

# GNOPSC Harbor Safety Committee

*Minutes of the Meeting held Wednesday, January 8, 2025*

*The following representatives were in attendance:*

<b>Attendee</b>	<b>Affiliation</b>	<b>Attendee</b>	<b>Affiliation</b>
Rachael Atienzar	Baker Marine Solutions	Erwin Thompson	LeBeouf Bros. Towing
Michael Miller	Bar Pilots	Christine Titus	Louisiana Maritime Assoc.
Frank Martinez	Biehl & Co.	Ian Burnette	Marathon Petroleum
Sean Duffy	Big River Coalition	David Beerbohm	McDonough Marine
Jonathan Davis	Bisso Towboat	Chris Voelker	Navigo Shipping
Marc Broussard	Callan Marine	Brett Bourgeois	New Orleans Board of Trade
Cherrie Felder	Channel Shipyard	Tim Osborn	NOAA
Stephen Babin	Chem Carriers	Toby Wattigney	NOBRA Pilots
Jacob Naquin	Conrad Shipyard	Charlie Hurst	Norton Lilly
Karl Gonzales	Cooper Marine/GNOBFA	Tim Ford	Norton Lilly
Hartson Harmon	Cooper Mooring	Tommy King	ParaTech
Anthony Almerico	Cooper Mooring	Lester Millet III	Port SL/Infragard
Michael Bopp	Crescent River Port Pilots	Geoff Davis	Seamens Church
Michael Leblanc	E.N. Bisso	Tim Reid	Shell
Bobbi Brothers	E3 Environmental	Kevin Lordo	Southern Devall
Hank Webster	Federal Pilots	Jeff Kindl	Steiner Construction
Paul Dittman	GICA	Tony Odak	Stone Oil
Lee Gallion	Global Maritime Ministries	Mario Munoz	Turn Services
Stephen McKinney	Global Maritime Ministries	Dan Velez	USCG
Farrell Latour	J.H. Menge	Mike Novak	USCG
Matt Lagarde	Ingram Barge	Melanie Burnham	USCG
Chris Ulfers	Jones Walker	Joseph Hale	USCG
Marc Hebert	Jones Walker/LPWIC	Douglas Fiedler	USCG
Leo Falgout	Kirby	Xiaobin Tuo	USCG
Mark Wright	LA House of Representatives	Gregory Callaghan	USCG
Richard Heausler	Labmar Ferry	Tim Long	Valero
Price Lanier	Lanier Engineers	Jim Mills III	Wilhelmsen
Vaughn McDaniel	LeBeouf Bros. Towing	Derek Cerniglia	Wilhelmsen

*The following reports were given:*

## **Harbor Safety Committee Chairman, Mario Munoz**

Mario called the meeting to order and made general announcements. Marine Industry Day 2025 will be held on May 22 at the Higgins Hotel in New Orleans. The USS LOUISIANA will send a delegation of their leadership to New Orleans February 19-23. If you are interested in supporting the hosting effort, please reach out to Christine for more information.

## **USCG Sector New Orleans, CAPT Greg Callaghan**

Captain Callaghan thanked everyone for their efforts during the recent river closure. Coordination by all parties resulted in a much shorter closure than expected. LCDR Edwards and LCDR Chris Booth are still working on the vessel agents handbook, and if you have any input or questions, please reach out to them. Expect increased security downtown and at the waterfront February 1-9 for the Superbowl and beginning February 21 for Mardi Gras. Minimal impacts to water operations are anticipated.

## **Bar Pilots – Captain Michael Miller**

ATON is still an issue on the Bar Pilot route, and it's anticipated that the destroyed and missing aids will be addressed this year. There has been some concerning information circulating related to the use of engine power limiters, more specifically the possibility that vessel masters are being instructed to ignore the pilots and USCG directives on the use of power limiters on the LMR. The conversation around this issue will continue, but please advise all owners, charterers, vessel masters, etc. that you communicate with to ensure that full horsepower is available when their ship is in the river. It is a serious safety concern.

## **NOBRA Pilots – Captain Toby Wattigney**

Toby reiterated concerns around the EPL systems and the need for full horsepower to be available to any ship in the river. NOBRA has instructed their pilots to treat any ship that is not in compliance with USCG Sector New Orleans regulations and NOBRA policy as a dead ship and charged accordingly.

## **Federal Pilots – Captain Hank Webster**

Business is strong, big thanks to Captains Miller & Wattigney for their work with LPWIC.

## **GICA – Paul Dittman**

LA DOTD will be taking out the old bridge piers for the Hwy 23 bridge in Belle Chasse in early March, which will include a likely 2-day closure of the Algiers Canal and then daytime restrictions from March 10 until the end of June. Starting in late 2025 and continuing into the first half of 2026, the Krotz Springs RR bridge on the Atchafalaya River will be undergoing significant repairs. As of now it looks like there will be a 10-day full closure and several 3-4 days closures, then a series of 12 hours restrictions. On January 16, there will be a meeting at the Port of Greater Baton Rouge regarding the Grön Fuels Biofuels Dock proposed on the Port Allen Route. If you are interested in attending, please reach out to CDR Michael Novak for an invitation.

## **GNOBFA – Karl Gonzales**

Nothing to report

## **AWO**

AWO will hold their combined regions meeting 19-20, 2025 in Nashville, TN.

## **Cybersecurity Subcommittee – Lester Millet III**

Lester provided an update on cybersecurity concerns, recent events, and upcoming opportunities for involvement. There has been a significant amount of information being circulated in light of recent security concerns, but most of it cannot be shared unless you are an Infragard member. If you are not a member of

Infragard please consider joining to receive this information related to security concerns. It is free to join. There is a free app (for phones) called **See Send** that can be downloaded from the app store or you can find it on the state fusion website [here](#). This app can be used to immediately report suspicious activity or concerns.

**High Water & Severe Weather Subcommittee – Karl Gonzales**

Nothing to report

**Louisiana Ports & Waterways Commission Update – Marc Hebert, LPWIC Chairman**

Marc provided updates on commission efforts and progress.

**2024 LMR Bridge Height Updates – Tim Osborn, NOAA**

See the attached document for details on the information Tim shared.

*Port Safety Council Chair Mario Munoz adjourned the meeting. The next regular meeting of the GNOPSC Harbor Safety Committee is scheduled for March 5, 2025.*

# 2024 Lower Mississippi River Bridge Height Updates

The bridge heights above mile 13.4 on the Mississippi River will be corrected to heights that use LiDAR derived heights, collected in 2018. The values have been referenced to the local controlling USACE water level gage datum, e.g., “zero on the gage.” The values shown on the ENC and PICREPs are the minimum vertical clearance space available for passage. Additional real-time maximum clearance information can be accessed using the [Lower Mississippi River PORTS Air Gap sensors](#).

Each bridge section has several parts.

1. A table showing clearances, gage correction, and ENC clearance values. For more information on gage correction values see the [datum relationship example](#).
2. 2024 NOAA PICREP for each bridge showing minimum clearance values.
3. Images from the 2018 surveys showing the minimum clearances for each span referenced to LWRP. More information about the surveys can be accessed via the documents linked in the table (e.g. - [H13193](#)).

<a href="#">Crescent City Connection/GNO Twin Spans (95.7/95.8)</a>	1
<a href="#">Huey P. Long Bridge (106.1)</a>	3
<a href="#">Hale Boggs Memorial, AKA Luling (121.5)</a>	5
<a href="#">Veterans Memorial, AKA Gramercy (145.9)</a>	7
<a href="#">Sunshine Bridge (167.4)</a>	9
<a href="#">Horace Wilkinson, AKA New Bridge (229.3)</a>	11
<a href="#">Baton Rouge Highway (233.9)</a>	13
<a href="#">Datum Relationship Example</a>	15

## Crescent City Connection/GNO Twin Spans (95.7/95.8)

The Crescent City Connection/GNO Twin Spans are two bridge spans. The southern or lower bridge span has the lowest clearance value and is the span used for reporting clearance values. The Crescent City Connection bridge is the only bridge surveyed in 2018 that had multiple polygons showing the curve of the bridge. The polygon covering the center 750 feet of the channel shows a minimum clearance of 168.6 ft. The minimum clearance for the entire span is 166.6 ft. The ENC will show a clearance of 166 ft. Additional clearance information can be found using the [PORTS@: 8761847 Crescent City Air Gap, LA](#) Air Gap Sensor.

