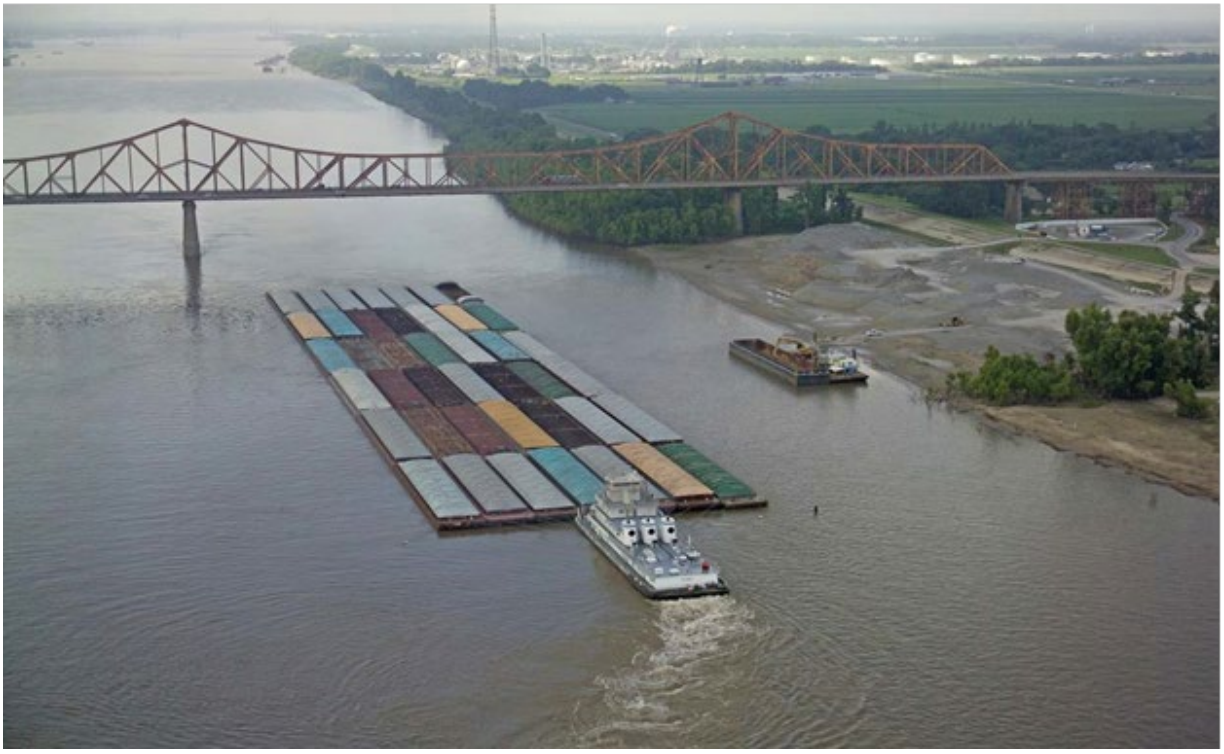
MISSISSIPPI RIVER AND TRIBUTARIES WATERWAYS ACTION PLAN

Marine Safety Unit Baton Rouge Annex (2026)



RECORD OF CHANGES		
CHANGE NUMBER	DATE OF CHANGE	CONTENT
01	03 MAR 2026	Overhaul of Waterway Action Plan to align with Sector New Orleans formatting. Aligned HP requirements with Sector LMR and Sector New Orleans

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This Waterways Action Plan is intended to provide guidance to industry during high and low water events on the Mississippi River through recommendations and best practices. This plan shall not replace existing plans, but rather, should be used in conjunction with existing port and facility plans, incorporating pertinent information to identify critical problem areas based on federal agency and industry experience, as well as lessons learned. This plan will be reviewed annually to determine if revisions are necessary. If no annual revisions are made, the current existing version will remain in effect.

1. Geographic Description

USCG Marine Safety Unit Baton Rouge - Lower Mississippi River (MM 167.5 Below Head of Passes to MM 303 Above Head of Passes)

The Mississippi River Basin drains 41% (between 1.2 and 1.8 million square miles) of the continental United States, including thirty-one states and two Canadian provinces. Historically, when the snow and ice melts in the northern states during the spring months, the Mississippi River experiences a sharp increase in river levels, flow rates, and floating debris, degrading the navigational channels and increasing the potential for marine casualties. Conversely, during periods of low water, restrictions on the navigable channel widths and the maximum safe drafts of barges can impede commerce.

