

State of the Waterway 2016

Lone Star Harbor Safety Committee

Friday February 5th 2016



U.S. Department of
Homeland Security

**United States
Coast Guard**



U.S. Port Rankings – 2013

(Millions of short tons and % of change from 2012 to 2013.)

1	South Louisiana, LA, Port of	238.6	-5.3%	15	Huntington – Tristate	47.4	+13.9%
2	Houston, TX	229.2	-3.8%	16	Baltimore, MD	44.9	+13.2%
3	New York, NY and NJ	123.3	-6.6%	17	Duluth-Superior, MN and WI	36.9	-1.1%
4	Beaumont, TX	94.4	20.2%	18	Port Arthur, TX	36.5	+18.6%
5	Long Beach, CA	84.5	9.2%	19	St. Louis, MO and IL	35.5	+2.2%
6	New Orleans, LA	77.2	-2.8%	20	Pittsburg, PA	35.1	-4.1%
7	Corpus Christi, TX	76.2	10.4%	21	Pascagoula, MS	33.8	-0.1%
8	Baton Rouge, LA	63.9	6.5%	22	Tampa, FL	31.4	-8.2%
9	Los Angeles, CA	57.9	-6.3%	23	Savannah, GA	30.6	-10.0%
10	Plaquemines, LA, Port of	56.9	-2.4%	24	Newport News, VA	30.3	+0.1%
11	Lake Charles, LA	56.6	4.0%	25	Valdez, AK	29.8	-6.5%
12	Mobile, AL	54.0	-1.6%	-----			
13	Texas City, TX	49.7	-12.4%	32	Freeport, TX	23.3	-12.6%
14	Norfolk Harbor, VA	48.9	5.8%	41	Galveston, TX	13.7	-1.5%

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U.S. Port Rankings - 2014

(Millions of short tons and % of change from 2013 - 2014.)

1	Port of S Louisiana, LA	267.3	12.0	15	Texas City	47.8	-3.8
2	Houston, TX	234.3	2.2	16	Huntington – Tristate	46.4	-2.1
3	New York, NY and NJ	126.1	2.3	17	St. Louis, MO and IL	38.8	9.3
4	Beaumont, TX	87.2	-7.6	18	Duluth-Superior, MN and WI	37.3	1.1
5	Long Beach, CA	85.0	0.6	19	Baltimore, MD	37.1	-17.4
6	Corpus Christi, TX	84.9	11.4	20	Port Arthur, TX	36.6	0.3
7	New Orleans, LA	84.4	9.3	21	Tampa, FL	35.1	11.8
8	Baton Rouge, LA	69.1	8.1	22	Savannah, GA	34.3	12.1
9	Mobile, AL	64.2	18.9	23	Pittsburg, PA	31.4	-10.5
10	Los Angeles, CA	61.0	5.4	24	Pascagoula, MS	27.8	-17.8
11	Lake Charles, LA	56.8	0.4	25	Valdez, AK	26.5	-11.1
12	Port of Plaquemines, LA	55.4	-2.6	-----			
13	Cincinnati- Northern KY	49.9	330.2	32	Freeport, TX	23.3	-4.3
14	Norfolk Virginia, VA	47.9	-2.0	52	Galveston, TX	13.7	-23

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VTS Movements - 2015

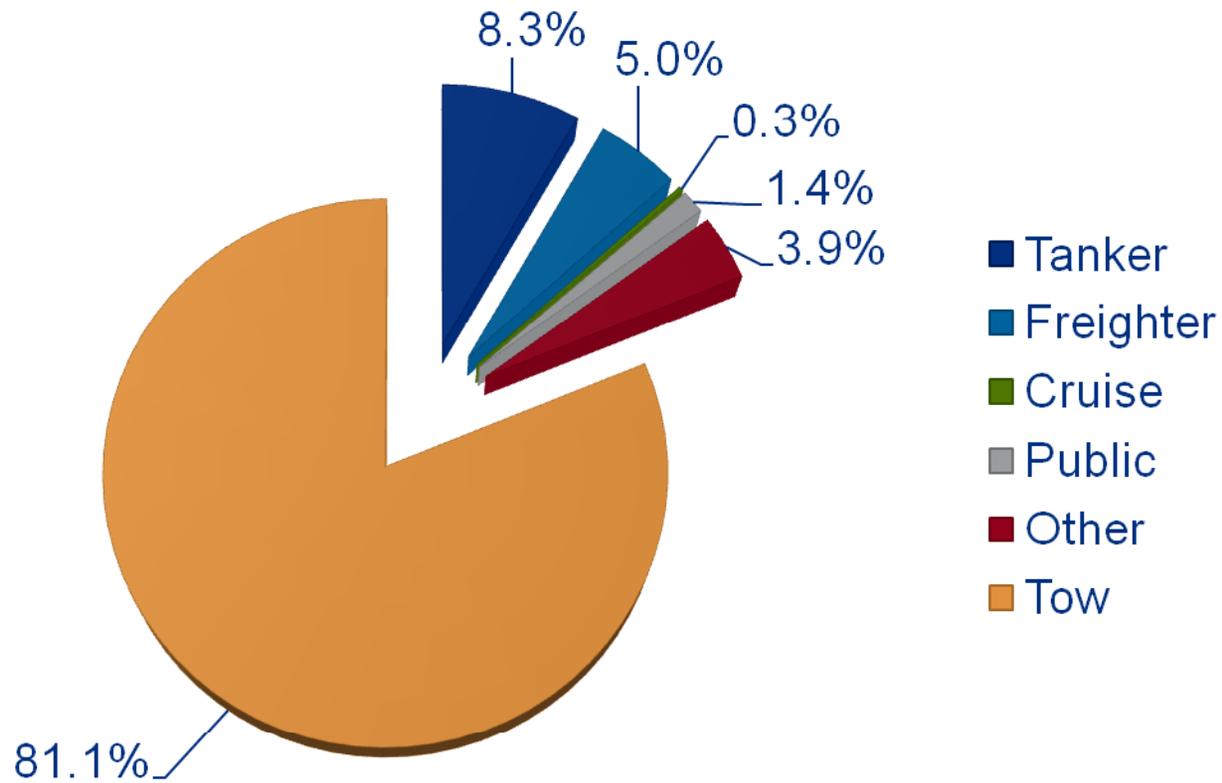
Tug/Tow	138,145	5.66%
Ships	23,133	1.17%
Other	6,590	-19.33%
Public	2,384	14.23%
<hr/>		
Total Users	170,252	3.90%
Ferries	108,813	
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Total	279,065	

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Transit Summary - 2015



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Typical Day in the VTSA - 2015

