

## CHAPTER 1 - INTRODUCTION

1-1. Purpose. This regulation establishes the policy for the operations and maintenance (O&M) of USACE navigation and dredging projects, as well as their related structures and equipment. If any conflict exists between this regulation and the Federal Acquisition System, the latter governs.

1-2. Applicability. This regulation applies to all USACE commands having responsibility for civil works functions.

1-3. References. See Appendix A.

1-4. Glossary.

a. Active CERF Fleet. Consists of those contractors' hopper dredge(s) which are currently performing under contracts of the U.S. Army Corps of Engineers (USACE) and those hopper dredges whose owners have completed a Basic Ordering Agreement (BOA) for Corps of Engineers Reserve Fleet (CERF), have not completed a notice of non-availability, and have not forwarded the notice to CECW-OD. These dredges are available, operational, and ready for use.

b. BOA Contracting Officer. The person executing the BOA on behalf of the government. Only this individual or their successor has the authority to modify the terms and conditions of the basic ordering agreement. The Commander of the New Orleans District is the designated Contracting Officer for executing the BOA for CERF.

c. CERF Basic Ordering Agreement (BOA). A BOA is a written instrument of understanding with a method for determining prices for service. The BOA provides an ensured response to emergency and national defense dredging requirements through the vehicle of delivery orders. A BOA is not a contract.

d. CERF Emergency. A determination by the Director of Civil Works (CECW-ZA) for CONUS dredging operations or the Commander, HQUSACE for OCONUS dredging operations that Federal dredges are not available or suitable, that regular contractual procedures are not practical, and that CERF dredges must be activated.

e. CONUS. The 48 contiguous states.

f. Hazardous Waters. For the purpose of this regulation, those waters in which turbulence and/or underlying currents create a potentially life-threatening environment.

g. Hydraulic Line. The line upstream and downstream from a structure established by hydraulic data and associated procedures.

h. OCONUS (Outside CONUS). Includes Alaska, Hawaii, Puerto Rico, the Virgin Islands, or U.S. Trust Territories.

i. Operational Considerations. Those aspects to be considered when determining if the Restricted Area boundary should be set farther from the structure than at the hydraulic line.

j. Physical Barriers. Barriers which are structural in nature and placed in a manner as not

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to allow entrance into a restricted area.

k. Restricted Area. For the purpose of this regulation, that area of water adjacent to civil works structures, as established by the hydraulic line plus operational considerations, that is off limits to the public.