

FICTION: Use of the LAC Fleet increases the likelihood of an accident or spill.

FACT: Approximately 2/3 of the barges moored at LAC Fleet are empty, waiting to be loaded with cargo when space opens in the Port of Corpus Christi. The barges that are loaded with cargo, including petroleum and chemical products, are at far greater risk of accidents or spills when grounded along the shorelines of the channel.

Weather, high winds, currents, tides, channel traffic, and human error are all variables that must be constantly managed while a barge is grounded – variables that increase the potential for an accident or a spill. As barge traffic continues to expand, the greater this potential becomes. Mooring barges using a fleet is the best way to ensure the safety of the vessels, their crews, their cargo, and the environment.

In addition, prior to LAC Fleet operations, there was not a first responder in the area prepared to address an accident or spill. LAC Fleet boats have helped several disabled vessels since it began operating and is prepared 24/7 to respond to a spill with on-site vessels and containment boom.

FICTION: The LAC Fleet has displaced the public use of a historical recreation area.

FACT: The Lydia Ann Channel, which was created to facilitate the flow of commerce on the Gulf Intracoastal Waterway, is the primary route for approximately 85% of the barges to reach the Port of Corpus Christi.

Barges are moored at least 200 feet from shore and do not interfere with fishing. There are no prohibitions on fishing between the shoreline and the moorings, and there is also plenty of distance for boats to drive between the barges and the shore. The moorings cover a distance of 8,000 feet, approximately half the distance of the shoreline on one side of the Lydia Ann Channel, which is approximately 2,000 feet wide, leaving plenty of space for recreational boating, parasailing and other water activities.

FICTION: LAC Fleet poses environmental dangers from concentrating the danger of spill in a sensitive area with strong tides, to increasing erosion, to threatening wildlife habitat.

FACT: LAC Fleet provides a far safer environmental option than grounding barges along various shorelines. Grounding a barge impacts the shoreline, as a barge's hull grinds against it, sometimes for days at a time while constantly pushed by a running tow boats, using approximately 1,000 gallons of fuel per day.

Mooring barges prevents the barges from being grounded against the shore and does not require the constant use of tow boats to keep them in place. Using a fleet is the best way to ensure the safety of the vessels, their crews, their cargo, and the environment.

FICTION: More suitable areas can be found adjacent to existing industrial zones, not overlapping recreational or sensitive areas.

FACT: LAC Fleet evaluated 10 potential sites and selected Lydia Ann Channel because it is the only location that satisfies a series of critical standards, including a sufficient length and depth, an ability to operate without impeding other ship and barge navigation, the ability to moor vessels at least 200 feet from shore, convenient access to the Port of Corpus Christi, sufficient protection from hazardous weather, and minimal impacts on wetlands, wildlife habitat and the shoreline.

Were the LAC Fleet not operational, tow boat captains would select the adjacent shore to ground the barges, because it would have provided the safest, most convenient location. The LAC Fleet has provided an alternative to this practice.

FICTION: LAC Fleet is located a long distance from the Port of Corpus Christi.

FACT: LAC fleet operates at the safest, closest location for barges to wait for space in the Port of Corpus Christi. It is not only the best option, it is the only alternative to grounding barges against the shorelines.

FICTION: Mooring barges at the LAC Fleet is harmful to seagrasses in the shallow waters of the Redfish Bay State Scientific Area.

FACT: LAC Fleet helps protect seagrasses by providing an alternative to grounding barges along the shoreline of the Lydia Ann Channel.

The Redfish Bay State Scientific Area (RBSSA) was established by the Texas Parks & Wildlife Department to protect seagrasses from being uprooted by boat propellers in shallow areas popular for fishing, not in the deeper waters of the Gulf Intracoastal Waterway designed and used for decades to move maritime commerce into and out of the Port of Corpus Christi. The barges, tow boats and moorings do NOT operate in the shallow areas designated by the RBSSA as sensitive seagrass bed areas. LAC Fleet's moorings are located at least 200 feet from the shoreline in water of at least 12 feet in depth.