LPMS and Navigation Data Issues

Inland Waterways Users Board
1 April 2016

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Decision Support Center,
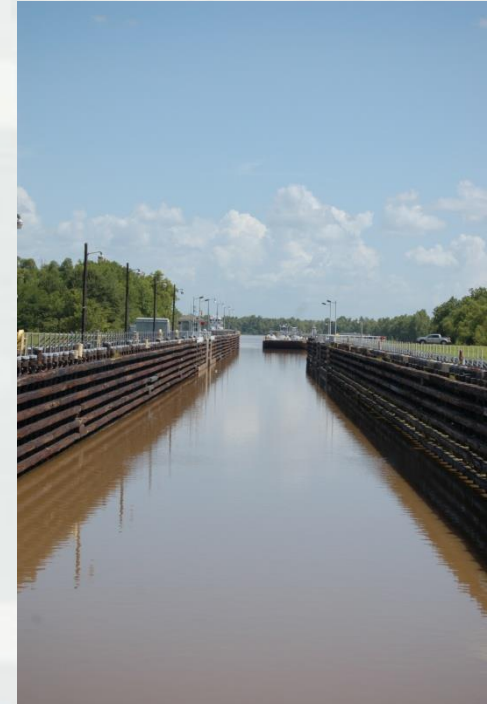**Institute for Water Resources**

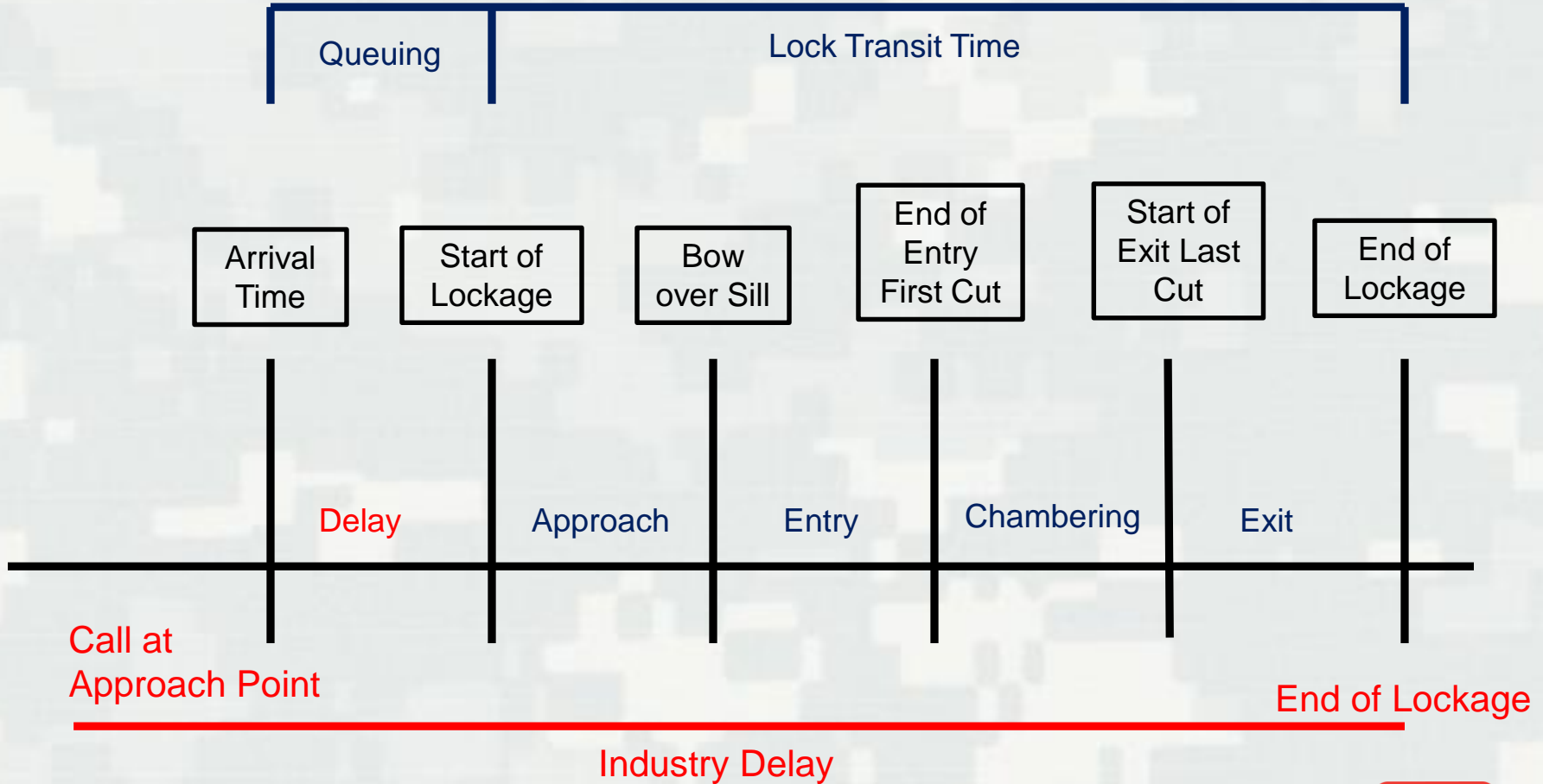**US Army Corps of Engineers**
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LPMS Delay Times

- **Proposal: LPMS data entry nationally**
  - Arrival time now starts delay time
  - Helper boat location no longer factor
  - Arrival time set by lock operator
- Procedure for these changes
  - Internal IWR Nav consistency DONE
  - HQ review/approval DONE
  - **Stakeholder** review and input DONE
  - Final HQ approval DONE
  - Establishment of new procedures at locks
    - Starting 1 Jan 2016 Established, data being collected

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Delay vs Processing times

Queuing | Lock Transit Time

| Arrival Time | Start of Lockage | Bow over Sill | End of Entry First Cut | Start of Exit Last Cut | End of Lockage |

Delay | Approach | Entry | Chambering | Exit

Call at Approach Point

End of Lockage

Industry Delay

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Question: Reanalyzing LPMS Data

- Question: Can we re-analyze LPMS data for Bayou Sorrel given past data issues?
- Coordinating with PCXIN Huntington
  - ► Yes, it is Feasible
  - ► Policy Decision by HQ
  - ► Determine time and funding
  - ► Will not occur until funds are available

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Question: How is data recorded in LPMS with Lockage Type of Open Pass Conditions?

- There are 2 types of Open Pass conditions:
  - ► Navigable Pass (N) - The tow traverses the dam instead of the lock (if there is no dam, the vessel actually navigates outside the lock walls)
  - ► Open Pass (O) - The vessel traverses the lock with no chambering (both sets of gates open but thru the chamber)

- Lock operators collect LPMS data during both Navigable Pass and Open Pass conditions

Questions?

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