Inland Rivers, Ports and Terminals Conference

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New Orleans, Louisiana

Slide	Text
1. Seal Obverse	Greetings. Introduction.
2. Photo: MVN headquarters	o administer Corps programs in a 30,000-sq.-mile area of central and coastal Louisiana.
3. Photos (4): Lock; Wheeler; Park Ranger; Calcasieu Saltwater Barrier	o many of 1,161 employees report to our locks and control structures, the dredge WHEELER, our Lafayette Area Office, and various sub-offices.
4. MVD Map	o southern most of the Mississippi Valley Division's 6 districts. o division incorporates the entire length of Mississippi River within its boundaries.
5. Photo: Dredge Bullet: MVN performs 1/3 of Corps' total program Bullet: Miss. River requires 8% of total dredging funds	o perform roughly 32 % of the Corps' total national maintenance dredging in cubic yards in our district alone. o MR dredging averages about 8 % of the Corps' total O&M for dredging nationwide.

6. Photo: Dredging
Bullet: $99M annually
Dredge 71M cubic yards

- $99 million spent annually on MVN maintenance dredging program.
- We remove on average some 71 million cubic yards of shoal material each year
  - enough to fill more than 15 Louisiana Superdomes.

7. Photo: Ships lined up, vic. of Belle Chasse
Bullet: 15 Contracts
$67 M

- maintain 400 miles of deep draft channel for international shipping.
  - more than any other district in the country.
- MVN deep draft maintenance program requires about 15 contract awards to the dredging industry each year at a cost of $67 million.

8. 1st Photo: Dredge creating marsh
2nd Photo: Aerial, wetlands w/Bullet:
7,000 acres of wetlands
9,000 acres of coastal habitat

- dredge a lot of material from our waterways.
- use this material in a beneficial manner and have created more than 7,000 acres of wetlands and 9,000 acres of coastal habitat.

9. Photo: St. Bernard wetlands lost

- Hurricanes Katrina and Rita destroyed 118 square miles of coastal wetlands in La.
- Hurricane Katrina heavily impacted marshes near Caernarvon, on the East Orleans landbridge and in the Mississippi River delta.
  - destroyed 42 square miles of wetlands in the Caernarvon area – an estuary that was expected to remain stable because of the benefits of a large freshwater diversion from the MR.
  - Coastal restoration planners are now evaluating how much of the area will

recover naturally and any additional restoration project needs that could help bring back wetlands in the area.

10. Photo: Ship at grain elevator
Bullet:
413 million tons

- maintain a 45-foot ship channel in the Mississippi River
  - allow ports in South Louisiana to become # 1 port complex in the world in total tonnage with exports & imports totaling near 413 million tons in FY04. ('05 numbers not out yet)
- River traffic rapidly restored after Hurricane Katrina
  - combined efforts of the New Orleans District, US Coast Guard, Pilots Associations and Navigation industry.

11. Graphic: MVN shallow draft channels & highlight GIWW

- maintain more than 2,400 miles of shallow draft barge channels (annual cost of $32 million).
  - includes the most heavily used La. to Texas section of the GIWW.
- Total of 375 miles (12'x125' WHL/12'x150' EHL)
  - 301 miles main stem
  - 66 miles Morgan City to Port Allen Alternate Route
  - 8 miles Algiers Canal Alternate Route
- Provides passage for barge traffic along Gulf Coast.
- Links all Gulf of Mexico ports with the inland waterway system.
- Supports movement of 68 million tons annually, at a cost of $.32/ton.

12. Photo: GIWW
Bullets: same as right

Upcoming Work

- Dredge GIWW Port Allen to Morgan City Alternate Route:
  - Dredge below Bayou Sorrel Lock & Miles 19 to 27 (non-continuous)
  - May – Sep 2006

13. Photo: offshore jackup rig being transported though Freshwater Bayou Lock

- inland waterways support towing industry and provide vital conduit for the oil and gas indistry.

14. Graphic: MVN map of locks/control structures

- thanks to the operation and maintenance of our 12 locks and 6 navigation control structures, our waterways remain navigable.
- some structures allow passage through the Mississippi and Atchafalaya river systems into the GIWW and other canals.

15. Photo: Schooner Bayou Control Structure

- others protect sensitive environments in southwest La. from saltwater intrusion.
- Schooner Bayou Control Structure - notice the blue saltwater from the brown freshwater.