The MSU Baton Rouge Area of Responsibility (AOR) is comprised of the following Parishes: Avoyelles, Evangeline, St Landry, Pointe Coupee, West Feliciana, East Feliciana, St Helena, West Baton Rouge, East Baton Rouge, Livingston, Iberville, and Ascension and includes the Lower Mississippi River from MM 167.5 - 303. This section of the Waterways Action Plan applies to the Lower Mississippi River beginning at the Old River at mile 303 and proceeding down to the Sunshine Bridge at mile 167.5.

The Baton Rouge Annex falls under the Sector New Orleans Waterway Action Plan that contains information specific to COTP zone recommendations, stakeholder roles, and proper contacts. Please refer to the Sector New Orleans Waterway Action Plan for further information.

2. Communications

2.A. Marine Safety Information Bulletin (MSIB)

MSIBs are released by the USCG to communicate current COTP/VTS measures and/or advisories at each river stage trigger point. Additional MSIBs may be issued during an extreme high/low water event, and these bulletins will address specific safety concerns as deemed necessary. MSIBs are released to subscribers on the GovDelivery (email) distribution list and are also posted on the Marine Safety Unit Baton Rouge Linktree website.

2.B. Broadcast Notice to Mariners

Low Water BNM – 12ft and below:
Mariners are advised to keep flat on the bank and provide a wide berth to deep-draft vessels

transiting the College Town Light vicinity from Mile Marker 225 to 228.3 on the Lower Mississippi River.

High Water BNM – 35ft and rising:
Mariners are advised to remain between the center line and Right Descending Bank while transiting from Mile Marker 170 to Mile Marker 182. Dangerous currents, shoaling and eddies have been reported at Bringier Point and 81 Mile Point. Vessels are reminded to check in with VTS Lower Mississippi River before transiting the area.

High Water BNM – 40ft and rising:
Mariners are advised to remain between the center line and Right Descending Bank while transiting from Mile Marker 170 to Mile Marker 182. Vessels transiting the area should avoid passing and overtaking situations at 81 Mile Point, Bringier Point, and Houmas Point. Dangerous currents, shoaling and eddies have been reported at Bringier Point and 81 Mile Point. Vessels are reminded to check in with VTS Lower Mississippi River before transiting the area.

2.C. Hyperlinks

U.S. Coast Guard Marine Safety Unit Baton Rouge Link tree
Marine Safety Unit Baton Rouge Linktree

Baton Rouge River Gauge located at MM 228.4 LMR
Mississippi River at Baton Rouge

Bayou Sorrel (Landside) River Gauge
Bayou Sorrel Gauge

3. Bayou Sorrel Lock Protocol

These procedures/protocol have been developed by shallow draft industry stakeholders, GICA, and USACE and are intended to help relieve congestion and improve safety for mariners and residents near the Bayou Sorrel Locks during this period of increased traffic due to Algiers Lock closures. They will remain in effect until modified or rescinded by USACE.

ALL VESSELS - NORTH AND SOUTH BOUND

When a vessel approaches the "End of the Line" for Bayou Sorrel, it shall contact the lock to get on turn, by any means available.

KEEP YOUR AIS SYSTEM ON

Once on turn, it will be up to the vessel to monitor the radio, and/or utilize all other means to determine their on-turn status as it changes. Continuous phone calls to the lock from the same vessel is not an acceptable means of communication and simply distracts lock personnel from focusing on timely locking.

For Bayou Sorrel Lock Queue status, contact the Lock and Dam Operator at (225) 659-7773 or via

email at Nicholas.W.Bryant@usace.army.mil.

The Queue List will also be broadcast at or about 0600, 1200, 1800 and 2400 daily by USACE Lock personnel.

Vessels not responding to calls from the Lock to move up or down toward the Lock, ***will be placed at the end of the Lock Queue***. It is the vessels' responsibility to maintain a method of monitoring their Lock Queue Status, including working with vessels which are within radio range of the lock and can hear calls made by the lock.

Vessels not cooperating with this protocol will, at the discretion of the Lock Master, be moved to the end of the line.

SOUTHBOUND VESSELS

Only south bound vessels with an on-turn number of 15 or lower will be allowed in the staging area between Mile 42 and Mile 39, which will be referred to as the "Bayou Sorrel Land Cut".

South bound vessels with an on-turn number of above 15 will find a standby location above Grosse Tete Bridge.

As the vessels on turn with numbers below 15 are removed from the staging area, it will be the vessel operators' duty to contact the Lock to determine a time when they should be moving down to the Bayou Sorrel Land Cut for standby.

NORTHBOUND VESSELS

Vessels should move as close to the area from Pigeon Bend to Bayou Sorrel Lock as possible.

