

**VOLUME 64, No. 10 • MAY 25, 2007**

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## Senate Passes WRDA Bill 91-4 *Conference to Develop Final Bill Expected Soon*

On May 16, the Senate voted to pass the Water Resources Development Act (WRDA) bill by a roll call vote of 91 - 4. The Senate had earlier agreed to invoke cloture on a motion to bring the measure to the floor, by a similar vote of 89-7 (see May 11 *AWO Letter*). The Senate also agreed to appoint conferees and request a conference with the House of Representatives to work out differences between the Senate and House versions of the WRDA legislation. A similar bill passed the House of Representatives on April 19. The House of Representatives is expected to agree to the conference and conferees will begin working on the final version of the legislation when Congress returns from its Memorial Day recess in June.

Both the House and Senate versions of the WRDA legislation contain an authorization for the Upper Mississippi River/Illinois Waterway (UMR/IWW) project, a major priority of AWO. Since

the UMR/IWW is contained in both bills, the conference agreement is expected to contain the authorization for this important project.

During consideration of the WRDA bill, the Senate defeated an amendment by Senators John Kerry (D-MA) and Russ Feingold (D-WI) that would have required the U.S. Army Corps of Engineers to account for the impact of global warming when planning water projects. The Senate also voted down an amendment by Senator Feingold to create an independent commission that would establish priorities for Corps water projects. Just prior to final passage of the Senate bill, an agreement was reached to include language that would de-authorize the Mississippi River Gulf Outlet (MRGO) in Louisiana.

If you have any questions about the WRDA bill, please contact Boyd Hollingsworth at (703) 841-9300, extension 258, or via email at [bhollingsworth@vesselalliance.com](mailto:bhollingsworth@vesselalliance.com).



### Congress Recesses for Memorial Day Break

At the conclusion of business on May 25, both the House of Representatives and the Senate began a week-long recess to observe Memorial Day. Both the House and Senate will reconvene the week of June 4.



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## TSAC Approves “Redline” Feedback on Draft Inspection Regulatory Text

Meeting on May 22 in a conference call open to the public, the Towing Safety Advisory Committee (TSAC) unanimously approved a detailed package of

recommended changes to the draft text of the towing vessel inspection regulations shared by the Coast Guard with the TSAC Towing Vessel Inspection Working Group in late March. TSAC approved recommended “redline” changes to sections of the draft text on the following subjects: certification, verification of compliance, Towing Safety Management System (TSMS), third-party organizations, operations, lifesaving, fire protection and suppression, marine engineering, electrical, and construction and arrangements.

TSAC’s approval of the redline recommendations was the second step in a two-part process of providing advisory committee feedback on the Coast Guard’s draft regulatory text. At its April 25 meeting in Easton, MD, TSAC unanimously approved a report providing big-picture conceptual feedback to the Coast Guard on the draft text (see May 11 *AWO Letter*). The redline recommendations approved on the May 22 conference call were aimed at taking this conceptual feedback to the next level of detail and offering specific suggestions to the Coast Guard for wording changes to the draft text. (The Coast Guard has emphasized throughout the review process that the draft text shared with TSAC is a work in progress and subject to change both before and after publication of a notice of proposed rulemaking in the *Federal Register*.)

The next meeting of the TSAC Towing Vessel Inspection Working Group has not yet been scheduled.

For a copy of the TSAC-recommended changes, click [here](#). For more information about the TSAC Towing Vessel Inspection Working Group, contact Jennifer Carpenter at (703) 841-9300, extension 260, or via email at [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com).



## AWO Testifies on Engine Emissions, Meets with EPA to Discuss Remanufacture Proposal

The fuel-efficient tugboat, towboat and barge industry is “part of the solution, not part of the problem” of cleaning up the nation’s air quality, AWO testified at an Environmental Protection Agency (EPA) public hearing on May 10 in Chicago, IL. EPA had called the hearing to receive comments on the agency’s April 3 notice of proposed rulemaking (NPRM) to reduce engine emissions from marine and locomotive engines.