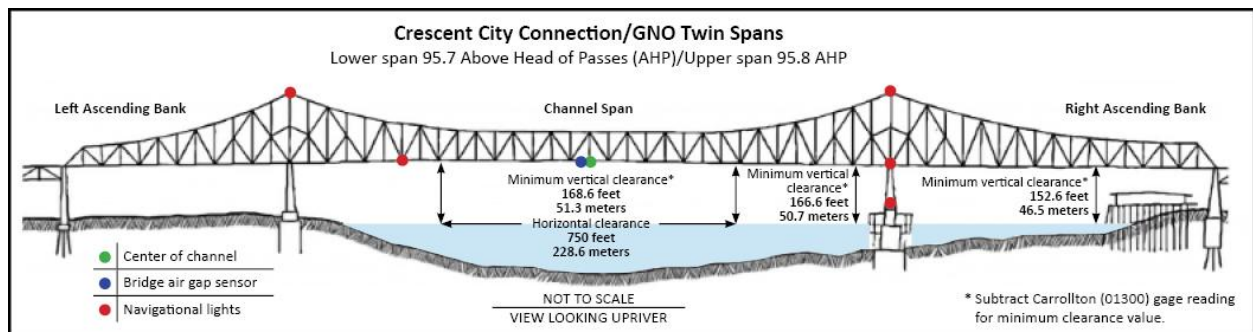
Bridge (river mile, AHP*)	Nearest USACE Gage (ID)	Clearance LiDAR, ft  LWRP** (Registry #)	USACE correction, ft  LWRP - Gage	ENC VERCLR, ft  Gage (span***)	ENC Charted Value, ft  Gage (span***)
Crescent City Connection, Main Span – South (95.8)	Carrollton, LA (01300)	165.0  (H13193)	1.56	166.6  (center)	166  (center)
Crescent City Connection Alternate Span (95.8)	Carrollton, LA (01300)	151.0  (H13193)	1.56	152.6  (left)	152  (left)

\* AHP: Above Head of Passes

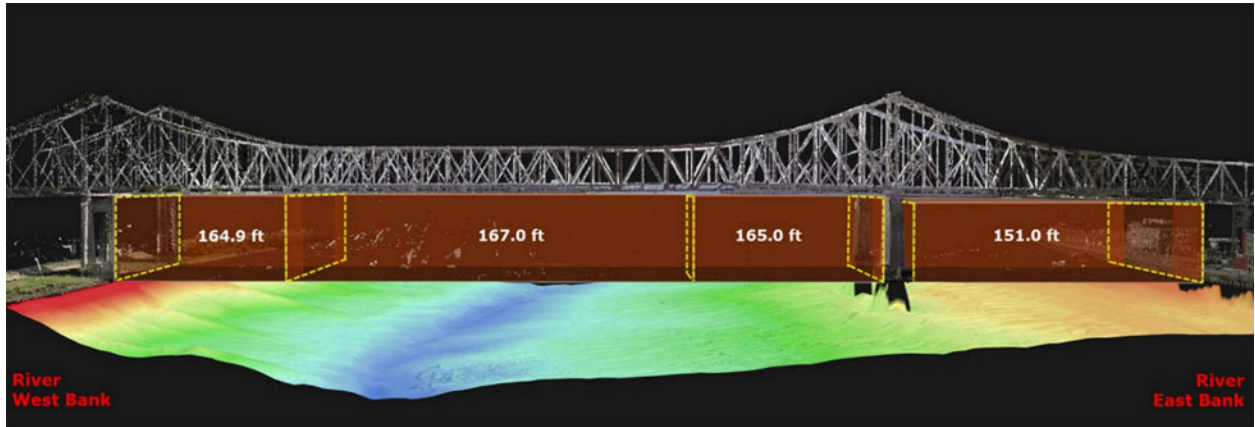
\*\* LWRP: USACE Low Water Reference Plane

\*\*\* Span: Left, center-left, center, center-right, or right bridge span for measured clearance, view looking upriver

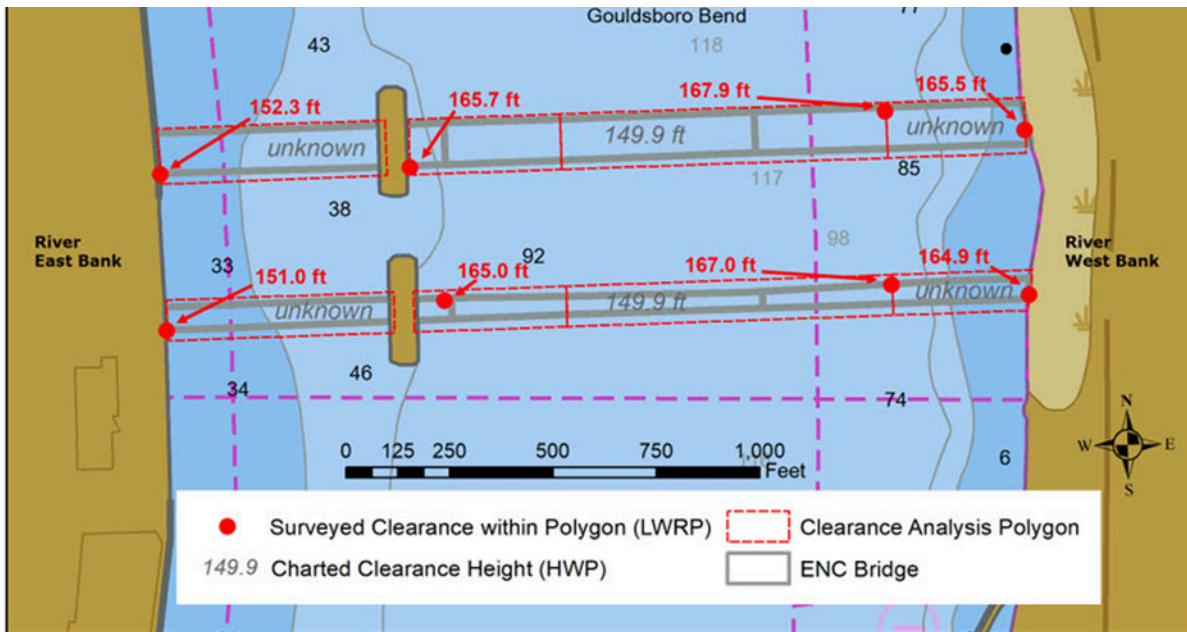
### 2024 NOAA PICREP



**2018 NOAA Survey Images**



*Crescent City Connection/GNO Twin Span Bridges Clearances (view looking upriver)*



*Figure 38: Crescent City Connection/GNO Twin Span Bridges Charted Clearance Comparison*

# Huey P. Long Bridge (106.1)

Additional clearance information can be found using the [PORTS®: 8761847 Crescent City Air Gap, LA](#) Air Gap Sensor.