Vessels that must tie off below Mile 25 and cannot make radio contact, should contact the lock with any means available to establish their lock turn.

Vessels that are lower than number 10 in the Lock Queue should move to an area above Pigeon Bend and be prepared for locking when called.

POC: Bayou Sorrel Lock Wall: 225-659-7773 GICA: 985-302-6666

During high and low water situations, the COTP may use a wide range of controls to facilitate commerce while also protecting the LMR, its users, and critical infrastructure. Often, industry will take concurrent action to reduce potential marine casualties. For example, during low water conditions, industry may reduce loads on vessels and/or barges, thus minimizing their drafts and enabling them to navigate through shallow areas. During high water conditions, industry may reduce tow sizes or increase horsepower requirements to exercise greater control over the tow. Additionally, the Coast Guard may issue Broadcast Notice to Mariners (BNM) notifying mariners of potentially hazardous areas and/or establishing one or more Safety Zones, while the Army Corps of Engineers may engage in dredging operations to reduce risk in hazardous locations on the LMR.

4. River Stages Action and Guidance

Marine Safety Information Bulletins (MSIBs) are issued at the high and low water trigger stages outlined below. The tables include basic safety measures implemented at various river stages; because each event is different, this plan may not be sufficient under all circumstances or conditions. MSU Baton Rouge may convene a conference call with appropriate stakeholders at any time, as necessary, to discuss the need for additional safety measures.

Furthermore, Ports and/or River Pilot Associations may implement additional precautionary measures at certain river stages and may be messaged via MSIB, website, email, or other communication medium.

4.A.1. All River Stages

ALL RIVER STAGES GUIDANCE
1) All vessels, facilities, and vessel agents should consult with the appropriate pilot association prior to warping a vessel. 2) As per 33 CFR 156.118, the COTP New Orleans requires a 4-hour Advanced Notification for Marine Transportation Facilities transferring oil and hazardous materials in bulk. See MSIB Volume XXIV Issue 079. 3) Do not tie or moor a vessel within 180’ from the crown of a levee OR drive or push onto or against any levee. 4) Main propulsion machinery must be available to immediately respond to the full range of maneuvering commands and that any software or mechanical based limiters be capable of being overridden immediately. See MSIB Volume XXV Issue 009.

4.A.2. Low Water River Stage

TRIGGER STAGE	LOW WATER GUIDANCE
16 ft. and below	1. Issue Safety Advisory including the following recommendation: a. All towing vessels in the vicinity of College Town Light (MM 225 to MM 228.3) are advised to keep flat on the bank and provide a wide berth to deep-draft vessel traffic. 2. Contact USACE for latest survey results of known shoaling/trouble spots including College Town Light area. (MM 225-228.3)
12 ft. and below	1. Issue Safety Advisory including the following recommendations: a. In accordance with 33 CFR 161.65(e), all vessels moving or intending to move into 81 Mile point (MM 177-179) must complete the appropriate check-in procedures with VTS LMR prior to transiting; Mariners are also advised of the increased possibility of shoaling in this area and should use extreme caution while transiting. b. Remind mariners to report missing aids to navigation in their report. 2. Issue Safety Advisory including the following recommendations: a. All towing vessels in the vicinity of College Town Light (MM 225 to MM 228.3) are advised to keep flat on the bank and provide a wide berth to deep-draft vessel traffic. b. Towing Vessels reduce loads and/or barges, to enable them to navigate through trouble areas. c. Consider draft restrictions for oceangoing vessels. d. Pilots and Masters of oceangoing vessels should review facility docking procedures prior to arriving. e. All vessels should consider staffing vessels with their most experienced crews. f. Remind mariners to report missing Aids to Navigation to the Sector Command Center at (504) 365-2209. 3. Liaison with USACE for surveys. Identify shoaling and trouble spots (deep and shallow draft crossings, College Town Light area, etc.). 4. VTS LMR to begin issuing “securite” safety radio broadcasts advising mariners to keep flat on the bank and provide a wide berth to specific approaching deep-draft vessel traffic for College Town Light area (MM 225 to MM 228.3).

8 ft. and below	1. VTS Measure in effect. 2. Consider issuing tow size and draft restrictions based on known shoaling/hazards and discussions with USACE, LOMRC, MNSA, Pilots, Port partners, VTS LMR, and Sector LMR. 3. Check with USACE about survey and dredging plans. 4. Remind Exxon Mobil & NOBRA Pilots of the submerged wreck discovered during a survey of the Exxon dock at MM232 in September 2018. 5. Identify specific critical low water areas. Conference call to discuss VTS measures.
4 ft. and below	1. VTS Measure in effect. 2. Consider issuing tow size and draft restrictions based on discussions with USACE, LOMRC, MNSA, Pilots, Port partners, VTS LMR, and Sector LMR. 3. Check with USACE about survey and dredging plans. 4. Identify specific critical low water areas. Conference call to discuss VTS measures.

