery (All Other Bridges)

Black Warrior-Tombigbee Waterway

Warrior-Tombigbee Waterway Association



Discussion

- Black Warrior- Tombigbee Waterway
- Mission of Warrior-Tombigbee Waterway Association
- Economic Impact of IWW's for Alabama
- Bridge Challenges

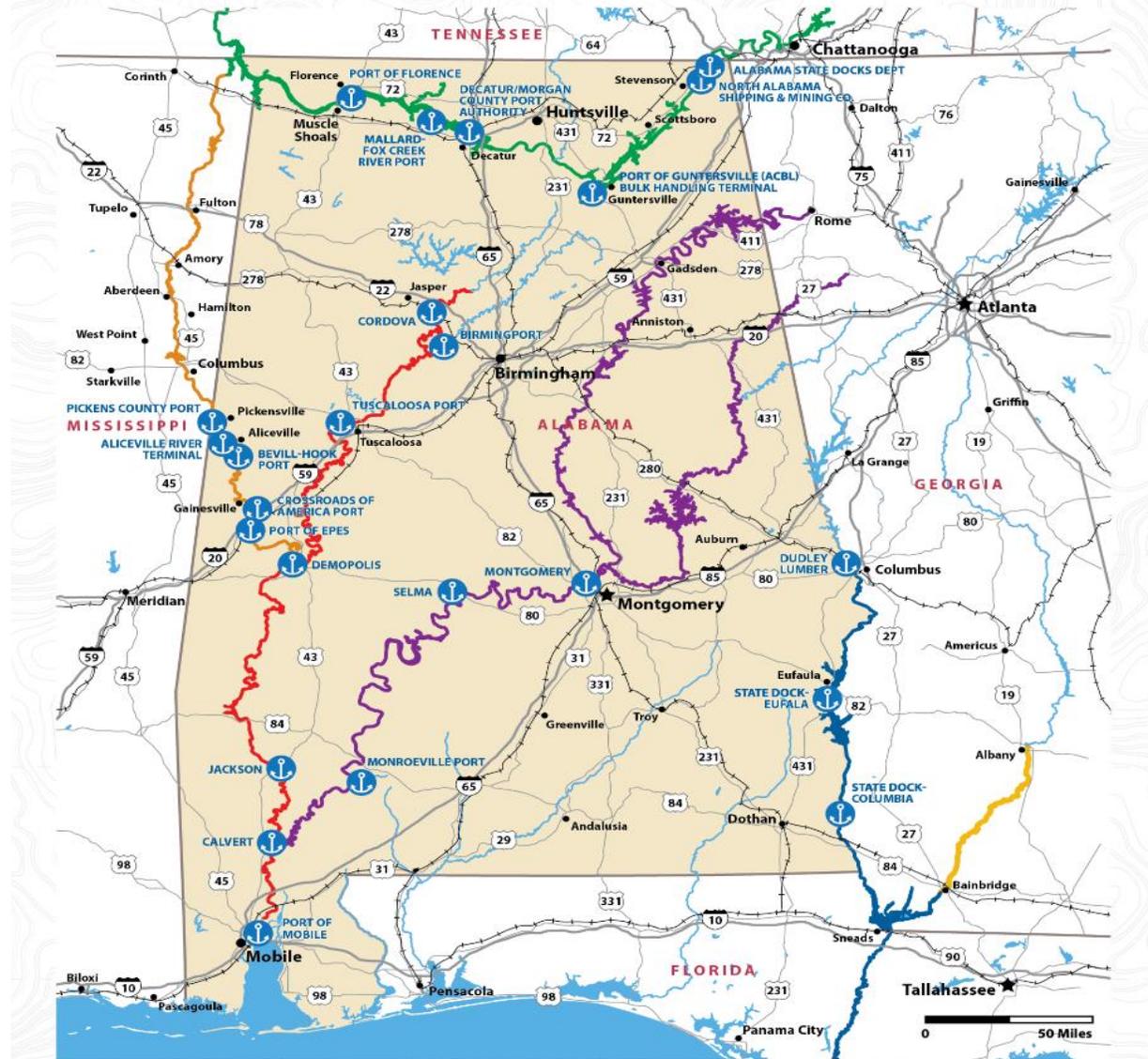
Warrior Tombigbee Waterway Association

Warrior Tombigbee Waterway Association are members of the Coalition of Alabama Waterways Association.