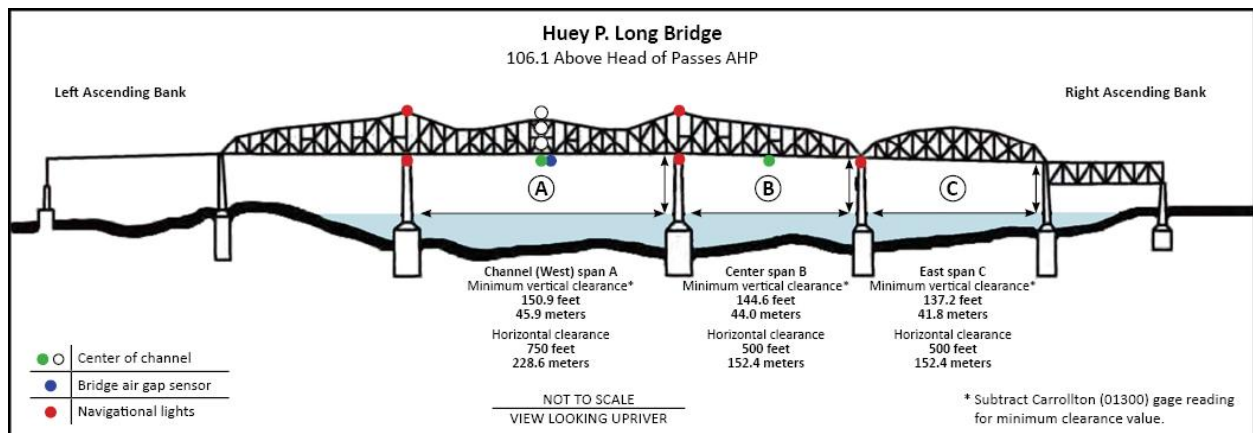
Bridge (river mile, AHP*)	Nearest USACE Gage (ID)	Clearance LiDAR, ft  LWRP** (Registry #)	USACE correction, ft  LWRP - Gage	ENC VERCLR, ft  Gage (span***)	ENC Charted Value, ft  Gage (span***)
Huey P. Long – Channel Span (106.1)	Carrollton, LA (01300)	149.3  (H13192)	1.56	150.9  (center-left)	150  (center-left)
Huey P. Long – Center Span (106.1)	Carrollton, LA (01300)	143.0  (H13192)	1.56	144.6  (center-right)	144  (center-right)
Huey P. Long – East Span (106.1)	Carrollton, LA (01300)	135.6  (H13192)	1.56	137.2  (right)	137  (right)

\* AHP: Above Head of Passes

\*\* LWRP: USACE Low Water Reference Plane

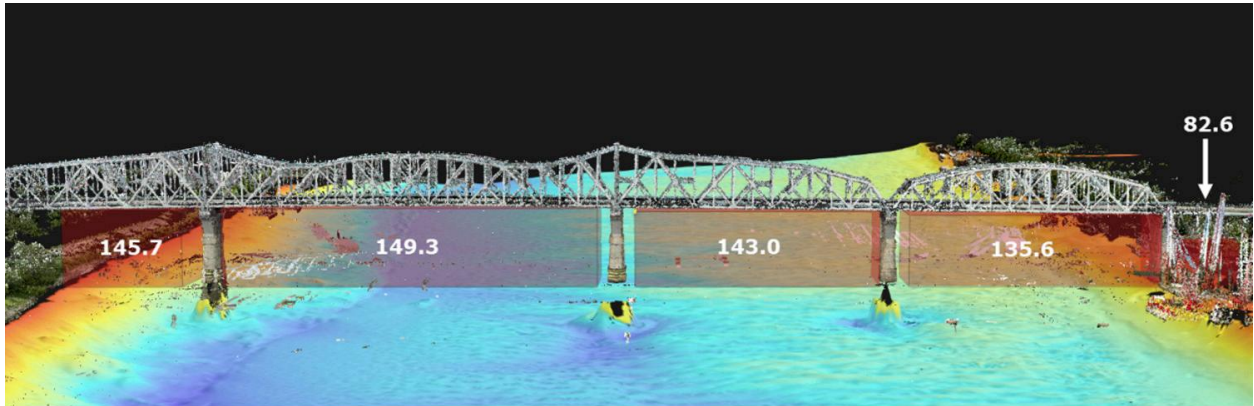
\*\*\* Span: Left, center-left, center, center-right, or right bridge span for measured clearance, view looking upriver