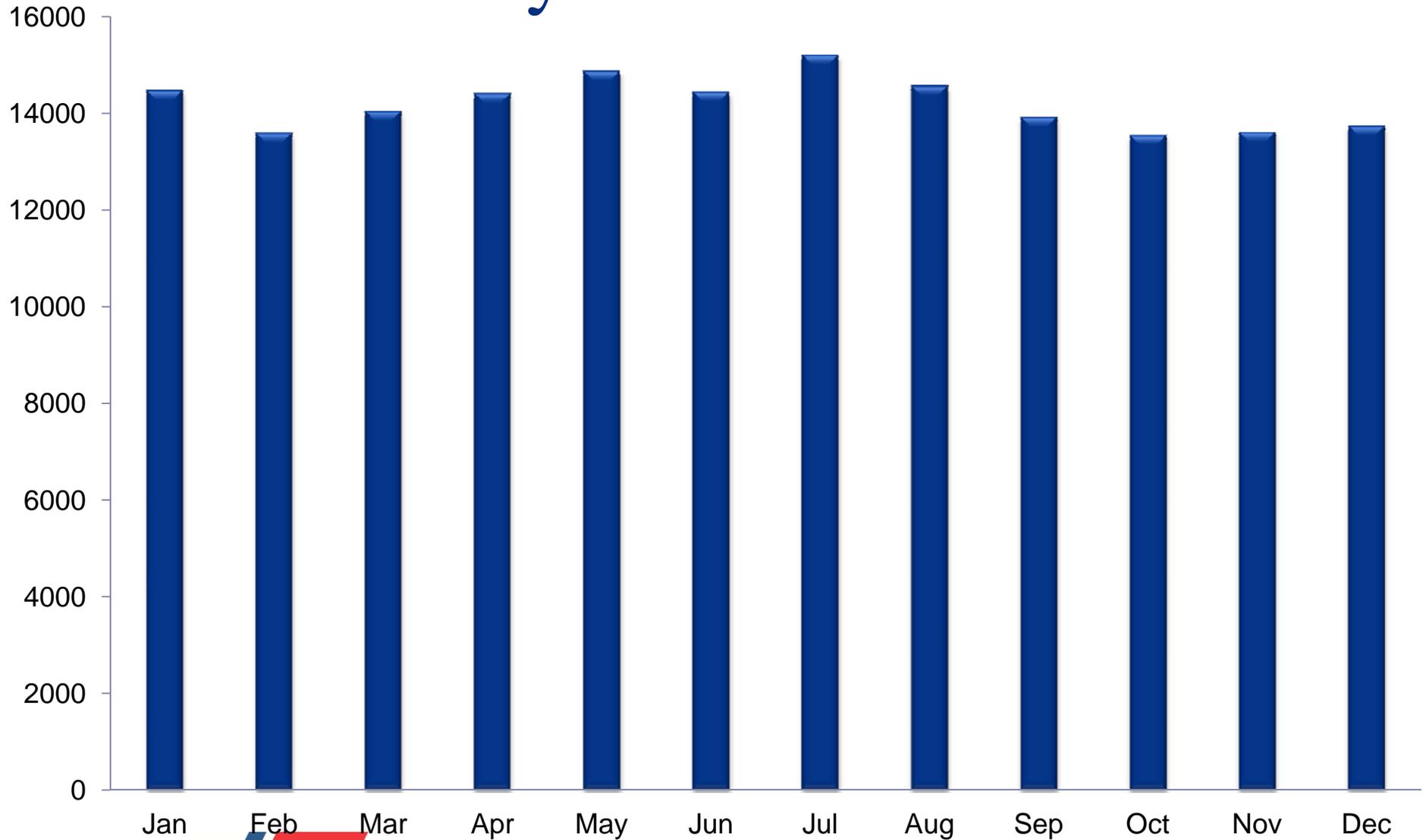
Average		High
39	Tanker Transits	56
23	Freighter Transits	51
2	Cruise Ship Transits	8
378	Tow Transits	493
7	Public Vessel Transits	30
298	Ferry Transits	489
18	OSV / Other Transits	49
79	Ships in Port	111

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Monthly Transits - 2015

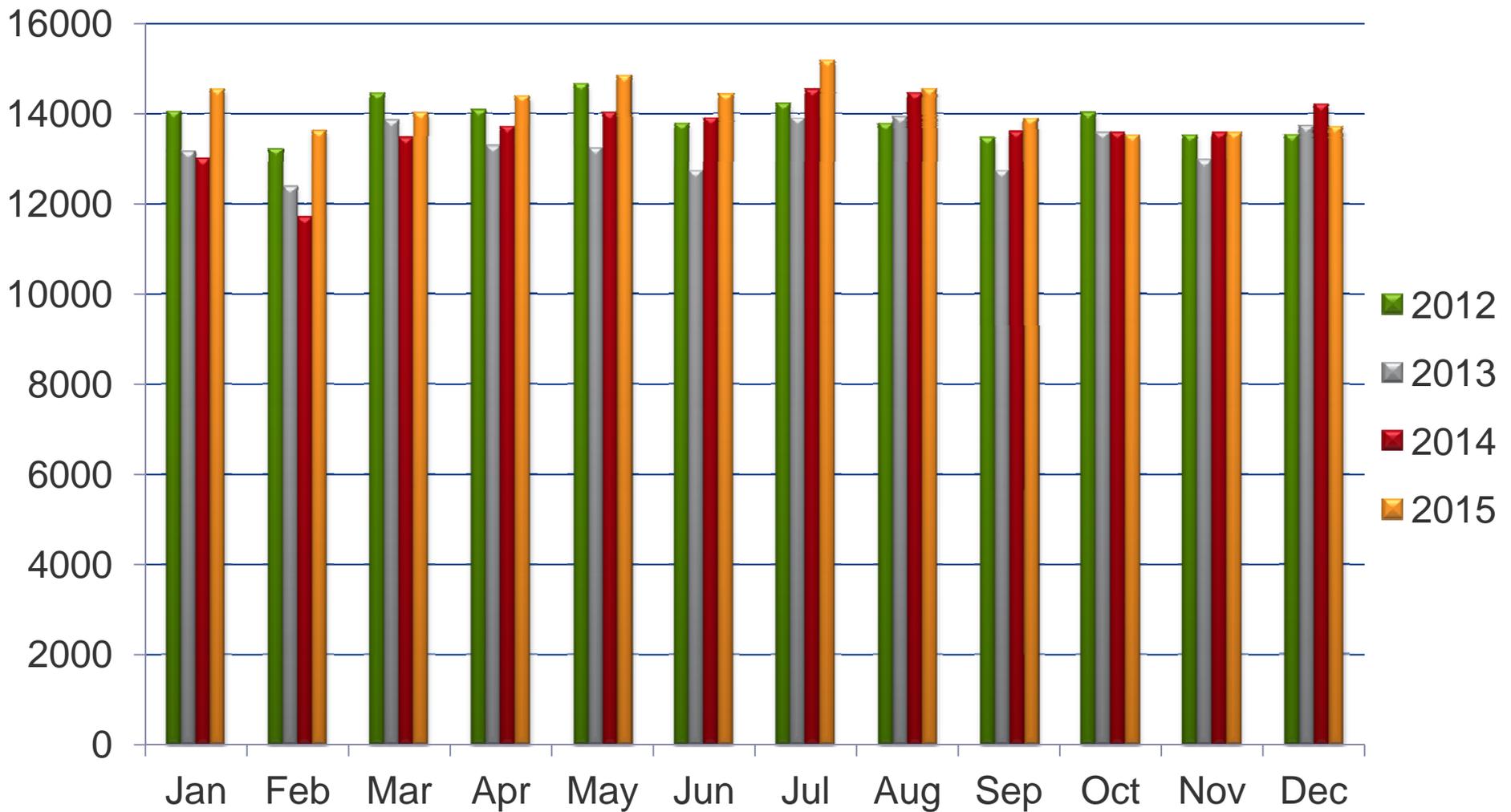


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Monthly Comparison: 2012 - 2015