Black Warrior – Tombigbee Waterway

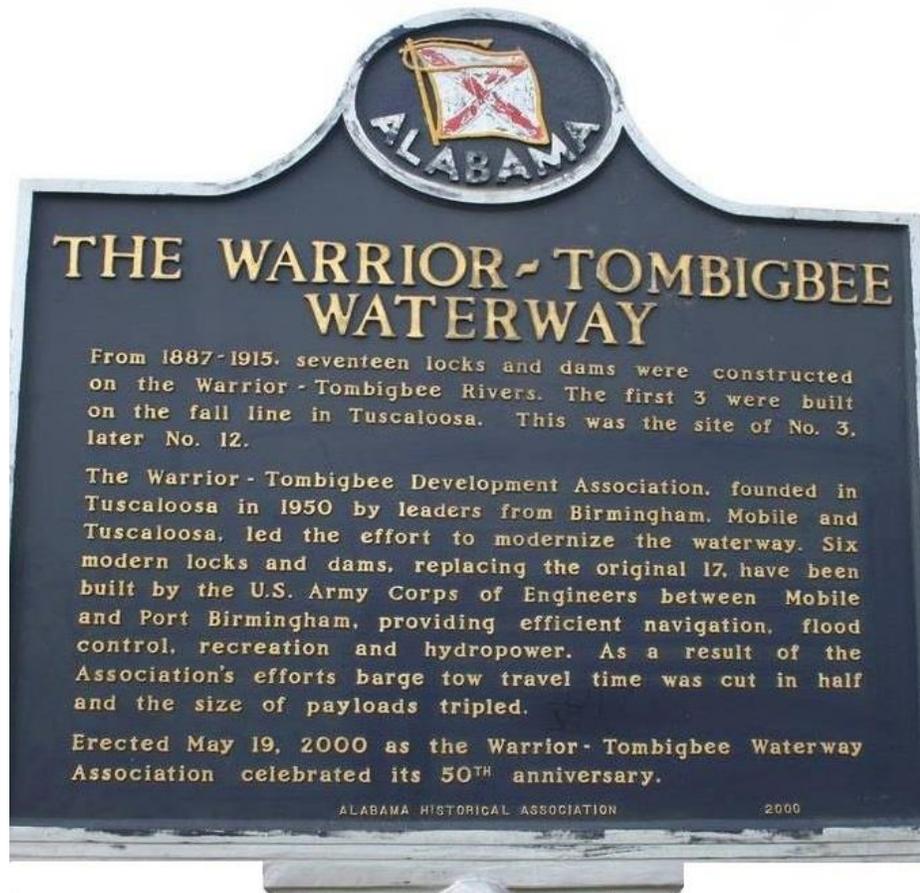




Commodities

1.	Coal and Lignite			5.5 MT
2.	Iron & Steel Products		4.2 MT	
3.	Petroleum (Crude & Prod.)	1.7 MT		
4.	Fertilizer & Ag Chemicals		0.7 MT	
5.	Iron and Steel Raw Materials	0.6 MT		
6.	Aggregates		0.5 MT	
7.	Basic Chemicals			0.2 MT
8.	Ag Products (wheat & soybeans)	0.1 MT		
9.	Other (rubber, plastic, etc.)	2.0 MT		

Warrior-Tombigbee Waterway Association



WTWA History

- “Birmingham to the Gulf!” – 1949
- Chartered in 1950
- Warrior-Tombigbee Development Association - 1953 Modernization and Maintenance
- Warrior-Tombigbee Waterway Association in 2000



Warrior-Tombigbee River Improvement Association

Modernization

- 1915 – 17 Locks and Dams
(52' x 286')
- 1991 – 6 Locks and Dams
(110' x 600')
 - Selden – 1957
 - Coffeeville - 1960
 - Demopolis – 1962
 - Holt – 1969
 - Bankhead – 1975
 - Oliver – 1991

Maintenance

(Aging Infrastructure)

- Oldest Lock: 68 years
(50-year design life)



Role of the Warrior-Tombigbee Waterway Association

- Advocate for Waterway Reliability
- Liaison with State and Federal Agencies
 - USACE
 - USCG
 - ADECA
 - State Legislature
 - Governor
 - Port of Mobile/Alabama State Port Authority

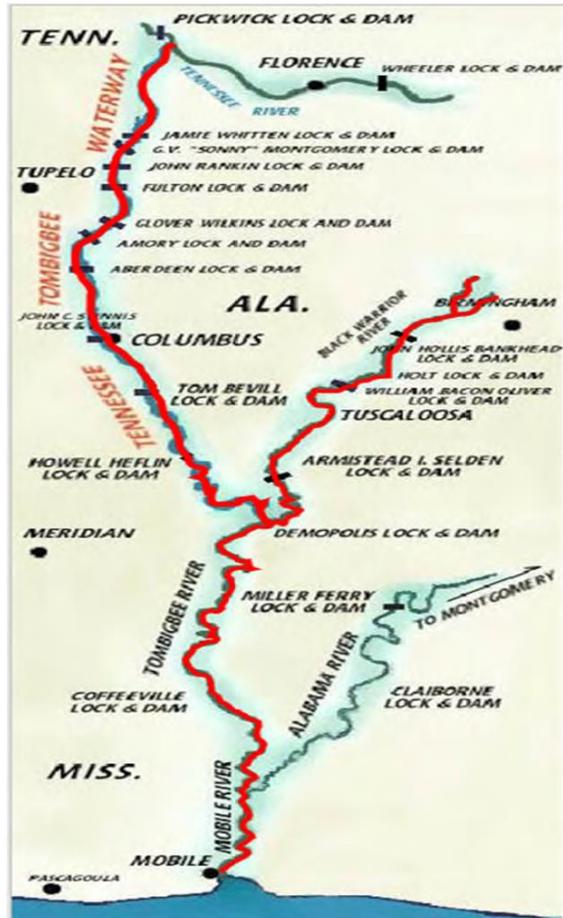
WTWA Represents....

