



Federal Waterway Policy Assistance

With nearly 200 combined years of civilian and military experience in the Corps of Engineers, the Dawson team working for Ingram quickly compiled information involving the Missouri River and the probable impacts of changing water releases.

CLIENT

Ingram Barge Company, one of the nation's largest inland waterway carriers

BACKGROUND

The severe drought of 2012 created shallow stretches in the Middle Mississippi River from the mouth of the Missouri River to its confluence with the Ohio River. The drought created dangerous navigation conditions especially where submerged rock pinnacles protruded into the authorized nine-foot navigation channel.

Federal officials responded with navigation restrictions requiring barge companies to lighten their loads thereby reducing the risk of striking rock pinnacles. Industry representatives appealed to the Army Corps of Engineers to release more water from Missouri River dams and to issue emergency contracts to remove the rock pinnacles.

Facing expensive disruptions to its navigation business, Ingram Barge Co. contacted Dawson & Associates to help devise a solution with the Corps of Engineers that would restore full navigation traffic to the Middle Mississippi river channel.

RESPONSE

Our team included a former Commanding General and Deputy Commanding General of the Army Corps of Engineers, as well as the former Commanding Generals of the South Atlantic and South Pacific Divisions. The Dawson & Associates team also included the Corps' former Chief Counsel, Chief of Civil Works Programming and Deputy Director of Military Programs.

With nearly 200 combined years of civilian and military experience in the Corps of Engineers, our team quickly began compiling information involving the Missouri River system, federal authority to take action and the probable impacts of changing water releases. We provided Ingram with technical, legal and procurement information of interest to Congressional and White House leadership.

As a result, the Corps issued dredging contracts months earlier than planned. The rock pinnacles were removed with minimal disruption to navigation.