

**MISSISSIPPI RIVER AND
TRIBUTARIES WATERWAYS
ACTION PLAN
Sector New Orleans
Annex
(2023)**



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This Waterways Action Plan is intended to provide guidance to industry during high water events on the Mississippi River through recommendations or 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 and analysis of 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 Sector New Orleans - Lower Mississippi River (MM 20 Below Head of Passes to MM 167.5 Above Head of Passes)

1. A. 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 melt 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.

1. B. The Sector New Orleans Area of Responsibility (AOR) is comprised of the Parishes of Plaquemines, St. Bernard, Orleans, Jefferson, St. Charles, St. John the Baptist, St. James, Tangipahoa, St. Tammany, and Washington, and the Ports of Plaquemines, St. Bernard, New Orleans, and South Louisiana. This Annex applies to the southern-most portion of the Lower Mississippi River (LMR), from Mile Marker (MM) 20 Below Head of Passes (BHP) to the lower boundary of Coast Guard Marine Safety Unit (MSU) Baton Rouge's AOR, at MM 167.5 Above Head of Passes (AHP). **MSU Baton Rouge has a separate Annex of the Waterway Action Plan that contains information specific to the Port of Baton Rouge.**

2. Parties and Roles

2. A. General

The successful management of any river crisis depends on the cooperation of the waterway system participants, including agencies of the federal, state, and local governments, industry groups, and the general public. This section identifies the key organizations in the New Orleans Port area, outlines their authority and responsibilities, and explains their roles during an event.

2. B. Industry Groups & Their Roles

2. B.1. American Waterways Operators (AWO)

The American Waterways Operators is the national advocate for the U.S. tugboat, towboat and barge industry, which serves the nation as the safest, most environmentally friendly, and most economical mode of freight transportation. AWO members operate on the rivers, coasts, Great Lakes, and harbors of the United States, moving vital commodities safely, reducing air emissions, water pollution, and highway congestion, protecting homeland security, and providing family-wage jobs for tens of thousands of Americans. AWO promotes the long-term economic soundness of the industry and works to enhance its ability to provide safe, efficient, and environmentally responsible transportation.

2. B.2. Associated Federal Pilots, New Orleans and Baton Rouge Steamship Pilots Association (NOBRA), Crescent River Pilots Association, and Bar Pilots Association

The Pilot Associations provide skilled, licensed professional mariners to assist in and enhance the safe and efficient navigation of ocean-going deep draft vessels in the Lower Mississippi River. Due to the nature of their business and professional experience, the Pilot Associations provide the Coast Guard and industry partners with real-time information relating to deep draft vessel casualties, capabilities, and general river characteristics essential to mitigating risk and ensuring the free flow of commerce.

2. B.3. Greater New Orleans Barge Fleeting Association (GNOBFA)

GNOBFA is a non-profit association of companies engaged in the operation of barge fleets and towboats in the New Orleans–Baton Rouge corridor. The purpose of the Association is to promote a closer professional relationship between members, to disseminate information pertaining to fleeting and the river industry, to support member companies when consistent with the interests of the organization, and to improve relations with communities, regulating government bodies, and other professional organizations.

2. B.4. Gulf Intracoastal Canal Association (GICA)

GICA is a non-profit trade association with the mission to ensure the Gulf Intracoastal Waterway is maintained, operated, and improved to provide the safest, most efficient, economically, and environmentally sound water transportation route in our nation. GICA serves many interests, including petro-chemical facilities, refineries, farms, mines, ports, commercial fisheries, recreation, and more.

2. B.5. Louisiana Maritime Association (LAMA)

LAMA is an association that provides state-of-the-art information and management tools to shipping agents and associate members. Now the industry leader, LAMA members represent over 75% of all ocean-going vessels entering the Lower Mississippi River (per the New Orleans

Board of Trade arrival statistics). LAMA provides liaison/representation with all federal, state, and local regulatory officials and agencies. Additionally, they offer custom productivity tools including a Vessel Tracking System (C-View), a pilotage calculator, and a Terminal Database.