4.A.3. High-Water Trigger Stages

On the following pages, various safety controls are outlined by specific high and low water trigger points. Some of these controls are industry initiated, while others are initiated at the federal level. The phases were based on the existing River Crisis Action Plan and modification made during the 2005 high water season. As before circumstances will dictate which, if not all, controls are to be employed.

Watch: This phase incorporates both the Port Allen Locks and the Lower Mississippi River (LMR) between MM 219 and MM 240. It is initiated for both when the Baton Rouge gauge reads 25-feet and rising.

Action: This phase is initiated when the Baton Rouge gauge measures 35-Feet for the LMR between MM 167 and MM 240.

Recovery: This phase is initiated when predictions indicate the LMR will begin a steady fall. During this phase the COTP, with industry participation, will determine when and what restrictions to lift as conditions begin to improve.

Regulated Navigation Area and Limited Access areas (RNA): is a water area within a defined boundary for which regulations for vessels navigating within the area have been established by the District Commander. The regulation may include:

Specifying times of vessel entry, movement, or departure to, from, within, or through ports, harbors, or other waters.

Establishing vessel size, speed, draft limitations, and operating conditions.

Restricting vessel operation, in a hazardous area or under hazardous conditions, to vessels which have operation characteristics or capabilities which are considered necessary for safe operation under the circumstances.

A **"spike"** is a towing orientation where there is one barge tied to the end of a tow. This is not allowed when a VTS measure is in place at Wilkinson Point during High Water. The spike presents a breakaway hazard.

* 5 barges or less may have a spike.
* A fully squared off tow is recommended. VTS LMR is authorized to grant exceptions to tows, up to an additional 2 standard barges.

TRIGGER STAGE	HIGH WATER GUIDANCE (Wilkerson Point)
28 ft. and rising	1) Conference call to discuss current flow rate and prediction of rise/crest. 2) All vessels should consider staffing vessels with their most experienced crews. 3) Buoys that will prevent tows from taking a proper line around points and bends should be adjusted to not hinder flanking operations.
30 ft. and rising	1) Conference call to discuss current flow rate and prediction of rise/crest. 2) Advisory issued: a. Tows should be kept to a maximum of 36 barges. b. All tow operators and towing companies should use a ratio of 240 horsepower per standard barge or 480 horsepower per oversize barge for southbound transits. For the purpose of this calculation, barges with dimensions 290' x 50' or larger are considered "oversize" while barges with dimensions less than 290' x 50' are considered "standard." If one of the barge dimensions (length or width) meets or exceeds the 290' x 50', then the barge is considered "oversize." Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. Towing vessels with Z-drive propulsion types may be treated as having a horsepower 20% greater than the engine's rating for the purpose of this calculation.
33 ft. and rising	1) Conference call to discuss impending attainment of 35' and rising. 2) Discuss river stage forecasts, current velocities/flow rate, and predictions of crest. 3) Issue Broadcast Notice to Mariners and Marine Safety Information Bulletins, as needed. 4) Discuss when to establish a VTS Measure and assess the need for the LOMRC and GICA watches. 5) Reminder that USACE requires vessels to remain 180 ft away from the crown of the levee when pushing up.
35 ft. and rising	1. Conference call to discuss 35' attainment and 38' impending attainment. Discussions should occur to determine whether to utilize the Towing Assist Vessel (TAV) and VTS LMR Watch, implement daylight only restrictions, and manage the vessel queue at this stage giving due consideration to projected crest, projected timeline the River stages will be above 35', daily rate of rising river level, and river velocity. 2. VTS LMR to implement the VTS Wilkinson Point watch. Northbound vessels will have priority in the queue at night. Vessels may contact VTS LMR on VHF Channel 1005 (05A) or (504) 365-2512. 3. If a VTS Measure is established for the area, the following will be implemented based on input from LOMRC, GICA and the CG: a. Max tow size is limited to 30 barges with 280 HP per standard barge

