

REGIONAL RIVERS REPAIR FLEET (R3F) REORGANIZATION STATUS



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Lock Maintenance Workshop 2016



US Army Corps of Engineers
BUILDING STRONG



AGENDA:

- BACKGROUND
- LINES OF EFFORT AND STATUS
- QUESTIONS/COMMENTS?



Problems and Opportunities

Problem: The current Rivers Districts Repair Fleets and Repair Stations configuration was not sustainable.

- O&M requirements out pacing O&M funding.
- Systemic fleet safety incidents Continued w/ large adverse impacts.
- Increase in O&M needs & priorities outside current Repair Fleet Capability & Capacity.

Opportunity: Regionalizing Repair Fleet for CORE work to improve affordability, improve safety, and sustain reliability.

- Regionally standardize CORE work and Repair Fleet Management.
- Standardize safety risk mgmt, equipment maintenance, training & staffing.
- Create a funding opportunity to get after non-fleet work (procure new miter gates, major electrical rehabs, etc.)



So that all sounds great, but really, why are we doing this?

- **SAFETY RISK MANAGEMENT** - Central Command and Control places all safety programs, inspections, training, etc. under one manager. Assures consistency and uniform application of safety risk management
- **VERSATILE CONFIGURATION** , the H-M-L fleets require least reshuffling of equipment from unit to unit for routinely scheduled work and retains emergency mobilization at 5-8 days
- **MOST COST EFFECTIVE** at executing CORE work
- **NON-FLEET MAJOR CONTRACT MAINTENANCE** greatest number of jobs



funded (Risk Reduction) from available funding



Background

- 2009-2014 latest fleet studies w/ additional studies dating back over 20 years; all address similar problems; limited execution due to costs, PRIP funding requirements, adverse personnel actions, availability of O&M funding, high project usage, etc.
- June-August 2014, as directed by LRD Command, the 4 Rivers District Commanders evaluated 12 Courses of Action (COA) and eventually reduced to 3 COAs for further analysis.
- September 2014 - January 2015 An Action Team was formed and was tasked with analyzing fleet configuration alternatives and recommended a 3 fleet unit configuration.



Background

- January 2015 – The Regional Management Board and Command Council made a decision to support a 3- Fleet Unit plan consisting of a **HEAVY-MEDIUM-LIGHT** weight capability and capacity. All 4 Repair Stations would be retained at various capacities and serve as a support function of the R3F.
- January 2015 – The Action team was directed to review the capacity of the retained equipment and assure that the equipment could successfully perform at capacities that may have not been originally considered.
- January-March 2015 – The action team developed a staffing plan to support the 3 Fleet units and 4 Repair Stations. A staffing plan was developed to balance both affordability and to support fleet capability and capacity.

