



AWO Joint Safety Committee Meeting Minutes

Date: January 26-28, 2010

Location: New Orleans, Louisiana

Safety Subcommittee Meeting Report

January 26, 2010 2:00 p.m.

1. **Safety Statistics Working Group:** The Safety Statistics Working Group reported that it had completed the AWO Safety Statistics Instruction Manual. A draft was circulated and members agreed to review the draft and forward any changes to Bob Clinton. A final draft will be presented to the Executive Committee when it meets in February. The Working Group will also consider how best to provide mentoring services to AWO members who are unfamiliar with collecting statistics at its meeting in April. In another order of business, the Working Group was informed that its longtime chairman, Mike Weisend, would be stepping down due to a change in his duties at AEP River Operations. Bob Clinton will reach out to Working Group members in an attempt to identify a new chairman.

Members of the Safety Statistics Working Group are:

Mike Weisend, Chairman – AEP River Operations
Matt Baker – Moran Towing Company
Doug Carlson – Seabulk
Rob Castro – Marathon
Jeff Greenhill – Marathon
Paul Hassler – JB Marine
Julie Hile – The Hile Group
Stan Knight – AEP River Operations
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 completed eight lesson plans that will be sent to members two at a time for review between now and April. Plans should be ready for approval by the full committee at its Spring meeting. The Subcommittee further agreed to work on a pre-layup safety checklist. It was agreed that this project would be best developed by a small group of members including: Atward Anderson; Andy Norval; Tim Sheppard; Jeff Greenhill; Tom McWhorter; and Stan Knight.



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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

- Crew Alertness Subcommittee:** The Crew Alertness Subcommittee received an update from Chairman Jo Ann Salyers, Salyers Solutions, that the five Crew Endurance Guides developed by the Subcommittee are now complete and are posted on the AWO Web site. The Endurance Guides are tools to encourage good crew endurance practices related to Environmental and Operational Improvements; the effects of Caffeine and Nicotine; Stress; and Light Management and Watch Schedules. The Endurance Guides provide information and recommendations to reduce fatigue and improve the quality of life, both aboard vessels and at home. The group reviewed the latest alertness guide on Body Mass Index (BMI), which will be added to the AWO Web site. The next guide in the series will be on “Getting Ready to Work.” A lively discussion on BMI followed Jo Ann’s presentation, with Subcommittee members asking, “Where will we draw the line?” when BMI is used as grounds to withhold mariners’ licenses. The Subcommittee agreed that medical oversight was needed, but overzealous interpretation has become a real problem and a crewmember’s ability to perform the job ought to be the deciding criteria.

Members of the Crew Alertness Subcommittee Committee 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



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- Fall Overboard Subcommittee:** Chairman Jim Smith, Magnolia Marine, reported on the goals and work done by the Fall Overboard Subcommittee. He encouraged all Safety Committee members to complete the fall overboard questionnaire whenever they experienced a fall overboard. Information gathered will be used to develop fall overboard prevention strategies.

Members of the Fall Overboard Subcommittee are:

Jim Smith, Chairman – Magnolia Marine
Lora Ferraro – The Hile Group
Jim Fletcher – Team Services/Liquid Transfer
Steve Richards – BP Shipping
Jo Ann Salyers – Salyers Solutions
Tim Sizemore – AEP River Operations



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The AWO Interregion and Coastal Safety Committees held their tenth annual joint meeting in New Orleans on January 27 and 28. This meeting was held in conjunction with the Southern Region Annual Meeting in order to promote vertical alignment between the work of the Safety Committees and the overall priorities of AWO by providing Safety Committee members and Regional Meeting attendees the opportunity to attend each others' meetings and gain greater understanding of the safety and advocacy issues facing the association. Vertical alignment is designed to improve communication between the Executive Committee, the Board of Directors and the Safety Committees in order to accomplish work that augments AWO's advocacy efforts and involves a larger segment of the membership in the work of the Safety Committees.

The meeting opened with a welcome from Jeff Slesinger, Chairman of the Coastal Safety Committee, and Stan Knight, Chairman of the Interregion Safety Committee. Jeff observed that one of the differences between our early meetings and now is that in the first joint meetings, the two committees came together with an emphasis on their unique identities and defined themselves by brown water and blue water issues, searching for common ground from their outposts as separate committees. Today, it seems clear we have more in common than we do differences, and all of us are much more willing to share information, knowledge and stories. Stan wrapped up the introduction by welcoming a record 89 AWO members representing 70 member companies.

During the meeting, attendees heard from several invited speakers, beginning with AWO Vice Chairman of the Board George Foster. Mr. Foster reiterated the importance of the Safety Committee's work and also emphasized the importance of vertical alignment and supporting AWO's mission. He acknowledged the good work the committees have done but also called for the Safety Committees to increase their support of AWO's core mission(s). Next, the Committee heard a presentation from Don Groover, Vice-President of BST, titled "Inseparable: Safety Excellence and Employee engagement." All agreed that this was a great presentation; Don is an engaging speaker and did a great job of discussing the factors that can impede or enhance implementation of Behavior Based Safety programs. Don's main message was that it's all about the power of company culture. To change behavior, you must change the culture – and that is no small task. He outlined several key factors in eliciting that change: leadership; emphasizing positive reinforcement of good acts rather than picking on negative behaviors; and "acting your way to change, not changing the way you act," stressing that culture change doesn't happen overnight. It was gratifying to see the number of companies that are implementing behavior based safety principles or programs. When Don asked for a show of hands as to who had a behavior based training program going, a forest of hands shot up. This is a topic that many brown water and blue water towing companies have embraced. It seems many companies are at similar plateaus in their safety programs, having good systems and organization (Safety Management Plans) and good procedures, training and equipment. The main hurdle now is getting our people to use those procedures and equipment at the appropriate time – e.g. to



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consistently make good decisions. Many companies are now looking at behavior based safety to help meet that challenge.

