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Unscheduled Unavailable Time

>24 Mechanical Breakdowns Number

>24 Mechanical Breakdowns Hours

>1 week Mechanical Breakdowns Number

>1 week Mechanical Breakdowns Hours

Average Delay - Tows (Hrs)

The average delay time (from arrival to start of lockage), expressed in hours, calculated for all tows passing through a lock chamber.

Average Delay - Vessels (Hrs)

The average delay time (from arrival to start of lockage), expressed in hours, calculated for all vessels (commercial, recreational and "other") passing through a lock chamber.

Average Processing Time (Hrs)

The average time to completely process all vessels (commercial, recreational and "other") through a chamber, from the time the chamber is ready to lock a vessel (start of lockage) to the time the chamber can be dedicated to another vessel (end of lockage).

Barges Empty (#)

The total number of empty barges passing through a lock chamber.

Barges Loaded (#)

The total number of loaded barges containing commodities and/or has cargo.

Commercial Hard Ops (#)

The number of hardware operations for all commercial vessels that pass through a lock chamber. A hardware operation is the emptying or filling of the lock chamber required by a vessel lockage or a turnback which occurs when the lock is "turned back" empty in order to service a vessel going the same direction as the previous vessel. Commercial vessels include tows, cargo carrying vessels, commercial fishing boats, lightboats (tows without barges) and commercial passenger vessels/ferries.

Commercial Lockages (#)

The total number of commercial lockages. A lockage is the transfer of a vessel(s), or that part of the tow that can be contained in the lock chamber, through a chamber in a single direction. A commercial lockage is counted when a tow, cargo carrying vessel, commercial fishing boat, lightboat (tow without barges) or commercial passenger vessel/ferry uses the lock.

Commercial Tows (#)

The total number of tows with their barges passing through a lock chamber.

Commercial Vessels (#)

The total number of commercial vessels. A commercial vessel includes tows, cargo carrying vessels, commercial fishing boats, lightboats (tows without barges) and commercial passenger vessels/ferries using the lock chamber.

Cost per lockage (\$)

The total amount of expended navigation dollars for the O&M, MR&T, and M&O for Dams accounts over a specified time divided by the total number of vessel lockages for the specified location.

Cost per ton (\$)

The total amount of expended navigation dollars for the O&M, MR&T, and M&O for Dams accounts over a specified time divided by the total number of commodity tons for the specified location.

Expended Money (\$)

Total number of navigation dollars spent at lock sites in O&M, MR&T, and M&O for Dams appropriation accounts. The expenditure data for a lock is extracted from CEFMS using the Local Indicator Code for the OMBIL Site ID. If this code is not in CEFMS and not associated to the CEFMS work item then no expenditure will be available in the lock business summary.

Mechanical Breakdown (#) Mechanical Breakdowns Unscheduled Unavailabilities (#)

The NUMBER of all unscheduled unavailabilities classified as Mechanical Breakdowns by Corps HQ and includes the reasons of: repairing lock or lock hardware; debris in lock recess or lock chamber; lock hardware or equipment malfunction; lock staff occupied with other duties; maintaining lock or lock equipment; ice on lock or lock equipment; inspection or testing lock.

Mechanical Breakdowns Unscheduled Unavailabilities (Hrs)

The DURATION in hours for all unscheduled unavailabilities classified as Mechanical Breakdowns by Corps HQ and includes the reasons of: repairing lock or lock hardware; debris in lock recess or lock chamber; lock hardware or equipment malfunction; lock staff occupied with other duties; maintaining lock or lock equipment; ice on lock or lock equipment; inspection or testing.

Other Hard Ops (#)

The number of hardware operations for all "other" vessels that pass through a lock chamber. A hardware operation is the emptying or filling of the lock chamber required by a vessel lockage or a turnback which occurs when the lock is "turned back" empty in order to service a vessel going the same direction as the previous vessel. Other vessels include U.S. government vessels, U.S. government contractor vessels, and vessels classified as "other" non-commercial.

Other Lockages (#)

The total number of "other" lockages. Other lockages are counted when the following vessels or group of vessels use the lock chamber at the same time and include U.S. government vessels, U.S. government contractor, and vessels classified as "other" non-commercial. A lockage is the transfer of a vessel(s), or that part of the tow that can be contained in the lock chamber, through a chamber in a single direction.

Other Vessels (#)

The total number of "other" vessels passing through a lock chamber. Vessels counted in this column include U.S. government vessels, U.S. government contractor, and vessels classified as "other" non-commercial. This does not include recreational vessels and tows.