## 2024 NOAA PICREP

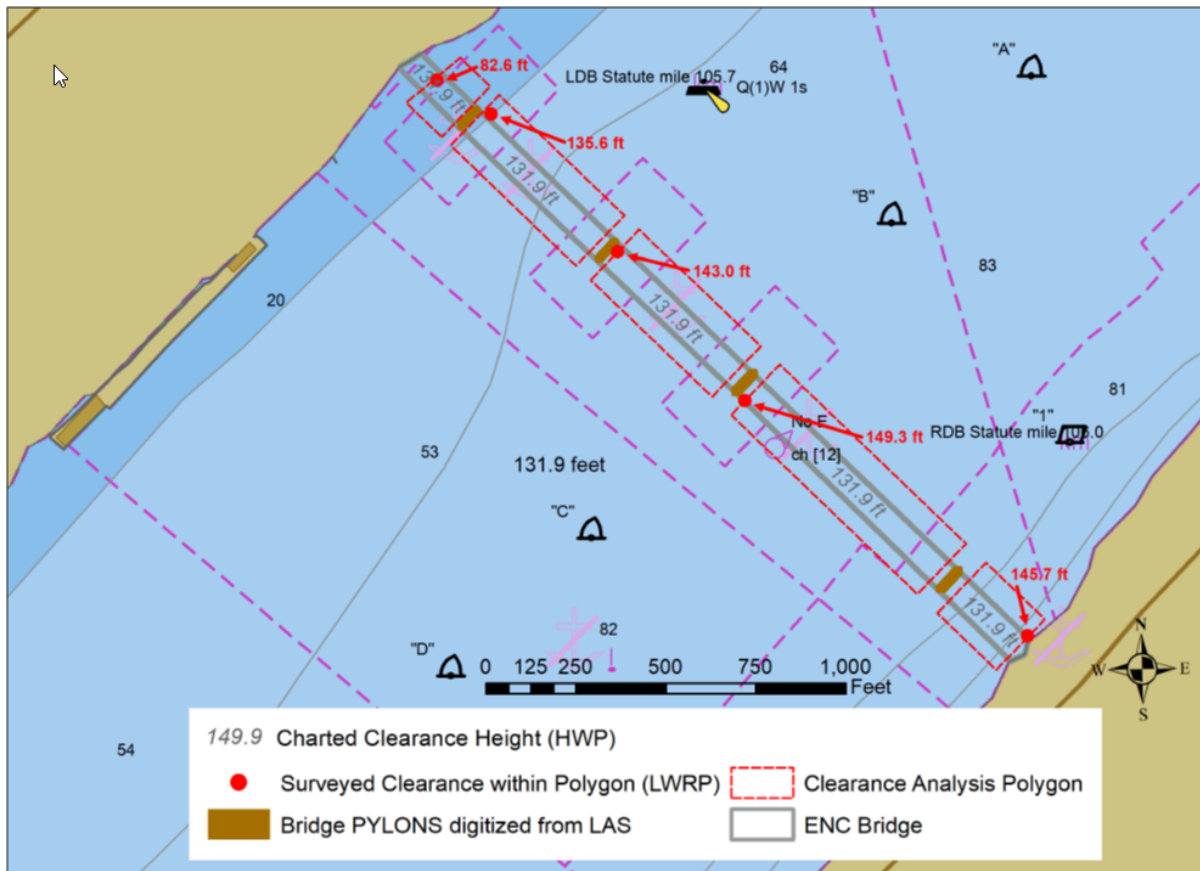




**2018 NOAA Survey Images**



*Huey P Long Bridge Clearances (view looking upriver)*



*Figure 38: Huey P Long Bridge Charted Clearance Comparison*



# Hale Boggs Memorial, AKA Luling (121.5)

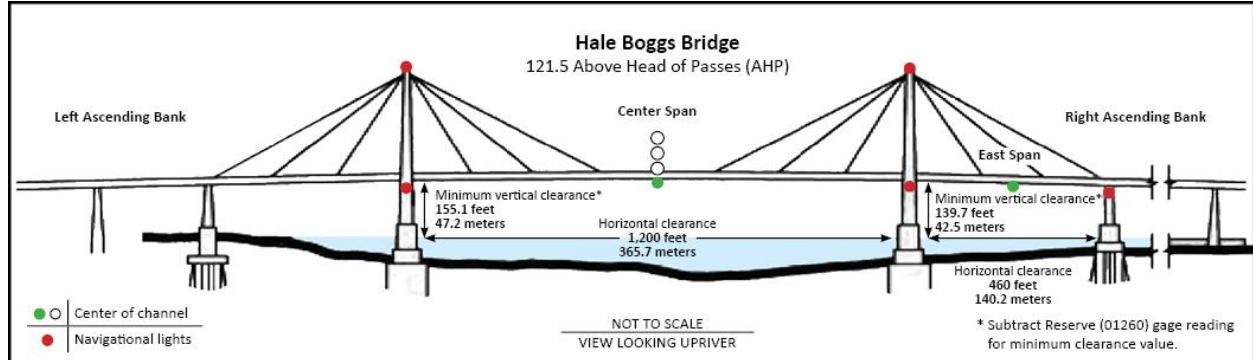
Bridge (river mile, AHP*)	Nearest USACE Gage (ID)	Clearance LiDAR, ft  LWRP**  (Registry #)	USACE correction, ft  LWRP - Gage	ENC VERCLR, ft  Gage  (span***)	ENC Charted Value, ft  Gage  (span***)
Hale Boggs Memorial, aka Luling – Channel Span (121.5)	Reserve, LA (01260)	153.3  (H13192)	1.76	155.1  (center)	155  (center)
Hale Boggs Memorial, aka Luling – East Span (121.5)	Reserve, LA (01260)	137.9  (H13192)	1.76	139.7  (center-right)	139  (center-right)

\* AHP: Above Head of Passes

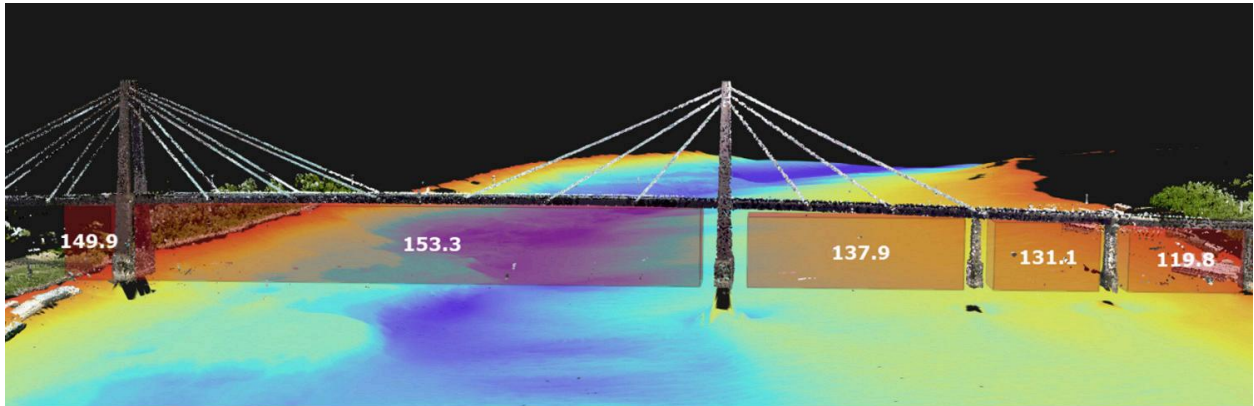
\*\* LWRP: USACE Low Water Reference Plane

\*\*\* Span: Left, center-left, center, center-right, or right bridge span for measured clearance, view looking upriver