- **Steel Producers:**
 - U.S. Steel, Birmingham
 - AM/NS Calvert
 - Nucor Steel, Tuscaloosa
- **Coal Producers:**
 - Drummond Coal
 - Warrior-Met Coal
 - Peabody Energy
- **Tow Operators:**
 - Parker Towing
 - Magnolia Marine Transporters
 - Cooper Marine & Timberlands
 - Crouse
 - American Commercial Barge Line
- **Utilities:**
 - Southern Company
 - Alabama Power Co.
 - PowerSouth Energy
- **Petroleum Producers:**
 - Hunt Refining
 - PTL & Martin Energy
 - Vertex
- **Cities/Chambers:**
 - Jackson
 - Demopolis
 - Tuscaloosa
 - Birmingham
 - Mobile

Waterway Advocacy



TTWW & BWT NAVIGATION FEASIBILITY STUDY



Description (TTWW and BWT):

- 691 miles in AL and MS with 16 locks and dams
- Purposes include navigation, non-Corps hydropower and flood control
- TTWW authorized depths 9' and 12'. BWT authorized depth 9'.

Study Scope and Objectives:

- Reduce Transportation Costs and O&M... Reduce Delay/Closures from shoaling of channel

Current Status:

- Three years left to study completion
- Identifying and evaluating Federal interest
- Estimating construction cost and economic benefits of each system

Future efforts:

- Compare alternatives to identify National Economic Development Plan
- Focus on feasibility level design, and environmental/cultural compliance efforts

Economic Impacts Generated by Inland Waterway Cargo Activity

	WARRIOR- TOMBIGBEE WATERWAY	TENNESSEE RIVER	TENNESSEE- TOMBIGBEE WATERWAY	TOTAL INLAND WATERWAYS
JOBS				
DIRECT	1,616	2,573	354	4,543
INDUCED	1,771	2,836	374	4,980
INDIRECT	881	1,404	193	2,478
RELATED USER JOBS	<u>45,662</u>	<u>24,044</u>	<u>7,149</u>	<u>76,856</u>
TOTAL JOBS	49,930	30,857	8,070	88,856
PERSONAL INCOME (1,000)				
DIRECT	\$115,063	\$184,560	\$24,008	\$323,631
RE-SPENDING/LOCAL CONSUMPTION	\$240,885	\$386,377	\$50,260	\$677,521
INDIRECT	\$53,851	\$85,762	\$11,791	\$151,404
USER INCOME	<u>\$4,048,694</u>	<u>\$945,270</u>	<u>\$261,537</u>	<u>\$5,255,501</u>
TOTAL INCOME (1,000)	\$4,458,493	\$1,601,969	\$347,595	\$6,408,057
TOTAL ECONOMIC VALUE (1,000)				
DIRECT REVENUE	\$241,379	\$241,237	\$49,637	\$532,253
RE-SPENDING/LOCAL CONSUMPTION	\$240,885	\$386,377	\$50,260	\$677,521
VALUE OF RELATED OUTPUT	<u>\$9,312,000</u>	<u>\$5,658,032</u>	<u>\$1,649,594</u>	<u>\$16,619,626</u>
TOTAL ECONOMIC VALUE (1,000)	\$9,794,264	\$6,285,645	\$1,749,492	\$17,829,400
STATE AND LOCAL TAXES (1,000)				
DIRECT, INDUCED, AND INDIRECT	\$40,526	\$63,457	\$8,560	\$112,542
RELATED USER STATE AND LOCAL TAXES	<u>\$400,381</u>	<u>\$91,342</u>	<u>\$26,013</u>	<u>\$517,736</u>
TOTAL STATE AND LOCAL TAXES (1,000)	\$440,907	\$154,799	\$34,572	\$630,278

