



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: January 19, 2016

In reply refer to: M-15-13 and -14

Lieutenant General Thomas P. Bostick
Commanding General
US Army Corps of Engineers
441 G Street, NW
Washington, DC 20315

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the US Army Corps of Engineers to take action on the safety recommendations being issued in this letter.

On December 16, 2015, we adopted our report concerning the July 18, 2014, collision of the *Riley Elizabeth* tow with a US Army Corps of Engineers barge plant on the Mississippi River near Waterproof, Louisiana.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, www.nts.gov, under report number MAR-15/03.

As a result of this investigation, we issued the following two new recommendations to the US Army Corps of Engineers:

M-15-13

Specify in the information you provide to the public how far US Army Corps of Engineers projects extend into the waterway.

¹ *Collision between the Riley Elizabeth Tow and US Army Corps of Engineers Barge Plant, Mississippi River near Waterproof, Louisiana, July 18, 2014.* Marine Accident Report NTSB/MAR-15/03. Washington, DC.

M-15-14

Use automatic identification system aids to navigation or application-specific messages to mark potential hazards to navigation.

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Chairman