16. Photo: IHNC Lock (aerial)
Graphic: Map of IHNC in relation to waterways mentioned

Industrial Canal Lock in New Orleans

- one of our high profile, heavily used projects.
- canal connects two of the busiest waterways in America, the MR and the GIWW.
- also connects the Miss. River to the MRGO, to inner harbor port facilities, and to Lake Pontchartrain.
- an average of 13,000 lockages and 22 million tons per year.
- Hurricane Katrina caused some damage to the lock including electrical failures that prevented operation of the lock.
- lock employees that stayed at the lock and performed emergency repairs allowing the structure to be semi functional within two days after Katrina.
    - vessels carrying materials necessary for repairs to the floodwall breach on the Industrial Canal arrived and were able to pass through the lock.

17. Photo: IHNC image
Bullets: Electrical repairs
Aug. – Oct. 2006 (minimal closures)

Upcoming work:
- IHNC Lock:
  - Electrical Repairs
  - Aug – Oct 2006 (minimal closures)

18. Graphic: Artist's concept
Bullet: Tonnage to grow to 22 M tons annually
$110 M in benefits to the nation

- state-of-the-art when constructed in the 1920s, is substandard for today's use.
- After working many years with the Port of New Orleans and the community, we awarded our first contract back in 1999 to replace the lock with a modern facility (36' deep x 110' wide x 1,200' long).
- Tonnage is projected to grow from the existing 22 million tons to about 40 million tons over the life of the project, generating an estimated $110 million dollars in annual benefits to the nation.
- FY 2006 congress appropriated $23.6 million
  - $11.138 million in CG and $12.5 million in Supplemental funding
- Sediment sampling, testing and analysis critical to dredging, imposed by a law suite, was disrupted by Hurricane Katrina and scheduled to resume in late May 2006

19. Photo: Calcasieu Lock
Inset photo: pushing gate open at Calcasieu Lock after Rita

- Hurricane Rita storm surge pushed water upstream of Calcasieu and Leland Bowman Locks.
- Immediately after the storm, opened gates at both facilities to drain the basin.
  - With the gates open, significant current that traffic experienced difficulty navigating both upstream and downstream through the locks.
- Days after the storm, we worked with GICA and the towing Industry to develop locking procedures that allowed traffic to pass without significantly compromising drainage upsteam of the structures.

20. Photo: Calcasieu Lock

Upcoming work:
- Calcasieu Lock:

Bullets: same bullets as right

- Remove & replace damaged lock dolphin
- Jun – Aug 2006 (minimal closures)

21. Photo: Port Allen Lock
Bullets: same as right

Upcoming work on other locks:

- Port Allen Lock:
  - Dewatering to replace river end gates
  - Oct – Dec 2006 (45 day closure)

22. Photo: Bayou Boeuf Lock
Bullets: same as right

- Bayou Boeuf Lock:
  - Electrical Repairs
  - Jul 2006 (no anticipated closures)

23. Graphic: Drainage basin

- Louisiana situated at the outlet of the Mississippi River, the world's third largest drainage basin (behind the Amazon and the Congo).
- The MR drains 41% of the continental United States and two Canadian provinces.

24. Photo: 1927 flood shot
Bullet: MR&T

- After 1927 flood, Congress authorized the Corps to build the Mississippi River and Tributaries Project (MR&T)
  - the largest flood protection project in the history of the world.

25. Photo: Community with levee, vic. N.O. hi water (aerial)

- MR&T
  - Corps provides an important service to the public through our flood control mission.
  - Working with local levee boards during the past 75 years, we have built nearly 1,000 miles of levees and floodwalls in New Orleans District.

26. Graphic: Evolution of levees

- Prior to the authorized MR&T project, levees were originally built by private landowners as early as 1717.
- average levee is 15 to 20 feet above natural ground.

27. Graphic:
MRT map
Graphic:
Atch levee map

- Roughly 524 miles of levee and floodwalls line both banks of the Mississippi River in this district.
- To the west, some 449 miles of levees line the Atchafalaya Basin Floodway, a totaling 973 miles.
- (Plus 325 miles of hurricane protection levee.)

28. Photo: Plaquemines Parish MR levee work

- 100 miles of the 109 miles of Mississippi River levees in Plaquemines Parish damaged by Katrina
- repairs were completed on 17 Mar 06, costing over $30M.

29. Bullets: Main Objectives:
Pre-storm Plans – Channel / Structure Closings
Communications - Before, During & After the storm
Post-storm Plans- Channel / Structure Assessment & Restoration
First meeting held in March
Next meeting scheduled for May

- GICA (Gulf Intracoastal Canal Association) worked with the USCG and Corps to arrange joint team meetings to prepare for next hurricane season.
- The teams will contribute all available resources to accomplish objectives.
    - Some industry survey vessels available to assist the Corps in determining channel conditions after a storm – proved to be valuable after Katrina & Rita.

30. Photo:
Close-up of employees' faces.

As a vital part of America's Army, we're proud to help build this nation. We are committed to excellence and dedicated to providing quality services.

31. Graphic:
Seal Obverse

Closing comments.