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**2026**

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

**Prepared by the Gulf Coast Joint Hurricane Team**

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JOINT HURRICANE RESPONSE PROTOCOL  
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## 1.0 BACKGROUND / HISTORICAL PERSPECTIVE

The 2004 and 2005 hurricane seasons devastated the Maritime Transportation System (MTS) along the Gulf Intracoastal Waterway (GIWW) and Lower Mississippi River (LMR) resulting in an unparalleled level of collaboration, coordination and cooperation between the U.S. Coast Guard (USCG), U.S. Army Corps of Engineers (USACE) and inland marine industry to restore commerce. The experience gained in 2004 and 2005 bolstered the pre-existing relationships between the inland marine industry and the various federal and state partners with waterway management and oversight responsibilities during tropical weather events. A Memorandum of Understanding (MOU) was signed between the USACE, USCG, and the inland marine industry, via the Gulf Intracoastal Canal Association (GICA) and American Waterways Operators (AWO), to capture the spirit of cooperation developed during 2004 and 2005 and established the Gulf Coast Inland Waterways Joint Hurricane Team (JHT).

Early in 2006, the JHT reviewed and codified the hard-won lessons learned from 2004 and 2005 to ensure effective, consistent, safe, and expedient restoration of the inland MTS during future tropical weather events. Their efforts resulted in the development of the Gulf Coast Inland Waterways Joint Hurricane Response Protocol (a.k.a. the Protocol). The Protocol addresses the commercially navigable waters of the Lower Mississippi River below Baton Rouge, the Gulf Intracoastal Waterway, and its tributaries. The Protocol is a living document, reviewed and updated, as needed, under the auspice of the JHT, annually.

GICA maintains the Protocol as the inland marine industry's primary waterways management representative for the Gulf Coast. The President of GICA serves as Chair of the JHT, with Co-Chairs including an Eighth Coast Guard District representative and representatives from each USACE Gulf coast Districts. The Protocol includes a list of key industry, USACE, USCG and state agency personnel with direct responsibility for hurricane preparedness and response operations including the industry and agency points of contact who participate in the USCG led Port Coordination Team (PCT) and USACE led Navigation Restoration Team calls held pre- and post-storm.

The Protocol focuses on the working relationships, roles, and responsibilities, of the USCG, USACE, NOAA, states, and inland marine industry, partnering together, to safely and efficiently secure the waterways prior to storm landfall and safely restore them as quickly and efficiently as possible post-storm. The Protocol is intended to **augment** and **NOT duplicate** or **supersede** USCG and USACE hurricane response plans. Applicable portions of the Protocol may be included in hurricane plans maintained by federal, state, and local partners.

## 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, GNOBFA, LAMA, Big River Coalition, harbor safety committee members, AWO, Federal and State Pilot Organizations.

**2.2 TEAM FUNCTION**

The Gulf Coast Inland Waterways Joint Hurricane Team (JHT) is 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

decisions and update the Protocol 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 JHT strives to continuously improve the interagency and public/private preparation and response to tropical weather events which may impact Gulf coast waterways. The team will convene at least once annually to determine if updates or changes to the Gulf Coast Inland Waterways Joint Hurricane Response Protocol are needed. Although focused on tropical weather, the JHT and the precepts noted in the Protocol may be used to address other MTS disruptions as needed.

### **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 conditions (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) to maintain situational awareness of the MTS' status and reports via the Common Assessment and Reporting Tool (CART).

### **NOAA**

- Participates in 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 regarding evacuation planning and execution and bridge operations.

### **GICA**

- Serves as the inland marine industry's primary representative to the USACE and USCG.
- 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 communication between the inland marine industry and government agencies.

- Maintains a database of industry contact lists in the form of a Hurricane Distribution List for dissemination of warning, preparation and recovery information. The Hurricane Distribution List is open to anyone upon request.
- 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:
  - Waterway Assessment Teams and qualified operating personnel for waterway assessments and ATON surveys.
  - 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 regarding critical cargo shipments, help prioritize waterway re-openings, and coordinate industry assets during restoration efforts.
  - Securing assets, as requested and as available, to safely and efficiently, shut down waterways pre-storm and expedite post-storm restoration of inland maritime commerce.
  - Implementing the inland marine industry's Self Help Team (see Section 4.2) as appropriate to support traffic management.

#### **4.0 GICA INDUSTRY RESPONSE TEAMS**

GICA will coordinate Industry Response Teams. 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**

Typically, the GICA President will be the first Incident Command Team Representative to deploy and, under most circumstances, will be the only deployment needed. However, during large tropical weather events impacting multiple USCG Captain of the Port zones, additional Incident Command Team Representatives may need to cover multiple USCG Command posts. The GICA President will discuss Incident Command Team deployment with the appropriate Sector Commanders, or their designees, at least 96 hours prior to projected storm landfall typically during the first Port Coordination Team (PCT) call and at subsequent times, as landfall 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 inland marine industry. Those members designated as Incident Command Team Representatives will be the first to deploy, with those members designated as Backup serving in a relief capacity. See APPENDIX 6. The GICA Incident Command Team will include individuals experienced in the operations and logistics elements of the inland marine industry on the Gulf Coast. Others will be recruited from within the inland marine 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).

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. In fulfilling its responsibility as the single point of contact for the inland marine industry to both receive and transmit information relative to hurricane response, GICA will strive to issue complete informational updates in near real time as much as possible. GICA may also convene inland marine industry conference calls, as appropriate, to further disseminate and collect information important to response and recovery operations.

Primary responsibilities of the GICA Incident Command Team Representative include:

- Serving as the single point of contact to coordinate with the USACE and USCG regarding pre and post storm response issues under the jurisdiction of the USCG office they are assigned to support.
- Gathering industry specific information to assist USACE and USCG hurricane preparation and response as requested by the USACE and USCG.
  - *[Note: A key piece of information for both pre- and post-storm planning includes the status and availability of fuel terminals. In the past, GICA helped facilitate the collection of this information via its contacts with shippers and barge carriers. This information may be valuable to the USCG as they inform government officials of supply chain impacts and the delivery status of critical commodities (i.e. fuel). The status of fuel terminals post-storm is also an important planning factor when determining waterway restoration efforts/priorities. The GICA Incident Command Team Representative will assist with the collection and communication of this information to the USCG **IF** requested by the USCG Incident Commander.]*

- Collect storm preparation and response information for dissemination to the GICA President for subsequent sharing with 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 completed by the GICA President or their designee if unavailable. One of the **primary** functions of the Incident Command Team Representative is communication with the GICA President (or their designee) to facilitate the timely and accurate reporting of information, as it pertains to the USCG operations overseen by the office the Incident Command Team Representative is assigned. This communications link between the deployed Incident Command Team Representative and the GICA President is **critical** to ensure vital information is decimated to maritime stakeholders and their customers during pre-storm preparedness and post-storm response operations. The importance of this communication link with the GICA President CANNOT be overstated.]*
- Consult with USACE and USCG personnel on waterway management issues relative to inland marine operations.
  - *[Note: 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.]*
- Help coordinate the deployment of industry Waterway Assessment Teams as noted below (See section 4.3).
  - The Incident Command Team Representative will help coordinate the efforts of the Waterway Assessment Team directly with the USCG Waterways Management Division and/or AtoN Officer based on the needs identified by the USACE and USCG.
  - The GICA Incident Command Team Representative should participate in the pre-planning/pre-deployment discussions and the post-assessment report if an industry Waterway Assessment Team is employed by their Command Post. Participation in these pre-planning/pre-deployment discussions and post-assessment reporting/debriefing will ensure the GICA Incident Command Team Representative maintains optimal situational awareness of current post-storm conditions and proposed actions. This heightened situational awareness facilitates effective information sharing with the GICA President to ensure timely and accurate post-storm information is provided to industry.