2. B.6. Lower Mississippi River Committee (LOMRC)

LOMRC is a committee of the Lower Mississippi River towing companies and is associated with the River Industry Executive Task Force (RIETF), formed to address navigation problems during significant changes in river conditions, such as extreme low and high-water events. The committee addresses all issues concerning Lower Mississippi River navigation and is the major liaison between the towing industry, the Coast Guard, and the Army Corps of Engineers for river conditions between New Orleans, LA and Cairo, IL. A volunteer chairman from industry coordinates LOMRC.

2. B.7. Maritime Navigation Safety Association (MNSA)

MNSA is an organization that promotes communication and information sharing among the various maritime stakeholders who share the waterways from Baton Rouge, Louisiana to the Gulf of Mexico. MNSA provides a forum to promote the maximum usage of these waterways while emphasizing navigational safety and protection of the environment.

2. B.8. New Orleans Area Port Coordination Team (PCT)

The PCT is comprised of industry and waterway stakeholders in the Mississippi River system who advise the Captain of the Port (COTP). The members represent core constituencies and are responsible for consolidating information from their respective groups to provide information to the COTP regarding the port's operational and infrastructure needs. The PCT acts as an information conduit to assist the COTP in establishing shipping priorities, understanding local economic impact factors, implementing port reopening protocols, and managing the flow of vessel movements without compromising safety and security in the port.

2. C. Federal Agencies & Their Roles

Numerous rivers, lakes, and streams comprise the inland waterway system; navigation on these “navigable waters of the United States” is primarily regulated by the United States Coast Guard (USCG) through the authority granted by the United States Code (USC) that provides for the establishment and enforcement of laws “for the promotion of safety of life and property,” authorization for work or construction within the navigable waterways, and for maintaining navigation throughout U.S. territorial waters. The United States Army Corps of Engineers (USACE) provides technical advice to the USCG to ensure proper evaluation and decision-making concerning navigation safety matters. The USACE is also responsible for permitting waterway projects that may impact or affect the navigable waterway, evaluating and maintaining navigable channels, and directing emergency flood control operations (such as activation of spillways).

2. C.1. United States Coast Guard (USCG)

Title 14 USC defines USCG roles and responsibilities in establishing and maintaining the safety of ports and waterways. 33 Code of Federal Regulations (CFR) 165 authorizes COTP and District Commanders to impose safety zones, security zones, and other restrictions to ensure the safe flow of navigation. The different types of safety measures used by Sector New Orleans are described below under items 2.C.1.a-d.

2. C.1.a. Safety Advisory

Navigation Safety Advisories are the simplest form of intervention and rely on the voluntary compliance of industry to limit risk and prevent vessel casualties. USCG advisories are usually issued after consultation with the USACE and industry-user groups. They can be originated by the USCG or self-imposed by industry and disseminated as a Broadcast Notice to Mariners (BNM), Marine Safety Information Bulletin (MSIB), USACE Navigation Bulletin, or any combination thereof. Their purpose is to advise the marine industry of hazardous conditions and provide recommendations for safe navigation. Advisories can also notify the marine industry of the COTP's intentions with regards to developing hazardous navigation conditions. Timely advisories allow marine interests to adjust their operations in anticipation of changing conditions.

2. C.1.b. Regulated Navigation Area (RNA) (33 CFR 165.10)

A Regulated Navigation Area is a water area within a defined boundary for which regulations for vessels navigating within the area has been established by the USCG. RNAs specific to the Sector New Orleans area are described in 33 CFR 165.803 and 165.810. These RNAs are typically expanded at certain pre-determined river levels, but extreme river conditions may require additional measures by the COTP. The implementation of additional restrictions and/or advisories by the USCG are usually preceded by consultation with the PCT and appropriate industry-user groups. Additional measures may be in the form of COTP Orders or VTS Measures, as described below.

2. C.1.c. Captain of the Port (COTP) Order (33 CFR 160)

Captain of the Port Orders are specific, detailed, and exact directions provided to an individual, facility, or vessel to reduce potential safety hazards and/or mitigate damage to the environment or property. COTP Orders are issued under the authority of the Ports and Waterways Safety Act and compliance with COTP Orders is mandatory; failure to do so may result in civil or criminal penalty action.

