

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

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

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## 1.0 INTRODUCTION

During the devastating hurricane seasons of 2004 and 2005 the US Coast Guard, US Army Corps of Engineers, and the inland barge industry worked together to bring about an unprecedented restoration of inland maritime commerce on the Intracoastal Waterway and Lower Mississippi River. That working relationship developed to further the effectiveness of a pre-existing partnership between the barge industry, Corps of Engineers, and Coast Guard in the area of waterway operations management. Early in 2006, the barge industry, Corps of Engineers, and Coast Guard formally agreed to work together to more fully develop lessons learned from the past hurricane seasons and waterways management practices, with the goal of implementing an effective, consistent, safe, and expeditious restoration of Gulf Coast maritime commerce following future storms. Specifically, a Memorandum of Understanding, referencing hurricane response cooperative efforts between the US Army Corps of Engineers, US Coast Guard, and the inland barge industry, via the Gulf Intracoastal Canal Association and American Waterways Operators documents the joint agreement.

As a result of that formal agreement, the Gulf Coast Inland Waterways Joint Hurricane Team (JHT) was formed. The primary objective of this team was to develop a document that captured the essence of what had worked well in the past storm seasons' partnering efforts on hurricane response. A secondary objective of this team was to continue to function in future years to continuously improve the original plan, based on lessons learned from each year's response activities. The plan will be referred to as the Gulf Coast Inland Waterways Joint Hurricane Response Protocol ("the Protocol"). Specifically, the Protocol is intended to address the commercially navigable waters of the Lower Mississippi River below Baton Rouge, the Gulf Intracoastal Waterway, and its tributaries. It will be revised under the auspices of the Joint Hurricane Team, at least annually. Current copies will reside in the offices of the Gulf Intracoastal Canal Association, located at 2010 Butler Drive, Friendswood, Texas, 77546, and in the offices of the American Waterway Operators, located at 9810 FM 1960 Bypass W., Suite 295, Humble, Texas 77338. The pertinent tenets of the Protocol will be included as permanent portions of all appropriate hurricane plans maintained by the US Coast Guard and US Army Corps of Engineers.

As a result of its role as the inland barge industry's primary waterways management representative for the Gulf Coast, the Gulf Intracoastal Canal Association will serve as the single contact for revision of this document and as the contact for the Corps of Engineers and Coast Guard relative to Gulf Coast Hurricane Response activity. The Executive Director of GICA will serve as the Chair of the Joint Hurricane Team, and Co-Chairs will be the Coast Guard District 8 Headquarters' Representative and the Corps of Engineers Headquarters' Representative.

The Chairman will ensure that a complete set of minutes is maintained and distributed to members for every meeting. A list of other industry, Corps, and Coast Guard personnel needing to be kept apprised of the team's activities will be maintained by the Chairman.

Members may suggest the addition of others to this list as appropriate. Ultimate approval of who receives information from this team will rest with the Coast Guard District 8 Headquarters' Representative and the Corps of Engineers Headquarters' Representative. It is not the intent of this protocol to delve into the specifics of the existing Coast Guard Hurricane Plans or detailed responses called for in them. It is intended to focus on the working relationships, roles, and responsibilities, of the Coast Guard, Corps of Engineers, NOAA, and Inland Barge Industry, partnering together, to effectively and expeditiously secure the waterways prior to storm landfall and restore them afterward.

The work of this team is intended to complement that required by US Coast Guard Atlantic Area Instruction 16001.1, dated May 19, 2006.

## **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:

#### **Coast Guard:**

District 8 Headquarters Representative

*For all Sectors: Water Management Person or Commander's Designee*

Sector Mobile

Sector New Orleans

Captain of the Port of Morgan City

Sector Houston-Galveston

Captain of the Port of Port Arthur

Sector Corpus Christi

VTS New Orleans

VTS Berwick Bay

VTS Houston

VTS Port Arthur

**Corps of Engineers:**

Corps Headquarters

Mobile District, Waterways Manager

New Orleans District, GIWW Project Manager, Mississippi River Project Manager

Galveston District, Waterways Manager

**NOAA**

Gulf Coast Navigation Manager and NOAA Team Members

**Barge Industry:**

GICA Industry Response Team,

Representatives from:

GNOBFA, GSMA, AWO, LOMRSAC, Bar Pilots' Rep from each Gulf Coast Port or Pilot Organization.

**2.2 TEAM FUNCTION**

The Gulf Coast Inland Waterways Joint Hurricane Team (JHT) will be chaired by the Executive Director of the Gulf Intracoastal Canal Association. All members will have at least one designated backup person to serve on the team in their absence. The team will have custody of the Gulf Coast Inland Waterways Joint Hurricane Protocol. 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 agreements and develop protocol practices 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 team will convene at least once annually to review the need for revisions or changes to the Gulf Coast Inland Waterways Joint Hurricane Response Protocol document. Members are encouraged to raise any issue that appears pertinent to the team's purpose at any time. All members are encouraged to voice opinions on all issues at any time. The objective of this team is to continuously improve the collective response to storm events that impact the waterway.

This team of individuals is also uniquely qualified to address other forms of waterway traffic interruption. Where appropriate, the team may consider developing collective responses to other disruptive waterway events.

### **3.0 USCG / USACE / GICA RESPONSE ROLES**

Relative to their hurricane preparation and response roles, the JHT recognizes the following team expectations of each partner:

#### **US Army Corps of Engineers**

Leads the Waterway Restoration Conference Calls. Is responsible for assessing and verifying channel physical conditions relative to depth and obstructions. Assigns survey areas to NOAA, US Navy, GICA, and other survey assets. Reports channel condition and results of surveys and channel assessments to Coast Guard. Develops, maintains and publishes a Project Condition Spreadsheet, which depicts channel condition and open/closed/restricted status. Advises Coast Guard 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. The Corps of Engineers issues emergency contracts for the clearing of shoaled areas and channel obstructions.

#### **US Coast Guard**

Coordinates and communicates the implementation of the four port readiness states (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 Corps of Engineers 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 channel ATON surveys including industry supplied assets, and supplies Coast Guard 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. Maintains situational awareness for status of entire Marine Transportation System via The Common Access Reporting Tool (CART).  
<http://cart.cdf2.usae.bah.com/>

## GICA

Serves as the barge industry representative for the Corps of Engineers and Coast Guard to assist them in fulfilling their respective roles relative to waterway management. Marshals additional resources and personnel as needed and available to ensure adequate support for the Corps of Engineers or Coast Guard relative to storm response and waterway restoration missions. Serves as the single point of contact for information flow, both to and from the inland barge industry, Corps of Engineers, and Coast Guard. Maintains a protected, isolated database of contact lists for dissemination to Corps, Coast Guard, and various industry contacts as appropriate. The industry contact list will be open for listing of anyone who requests notification, regardless of affiliation with any trade organization. Maintains a group of qualified industry personnel to serve in specified hurricane response roles as defined in the Gulf Coast Joint Hurricane Response Protocol. Serves as the Chair of the Gulf Coast JHT and calls meetings as necessary. Provides assets, services, material, and supplies as requested and available, to expedite waterway restoration efforts. These include, but are not limited to:

Acceptable Channel Survey Vessels and Qualified Operating Personnel for waterway assessments and ATON surveys.

