



## AWO Joint Safety Committee Meeting Minutes

**Date:** January 25-26, 2011

**Location:** New Orleans, Louisiana

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### Safety Subcommittee Meeting Report

January 25, 2010 10:00 a.m.

1. **Safety Statistics Subcommittee:** The Subcommittee received a report on the AWO Safety Statistics Subcommittee program from Glenn Hotz of the Hile Group, who reviewed accident trends identified since the inception of the program in 2003 and made recommendations on using the data to develop programs to reduce fatalities, injuries and falls overboard. Of special concern are falls overboard which account for the majority of fatalities in the inland operating sector. A copy of Glenn's presentation can be found on the AWO Website and accessed by following the link at the end of this report.

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:** The Lesson Plan Subcommittee is not currently working on any projects but will be reactivated in the future when the need arises.

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, who reported that she was working on ideas for the next Crew Endurance Guide. Subcommittee members suggested ideas such as “Good Health Habits” that can improve health and endurance, and reissuing the Crew Travel Time best practices that had been developed by an AWO Working Group several years ago. The Subcommittee will undertake both these projects and report on progress at the summer meeting.

Jo Ann Salyers, Chairman – Salyers Solutions	Jason Adams – Ingram Barge Company
Jonathan Bennett – U.S. United Barge Line	Joe Garuccio – ARTCO



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Jim Hawkins – T J Hawks, LLC  
Leslie Jenkins – Jantran, Inc.  
Chuck McAllister – ARTCO  
Ron Wunderlich – ARTCO

Molly Isnardi – Upper River Services  
Toni Macksey – AccuTrans  
Dana Winemiller -- AccuTrans  
Eunice Ratcliff – Consol Energy  
David Earl – Marathon Oil Company

4. **Fall Overboard Subcommittee:** Chairman Jim Fletcher, Team Services, was not able to attend the meeting but Bob Clinton reported on several recent conference calls and the Subcommittee's plans to engage the Executive Committee in a new initiative to refocus the association on this safety challenge.

Jim Fletcher, Chairman – Team  
Services/Liquid Transfer  
Steve Richards – BP Shipping  
Eunice Ratcliff – Consol Energy

Glenn Hotz – The Hile Group

Jo Ann Salyers – Salyers Solutions



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The AWO Interregion and Coastal Safety committees held their eleventh annual joint meeting in New Orleans on January 25 and 26. This meeting was held in conjunction with the Midcontinent, Ohio Valley, and Southern Region Annual Meetings in order to promote vertical alignment between the work of the Safety Committees and AWO priorities by providing Safety Committee members and Regional Meeting attendees the opportunity to 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 began with a welcome from Matt Baker, Vice Chairman of the Coastal Safety Committee, filling in for Chairman Jeff Slesinger who was unable to attend the first day's meetings. Jim Smith, Chairman of the Interregion Safety Committee officially opened the meeting with the Doug Lambert memorial gavel and added his welcome acknowledging the record 111 AWO members representing approximately 60 member companies in attendance.

Matt then gave a report to the Committee on the work of the Future of AWO Safety Leadership (FOSL) Task Force. Matt told the Committee that the FOSL Task Force was established by the Board last April to flesh out what it means to live the *AWO 21* commitment to leadership in marine safety and environmental stewardship. The Task Force, he said, is comprised of a diverse group of AWO members from all regions and all industry sectors, at all levels of member operations – owners, operational managers, and safety professionals. Matt noted that safety was well represented on this Task Force by him, Jeff Slesinger, Fred Nyhuis, and long-time Safety Committee member John Patterson, current chairman of the Responsible Carrier Program Accreditation Board. The Task Force, Matt continued, held its second meeting on January 19-20, and a vision began to take shape. Matt was careful to emphasize that the goal of the task force is to identify recommendations that add value – not bureaucracy or administrative hurdles – to AWO's safety efforts. Matt then outlined several preliminary recommendations including replacing the current requirement for RCP as condition of membership with a three-part requirement for carrier members:

1. Audited compliance with a recognized safety management system – either RCP or ISM (Rationale: Eliminate duplicative audits that some members are now subject to.)
2. Use of a continuous improvement process and self-assessment tool as part of that process (Rationale: Recognize that safety is a journey, not a destination. Encourage self-paced process of continuous improvement.)
3. Collection and reporting of safety statistics to AWO. (Rationale: Can't improve what we don't measure.)