	and 560 HP per oversize barge (see definition under 30 ft and rising) for southbound transits within the VTS regulated area. Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. Vessels unable to meet the HP requirements must adjust to meet the requirements prior to transiting Wilkinson Point. Towing vessels with Z-drive propulsion types may be treated as having a horsepower 20% greater than the engine's rating for the purpose of this calculation. VTS LMR may on a case-by-case basis approve exceptions up to 400 HP based on conditions and size of tow. VTS LMR may make horsepower exceptions to allow pushing up to 2 standard barges more than calculated for tows that are fully squared off. b. Allow 8000 HP towing vessel to push 30 standard barge tow makeup. (400 HP less than requirement) or 6600 HP Z –drive. c. All southbound tows entering Devil's Swamp with more than one barge attached shall hire a private assist vessel (PAV) to accompany them into the swamp and contact VTS LMR to enter the queue. d. Harbor Fleet Tows of no more than 4 barges (whether loaded or unloaded) are exempt from daylight only but must coordinate transits with VTS LMR. e. Southbound line tows of no more than 4 barges are still restricted to daylight only and must check in with the TAV. TAV assistance is not required, however the TAV will shadow and monitor the transit of Wilkinson Point.
38 ft. and rising	1. Conference call to discuss additional HP, length, and size restrictions. Previous 35' restrictions still apply. 2. No more than two southbound towing vessels will be allowed below MM 240 (Thomas Point) any time regardless of tow size. 3. VTS LMR will carry out their mission IAW the Waterways Action Plan, which will include managing the vessel queue at Wilkinson Point, resources permitting. VTS LMR will establish "check in/reporting procedures" for downbound tows at MM 255 (Port Hudson Light) and MM 240 (Thomas Point), as well as upbound vessels at MM 219 (Sardine Crossing) and MM 226 (Bottom of Baton Rouge Anchorage). All tows operating between MM 255 to MM 219 will be required to provide a sail plan to the VTS LMR with the following information: a. Name of Vessel. b. Current location. c. Vessel type and horsepower. d. Number of loaded barges & number of empty barges. e. Number of red flag barges in the tow. 4. All southbound traffic will transit Wilkinson Point during daylight hours only. Northbound traffic may transit Wilkinson Point any time during which the queue is empty of South bound traffic in coordination with VTS LMR. Northbound vessels will have priority in the queue at night. Passenger Vessels will have a priority position in the queue. 5. Northbound vessels unable to average 3 MPH (overground) between the I-10 and Highway 190 bridges and around Wilkinson Point must use a Private Assist Vessel (PAV).

	6. Establish a VTS Measure implementing a "no meeting or overtaking zone" for MM 232 AHOP to MM 237 AHOP (Note: VTS LMR may allow a deviation from this restriction). 7. GICA traffic representatives may be established. 8. Southbound tank barges shall be placed in a protected position within the tow makeup (not on the head of the tow or on either outboard string). Northbound tank barges may be placed in unprotected positions, but not at the head of the tow. 9. Tows shall be squared off. On tows with 6 or more barges, there shall be no spiked barges that extend 50' beyond the head of the tow. VTS LMR may grant exceptions to this requirement on a case-by-case basis based on conditions and the size of tow. **Line Tows Transiting Wilkinon Point: Towing Assist Vessel (TAV)** 1. All southbound traffic will utilize the Towing Assist Vessel (TAV) (min 5000 HP). The TAV must meet the southbound vessel no lower than 2000 feet above Wilkinson Point. The TAV will position itself alongside the most appropriate agreed upon location on the barge tow after consultation with the vessel's Captain. 2. The TAV will then confirm information of current reaction above, around and below Wilkinson Point. 3. The TAV will discuss what the last vessel that transited Wilkinson Point found and continually brief southbound vessels of present position in correlation with the last vessel that transited. 4. The TAV will make corrections to the southbound vessel's positioning if necessary. 5. All tows transiting Wilkinson Point. pushing 4 barges or less must check-in with VTS LMR and the TAV prior to transit. TAV will shadow the tow around Wilkinson Point and assist as needed. Harbor tows are exempt from the queue. 6. There will be a LOMRC representative onboard the assist vessel with Pilots on scene to ensure safe navigation. The TAV Captain/Pilot may satisfy this requirement provided they are familiar with this Waterways Action Plan and the current MSIB.
40 ft. and rising	1. Conference call to discuss additional HP, length, and size restrictions. Previous 38' restrictions still apply, as appropriate. 2. Assess the need for max tow size limited to 25 barges with 300 HP per standard barge and 700 HP per oversize barge (see definition under 30 ft and rising) for southbound transits within the VTS regulated area. Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. 3. Vessels unable to meet the HP requirements must adjust meet the requirements prior to transiting Wilkinson Point. Towing vessels with Z-drive propulsion types may be treated as having a horsepower 20% greater than the engine's rating for the purpose of this calculation. VTS LMR may on a case-by-case basis approve exceptions up to 400 HP based on conditions and size of tow.

