

Sector Upper Mississippi River

Preparation...Service...Excellence



CAPT (sel) Mick Scott, USCG
Deputy Sector Commander



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Missouri Navigators Meeting
25-26 February 2020



Sector Upper Mississippi River (SUMR)

In attendance today:

CAPT (sel) Mick Scott	Deputy Sector Commander
LCDR Christian Barger	Waterways Division Chief
BMCM Mike Love	CHEYENNE Officer in Charge
BMCM Shaun Wunch	GASCONADE Officer in Charge



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Today's Brief

- **Area of Responsibility Overview**
- **ATON Operational Status/Challenges**
- **MTS Flood Recovery**
- **Rail/Barge Collision Concerns**
- **Buoy Tender Recapitalization Project**
- **Western Rivers WAMS**
- **ITV- Subchapter M Implementation**
- **Top Challenges and Solutions**
- **Current/Future Initiatives**



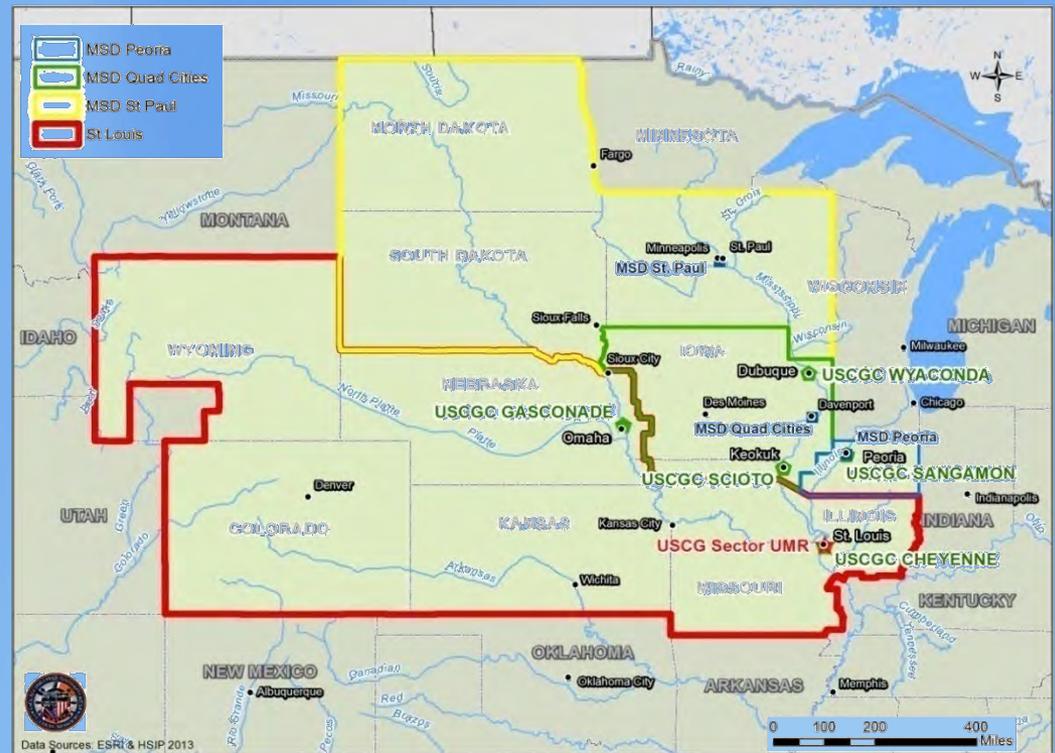
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Sector Upper Mississippi River (SUMR)

Area of responsibility:

- 2,200 miles of waterways
 - Mississippi, Missouri & Illinois Rivers & Various Tributaries
- All or part of 11 States
- 33 locks & dams, 238 bridges & 7 major population centers



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Missouri River ATON

- Maintain 693 buoys & 534 fixed Aids to Navigation
- Buoys are 'Jet Coned' into place using water pressure from the fire main
- CGC CHEYENNE & GASCONADE work the Missouri River AOR