2. C.1.d. Vessel Traffic Service (VTS) Measure (33 CFR 161.11)

A VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment. These measures and directions may include, but are not limited to:

- (1) Designating temporary reporting points and procedures;
- (2) Imposing vessel operating requirements; or
- (3) Establishing vessel traffic routing schemes.

During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within a VTS area.

2. C.2. United States Army Corps of Engineers (USACE)

Title 33 USC defines the USACE roles and responsibilities regarding the development of, or change to, waterfront facilities, weirs, dams, or dikes. Specifically, the USACE is authorized to review and approve all changes to hydrodynamic structures for the purposes of maintaining a navigable channel. In addition, the USACE is charged with conducting operations to maintain the physical nature of a navigable channel on particular waterways. The maintenance depth within the navigable channel on the LMR is 45 ft., with a width of 500 ft. between Baton Rouge and New Orleans, and a width of 750 ft. from New Orleans to Southwest Pass (SWP). The USACE is also responsible for directing emergency flood control operations and collecting information related to flood stages and damage.

3. Communications

3. A. Lower Mississippi River Communications Plan

Clear, timely, and efficient communications are critical to identifying hazards, implementing mitigation strategies, and responding to incidents on the LMR. The USCG communication conduits to facilitate safe navigation on the LMR are detailed below.

3. A.1 Homeport

The USCG Homeport website (see section 3.B. below) is the Coast Guard's public-facing webpage providing a variety of information, including port status, safety notifications, contact information, announcements, pollution response information, and inspection guidance. During high water events, Sector New Orleans will consolidate all safety measures relevant to the specific event on a single webpage titled "~ High Water Information ~" located under "Waterway Management" in the "Coast Guard Prevention" section of the COTP New Orleans page.

3. A.2. Marine Safety Information Bulletin (MSIB)

MSIBs are released by the USCG to communicate current COTP 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 Homeport website (see section 3.B. below).

3. A.3. Radio Broadcasts

VHF FM radio communications are generally the quickest and most efficient means of reaching underway vessels operating on the LMR with pertinent safety information. A Broadcast Notice to Mariners (BNM) or Marine Information Broadcast provides vital information to the maritime public. Safety BNMs report important navigational and meteorological warnings or other unusual events that might impact maritime activities. The USCG Sector New Orleans Command Center broadcasts the preliminary announcement for BNMs on VHF FM Channel 16, before switching the listener to Channel 22A. Additionally, the VTS Lower Mississippi River (radio call sign “New Orleans Traffic”) monitors VHF FM Channels 05A, 12, 11 and 67. New Orleans Traffic provides traffic advisories and other pertinent information at designated reporting points near Algiers Point (VHF FM Channel 12) and near 81-Mile Point (VHF FM Channel 05A).

Refer to the Vessel Traffic Service Lower Mississippi River User Manual for detailed information on VTS communications (located on the Homeport website under “Missions – Ports and Waterways – Vessel Traffic Services – VTS Lower Mississippi River”).

3. A.4. Teleconferencing

PCT conference calls will be coordinated as needed to discuss forthcoming measures and/or advisories. These calls are initiated by the COTP and are limited exclusively to the specific PCT membership representatives. The USACE hosts Navigation Restoration Team conference calls for similar reasons/events. To avoid redundancy and depending on the circumstances of the event to be discussed, the USCG and USACE will coordinate to either merge the conference calls or appropriately schedule two separate calls.

3. B. Internet Resources

The American Waterways Operators (AWO) <https://www.americanwaterways.com/>

The Greater New Orleans Barge Fleeting Association (GNOBFA) <https://www.gnobfa.com/>

Gulf Intracoastal Canal Association (GICA) <https://www.gicaonline.com/>

Louisiana Maritime Association (LAMA) <https://online.louisianamaritime.org/>

Maritime Navigation Safety Association (MNSA) <http://www.mnsa.org/>

National Response Center <https://nrc.uscg.mil/>

National Weather Service <https://www.weather.gov/>

National Weather Service Advanced Hydrologic Prediction Service (NOAA)

<https://water.weather.gov/ahps2/hydrograph.php?wfo=lix&gage=norl1>

U.S. Army Corps of Engineers Mississippi Valley District <https://www.mvd.usace.army.mil/>

