

Inland Marine Transportation System Levels of Service Update

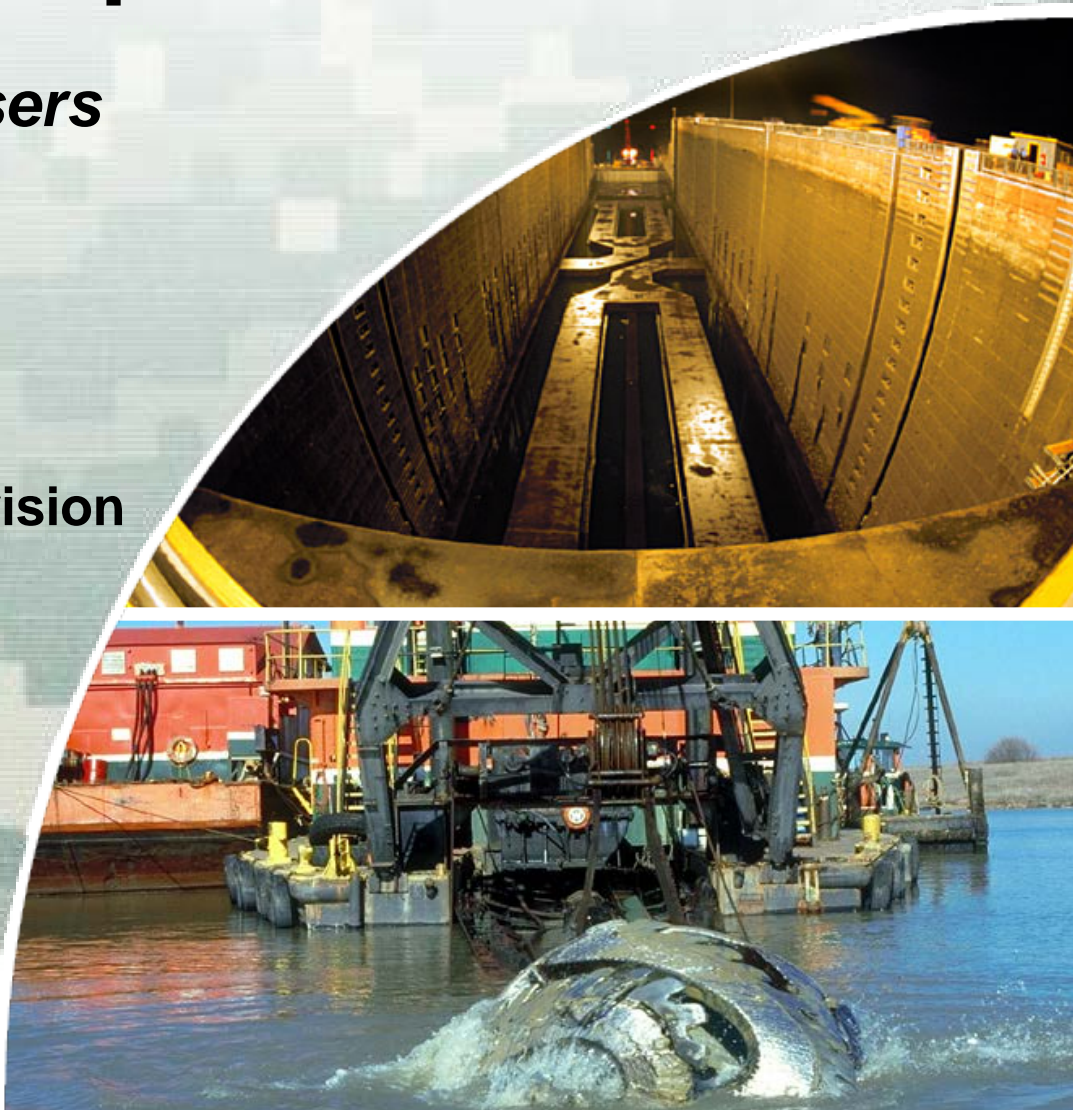
*For Inland Waterways Users
Board #70*

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US Army Corps of Engineers
BUILDING STRONG[®]



Corps Navigation Mission

Provide safe, reliable, efficient, effective and environmentally sustainable waterborne transportation systems for movement of commerce, national security needs, and recreation.