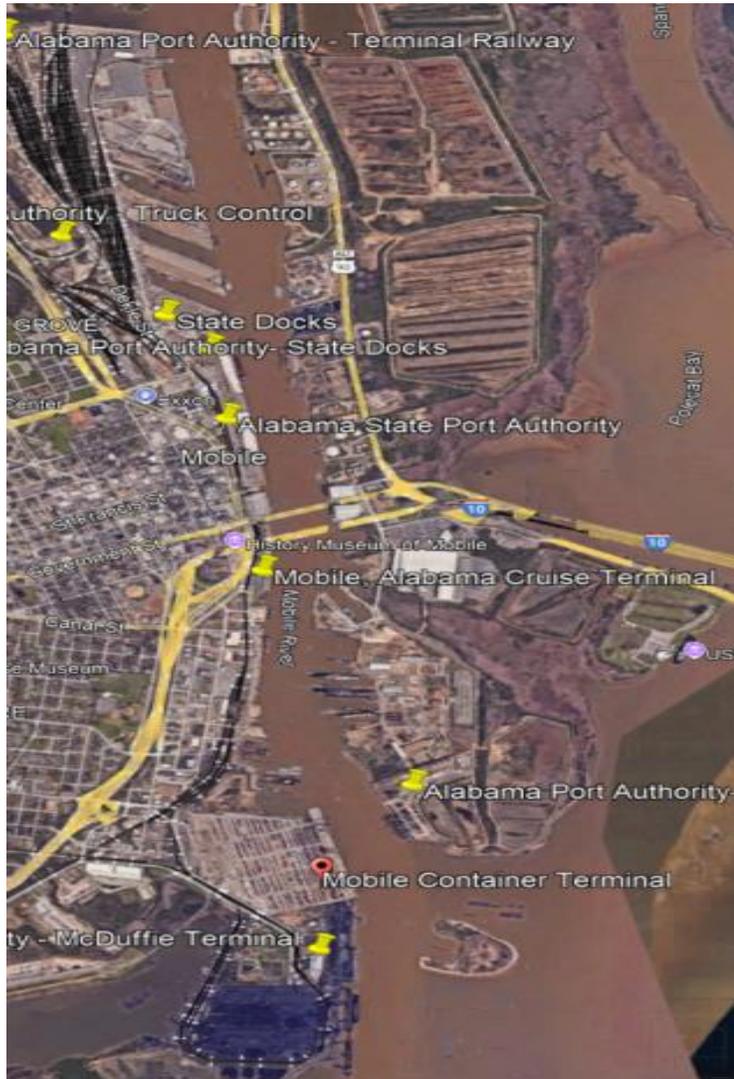
Waterway Challenges

- Aging Infrastructure...Reliability, e.g. Demopolis and Holt Locks
- Funding to ensure adequate O&M
- Economic competitiveness – Waterway Improvement Study (Deepening)
- Sustaining relationships – internal and external
- BRIDGES!