Percent Vessels Delayed (%)

The percentage of all vessels experiencing a delay (i.e. wait time greater than zero minutes) between the arrival point and start of lockage.

Process Time (Hrs)

The time to completely process all vessels (commercial, recreational and "other") through a chamber, from the time the chamber is ready to lock a vessel (start of lockage) to the time the chamber can be dedicated to another vessel (end of lockage).

Recreational Hard Ops (#)

The number of hardware operations for all recreation vessels that pass through a lock chamber. A hardware operation is the emptying or filling of the lock chamber required by a vessel lockage or a turnback which occurs when the lock is "turned back" empty in order to service a vessel going the same direction as the previous vessel.

Recreational Lockages (#)

The total number of recreation lockages. A recreation lockage is counted each time a recreational vessel or group of recreational vessels uses the lock chamber at the same time. A lockage is the transfer of a vessel(s), or that part of the tow that can be contained in the lock chamber, through a chamber in a single direction.

Recreational Vessels (#)

The total number of recreational vessels passing through a lock chamber.

Scheduled Unavailabilities (#)

The number of unavailabilities that are scheduled in advance; generally these appear in Notices to Navigation Interests published by the Corps districts.

Scheduled Unavailable Time (Hrs)

The amount of scheduled **unavailability** time at a lock, expressed in hours.

Tons Locked (#)

The combined total tonnage from all loaded barges and/or cargo passing through the lock chamber. Tonnage is reported in short tons.

Total Delay Time (Hrs)

The time for all vessels experiencing a delay (i.e. wait time greater than zero minutes) between the arrival point and the start of lockage.

Total Delayed (#)

The total number of delayed vessels (i.e. with wait time greater than zero) between the arrival point and the start of lockage.

Total Hard Ops (#)

Total number of hardware operations for all vessels (commercial, recreational and "other") passing through a lock chamber. A hardware operation is the emptying or filling of the lock chamber required by a lockage or a turnback which occurs when the lock is "turned back" empty in order to service a vessel going the same direction as the previous vessel or a non-vessel lockage (i.e. debris, ice etc.). This is a valve operation not gate swings.

Total Lockages (#)

The total number of lockages for all vessels (commercial, recreational and "other") passing through a lock chamber. A lockage is the transfer of a vessel(s), or that part of the tow that can be contained in the lock chamber at once, through a chamber in a single direction.

Total Vessels (#)

The total number of vessels of all types (commercial, recreational and "other") passing through a lock chamber.

Unavailable Time (Hrs)

The amount of time lock operation is stopped.

Unscheduled Unavailabilities (#)

The number of unavailabilities that are not scheduled in advance.

Unscheduled Unavailable Time (Hrs)

The amount of unscheduled **unavailability** time at the lock, expressed in hours.

>24 hr Mechanical Breakdowns Unscheduled Unavailabilities (#)

The number of unscheduled unavailabilities greater than 24 hours in duration classified as Mechanical Breakdowns by Corps HQ and includes the reasons of: repairing lock or lock hardware; debris in lock recess or lock chamber; lock hardware or equipment malfunction; lock staff occupied with other duties; maintaining lock or lock equipment; ice on lock or lock equipment; inspection or testing lock.

>24 hr Mechanical Breakdowns Unscheduled Unavailabilities (Hrs)

The duration in hours for unscheduled unavailabilities greater than 24 hours in duration classified as Mechanical Breakdowns by Corps HQ and includes the reasons of: repairing lock or lock hardware; debris in lock recess or lock chamber; lock hardware or equipment malfunction; lock staff occupied with other duties; maintaining lock or lock equipment; ice on lock or lock equipment; inspection or testing.

>1 week Mechanical Breakdowns Unscheduled Unavailabilities (#)

The number of unscheduled unavailabilities greater than 1 week in duration classified as Mechanical Breakdowns by Corps HQ and includes the reasons of: repairing lock or lock hardware; debris in lock recess or lock chamber; lock hardware or equipment malfunction; lock staff occupied with other duties; maintaining lock or lock equipment; ice on lock or lock equipment; inspection or testing lock.

>1 week Mechanical Breakdowns Unscheduled Unavailabilities (Hrs)

The duration in hours for unscheduled unavailabilities greater than 1 week in duration classified as Mechanical Breakdowns by Corps HQ and includes the reasons of: repairing lock or lock hardware; debris in lock recess or lock chamber; lock hardware or equipment malfunction; lock staff occupied with other duties; maintaining lock or lock equipment; ice on lock or lock equipment; inspection or testing.