- The Incident Command Team Representative should obtain a list of critical AtoN from the USCG Sector for the waterway(s) being assessed to support the Waterway Assessment Vessel's AtoN verification. The Waterway Assessment Team should jointly brief BOTH the Incident Command Team Representative AND USCG Waterways Management personnel assigned to the Command Post once the survey of the area is complete. The brief should include the status of critical AtoN and any specific concerns which may prevent the resumption of inland barge transportation on the waterways assessed.]
- In coordination with the USCG and USACE, identify if there is a need to deploy Industry Self Help Team personnel to assist with traffic congestion/queue management at impacted locks, bridges, or other points of traffic restriction. Contact the GICA President who will initiate coordination with the Industry Self Help Coordinator.
- When requested or as needed, assist the USCG and USACE locating critical response resources which may be available through the marine industry.
  - The Incident Command Team Representative will assess all logistics support requests from the USACE and/or USCG and subsequently coordinate the request with the Logistics Support Center via the GICA President or their designee. (See Section 4.4 Logistics Support Team below). *[Note: The Logistics Support Center will function as a reach back resource to identify the location and availability of specific items and/or services the USACE and USCG has identified as critical to support post-storm response operations (i.e. fuel, heavy lift cranes, flat deck barges to move response resources, quarters barges, etc.) . The Logistics Support Center will help the USCG and USACE locate potential suppliers for the items identified, and put the requestor and supplier in contact with each other. The Logistics Support Center expedites locating critical response resources for the USACE and USCG using its extensive industry network and acts as a "clearing house" only, and does NOT contract or enter into any form of obligations or agreements. ]*

## 4.2 Self Help 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 establish and monitor any inland marine industry Self-Help operations required in a specific area during the pre or post hurricane response operations.

## **Self Help Team Function**

The Self-Help Team Leader may be activated, after discussion with the GICA Incident Command Team Representative and GICA President. The Self-Help Team Leader will identify potential Vessel Traffic Coordinators (VTC's) based on the geographic area impacted. Inland marine industry members are expected to offer available personnel and vessels to serve as vessel traffic coordinators and assist vessels during times of need. The implementation of the Self-Help Team 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 the 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 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 Incident Command Team Representative will help coordinate the efforts of the Waterway Assessment Vessel in close coordination with the USCG Waterways Management Division and/or AtoN Officer based on the needs identified by the USACE and USCG.

Each Waterway Assessment Vessel will have a cell phone, VHF marine radio, and an Emergency Position Indicating Beacon (EPIRB). If appropriate, each Waterway Assessment Vessel will be equipped with an operating satellite phone. Pre-determined check-in times will be established prior to the vessel departing the dock with the USCG. Plans for survey of the waterway for depth and ATON will be developed with the USCG assigned to the Command Post overseeing the area to be surveyed. The GICA Incident Command Team Representative should participate in the pre-planning discussions and the post-assessment report out by the Waterway Assessment Team to ensure they maintain optimal situational awareness of current conditions and actions taken.

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. Inland marine 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 Incident Command Team Representative should discuss and coordinate obtaining a list of critical AtoN from the USCG Sector for the waterway(s) being assessed to support the Waterway Assessment Vessels AtoN verification. The Waterway Assessment Team should jointly brief BOTH the Incident Command Team Representative AND USCG Waterways Management personnel assigned to the Command Post once the survey of the area is complete. The brief should include the status of critical AtoN and any specific concerns which may prevent the resumption of inland barge transportation on the waterways assessed.

Waterway Assessment Vessels will run a center-line depth verification only for the GIWW, unless otherwise instructed by USACE. The tide stage at the time of assessment will be noted. A summary of findings will be reported to BOTH the Incident Command Team Representative and the USCG Waterways Management personnel assigned to the Command Post.

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 BOTH the Incident Command Team Representative AND USCG Waterways Management personnel assigned to the Command Post.

#### **4.4 Logistics Support Center Team**

The inland inland marine 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 marine industry, via the River Industry Executive Task Force (RIETF), a committee with the American Waterway Operators Association (AWO), will stand up a Logistics Support Center as deemed necessary. In addition, the Maritime Sector Coordinating Council may be able to assist with Logistics Support Center activities. See Appendix 6 for industry's point of contact to coordinate with the Maritime Sector Coordinating Council.

#### **Logistics Support Center Team Function**

Requests from the USACE and/or USCG should be channeled through the Incident Command Team Representative who will subsequently coordinate the request with the Logistics Support Center via the GICA President or their designee.

The Logistics Support Center will function as a reach back resource to identify the location and availability of specific items and/or services the USACE and USCG has identified as critical to support post-storm response operations (i.e. fuel, heavy lift cranes, flat deck barges to move response resources, quarters barges, etc.). The Logistics Support Center will help the USCG and USACE locate potential suppliers for the items needed and **place the requestor and supplier in contact with each other.** The Logistics Support Center expedites locating

**critical response resources for the USACE and USCG using its extensive industry network and acts as a “clearing house” only, and does NOT contract or enter into any form of obligations or agreements.**

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.

#### **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 phones 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:** Used for 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 marine industry members using the “open to all” Hurricane Distribution List.

**GICA RESPONSE ALERT:** Used for the same as above but will relate to post-storm events.

**GICA STORM INFO:** Used for planned or foreseen events related to Tropical Storms or Hurricanes that will likely impact tow movements. This information will be distributed to all inland marine industry members using the “open to all” Hurricane Distribution List.

**GICA RESPONSE INFO:** Used for the same as above but will relate to post-storm events.

The Incident Command Team representative serves as a single point of contact for information from the inland marine industry to the USACE and USCG relative to hurricane issues, both before and after the storm for the area covered by the Command Post they are assigned. Inland marine 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 related to the inland marine industry will be communicated thru the Incident Command Team representative.

#### **5.0 INLAND MARINE INDUSTRY MEMBER RESPONSIBILITIES**

The USACE and USCG are certainly not required to partner with the inland marine industry in order to fulfill their missions. However, the inland marine 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. To make the partnership effective for all, the inland marine industry should:

- Respect the “Single Point of Contact” concept regarding USCG and USACE. Route all requests through the 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](mailto:pdittman@gicaonline.com) or 985-302-6666.
- Monitor email communications, especially those with the GICA STORM OR RESPONSE subject titles.
- Communicate any issues or concerns during the pre-storm preparation phases, to ensure the USCG or USACE have visibility.
- Provide feedback after each storm response as needed.
- Identify critical cargo or vessel operations which may impact the prioritization of waterway closures and reopening. For example, cargos with direct impact on public safety, such as fuel shipments, can be of value in prioritizing waterway restoration. Inventory status from customers can play an important role in establishing priority of waterway restoration. Consider discussing pre-storm strategy for maintaining inventories of critical vessel-transported products or loading and positioning of equipment for immediate movement after the storm.
- Provide Vessel Traffic Coordinators and Towing Assist Vessels, as needed, to support Industry Self Help Team operations.
- Provide Waterways Assessment Vessels and qualified operating personnel, as able and as needed, to expedite waterway restoration. Advise the GICA President well ahead of a storm if you are able to support.
- Be prepared to provide status reports for vessels secured along the waterway prior to the storm, including position, personnel onboard, barges in tow, product, and destination.
- Relocate vessels to safe harbor when directed and communicate to GICA any potential problems prior to the USCG enacting Port Condition Zulu or the closure of critical bridges or locks. Specific areas of concern are New Orleans Inner Harbor Navigation Canal, Harvey, Algiers Canal RNA, Morgan City Bridges, all GIWW lock structures, and Galveston Causeway Railroad Bridge.
- Report any post-storm observations, or other observations, such as obstructions, that may be helpful in assessing post-storm waterway impacts.
- Share critical waterway safety information as needed with those who may be unaware of waterway restrictions and 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 USACE, USCG, or NOAA in particular for assets operating in remote areas but in proximity to inland towing vessels.