Bridge Challenges

- Operational Issues
- Condition/Maintenance Issues
- Inadequate Infrastructure

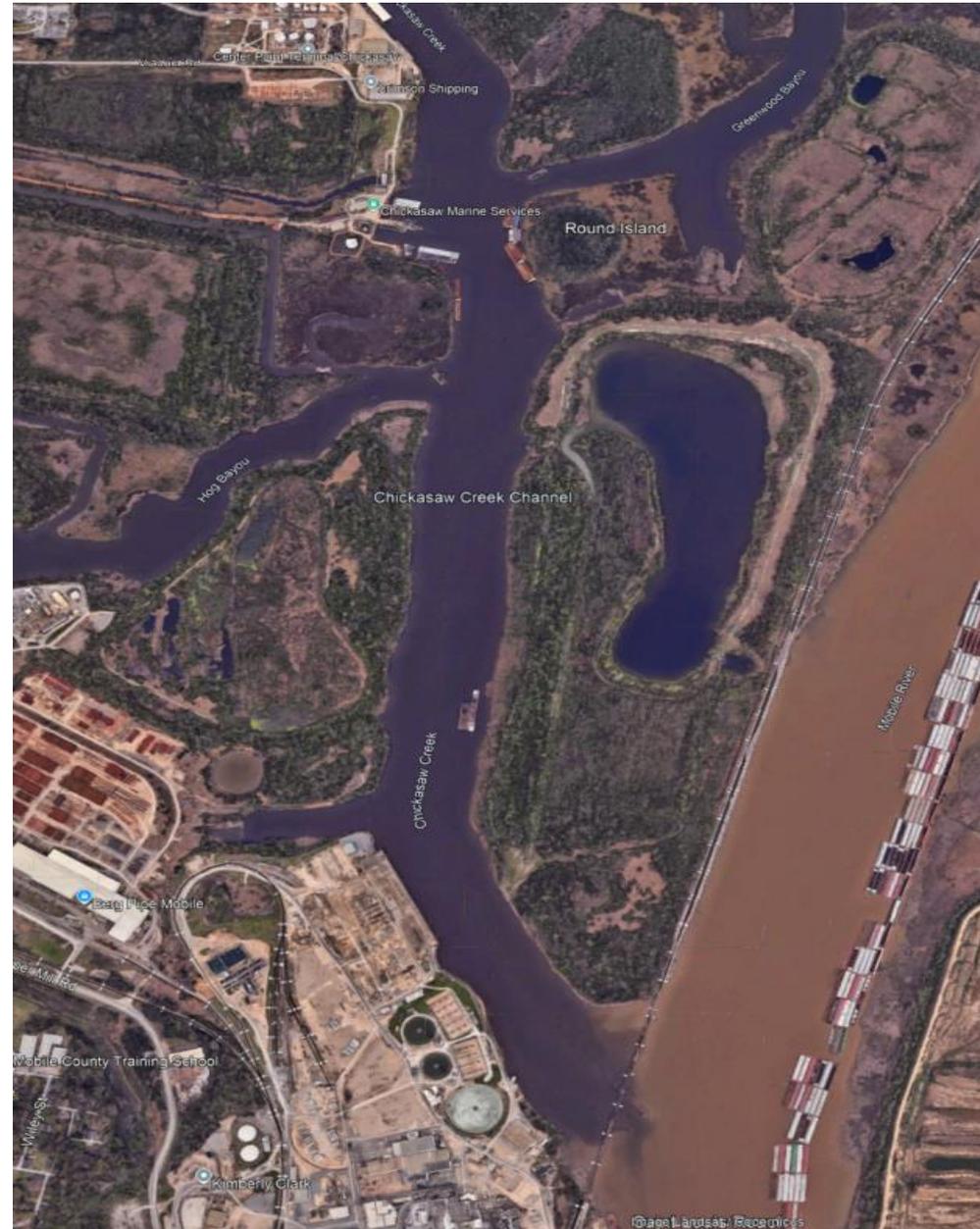
Operational Issues



- Growing Rail Traffic
 - Container Growth
 - Railyard Capacity
 - “Blocks” for Bridges
- AMTRAK – Passenger Rail
- Conflicts with tributary terminals and fleeting
 - Three-Mile Creek
 - Chickasaw Creek

Chickasaw Creek

- Parker Towing
- Chickasaw Marine
- Port of Chickasaw
- Hooks Marine Terminal
- Delta Marine Services



Operational Issues – “Remote Operations”

Mile-14 Bridge
- May 6, 2023



- Operational Issues
“Remote Operations”

14-Mile
Bridge....

24 August
2022



Bridge Strategies

- Communications:
 - USCG - Sector and Bridge Administration
 - Railroad Corporate and Engineering Leadership
 - Industry...Operators and Shippers

Maintenance or Condition Issues

N.S. Drawbridge Eutaw, AL

28 March 2024



Title 33—NAVIGATION AND NAVIGABLE WATERS

Bridges built under sections 491 to 498 must not unreasonably obstruct navigation, and if they do, the Coast Guard Secretary can require owners to make necessary alterations at their expense and maintain prescribed signals, ensuring that drawbridges open promptly for passing vessels.

Truman-Hobbs Act - 1940

- The Truman-Hobbs Act, also known as the Hobbs Bridge Act, was enacted on June 21, 1940, to facilitate the alteration of certain bridges over navigable waters in the United States. The legislation focuses on the cost-sharing for these alterations between the federal government and bridge owners
- For alterations to bridges governed by the Truman-Hobbs Act, the Coast Guard must approve general plans, specifications, and contracts for the alteration project, as well as approving the apportionment of the total cost of the alterations between the United States and the bridge owner.

Status of Truman-Hobbs

Minimally Funded

- \$3.0 M to USCG Bridge Program annually while a typical project costs \$80M - \$100+M
- Last project completed in 2005 (Florida Avenue Bridge – IHNC, New Orleans, LA...\$53M)
- Mile-14 Bridge over Tombigbee altered (Pedestal mounted Turnbridge to Lift Span) in the early 2000's
- Naheola Bridge over Tombigbee – # 3 in priority
- Funding under congressional add?
- USCG Bridge Program's Engineering Staff disbanded!