Jennifer Carpenter, AWO Senior Vice President - Government Affairs & Policy Analysis, and David Sehart of Ingram Barge Company, chairman of AWO’s Engine Emissions Working Group, attended the hearing on behalf of AWO. Ms. Carpenter testified that:

- AWO is working closely with engine manufacturers to ensure that the proposed “Tier 3” and “Tier 4” standards for new marine engines are technologically feasible within the prescribed timeframes. From the perspective of vessel operators, however, it will not be sufficient simply to confirm that engine technology can be developed to meet the new emissions standards within the established timeframes. It will be equally critical to ensure that such technology can be marinated and used on board vessels without compromising safety or operational efficiency. These concerns are particularly acute with respect to the proposed Tier 4 standards, which will require the use of ultra-low sulfur diesel fuel and aftertreatment technology in order to meet the required emissions reductions.
- AWO is open to working with EPA to explore the possibility of a workable program to reduce emissions from existing marine engines. While AWO has historically opposed requiring existing engines to meet emissions standards that were not in effect at the time of original manufacture, recent industry experience suggests that it may be possible to develop a targeted marine remanufacture provision that would reduce emissions from the existing engines of greatest concern, without imposing undue hardship on vessel owners and operators.

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## AWO Testifies on Engine Emissions

(continued from page 2)

- EPA cannot achieve the emissions reductions that it seeks by focusing only on U.S.-flag vessels and leaving foreign-flag vessels serving U.S. ports and harbors unregulated. In the face of growing federal and state concern about the contribution of marine engines to emissions inventories, requiring domestic vessels to meet increasingly stringent emissions controls while leaving foreign-flag vessels in the same waters unregulated is both unfair and counterproductive, AWO testified.

Among the nearly three dozen organizations testifying at the hearing were public health advocates, environmental organizations, state government agencies, engine manufacturers, trade associations representing other segments of the maritime industry, and railroads.

For a copy of AWO's testimony, click [here](#). AWO is working with the Engine Emissions Working Group to develop more detailed

written comments on the NPRM, which are due to EPA by July 2.

In follow-up to the Chicago hearing, members of AWO's Engine Emissions Working Group met with the EPA project team on May 17 in Ann Arbor, MI, to discuss the agency's preliminary proposal to reduce emissions from existing marine engines when overhauled or "remanufactured." Attending the meeting were Jennifer Carpenter, David Sehart, Norb Whitlock, American Commercial Lines, Amy Husted, Kirby Inland Marine, and Mike Thiel and Scott Mangan, Engine Systems, Inc. AWO will hold a follow-up meeting with EPA on June 13 to discuss the association's proposal or counterproposal on the rebuild issue.

For more information on the EPA proposal or the work of AWO's Engine Emissions Working Group, please contact Jennifer Carpenter at (703) 841-9300, extension 260, or via email at [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com).

### Important Dates and Reminders

..... at a glance

All contact persons can be reached by calling AWO's Arlington, VA office at (703) 841-9300 unless otherwise noted.

**June 27-28:** Interregion Safety Committee Meeting, St. Louis, MO. For more information, contact Kathy Rehak.

**July 12-13:** Southern Region Summer Meeting, Point Clear, AL. For more information, contact Matt Holzhalb at (504) 799-2239.

**August 15-16:** Midwest and Ohio Valley Regions Joint Summer Meeting, St. Louis, MO. For more information, contact Lynn Muench at (314) 446-6474.



## TWIC Implementation Approaches; More Info from TSA and Coast Guard

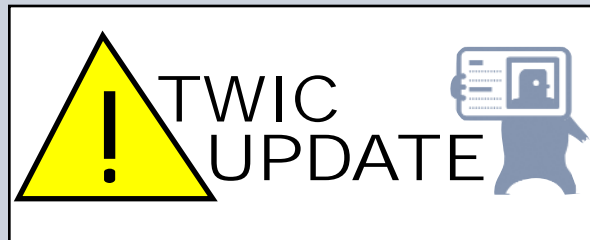
At the latest meeting of the Transportation Worker Identification Credential (TWIC) Stakeholder Communications Committee on May 17, the U.S. Transportation Security Administration (TSA), the U.S. Coast Guard and lead contractor Lockheed Martin reported on several matters of interest to AWO members. Topics included the draft Coast Guard Navigation and Vessel Inspection Circular (NVIC), the appeal and waiver process for individuals applying for a TWIC card, options for paying the TWIC enrollment fee, and additions to the list of fixed enrollment center sites. The update included the following information:

(continued on page 4)

## TWIC Implementation Approaches

(continued from page 3)

- The draft NVIC released by the Coast Guard in early January is currently undergoing Coast Guard clearance. Once complete, the document will move to the U.S. Department of Homeland Security and the U.S. Office of Management and Budget for further scrutiny. The Coast Guard plans to publish the revised NVIC prior to the beginning of TWIC enrollment.
- TSA gave a lengthy description of the appeals and waiver process for an individual who has been denied a TWIC. TSA also clarified the difference between an appeal and a waiver. An individual should **appeal** a denial in a situation where he or she has been wrongfully identified or an offense wrongfully appears on an individual's record. An individual should request a **waiver** if he or she has committed a disqualifying offense but can demonstrate that he or she does not present a security risk. TSA also announced that if an applicant knows that the threat assessment will reveal a possible disqualifying offense, the individual may apply for a waiver at the time of initial application. The Stakeholder Communications Committee had been urging TSA to allow this option to streamline the waiver process for affected individuals.
- As previously reported, employers will be able to purchase any quantity of prepaid "gift cards" individually loaded with \$137.25 (the five-year TWIC fee) that employees can take to a TWIC enrollment center. The TWIC team is currently in the final stages of completing the details with subcontractor JP Morgan. Details on how to



purchase the cards will be forthcoming. (TWIC enrollment centers will accept MasterCard, Visa, cashier's check, money order or prepaid "gift card.")

- As reported in the May 11 *AWO Letter*, TSA is working with Lockheed Martin to add Paducah, KY to the list of fixed TWIC enrollment sites. The current list of enrollment locations is under review by Coast Guard Captains of the Ports (COTPs) and suggestions for additional sites are due back to Coast Guard headquarters later this week. From there, the Coast Guard and TSA will work with Lockheed Martin to finalize a contractual agreement that makes permanent the addition of Paducah and any other COTP recommendations to the list of enrollment locations.

In other news, TSA and Lockheed Martin are investigating whether or not enrollees may bring someone with them to the enrollment location to help them apply. Information on this topic will be posted on the [TWIC Frequently Asked Questions Web page](#).

For more information on the TWIC enrollment process or AWO's work on this issue, please contact Jennifer Carpenter at (703) 841-9300, extension 260, or via email [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com).

## 2007 AWO Letter Sponsorships Available

AWO is accepting sponsorship applications for the 2007 *AWO Letter*. Each great advertising opportunity costs \$500, which includes a front-page "sponsorship block" featuring your company's name, location, logo and Web site address.



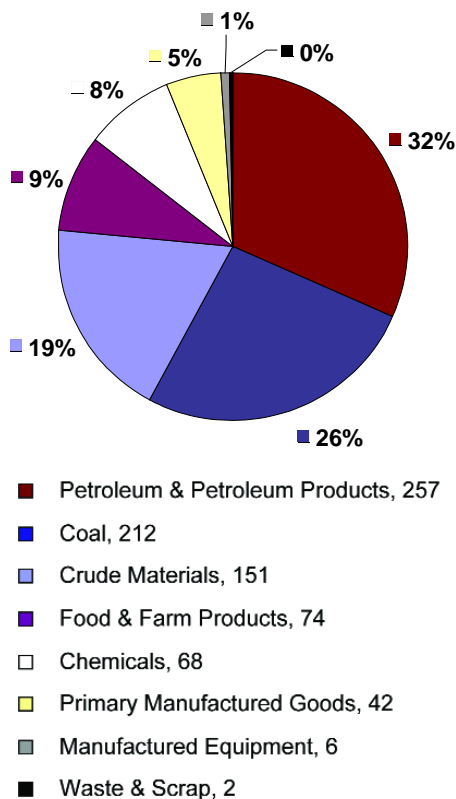
If you are interested in securing a sponsorship, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at [mmccarthy@vesselalliance.com](mailto:mmccarthy@vesselalliance.com).