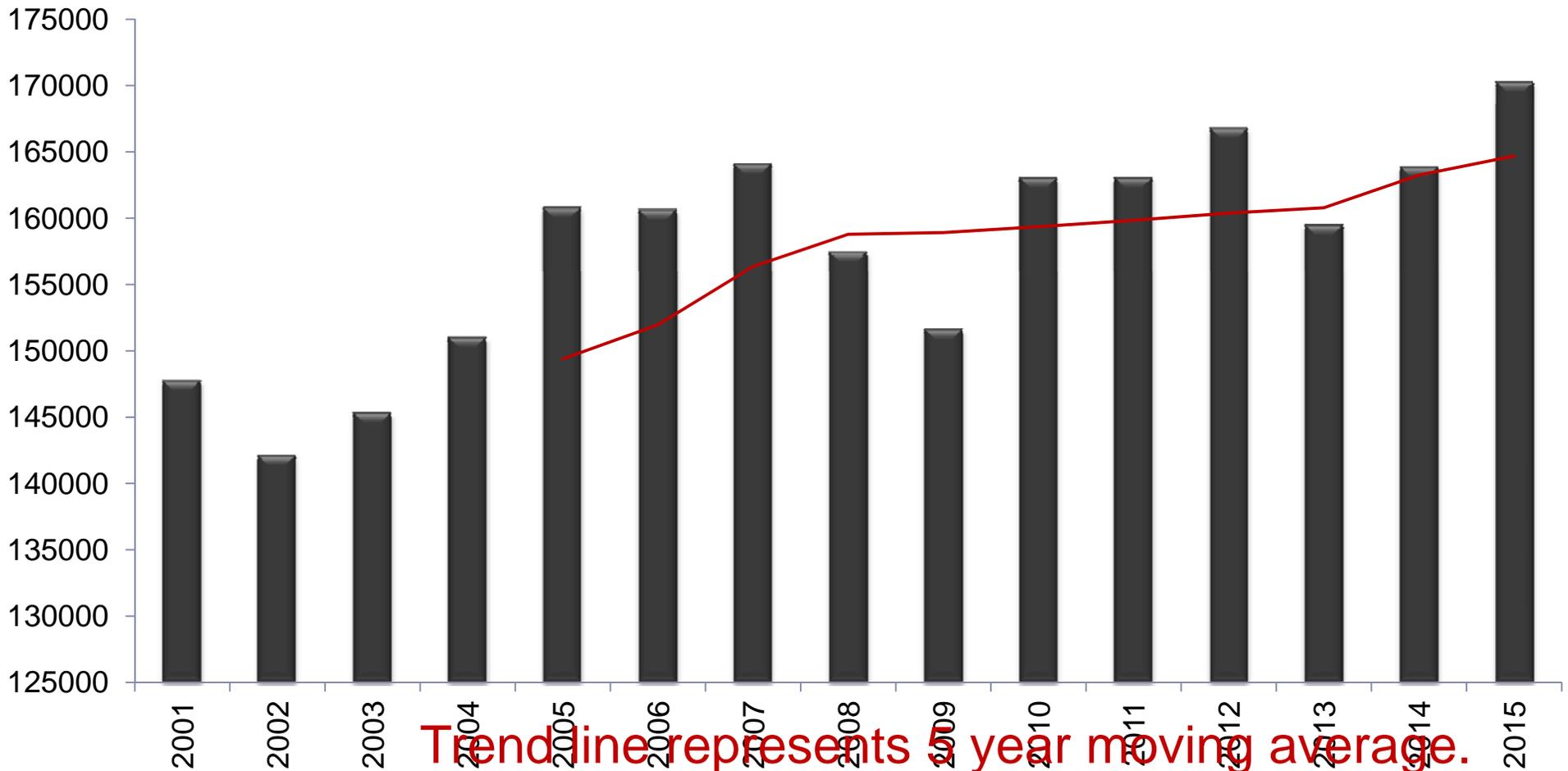
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21st Century Transits

15.25% increase over 15 years

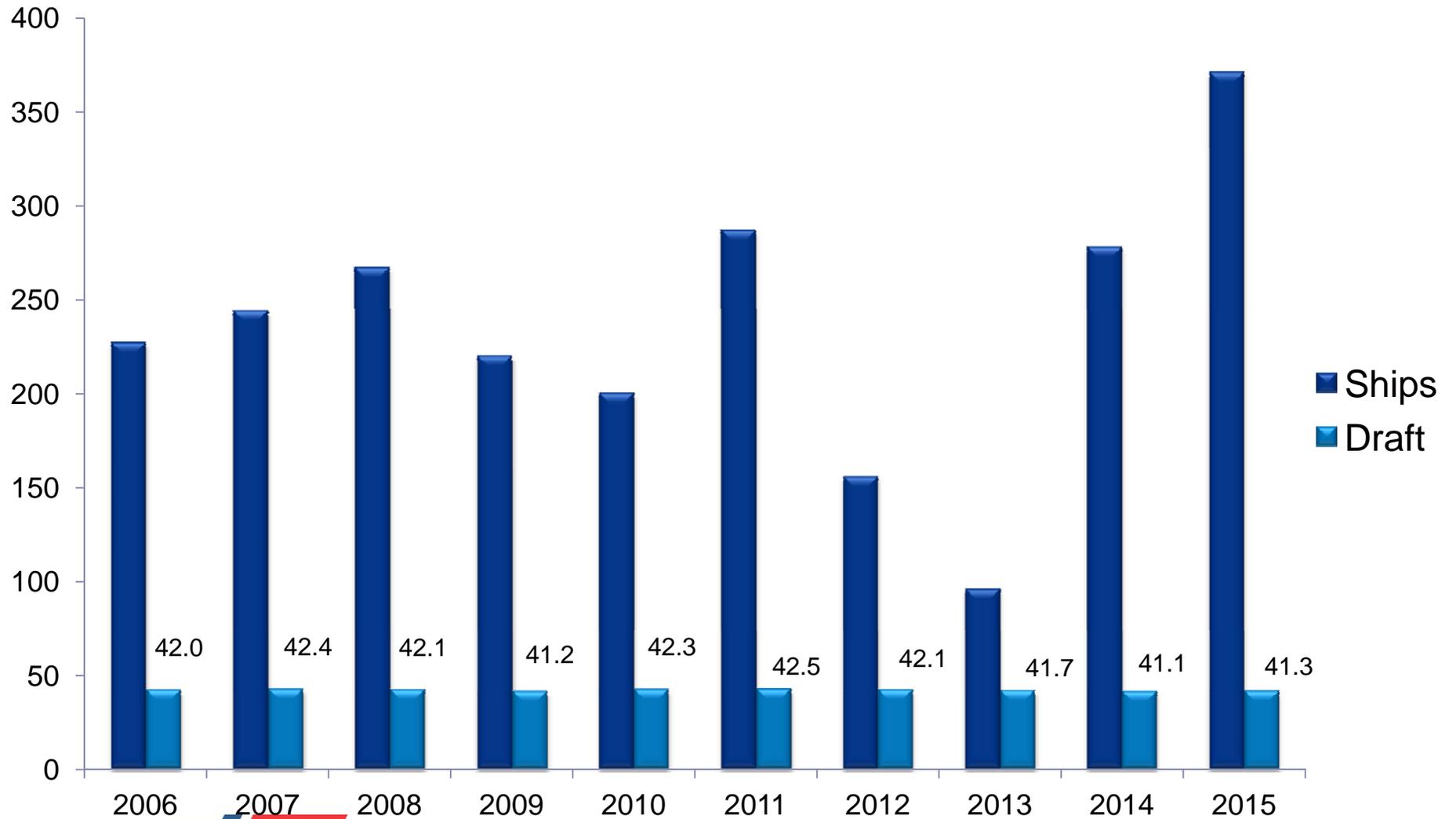


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Deep Draft Tethered Movements



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Incident Summary - 2015

317 Incidents (253 for 2014) up 25.30%

- 183 Vessel Casualties +2.23%
- 23 Groundings -23.33%
- 14 Collisions +100%
- 8 Allisions +60%
- 89 Other +178.13%
- Broken Face wires / coupling, Person in Water, Barges adrift, Pollution / Spill.