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CGC CHEYENNE

Home Port: St. Louis, MO
Officer in Charge: BMCM Mike Love
Area of Responsibility: UMR MM109 - MM200
MOR MM0 – MM226



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CGC GASCONADE

Home Port: Omaha, NE
Officer in Charge: BMCM Shaun Wunch
Area of Responsibility: MOR MM226 - MM732



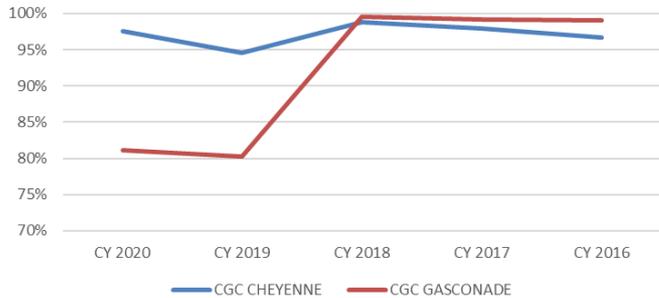
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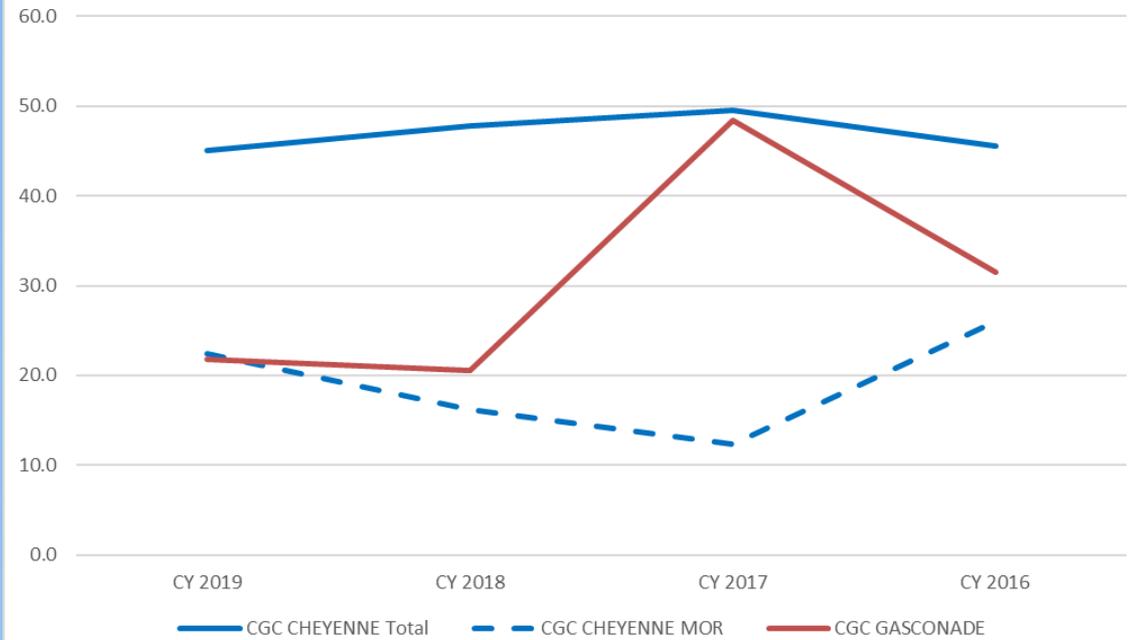
ATON Operational Status

- Buoy Tender hours largely impacted by high water
- Post-flood ATON constellation recovery ongoing

Aid Availability Rates
(Target ~97%)



ATON Underway Days



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ATON Operational Challenges

- Aging WLR fleet necessitates capitalizing on opportunities for operational flexibility
- GASCONADE's current homeport in Omaha prevents getting underway in high water & distant from busiest areas
- GASCONADE will relocate homeport to St. Louis
 - Planned for Summer 2021
 - Will increase service levels for the busiest river stretches
 - Longer operational periods
 - Improved mission capability
 - Increased ATON availability
 - Improved maintenance support
 - Enhanced crew proficiency/CG work/life services