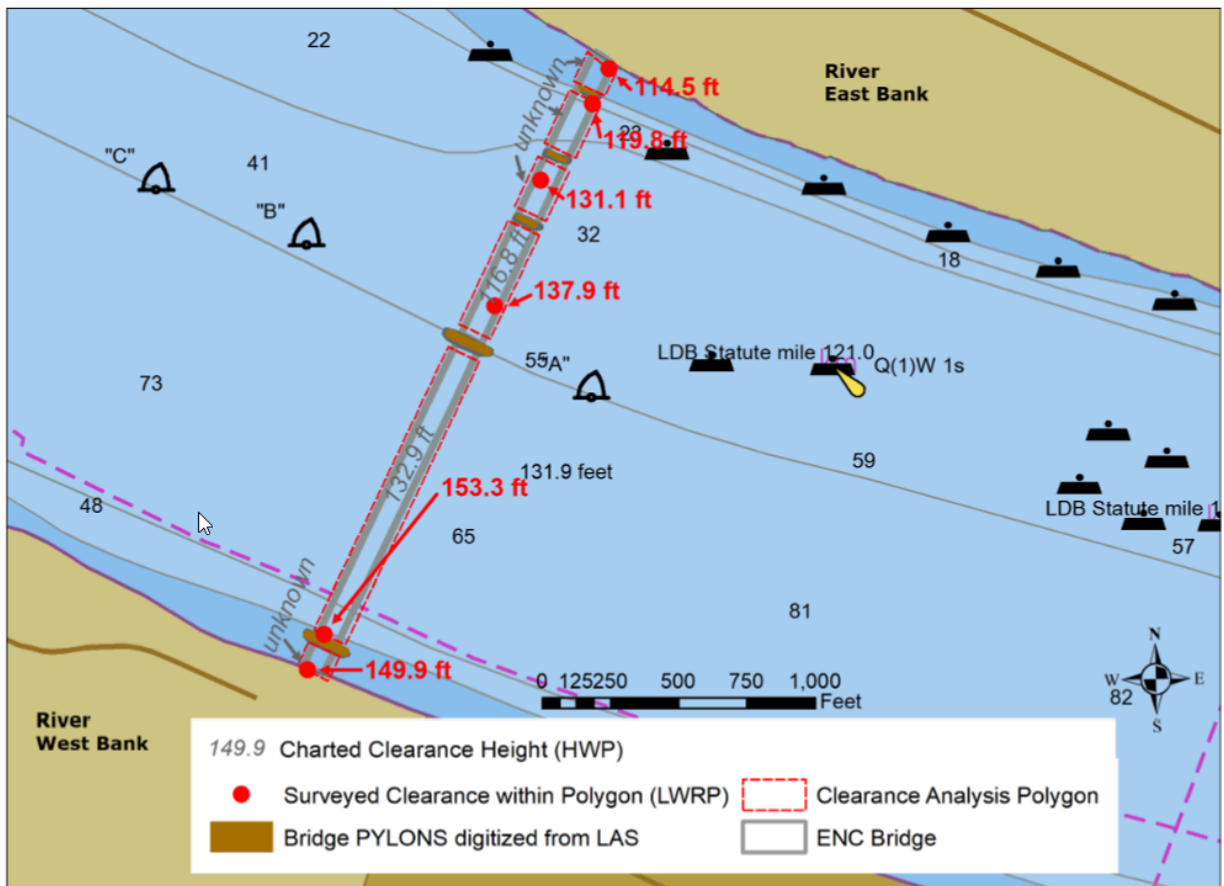
## 2024 NOAA PICREP



**2018 NOAA Survey Images**



*Hale Boggs Bridge Clearances (view looking upriver)*



*Figure 39: Hale Boggs Bridge Charted Clearance Comparison*

# Veterans Memorial, AKA Gramercy (145.9)

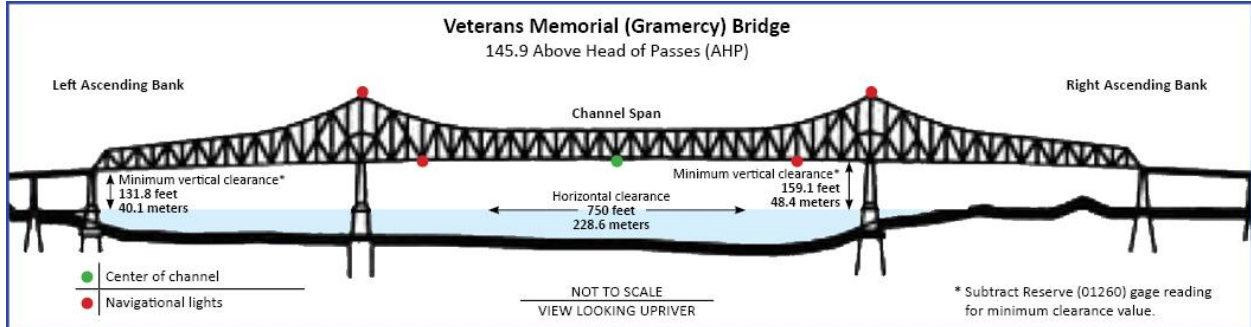
Bridge (river mile, AHP*)	Nearest USACE Gage (ID)	Clearance LiDAR, ft  LWRP**  (Registry #)	USACE correction, ft  LWRP - Gage	ENC VERCLR, ft  Gage  (span***)	ENC Charted Value, ft  Gage  (span***)
Veterans Memorial, aka Gramercy - Channel Span (145.9)	Reserve, LA (01260)	157.3  (H13191)	1.76	159.1  (right)	159  (right)
Veterans Memorial, aka Gramercy - Alternate Span (145.9)	Reserve, LA (01260)	137.9  (H13192)	1.76	131.8  (left)	131  (left)

\* AHP: Above Head of Passes

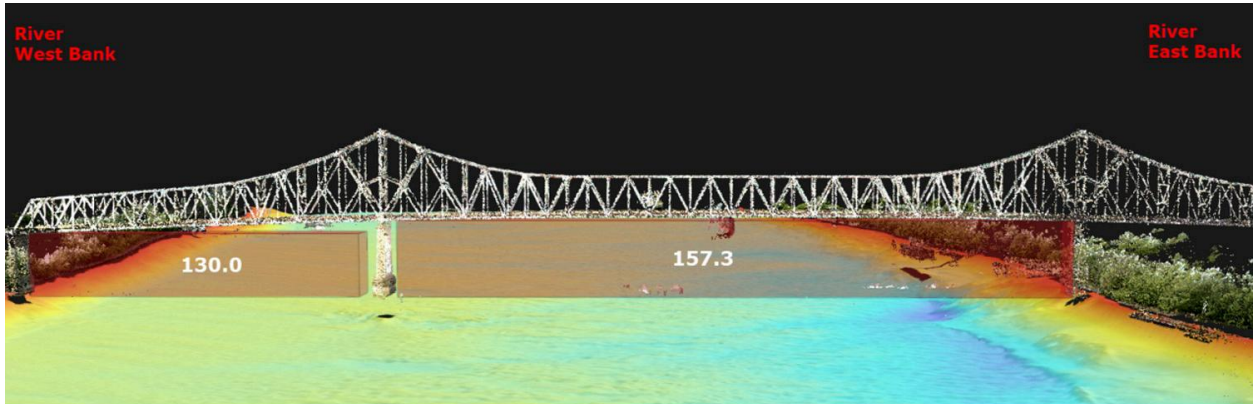
\*\* LWRP: USACE Low Water Reference Plane

\*\*\* Span: Left, center-left, center, center-right, or right bridge span for measured clearance, view looking upriver

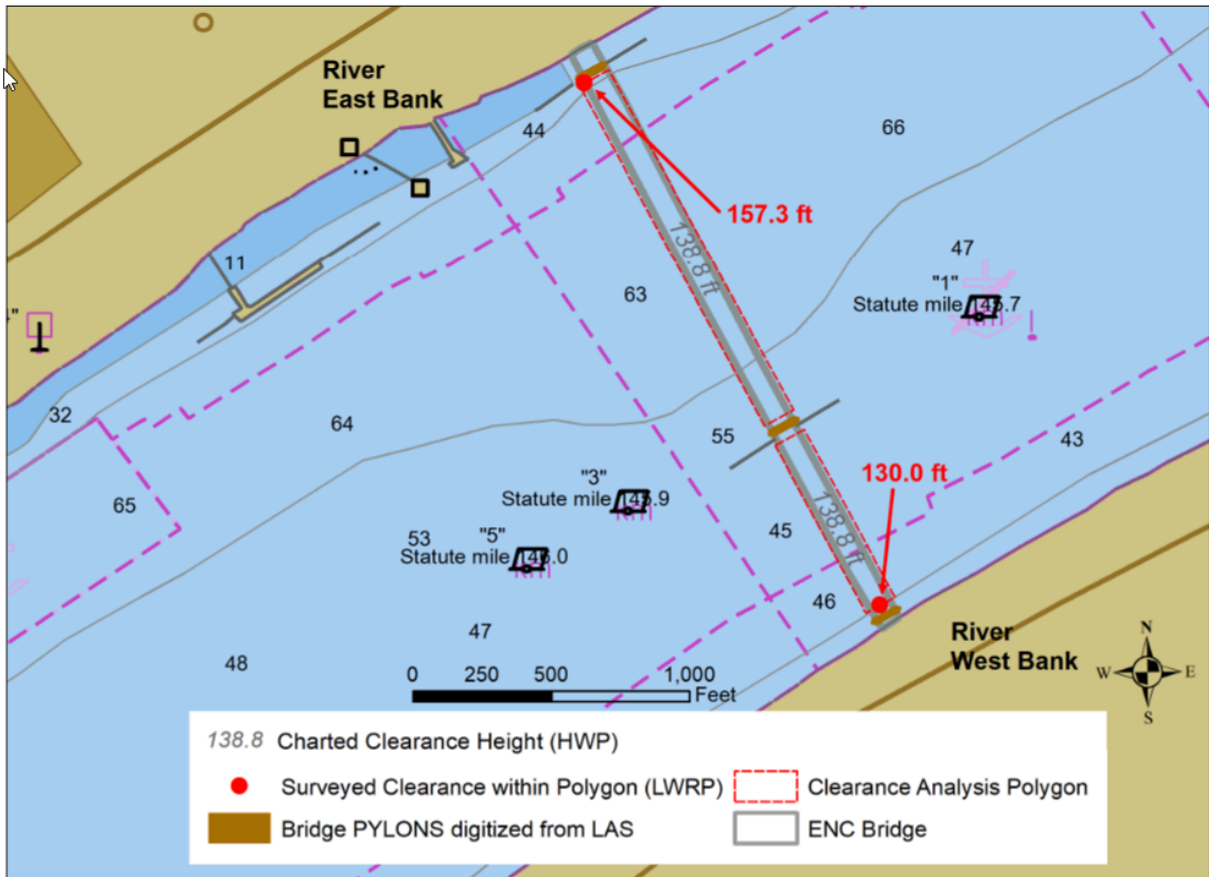
## 2024 NOAA PICREP



**2018 NOAA Survey Images**



*Veteran's Memorial Bridge Clearances (view looking upriver)*



*Figure 21: Veteran's Memorial Bridge Charted Clearance Comparison*

# Sunshine Bridge (167.4)

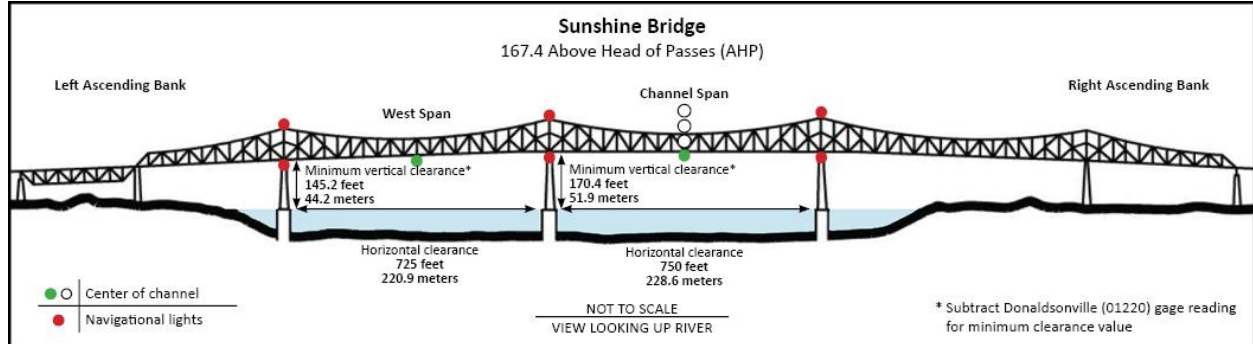
Bridge (river mile, AHP*)	Nearest USACE Gage (ID)	Clearance LiDAR, ft  LWRP**  (Registry #)	USACE correction, ft  LWRP - Gage	ENC VERCLR, ft  Gage  (span***)	ENC Charted Value, ft  Gage  (span***)
Sunshine – Center Span (167.4)	Donaldsonville, LA ( <a href="#">01220</a> )	168.1  ( <a href="#">H13190</a> )	2.28	170.4  (center-right)	170  (center-right)
Sunshine – West Span (167.4)	Donaldsonville, LA ( <a href="#">01220</a> )	142.9  ( <a href="#">H13190</a> )	2.28	145.2  (center-left)	145  (center-left)