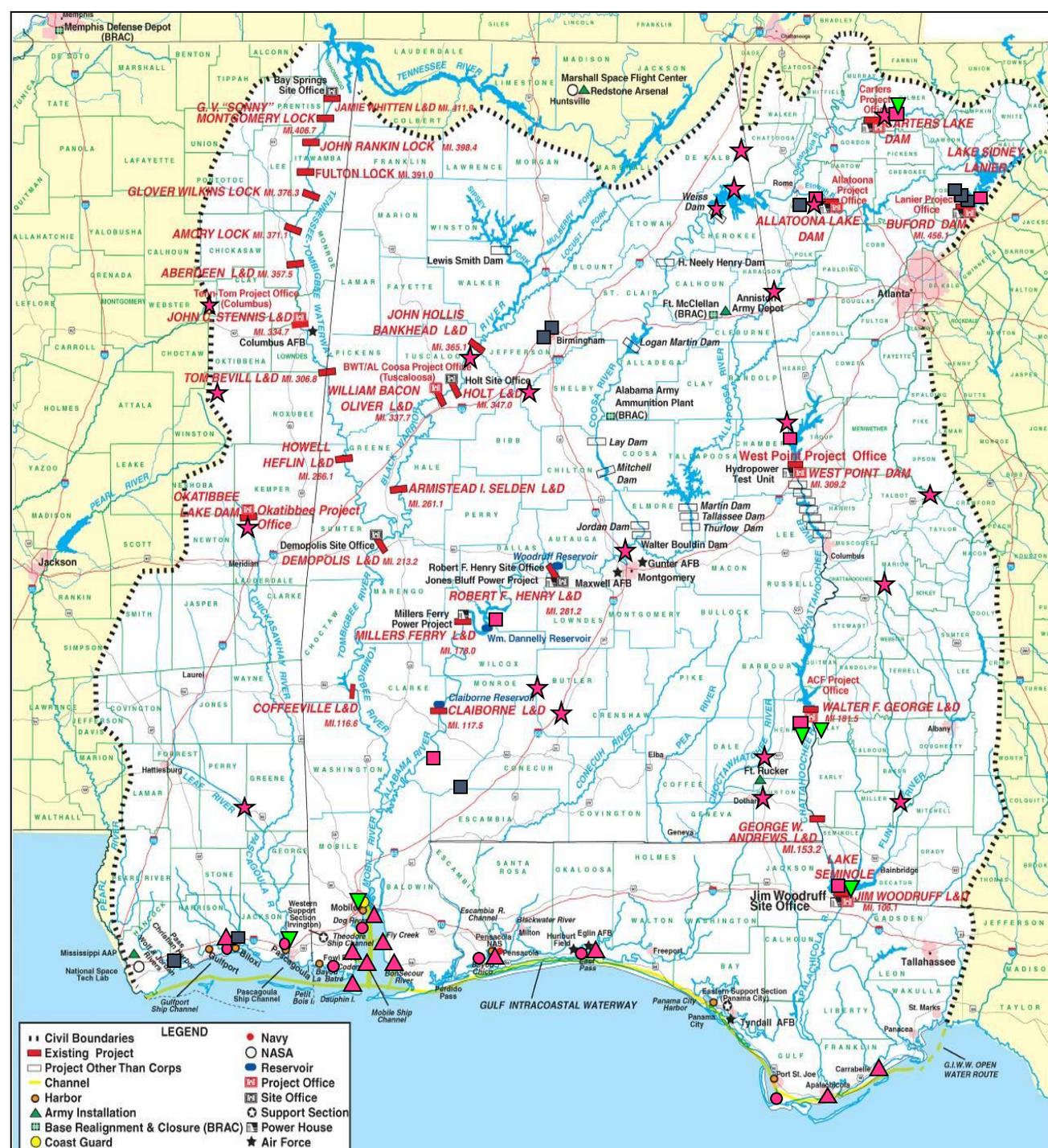
Inadequate
Infrastructure

Naheola Bridge...
3 on USCG's
priority list





Thank you!



O&M Projects:

- ★ Flood Control
- Deep Draft
- ▲ Shallow Draft
- Multi-Purpose

ECONOMIC IMPACTS OF ALABAMA'S INLAND WATERWAYS

	PORT OF MOBILE	INLAND WATERWAYS	TOTAL ALABAMA
JOBS			
DIRECT	16,686	5,564	22,250
INDUCED	14,969	5,572	20,541
INDIRECT	8,569	3,104	11,673
RELATED USER JOBS	<u>300,306</u>	<u>76,856</u>	<u>377,162</u>
TOTAL JOBS	340,531	91,096	431,627
PERSONAL INCOME (1,000)			
DIRECT	\$994,062	\$370,956	\$1,365,018
RE-SPENDING/LOCAL CONSUMPTION	\$2,068,743	\$741,171	\$2,809,915
INDIRECT	\$556,135	\$182,382	\$738,517
USER INCOME	<u>\$17,874,434</u>	<u>\$5,255,501</u>	<u>\$23,129,936</u>
TOTAL INCOME (1,000)	\$21,493,375	\$6,550,011	\$28,043,385
TOTAL ECONOMIC VALUE (1,000)			
DIRECT REVENUE	\$3,615,640	\$718,996	\$4,334,636
RE-SPENDING/LOCAL CONSUMPTION	\$2,068,743	\$741,171	\$2,809,915
VALUE OF RELATED OUTPUT	<u>\$90,090,392</u>	<u>\$16,619,626</u>	<u>\$106,710,018</u>
TOTAL ECONOMIC VALUE (1,000)	\$95,774,775	\$18,079,793	\$113,854,568
STATE AND LOCAL TAXES (1,000)			
DIRECT, INDUCED, AND INDIRECT	\$382,162	\$129,021	\$511,183
RELATED USER STATE AND LOCAL TAXES	<u>\$1,887,550</u>	<u>\$517,736</u>	<u>\$2,405,286</u>
TOTAL STATE AND LOCAL TAXES (1,000)	\$2,269,712	\$646,757	\$2,916,469

Alabama's Inland Waterways

- Alabama River
- Apalachicola, Chattahoochee, Flint
- Black Warrior-Tombigbee
- Gulf Intracoastal
- Tennessee- Tombigbee

Comparison of Cargo Capacities

The cargo capacity of a single barge



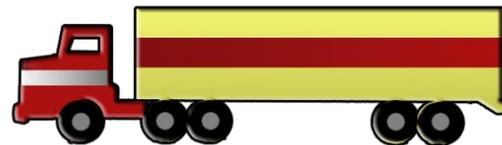
1,500 Tons
52,500 Bushels
453,600 Gallons

is 15 times greater than one rail car,



100 Tons
3,500 Bushels
30,240 Gallons

and 60 times greater than one semi truck.