## **6.0 CONFERENCE CALLS**

### **6.1 USCG Port Coordination Teams Calls**

The USCG Captains of the Ports hold Port Coordination Team (PCT) calls at pre-determined periods once a storm poses a potential threat to their area of responsibility. The focus of the USCG PCT calls is the orderly shutdown and securing of port operations PRE-STORM and the methodical assessment of the port area POST-STORM to identify and mitigate risks to expedite the resumption of routine port operations as soon as possible. The GICA President participates in ALL USCG PCT calls and uses the information discussed to develop the majority of the pre-storm and post-storm GICA STORM related notifications.

### **6.2 USACE Navigation Restoration Conference Calls**

The USACE Districts hold Navigation Restoration Conference Calls at pre-determined periods once a storm poses a potential threat to their area of responsibility. The focus of the USACE Navigation Restoration Conference Calls is safely securing federally maintained channels pre-storm and rapidly assessing and clearing channels of debris post storm. The orderly shutdown and resumption of key USACE structures including locks and floodgates, as well as the pre-deployment and placement of channel survey and response assets, are key topics both pre- and post-storm during these calls. The GICA President participates in ALL USACE Navigation Restoration Conference Calls and uses the information discussed to develop the majority of the pre-storm and post-storm GICA STORM related notifications.

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 includes:

#### **Pre-Storm Call:**

- Plans for relocation of USACE and USACE 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 PCT or Navigation Restoration Conference Call.

#### **Post-Storm Call:**

Plans for assessing waterways for depth and aids to navigation status should 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. 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. The USCG Eighth District Bridge Administration Office should participate on these calls. The Eighth District Bridge Administrator will maintain a "Bridge Status Spreadsheet" describing the location, contact information, and current operational status of all moveable bridges in the area impacted by the storm.

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 Navigation 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 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 MOU noted on page 3, will use the "open to all" Hurricane Distribution List pre-storm once the USCG initiated PCT calls commence, and 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, 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 (Constant Contact) to ensure no lapse in communication in the event the GICA President is unavailable.

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

## **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, industry will designate a team member to join USACE command center.

### **9.0 PRE-STORM PREPARATIONS**

The inland marine industry's plans for moving vessels to safe harbor are subject to waterway availability and the ability of locks, floodgates, and moveable rail and highway bridges to pass traffic. The issuance of local "Mandatory Evacuation Orders" may significantly impact the inland marine industry's ability to move vessels and dangerous cargos to safe harbor. These orders must not be allowed to negatively impact the operation of locks, bridges, and other structures critical for 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 disseminate waterway closure schedules as soon as possible to the inland marine industry to facilitate an evaluation of the evacuation status of vessels in the area of the proposed closure. GICA will subsequently 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 initiate storm avoidance 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 cargo that could present significant risk if the vessel is negatively impacted by the storm in a remote area where emergency assistance may be limited and/or severally delayed. It is generally expected by the inland marine 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 threaten to cut off evacuation routes of facility personnel.

The reopening of these structures post-storm also presents significant challenges. If structures are left in the closed-to-marine-traffic position, it is often difficult to physically reopen the bridge or lock due to post-storm debris and/or lack of electrical power, to re-establish maritime traffic. The availability (or non-availability) of qualified personnel to operate the structures is also a major concern. The following protocols apply:

- The USCG will notify GICA of a bridge operator's intent to cease moveable bridge operations at least 24 hours in advance of anticipated closure, if possible, to avoid having personnel, vessels, and hazardous cargos 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, open or closed, to marine traffic.
- The USCG will serve as the GICA's point of contact relative to rail or highway bridge operational status.
- Lock and floodgate structures in Texas will typically remain in the open-to-marine traffic position when abandoned prior to storm landfall.
- The availability of qualified operators to immediately assess and operate bridges and lock/flood control structures post-storm must be discussed during pre-storm and post-storm USACE Navigation Restoration and USCG Port Coordination Team calls.

## **10.0 USCG PORT CONDITIONS**

The inland marine 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. Port Closure typically occurs at Port Condition ZULU (12 hours before impact of tropical storm force winds). The USCG will attempt to provide a 24-hour advance notice of their intent to close a port or major waterway.

GICA will disseminate Port Condition updates/changes via the Hurricane Distribution List.

## **11.0 POST-STORM RESPONSE ACTIONS**

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

- An over-flight assessment of waterway conditions, including ATON and visible obstructions, will be completed, forming the basis of a surface waterway assessment plan. An industry observer may accompany 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.
- USCG Port Coordination Teams conference calls will establish overall condition of port stakeholders and set waterway priorities.
- The Waterway Restoration Conference Call will be initiated by the appropriate Corp of Engineers District. Input from the USCG Port Coordination Team conference calls will be used to establish priorities for reopening waterways.
- Initial waterway assessments will begin, and findings reported by the Industry Waterway Assessment Teams will be relayed to the USCG and USACE via the GICA Incident Command Team representative and Sector Waterways Management staff.
- The USCG will determine operational status of appropriate bridges as soon as possible and pass the information to the GICA Incident Command Team representative who will pass the information to the inland marine industry. Daily updates will be provided as needed/appropriate.
- USACE will determine the operational status of appropriate locks and pass the information to the GICA Incident Command Team representative who will pass the information to the inland marine industry. Daily updates will be provided as needed/appropriate.
- The GICA Incident Command Team representative will coordinate any logistical support requests from the USCG and/or USACE with the GICA President and Logistics Support Center point of contact as needed.
- 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 the inordinate 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 post-storm bulk liquid and/or dry cargo transfer requirements to the GICA Incident Command representative as soon as possible for dissemination to the inland marine industry.

## **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 salvage progress updates.

### **13.0 EXERCISES / REVIEWS**

Annually, each USACE District will initiate a TEST WATERWAYS RESTORATION CONFERENCE CALL to verify phone numbers and personnel assignments. .

The tenets of the Gulf Coast Joint Hurricane Response Protocol will be incorporated, as appropriate, in all inland marine 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 the protocol and contact information, as necessary.