\* AHP: Above Head of Passes

\*\* LWRP: USACE Low Water Reference Plane

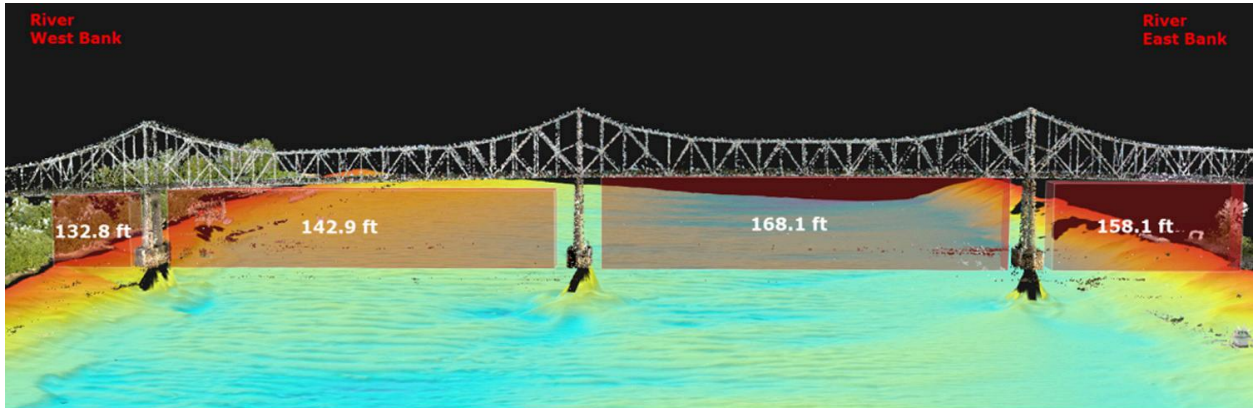
\*\*\* Span: Left, center-left, center, center-right, or right bridge span for measured clearance, view looking upriver

## 2024 NOAA PICREP

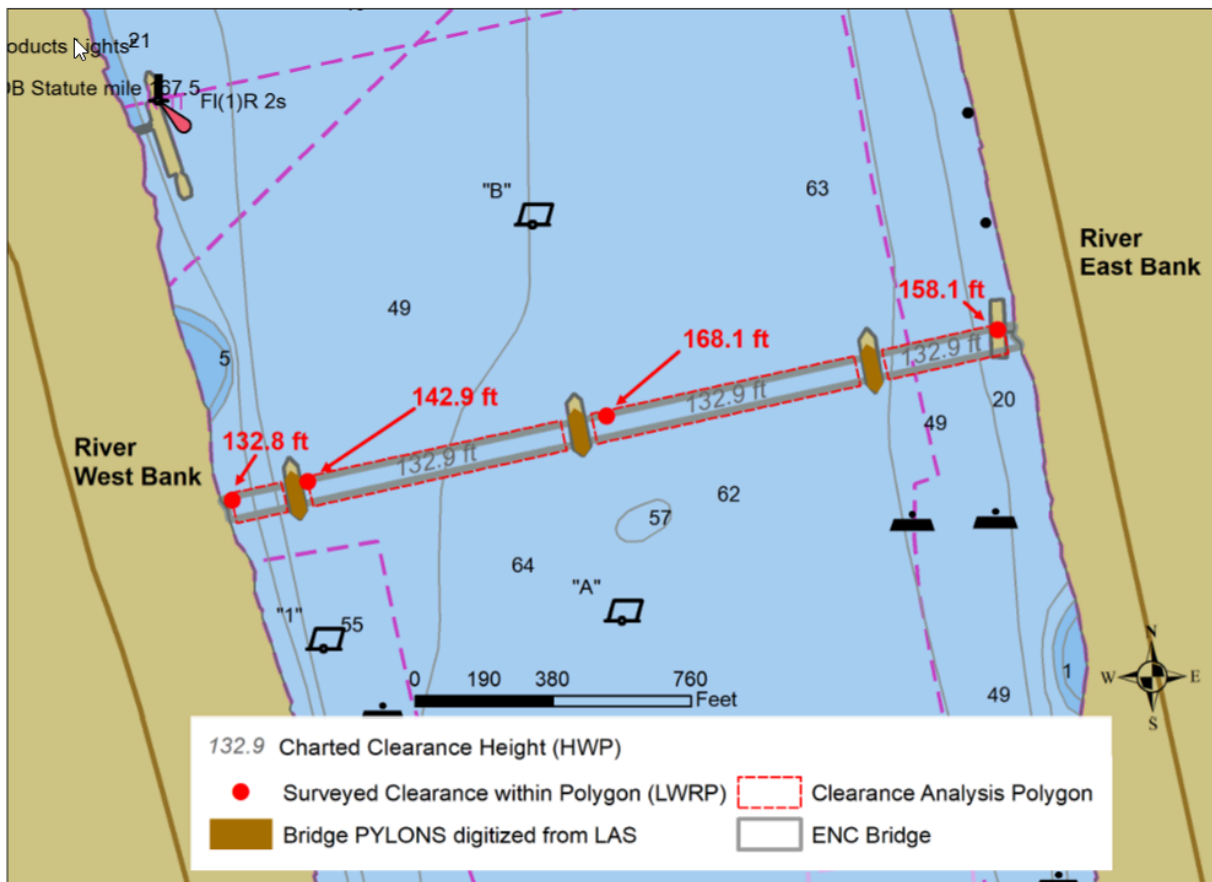




**2018 NOAA Survey Images**



*Sunshine Bridge Clearances (view looking upriver)*



*Figure 32: Sunshine Bridge Charted Clearance Comparison*

# Horace Wilkinson, AKA New Bridge (229.3)

The new Air Gap sensor on the Horace Wilkinson Bridge is consistent with the lidar survey (165.1' less gage). The discrepancy with the USCG values (174' less gage) is due to the USCG values reference the central 500' of span and not low steel.