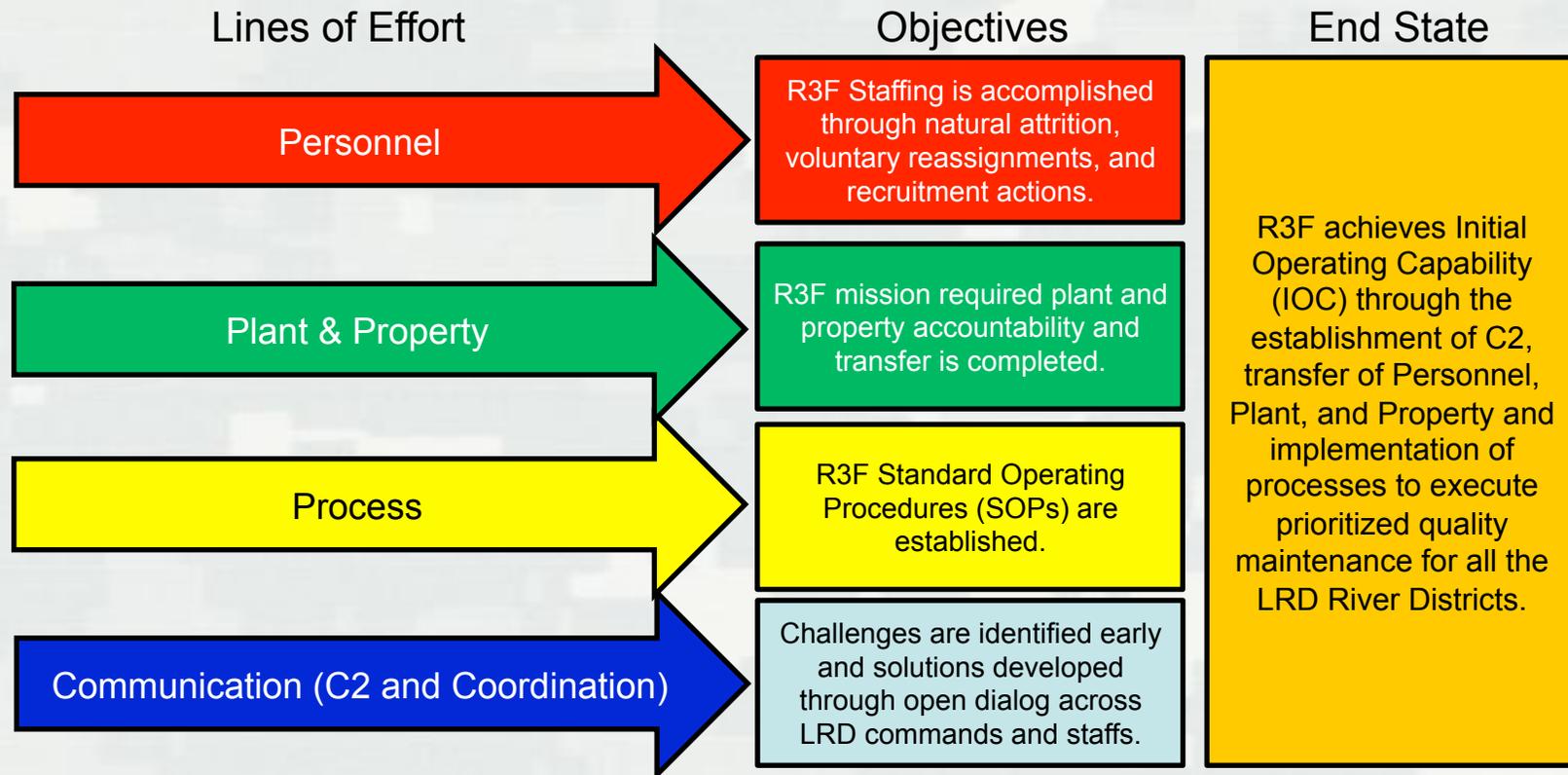


Regional Rivers Repair Fleet Management

- All fleet resources to be managed as “**One Division Repair Fleet**” with a different geographical mooring location for each fleet unit.
- All fleet units will be managed by a **single manager** who will report to **one River District Commander**.
- The R3F organization will centralize and manage all fleet **Equipment, Manning, Training, and Safety Risk Management. (Administrative Control)**
- May 2015 - Huntington District Commander named as Fleet Commander
- November 2015- Regional Rivers Repair Fleet Manager reported to LRH and tasked with leading the implementation phase of the reorganization to achieve Initial Operational Capability of the R3F at the start of FY17 (2OCT2016).



Phase 1 – R3F Implementation



Personnel Status

- Current Rivers Districts Strength= **208** Employees across 4 District Controlled Repair Stations and Fleets
- Future Regional Rivers Repair Fleet Strength= **136** Employees assigned to one District (Huntington) with 4 separate Permanent Duty Stations based on the mooring facility assigned to their respective Fleet (Heavy=Louisville, Medium=Pittsburgh, Light=Nashville, Marietta Repair Station)
- LRD Commander committed to no RIF and no loss of Federal Employment for current permanent federal employees
- FLRA (Federal Labor Relations Authority) Petition will be filed to determine how the R3F Employees will be represented.



Personnel Status

- All Fleet employees were counseled and provided the opportunity to register for TransPORT placements to Fleet or other positions across LRD

- 72 Total Excess Employees at Start
 - 53 Employees Placed (5 placed outside home district)
 - 19 Excess Remain
 - ▷ 5 have expressed interest in retiring
 - ▷ 11 can be detailed to R3F vacancies
 - ▷ 3 have no placements identified yet

Placements will continue until all excess have been placed.