A list of Critical Aids to Navigation that must be in place for safe inland barge navigation on the Intracoastal Waterway and tributaries.

In partnership with AWO, an Industry Logistics Support Center and staffing to assist the Corps and Coast Guard in locating equipment, services, material, and supplies.

Incident Command Representatives located in appropriate Coast Guard Command Centers to facilitate information flow to and from industry stakeholders, provide information on critical cargo shipments, help prioritize waterway re-openings, and coordinate industry assets assisting in restoration efforts.

Securing additional air and surface assets, as requested and as available, to safely and efficiently shut down the waterway system before the storm and expedite restoration of inland waterborne commerce after the storm.

Implementing the barge industry's Self Help Plan (see Section 4.2) as appropriate to expedite traffic.

## 4.0 GICA INDUSTRY RESPONSE TEAMS

GICA will coordinate the activities of the barge industry response teams involved with the joint Coast Guard and Corps hurricane response effort. At least one meeting of all industry teams will be held prior to hurricane season annually. All members of the **Industry Response Team** will also be members of the JHT. GICA will insure that four response team functions are maintained and staffed to assist the Corps and Coast Guard:

#### **4.1 Incident Command Team**

The GICA Incident Command Team will include at least seven individuals experienced in the operations and logistics elements of the inland barge industry on the Gulf Coast. Others will be recruited from within the barge industry's ranks as needed. Members of this team will deploy to appropriate Coast Guard Sectors prior to storm landfall. They will serve as primary liaisons between the Coast Guard, Corps of Engineers, and barge industry. Those members designated as Primary Command Reps will be the first to deploy, with those members designated as Secondary serving in a backup, or relief capacity. The GICA Executive Director will serve as the leader of the GICA Industry Response Team.

#### **Industry Command Team Function**

The GICA Executive Director will discuss Incident Command Team deployment with the appropriate Sector Commanders, or their designated reps, at least 96 hours prior to projected storm landfall and at subsequent times, as the landfall point becomes better defined. The GICA Executive Director will convene a conference call with all members of the GICA Incident Command Team at least 96 hours prior to landfall, and as necessary after that point, to establish deployment plans and individual assignments for the storm response.

The GICA Industry Command Center Rep, along with the GICA Industry Survey Vessel Team, will deploy at least 36 hours ahead of projected landfall, to the Coast Guard Sector most likely to sustain heaviest waterway damage. Multiple deployments to additional Coast Guard Sectors will be implemented per agreements with Sector Commanders as noted above. This will be coordinated within the Industry Response Team, via pre-storm planning conference calls referenced above.

In addition, a barge industry representative will be present within the Coast Guard Eighth District Incident Management Team ahead of storm landfall.

Industry will not plan to maintain a presence within the Corps of Engineers 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 a web-based, email database for communications, with the ability to send and receive information, as well as send attachments. This system will be accessible through the web and include distribution lists for various groups. Any authorized user will have the ability to send/receive messages, update roster information, and access an e-mail mailbox to retrieve responses. This system (GICA RESPONSE) is located in a "safe" area (not along the Gulf Coast) and has back up capability.

A GICA Industry Command Rep presence with Coast Guard on the first over-flight of the waterway has proven valuable in establishing the need for further waterway assessments (channel condition and ATON), or even reopening immediately in some cases. The Industry Command Center Rep will be available to accompany on this flight at the Coast Guard's request. Industry may also be able to provide aircraft for over-flights for

waterway restoration purposes, at the request of the Coast Guard or Corps of Engineers. This is normally the first step in the waterway restoration effort, with information used to plan the deployment of survey vessels and assess ability to reopen certain waterway reaches.

A key piece of information for both pre- and post-storm planning is information from fuel and coal shippers/terminals. In the past, this information has been provided by GICA via its contacts with shippers and barge carriers. It has proven valuable to the Coast Guard as they inform government officials of supply and delivery status for these critical products. Pre-storm planning of loading and staging of barges carrying these products has also proven to be most valuable in quickly restoring supplies to storm-stricken regions. The status of fuel and coal terminals after storm passage is also a key factor in planning of waterway restoration efforts. This communication and concept will be encouraged by the inland barge industry among all who are on the industry contact lists. It will be the responsibility of the GICA Industry Command Team to insure this information is obtained and communicated appropriately to the Coast Guard, both pre and post-storm.

After the initial 7 day response period, or if it is deemed necessary to deploy Industry Reps to other Sectors, evaluation of need for backup deployment will be made. It is envisioned that the backups will only be needed for up to a maximum of 3 days, in order for the primary to have a brief break or attend to personal issues.

Primary responsibilities of the Incident Command Rep will be:

1. Gather from the industry all appropriate information that may assist the Corps and Coast Guard in mounting an effective hurricane preparation and response.
2. Disseminate information to the barge industry on storm preparation and response, including waterway status, to the inland barge industry interests, via the GICA RESPONSE database lists.
3. Consult with Corps of Engineers and Coast Guard personnel on waterway management issues relative to inland barge operations.
4. Serve as the single point of contact for inland barge industry members on special issues needing resolution.
5. Identify the need to activate the Industry Self Help Plan at locks, bridges, or other points of traffic restriction as appropriate. In coordination with the Coast Guard and Corps of Engineers, contact the Industry Self Help Coordinator and begin implementation of the plan as appropriate.

#### **4.2 Self Help Plan Team**

The GICA has developed the concept of towing vessels assisting one another during times of traffic restriction on the waterway. This concept has proven most effective at expediting traffic during these periods. Because the Corps of Engineers and Coast Guard are unable to request or advise private towing vessels relative to operations, the barge industry must provide personnel from private industry to implement this operation. Volunteers experienced in towing vessel operations are placed on the scene and serve as Vessel Traffic Coordinators. They request certain actions on the part of towing vessel

operators with regard to sequencing of traffic flow, serving as assist vessels, tripping vessels, holding tow for others, or helping make or break tow.

Setting up this operation is very often time consuming and requires detailed coordination with actual situations at the scene. The GICA Incident Response Team will include a position for a Self Help Team Leader, who will set up and monitor any barge industry Self Help operations that may be required in conjunction with the hurricane response.