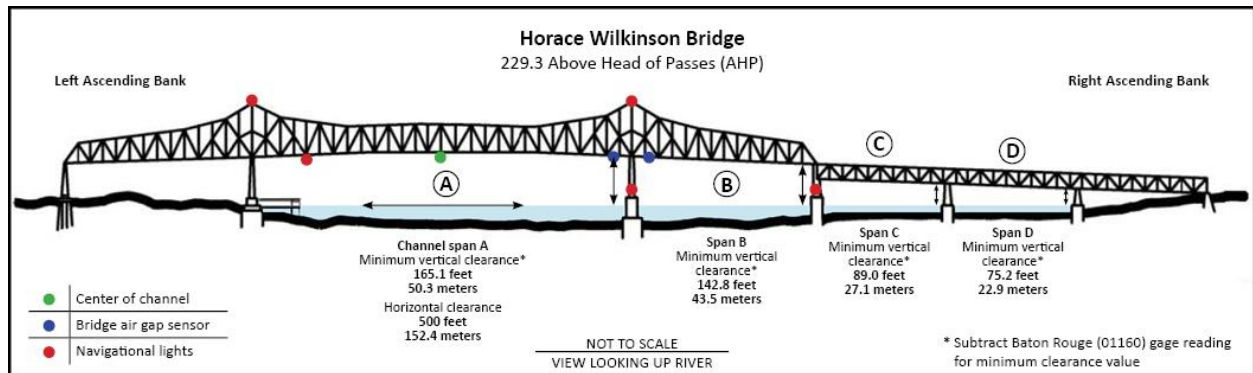
Bridge (river mile, AHP*)	Nearest USACE Gage (ID)	Clearance LiDAR, ft  LWRP** (Registry #)	USACE correction, ft  LWRP - Gage	ENC VERCLR, ft  Gage (span***)	ENC Charted Value, ft  Gage (span***)
Horace Wilkinson, aka "New Bridge" Channel Span (229.3)	Baton Rouge, LA (01160)	161.9  (H13188)	3.21	165.1  (left)	165  (left)
Horace Wilkinson, aka "New Bridge" (229.3)	Baton Rouge, LA (01160)	139.6  (H13188)	3.21	142.8  (left)	142  (left)
Horace Wilkinson, aka "New Bridge" (229.3)	Baton Rouge, LA (01160)	85.8  (H13188)	3.21	89.0  (left)	89  (left)
Horace Wilkinson, aka "New Bridge" (229.3)	Baton Rouge, LA (01160)	72  (H13188)	3.21	75.2  (left)	75  (left)

\* AHP: Above Head of Passes

\*\* LWRP: USACE Low Water Reference Plane

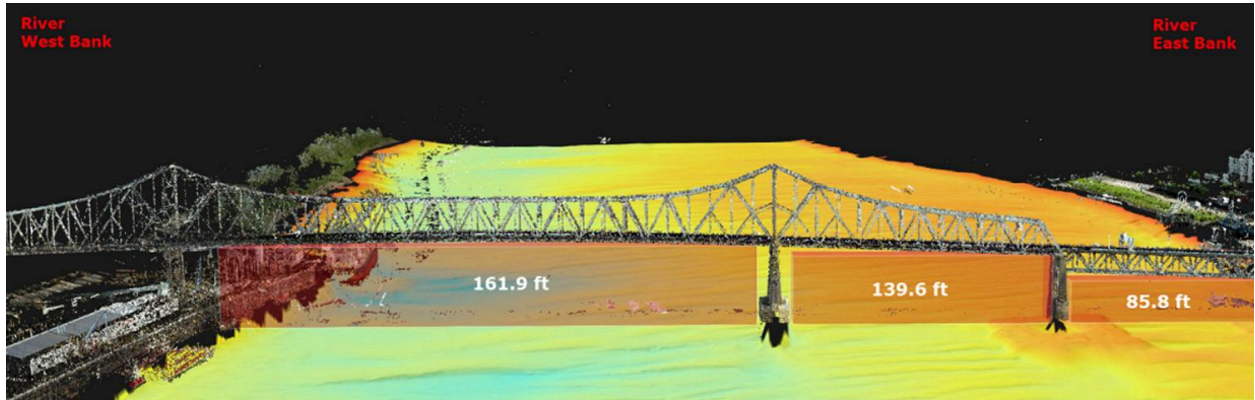
\*\*\* Span: Left, center-left, center, center-right, or right bridge span for measured clearance, view looking upriver