43 ft. and rising	1. Conference call to discuss 43' attainment and 45' impending attainment and operations of the spillways. Consider waterway shutdown based on projected crest, projected timeline the river stages will be above 43', daily rate of rising river level, and river velocity. Previous 38' and 40' restrictions still apply, as appropriate. 2. Establish a VTS Measure, with one or all the following implementations based on LOMRC, GICA and CG input. 3. Max tow size is limited to 25 barges, tows shall be squared, with 320 HP per standard barge and 750 HP per oversize barge (see definition under 30 ft and rising) for southbound transits within the VTS regulated area. Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. Vessels unable to meet the HP requirements must adjust meet the requirements prior to transiting Wilkinson Point. Towing vessels with Z-drive propulsion types may be treated as having a horsepower 20% greater than the engine's rating for the purpose of this calculation. VTS LMR may on a case-by-case basis approve exceptions up to 400 HP based on conditions and size of tow. 4. TAV requirements listed for Baton Rouge Gauge 38' and Rising remain in effect. 5. Assess the need to implement a Secondary Towing Assist Vessel (STAV) of minimum 2000 HP. The STAV will be stationed 500' above the HWY 190 Bridge. It should shadow the barge through the bridge until it is clear of the HWY 190 Bridge. There will be a LOMRC representative onboard the assist vessel with pilots on scene to ensure safe navigation. The TAV Captain/Pilot may satisfy this requirement provided they are familiar with this Waterways Action Plan and the current MSIB.
High Water Recovery	Conference call to discuss phase down of restrictions and controls implemented.

TRIGGER STAGE	HIGH WATER GUIDANCE: LOWER MISSISSIPPI RIVER, MM 221-235 (Duncan Point to Hwy 190 Bridge) SUBJECT: TOWS TOPPING AROUND
35 ft. and rising	1. Conference call to discuss current flow rate and prediction of rise/crest. 2. All vessels should consider staffing vessels with their most experienced crews. 3. Assess the need for tows >600' in length to use 1200 hp assist vessel when topping around. 4. Advisory issued for tows >300' to <600' in length to use 1000 hp assist vessel when topping around. 5. Advisory issued for tows <300' in length to use 800 hp assist vessel when topping around. 6. Note: VTS LMR has authority to grant exceptions to these requirements based on conditions and the size of the tow. 7. Reminder that USACE requires vessels to remain 180 ft away from the crown of the levee when pushing up.
40 ft. and rising	1. Conference call to discuss current flow rate, prediction of rise/crest, and additional restrictions. 2. Tows >600' in length are required to use 1200 hp assist vessel when topping around. 3. Tows >300' to <600' in length are required to use 1000 hp assist vessel when topping around. 4. Tows <300' in length are required to use 800 hp assist vessel when topping around. 5. Note: VTS LMR has authority to grant exceptions to these requirements based on conditions and the size of the tow.
High Water Recovery	Conference call to discuss phase down of restrictions and controls implemented.

TRIGGER STAGE	HIGH WATER GUIDANCE: LOWER MISSISSIPPI RIVER, MILE MARKERS 219-229 SUBJECT: CANAL TOWS ENTERING AND EXITING THE PORT ALLEN LOCK
25 ft. and rising	1) Conference call to discuss current flow rate and prediction of rise/crest. 2) Evaluate the need for a VTS Measure. 3) All vessels should consider staffing vessels with their most experienced crews. 4) Advisory issued: It is recommended that all tows >600' (excluding towboat) employ an assist vessel of at least 1200 HP when entering locks. 5) Advisory issued: It is recommended that all tows exiting Port Allen Lock into the Mississippi River intending to turn northbound use an assistance vessel or proceed South below MM 221 and top around before heading North. 6) Tows shall catch a headline when entering the locks. 7) Vessels will be put on queue for lock turn when their tow is built and may remain in the area in which their tow is built until it is time for lock turn.
30 ft. and rising	1. Conference call to discuss impending attainment of 35'. 2. Implement a VTS measure. When a VTS Measure is in effect, all vessels entering the area from Wilkinson Point, Port Allen Lock, or Mile 221 LMR shall contact and receive direction from VTS LMR prior to entry when the VTS Watch is active. a. All tows >600' (excluding towboat) shall employ an assist vessel of at least 1200 HP when entering the locks. b. All tows exiting Port Allen Lock into the LMR intending to turn northbound shall use an assist vessel of at least 1200 HP or proceed southbound below MM 221 if topping around unassisted before heading North. Approval must be granted by VTS LMR prior to exiting Port Allen Lock and turning northbound. 3. Issue VTS Measure to Canal Tow operators recommending tonnage restriction of 280 HP per standard barge. Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. 4. Discuss need for GICA traffic representatives. 5. Reminder that USACE requires vessels to remain 180ft away from the crown of the levee when pushing up. Note: VTS LMR has authority to grant exceptions to these requirements based on conditions and the size of the tow.