## DID YOU KNOW?

### Petroleum Top Commodity for Barge Traffic in 2005

The U.S. Army Corps of Engineers recently released maritime commerce statistics for 2005. The new statistics show that in 2005 the barge and towing industry transported 257 million short tons of petroleum and petroleum products, accounting for about 32 percent of the 813 million short tons of total cargo transported by barge in the United States. The chart below shows the tonnage and percentage distribution of commodities moved by barge in 2005.

2005 Domestic Barge Traffic  
Millions of Short Tons



For more information, contact Doug Scheffler, AWO's Manager - Research & Data Analysis, at (703) 841-9300, extension 264, or via email at [dscheffler@vesselalliance.com](mailto:dscheffler@vesselalliance.com).

## Coast Guard Looking to Fill Vacancies on Advisory Committees

### MERPAC, NMSAC, CTAC Seeking Applicants



The Coast Guard is seeking applications for appointment to membership on the Merchant Marine Personnel Advisory Committee (MERPAC), the National Maritime Security Advisory Committee (NMSAC) and the Chemical Transportation Advisory Committee (CTAC).

MERPAC provides advice to the Coast Guard on matters related to the training, qualification, licensing, certification and fitness of mariners. The Coast Guard is considering applications for seven positions and is looking for individuals with backgrounds as a pilot, licensed deck officer, licensed engineering officer, shipping company representative, Able Bodied seaman, or marine educator either affiliated or unaffiliated with a maritime academy. **Applications for membership on MERPAC are due to the Coast Guard on or before July 1.**

NMSAC provides recommendations on national maritime security matters to the Secretary of Homeland Security. The Coast Guard is looking for individuals with a background in port operations management, maritime security operations and training, marine salvage operations, maritime security-related academics and public policy, marine facilities and terminals security management, vessel ownership and operations, maritime labor, international and inter-modal supply chain management, maritime hazardous materials handling, and state and local government representation. **Applications for appointment to NMSAC are due to the Coast Guard on or before June 29.**

CTAC advises the Coast Guard on matters relating to the safe and secure transportation and handling of hazardous materials. The Coast Guard is considering applications for eight positions in the following areas: chemical manufacturing, vessel design and construction, safety and security, marine environmental protection, or marine handling or transportation of chemicals. **Applications for membership to CTAC are due to the Coast Guard on or before August 31.**

For more information or for application procedures, please contact Angela Madden at (703) 841-9300, extension 262, or via email [amadden@vesselalliance.com](mailto:amadden@vesselalliance.com).

# This Is National Safe Boating Week!

*Caution Urged for Recreational Boaters around Commercial Vessels*



As this week, May 19-25, is National Safe Boating Week, AWO urges recreational boaters to use special caution when operating around commercial vessels and to educate themselves on the constraints under which those vessels operate. This awareness can arm recreational boaters with the best protection against danger and could save lives.

## What Should Recreational Boaters Do?

- **Stay out of the path of towboats and barges approaching bridges and locks.**
- **Designate a lookout.**
- **Understand whistle signals.**
- **Don't water ski or jet ski in and around tows.**
- **Wear a life jacket at all times.**
- **Watch for ship, tug or towboat sidelights at night.** If you see both sidelights (red and green), you're dead ahead, and in the path of danger.
- **Don't tie up to buoys**, which mark shipping channels. This is both illegal and dangerous, placing you in the path of commercial vessels.

According to U.S. Coast Guard statistics, the leading causes of boating accidents are operator-controlled, such as inexperience, inattention and collisions with other vessels or fixed objects, such as docks. In addition, most fatalities occur on boats where the operator has had no boating safety instruction. **Finally, nearly 90 percent of boating fatality victims were not wearing a life jacket.**

It is the responsibility of the boat operator to know the boating "rules of the road." The U.S. Coast Guard Navigation Rules are available from the U.S. Government Printing Office by calling (202) 512-1800. Boating safety courses are available through many organizations, including the U.S. Coast Guard Auxiliary and the U.S. Power Squadrons. Boaters should contact their state boating law agency for more information about where and when these courses are available.