## 2024 NOAA PICREP

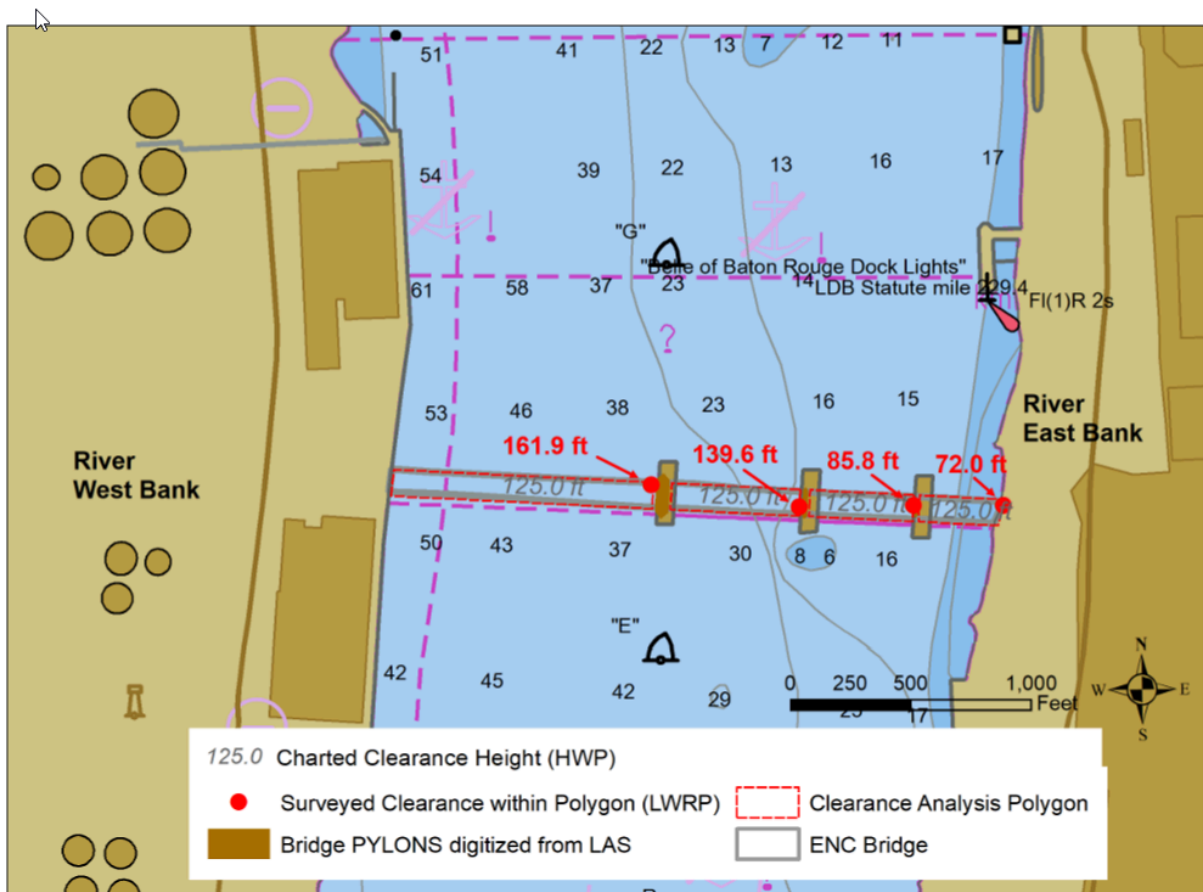




**2018 NOAA Survey Images**



*Horace Wilkinson Bridge Clearances (view looking upriver)*



*Figure 40: Horace Wilkinson Bridge Charted Clearance Comparison*

# Baton Rouge Highway (233.9)

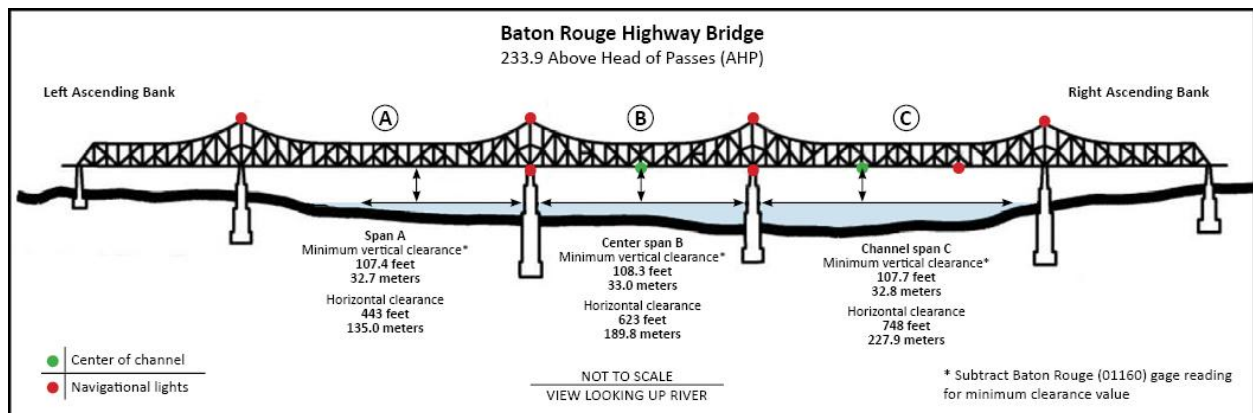
Bridge (river mile, AHP*)	Nearest USACE Gage (ID)	Clearance LiDAR, ft  LWRP**  (Registry #)	USACE correction, ft  LWRP - Gage	ENC VERCLR, ft  Gage  (span***)	ENC Charted Value, ft  Gage  (span***)
Baton Rouge Highway -Channel Span (233.9)	Baton Rouge, LA (01160)	104.5  (H13330)	3.21	107.7  (right)	107  (right)
Baton Rouge Highway – Center Span (233.9)	Baton Rouge, LA (01160)	105.1  (H13330)	3.21	108.3  (center)	108  (center)
Baton Rouge Highway – Center Span (233.9)	Baton Rouge, LA (01160)	104.2  (H13330)	3.21	107.4  (left)	107  (left)

\* AHP: Above Head of Passes

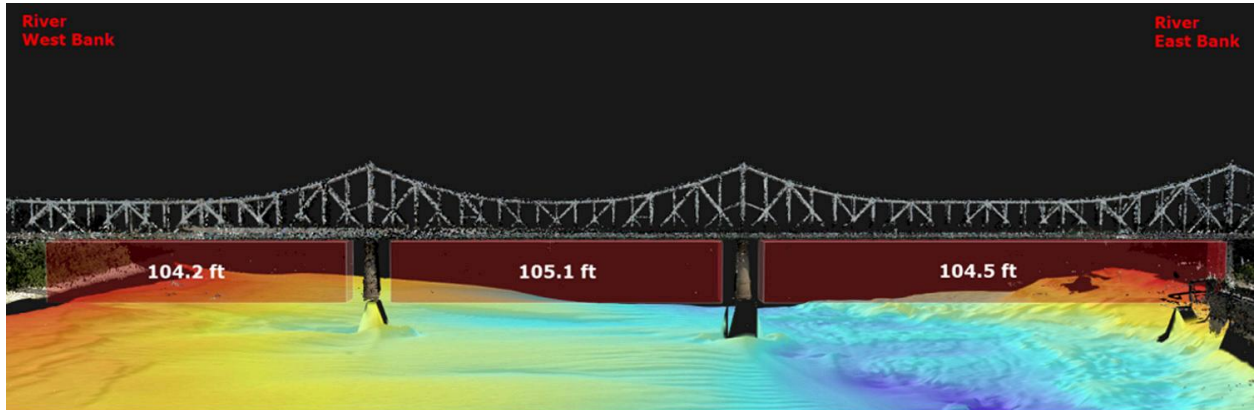
\*\* LWRP: USACE Low Water Reference Plane

\*\*\* Span: Left, center-left, center, center-right, or right bridge span for measured clearance, view looking upriver

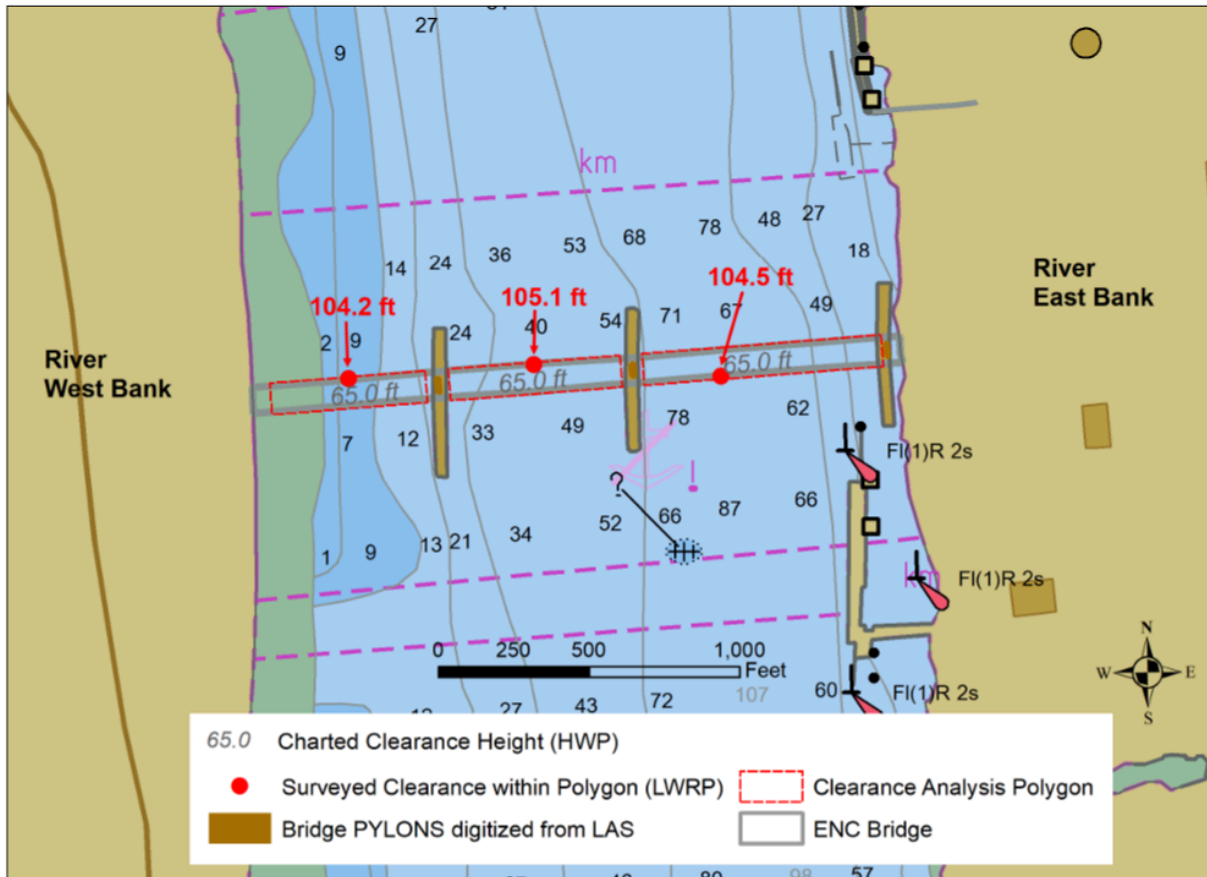
## 2024 NOAA PICREP



**2018 NOAA Survey Images**



*Highway 190 Bridge Clearances (view looking upriver)*



*Figure 25: Highway 190 Bridge Charted Clearance Comparison*

# Datum Relationship Example

The 2018 surveys needed to be adjusted from Low Water Reference Plane (LWRP) to the local gage datum.

When looking at the USACE River Gages such as the [Carrollton Gage](#) there are instructions for adjusting datums for NAVD88 and LWRP.

Adjustment for vertical datum NAVD88 (2009.55): -0.96 ft.  
(e.g. for data relative to NAVD88 subtract 0.96 ft.)

To adjust NAVD88 (2009.55) values to 2007 Low Water Reference Plane (LWRP) datum relative to NAVD88, subtract 0.6 ft.

This is a graphical representation of those datum relationships, note the +/- on the left side indicating which direction to add or subtract. Each gage has its own adjustment values that can be found on [RiverGages.com](#).