35 ft. and rising	1. Conference call to discuss current flow rate and prediction of rise/crest. 2. Implement a VTS measure: a. Require tows >600' (excluding towboat) to employ an assist vessel of at least 1200 HP when entering or exiting the locks. b. All tows exiting Port Allen Lock into the LMR intending to turn northbound shall use an assist vessel of at least 1200 HP or proceed southbound below MM 221 if topping around unassisted before heading North. Approval must be granted by VTS LMR prior to exiting Port Allen Lock and turning northbound. c. If a vessel is unable to meet HP requirements and permission is obtained to enter the RNA from VTS LMR, then an assist vessel of at least 1200 HP is mandatory for entering or exiting. 3. Require 280 HP per standard loaded barge on canal tows entering/exiting the Locks. Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. Towing vessels with Z-drive propulsion type may be treated as having a horsepower 20% greater than its engine's rating for the purpose of this calculation. Note: VTS LMR has authority to grant exceptions to these requirements up to 400 HP based on conditions and the size of the tow. GICA may provide one advisor to VTS LMR in New Orleans to advise and monitor traffic transiting the Port Allen Lock when required due to the High-Water conditions above 35 feet on the Baton Rouge gauge.
38 ft. and rising	Issue safety advisory: Port Allen Lock has a max tow size of 1050 FT, including the towboat.
40 ft. and rising	1. Conference call to discuss additional HP, length, and anchorage restrictions, operations of the spillways, and possible closure of the Port Allen Locks. 2. Implement a VTS measure: a. The use of an assist vessel of at least 1200 HP is mandatory for all tows entering Locks. b. All tows exiting Port Allen Lock into the LMR intending to turn northbound shall use an assist vessel of at least 1200 HP or proceed southbound below MM 221 if topping around unassisted before heading northbound. Approval must be granted by VTS LMR prior to exiting Port Allen Lock and turning northbound. 3. Require 300 HP per standard barge on canal tows entering/exiting the Locks. Empty barges may be calculated at ½ the horsepower requirements to that of a loaded barge when computing the overall horsepower requirement. Towing vessels with Z-drive propulsion type may be treated as having a horsepower 20% greater than its engine's rating for the purpose of this calculation.

	Note: VTS LMR has authority to grant exceptions to these requirements up to 400 HP based on conditions and the size of the tow. GICA may provide one advisor VTS LMR in New Orleans to advise and monitor traffic transiting the Port Allen Lock when required due to the High-Water conditions above 35 feet on the Baton Rouge gauge.
High Water Recovery	Conference call to discuss phase down of restrictions and controls implemented.

TRIGGER STAGE	HIGH WATER GUIDANCE: LOWER MISSISSIPPI RIVER, MILE MARKERS 225-234 SUBJECT: DEEP DRAFT SHIPS
35 ft. and rising	1) Conference call to discuss current flow rate and prediction of rise/crest. 2) Oceangoing vessels must use tug escorts (w/adequate HP) alongside while transiting above the I-10 Bridge to the dock, as well as departing the dock and transiting southbound past the I-10 Bridge. 3) Only one oceangoing vessel at a time will be allowed underway between the I-10 Bridge and the US-190 Bridge. 4) Oceangoing vessels shall not anchor in the upper ½ mile of Baton Rouge General Anchorage. The vessel's pilot shall notify VTS LMR (504) 365-2512 if it is necessary to anchor any vessel in the remainder of the anchorage. 5) CG MSU Baton Rouge will coordinate with Federal and NOBRA pilots. Consider additional anchorage restrictions. 6) When the Wilkerson Point watch is active, oceangoing vessels must contact VTS LMR Watch on VHF FM Ch. 1005(05A) with ETA to Richard Powell range light (MM 218.4) and check in again at MM 219. 7) Oceangoing vessels departing this area must contact the VTS LMR prior to departure.
40 ft. and rising	Conference call to discuss current flow rate and prediction of rise/crest.
High Water Recovery	Conference call to discuss phase down of restrictions and controls implemented.