U.S. Army Corps of Engineers River Gauges

<https://rivergages.mvr.usace.army.mil/WaterControl/new/layout.cfm>

U.S. Coast Guard Marine Safety Unit Houma/Morgan City <https://homeport.uscg.mil/port-directory/houma>

U.S. Coast Guard Sector Lower Mississippi River [https://homeport.uscg.mil/port-directory/lower-mississippi-river-\(memphis\)](https://homeport.uscg.mil/port-directory/lower-mississippi-river-(memphis))

U.S. Coast Guard Sector New Orleans <https://homeport.uscg.mil/port-directory/new-orleans>

4. Action Plan

MSU Baton Rouge maintains a separate Annex of the [Waterways Action Plan](#) for MM 167.5-MM 303.

The New Orleans area uses the Carrollton Gauge (located at MM 102.8) for referencing river stages. High water is defined as the Carrollton Gauge reaching 8 feet on the rise and continues until the gauge reads 9 feet and falling. Low water is defined as river stages of 2.5 feet and below.

During high and low water situations, the COTP and/or Vessel Traffic Service (VTS) use a wide range of controls to facilitate commerce while also protecting the LMR, its users, and critical infrastructure. Often times, 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. A. Port Assessment Team (PAT)

The USCG will use Port Assessment Teams (PATs) during high water stages to conduct surveys and inspections of the port, including barge fleeting areas, waterfront facilities, vessels, marinas, and RNAs. Any PAT-identified threats will be addressed to ensure the marine industry is aware of COTP requirements and is taking appropriate action for the river conditions. There are two permanent RNAs in the New Orleans AOR:

- 1) 33 CFR 165.803 (requirements for barge fleeting operations); and
- 2) 33 CFR 165.810 (high water precautions)

4. B. High-Water Trigger Stages

The following table describes various safety controls and precautions implemented at pre-defined high water trigger points. Circumstances specific to each high-water period dictate whether some or all controls will be employed. The three phases of high water are **Watch**, **Action**, and **Recovery**.

- A. **Watch:** Initiated when the river stage begins to rise and lasts until the Carrollton Gauge reaches 8 ft.
- B. **Action:** Initiated when the Carrollton Gauge measures 8 ft. and rising.
- C. **Recovery:** Initiated when the river begins to fall and is predicted to continue falling. With input from industry, the COTP will determine which restrictions to lift as conditions improve and when to lift them.

Marine Safety Information Bulletins (MSIBs) are issued at the trigger stages outlined below. The table includes basic safety measures implemented at various river stages; because each event is different, this plan may not be sufficient under all circumstances or conditions. The COTP may convene the PCT at any time, as necessary, to discuss the need for additional safety measures.

Likewise, the PCT may also be consulted to modify existing safety measures and/or rescind safety measures during the Recovery Phase.

The River Pilot organizations also implement precautionary measures at certain river stages that can be found on the Louisiana Maritime Association page at <https://online.louisianamaritime.org/>, located under the subheading “Pilotage Notices” in the “RESOURCES” section of the LAMA page.

TRIGGER STAGE	USCG RECOMMENDATIONS/ REQUIREMENTS
8 ft. and rising	1) At 7.5 ft., the USCG may initiate a Port Coordination Team (PCT) conference call to discuss the current flow rate and prediction of the rise/crest. 2) The Governor Nicholls traffic light, Gretna Harbor traffic light, and Westwego traffic lights are energized. 3) The Governor Nicholls Navigation Light and Gretna Navigation Light are extinguished. 4) All Deep Draft vessels must have three means to hold position unless moored to shore or mooringbuoy. 5) Mid-Stream cargo transfers must be preceded by 48-hour notice (See Enclosure 2 for Midstream Transfer Notice form). Midstream cargo transfers may be conducted at the designated anchorages within the New Orleans COTP zone as defined by 33 CFR 110.195(a), with exception of the General Anchorage (MM 90.1 – 90.9 AHP) and the Quarantine Anchorage (MM 90.9 – 91.6 AHP). This requirement does <u>NOT</u> affect: a. Vessel to vessel transfers which take place at a Coast Guard regulated facility. b. Bunkers or delivery of ships stores. c. Cargo operations occurring in a designated and established mid-stream buoy system. 6) All vessels, facilities, and vessel agents planning to warp a vessel should consult with the appropriate pilot associations prior to warping. 7) Tows are prohibited from transiting VTS special areas by a vessel with insufficient power to permit ready maneuverability and safe handling (unable to maintain an average speed of at least 3 MPH (2.6 knots)). 8) For all vessels operating in the Lower Mississippi River (LMR) below Mile Marker (MM) 240 Above Head of Passes (AHP), including South Pass and Southwest Pass, additional high-water requirements are found in Title 33 of the Code of Federal Regulations (CFR) 165.810