#### **Self Help Plan Team Function**

The Self Help Team Leader will be activated, after discussion with the barge industry Primary Incident Command Rep, Corps and Coast Guard, by the GICA Executive Director or his designate.

The Self Help Team Leader will maintain a list of potential Vessel Traffic Coordinators (VTC's) that have indicated their possible availability to serve as a VTC after the storm. The barge industry members are expected to offer available personnel and vessels to serve as VTC's and Assist Vessels during times of need. The implementation of the Self Help Plan will be coordinated by the Self Help Team Leader.

#### **4.3 Waterway Assessment Team**

A team of individuals along with trailerable waterway assessment vessels will be maintained to assist the Coast Guard and Corps of Engineers with post-storm waterway assessments, which will include Aid-to-Navigation (ATON) and waterway depth. A "ready fleet" of at least 3 properly outfitted vessels, acceptable to the Corps of Engineers for centerline verifications, will be maintained on standby during hurricane season. These vessels will be available for waterway restoration assistance, provided they are not needed for 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 Team Leader will coordinate the status of the Ready Fleet during hurricane season and insure a pool of qualified vessel operators is maintained, including all contact information. While conducting waterway assessments, each Waterway Assessment Team vessel will have on board, as a minimum, one Coast Guard representative, and one individual currently licensed and experienced with towing vessel operation in the region.

#### **Waterway Assessment Team Function**

A waterway assessment vessel and operator will deploy with the Incident Command Rep to the appropriate Coast Guard Sector or in safe proximity to the waterway at least 36 hours prior to storm landfall. The Incident Command Rep at the Sector will direct the efforts of the Waterway Assessment Vessel. Each Waterway Assessment Vessel will have cell phone, VHF radio communication, and Emergency Position Indicating Beacon (EPIRB) capability. Pre-determined check-in times will be established prior to the vessel departing the dock. If appropriate, each Waterway Assessment Vessel will be equipped with an operating satellite phone. Plans for survey of the waterway for depth and ATONs will be developed with the Corps and Coast Guard, via the Waterways Restoration Conference Calls and other communications.

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. Barge 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 Waterway Assessment Vessel will have onboard an approved list of critical ATONs for the region being assessed. A complete list of discrepancies, noting which are critical and which are non-critical to establishing towing operations, will be furnished to the Coast Guard ATON Supervisor upon returning from each mission.

Waterway Assessment Vessels will run a center-line depth verification only for the Intracoastal Waterway, unless otherwise instructed by the Corps of Engineers. The tide stage at the time of assessment will be noted. A summary of findings will be reported to the Coast Guard Waterways Management Officer and Corps of Engineers Waterways Contact at the end of the mission. 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.

Waterway Assessment Vessels will also be available to assist in transporting and repositioning of ATONs as directed by the Coast Guard. In some cases, industry towing vessels and barges may be used for transporting ATON equipment to remote locations at the request of the Coast Guard.

Waterway Assessment Teams will locate to safe positions prior to storm landfall that will provide for the most expeditious launching and deployment when conditions clear. It is expected that the Waterways Assessment Vessel will be ready to deploy on missions immediately upon weather conditions permitting safe operation. Results of the initial over-flight will determine the priority of mission assignment. This will be determined jointly with Coast Guard and Corps of Engineers, with input from the Industry Command Rep on scene.

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

Experience from past hurricane responses has indicated that the inland barge industry is uniquely positioned to use its industry-wide contact network to locate various materials, services, and equipment that may be needed in the storm response effort. Because of the wide contact network maintained by the industry, these items can very often be located much faster by the barge industry than Corps of Engineers or Coast Guard logistics units can locate them. In an effort to support the Corps and Coast Guard logistics units, the inland barge industry, via the River Industry Executive Task Force (RIETF), a committee with the American Waterway Operators Association, will stand up a Logistics Support Center immediately after storm landfall. The operation of this center will be directed by the Logistics Support Center Team Leader.

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

The operation of the Logistics Support Center will be located at the point of purchasing decision-making for the Coast Guard. Its primary purpose is to receive requests for specific items from the Corps of Engineers and Coast Guard, to locate potential suppliers for the item, and put the requestor and supplier in contact with each other. The Logistics Support Center operates as a "Clearing House" only. Its purpose is not to contract or enter into any form of obligation. Its purpose is to expedite the location of items for the Corps and Coast Guard through its unique network. Typical items that the Logistics Support Center may locate are:

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. Members of the industry also own aircraft that can be used for the response effort for various purposes.

**Contact information for the center will be 800-791-1073, or [logistics@GICAresponse.com](mailto:logistics@GICAresponse.com).**

### **4.5 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 phone as primary, followed by satellite phone, and finally VHF radio.

The Incident Command Teams will be communicating via email, using a secure, storm-safe database remotely located from the coastal area. Access to the industry GICA RESPONSE database will be controlled and limited to those on the GICA Industry Response Team. Message SEND and RECEIVE capability will be available. The database server will be tagged as "GICA response". All storm related communications to and from the barge industry will use this system. This database will be populated with combined industry contacts from the existing GICA and AWO industry lists as well as any entity requesting placement on this list, regardless of any trade association affiliation.

Subject Lines for all storm related email messages from the team will begin with the following:

**GICA/AWO STORM ALERT...**Will refer to 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 barge industry members with email addresses in the GICA database, whether they are GICA or AWO members in good standing or not.

**GICA/AWO RESPONSE ALERT....**Same as above, but will relate to post-storm events.

**GICA/AWO STORM INFO...**Will refer to planned or foreseen events related to Tropical Storms or Hurricanes that will likely impact tow movements. This information

will be distributed to all inland barge industry members with email addresses in the GICA database, whether they are GICA or AWO members in good standing or not.

**GICA/AWO RESPONSE INFO**....Same as above, but will relate to post-storm events.

Phone communications will also be used when appropriate.

The GICA Industry Response Team will serve as the single point of contact for information from the barge industry to the Corps of Engineers and Coast Guard relative to hurricane issues, both before and after the storm. Barge 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 Coast Guard and Corps of Engineers notices, requests for information, or other issues relative to the inland barge industry would be channeled via the GICA Industry Response Team.

Specifically, all Port Condition Notifications, storm related MSIB's, etc, will be communicated, via email (alternatively, by phone) to the GICA contact, in addition to any other distributions in effect. The GICA Industry Response Team will expect to be notified of all changes in contact information or command center location in advance.

