



AWO Interregion Safety Committee Meeting Minutes

Date: September 8-9, 2010

Location: St. Louis, Missouri

Safety Subcommittee Meeting Report

September 8, 2010 10:00 a.m.

1. **Safety Statistics Working Group:** The Safety Statistics Working Group received a preliminary report from new Working Group member Ernie Piper, CEO of the Hile Group, on injury trends identified through the AWO Statistics Program.

Members of the Safety Statistics Working Group are:

Chairman – Open	Matt Baker – Moran Towing Company
Marcy Bowland – TVT/James Marine, Inc.	Doug Carlson – Seabulk
Rob Castro – Marathon	Jeff Greenhill – Marathon
Paul Hassler – JB Marine	Stan Knight – AEP River Operations
Ernie Piper – The Hile Group	Eunice Ratcliff – Consol Energy
Bob Roosevelt – Vane Brothers	Jim Smith – Magnolia Marine

2. **Lesson Plan Subcommittee:** Lesson Plan Subcommittee Chairman Donnie Hall, Hunter Marine, reported that his committee had not completed any additional lesson plans since its completion of the Personal Protective Equipment series in January. The Subcommittee then discussed its future role. Attendees noted that many of the lesson plans were based on information collected from large AWO members and were invaluable for smaller members operating with more limited resources. The Subcommittee then discussed the problem of safe access to equipment, especially at customer facilities. The Subcommittee agreed that it would not produce any additional lesson plans at this time but would recommend that this be a subject for consideration at the upcoming joint meeting scheduled for January 2011.

Members of the Lesson Plan Subcommittee are:

Donnie Hall, Chairman – Hunter Marine	Glenn Cowan – Fryoux Tankerman Service
Ronda Echols – Echo Towing	Jo Ann Fridge – SGS – PSC
Robbie LeBlanc – Cenac Towing	Andy Norval – Blessey Marine
Donna Said – Alter Barge Lines	Chris Vecellio – Higman Barge

3. **Crew Alertness Subcommittee:** The Crew Alertness Subcommittee received an update from Chairman Jo Ann Salyers, Salyers Solutions, reporting that seven Crew Endurance



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Guides developed by the Subcommittee are now complete and posted on the AWO Web site. A new Crew Endurance Guide on *Mental Readiness* is in the development stage and will be finalized after comments due on October 1 are received. The Endurance Guides are tools to encourage good crew endurance practices outside of CEMS. The Endurance Guides provide information and recommendations to reduce fatigue and improve the quality of life, both aboard vessels and at home.

Members of the Crew Alertness Subcommittee are:

Jo Ann Salyers, Chairman – Salyers Solutions	Jason Adams – Ingram Barge Company
Jonathan Bennett – U.S. United Barge Line	Joe Garuccio – ARTCO
Jim Hawkins – T J Hawks, LLC	Molly Isnardi – Upper River Services
Leslie Jenkins – Jantran, Inc.	Toni Macksey – AccuTrans
Chuck McAllister – ARTCO	Dana Winemiller -- AccuTrans
Ron Wunderlich – ARTCO	Eunice Ratcliff – Consol Energy
	David Earl – Marathon Oil Company

- Fall Overboard Subcommittee:** Chairman Jim Smith, Magnolia Marine, reported that he was stepping down as Chairman of the Subcommittee as a result of his elevation to Chairman of the Interregion Safety Committee. As part of its ongoing project to examine the predominant causes of falls overboard, Jim encouraged all Safety Committee members to complete the fall overboard questionnaire whenever they experience a fall overboard at their company. Information gathered will be used to develop fall overboard prevention strategies. Ernie Piper, from the Hile Group, reported that the little data received so far indicates that most falls overboard are the result of slips, trips, falls, and loss of situational awareness perhaps brought on by complacency. The Subcommittee will work with an ongoing Coast Guard-AWO Safety Partnership project to further identify the causes of falls overboard. At the conclusion of the meeting, Jim Fletcher, Turn Services, was installed as the new chairman of this Subcommittee.

Members of the Fall Overboard Subcommittee are:

Jim Fletcher, Chairman – Team Services/Liquid Transfer	Ernie Piper – The Hile Group
Steve Richards – BP Shipping	Jo Ann Salyers – Salyers Solutions
Eunice Ratcliff – Consol Energy	



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The AWO Interregion Safety Committee held its Summer meeting in St. Louis on September 8 and 9 and welcomed 59 safety professional from 40 AWO member companies. The meeting opened with the election of new officers. Jim Smith, Magnolia Marine, was elected chairman and Jason Adams, Ingram Barge, was elected Vice Chairman. Outgoing Chairman Stan Knight addressed the group saying that he was proud of the accomplishments of the Interregion Safety Committee over the last two years. Stan specifically mentioned the addition of a requirement for Fall Overboard Prevention training for all crew members new to the AWO Responsible Carrier Program; the development of a series of lesson plans on personal protective equipment (PPE); seven crew endurance guides developed by the Alertness Subcommittee; and, progress in the reporting of safety data through the AWO Statistics program and development of a Safety Statistics Instruction Manual by the Safety Statistics Working Group. Stan ended his remarks noting that he was looking forward to the findings of the AWO Future of Safety Task Force and enthusiastic about the association's leadership role in the constant improvement of safety within the tugboat, towboat, and barge industry.