For more information on what recreational boaters should know about operating around commercial vessels on the waterways, download AWO's "LIFELINES" brochure [here](#). 📄

## What Should Recreational Boaters Know?

- Commercial vessels, including towboats and tugboats, **operate 24 hours a day, every day of the year.**
- **The speed of a ship, towboat or tugboat can be deceptive.** A tow can travel one mile in seven minutes, and it generally takes three-quarters to one-and-a-half miles to stop. For example, if a water skier falls a thousand feet in front of a moving tug or tow, the skier has less than one minute to get out of the way.
- **Large vessels must maintain speed to steer, and they must stay in the channel.**
- **A pilot's "blind spot" can extend for hundreds of feet** in front of tugboats and towboats pushing barges.
- In narrow channels, **a tug's or tow's powerful engines can cause a smaller vessel to be pulled toward the tow** when passing alongside.
- **"Wheel wash" is a strong underwater current** caused by towboat or ship engines that can result in severe turbulence hundreds of yards **behind** a large vessel.
- A tug without barges in front could be towing a barge or other objects **behind it** on a long submerged line, which lies low in the water and is difficult to see. **Never pass closely behind a tugboat.**
- Ships, towboats and tugboats use VHF radio channels 13 and 16.

## “Tug Tech Will Be on Prime Display during ‘World’s Largest Tugboat Race’”

The following article, written by Debra Carlton Harrell, appeared in the Seattle Post-Intelligencer on May 11. It gives an overview of the technological advances that have occurred in the tugboat, towboat and barge industry, and it features AWO members Foss Maritime Company and Crowley Maritime Corporation.

\*\*\*\*\*

ABOARD THE WEDELL FOSS – Capt. Wayne Sharp looked across Commencement Bay Thursday, explaining the finer points of tugboat maneuvering while waiting for an afternoon rendezvous with an Alaskan container ship.

Told by radio that the ship would be an hour late, the *Wedell* (rhymes with “needle”) *Foss* crew watched as a sister ship, the *Henry Foss*, executed moves during a training session. Like a playful dolphin, the *Henry Foss* turned in rapid circles, its powerful propellers churning the bay’s green water into

sunlit foam. Its wheel-water swirled into eddies as the tug skimmed sideways – at a brisk five knots.

“Show-off,” harrumphed *Wedell Foss* mate Doug Bezona.

His older brother Bob, captain of the *Henry Foss*, was training a Los Angeles captain, who eventually will take the wheel of the *Brynn Foss*, currently in Ballard being refitted with an upgraded propulsion system.

When it rejoins its previously refitted, more powerful siblings, not only will the *Brynn Foss* be more maneuverable, but its ability to pull heavier vessels, or bollard pull, will increase along with its horsepower – from 3,000 to 5,000. All three tugs were built in 1982.

When matriarch *Thea Foss*, a Norwegian immigrant, launched the family business in 1889 by selling a rowboat, she could not have foreseen the growth in the Northwest tugboat industry, let alone the new technology,

expanded ports and increasingly immense container ships.

And while the public can see tugs at work nearly every day, tugboat tech will be on prime display Saturday during tugboat races on Elliott Bay – as part of Seattle’s Maritime Week.

“The older version of these tugs could always thrust in any direction, but now they can spin like a top and go sideways faster, which helps push boats or stabilize them,” said Sharp, a 21-year tug veteran.

These are not your great-grandmother’s tugs.

*Foss Maritime Co.* and competitor *Crowley Maritime*, as well as Seattle-based *Olympic Tug and Barge*, have been growing for years.

Tugboats are becoming safer, with global positioning, chart and gauge systems, and tougher licensing requirements for crews. They also are becoming smaller and more powerful and are capable of towing hefty aircraft carriers, submarines, barges, cruise ships and container vessels into port, then docking them – even in tight spaces.

Whether vessels are carrying people, cars, oil, seafood or other commodities, tugs are the necessary guides in any port.