## **5.0 BARGE INDUSTRY MEMBER RESPONSIBILITIES**

The Corps of Engineers and Coast Guard are not required to partner with the inland barge industry in order to fulfill their missions. The barge industry can bring unique value to their missions by virtue of its expert knowledge of the industry and waterways, as well as its communications network. In order to make the partnership effective for all, the barge industry must fulfill certain obligations. Below are a few of the specific obligations expected of the inland barge industry members:

1. Respect the "Single Point of Contact" concept with regard to Coast Guard and Corps of Engineers. Route all requests through the GICA Incident Command Rep if at all possible. The GICA office will fulfill this role until deployment of the teams to the Coast Guard Sectors. Industry members are encouraged to contact the GICA RESPONSE TEAM via [rbutler@GICAresponse.com](mailto:rbutler@GICAresponse.com).
2. Monitor email communications, especially those with the GICA/AWO STORM OR RESPONSE subject titles.
3. Bring forth any items of concern during the pre-storm preparation phases, so that they can be brought to the Coast Guard or Corps for resolution.
4. Provide feedback on this entire process so that it can be improved.
5. Solicit from customers and supply critical cargo or vessel operation information to GICA that could bear on prioritization of shutdown and startup of the waterways. For example, cargos of direct impact on the public such as fuel delivery or coal supply planning can be of value in prioritizing waterway segment

- restoration. Inventory status from customers can play an important role in establishing priority of waterway restoration and calming concerns of governmental entities not familiar with the role that barge transportation may play in their recovery plans. Consider discussing pre-storm strategy for maintaining inventories of critical maritime-transported products or loading and positioning of equipment for immediate movement after the storm.
6. Supply Vessel Traffic Coordinators and Towing Assist Vessels as needed to mount an effective Self Help Plan if needed.
  7. Supply Waterways Assessment Vessels and qualified operating personnel as needed to expedite waterway restoration. Provide notice of ability to help well ahead of a storm.
  8. Provide status reports for vessels secured along the waterway prior to the storm, including position, personnel onboard, barges in tow, product, and destination.
  9. Begin vessel relocations to safe harbor as early as practical, and communicate to GICA any potential problems with getting vessels to safe harbor before condition Zulu or the closure of critical bridges or locks as soon as possible. Specific areas of concern are Inner Harbor Navigation Canal, Morgan City Bridges, Algiers Canal Bridges, all GIWW lock structures, Galveston Causeway Railroad Bridge.
  10. Encourage and forward any vessel observations such as weather/tide, obstructions, or other observations that may be helpful in assessing waterway damage and the need to deploy assets to the area after the storm.
  11. Self-police, to the extent practical, other barge operators, ensuring that those who may be unaware of waterway restrictions are apprised of current conditions.
  12. Encourage others who may need to be on the industry distribution lists to submit their information to GICA.
  13. Help reduce the number of individual contacts by establishing a single company email address that can be internally distributed within the company.
  14. Assist as needed with supplying emergency berthing, fuel, water, and supplies to waterway assessment teams or other Corps, Coast Guard, or NOAA assets. This is intended to supply emergency needs to keep teams effective on their mission of restoring commerce quickly. It is envisioned that these items might be supplied from vessels along the waterway in remote locations. The barge industry may also be asked to provide emergency generator fuel for generators at lock structures.

## **6.0 CONFERENCE CALLS**

### **6.1 Port Coordination Teams, Stakeholders, and Harbor Safety Committee Calls**

There are at least two distinct functions that must be covered in port area storm management. The first is that of communicating with a wide variety of port stakeholders to discern plans and problems involved with shutting down and starting up traffic in the Captain of the Port's Area of Responsibility (AOR). This process of communication

yields priorities for addressing special needs. Every port area already has a system for completing this assessment. Usually this is done via conference calls, in the form of a Port Emergency Action Team, Port Coordination Team, Harbor Safety Committee, or Waterways Advisory Committee. The second, separate, and distinct function is that of preparing for and conducting waterway restoration efforts. These are two separate and distinct needs, and to try to force them to be handled with a single conference call in all instances may not be the most effective course, especially in the case of a larger port area or Coast Guard Sector Command.

## **6.2 Waterways Restoration Conference Call**

As a minimum, a once daily conference call will be instituted for the purpose of preparing for the storm and conducting waterways restoration efforts immediately afterward. Ideally, the Waterways Restoration Call process contemplates that only those entities directly involved with surveying and assessing the waterways and deep draft channels will be members of this call. Results of the existing port stakeholder calls might be used to guide the priority of the waterway restoration efforts, and this information will be fed into the waterways restoration process via the Coast Guard representative who will be present on both calls. The Waterway Restoration Conference Call will be led by the Corps of Engineers Operations and Maintenance team member, with members on the call being Coast Guard Waterways Management Personnel for the Sectors covered by the Corps of Engineers District, NOAA, and GICA. Others may be present at the direction of the Coast Guard or Corps of Engineers. Note that the structure and conduct of these calls is at the discretion of the Corps of Engineers District and appropriate Coast Guard Sector personnel, and some may decide to hold the Waterway Restoration Calls concurrently with the Port Stakeholders' Call, or Port Coordination Team Call.

Waterways Restoration Conference Calls will originate with each of the three Gulf Coast Corps of Engineers Districts, specifically the Operations and Maintenance Waterways Project Manager. The first Waterways Restoration Conference Call will be held at the 96 hour point, before projected arrival of gale force winds. The Corps of Engineers will lead the conference call, specify the time, and publish the contact number ONLY to those who will be participating in the Waterways Restoration Conference Call process. Attendance on this call will be controlled by the Corps of Engineers and Coast Guard Waterways Management personnel. The effectiveness of the waterways restoration process depends upon an efficiently administered information and planning network that is fed by the port stakeholder input process. This may occur outside the Waterways Restoration Conference Call process.

A TEST CONFERENCE CALL in each of the three Gulf Coast Corps Districts will be conducted prior to June 1 each year.

Key information communicated during the Waterway Restoration Conference Calls will be:

**Pre-Storm Call:**

Plans for relocation of Sector and Corps 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.

Time for next Waterways Restoration Conference Call.

Confirmation of critical contact information among the call participants.

**Post-Storm Call:**

Plans for assessing waterways for depth and aids to navigation status would be developed based on initial over-flight information. GICA Waterways Assessment Teams will be deployed, under the direction of the Coast Guard and Corps of Engineers. The Corps of Engineers 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. At least once daily until the waterways are restored to normal operation, or at the conclusion of each Waterways Restoration Conference Call, this spreadsheet will be distributed to members on the call as well as stakeholders, via the GICA distribution lists and other distributions as appropriate. The Corps will issue recommendations on proposed waterway status, including “Open, Remain Closed, or Open with Restrictions”. The Coast Guard 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. To that end the Coast Guard Eighth District Bridge Administration Office should participate on the call. The Eighth District Bridge Office will maintain a “Bridge Status Spreadsheet” describing the location, contact information, and current operational status of all navigation critical bridges on the waterway segments covered by the Protocol. It will be issued as changes to present status are received.