## **APPENDIX 1. Joint Hurricane Team Members Contact Information**

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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 - CAPT Michael Vega 251-441-6911

Chief of Prevention - LCDR Stephanie Washington – 251-379-0106

Waterways Management Chief – LT Larry Schad – 251-382-8653

Sector Mobile WWM - 251-441-5678 / WWM Duty Cell 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 Greg Callaghan– 504-365-2212

LCDR Dan Velez

MSU/COTP Houma – CAPT Jason Franz 985-850-6415

LCDR Kevin Whalen cell 732-688-5353

MSU Morgan City - CDR Mary Gilday 985-380-5375

LT Jennel Piche 401-206-6072

VTS Berwick Bay 985-397-3306 Mr. Tim Veach (Director) 843-714-5403

### **HOUSTON GALVESTON**

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

Karl Brown – 409-766-3069

(For MSU Lake Charles AOR) 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 Houston – Galveston

VTS Houston-Galveston 281-464-4837 Mr. Alberto Hernandez (Director) - 281-464-4826 / cell  
713-818-4405

MSU/COTP Port Arthur

VTS Port Arthur Main Line 409-719-5070, VTS Director Mr. Darin Mathis 409-719-5080 cell  
409-460-0435

MSU Lake Charles

Commanding Officer – 337-491-7801 (O) / 337-912-0075 (C)

MSU TX City

CDR Brad Bergan, CO; (Bradley.P.Bergan@uscg.mil); (409) 682-1258

LCDR Urdley Smith, XO; (Urdley.N.Smith@uscg.mil); (409) 682-1259

LCDR Adrian Jaramillo, Prev Dept Head; (Carlos.A.Jaramillo@uscg.mil); (409) 795-4767

LT Ignacio Fernandez-Cuervo, WWM Chief; (Ignacio.Fernandez-Cuervo@uscg.mil); (571) 613-3200

MST1 Tim Loveday, WWM Staff; (Timothy.W.Loveday@uscg.mil); (571) 608-4556

**CORPUS CHRISTI**

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Karl Brown – 409-766-3069

USCG Sector Corpus Christi

CDR Michael Metz CPREV 361-438-3650

LT Tim Cardenas WWM 361-244-4784

Command Center, 361-939-6393

Sector WWM –361-244-4784

MSTC William Rogers - 361-724-0540

### **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 – 251-266-5888 / 833-662-8724  
Relocation to Aviation Training Center – 251-441-6401  
LCDR Stephanie Washington– Prev Dept Head – 251-379-0106  
LT Larry Schad, Waterways Management - 251-382-8653  
Email: [SectorMobileWaterways@uscg.mil](mailto:SectorMobileWaterways@uscg.mil)

#### **COTP New Orleans**

Sector New Orleans Command Center – 504-365-2533/2545  
In the event of a Category 3 or higher hurricane, the Incident Command Post (ICP) is TBD.  
In the event of a Category 2 or lower, the ICP location will be at the office in Algiers, La.  
Waterways / VTS Director – LCDR Chris Booth cell 504-270-4275  
VTS–George Petras – 504-365-2234 / cell 985-707-4776  
VTS Watch Supervisor – 504-365-2230/504-628-0948

#### **COTP HOUMA**

Sector New Orleans Command Center: (504) 365-2545  
Vessel Traffic Service Berwick Bay: (985) 380-5370  
Marine Safety Unit Houma Waterways Management: (985) 665-2449  
Marine Safety Unit Morgan City Waterways Management: (985) 855-0724  
Marine Safety Unit Houma Officer of the Day: (985) 665-2437  
Marine Safety Unit Morgan City Officer of the Day: (985) 397-3300

#### **COTP Port Arthur**

VTS Port Arthur Director Darin Mathis 409-719-5080 / cell 409-460-0435  
VTS Watch Supervisor, 409-719-5070

#### **COTP Houston Galveston**

Sector Houston-Galveston Command Center- 281-464-4855  
VTS Houston/Galveston Director Mr. Alberto Hernandez 281-464-4826 / cell 713-818-4405  
VTS Houston/Galveston Watch Supervisor – 281-464-4837

#### **COTP Corpus Christi**

Sector Corpus Christi Command Center, 361-939-6393  
Sector Prevention – 361-438-3650  
Sector WWM – 361-244-4784  
MSTC William Rogers1 - 361-724-0540

#### **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

Herb Bullock 251-694-3703 / cell 251-895-5997

##### **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

Robbie Swayzie – 504-220-0852

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

## 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](mailto:tim.osborn@noaa.gov)

#### **Western Gulf - Sabine West to South Texas**

Quentin Stubbs – Navigation Manager- Western Gulf office  
202-253-9180 / 678-469-6078; [quentin.Stubbs@noaa.gov](mailto:quentin.Stubbs@noaa.gov)

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

Navigation Manager, Eastern Gulf - Nicolas Alvarado 202-253-9536  
[nicolas.alvarado@noaa.gov](mailto:nicolas.alvarado@noaa.gov)  
[florida.navmanager@noaa.gov](mailto:florida.navmanager@noaa.gov)

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

CAPT John 'Jay' Lomnicky- Chief, Navigation Services Division  
office 240-847-8226, cell, 231-350-1414,

#### **LCDR John R. Kidd, Chief, Navigation Response Branch**

cell 202-641-1801, [chief.nrb.ocs@noaa.gov](mailto:chief.nrb.ocs@noaa.gov)

#### **Martha Herzog – Acting Chief, Customer Affairs Branch**

Cell 302-648-5174, [lucy.hick@noaa.gov](mailto: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](mailto:John.Metz@noaa-sr-crp.all@noaa.gov); [sr-crp.awareness@noaa.gov](mailto: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](mailto: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, Incident Command Team Leader – Paul Dittman 985-302-6666

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

Mason Eustis, Asst. Team Leader – 504-584-1559 / cell 504-256-2627

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

Matt Woodruff, Maritime Sector Coord Council Liaison/Alt Cmd Rep – cell 713-542-6275

Jill Bessetti, Alternate Command Rep – cell 985-789-3017

### TEXAS Incident Command Team Representatives

Brian Smith	724-249- 9349
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
Mike Breslin	504-417-2136

### EAST CANAL Incident Command Team Representatives

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

Andrew Willoughby, Kirby Waterway Assessment Team Lead – 281-381-7534

Dallas Theriot, ACBL Waterway Assessment Team Lead – 985-498-1225

Lance “Eric” Simpson ACBL Waterways Assessment Team Lead – 985-974-9488

Todd Behlke, Logistics Support Center Team Lead– 713-435-1653 / cell 713-476-8123

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

Brian Teste , Self Help Team Leader - 713-560-5234

Bobby Tyson, Self Help Team Leader – 985-226-2033

## 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 John Williams: 361-813-6886  
[po@accpilots.com](mailto:po@accpilots.com)

**Sabine Pilots** Capt. Andrew Guidry, 409-722-1141 [president@sabinepilots.com](mailto:president@sabinepilots.com)

**Brazos (Freeport) Pilots** Capt. Billy Burns, 979-233-1120, [office@brazospilots.com](mailto:office@brazospilots.com)

**Matagorda Bay Pilots** Capt. Steve Gibson, 361-552-9988 [pilots@matagordabaypilots.com](mailto:pilots@matagordabaypilots.com)

**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](mailto:michael.miller@barpilot.com)

**Lake Charles Pilots** Captain Brett Palmer [bpalmer@lakecharlespilots.com](mailto:bpalmer@lakecharlespilots.com),

**New Orleans, Baton Rouge Pilots-** Captain Toby Wattigney 504-650-1960  
[wattigneylmjr@nobrapilots.com](mailto:wattigneylmjr@nobrapilots.com) -

**Crescent Pilots** Capt. Michael Bopp 504-812-2069, [embopp@hotmail.com](mailto:embopp@hotmail.com)

**Federal Pilots** Capt. Greg Bush, cell 504-416-6727, [president@federalpilots.com](mailto: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)