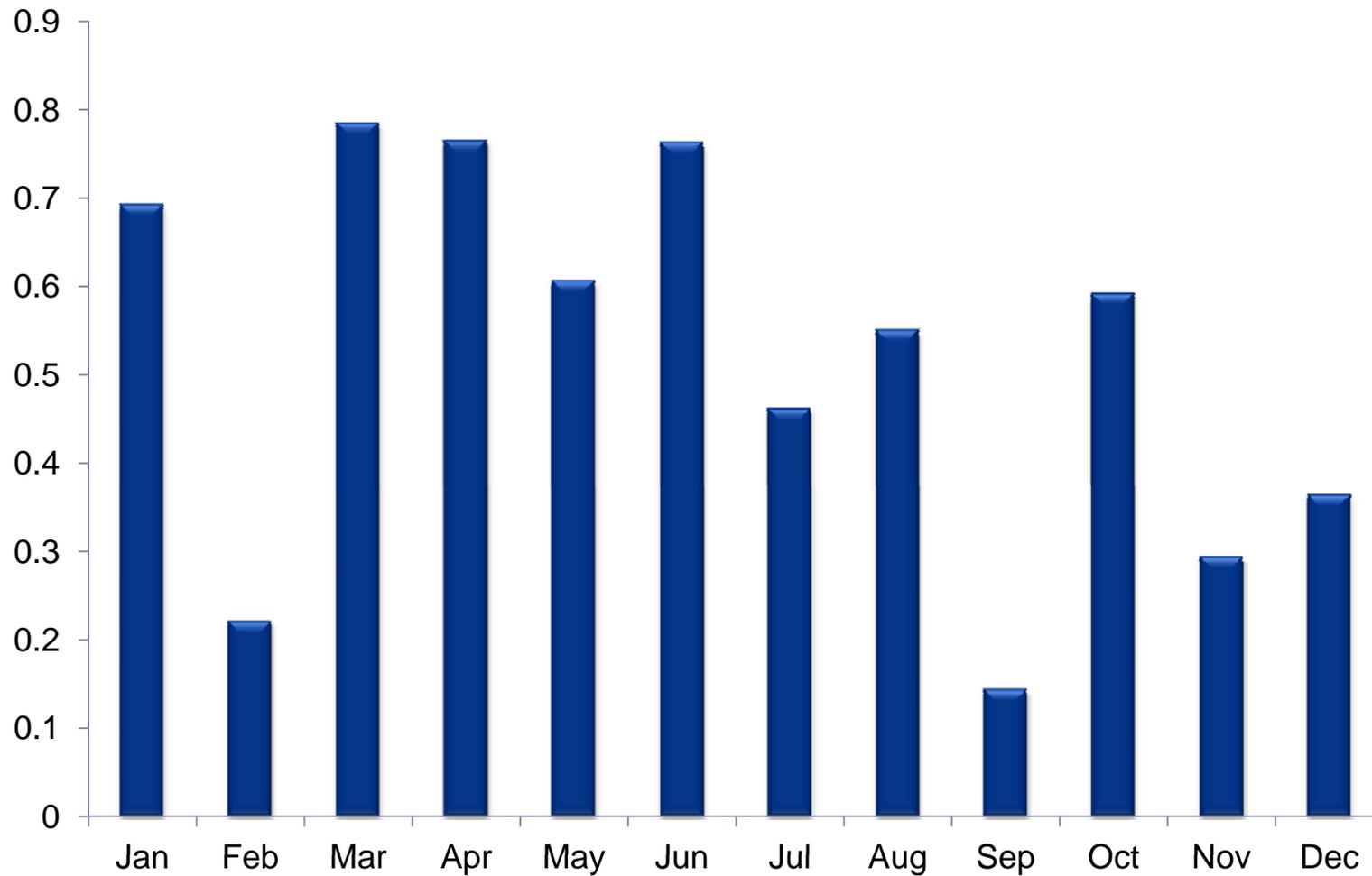
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Incident:Transit Ratio – 2015

Incidents per 1000 Transits

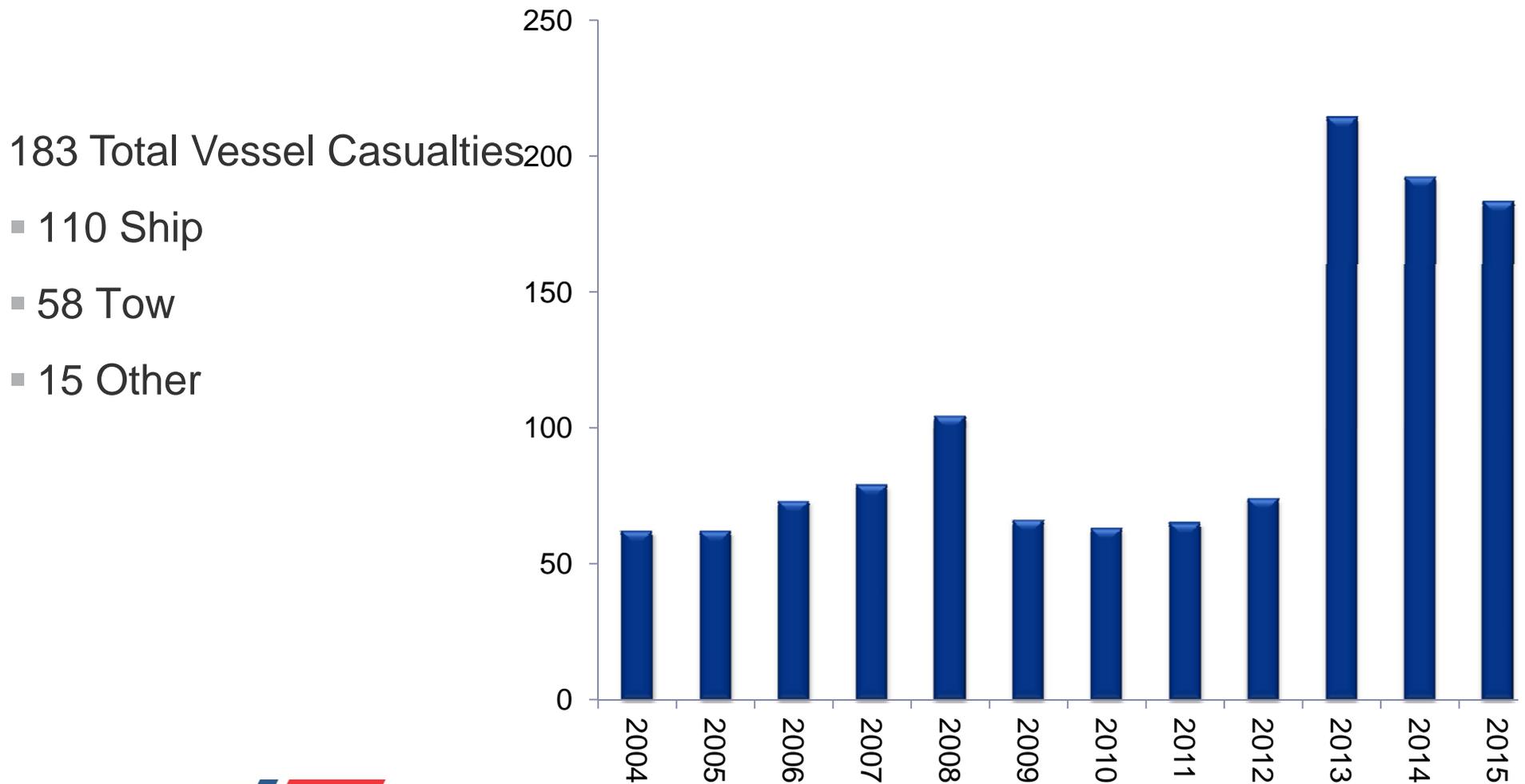


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Vessel Casualties - Year to Year