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 this group.

A tentative list of each District's participants is listed below:

**SUGGESTED ACOE 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 Bridges  
NOAA  
GICA  
WTWA  
Deep Draft Rep  
Others determined by Corps and Coast Guard

**NEW ORLEANS**

USACE New Orleans Waterways Project Manager  
USACE Survey Team Leaders  
Sector New Orleans Waterways Branch  
Sector ATON Team Leaders  
COTP Morgan City  
COTP Port Arthur  
USCG District Bridges  
NOAA  
GICA  
GSMA  
GNOBFA  
LOMRSAC  
RIETF/AWO  
Bar and River Pilots' Representatives  
Others determined by Corps and Coast Guard

**GALVESTON**

USACE Galveston Waterways Project Manager  
USACE Survey Team Leaders  
Sector Houston Waterways Branch  
Sector ATON Team Leaders  
COTP Port Arthur  
Sector Corpus Christi Waterways Branch  
USCG District Bridges  
NOAA  
GICA  
Bar Pilots' Representatives from all Deep Draft Ports Affected  
Others determined by Corps and Coast Guard

## 7.0 COMMUNICATIONS

Email notifications to and from all four partners, NOAA, Corps of Engineers, Coast Guard, and GICA, is the preferred method of communication. Land phone, followed by cell phone is the next preferred method.

The issuance of marine radio broadcasts and posting of Marine Safety Information Bulletins to websites such as Homeport are not effective means of communicating with most shore-based stakeholders. Email notification of status changes is the preferred method. Website notices require the recipient receive some form of “trigger” to go to the website, and, in some cases, login, then try to find the proper location within the site. Attachments are also not accessible via handheld personal computers. Much time is lost in these endeavors, therefore it is preferred that messages be sent via email, with the subject of the email indicative of the message, and the body of the message immediately visible without having to open attachments or go to websites.

In the alternative, an email directing the recipient to an attachment or website will suffice. The use of cell phones, including text messaging has proven effective under poor communication conditions.

It should be noted that the use of “Air Cards” and personal, home email addresses has proven effective during past hurricane responses when communications were difficult.

GICA will maintain an all-inclusive email distribution database containing all industry email contacts which it receives, regardless of affiliation. In addition, GICA will maintain a number of selective notification lists for specific audiences. This system is located remote from any coastal area, and it will be accessible by all on the GICA Industry Response Team. All emails will bear the address suffix “GICAresponse.com”.

The barge industry may be capable of supplying portable command centers complete with AIS capability and satellite communications as requested by the Coast Guard or Corps of Engineers, subject to the emergency response needs of the owners.

In fulfilling its responsibility as the single point of contact for the barge industry to both receive and provide information relative to hurricane response, GICA will strive to issue complete email information on waterway status and any special requirements on an “as it happens” basis. It may also convene barge industry member conference calls as appropriate to disseminate and collect information important to the industry.

## **8.0 INCIDENT COMMAND CENTERS**

### **8.1 Staffing of Command Centers**

The barge industry will staff appropriate Coast Guard Sector Command Centers with a GICA Industry Command Rep. Where multiple staffing assignments at more than one Coast Guard Sector are required an additional industry command rep will join that sector. After 7 days on duty, a relief industry rep will take over until the primary rep can return.

Additionally, a GICA Waterways Assessment Team may accompany each industry command rep to the Sector. The need for this will be established during the GICA Industry Response Team pre-storm conference calls, and it will be cleared with the Sector Commander.

The industry teams will be on-site with the Sector at least 24 hours prior to storm landfall.

A barge industry representative will also be present in the Coast Guard District 8 Incident Management Team, deploying as appropriate before the storm.

It is not anticipated that the Corps of Engineers will maintain a representative within the Coast Guard Command Structure unless specifically requested by the Coast Guard.

### **8.2 Relocations of Command Centers**

Critical pieces in the effective function of this partnership are knowing when and where Corps and Coast Guard command centers will be during and after the storm, what industry's plans are for accompanying in the Coast Guard command centers and contact information for critical waterway restoration team members.

During the pre-storm Waterways Restoration Conference Call, relocation plans and contact information will be confirmed among all participants. Industry does not anticipate the need to have a presence in the Corps of Engineers Command Structure; however, if the need for this becomes apparent, from any partner's perspective, industry will designate a team member to join the Corps command center. See section 14.0 of this protocol for specific contact and relocation information.

The Industry Logistics Support Center will deploy to the appropriate Coast Guard Sector or to the District 8 Incident Management Team, per Coast Guard Command guidance for the particular response.

## **9.0 PRE-STORM PREPARATIONS**

The inland barge industry's plans for moving vessels to safe harbor are subject to waterway open/closed status, lock operational status, lock open/closed status upon shutdown of operations, certain floodgates status (Inner Harbor Navigation Canal), and operational status of certain moveable rail and highway bridges. The issuance of local "Mandatory Evacuation Orders" has the potential for significantly impacting the inland barge industry's ability to move vessels and dangerous cargos to safe harbor. These orders must not be allowed to impact the operation of locks, bridges, and other structures critical to the movement of marine vessels to safe harbor. The protocol addresses these issues with the following:

1. The Coast Guard Captain of the Port or Sector Commander will notify GICA, GSMA, GNOBFA of his intent to close a major artery of marine commerce 24 hours in advance of closure, if at all possible. The industry will evaluate the evacuation status of vessels immediately and respond to the Captain of the Port with any issues that need to be discussed.
2. GICA will solicit and provide detailed information to Sector Command on towing vessels and barges that are secured outside of port geographical confines. Vessels securing along the Intracoastal Waterway are examples. Position, destination, persons onboard, number of barges, cargo, and any other pertinent information will be provided to the appropriate Coast Guard Sector.

### **9.1 Locks and Bridges**

Locks, moveable bridges, and other such structures located on the inland waterways present unique challenges to the safe shutdown of maritime commerce before storms and its efficient restoration afterward. Vessel personnel and hazardous cargos can 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 flee forecast landfall points 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 cargos that could present significant added risk if the vessel is negatively impacted by the storm in remote areas where mitigation measures could be days away if at all. It is generally expected by the barge industry that locks and bridges will make arrangements for their personnel to be on duty until the earlier of 1) the weather conditions no longer allow marine traffic to safely pass through the facility or 2) the weather conditions imminently threaten to cut off evacuation routes of facility personnel.