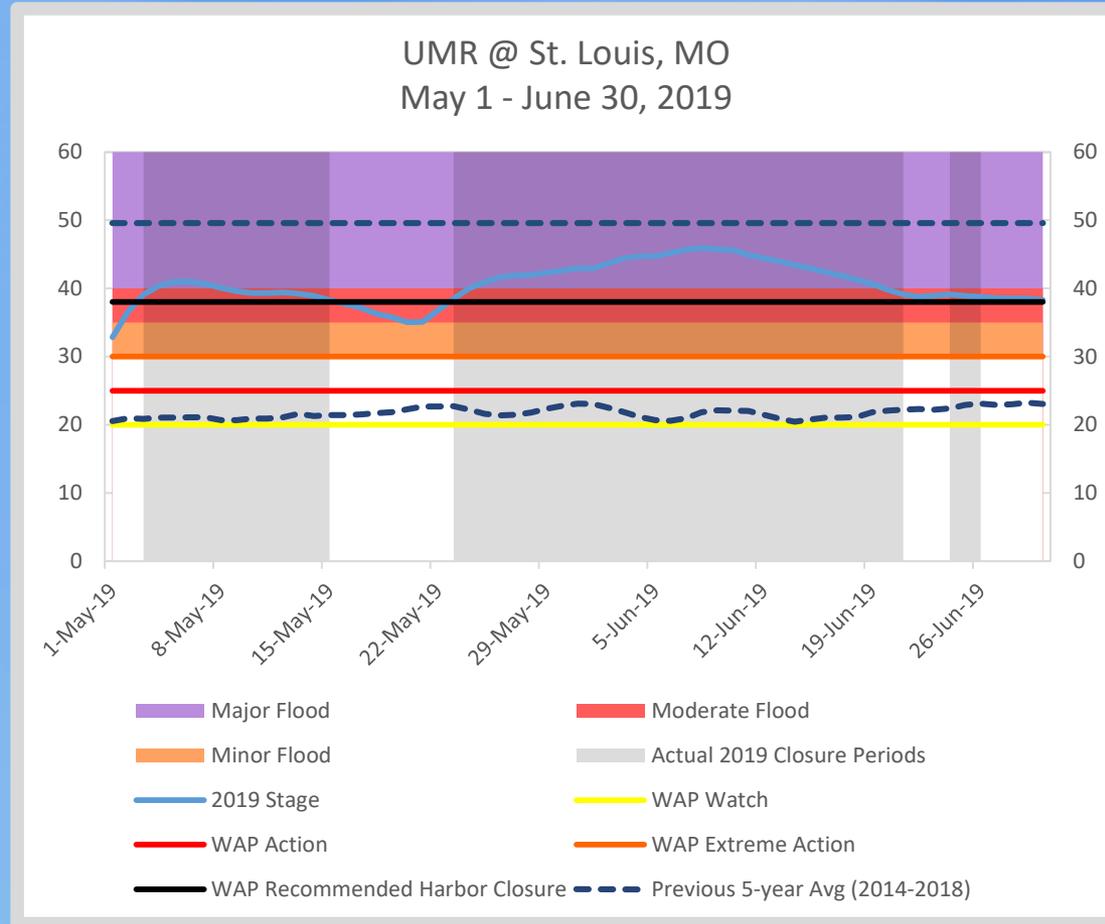


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MTS Flood Recovery

- **Successful due to USACE & Industry partnerships**
- **ATON constellation recovery ongoing**
- **AIS-ATON extremely successful**
- **Lesson Learned/Best Practices incorporated into 2020 WAP updates**



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Rail/Barge Collision Concerns

- Mostly isolated to high water conditions
- 45 charted cautionary areas on UMR & ILR
- Upcoming awareness campaign & potential enforcement