IMTS Levels of Service Background

- What we are doing is unsustainable
- Driven by FY12 Budget Reduction (Low Performing Program)
- Not closing locks but adjusting Operating hours of Service
- Extend life of asset
- Reduce operating expenses
- Focus funds on lock maintenance



Terminology

- **River Systems**
 - High: At least 3 billion ton-miles per year
 - Moderate: 1 to 3 billion ton-miles per year
 - Low: Less than 1 billion ton miles per year
- **Navigation Locks**
 - Full service if lock has at least 1,000 commercial lockages per year
 - 5 Levels of less than full service depending on commercial and recreational lockages
- **There can be low use locks on high use river systems**



Low Commercial Use

- **Process**

- **Evaluated Commercial and Recreational Lockage Data for individual locks**
- **Less than 1,000 commercial lockages per year at 54 locks on 19 river systems**
- **Established levels for less than 24/7 operations by reviewing present practice across IMTS**



Levels of Service

Table 1: Definition of Levels of Service

Level	Title	Description
1	Full Service 24/7/365	24 hours/day, 7 days/week, 365 days/year
2	Reduced Service - Two Shifts Per Day	16-20 hours/day, 7 days/week, 365 days/year (two shifts of either 8 or 10 hrs)
3	Limited Service - Single Shift	8-12 hours per day, 7 days/week, 365 days/year
4	Scheduled Service - Set times per day	Lockages (including recreation craft) at set times per day. For example 8 am and 4 pm.
5	Weekends & Holidays	Lockages on weekends and holidays only
6	Service by Appointment	Commercial lockages by appointment



Performance Guidelines

Table 2: Guide to Levels of Service

Level #	Title	Guideline for Range of Lock Operation Data
1	Full 24/7/365	More than 1,000 commercial lockages per year
2	Two Shifts Per Day	Between 500 to 1,000 commercial lockages per year.
3	Single Shift	Less than 500 commercial lockages per year or greater than 1,000 recreational lockages per year
4	Set times per day	Limited commercial and/or substantial recreational traffic, with a more consistent pattern of lockage
5	Weekends & Holidays	Little to no commercial lockages with significant recreational lockages (500 or more per year) with no consistent pattern.
6	Appointment	Limited commercial traffic with no consistent pattern of lockage.



Levels of Service Changes

- Oct 1, 2012 - implement on low commercial use river systems
- Jan 1, 2013 - implement on moderate commercial use river systems
- Apr 1, 2013 - implement on high commercial use river systems
- Reevaluate every year



FY 2013 Changes

- All systems have implemented Levels of Service (LoS) except the Red River.
- No changes to NAD, NWD, or SAD
- LRD
 - Chickamauga Lock, TN River, increased from LoS 2 to LoS 1.
 - Fort Loudoun Lock, TN River, increased from LoS 3 to Los 2.
- MVD
 - LoS 2 Jonesville & Columbia Locks, Ouachita, increased hours from 18 to 20 hours/day



FY 2013 Changes

- SWD
 - MKARNS - Lockages on five low use locks have increased above 1,000 commercial lockages/year and will be increasing from 20 hours/day to full service
 - MKARNS – Corps working with stakeholders to set times for closing all locks for scheduled maintenance.
 - Colorado River and Brazos River – No change to commercial lockages. Recreational lockages will be on the hour.



IMTS Board of Directors (BOD)

- IMTS BOD call July 29, 2013
- Reviewed LOS
- Continue LOS using 1,000 commercial lockages/year cutoff, but consider higher threshold in future
- Reevaluate annually based on 3-year rolling average of lockages
- Review recreation lock policy
- Staffing models under development and to be reviewed at next BOD mtg.



Levels of Service - Goals

- Reduce wear on lock operating components
- Reduce lock operating expenses – apply funds to preventative maintenance
- Extend the service life of aging, deteriorating infrastructure
- Bottom line: Provide reliable infrastructure