The startup of these structures after storm passage also presents significant challenges. In the case of structures being left in the closed-to-marine-traffic position, it is often a difficult matter of physically moving the bridge or lock gate in the presence of debris and

no electrical power, in order to re-establish maritime traffic. There are significant consequences on both sides of the issue of what position in which to leave a structure that has direct impact on waterborne commerce, but all must be weighed carefully, including the presence of alternate landside routes. Locating structure operating personnel and assessing operational ability of the structure, followed by communicating the results to industry can become critical bottlenecks to restoring maritime traffic on the waterway.

1. The Coast Guard Captain of the Port or Sector Commander will ensure approved copies are on file of appropriate rail and highway bridge hurricane plans, which include pre-storm shutdown and post-storm startup plans and contact numbers. Access credentialing, which will allow critical personnel to pass checkpoints and gain entry to their facilities after the storm must also be addressed in these plans. In keeping with the tenants of those plans, the Coast Guard will notify GICA of anticipated plans for shutting down bridge operations 24 hours in advance of closure, if at all possible. This requirement should be reflected in the structure's approved plan before Coast Guard approval. The Coast Guard will notify GICA of any known deviations from the approved plan as soon as possible to avoid having personnel, vessels, and hazardous cargos trapped in unsafe areas.
2. The Corps of Engineers will provide notification to GICA 12 hours in advance of anticipated shutdown of operations of any Intracoastal Waterway lock structure, and indicate the final position of the lock gates, being open or closed to marine traffic.

Specific Procedures for New Orleans District Locks on the Intracoastal Waterway call for 2 personnel capable of operating the lock structures to remain and continue to operate the locks until weather conditions make it unsafe to do conduct lock operations. In which case, personnel at Leland Bowman and Calcasieu Lock will evacuate the locks leaving one set of gates in the closed position to marine traffic. Personnel at Algiers, Harvey, and Inner Harbor Locks will secure on site until the storm clears. The lock gates will remain in the closed to marine traffic position.

3. The Coast Guard will serve as the GICA's point of contact relative to rail or highway bridge operational issues.
4. Lock and Floodgate structures in Texas will remain in the Open-to-Marine Traffic positions when abandoned prior to storm landfall.

## **10.0 COAST GUARD PORT CONDITIONS**

The inland barge industry recognizes and responds to Coast Guard 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 outward to the industry. The most effective method of notifying industry of Port Condition changes is via email distribution. Each Coast Guard Captain of the

Port or Sector Commander will include GICA on an email distribution announcing changes in Port Condition status. In the instance of port closure, which is condition Zulu, 24 hour advance notice of intent to close the port or a major waterway will be made if at all possible.

GICA will, in turn, issue these communications, via its industry email distribution list, to all industry contacts.

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

In addition to those actions described earlier, the following are actions expected to be taken by the barge industry, Corps of Engineers, NOAA, and Coast Guard after storm passage:

1. An over-flight assessment of waterway condition, including ATON and visible obstructions, will be completed, forming the basis of a surface waterway assessment plan. Industry Command Reps will accompany on this flight as requested by the Coast Guard. Additionally, industry may be able to supply aircraft to assist in waterway assessments as requested by the Coast Guard.
2. Industry Waterway Assessment Teams will position for immediate departure after the initial post-storm Waterway Restoration Conference Call.
3. Port Coordination Teams, Stakeholder, and Harbor Safety Committees may convene conference calls to establish overall condition of port stakeholders and set waterway priorities.
4. The Waterway Restoration Conference Call will be initiated by the appropriate Corp of Engineers Districts. Some inter-communication may be helpful here to avoid overlapping where certain Coast Guard individuals must be present on both calls. Input from the Port Coordination Team, Stakeholder, and Harbor Safety Committee Conference Calls will be used to establish priorities for reopening waterways.
5. Initial waterway assessments will begin and findings reported by the waterway assessment teams as possible during the day, but at the end of every day as a minimum.
6. The Coast Guard will determine operational status of appropriate bridges as soon as possible and convey to the waterways restoration team. The Coast Guard will issue via email to the industry and update as necessary via the existing Coast Guard District 8 Bridge Status Spreadsheet.
7. The Corps will determine the operational status of appropriate locks and convey to the team as soon as possible. Daily updates will be issued via email, as appropriate, until locks are fully functional.
8. As special logistical needs are identified by the Coast Guard or Corps, the Industry Command Rep will insure that the Logistics Support Center is informed if he/she is aware of the need.

9. The Industry Response Team will assist the Corps and Coast Guard in any way possible to ensure an effective hurricane response.
10. When necessary, the Coast Guard will assist in securing access through controlled-entry points for essential industry operational personnel for purposes of providing relief, provisions, supplies or storm response. Vessel crews who have endured the sustained stress of storm conditions may need to be relieved of duty soon after conditions permit to ensure continued operational safety.
11. When resumption of cargo transfer operations at terminals and dock facilities can take place is often a question after storm passage. The Coast Guard will communicate any special instructions in this regard to the barge industry and via GICA and Port Coordination Team networks as soon as possible after the storm.

## **12.0 SALVAGE**

In the event of significant vessel casualties, the Industry Response Team will identify a Salvage Team Leader, who will join the Coast Guard Salvage Unit and insure the appropriate data is furnished regarding vessel ownership, salvage plans, and updates on progress.

## **13.0 EXERCISES / REVIEWS**

Annually, each Corps of Engineers District will initiate a TEST WATERWAYS RESTORATION CONFERENCE CALL for the purpose of verifying phone numbers and personnel. This test call will be conducted every 30 days, or as deemed appropriate by the Corps District administering the call and Coast Guard Sectors involved, during the hurricane season and revisions documented by the appropriate Corps District.

The tenets included in the Gulf Coast Joint Hurricane Response Protocol will be incorporated to the degree possible in all Industry, Corps of Engineers, NOAA, and Coast Guard hurricane exercises.

The Joint Hurricane Team will convene at least once after each hurricane season for the purpose of incorporating lessons learned, updating contact information, and making any other revisions necessary.

## APPENDICES

Rather than include specific contact information that is likely to change throughout this document, that information is included in this APPENDIX section for ease of location and revision.