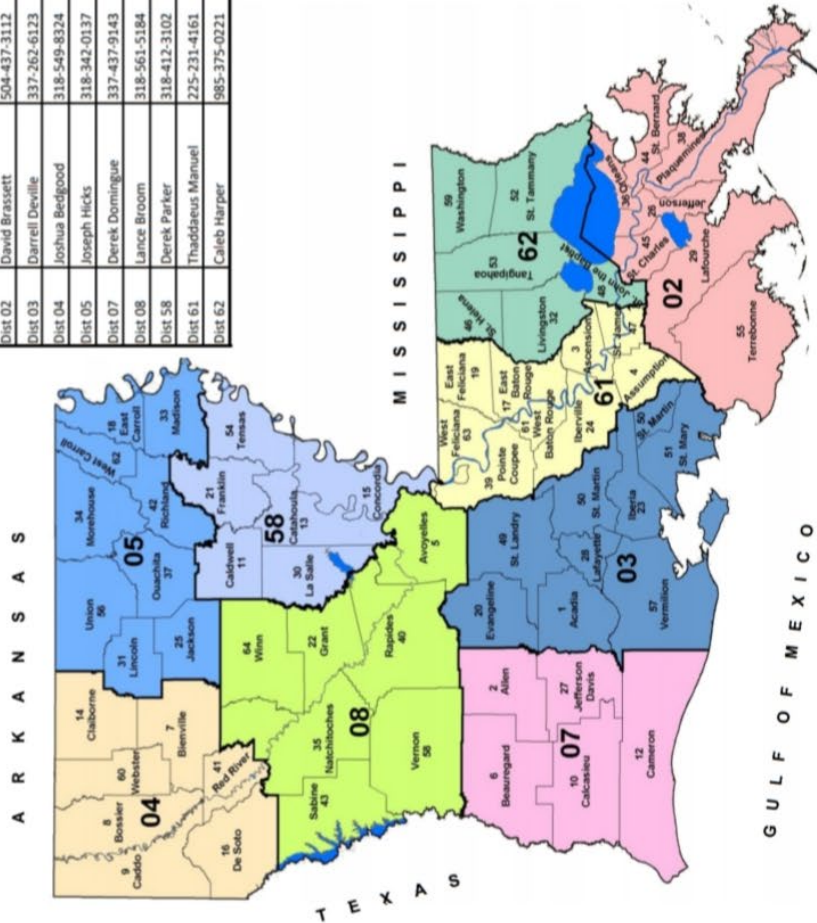


MC	Bayou Teche	32.5	St. Mary Parish, LA	Charenton Bridge	SW	LDOT District 3	29.53 13.08 N 91.31 123.42 W	337-923-7152	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	37.0	St. Mary Parish, LA	Adeline Bridge	SW	LDOT District 3	29.52 45.04 N 91.35 09.62 W	337-276-4740	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	38.9	Sorel, LA	Sorel Bridge	SW	St. Mary Parish	29.53 34.93 N 91.36 48.51 W	337-276-4784	Duval Arthur	337-928-4100 ext 135	duvala@stmaryparish.la.gov
MC	Bayou Teche	41.8	Iberville Parish, LA	Jeanette Bridge	SW	LDOT District 3	29.54 51.57 N 91.39 44.73 W	337-276-6066	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	43.5	Iberville Parish, LA	Bayside Bridge	SW	LDOT District 3	29.55 48.73 N 91.40 47.82 W	337-276-5637	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	48.7	Iberville Parish, LA	Oliver Bridge	SW	LDOT District 3	29.58 44.44 N 91.45 13.90 W	337-373-0051	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	50.4	Iberville Parish, LA	Nelson Canal Bridge	SW	LDOT District 3	29.59 19.77 N 91.46 49.98 W	337-373-0050	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	52.5	Iberville Parish, LA	Lewis St. Bridge	SW	LDOT District 3	29.59 58.32 N 91.48 06.57 W	337-373-0047	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	53.0	Iberville Parish, LA	Dupont Bridge	B	LDOT District 3	30.00 21.95 N 91.49 00.69 W	337-373-0046	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	53.3	Iberville Parish, LA	Jefferson St. Bridge	SW	LDOT District 3	30.00 33.98 N 91.49 10.70 W	No Phone	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	56.7	Iberville Parish, LA	Meribian Bridge	SW	LDOT District 3	30.00 40.35 N 91.46 26.23 W	337-373-0049	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	60.7	New Iberia, LA	Vida Shaw	SW	Iberville Parish	30.00 40.35 N 91.44 35.95 W	337-373-0049	Roger Leonard	337-282-6128	roger.leonard@la.gov
MC	Bayou Teche	62.5	Iberville Parish, LA	Loreauville Bridge	VL	LDOT District 3	30.03 24.68 N 91.44 24.96 W	337-229-6475	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	69.0	Iberville Parish, LA	Despit Bridge	SW	LDOT District 3	30.02 25.83 N 91.48 03.27 W	337-373-0045	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	73.3	St. Martin Parish, LA	SR 92-1 Bridge	SW	LDOT District 3	30.05 44.31 N 91.50 02.44 W	337-394-6803	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	75.2	St. Martin Parish, LA	St. Matinville Bridge	SW	LDOT District 3	30.07 23.29 N 91.49 35.77 W	337-394-9566	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	77.7	St. Martin Parish, LA	St. John Vehicular Bridge	SW	St. Martin Parish	30.09 30.67 N 91.48 44.67 W	No Phone	Cassey Alexander	337-316-0848	cassey.alexander@la.gov
MC	Bayou Teche	78.3	St. Martin Parish, LA	Colonel Jeff DeBlanc Parkway	SW	LDOT District 3	30.09 56.50 N 91.48 54.27 W	No Phone	Cassey Alexander	337-316-0848	cassey.alexander@la.gov
MC	Bayou Teche	82.0	St. Martin Parish, LA	Parks Bridge	VL	LDOT District 3	30.13 01.20 N 91.49 36.52 W	337-846-4296	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	90.5	St. Martin Parish, LA	SR 31 Bridge	VL	LDOT District 3	30.16 32.36 N 91.53 51.15 W	No Phone	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Bayou Teche	2.3	Vermilion Parish, LA	SR 70 Bridge	SW	LDOT District 3	29.54 52.27 N 91.59 56.03 W	No Phone	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Beale River	23.8	Pierre Pass, LA	SR 330 Bridge	P	LDOT District 61	29.54 31.84 N 91.12 45.57 W	985-394-8593	Marcus Smith	225-301-2492	marcus.smith@la.gov
MC	Berwick Bay (Acheulafaya F)	0.4	Morgan City, LA	Br. 80-46	VL	BNFS RR	29.41 32.91 N 91.12 45.57 W	985-394-8593	Joe Effinger	337-319-0710	jo.effinger@bnfs.com
MC	Charenton Canal	0.4	Maduin, LA	Br. 104-07	SW	BNFS RR	29.48 23.30 N 91.32 27.39 W	337-923-7428	Joe Effinger	337-319-0710	jo.effinger@bnfs.com
MC	Franklin Canal	4.8	Franklin, LA	Chatsworth Bridge	SW	LDOT District 3	29.47 5.68 N 91.24 03 W	337-828-1794	Duval Arthur	337-928-4100 ext 135	duvala@stmaryparish.la.gov
MC	GIWW	134.0	Louisiana, LA	SR 319 Bridge	B	LDOT District 3	29.46 18.46 N 91.47 05.84 W	337-867-4317	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Humble Canal	0.5	Vermilion Parish, LA	SR 347 Bridge	P	LDOT District 3	29.36 00.29 N 92.20 29.35 W	337-937-2492	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Lower Grand River	41.5	Ploson, LA	SR 75 Bridge	P	LDOT District 61	30.04 10.64 N 91.17 07.40 W	225-546-9204	Marcus Smith	225-301-2492	marcus.smith@la.gov
MC	Ptatsou Bayou	0.4	Iberville Parish, LA	SR 83 Bridge	SW	LDOT District 3	29.50 03.54 N 91.47 25.79 W	337-867-4509	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Plaquemine Brule Bayou	8.0	Esterhowe, LA	SR 91	P	LDOT District 3	30.11 52.25 N 92.27 48.36 W	No Phone	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Schooner Bayou	4.0	Vermilion Parish, LA	SR 82 Bridge	VL	LDOT District 3	29.44 42.70 N 92.09 23.00 W	337-898-6125	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Vermilion River	22.4	Perry, LA	SR 14 Bridge	VL	LDOT District 3	29.57 05.11 N 92.09 23.00 W	337-898-6125	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Vermilion River	26.0	Abbeville, LA	SR 14 Bridge	VL	LDOT District 3	29.59 00.07 N 92.08 21.05 W	337-898-6408	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Vermilion River	34.2	Milton, LA	SR 14 Bypass Bridge	VL	LDOT District 3	29.59 00.78 N 92.08 11.66 W	337-898-0373	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Vermilion River	37.6	Lafayette Parish, LA	Woodlawn Rd SR 82	SW	LDOT District 3	30.03 40.43 N 92.04 45.48 W	337-856-4743	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Vermilion River	41.0	Lafayette Parish, LA	Elie Broussard Bridge	VL	LDOT District 3	30.06 13.68 N 92.04 47.78 W	337-262-5882	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Vermilion River	44.9	Lafayette Parish, LA	Ambassador-Calfrey Bridge	VL	LDOT District 3	30.09 45.45 N 92.03 21.77 W	337-262-5882	Derrell Deville	337-250-0284	derrell.deville@la.gov