“The size of ships (that) tugs must work with has almost doubled since I’ve been in the business,” said Bryan Morris, chief engineer on the *Wedell Foss*.

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### AWO Towing Industry Career Tool Kit Mailed to Members

In response to member feedback, AWO has created a *Towing Industry Career Tool Kit* consisting of a set of two brochures and two posters that is designed to help AWO members in their efforts to mitigate the vessel personnel shortage. The *Tool Kit* has been mailed to all members, and can also be downloaded from AWO’s Web site at [www.americanwaterways.com](http://www.americanwaterways.com). If you did not receive a copy of the *Tool Kit* and would like one mailed to you, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at [mmccarthy@vesselalliance.com](mailto:mmccarthy@vesselalliance.com).



## Tug Tech Will Be on Prime Display during ‘World’s Largest Tugboat Race’

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He’s also seen increased fuel efficiencies, computerization and horsepower in his 18 years working on tugs.

Mike Skalley of Seattle, Foss’ Pacific Northwest customer service manager and company historian, has seen the changes first-hand. He grew up watching tugs on Elliott Bay from his beachfront home in Magnolia, enthralled by sea stories told by his father, a maritime and timber industry executive. He watched tugs tow log and gravel barges and help in bulkhead repair.

“I just never lost interest in them,” said Skalley, who first began as a tug dispatcher at age 18 and has researched Foss tugs’ changes from steam- to diesel-powered.

The steam-powered *Arthur Foss*, named after Thea Foss’ husband and launched in 1889, remains the only known wood-hulled 19th century tugboat still afloat. The *Arthur Foss*, now owned by the non-profit Northwest Seaport and moored at the historic ships wharf at South Lake Union, is a national historic landmark on the National Register of Historic Places.

Yet another generation of tugboats is on the way.

In March, the Tacoma-based Foss announced it plans to build an “eco-



*Deckhand Rob Arnett on the Wedell Foss tugboat grabs a line from a large container ship in Commencement Bay in Tacoma on Thursday. (May 11, 2007)*

tug.” Dubbed “the world’s first true (electric-diesel) hybrid tugboat,” the boat is expected to have fewer emissions of harmful nitrogen oxide, sulphur dioxide and carbon. It also will use less fuel and be quieter, the company says.

*Wedell Foss* deckhand Rob Arnett notes, however, that with all the high-tech improvements, tugs also retain remnants of the past.

From inside the tug’s wheelhouse, with a sleek, teak interior and 360-degree views, crew members said Thursday

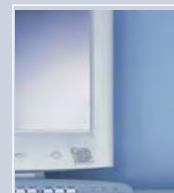
that some things have not changed – like splicing lines, and using carbon paper in the hand-written ship’s logbook and a hand-cranked pencil sharpener.

“There is a lot of tradition and old technology to tugboats – things that are hard to improve on,” Arnett said.

### **For More Info**

For more information about Seattle Maritime Week, visit [seattlepropellerclub.org](http://seattlepropellerclub.org).

If you receive a hard copy of the *AWO Letter* and need to know the exact Web addresses of the hyperlinks in any articles, please contact Mary McCarthy at (703) 841-9300 or via email at [mmccarthy@vesselalliance.com](mailto:mmccarthy@vesselalliance.com).



## Coastal Safety Committee Installs New Leaders

The Coastal Safety Committee (CSC) met in New Orleans, LA on May 16-17. The meeting was attended by 24 committee members, representing 16 AWO member companies. Outgoing Chairman Rick Kimberly, Sause Bros., reviewed the committee's 2006 accomplishments before introducing the new committee leadership: Incoming Chairwoman Gail Johnson, Safety Officer, Great Lakes Dredge & Dock Company, and Incoming Vice Chairman Jeff Slesinger, Director - Safety & Training, Western Towboat. Chairman Johnson outlined the committee's priorities for 2007 and shared her vision for her tenure as chairwoman.