### APPENDIX 1 Joint Hurricane Team Members Contact Information

Achenbach, Jerry CDR, [Gerard.P.Achenbach@uscg.mil](mailto:Gerard.P.Achenbach@uscg.mil) – 361-888-3162 ext 200 / cell 361-533-2855

Arenstam, John CAPT – [john.j.arenstam@uscg.mil](mailto:john.j.arenstam@uscg.mil) – 504-671-2107 / cell 618-225-7143

Balfour, Sharon – [sbalfour@dotd.la.gov](mailto:sbalfour@dotd.la.gov) – 337.896.0660 / cell 337-344-4077

Boles, Leo – [leoboles@dotd.la.gov](mailto:leoboles@dotd.la.gov) – 225-274-4145

Bunn, Alan – [Alan.Bunn@noaa.gov](mailto:Alan.Bunn@noaa.gov) – 979-676-2866

Butler, Raymond – [info@gicaonline.com](mailto:info@gicaonline.com) – 281-996-6915 / cell 713-882-9750

Campbell, Colin – [Colin.n.campbell@uscg.mil](mailto:Colin.n.campbell@uscg.mil) – 504-671-2109

Daigle, Michelle – [Michelle.C.Daigle@usace.army.mil](mailto:Michelle.C.Daigle@usace.army.mil) – 504-862-2731 / cell 504-220-2976

Danley, Howard – [howard.danley@noaa.gov](mailto:howard.danley@noaa.gov) – 301-713-2729 / cell 301-980-4807

Duffy, Sean – [sean@gsma.com](mailto:sean@gsma.com) – 504-833-4190

Felder, Cherrie – [cdfelder@channelship.com](mailto:cdfelder@channelship.com) – 504-371-5961 / cell 504-915-4752

Frank, David – [david.m.frank@uscg.mil](mailto:david.m.frank@uscg.mil) – 504-671-2129 / cell 618-225-7727

Geyer, Wes LTJG – [Wes.m.geyer@uscg.mil](mailto:Wes.m.geyer@uscg.mil) – 361-888-3162 ext 534

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Gould, Marty CAPT – [mgouldjr@charter.net](mailto:mgouldjr@charter.net) – 504-219-2600 / cell (504) 237-3186

Hannon, Jim – [James.r.hannon@usace.army.mil](mailto:James.r.hannon@usace.army.mil) – 601-634-5866 / cell 601-831-2383

Hrametz, Joe – [joseph.j.hrametz@usace.army.mil](mailto:joseph.j.hrametz@usace.army.mil) – 409-766-3973 / cell 409-502-9170

Johnson, Phil – [Philip.r.johnson@uscg.mil](mailto:Philip.r.johnson@uscg.mil) – 504-671-2128

Jones, Steve – [Steve.Jones@usace.army.mil](mailto:Steve.Jones@usace.army.mil) – 601-634-7148 / cell 601-631-4179

Kalina, Diane LCDR – [diane.r.kalina@uscg.mil](mailto:diane.r.kalina@uscg.mil) – 361-888-3162 ext 500 / cell 361-443-7247

Keifer, Jeff – [jakeifer@aepriverops.com](mailto:jakeifer@aepriverops.com) – 636-530-2148 / cell 314-805-6665

Keister, Rob – [robert.keister@uscg.mil](mailto:robert.keister@uscg.mil) – 504-219-2784 / cell 504-628-4302

Kidby, Mike – [Michael.F.Kidby@usace.army.mil](mailto:Michael.F.Kidby@usace.army.mil) – 202-761-0250 / cell **202-290-9899**

Logistics Support Center – [logistics@GICAresponse.com](mailto:logistics@GICAresponse.com) – 800-791-1073

Lorino, Mike CAPT – [mlorinojr@aol.com](mailto:mlorinojr@aol.com) – 504-831-6615 / cell 504-858-3073

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Marquardt, Rob LTJG – [Robertson.marquardt@uscg.mil](mailto:Robertson.marquardt@uscg.mil) – 985-380-5334 / cell 985-397-3270

McKee, Jeff – [Jeffrey.a.mckee@usace.army.mil](mailto:Jeffrey.a.mckee@usace.army.mil) – 202-761-4474/cell **202-492-5580**

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Miller, Mike –CAPT – [mmiller@lakecharlespilots.com](mailto:mmiller@lakecharlespilots.com) – 337-436-0372 / cell 337-540-5625

Mowbray, George CAPT – [gmowbray@lakecharlespilots.com](mailto:gmowbray@lakecharlespilots.com) – 337-436-0372

Muench, Lynn – [awo\\_midcontinent@msn.com](mailto:awo_midcontinent@msn.com) – 314.446.6474 / cell 314-308-0378

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Petras, George – [george.petras@uscg.mil](mailto:george.petras@uscg.mil) – 504-565-5070 / cell 504-628-0948

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Walker, Jim – [james.e.walker@usace.army.mil](mailto:james.e.walker@usace.army.mil) – 202-761-8648 / cell 202-352-6273

Warner, Mike CWO2 – [Michael.d.warner@uscg.mil](mailto:Michael.d.warner@uscg.mil) – 361-844-6501 / cell 361-438-5410

Wiseman, Addie – [awiseman@vesselalliance.com](mailto:awiseman@vesselalliance.com) – 281-540-5004 / cell 713-417-7471

Woodruff, Matt – [matt.woodruff@kirbycorp.com](mailto:matt.woodruff@kirbycorp.com) – 713-435-1497 / cell 713-542-6275

Wu, Kathleen – [Kathleen.P.Wu@usace.army.mil](mailto:Kathleen.P.Wu@usace.army.mil) – 409-487-7063

## **APPENDIX 2. Waterways Restoration Conference Call Contacts**

Because of the need to manage participation on the Waterways Restoration Conference Call, those numbers will be issued by the appropriate Corps of Engineers or Coast Guard personnel whose contact information is listed below:

### **MOBILE**

Mobile Corps District

Nelson Sanchez – 251-331-1331

Sector Mobile Coast Guard

Jon Mangum – 251-441-5940

Isaac Mahar – 251-441-5999

### **NEW ORLEANS**

New Orleans District

Michelle Ulm – 504-862-1842, Michelle Daigle – 504-862-2731

Sector New Orleans Coast Guard

Rob Keister – cell 504-628-4302

COTP Port Arthur

Mike Measells – 409-719-5080 / cell 409-460-0371

COTP Morgan City

Paul Albertson – 985-380-5306

Rob Marquardt – 985-380-5334 / cell 985-397-3270

Pat Ropp – 985-380-5352

### **GALVESTON**

Galveston Corps District

Joe Hrametz – 409-766-3973

Sector Houston Coast Guard

Hal Pitts – 713-671-7156

Sector Corpus Christi Coast Guard

Diane Kalina – 361-888-3162, ext. 500

### **APPENDIX 3. Coast Guard Contacts**

Primary District Eight Incident Command Center –504-671-2317  
Relocation to St. Louis, Mo. – 314-539-3900  
CAPT John Arenstam– 504- 671-2106  
Dr Madeleine McNamara – 504-671-2103

Primary Sector Mobile Command Center – 251-441-5508/5976  
Relocation to Aviation Training Center – 251-441-5080  
Jon Mangum – 251- 441-5940 / cell 251-583-4208  
Isaac Mahar – 251-441-5999

Primary Sector New Orleans Command Center – 504-846-5923 / 866-504-8274  
In the event of a Category 3 or higher hurricane, the Incident Command Post (ICP) for Sector New Orleans will be relocated to Natchez, Ms.