Jim Smith then accepted the Doug Lambert memorial gavel saying that he was honored to have this opportunity to lead the Interregion Safety Committee as it works to better align its work with the overall goals of the association. Jim then introduced AWO Chairman of the Board George Foster, inviting him to the podium to address the Committee. Mr. Foster began his remarks by welcoming the Committee to St. Louis, reiterating his commitment to safety within his own company and within AWO as a whole. Mr. Foster went on to discuss AWO's strategic plan, *AWO 21*. Goal 2 of that plan, he said, places safety at the top of AWO's priorities and calls on the association to lead and support AWO members in continuously improving safety, security and environmental stewardship; it underscores AWO's longstanding commitment to safety and sets the stage for the industry to move into inspected status and the future beyond that. At the April 2010 Spring Convention, the AWO Board of Directors approved the establishment of a member task force to develop a vision of what safety leadership should mean for AWO and AWO members in the future, and make recommendations on an AWO work program to implement that vision. The Task Force will consider how to build upon and strengthen the existing pillars of AWO's safety program, the Responsible Carrier Program, the Coast Guard-AWO Safety Partnership, and the Safety Committees, and to recommend any new mechanisms, processes, or initiatives to enhance the role of AWO members as safety leaders. Mr. Foster ended his remarks by thanking the Committee members for their efforts on behalf of himself and AWO and for their dedication to ensuring that "our crews always go home safe and injury free!"

The Committee next heard from Steven Douglass, National Technical Advisor, U.S. Coast Guard, who described the organization and purpose of the newly opened National Towing Vessel Center of Expertise. After his formal presentation Mr. Douglas engaged with the Committee in an extensive question and answer session where he addressed many areas of concern to Committee members including: the availability of the exam booklet and vessel inspection



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checklists on the Coast Guard's Homeport Web site; the availability of statistics on discrepancies noted during voluntary inspections; the issue of proper navigation light bulbs; and, Coast Guard towing vessel inspector training. This far-reaching discussion was much appreciated by the Committee and greatly improves communication between industry professionals and the Center of Expertise. Mr. Douglas was generous with his time and remained for the rest of the meeting, contributing to many of the safety issues discussed.

Tim Bartman, Campbell Transportation, then delivered a presentation on Vessel General Permit requirements and Campbell Transportation's actions to ensure it complies with the regulation. Jason Adams, Ingram Barge Company, discussed his company's computer-based program that reminds vessel captains of the requirements of the permit and maintains a record of the required inspections and any discrepancies noted. The first day's meeting ended with a presentation from Ron Corigliano, Campbell Transportation, who shared information used by his company to prepare for a voluntary Coast Guard Towing Vessel Inspection. Committee members then adjourned to enjoy a cocktail reception sponsored by AEP River Operations, ARTCO, Ingram Barge Company, and McNational. Copies of all three presentations are posted on the Homeport Web site.

The second day of meetings opened with a presentation by Bob Clinton of the latest Coast Guard-AWO Safety Partnership safety statistics. While 2007 and 2008 were record lows, fatalities increased slightly to 11 in 2009. Of these 11 fatalities, 8 were the result of falls overboard. This statistic clearly indicates that the Safety Committees must continue their focus on fall overboard prevention (a video produced by AEP on preventing falls overboard is posted on the Web site). On the other hand, oil spills showed the lowest spill amounts from tank barges since 1973, and statistics on collisions showed that, in the history of the Partnership, most casualties (89 percent) are low severity. Interestingly however, of the remaining high and medium severity events that were reported, one third began with an allision. This statistic validates the Coastal Safety Committee's current focus on electronic navigation. A copy of the Safety Partnership statistics report is available on the Web site. Continuing the theme of Safety Statistics, Earnest Piper, CEO of the Hile group, gave a presentation on trends identified through the AWO Safety Statistics program. AWO's statistics show a continual downward trend since the program began in 2003 in the rates of fatalities, injuries and falls overboard. This data suggests significantly better safety results for AWO members than of the industry as a whole. However, the relatively low number of companies reporting their statistics to AWO makes it hard to draw definitive conclusions. The Safety Committees are working to increase participation in this valuable program.

After lessons learned presented by Bill Barr, Amherst Madison, and Donnie Hall, Hunter Transportation, the Committee heard a presentation from Don Miller, Webb Rite, of a fall arrest system used to protect crewmembers who must work on Barge Covers. This system is currently



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in use at AEP River Operations with great success. An AEP video on the use of this system is available on the Web site.

The Committee next heard a presentation from a panel of experts on the issue of what constitutes a proper lookout. The panel was comprised of Mr. Jerry Tinkey, formerly of the Seaman's Church Institute; Mr. Greg Menke, Seaman's Church Institute, and Darly Sohn, Esq., of the law firm Goldstein and Price, L.C. The panel discussed the history, content, and intent of Coast Guard Inland Navigational Rule 5 which states that every vessel shall "at all times" maintain a proper lookout by "sight and sound" as well as by "all available means appropriate to the prevailing circumstances." Mr. Tinkey reminded the group that "lookout" is a verb and implies action, and since one rule cannot address all circumstances it is the duty of the mariner to use all information available to him to ensure a "proper" lookout. Mr. Menke reminded the group that many navigational schools teach the test, but a prudent mariner must become a student of the rules on his own and work to understand how all rules are connected at some level. This understanding creates a "circle of awareness" that is the best way to avoid accidents. Mr. Sohn then invoked his many years representing several AWO member companies involved in various accidents to state that, in his/her experience, rule 5 rarely comes into play in collisions between towing vessels; rather it is used in collisions with recreational vessels where the operator never saw the towing vessel. Understanding this fact should remind towing vessel operators of their limited visibility especially as it relates to the blind spot immediately in front of the tow. While case law has clearly established that the pilot can act as a lookout it is his/her duty to post a supplemental lookout whenever conditions dictate. A copy of a paper discussing case law on lookouts can be found on the AWO Web site.

The next meeting will be held in conjunction with the Coastal Safety Committee in joint session, January 25-26, 2011 in New Orleans just before the Midwest, Ohio Valley and Southern Regions Joint Annual Meeting.