

## Summary of HSC Mid-Barataria Sediment Diversion (MBSD) Working Group Findings

**Purpose:** Utilize the Harbor Safety Committee's expertise and local knowledge to provide recommendations to the Coastal Protection & Restoration Authority (CPRA) on safe/prudent navigation safety guidelines during the construction phase of the Mid-Barataria Sediment Diversion Project & the follow-on operations phase of this project.

**Methodology:** A stakeholder engagement meeting was convened on January 31, 2023 with representatives from the Crescent and Federal Pilots organizations, the shallow draft community, CPRA, U.S. Army Corps of Engineers, and other mariners who utilize the Lower Mississippi River. Recommendations to improve navigation safety around the construction site and during the operations phase were discussed and approved at the working group level.

**Recommendations:** Submit navigation safety recommendations for the construction phase and operations phase of MBSD to the Harbor Safety Committee for approval by the general voting body. Request that the HSC forwards these recommendations to USCG Sector New Orleans, who can then provide these recommendations to the U.S. Army Corps of Engineers.

Working Group Recommendations are below:

### General Recommendations

1. CPRA Maintain a Contact list Local Navigation, CPRA/CPRA Contractors, USCG, and USACE as established by the Greater New Orleans Harbor Safety Committee's MBSD Subgroup
2. CPRA to follow USACE Permit Requirements.
  - a. Submit Application for **Temporary and Permanent PATONS**
    - i. Team has pre-coordinated with Tim Boriskie on requirements for application.
  - b. Coordinate with **Eight Coast Guard District and SECTOR New Orleans WWM for a Notice to Mariners/MSIB.**
    - i. Submit 10 days prior to activity.
    - ii. During Marine Construction associated with the Cofferdam, Dolphins/Protection Cells, Trestle, Mooring Installations, and dredging/revetment work.
    - iii. During periods routine construction, material delivery/fleeting, and any additional key activities
    - iv. During the operational phase when diversion flows are open/active.

### MBSD Construction

1. CPRA/CPRA Contractor to provide Contact to its 'Marine Operations and Safety Supervisor' via telephone, electronic mail, and VHF radio.
  - a. Include Vessel Names and Point of Contacts to Contact list from above.
  - b. Weekly advisories/operational updates (Communications Plan) via conference call or e-mail to Contacts
    - i. ACOE utilizes similar updates for dredge operations like the Spanish Pass dredging ops

2. Require/check/confirm “Slow Bell” (via VHF-FM radio) during the Marine Construction Phase for the Cofferdam, Trestle, and mooring installations. The Marine Operations Supervisor should be readily available to promptly respond to mariner inquiries with regards to navigation obstructions, real-time updates of construction activities and on-site weather conditions (wind & visibility conditions).
  - a. Installation of a real-time video system accessible to marine interests is highly recommended.
  - b. Installation of a real-time weather (met) system accessible to marine interests is recommended.
  - c. Vessels operating in the area must properly utilize AIS (operational status, dimensions, vessel type).
3. Barge fleeing operations should utilize the Greater New Orleans Barge Fleeing Operations Guidance to properly monitor, maintain, and respond to all fleeing situations.
  - a. Barges within the fleet must be properly lit at night & during periods of reduced visibility.
  - b. The number of barges should be limited (a 20 barge max was tacitly approved for the entire area – trestle, fleeing area, construction area).
  - c. Barge fleeing vessels should be of sufficient number for immediate response to breakaways, construction vessel casualties, and similar emergency responses.
4. A Hurricane Preparation/Evacuation Plan should follow guidance in the Sector NOLA Hurricane Plan (Maritime Hurricane Contingency Port Plan/“Mile Marker 73 MOA”)

#### **MBSD Permanent Condition/Operations**

1. CPRA/CPRA Contractor to provide Contact to its ‘Operations Manager’ via telephone, electronic mail, and VHF radio.
  - a. See General requirements above.
  - b. Provide updates/10-day forecasts for Operational Flow Targets/Changes in Flow magnitude.
2. CPRA is currently designing “an operation visual aid” (similar to Old River) for mariners to know when the diversion is operating.
  - a. A signboard alerting recreational vessels/kayakers of the dangers near the diversion intake area.
  - b. NO mooring/anchoring/access boundaries established around diversion intake.
3. Visual and Audible signals to indicate the diversion is in operation.
  - a. A Claxon or similar sound signal to alert nearby recreational vessels
  - b. Red/yellow or other appropriate warning lights for all vessels.
  - c. Ability to hail/communicate to vessels not required to carry VHF-FM radio.
4. Installation of a real-time Flow Sensor System accessible to marine interests
  - a. Data can be accessed to display on ECN or other similar systems (e.g. MRTIS, Raven, Rosepoint,...).
  - b. Data can be accessed by contacting MBSD staff.
5. WARNING and Informational data should be submitted to NOAA for publication to area charts.