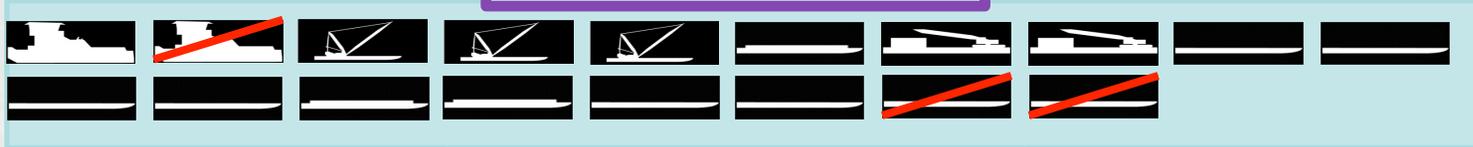


EXISTING DISTRICT MAINTENANCE FLEETS – 75 VESSELS

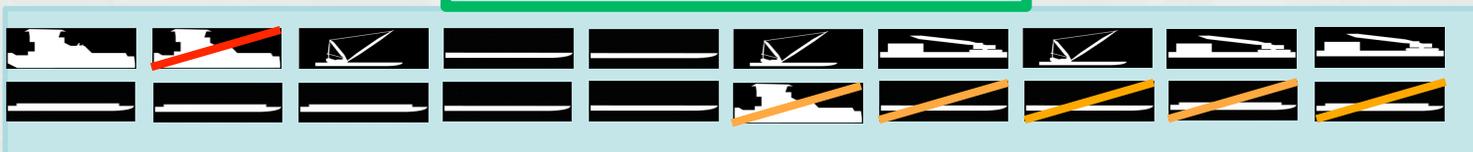
LRL – CURRENT FLEET (22 – 12 + 7 = 17)



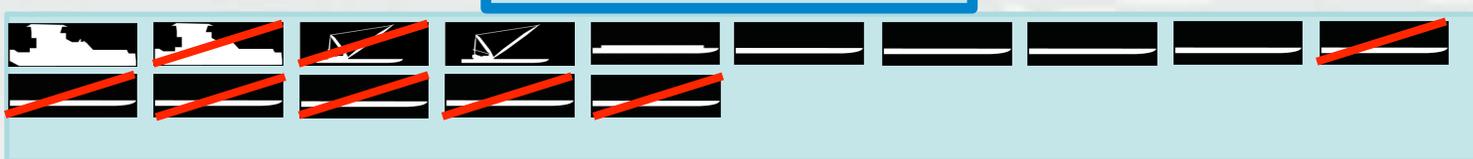
LRP – CURRENT FLEET (18 – 3 + 3 = 18)



LRN – CURRENT FLEET (20 – 1 + 1 – 5 – 4 = 11)



LRH – CURRENT FLEET (15 – 8 – 7 = 0)



- LRL
- LRP
- LRN
- LRH

 Towboat/Workboat
  Derrick/Crane Barge
  Mobile/Crawler Crane
  Specialty/Hopper Barge
  Deck/Cargo Barge

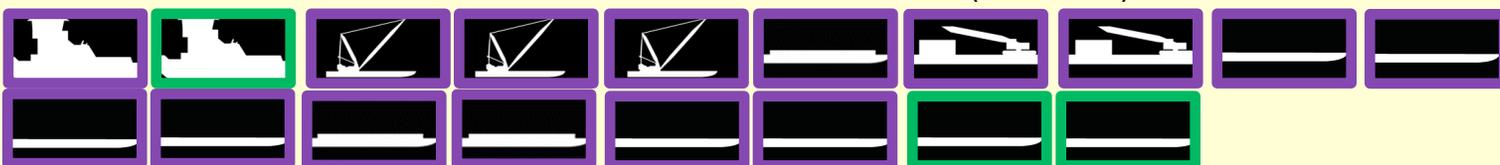


REGIONAL RIVER REPAIR FLEET – 45 VESSELS

HEAVY LIFT FLEET – BASED AT LOUISVILLE (17 VESSELS)



MEDIUM LIFT FLEET – BASED AT PITTSBURGH (18 VESSELS)



LIGHT LIFT FLEET – BASED AT NASHVILLE (10 VESSELS)



PLANT RETAINED BY LRN (5 VESSELS)



- LRL
- LRP
- LRN
- LRH




Towboat/Workboat


Derrick/Crane Barge


Mobile/Crawler Crane


Specialty/Hopper Barge


Deck/Cargo Barge



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Plant & Property Status

- Establish all new Hand Receipt Accounts and make consistent from Fleet to Fleet by position
- Conducting 100% inventory of all current Fleet Property
- Decide what transfers to the R3F
- Transfer \$122M+ in property from 3 Homeport Districts
- Execute the Divestiture Plan to dispose of all equipment/property that is excess to the needs of the R3F
- All this NLT than **15AUG2016**



Process and Procedure

- Safety Management Process
 - Dive Team Management
- Work and Business Management Process
 - Daily/Weekly/Monthly/Quarterly/Annual Operation Plan
 - Project Engineer Support Plan
- Budget Management Process
- Contract Management Process



Communications

- Continue Weekly Action Team Meetings, Monthly Synch Meetings, and Quarterly Briefs to the Regional Management Board/Regional Command Council through FY16 and continue at least until the end of 1st Qtr of FY17
- In Progress Reviews continue through FY18 to continually improve process and procedures



Questions?