MC	Vermilion River	45.0	Lafayette Parish, LA	Phibcox Bridge	VL	LDOT District 3	30.09 45.45 N 92.03 21.77 W	337-262-5882	Derrell Deville	337-250-0284	derrell.deville@la.gov
MOB	Alabama River	105.3	Cory, AL	Frico Bridge	VL	Alabama & Gulf Coast RR	31.55 33.86 N 87.29 14.07 W	No Phone	Brent Wilson	904-762-8189	brent.wilson@bncf.com
MOB	Alabama River	205.9	Selma, AL	Alabama River RR Bridge	VL	Genesee Wyoming	31.55 33.86 N 87.29 14.07 W	No Phone	Brent Wilson	904-762-8189	brent.wilson@bncf.com
MOB	Alabama River	277.8	Montgomery, AL	CSX Peachville Bridge	VL	CSX	32.24 23.04 N 86.24 59.01 W	No Phone	Rob Barber	912-222-2730	rob.barber@cs.com
MOB	Anacochee River	105.9	Anacochee, FL	FLGAR (19)	SW	FL Gulf & Atlantic RR	30.41 23.77 N 84.51 50.20 W	850-663-8480	Caleb Hiest	904-335-1445	chiest@cs.com
MOB	Back Bay of Biloxi	0.4	Biloxi, MS	FLGAR (19)	B	FLGAR (19)	30.24 32.40 N 86.58 58.32 W	228-591-0134	Rob Barber	912-222-2730	rob.barber@cs.com
MOB	Back Bay of Biloxi	3.0	Dharmas, MS	1110 Bridge	B	MDOT	30.25 20.49 N 86.58 33.86 W	228-432-8852	Chase Jones	601-310-8864	chase@mdot.ms.gov
MOB	Back Bay of Biloxi	8.0	Biloxi, MS	Phelps Ferry Bridge	B	City of Biloxi	30.24 57.05 N 86.58 32.14 W	228-386-9337	Billy Ray Allen	205-702-1062	billyray@biloxi.ms.gov
MOB	Bay St. Louis	0.5	Bay St. Louis, MS	CSX RR (23)	SW	City of Biloxi	30.19 32.49 N 89.18 15.66 W	228-594-0136	Rob Barber	912-222-2730	rob.barber@cs.com
MOB	Bayou Lafourche	2.3	Bayou Lafourche, AL	SR 188 Bridge	VL	ADOT	30.24 21.03 N 88.14 51.27 W	251-824-2946	Jason Stear	251-470-8208	stear@adot.ms.gov
MOB	Bayou Lafourche	2.3	Bayou Lafourche, AL	Bayou Lafourche Bridge	B	Harrison County, MS	30.24 21.03 N 88.14 51.27 W	251-824-2946	Jason Stear	251-470-8208	stear@adot.ms.gov
MOB	Bayou Lafourche	0.1	Saraland, AL	CSX RR (193)	SW	CSX	30.48 12.45 N 88.00 53.42 W	251-379-2691	Rob Barber	912-222-2730	rob.barber@cs.com
MOB	Bayou Lafourche	0.1	Saraland, AL	CSX RR (193)	SW	CSX	30.48 12.45 N 88.00 53.42 W	251-379-2691	Rob Barber	912-222-2730	rob.barber@cs.com
MOB	Bayou Lafourche	21.0	Orange Lake, MS	Orange Lake Bridge	SW	City of Biloxi	30.27 34.72 N 88.56 20.34 W	No Phone	Billy Ray Allen	205-702-1062	billyray@biloxi.ms.gov
MOB	Black Warrior River	21.0	Emopore, AL	Black Warrior To Bridge	VL	Alabama & Gulf Coast RR	32.24 37.77 N 87.49 47.85 W	No Phone	Brent Wilson	912-222-2730	brent.wilson@bncf.com
MOB	Black Warrior River	267.8	Blount, AL	NS RR Bridge 228.0 AGS	VL	Norfolk Southern RR	32.39 45.72 N 87.49 56.69 W	265-316-9874	Alan Taylor	334-344-7212	alan.taylor@ns.com
MOB	Blackwater River	2.8	Blount, FL	FLGAR RR	SW	FLGAR RR	32.39 45.72 N 87.49 56.69 W	693-358-7479	Bridge supervisor	912-222-2730	bridge@bncf.com
MOB	Chattahoochee River	177.1	Orlando, GA	State of Georgia RR	SW	CSX	32.44 38.33 N 85.02 02.94 W	912-358-6156	Adam Huckle	912-358-6156	adam.huckle@cs.com
MOB	Chickasaw Creek	0.0	Saraland, AL	CSX RR (203)	SW	CSX	30.44 16.71 N 88.02 40.53 W	251-379-2692	Rob Barber	912-222-2730	rob.barber@cs.com
MOB	Chickasaw River	175.0	Geardien, AL	AL and TN River Railway	SW	ADOT	30.01 13.71 N 89.97 06.00 W	No Phone	Brian Bennett	228-590-4089	brian.bennett@adot.ms.gov
MOB	Escalante River	1.3	Miss Point, MS	MS Export RR Bridge	SW	MDOT	30.25 28.45 N 89.01 15.39 W	228-396-8591	Cape Jones	601-510-8894	cape@mdot.ms.gov
MOB	Industrial Seaway Canal	11.3	Gulport, MS	SR 605 Whites Bridge	B	City of Panama City	30.09 04.00 N 89.39 34.56 W	251-379-2699	Marcus Parish	850-832-1121	marcus@panama.ms.gov
MOB	Massana Bayou	0.0	Panama City, FL	Parson bridge	B	MDOT	30.09 13.06 N 87.35 41.60 W	228-375-4451	Rob Barber	912-222-2730	rob.barber@cs.com
MOB	Mobile River	13.3	Hurricane, AL	US 609 Bridge	VL	MDOT	30.25 09.86 N 88.49 04.02 W	228-375-4451	Cape Jones	601-510-8894	cape@mdot.ms.gov
MOB	Old Fort Bayou	1.8	Ocean Springs, MS	CSX RR (111)	B	CSX	30.25 07.78 N 88.33 49.42 W	228-697-074	Rob Barber	912-222-2730	rob.barber@cs.com
MOB	Pensauw River	15.0	Hurricane, AL	CSX RR (188)	SW	CSX	30.50 35.12 N 87.54 48.77 W	251-434-1326	Rob Barber	912-222-2730	rob.barber@cs.com
MOB	Three Mile Creek	0.0	Mobile, AL	CSX RR (203)	SW	CSX	30.43 35.25 N 88.02 54.47 W	251-434-1326	Rob Barber	912-222-2730	rob.barber@cs.com
MOB	Three Mile Creek	1.1	Mobile, AL	Terminal Railway Rd	SW	ADOT	30.43 32.87 N 88.03 12.45 W	No Phone	Cliff Melton	251-408-7077	cliff.melton@adot.com
MOB	Three Mile Creek	1.1	Mobile, AL	US 43 Telegraph Rd	SW	ADOT	30.72 24.64 N 88.03 09.97 W	No Phone	Justin Jernett	205-329-0362	justin.jernett@mscorp.com
MOB	Tomigles River	89.9	Jackson, AL	NS RR Bridge 88-2MB	SW	Norfolk Southern RR	31.29 40.09 N 87.54 25.01 W	266-353-3918	Brent Allen	904-466-1075	brent.allen@ns.com
MOB	Tomigles River	128.6	Nanceua, AL	Nanceua RR Bridge	VL	Genesee Wyoming	32.14 15.79 N 88.00 31.67 W	No Phone	Brian	985-394-8593	brian@bnfs.com
NO	Algiers Canal (GIWW)	3.7	Belle Chasse, LA	LA 23 Belle Chasse bridge	VL	LDOT District 2	29.52 19.74 N 90.00 31.67 W	No Phone	Johnny Hydes	504-799-8848	johnny.hydes@pca.com
NO	Algiers Canal (GIWW)	3.7	Belle Chasse, LA	Belle Chasse RR Bridge	VL	LDOT District 2	29.52 19.74 N 90.00 31.67 W	504-698-3781	David Brasset	504-799-8848	david.brasset@pca.com
NO	Barataria Bayou	35.5	Lafitte, LA	SR 302	SW	LDOT District 2	29.43 59.79 N 90.07 39.47 W	985-466-8463	Caleb Harper	985-375-0221	caleb.harper@la.gov
NO	Bayou Bonifaca	7.0	Strelac, LA	SR 433 Bridge	SW	LDOT District 62	30.16 17.93 N 89.47 37.02 W	985-466-8463	Caleb Harper	985-375-0221	caleb.harper@la.gov

