

# Inland Marine Transportation System

## Levels of Service Guidelines

### Why is the Corps of Engineers doing this?

The Corps of Engineers has a fiscal responsibility to provide taxpayers the best value for their money. The deterioration of infrastructure is greatly outpacing the funds available to maintain reliable navigation across our national system. Outages are occurring with greater frequency, delaying delivery of vital commodities such as coal. We must use our limited funds to maintain reliable navigation on the most economically impactful parts of the system.

### How will these standards help this situation?

The Inland Marine Transportation System guidelines were established to create a nationally consistent approach to levels of service for the inland navigation system based on usage. This initiative seeks to shift operational funds and resources from low-use locks to critical maintenance of our high commercial use locks.

### What are the IMTS guidelines?

The IMTS guidelines consist of six levels of service based on the average amount of commercial and recreational lockages at each facility, as funding allows.

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

**What do these guidelines consider?**

They consider the three-year average of commercial navigation and recreational lockages at each facility.

**Are the guidelines flexible?**

There is flexibility to revise service levels based on usage. The guidelines provide for an annual review process. Service levels can increase or decrease based on the commercial or recreational use, as funding allows.

**Will you consider special event requests?**

The Corps will consider requests on a case-by-case basis for significant events of short duration. These requests should be submitted to the Armstrong County Commissioners Office.

**When will they take effect?**

The levels of service changes are scheduled to take place by the end of 2012.

**What are our options to keep the locks open?**

There are numerous examples of federal navigation systems that have faced similar reductions in service. In some cases, public and private sector organizations have partnered to explore and implement measures to provide recreational service. These include the Kentucky River Authority and Fox River Navigation System Authority. These and other examples can be found on our website homepage under "Allegheny/Mon Service Levels." We are willing to consider any other feasible options presented to us by the public.

<b>Table 2: Guide to Levels of Service</b>		
<b>Level #</b>	<b>Title</b>	<b>Guideline for Range of Lock Operation Data</b>
<b>1</b>	Full Service 24/7/365	More than 1000 commercial lockages per year
<b>2</b>	Reduced Service - Two Shifts Per Day	Between 500 to 1000 commercial lockages per year.
<b>3</b>	Limited Service - Single Shift	Less than 500 commercial lockages per year or greater than 1000 recreational lockages per year
<b>4</b>	Scheduled Service - Set times per day	Limited commercial and/or substantial recreational traffic, with a more consistent daytime pattern of lockage
<b>5</b>	Weekends & Holidays	Little to no commercial lockages with significant recreational lockages (500 or more per year).
<b>6</b>	Service by Appointment	Limited commercial traffic with no consistent pattern of lockage.

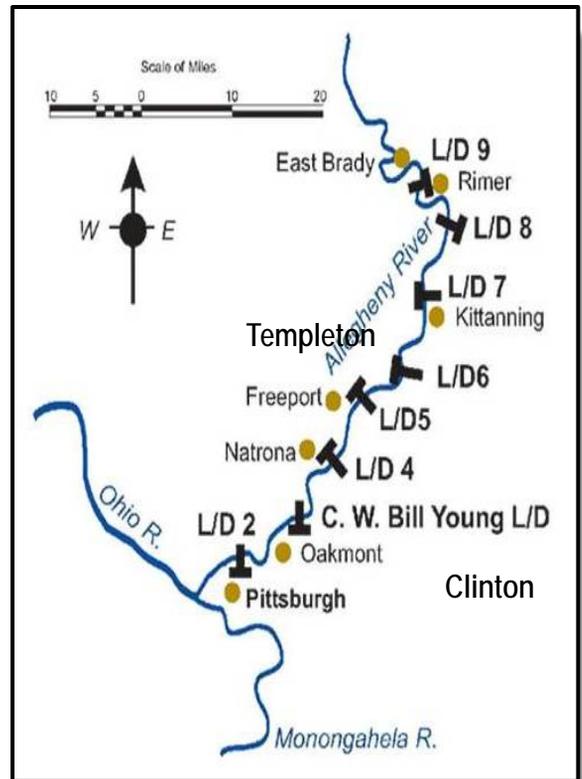
# Allegheny River Fact Sheet

➤ The current Allegheny River Navigation System consists of eight locks and dams, all of which were built and completed in the mid 1920s through the late 1930s. They keep the Allegheny River at a navigable 9 feet or more.