12 ft. and rising	1) At 11.5 ft., the USCG may initiate a PCT conference call to discuss the current flow rate and prediction of the rise/crest. 2) The requirements of 8 ft. and rising remain in effect. 3) For barge fleets located between MM 88 and MM 240 AHP, additional high-water requirements are found in 33 CFR 165.803(m). 4) For all other barge fleets (below MM 88), a U.S. Coast Guard Vessel Traffic Service (VTS) Measure is established in accordance with 33 CFR 161.11 or Safety Zone in accordance with 33 CFR 165.20 to enhance the safety of barge fleets. The 33 CFR 165.803 regulations requiring stricter barge fleeing standards on the LMR are extended to include all barge fleets in these areas. 5) Downbound vessels wishing to transit Algiers Point are prohibited from towing on the hawser without prior permission from COTP.
15 ft. and rising	1) At 14.5 ft., the USCG may initiate a PCT conference call to discuss the current flow rate and prediction of the rise/crest. 2) The requirements of 12 ft. and rising remain in effect. 3) Vessels are prohibited from entering South Pass (from the Gulf) if the vessel has a speed of less than 10 miles per hour (MPH) (8.7 knots) as per 33 CFR 165.810 (d) (2). 4) VTS measure is established prohibiting vessel-to-vessel transfers without COTP permission between SWP and mile marker 167.5 AHP. 5) Establish PAT patrols.

16 ft. and rising	1) At 16.5 ft., the USCG may initiate a PCT conference call to discuss the current flow rate and prediction of the rise/crest. 2) The requirements of 15 ft. and rising remain in effect. 3) Towing vessels shall not transit between two anchored ships. 4) Towing vessels less than 79 feet in length should maintain a one-foot minimum freeboard at the lowest point. Towing vessels should only operate with less than one foot of freeboard if the vessel's Safety Management System (SMS) specifically addresses the hazardous conditions associated with high river currents and low freeboard. 5) Towing vessels shall maintain a minimum barge-to-horsepower (HP) ratio of 320 HP per standard loaded barge and 750 HP per oversize loaded barge for downbound transits. Empty barges may be calculated at ½ the HP requirements to that of a loaded barge when computing the overall HP requirement. For the purposes of this requirement, a barge with dimensions 290' x 50' (inclusive) or larger will be considered "oversize" while a barge with dimensions less than 290' x 50' will be considered "standard." If one of the barge dimensions (length or width) meets or exceeds the 290' x 50', then the barge will be considered "oversize." Upbound vessels must be able to make an average of 3 MPH (2.6 knots). 6) Vessels shall maintain a minimum safe distance upriver of stationary objects (such as anchor blocks, midstream berths, etc.) of twice the tow length. If the minimum distance allowed is impracticable, then a second assist vessel would be required. 7) Lite boat vessel(s) engaging in a down streaming maneuver that is greater than 150 feet from a bank: - limited to daylight as much as possible - rescue vessel should be available during these operations - vessel should be 65 feet or greater in length overall (LOA) and at least 1200 HP
17 ft. and rising	1) All previous requirements remain in effect. 2) Additional measures may be implemented, as discussed with the PCT. 3) Consideration should be given to closing, limiting access and/or clearing the Bonnet Carre Anchorage should the spillway be opened.

15 ft. and falling	1) The requirements of 12 ft. and rising remain in effect. 2) The requirements of 15 ft. and rising may be rescinded, as discussed with PCT. 3) The PAT patrols may be discontinued, as discussed with PCT.
12 ft. and falling	1) The requirements of 8 ft. and rising are still in effect. 2) The requirements of 12 ft. and rising may be rescinded, as discussed with PCT.
9 ft. and falling	1) The requirements of 8 ft. and rising may be rescinded, as discussed with the PCT.