NO	Bayou Des Allemands	13.9	Des Allemands, LA	SR 631	SW	LDODT District 2	29 49 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	985-768-2635	Joe Effinger	337-919-0710	jo.effinger@bnst.com
NO	Bayou Laloutre	22.9	Yacobskey, LA	SR 46 Yacobskey Bridge	VL	LDODT 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	LDODT District 62	30 18 06.65 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	228-521-0140	Rob Barker	912-222-2730	christopher.harmon@cs.com
NO	Chef Menteur Pass	2.8	New Orleans, LA	US 90 Bridge	SW	LDODT District 2	30 04 03.35 N 89 48 16.07 W	No Phone	David Brassett	504-799-9848	andrew.wilson@la.gov
NO	Doullut Canal	0.2	Empire, LA	Doullut Canal Swing Bridge	SW	Plaquemines Parish	29 23 16.0 N 89 35 53.0 W	504-628-9287	Brid Faulk	504-628-9287	christopher.harmon@cs.com
NO	East Pearl River	10.0	Baldwin's Lodge, LA	CSX RR (30)	SW	LDODT District 62	30 14 20.80 N 89 32 04.39 W	228-591-0138	Rob Barker	912-222-2730	Caleb.harper@la.gov
NO	Harvey Canal (GIWW)	0.2	Gretna, LA	Fourth St.	SW	LDODT District 2	29 54 27.95 N 90 04 59.55 W	504-366-2941	Caleb Harper	985-375-0221	andrew.wilson@la.gov
NO	Harvey Canal (GIWW)	0.2	Harvey, LA	Harvey Canal RR Bridge	B	NOGRR	29 54 29.08 N 90 04 59.97 W	No Phone	Johnny Hydies	504-458-1075	byvies@nrc.com
NO	Harvey Canal (GIWW)	2.8	Harvey, LA	Lapatozo Bridge	B	Jefferson Parish	29 52 16.37 N 90 04 11.88 W	504-365-3388	Charles Coopy	504-250-5589	ccody@lafairth.net
NO	IHNC	2.9	New Orleans, LA	Almonaster Avenue	B	Port of New Orleans/CSX	30 00 16.44 N 90 01 32.89 W	504-945-3112	Charles Johnson	504-237-4601	johnsonc@portno.com
NO	IHNC	3.1	New Orleans, LA	US 90 Chief Hwy (Danzinger)	VL	LDODT District 2	30 00 30.16 N 90 01 37.54 W	504-942-5355	David Brassett	504-799-9848	robert.hertle@la.gov
NO	IHNC	4.5	New Orleans, LA	NSRR Bridge 190.6 NO&NE	B	Port of New Orleans/NSRR	30 01 52.84 N 90 02 03.87 W	504-280-7070	Charles Johnson	504-237-4601	johnsonc@portno.com
NO	IHNC	4.6	New Orleans, LA	Ted Hickey (Seabrook) Bridge	B	LDODT District 2	30 01 54.60 N 90 02 04.26 W	504-242-7347	David Brassett	504-799-9848	robert.hertle@la.gov
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
NO	IHNC-GIWW	0.9	New Orleans, LA	Judge Seaber- Chalborne Ave. S	VL	LDODT District 2	29 58 06.67 N 90 01 32.11 W	504-942-8354	David Brassett/Charles Collins	504-799-9848/Brassett 504-437-3112	David.Brassett@LA.GOV.charles.collins@la.gov
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
NO	Lacombe Bayou	5.2	Lacombe, LA	Tammany Trace Bridge	B	St. Tammany Parish	30 19 22.21 N 89 56 32.57 W	No Phone	Lisa Maddox	985-264-7112	lmaddox@tsgov.org
NO	Lacombe Bayou	6.2	Lacombe, LA	US 190	SW	LDODT District 62	30 18 49.9 N 89 56 08.3 W	256-353-3918	David Brassett	504-799-9848	anthony.conerly@nscomm.com
NO	Lake Pontchartrain	4.8	Sidell, LA	NS RR Bridge 176.4 NO&NE	B	Norfolk Southern	30 12 15.14 N 89 50 07.10 W	504-669-6217	Juain Jerritt	205-329-0362	cliffrehou@nsc.org
NO	Lake Pontchartrain		New Orleans, LA	Pont. Lake Causeway	B	LDODT District 2	30 15 00.79 N 90 08 49.05 W	504-437-3100	David Brassett	504-799-9848	andrew.wilson@la.gov
NO	Lake Pontchartrain		Sidell, LA	US 11	B	LDODT District 2	30 12 14.15 N 89 50 05.19 W	877-333-7989	Rick Rodriguez	312-533-7011	rickrod@rodriaguel.com
NO	Pass Manchac	6.7	Manchac, LA	Manchac RR Bridge	B	Can Ndr III Cen (Remots)	30 17 05.90 N 90 23 59.80 W	228-581-0139	Rob Barker	912-222-2730	christopher.harmon@cs.com
NO	Rigobis Pass	0.0	Sidell, LA	CSX RR (34)	SW	CSX	30 09 19.17 N 89 37 49.89 W	985-845-8363	Caleb Harper	985-375-0221	Caleb.harper@la.gov
NO	Tchoufoucte River	2.5	Madisonville, LA	SR 22 Bridge	SW	LDODT District 62	30 24 15.62 N 90 09 17.11 W	No Phone	Caleb Harper	985-375-0221	Caleb.harper@la.gov
NO	West Pearl River	7.9	Pearlington, MS	US 90 Bridge	VL	LDODT District 62	30 13 52.31 N 89 40 07.25 W	256-353-3918	Brett Conerly	205-329-0362	anthony.conerly@nscomm.com
NO	West Pearl River	22.1	Pearl River, LA	NSRR Bridge 159.4 NO&NE	SW	Norfolk Southern	30 23 07.18 N 89 44 13.77 W	409-886-3045	Michael James	409-988-4108	mjames@co.orange.tx.us
PA	Bayou	2.9	West Orange, TX	Orange County Hwy Bridge	SW	Orange County	30 02 13.35 N 93 47 44.10 W	No Phone	Andrew Lee	409-791-7686	andrew.lee@dot.tx.gov
PA	Cow Bayou	4.5	Bridge City, TX	SR 87 Bridge	SW	TXDOT	30 02 40.28 N 93 49 17.54 W	409-832-5715	Michael Schmidt	318-210-9150	mcschmidt@cs.southern.com
PA	Neches River	19.5	Beaumont, TX	KCS RR Bridge	VL	KCS RR	30 04 54.52 N 94 05 30.31 W	225-343-0503	Mr. Hidalgo		hhidalgo@kcs.com
PA	Sabine River	19.3	Echo, TX	UPRR Bridge 250.22	SW	UPRR	30 09 10.22 N 93 42 21.66 W				