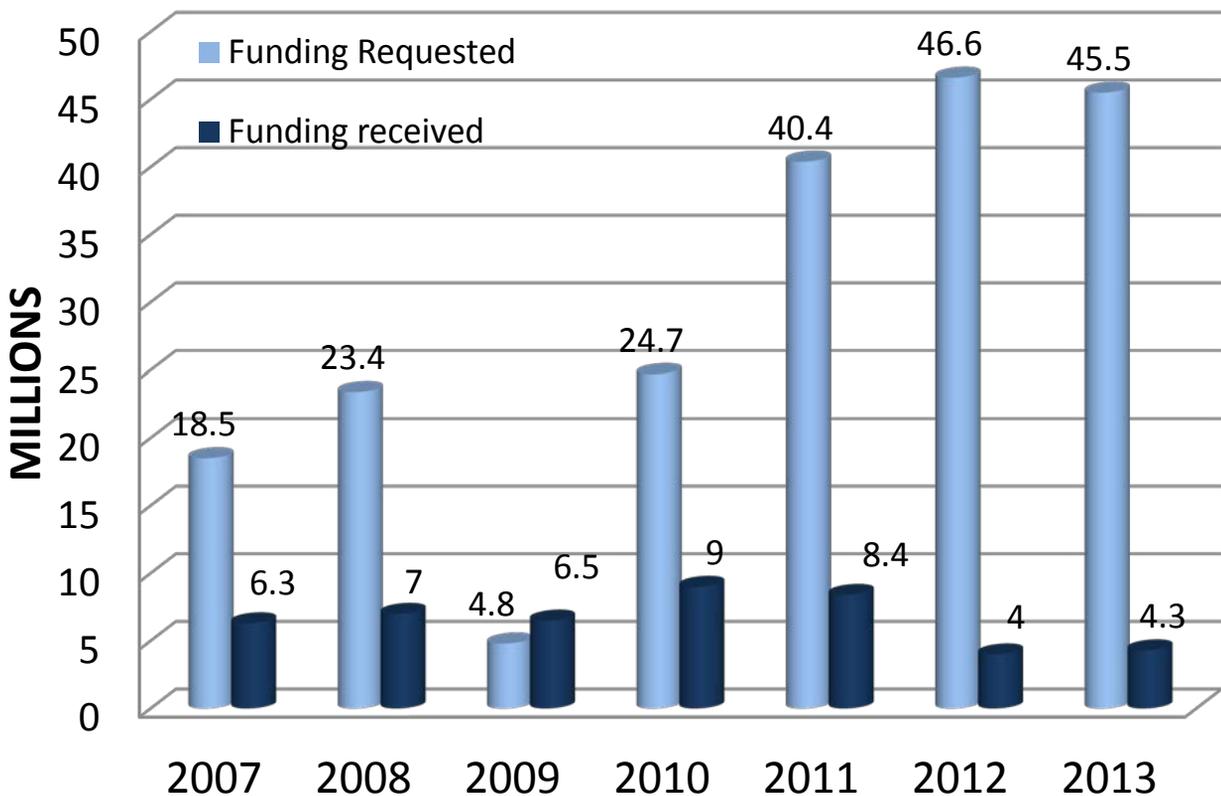
➤ Congress authorized the construction of the Allegheny River lock and dam system to provide reliable navigation for commercial traffic.

➤ All of the locks and dams on the Allegheny River are 70 to 80+ years old which makes them one of the oldest navigation system in the entire inland waterways system.

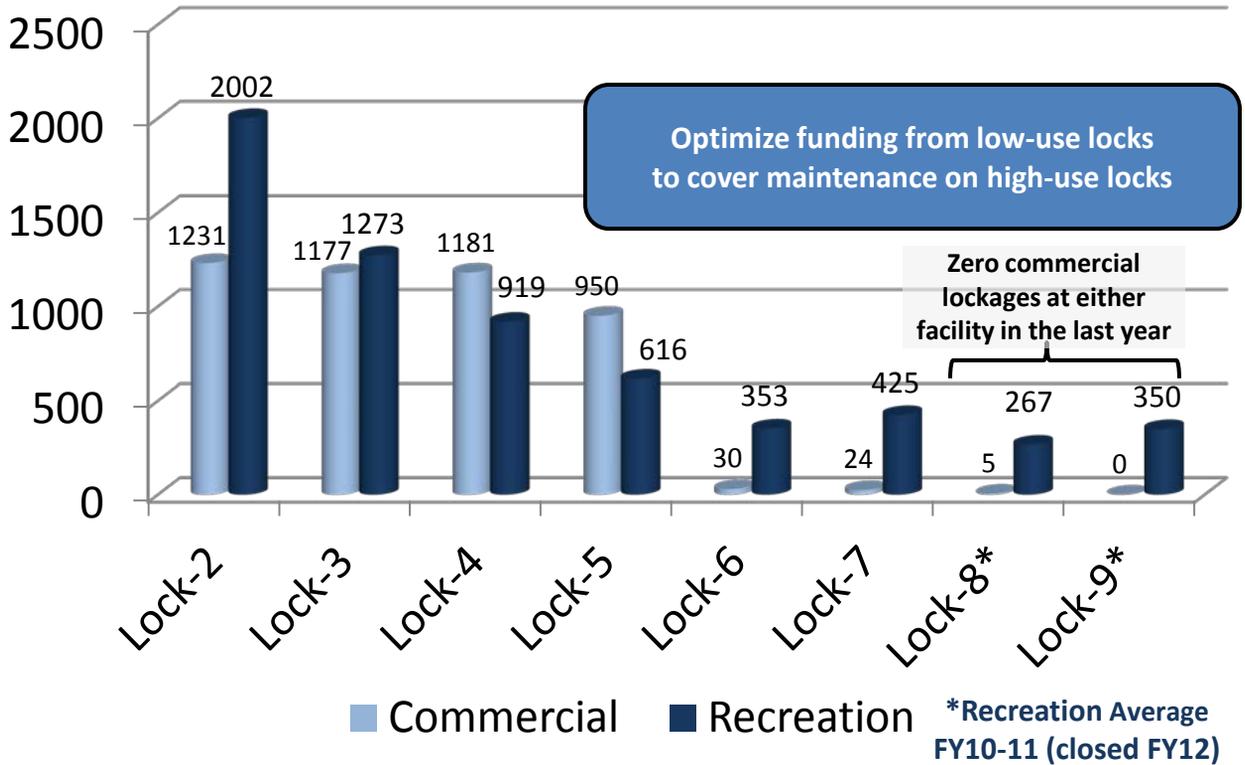
➤ The Allegheny River Locks see an average of 2.5 million tons of cargo valued at over \$238 million annually which is less than half a percent of both the cargo tons and value of the cargo transported on the entire Inland Waterways System.



## Total Allegheny Funded/Unfunded Work



# Allegheny Commercial and Recreational Lockages (Average FY10-12)



# Allegheny River Unscheduled Outages