Invited speakers included Brian Martin, Training Coordinator, BP Shipping USA, who presented some basic principles of behavior-based safety and shared his company's positive experience with three programs that it is using: 1) STOP Observation Program by DuPont; 2) Advanced Safety Auditing by Dr. Bruce Staley; and, 3) Incident and Injury-Free Orientation by JMJ & Associates. Rob Tietsma, Cost Reduction Technologies, presented a means of evaluating employees' fitness for duty using isokinetics to assess bodily strength and agility. Interregion Safety Committee Chairman Steve Brundrett, Canal Barge Company, Inc., presented some of his company's business continuity plans in the aftermath of a disaster, such as earthquake or terrorist attack.

Many of the committee's agenda items were presentations by committee members themselves. Vice Chairman Slesinger introduced the SAIL System, a company-specific onboard assessment and integrated learning system for improving and assessing mariners' competence. Russell Luttmann, Crowley Maritime

Corporation, shared a training module on the condition and inspection of deck fittings, which is of concern when high strength synthetic lines are in use. Capt. Joseph Alleyne, McAllister Towing & Transportation, explained his company's partnership with the Global Maritime and Transportation School for the U.S. Merchant Marine Academy at Kings Point (GMATS) to provide a one-year basic seamanship training program and a two-year mate training program. Academic credit is offered for the mate training program, whose graduates are awarded an Associate degree. Chairwoman Johnson shared a video, "Remember Charlie," which features motivational speaker Charlie Morecraft on the topic of personal responsibility and competent error.

Doug Scheffler, AWO Manager - Research & Data Analysis, presented the statistics that have been gathered through the Coast Guard-AWO Safety Partnership and Kathy Rehak, AWO Manager - Safety Programs, provided



an update on changes to the Responsible Carrier Program.

The CSC is grateful to Crowley Maritime Corporation, Foss Maritime Company and Penn Maritime, Inc. for their generous sponsorship of the evening reception.

The Coastal Safety Committee will meet next in a joint session with the Interregion Safety Committee on October 31- November 1 in Baltimore, MD. For further information on any of the above topics, please contact Kathy Rehak at (703) 841-9300, extension 263, or via email at [krehak@vesselalliance.com](mailto:krehak@vesselalliance.com)



*Incoming Chairwoman of the Coastal Safety Committee Gail Johnson receives the Doug Lambert Memorial Gavel from outgoing Chairman Rick Kimberly.*



## CEMS Training Opportunities

The Crew Endurance Management System (CEMS) is a system for managing risk factors in maritime work environments that can lead to human error and performance slumps. The Coast Guard and AWO have been working together to help companies implement the principles of CEMS. In this space, AWO will publish details of CEMS training opportunities around the country. For further information on CEMS training opportunities, please contact LCDR Vivianne Louie, U.S. Coast Guard, at (202) 372-1358.

DATE	LOCATION	CONTACT
June 20-21	Coaches Training Inland Waterways Academy Huntington, WV	Jo Ann Salyers (Instructor) (504) 236-4962 <a href="mailto:salyers_solutions@hughes.net">salyers_solutions@hughes.net</a> Capt. John Whiteley (Director) (304) 697-5616
July 25-26	Coaches Training Inland Waterways Academy Huntington, WV	Jo Ann Salyers (Instructor) (504) 236-4962 <a href="mailto:salyers_solutions@hughes.net">salyers_solutions@hughes.net</a> Capt. John Whiteley (Director) (304) 697-5616

### Midcontinent Office

## Midwest and Ohio Valley Regions Joint Summer Meeting Announced

### Make Your Reservations Now!

The 2007 Midwest and Ohio Valley regions joint summer meeting will be held on August 16 in St. Louis, MO. All events will be held at the Crowne Plaza Downtown hotel.



A reception will precede the meeting on August 15 from 6:00 p.m.-7:30 p.m. Planning is also underway to schedule a training program for the limited license program authorized by the Eighth Coast Guard District on the afternoon of August 15, as well as a fundraiser and a Board luncheon on August 16. An agenda will be sent to the regional membership within the next 30 days.

To register for a hotel room, go to [www.crowneplaza/stlouisdt](http://www.crowneplaza/stlouisdt). Enter the code "AWO" in the left hand column to receive the \$112 rate for a single or double. You can also call (800) 925-1395 for the \$112 rate or for a suite at \$142. Reservations are based on availability and must be made no later than July 16.