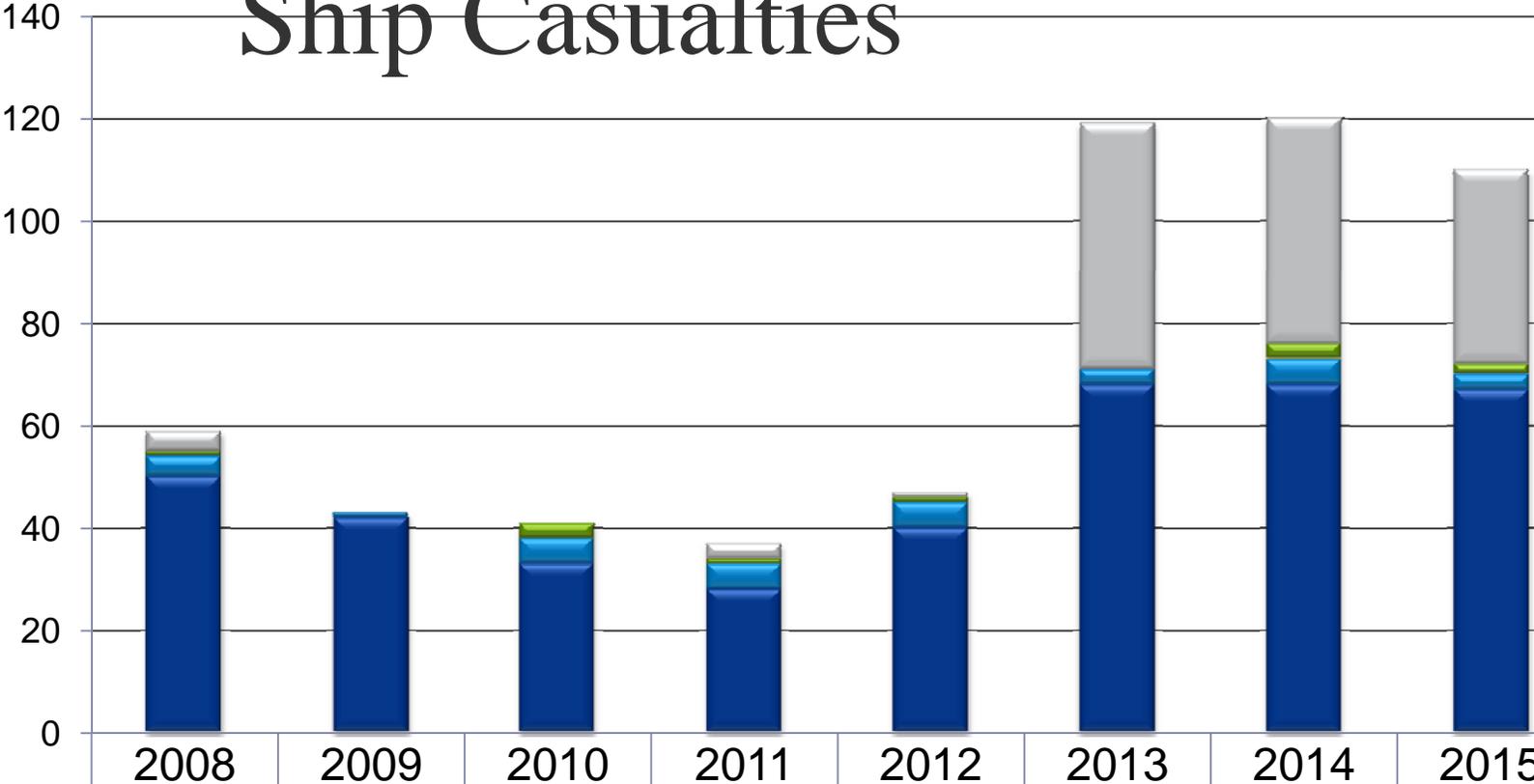


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Ship Casualties



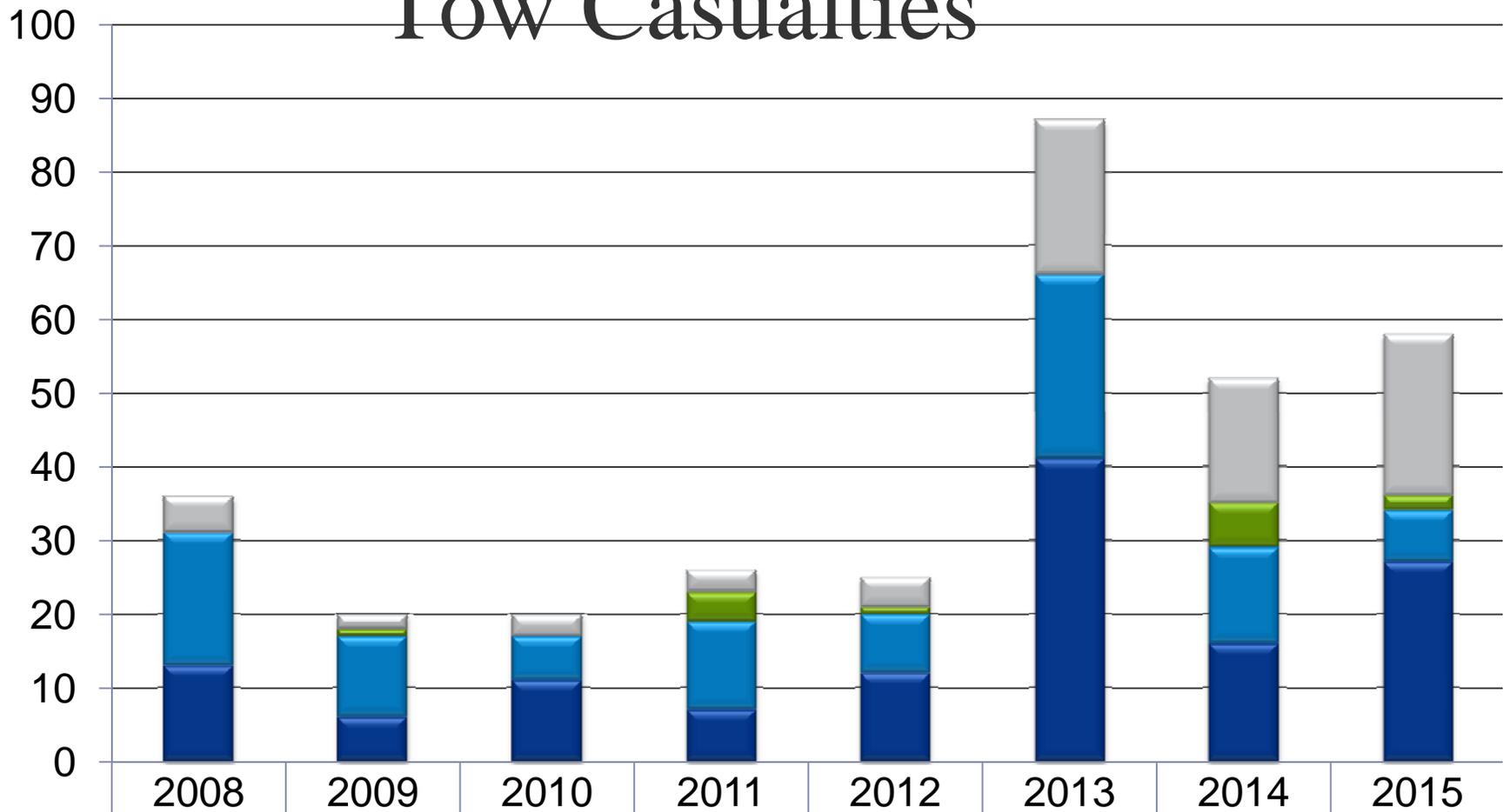
	2008	2009	2010	2011	2012	2013	2014	2015
Other	4	0	0	3	1	48	44	38
Generator	1	0	3	1	1	0	3	2
Steer	4	1	5	5	5	3	5	3
Propulsion	50	42	33	28	40	68	68	67

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Tow Casualties



	2008	2009	2010	2011	2012	2013	2014	2015
Other	5	2	3	3	4	21	17	22
Generator	0	1	0	4	1	0	6	2
Steer	18	11	6	12	8	25	13	7
Propulsion	13	6	11	7	12	41	16	27