25 Tons
875 Bushels
7,560 Gallons

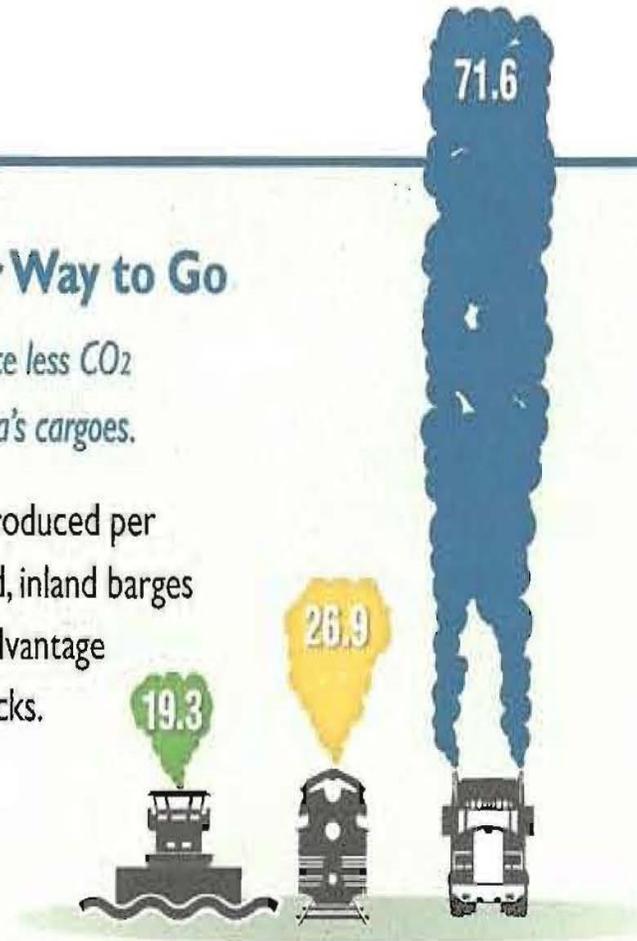
Environmental



The Greener Way to Go

Inland barges produce less CO₂ while moving America's cargoes.

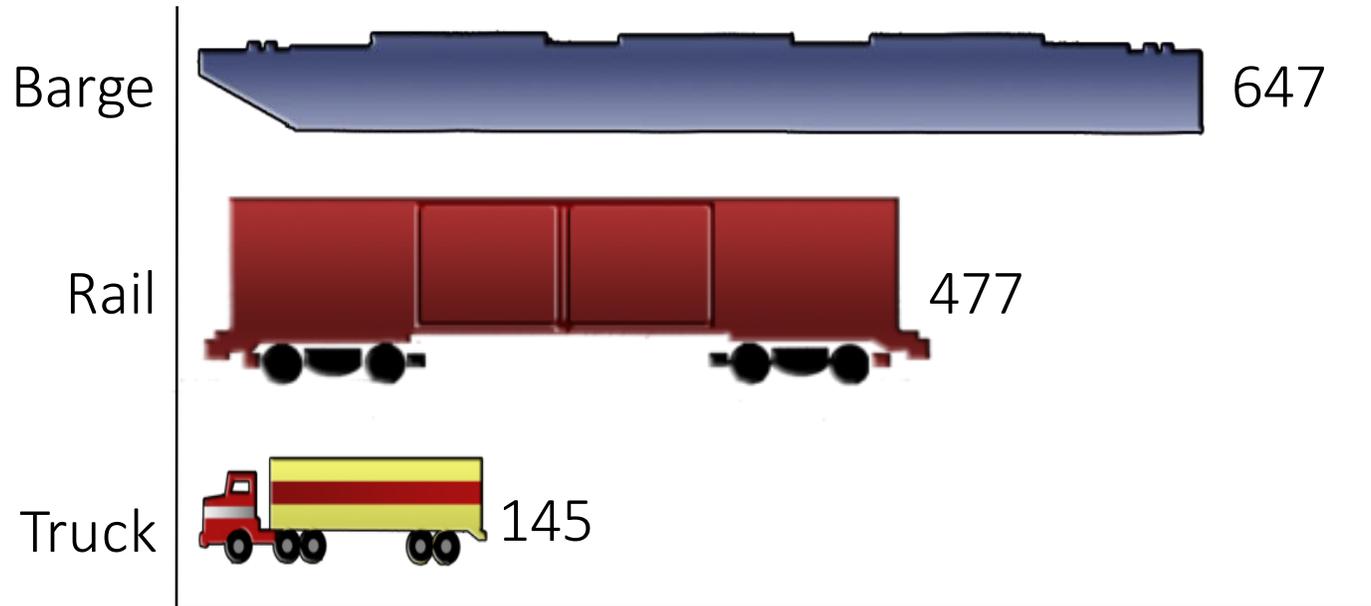
In terms of CO₂ produced per ton of cargo moved, inland barges have a significant advantage over trains and trucks.