In the event of a Category 2 or lower, the ICP location will be at the office in Bucktown, La.

Rob Keister – cell 504-628-4302  
George Petras – 504-565-5070  
Colin Campbell – 504-671-2109

COTP Morgan City  
Paul Albertson – 985-380-5306  
Scott Paradis – 985-380-5305  
Rob Marquardt – 985-380-5334

COTP Port Arthur  
Mike Measells – 409-719-5080 / cell 409-460-0371

Sector Houston Command Center 713-678-9057 or 713-671-5113  
Relocation to Merrill Center, Katy, Tx. – contact info ???  
Hal Pitts – 713-671-7156 / cell 713-398-5823  
Steve Nerheim – 713-678-9090

Sector Corpus Christi Command Center, 361-939-6393  
Relocation to San Antonio – contact info ???  
Jerry Achenbach – 361-888-3162 ext 200 / cell 361-533-2855  
Diane Kalina – 361-443-7247  
Mike Warner – 361-844-6501 / cell 361-438-5410  
Wes Geyer – 361-888-3162 ext 534

#### **APPENDIX 4. Corps of Engineers Contact Information**

Mobile District Command Center, 251-690-2495  
Relocation to Irvington, 251-957-6019  
Nelson Sanchez – 251-690- 3318  
Duane Poiroux – 251-690-2570

New Orleans District Command Center ???  
Relocation to Vicksburg, MS – contact info ???  
Michelle Ulm – 504-862-1842  
Vic Landry – 504-862-2470  
Michelle Daigle – 504-862-2731  
Steve Jones (Vicksburg) - 601-634-7148

Galveston District Command Center, 409-762-6300  
Relocation to Addicks Barker, TX 281-497-0740  
Joe Hrametz – 409-766-3973  
Johnny Rozsypal – 409-766-3071

#### **APPENDIX 5. NOAA Contact Information**

##### **Eastern Gulf- Port of Lake Charles East to Apalachicola, Florida**

Tim Osborn- Navigation Manager, Eastern Gulf  
office 337-291-2111, cell 337-254-5933, [tim.osborn@noaa.gov](mailto:tim.osborn@noaa.gov)  
Patrick Fink- Eastern Gulf  
office 337-291-3084, cell 337-501-3097, [patrick.fink@noaa.gov](mailto:patrick.fink@noaa.gov)

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

Alan Bunn- Navigation Manager- Western Gulf  
office 409-621-5151 ext 118 , cell 979-676-2866, [alan.bunn@noaa.gov](mailto:alan.bunn@noaa.gov)

##### **Up Chain- Office of Coast Survey Navigation Services Division**

Ed Martin- Chief, Customer Affairs Branch  
office 301-713-2730 ext 179, cell 202-329-4285, [ed.martin@noaa.gov](mailto:ed.martin@noaa.gov)  
Howard Danley- Chief, Navigation Services Division  
office 301-713-2730 ext 176, cell 301-980-4807, [howard.danley@noaa.gov](mailto:howard.danley@noaa.gov)

#### **APPENDIX 6. GICA Industry Response Team Contact Information**

Raymond Butler, Industry Team Leader – 281-996-6915 / cell 713-882-9750  
Kelly Teichman, Admin, Backup Command Rep – cell 409-770-7633  
Mario Munoz, Team Leader – 812-288-0347  
Logistics Support Center – 800-791-1073 – [logistics@GICAresponse.com](mailto:logistics@GICAresponse.com)  
Arnie Rothstein, Primary Command Rep – 985-479-7235 / cell **504-253-0573**  
Cherrie Felder, Backup Command Rep – 504-371-5964  
Ed Reioux, Waterway Assessment Team Leader – cell 713-906-4045  
Jeff Keifer, Waterway Assessment Team – 636-530-2148 / cell 314-805-6665  
Lynn Muench, D8 Command Rep – 314-446-6474 / cell 314-308-0378

James Prazak, Chemical Shipper – 979-238-1982  
Marvin Reed, Waterways Assessment – cell 985-502-1682  
Ray Sick, Self Help Plan Team Leader – 985-872-2413 / cell 985-804-8520  
Jerry Torok, Primary Command Rep – 713-752-3680 / cell 832-205-4892  
Addie Wiseman, Backup Command Rep – cell 713-417-7471  
Matt Woodruff, Backup Command Rep – 713-435-1497 / cell 713-542-6275

## **APPENDIX 7. Bar Pilots Contact Information**

### **TEXAS**

#### **Houston Pilots**

Capt. Tom Pace, 713-645-9620 / cell 281-635-7444

#### **Corpus Christi Pilots**

Capt. Jim Dooley, 361-643-1762 / cell 361-884-5899

#### **Sabine Pilots**

Capt. Charlie Tweedel, 409-899-2585 / cell 409-626-4841

#### **Brazos (Freeport) Pilots**

Capt. Max Blanton, 979-849-3780

#### **Matagorda Bay Pilots**

Capt. Steve Gibson, 361-552-9988

#### **Brazos Santiago (Brownsville) Pilots**

Capt. Gene Tuttle, 956-943-3680

### **LOUISIANA**

#### **Louisiana Bar Pilots Association**

Capt. Mike Lorino, 504-831-6615 / cell 504-858-3073

#### **Lake Charles Pilots**

Capt. Mike Miller, 337-436-0372 / cell 337-540-5625

Capt. George Mowbray, 337-436-0372

#### **Mississippi River Pilot Organizations**

##### **New Orleans, Baton Rouge Pilots**

Capt. Bud Watson, III, President, 504-858-3431

Capt. Chris Rieder, Vice President, 985-871-8450 / cell 504-453-0400

##### **Crescent Pilots**

Capt. AJ Gibbs, 504-392-5016 / cell 504-392-2046

**Federal Pilots**

Capt. Rusty Belsome, 504-456-0787 / cell 504-416-6727

**MISSISSIPPI**

**Pascagoula Bar Pilots Association**

Capt. Michael Torjusen, 228-762-1151

**ALABAMA**

**Mobile, AL State Docks**

251-432-2639

**FLORIDA**

**Pensacola Bar & Harbor Pilots**

Capt. Ronald E. Schaefer, 850-433-3632

**Pensacola Bay Pilots, Inc.**

Capt. Brian F. McGee, 850-434-8163