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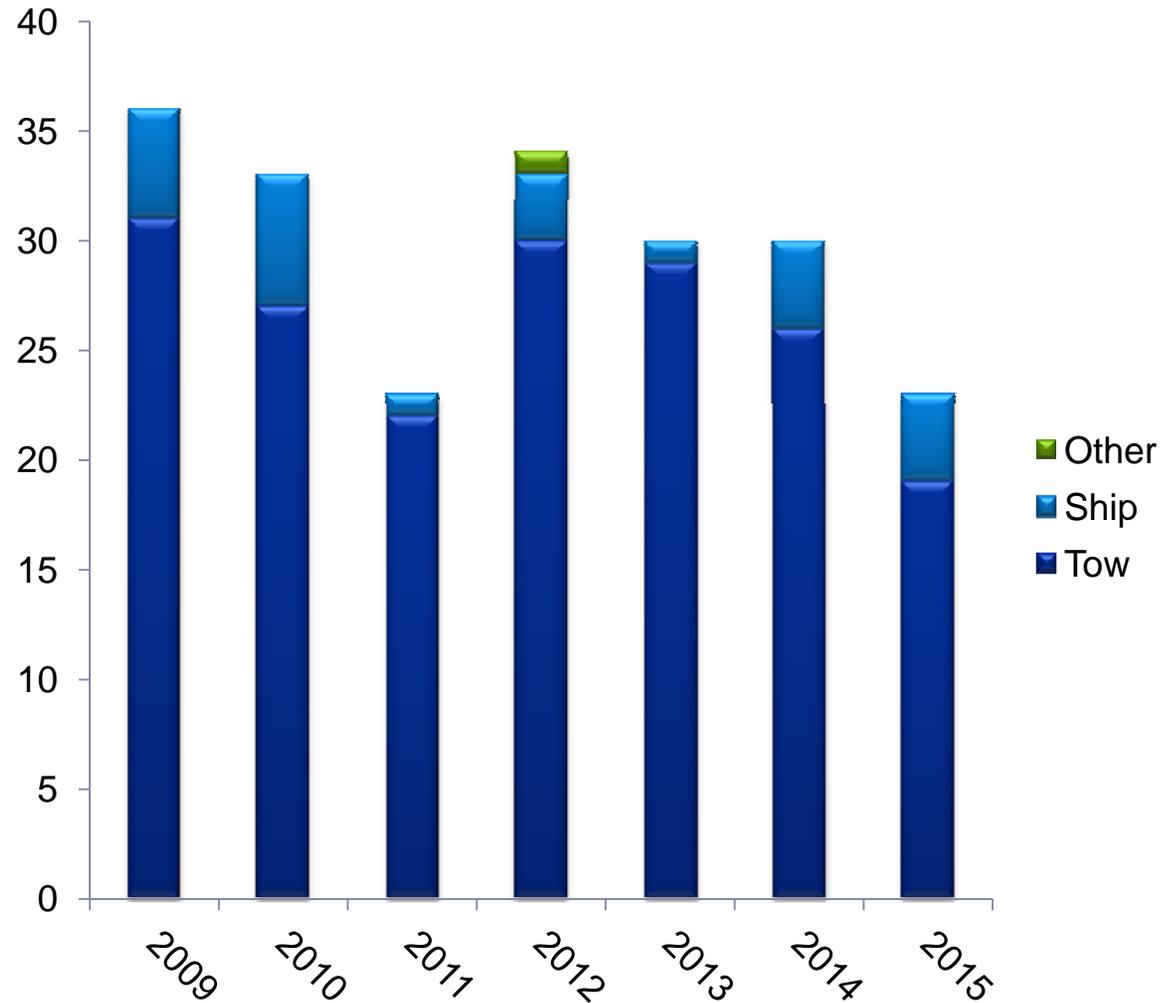
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Groundings – Year-to-Year

Reported causal factors:

- Current
- Wind
- Operator Error
- Surge by another vessel
- Weather
- Tide
- Unknown



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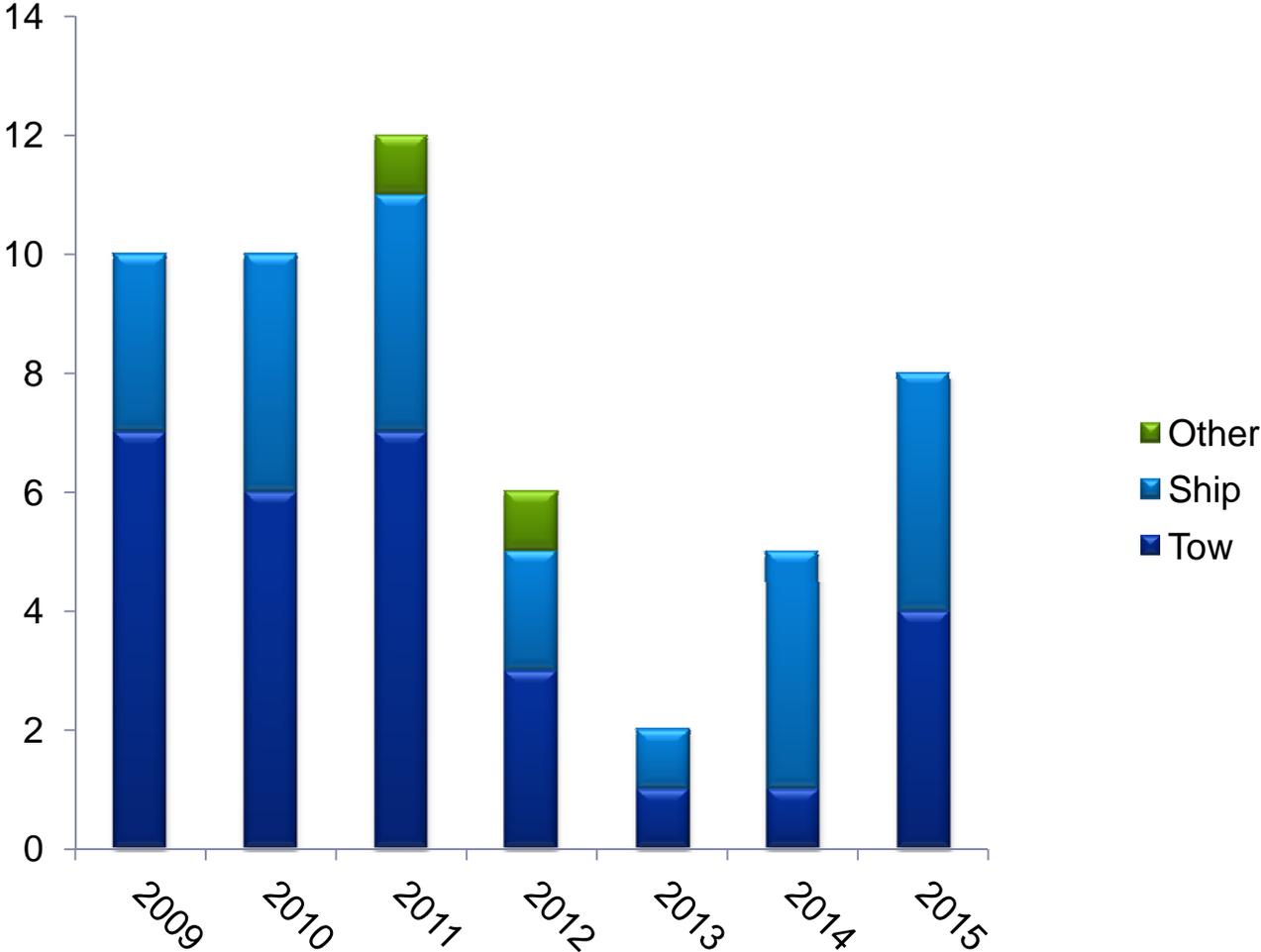
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Allisions Year-to-Year