Also addressing the committee was Jim Peschel, Foss Maritime, on Foss' experience with Behavior Based Safety and TSMA². Foss Maritime is utilizing Don Groover's company to facilitate implementation of a behavior based safety program on its tugs. Jim outlined how this program is part of the Foss hierarchy of safety programs. These programs have produced impressive reductions in Foss's lost-time injury rates over the past five years. Jim was willing to share some company statistics as well as some insight into the process Foss has been using to introduce the behavior based safety program on company vessels. Jim followed his behavior based safety presentation with an overview of Foss's experience with TSMA², which is the new self-audit tool the oil companies are mandating oil carriers complete. Jim shared some of the challenges, processes and results associated with the TSMA² experience. Bob Clinton gave an overview of the proposed STCW rule making. This proposed rule has serious implications for any towing vessel subject to STCW. The proposed rule language, either directly or implicitly, proposes changes in experience, training, watch and manning requirements aboard towing vessels subject to STCW. AWO has been soliciting comments to submit to the docket before the February 16 deadline. The proposed rule is long and mind-numbing to read, however, all coastal operators are strongly urged to keep on top of this issue and identify clauses that will impact our industry. Communication with the AWO staff is invaluable.

The second day of meetings opened with a presentation by Jim Smith, IRC Vice-Chairman, about the new Safety Statistics Manual developed by the Safety Statistics Working Group. The Manual is quite detailed and well written. It is available for final review (email Bob Clinton) and will be delivered to the Executive Board at the end of February. Next, Jo Ann gave a thorough presentation on the new BMI benchmarks for mariners. Jo Ann told the committee that the new BMI criteria are here to stay. While they have added a layer of complexity to USCG licenses and endorsements processing, Jo Ann suggested individuals look at the personal benefits of the BMI criteria. They may prompt mariners to see a physician with regard to managing potentially serious health risks or be the motivation for developing and maintaining more healthy lifestyles and diet. Jeff Slesinger briefly reviewed a CEMS awareness workbook developed by the West Coast Skills Panel for West Coast towing companies. This workbook can serve as both an educational tool and an implementation outline. It is available electronically by contacting Bob Clinton.

The Committee next heard a presentation from Dr. Barry Strauch, Chief, Major Investigations Division, National Transportation Safety Board (NTSB). Dr. Strauch discussed the fatigue factor in two recent high profile marine accidents (I-40 Bridge and Cosco Busan). Dr. Strauch indicated that there is reliable scientific data that supports the conclusion that our industry has inherent factors that produce fatigue. The NTSB recommends that these factors be minimized through science-based hours of service rules. While he sees CEMS as a valuable tool to help manage crew endurance, he does not see it being effective enough without some kind of science-based hours of service rules. NTSB cannot establish hours of service work rules; they can only



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recommend their establishment to the appropriate federal agency (which, in our case, is the USCG). He expressed disappointment with the USCG's progress to date. Other fatigue factors on which the NTSB has been focusing are the effects of prescription and over-the-counter medications. Investigators are finding that the work/sleep cycle is only one of several factors affecting fatigue – medications play a large role as well.

Staying on the issue of crew endurance, the Committee heard from Dr. Fred Turek, Northwestern University, the lead researcher in a study of crew endurance sponsored by AWO. Dr. Turek presented a summary of his findings to date, outlined the research phases associated with his study and benchmarked where we are to date. One of Dr. Turek's conclusions is that a nap with an anchor sleep can be an effective means of managing crew endurance. In the final presentation of the meeting, David Sehr, Senior Vice President and COO, Ingram Barge discussed the most recent Engine Emissions Update, giving attendees a succinct and clear presentation regarding engine emissions and the requirements for both new and rebuilt engines. Sehr described some of the engineering solutions that are currently on the market and their costs. He explained that currently, new engines must be Tier 2, and they will need to be Tier 3 in 2014 and Tier 4 in 2016. Rebuilt or re-manufactured engines must use approved kits, if they're available. So far, only EMD has applied and received approval for rebuild kits. CAT, Cummins and others haven't even applied and, at this point, don't seem to be inclined to apply.

Members of both committees appreciated the opportunity this unique gathering of towing vessel safety officers affords them to share information and reaffirm Safety Committee priorities.

For further information on the Safety Committees, please contact Bob Clinton at (703) 841-9300, extension 253, or via email at bclinton@vesselalliance.com.

Next Meeting: The next meeting of the Joint Safety Committee meeting will be held in January, 2011 in New Orleans.

Attachments:

- Safety Excellence Presentation
- Northwestern Sleep Research Study
- NTSB Presentation
- Engine Emissions Presentation
- TMSA²