Tons of CO₂ per Million Ton-miles

Fuel Efficiency Comparison

Ton-Miles/Gallon



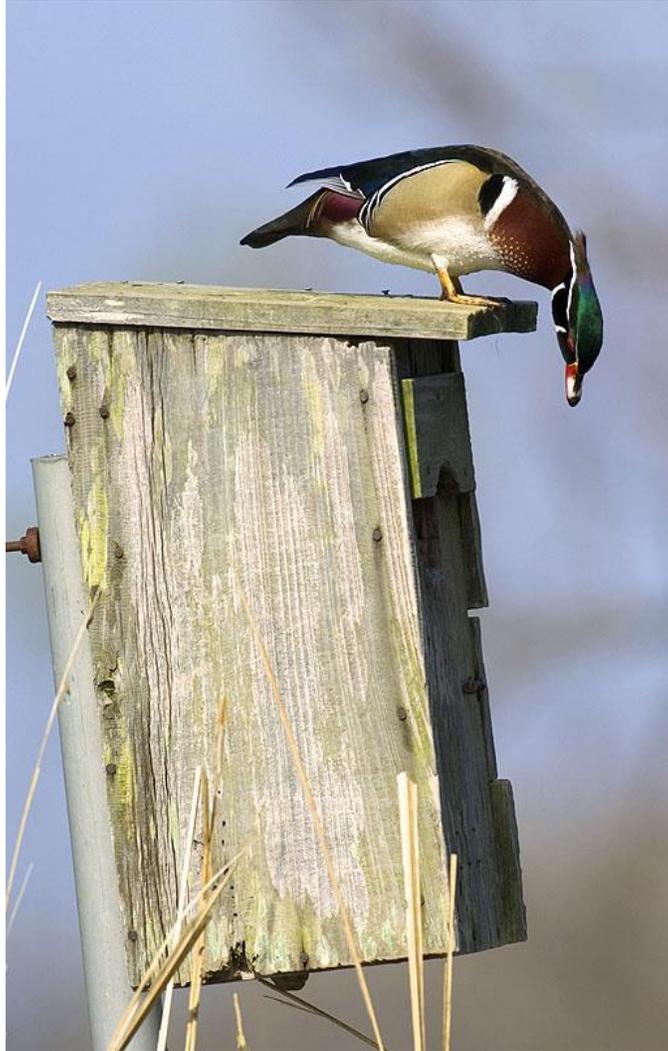
Recreation



Economic Impacts Generated by Marina and Recreational Boating Activity

MARINA AND RECREATIONAL BOATING IMPACTS	
JOBS	
DIRECT	660
INDUCED	460
INDIRECT	<u>537</u>
TOTAL JOBS	1,657
PERSONAL INCOME (1,000)	
DIRECT	\$38,490
RE-SPENDING/LOCAL CONSUMPTION	\$55,456
INDIRECT	<u>\$27,564</u>
TOTAL INCOME	\$121,509
TOTAL ECONOMIC VALUE (1,000)	
DIRECT REVENUE	\$152,637
RE-SPENDING/LOCAL CONSUMPTION	<u>\$55,456</u>
TOTAL ECONOMIC VALUE (1,000)	\$208,093
STATE AND LOCAL TAXES (1,000)	\$14,143

Environmental Stewardship





- Coosa- Alabama River Improvement Assn
- Tennessee River Valley Association
- Warrior-Tombigbee Waterway Association
- Tri-Rivers Waterway Association
- Tennessee-Tombigbee Waterway Authority

Questions?



America's only transportation mode with the capacity to handle more!

WTWA Represents....

- **Logistics**
 - Alabama State Port
 - SSA Gulf
 - Tow
Operators:(Parker,Cooper,
ACBL, Magnolia
 - Superior Inland Terminals
 - Hooks Terminal
 - B'ham-Jeff Cnty Port Auth.
 - Watco
- **Marine Service**
 - McDonough Marine Services
 - Maritime and Commodity Services
 - Delta Marine Services
- **Chemical/Pulp & Paper**
 - Packaging Corporation of America
 - Southern Ionics
- **Const./Eng'ring/Envir.**
 - Oil Recovery
 - Volkert Engineering
 - McFadden Engineering
 - Barnhart Crane
 - Thompson Engineering
- **Legal**
 - Hand Arendall Harrison Sale
 - Balch & Bingham



Panel Discussion

Mr. Wynne Fuller, Warrior Tombigbee Waterway Association
Mr. Paul Dittman, Gulf Intracoastal Canal Associations