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

UNIT	DESIGNATED CONTACT	PHONE NUMBER	E-MAIL ADDRESS
USCG Sector New Orleans Sector Command	CAPT Kelly Denning, Deputy Sector Commander	504-365-2215	Kelly.K.Denning@uscg.mil
	CAPT Gregory Callaghan, Deputy Sector Commander	504-365-2214	Gregory.A.Callaghan@uscg.mil
	CDR Joseph Hart, Chief of Prevention Department	504-365-2291	Joseph.H.Hart@uscg.mil
	LCDR William Stewart, Waterways Division	504-365-2246	William.A.Stewart@uscg.mil
	LCDR Xiaobin Tuo, Director VTS LMR	504-365-2231	Xiaobin.Tuo@uscg.mil
Other USCG Contact Information	Sector Command Center (24 Hrs.)	504-365-2545	
	VTS LMR Watch Supervisor	504-365-2514	
	Waterways Management	504-365-2280	SecNOLA-WPM@uscg.mil
	Facilities Inspection Branch	504-365-2370	FacilitiesNOLA@uscg.mil
	Eighth Coast Guard District Bridge Administration Branch	504-671-2128	D8DPBALL@uscg.mil

Enclosure 2. Midstream Transfer Notice Form

☐ Carrollton Gauge reads below 8 feet. 4-HOUR Advanced Notice required. If cargo transferred is not listed below as a prohibited cargo, request will automatically be approved unless extenuating circumstances exist.

☐ Carrollton Gauge reads 8 feet or higher. 48-HOUR Advanced Notice required. If cargo transferred is not listed below as a prohibited cargo, request will automatically be approved unless extenuating circumstances exist.

1.	_____	_____	_____
	(Agency Name)	(Name of agent handling vessel)	(24-Hour Contact Number)
2.	_____		_____
	(Cargo to be transferred – shipping name or description if dry cargo)		(Quantity)
3.	_____		
	(UN or CAS number)		
4.	_____		_____
	(Qualified Individual's Name – required for transfers of oil and HAZMAT)		(24-Hour Contact Number)
5.	_____		_____
	(Vessel Name)		(Vessel / Lloyds Identification Number)
	_____	_____	_____
	(Flag)	(Call Sign)	(Master's Name)
	_____		_____
	(Certificate of Financial Responsibility Issue Number)		(COFR Expiration Date)
6.	_____	_____	_____
	(Towing Vessel Name)	(Official Number)	(Master's Name)
7.	_____	_____	_____
	(Barge Name / Number)	(Official Number)	(Barge Name / Number)
	_____	_____	_____
	(Barge Name / Number)	(Official Number)	(Barge Name / Number)
8.	_____		_____
	(Name of anchorage where transfer will occur)		(Mile Marker)
9.	_____		_____
	(Transfer Start Date --- Time)		(Transfer Stop Date --- Time)
10.	_____		_____
	(Name of OSRO identified in the Vessel Response Plan)		(24-Hour Contact Number)

GENERAL REQUIREMENTS

1. Notice must be sent to the following email to the Facility Compliance Branch: FacilitiesNOLA@uscg.mil, phone: 504-329-2370.
2. Midstream transfers are PROHIBITED in the General or Quarantine Anchorages.
3. Notices are required for all Midstream Transfers involving Hazardous Material as defined by 49 CFR 171.8; PROHIBITED CARGOS: All Liquefied Hazardous Gases (LHG) as defined in 33 CFR 127.005, All Cargoes of Particular Hazard (COPH) as defined in 33 CFR 126.3, Ethylamine, Methylamine and Hydrogen Peroxide.
4. The vessel's bridge must be manned at all times.
5. The transfer must be conducted in accordance with all applicable requirements provided in 33 CFR Part 156.
6. The National Response Center (1-800-424-8802) must be notified IMMEDIATELY of any actual or potential oil/chemical spill.
7. Sector New Orleans (504-365-2200) must be notified IMMEDIATELY of any oil/chemical spill, loss of cargo, or other accident.