For more information, please contact Lynn M. Muench at (314) 446-6474, or via email at [awo\\_midcontinent@msn.com](mailto:awo_midcontinent@msn.com).

### Midcontinent Office

## Mississippi River Commission Announces Annual Low Water Tour

The Mississippi River Commission (MRC) will hold its annual low water tour meetings on board the *m/v Mississippi* from August 17 to August 24. The meetings will provide a national and regional summary by the MRC President, BG Robert Crear, Mississippi Valley Division Commander, U.S. Army Corps of Engineers; an overview of project issues by each District Commander, and an open comment period for stakeholders. All meetings begin at 9:00 a.m. The schedule is as follows:

August 17	St. Louis, MO	City Front
August 20	Cape Girardeau, MO	City Front
August 21	Memphis, TN	Mud Island
August 22	Greenville, MS	City Front
August 24	Morgan City, LA	Port Commission Dock

For more information please contact Steve Gambrell, MRC Executive Director, at (601) 634-5768, or via email at [cemvd-ex@usace.army.mil](mailto:cemvd-ex@usace.army.mil).

The MRC is a president-appointed commission responsible for the comprehensive Mississippi River and Tributaries Project and engineering work associated with the Mississippi River drainage basin, which impacts 41 percent of the United States, including 1.25 million square miles, more than 250 tributaries, 31 states and two Canadian provinces. BG Bruce Berwick, Great Lakes and Ohio River Division Commander, U.S. Army Corps of Engineers, and BG Gregg Martin, Northwestern Division Commander, U.S. Army Corps of Engineers, also sit on the commission.

Atlantic Region

## Delaware Establishes Lightering Regulations on Air Emissions

Delaware's final regulations for the Control of Volatile Organic Compounds and Emissions became effective on May 11. AWO members who engage in lightering operations in the state of Delaware worked with the state's Department of Natural Resources and Environmental Control (DNREC) to provide input on the standards that were proposed in the state register on November 1, 2006 and published on May 1, 2007.



The regulation establishes emission standards for sources emitting volatile organic compounds (VOCs), precursors to the formation of ozone. Delaware established the regulations because the state does not meet the federal air quality standards for ozone. The amendment to Regulation No. 1124 adds a new section, Section 46, to control the emissions of VOCs from lightering operations that occur in Delaware waters. According to DNREC, in 2002, more than 1,836

tons of VOCs were emitted during lightering operations and those operations represented the largest stationary VOC emission source in the state. Some of the VOCs emitted during lightering operations are also classified as hazardous air pollutants (HAPs). The emissions of these HAPs will also be reduced under this amendment.

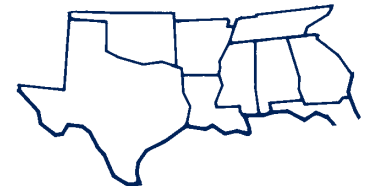
For questions about the regulations, please contact Chris Coakley at (703) 841-9300, extension 297, or via email at [ccoakley@vesselalliance.com](mailto:ccoakley@vesselalliance.com).

An advertisement for the AWO Coast Guard partnership. It features a large question mark and the text "DID YOU KNOW". The text describes the partnership and its benefits. At the bottom, it says "THE AMERICAN WATERWAYS OPERATORS AMERICA'S TUG &amp; BARGE INDUSTRY" and "OUR COMPASS ALWAYS POINTS TO SAFETY."

Southern Region

## AWO to Hold Southern Region Summer Meeting July 12-13

AWO will be holding its Southern Region Summer Meeting on July 12-13 at The Grand Hotel in Point Clear, AL. The meeting will kick off with a reception on the evening of Thursday, July 12, followed by meetings to discuss important industry issues on Friday, July 13. Please make hotel reservations by calling the hotel directly at (800) 544-9933. Be sure to mention that you are with the American Waterways Operators to receive the group room rate. Online meeting registration will be available shortly.



For more information, please contact Matt Holzhalb at (504) 799-2239, or via email at [mholzhalb@vesselalliance.com](mailto:mholzhalb@vesselalliance.com).