8 Allisions

- 4 involving a tow
- 4 involving a ship

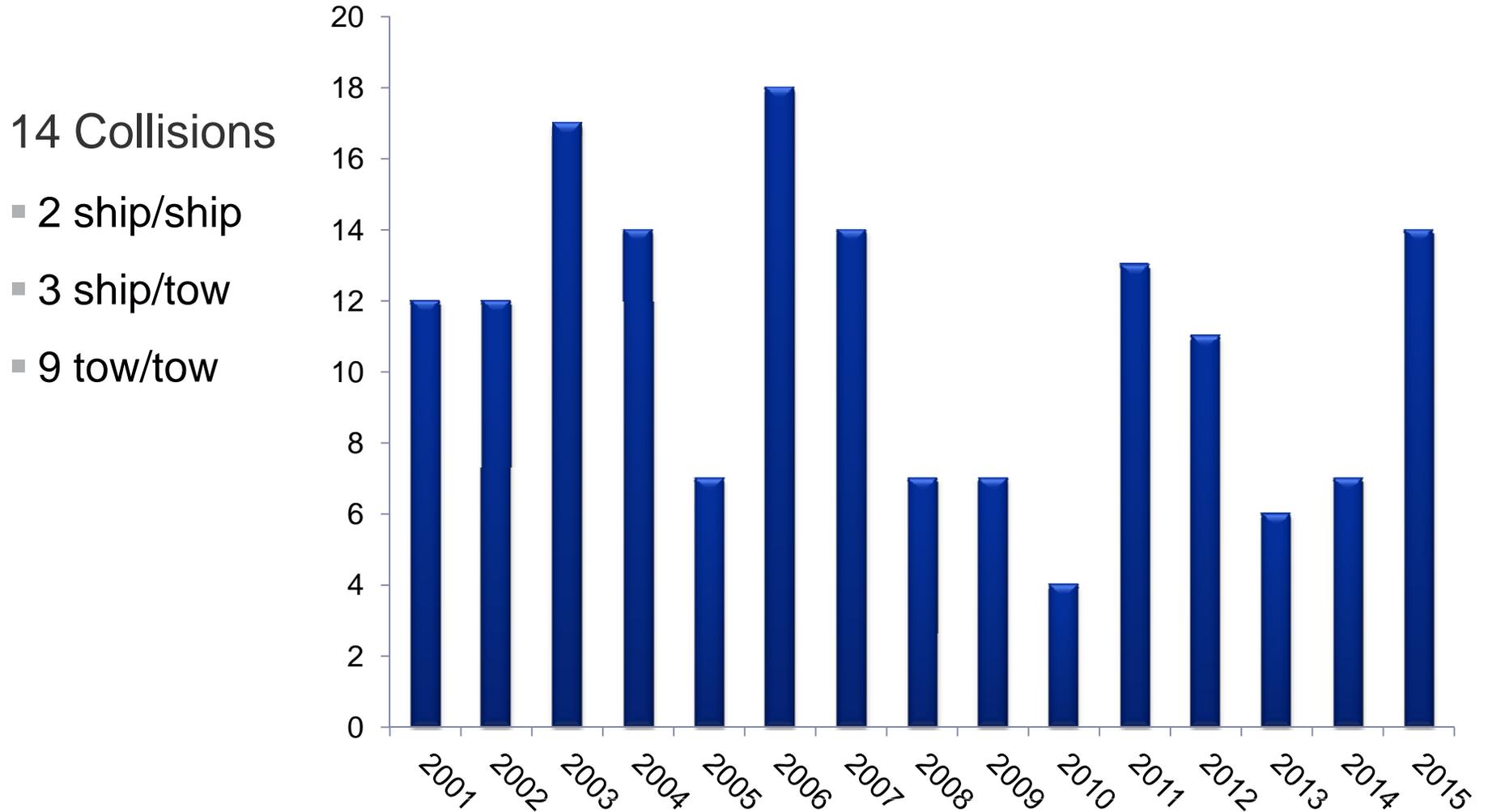


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Collisions Year-to-Year

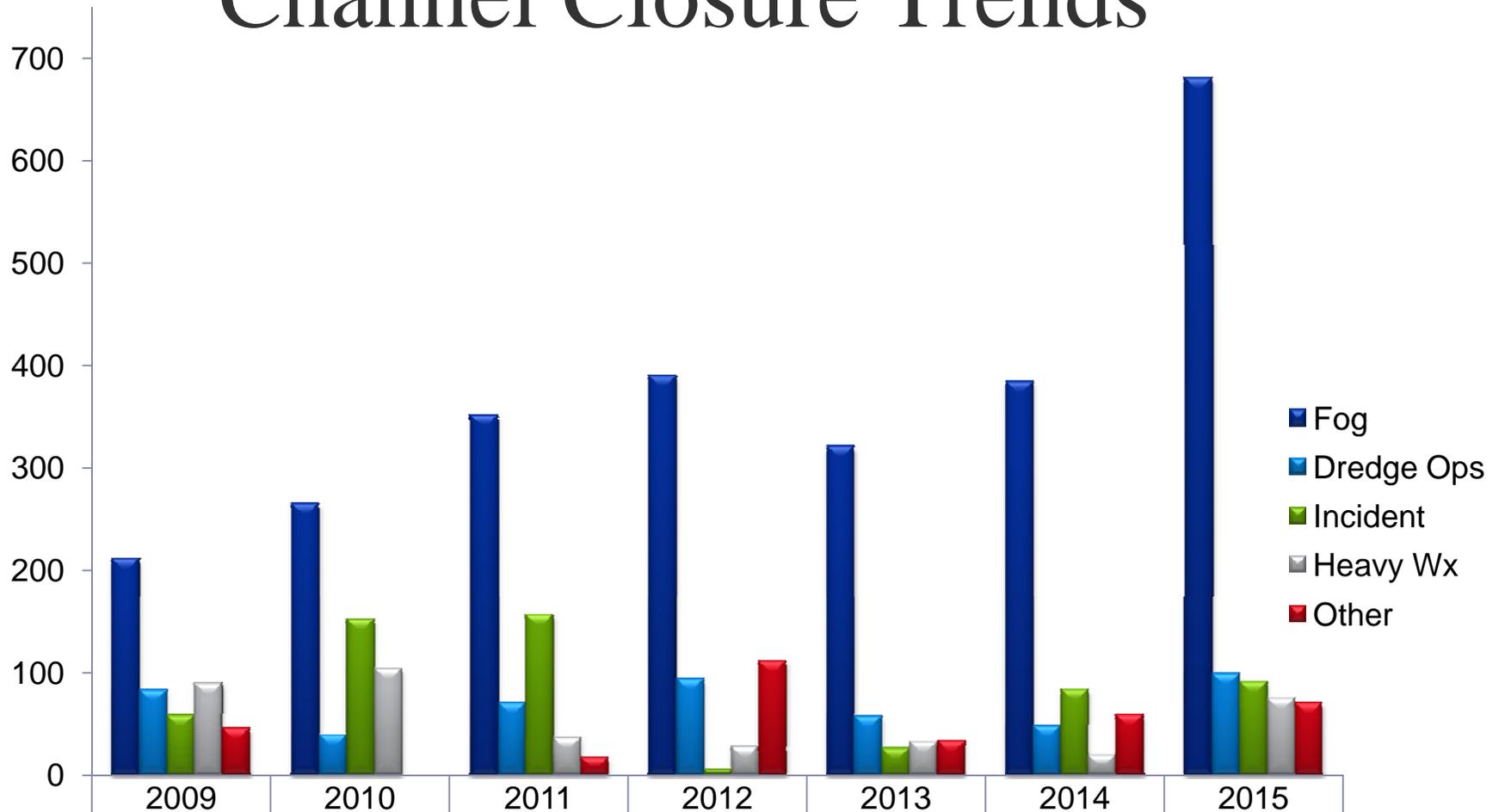


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Channel Closure Trends



	2009	2010	2011	2012	2013	2014	2015
Fog	210.65	265	351.5	389.55	319.96	384.1	680.2
Dredge Ops	83	39.5	70.5	94.15	57.36	48.33	99.2
Incident	58.4	152.5	157.2	5.5	26	83.88	91.5
Heavy Wx	89.5	104.5	36.8	28.1	33.1	20	75.5
Other	46	0	17.5	111.35	33.83	59.26	70.5