TRIGGER STAGE	HIGH WATER GUIDANCE: ICW, PORT ALLEN-MORGAN CITY ALTERNATE ROUTE, MILE MARKERS 37.6-65 SUBJECT: BAYOU SORREL LOCK & BAYOU PIGEON *** NOTE*** BAYOU SORREL LANDSIDE GAUGE
5.5 ft. and rising	1. Conference call to discuss current flow rate and prediction of rise/crest. 2. Issue a Marine Safety Information Broadcast to advise mariners to transit area at slow speed with no discernable wake.
6 ft. and rising	1. Conference call to discuss current flow rate and prediction of rise/crest. 2. Issue a Safety Advisory establishing a no wake advisory on the Port Allen – Morgan City Alt Route and Bayou Sorrel Waterway (Mile 37.6 to Mile 45), Lower Grand River (Bayou Pigeon) from the intersection with Port Allen – Morgan City Alt Route to Iberville Parish line. 3. Update Marine Safety Information Broadcast to inform mariners of Safety Advisory.
6.5 ft. and rising	1. Conference call to discuss current flow rate and prediction of rise/crest. 2. Asses the need for Army Corps of Engineers to implement one-way traffic though Bayou Sorrel Waterway Mile 37.6 to Mile 45. Vessels transiting through the area should monitor weather forecasts and avoid stopping due to potential closure of the route. 3. Close Lower Grand River Waterway to all commercial traffic. 4. Update Safety Advisory.
6.9 ft. and rising	1. Conference call to discuss closing the waterway from Port Allen Lock to Bayou Sorrel Lock to vessels entering but allowing vessels to exit. 2. Bayou Sorrel Lock will begin clearing out the waterway and will not allow vessels to enter.
High Water Recovery	Conference call to discuss phase down of restrictions and controls implemented.

TRIGGER STAGE	HIGH WATER GUIDANCE: 81-MILE POINT, LOWER MISSISSIPPI RIVER, MILE MARKERS 170-182 SUBJECT: ALL VESSELS
35 ft. and rising	1) Conference call to discuss current flow rate and prediction of rise/crest. 2) All vessels should consider staffing vessels with their most experienced crews. 3) Discuss the need for a VTS measure based on conditions to include one-way traffic. 4) Issue advisory that all vessels should stay between the center line and the RDB while transiting 81 Mile Pointe (MM177-179) and Bringier Point (MM172-173) avoid dangerous eddies. 5) In accordance with 33 CFR 11.65(e), all vessels moving or intending to move into the 81 Mile Point (MM 177-179) must complete the appropriate check-in procedures with VTS LMR prior to transiting. 6) Reminder that USACE requires vessels to remain 180ft away from the crown of the levee when pushing up.
40 ft. and rising	1. Conference call to discuss current flow rate and prediction of rise/crest. 2. Establish a VTS measure from mile 170-182. a. Oceangoing vessels shall navigate through MM 170-182 during daylight hours only. b. Towing vessels must be able to maintain at least 3 mph through the VTS regulated area between MM 170-182. c. No holding up within ¾ of a mile of 81-Mile Point on the LDB. d. Issue advisory that all vessels should stay between the center line and the RDB while transiting 81 Mile Point (MM 177-179) and Bringier Point (MM 172-173) to avoid dangerous eddies. Vessels transiting the area should avoid passing or overtaking situations at or near; 81-Mile Point, Bringier Point, and Point Houmas.
High Water Recovery	Conference call to discuss phase down of restrictions and controls implemented.

Enclosure 1. U. S. Coast Guard Points of Contact

UNIT	DESIGNATED CONTACT	PHONE NUMBER	E-MAIL ADDRESS
USCG Marine Safety Unit Command	LCDR Jonathan Scott MSU Commanding Officer	225-281-4678	Jonathan.J.Scott@uscg.mil
	LT Alexander Gagne Executive Officer	225-252-6578	Alexander.R.Gagne@uscg.mil
	LT Benjamin Adrien Prevention Department Head & Waterways Division Chief	225-281-2875	Benjamin.D.Adrien@uscg.mil
	LT Dylan Tschumper Response Department Head	225-281-0109	Dylan.G.Tschumper@uscg.mil
	LCDR Christopher Booth, Director VTS LMR	504-270-4275	Christopher.W.Booth@uscg.mil
Other USCG Contact Information	Sector Command Center (24 Hrs.)	504-365-2545	
	VTS LMR Watch Supervisor	504-365-2514	
	Waterways Management	225-281-4784	BatonRougeWaterways@uscg.mil
	Facilities Inspection Branch	225-281-2853	MSUBRFAC@uscg.mil
	Coast Guard Heartland District Bridge Administration Branch	504-671-2128	D8DPBALL@uscg.mil