We want to challenge AWO as an organization, and individual AWO members, to take our safety commitment to the next level, he said. That will clearly involve some hard work, he stressed, but we've also tried to identify ways to reduce administrative burdens in the process of doing that



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work. A copy of Matt's, and all presentations from this meeting, can be found on the AWO Website and accessed by following the links at the end of this report.

Next, the Committee heard a presentation from Frank Bredimus, Improvement Associates, who delivered a presentation titled, “**The Goal is Zero** – Ways to Accelerate Safety Improvement.” Frank explained Goal Zero is not just a slogan; implementation requires new leadership skills, training and standards to accomplish zero injuries, illnesses and incidents. The goal, he explained, is accomplished through total management commitment, leading through safety, ensuring rules and standards are in place, a properly trained workforce, engaged employees who drive to continuously improve, and finally, making safety a major element in performance evaluations.

Also addressing the committee were Robert L. Hall and David C. Hiller, MARPOL Training Institute, who discussed meeting MARPOL Standards, Waste Management Best Practices and the Vessel General Permit. Included in their presentation were What's New in MARPOL; What can be expected in the way of new MARPOL regulations; and, the VGP and VGP 2.0.

Attendees then broke into separate sessions to address areas unique to their operating sectors. The inland breakout session concentrated on current sector-specific safety concerns including safety statistics, crew endurance and near-miss reporting. The coastal breakout focused on a group discussion of current safety challenges and future work. The coastal group also discussed the issue of near-miss collection after hearing the same presentation delivered to the inland group by Bill Reid President, Edoc Systems Group, on ways to implement, analyze, and store near-miss data.

The Joint Committee then reconvened and enjoyed a cocktail reception hosted by Ingram Barge Company, Magnolia Marine, McAllister Towing, and Sause Bros. Ocean Towing. Committee members went on to enjoy a social dinner at Drago's Seafood, where attendees continued to discuss their mutual goal of improving safety.

The second day of meetings opened with a presentation by Larry Russell, [Sr. Chemical/Marine Specialist, National Fire Protection Association \(NFPA\)](#). Larry's presentation reviewed diesel and hydrogen sulfide threshold limit values (TLV) and concluded with a chilling description of a fatal confined space fire that reminded attendees of the life and death need to provide proper ventilation and escape routes when working in confined spaces.

Next, Russ Johnson, Dunlap Towing, gave a presentation based on his expert witness experience on ways the safety professional can mitigate litigation. Russ explained some simple strategies to reduce a company's liability due to litigation following personal injury or accidents including collisions, and help protect the company against frivolous lawsuits by thoroughly adapting and refining policies, procedures, and guidelines. Russ explained that allegations most common to a Jones Act Negligence and Un-seaworthiness case are:

1. Adequate training was not provided



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2. The injured party was not provided a safe place to work
3. Inadequate safety program
4. Failure to implement or follow company safety program
5. The Tug was undermanned

To protect their company Russ first recommended adopting the RCP mantra, “Say what you do, do what you say, and prove it!” He warned that companies are often penalized for setting very high standards and not complying with them. Other advice he offered was: train your employees; hold regular safety meetings and drills, and finally, keep detailed documentation of all training and safety meetings. If you don’t have records, he said, the courts will likely find that your safety program is inadequate.

Immediately following Russ’ presentation, Tom Marian, Buffalo Marine Service, briefed Committee members on an internal CEMS survey conducted by his company that asked vessel crews how many hours of uninterrupted rest they routinely get, how many total hours of sleep, and whether they feel that they are well rested. 79 percent of respondents indicated that they were well rested. However, 90% of respondents identified non-equipment noise as a “sleep interrupter” (loud talking, people inconsiderately, noisily entering bunks, slamming doors, loud TV, and lack of common courtesy. Other activity that contributed to fatigue were reported as room temperature, building tows, weather, inexperienced wheelmen, late relief, and the “old salt” factor – an attitude that that’s “Just the way it is.” To address these issues, Buffalo Marine reminds crewmembers:

1. Be courteous!
2. If workers or visitors are on a vessel, inform them that others may be sleeping in the middle of the day;
3. Anchor Sleep is more important than video games & Netflix;
4. Deckhands are not on the boat to hibernate;
5. Leave problems at home; and,
6. Reinforce the basics, because clearly, FATIGUE is the root of many misjudgments.