# APPENDIX 9. LA-DOTD District Bridge Engineer Offices

DISTRICT	NAME	PHONE NUMBER
Dist 02	David Brassett	504-437-3112
Dist 03	Darrell Deville	337-262-6123
Dist 04	Joshua Bedgood	318-549-8324
Dist 05	Joseph Hicks	318-342-0137
Dist 07	Derek Domingue	337-437-9143
Dist 08	Lance Broom	318-561-5184
Dist 58	Derek Parker	318-412-3102
Dist 61	Thaddaeus Manuel	225-231-4161
Dist 62	Caleb Harper	985-375-0221



2/14/2023

PAR	DIST	PARISH NAME	FIPS
33	05	MADISON	65
34	05	MOREHOUSE	67
35	08	NATCHITOCHES	69
36	02	ORLEANS	71
37	05	OUACHITA	73
38	02	PLAQUEMINES	75
39	61	POINTE COUPEE	77
40	08	RAPIDES	79
41	04	RED RIVER	81
42	05	RICHLAND	83
43	08	SABINE	85
44	02	ST. BERNARD	87
45	02	ST. CHARLES	89
46	62	ST. HELENA	91
47	61	ST. JAMES	93
48	62	ST. JOHN THE BAPTIST	95
49	03	ST. LANDRY	97
50	03	ST. MARTIN	99
51	03	ST. MARY	101
52	62	ST. TAMMANY	103
53	62	TANGIPAHOA	105
54	58	TENSAS	107
55	02	TERREBONNE	109
56	05	UNION	111
57	03	VERMILLION	113
58	08	VERNON	115
59	62	WASHINGTON	117
60	04	WEBSTER	119
61	61	WEST BATON ROUGE	121
62	05	WEST CARROLL	123
63	61	WEST FELICIANA	125
64	08	WINN	127

PAR	DIST	PARISH NAME	FIPS
1	03	ACADIA	01
2	07	ALLEN	03
3	61	ASCENSION	05
4	61	ASSUMPTION	07
5	08	AVOYLES	09
6	07	BEAUREGARD	11
7	04	BIENVILLE	13
8	04	BOSSIER	15
9	04	CAODO	17
10	07	CALCASIEU	19
11	58	CALDWELL	21
12	07	CAMERON	23
13	58	CATAHOULA	25
14	04	CLAIBORNE	27
15	58	CONCORDIA	29
16	04	DE SOTO	31
17	61	EAST BATON ROUGE	33
18	05	EAST CARROLL	35
19	61	EAST FELICIANA	37
20	03	EVANGELINE	39
21	58	FRANKLIN	41
22	08	GRANT	43
23	03	IBERIA	45
24	61	IBERVILLE	47
25	05	JACKSON	49
26	02	JEFFERSON	51
27	07	JEFFERSON DAVIS	53
28	03	LAFAYETTE	55
29	02	LAFOURCHE	57
30	58	LA SALLE	59
31	05	LINCOLN	61
32	62	LIVINGSTON	63

## APPENDIX 10. Louisiana Moveable Bridge Priority List

Appendix 10 provides a generic **moveable** bridge priority list for the state of Louisiana to guide and inform post-storm recovery efforts.

Fourteen moveable bridges were identified and broken down into two priority categories. Seven were identified as Priority I and seven as Priority II.

Each bridge is numbered, in descending order of importance/priority from 1 – 14, based on the bridge's impact on routine navigation if unable to open for marine traffic.

*This list provides baseline information to inform/guide post-storm waterway recovery coordination.* Every storm is unique and may dictate changes to the priority list depending on actual storm impacts, ongoing operations/activities at the time of the storm, and storm path.

Planning assumptions used:

1. Major hurricane hits LA and ALL moveable bridges are out of commission.
2. Bridge owners (LA-DOTD, railroads, etc.) do not have the resources to bring all bridges back online simultaneously and will have to prioritize.
3. All USACE locks fully functional post-storm and do not impact moveable bridge restoration prioritization.
4. All waterways clear to pass traffic and waterway status does not impact moveable bridge restoration prioritization.

Three criteria were used to assess bridge criticality/priority level including:

1. Services a **high tonnage waterway** which include, in order of precedence per USACE tonnage data, the following waterways:
  - a. The GIWW west of Morgan City to the Texas state line.
  - b. The Port Allen-Morgan City Alternate Route (PAR).
  - c. The GIWW from Morgan City to the Algiers Lock.
  - d. The GIWW from the MS River east to the MS state line (i.e. the East Canal)
2. Bridge closure results in the concurrent closure of an adjacent lock.
3. There is no bypass if the bridge cannot pass vessel traffic creating a single point of failure.

### Priority I Bridges Post Storm Recovery

CG UNIT	Waterway	Mile	Location	Bridge Name	Type	Bridge Owner	Lat /Long	Bridge Phone #	Emergency POC	Phone	
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
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
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
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
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
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
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

### Priority II Bridges Post Storm Recovery

CG UNIT	Waterway	Mile	Location	Bridge Name	Type	Bridge Owner	Lat /Long	Bridge Phone #	Emergency POC	Phone	
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
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
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
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
12	SEC NO	IHNC-GIWW	0.9	New Orleans, LA	Judge Seeber- Claiborne Ave. S	VL	LA-DOTD District 2	29 58 08.67 N 90 01 32.11 W	504-942-8354	Charles Collins	504-437-3100
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
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

### Priority III Bridges Post Storm Recovery (All Other Bridges)

Priority Criteria:  
a. Services high tonnage waterway  
b. Closes adjacent lock.  
c. No bypass or alternate route/single point of failure.





U.S. Army Corps of Engineers

# Gulf Intracoastal Waterway (GIWW)





# MVW Inland Waterways