“Risk of train collision and embankment erosion due to channel proximity to railroad”



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Buoy Tender Recapitalization Project

ANTICIPATED SCHEDULE:

- 2021 River buoy tender/inland construction tender request for proposal (RFP) release
- 2021 Inland buoy tender RFP release
- 2021 River buoy tender/inland construction tender contract award
- 2022 Inland buoy tender contract award
- 2025 Initial operational capability (IOC) – achieved following post-delivery availability, test and evaluation, and certification that the first hull of each WCC variant satisfies all key performance parameters, or threshold requirements without which the ATON mission cannot be performed.
- 2030 Full operational capability (FOC) – achieved following delivery and shakedown of the last cutter.

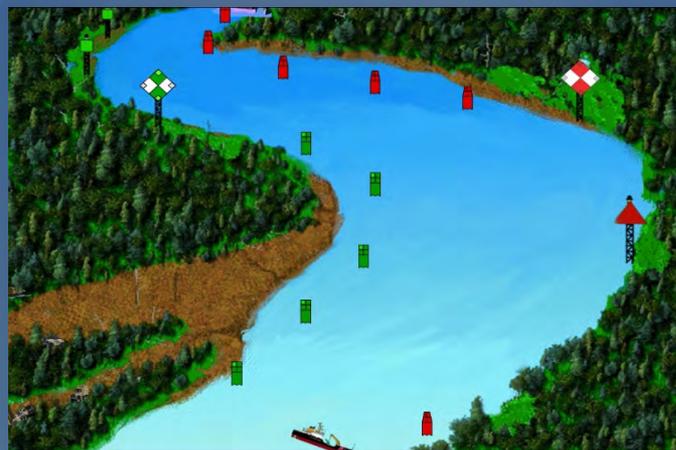


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Western Rivers Waterways Analysis and Management System (WAMS)

- National Western Rivers WAMS
 - Survey period ended July 2018
 - Results currently under review at CGHQ



- Some Recommendations already initiated
 - Charting of former fixed ATON as reference points
 - Exploration of NAVAID mark on IENC where physical buoys are unable to be placed
 - Next generation WAMS tool being developed



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46 CFR Subchapter M Implementation

- National Fleet: (+/-) 5,900 vessels
- SUMR Fleet: (+/-) 400 vessels
- SUMR JUL 2020 Goal: 200 (50%)
- To Date:
 - SUMR COIs Issued: 88 (~22%)
 - In Queue: 44
- Breakdown:
 - Locally: 57% TSMS, 43% CG Option
 - Nationally: 72 % TSMS, 28% CG Option



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46 CFR Subchapter M Timeline

July 20
2018

- Parts 140-144 implemented, with exception of Health and Safety Plan, Pilothouse Alerter System, Towing Machinery requirements.

July 20
2019-2022

- Companies must obtain a valid COI for 25% of their fleet per year with 100% obtained by July 20, 2022.
- Companies with only 1 existing towing vessel have until July 20, 2020 to obtain a COI.
- Companies must implement a Health & Safety Plan. 46 CFR 140.500 by July 22, 2019

Year 7 to
Year 11

- 5 years after issuance of initial COI, existing vessels comply with 46 CFR 143.450 (Pilothouse Alerter System) and 46 CFR 143.460 (Towing Machinery requirements).

Year 11

- Subchapter M Implementation is Complete.



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Top Challenges and Solutions

Challenges:

- Unreliable fiscal realities
- WLR Age/Reliability

Solutions:

- Increase Partnerships & Communications
- Expand E-ATON capabilities
- Support WLR recapitalization efforts
- Continued updating of WAP & Critical Aids List



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Current/Future Initiatives



- AIS ATON/Marine Information
- Enhance Comms w/ USACE/ Industry
- Identify ATON operational flexibility/efficiencies



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Questions?