Safety Committee members then participated in a panel discussion of CEMS implementation efforts at AWO member companies. The panel included Don Hinson, Penn Maritime; Tim Sizemore, AEP River Operations; Ed Chandler, Canal Barge Company; Russ Johnson, Dunlap Towing; Jo Ann Salyers, Salyers Solutions; and, Todd Behlke, Kirby Corporation. Panel members explained how each of their companies was addressing CEMS implementation. Efforts ranged from training and assigning a CEMS coach to each vessel to developing a regional plan to provide guidance to companies facing specific regional issues, like adapting CEMS principals to a three-watch system. While efforts varied widely, it was noteworthy from the discussion that all members of the panel, and most companies in attendance, had taken significant steps to address many of the factors that can decrease alertness and adopted many of the principles of the CEMS program. Comments from the audience included suggestions to measure the overall success of efforts to incorporate CEMS into their operations perhaps through tracking health care costs and/or crew turnover rates.



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Distracted operation was the subject of a presentation by Jeff Slesinger, who led the discussion billed, "If You Think You've Got This Managed Well, Think Again!" Jeff went on to discuss how the National Transportation Safety Board is concerned about the risks posed by the use of cellular telephones and other wireless devices while operating vessels and encouraged the voluntary development of operational policies to address this risk. The committee agreed to take this subject on as a project in 2011 and work to develop tools to help companies address this growing problem. The Safe Use of Fiber Rope was also discussed in a presentation by Keith Shepherd, Cortland Puget Sound Rope.

The Committee then welcomed Patrick Lee, USCG Towing Vessel National Program Coordinator, and Roy Murphy, National Towing Vessel Center of Excellence, (NTVCOE) who discussed the Towing Vessel Bridging Program, Current Inspection Issues, and Recent Appeals, Equivalency Determinations, and the functions of the NTVCOE.

Tom Smith and Mary McCarthy then discussed the Coast Guard salvage and marine firefighting final rule, which comes into effect on February 22 of this year. Specifically, they discussed the need to conduct due diligence on the resource providers with which tank vessel companies must sign salvage and firefighting contracts. Tom and Mary summarized their presentation with these key points:

1. Companies need to sign a contract with a resource provider and update their VRP by February 22. That is less than a month away, so if your company hasn't yet, it should get the ball rolling as soon as possible. The Coast Guard has some new VRP submission and update tools that you'll need to get a handle on before then as well.
2. Make every effort to determine that your resource provider can do everything they say they can do, and get documentation from them in writing. Keep that documentation somewhere safe and easily accessible.
3. Determine what the regulation's other requirements require and make sure you've completed them well before February 22
4. If one of your vessels has an incident requiring help from a salvor or firefighter, you **MUST** call the resource provider you contracted with that is listed in your plan. If you want to call someone else, clear it with the Coast Guard first.

The meeting concluded with Lesson Learned presentations by Bill Barr, Amherst Madison and Rick Kimberly, Sause Bros.

The next meeting of the Joint Safety Committee is tentatively scheduled to be held in conjunction with the Southern Regional Meeting in Houston on July 19 and 20, 2011.

For more information on any of these topics, please contact Bob Clinton, 703-841-9300 x 253 or by email at [bclinton@vesselalliance.com](mailto:bclinton@vesselalliance.com)



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### Attachments:

- AWO Safety Statistics 2003 to Third Quarter 2010  
Link \_\_\_\_\_
- Report of the Future of AWO Safety Leadership Task Force (FOSL)  
Link \_\_\_\_\_
- The Goal is Zero  
Link \_\_\_\_\_
- MARPOL Standards, Waste Management Best Practices and the Vessel General Permit  
Link \_\_\_\_\_
- The Value of Near-Miss Reporting  
Link \_\_\_\_\_
- Diesel TLV. H<sub>2</sub>S TLV and Lessons Learned  
Link \_\_\_\_\_
- Litigation Mitigation  
Link \_\_\_\_\_
- CEMS Internal Survey  
Link \_\_\_\_\_
- Distracted Operation  
Link \_\_\_\_\_
- Safe Use of Fiber Rope  
Link \_\_\_\_\_
- USCG Towing Vessel Inspection Bridging Program  
Link \_\_\_\_\_
- Coast Guard National Towing Vessel Center of Expertise  
Link \_\_\_\_\_
- Salvage and Marine Firefighting  
Link \_\_\_\_\_
- Lesson Learned  
Link \_\_\_\_\_