2014 Hotspots

- Grounding
- Allision
- Collision



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2015 Hotspots

- Grounding
- Allision
- Collision



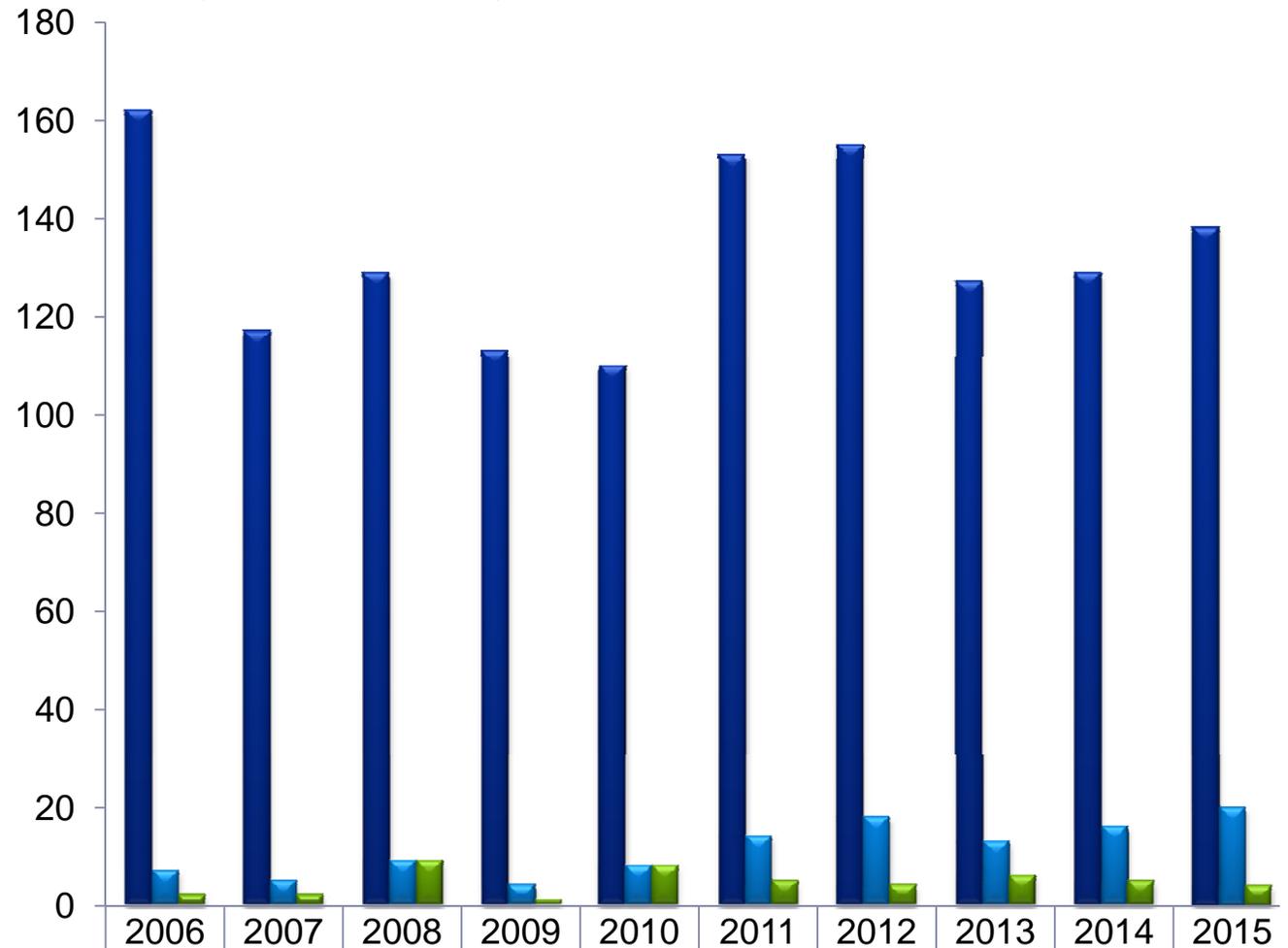
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Reports of Unsafe Moorings (Slack Lines)

■ Up 8 %



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■ Slack	162	117	129	113	110	153	155	127	129	138
■ Parted	7	5	9	4	8	14	18	13	16	20
■ Damage	2	2	9	1	8	5	4	6	5	4

Industry Engagement

- NavOps Sub Committee
 - Tank Vessel Optimization
 - Vessel Casualty
 - Slack Line
 - COC Boarding Issues
 - VTS Advisory Group

- Waterways Safety Sub Committee
 - Lay Berth
 - Anchorage Drafts
 - Additional Anchorages

- Dredging/Marine Construction Coord Sub Committee

- Education and Outreach Sub Committee

- Ad Hoc Barge Fleeting/Mooring/ Push-In Working Group

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Initiatives

~~-Precautionary Areas~~

-Ship Separation

- Houston Ship Channel Barge Lanes (GIWW to Morgans Point)
- Bolivar Roads Alternate Inbound Route and Range
- Updated Chart 11324 [Note D] Language on Bolivar Roads Alternate Inbound Route
- Special Traffic Management above Shell
- Gantry Crane Awareness (City Docks)
- Reinvigorated Recommendation Against Tows Meeting in Bolivar Buoy Line
- Chemical Tanker Scheduling Optimization Working Group
- Greater Houston Port Bureau Traffic / Efficiency Committee
- VTS Restricted Berth Policy

-Other

- Re-implemented 15 Minute Lead Time for Required VTS Sail Plan
- Re-implemented Requirement to Maintain Listening Watch on VTS Frequency
- Bluewater / Brownwater Interaction Symposium / Discussions
- Barge Fleeting/Mooring/Push-in Working Group
- VTSA Redesign (3rd Geographic Sector)
- Brownwater University
- CAT I / CAT II Channel Obstruction Process
- Dredge / Marine Construction Coordination with VTS / Pilots / Towing Industry

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On the Horizon

- Expanding traffic (both size and number of vessels).
- Changing workforce demographics.
- Updated VTS Users' Manual.
- Final 33CFR161 Language for VTSA Redesign.
- Updated VTS National Standing Operating Procedures in work.

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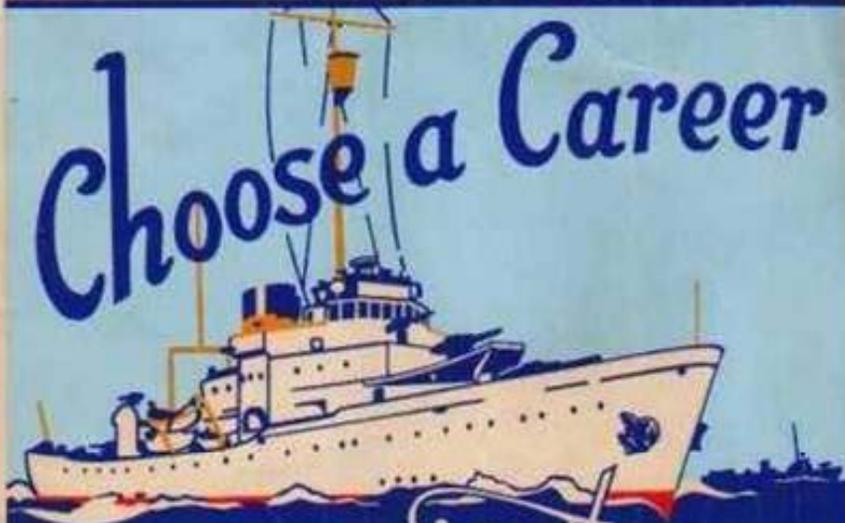
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Choose a Career



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 - TRAINING
 - HEALTH
 - TRAVEL
- Ask the
Postmaster
for
Information*

AGE LIMITS 18 TO 31