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CG D8 Bridge Branch Update



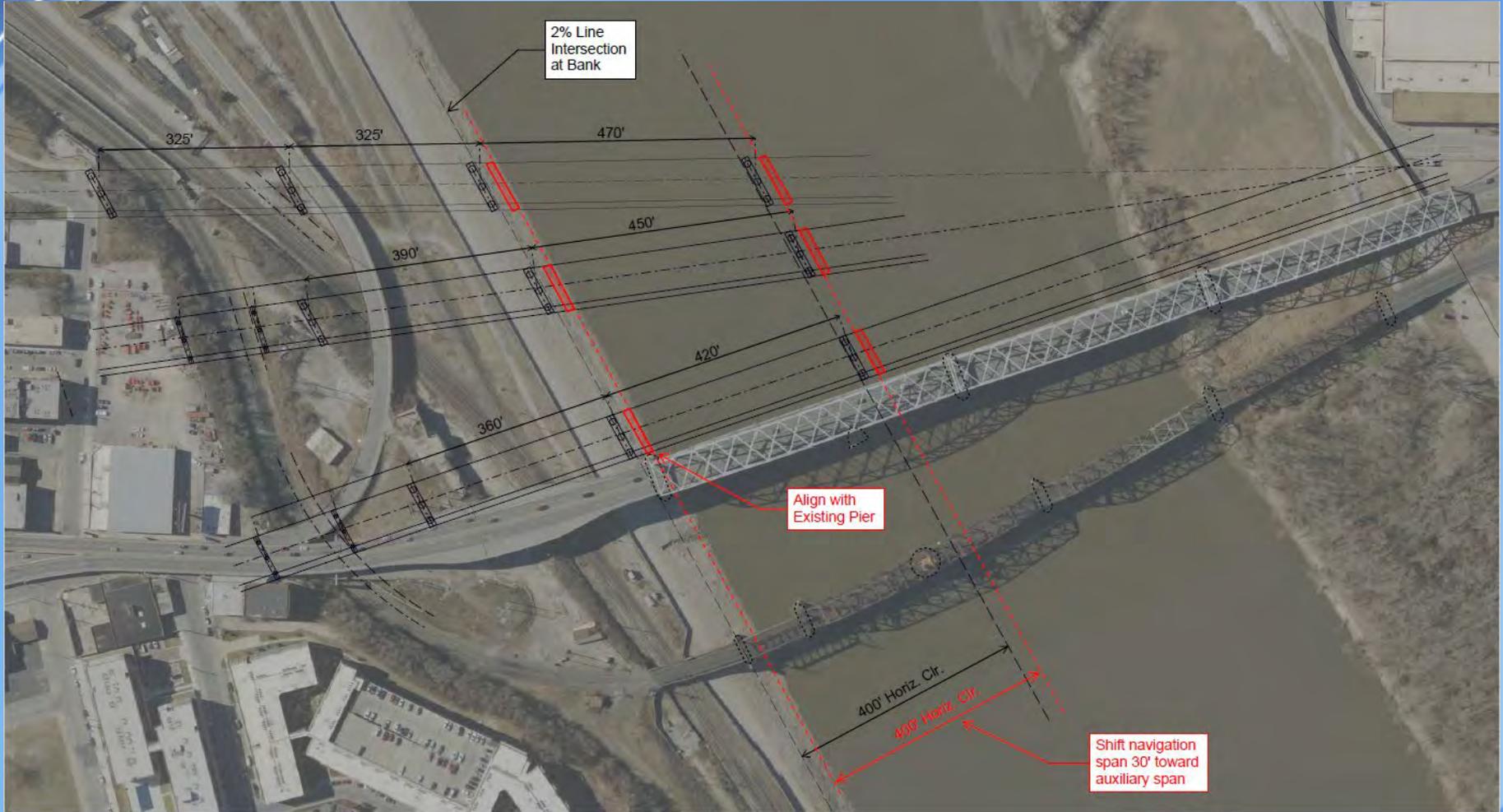
Mr. Eric Washburn
Bridge Administrator, Western Rivers



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Broadway Ave Highway Bridge (Buck O'neil) MM 366.2



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