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BREAKING NEWS

TWIC Enrollment Delayed until Fall, TSA Says

The Transportation Security Administration (TSA) will miss a July 1 SAFE Port Act deadline for beginning Transportation Worker Identification Credential (TWIC) enrollment at the top ten priority ports, TSA officials confirmed June 6 at a meeting of the TWIC Stakeholder Communications Committee. TSA expects to begin TWIC enrollment in the port of Wilmington, Delaware, in September or October, the agency said. Despite the substantial delay, TSA is still hopeful that it can meet the statutory requirement to initiate enrollment in the first 50 ports by January 1, 2008.

In response to a question from Jennifer Carpenter, AWO Senior Vice President-Government Affairs and Policy Analysis, agency officials also acknowledged that if delays in initiating the TWIC enrollment process at ports and facilities continue, TSA and the Coast Guard will consider extending the deadline for mariner compliance with the TWIC, now scheduled for September 25, 2008. Such a change could be made as part of an anticipated "TWIC 1.5" rulemaking designed to correct errors or make other needed changes to the January 25 TWIC final rule. (Any such rule would not address the card reader issue, which will be the subject of a separate, longer-term rulemaking initiative.)

More information on the TWIC program will be provided in the next issue of the *AWO Letter*. For more on AWO's ongoing efforts to secure a legislative change regarding interim work authority for new hires, see the Members Only section of this newsletter, page 9.



TWIC UPDATE

Congress Reconvenes following Memorial Day Recess; WRDA Conference on Agenda

On June 4, the U.S. Congress reconvened following a week-long recess period for the Memorial Day holiday. The House of Representatives has scheduled numerous appropriations bills for consideration during the month of June. The Senate began debate on immigration reform legislation.

One of the items on the congressional agenda is the conference committee meeting to agree on a final version of the the Water Resources Development Act (WRDA). Both the House and Senate



(continued on page 2)



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Congress Reconvenes following Memorial Day Recess; WRDA Conference on Agenda

(continued from page 1)

have passed their own versions of the bill. In May, the Senate asked for a conference with the House and appointed its conferees (see May 25 AWO Letter). The House of Representatives has yet to appoint its conferees, but staff has begun meeting to discuss resolution of the conference issues. A final version of the legislation is scheduled to be agreed upon by conferees by the time of the next congressional recess for the 4th of July holiday.

If you have any questions about the WRDA bill, please contact Boyd Hollingsworth at 703-841-9300, extension 258, or by email at bhollingsworth@vesselalliance.com.



House Appropriations Committee Approves Corps Funding Bill

On June 6, the House Appropriations Committee voted to approve the Fiscal Year (FY) 2008 Energy and Water Development appropriations bill. This legislation contains the annual funding for the U.S. Army Corps of Engineers.

The bill, passed last month by the Energy and Water Development subcommittee, provides a total of \$5.6 billion for Corps of Engineers programs. This total is more than \$700 million above the amount requested by the Administration in its FY 2008 budget, and represents more than \$300 million more than the amount appropriated for the Corps in FY 2007.

The vote by the Appropriations committee makes the bill available for floor consideration. The House of Representatives is expected to pass the bill by the end of June, and it will then be considered in the U.S. Senate. If you have any questions about the Energy and Water Development appropriations bill, please call Boyd Hollingsworth at (703) 841-9300, extension 258, or by email at bhollingsworth@vesselalliance.com.

Coast Guard Fosters Marine Domain Awareness with “America’s Waterway Watch” Program



As a post-9/11 initiative, the U.S. Coast Guard, its Reserve and Auxiliary components developed a public education program named “America’s Waterway Watch” to heighten awareness of suspicious activity around the nation’s waterways that might threaten national security and educate people to call the National Response Center at 800-424-8802, 877-24WATCH, or 911 if such activity is observed. Primarily aimed at the recreational boating community, the program also reaches out to the towing industry to encourage people who live, work or play on the waterways to be vigilant partners in the effort to keep them safe and secure.

In addition to its Web site and information contained in its brochures and posters, the Coast Guard also conducts public education classes on the “America’s Waterway Watch”

program. Trained instructors from both the Coast Guard and the Coast Guard Auxiliary conduct these classes, and an awareness-building segment on the program is included in every boating safety class offered to the public. To learn more about what to look for, where to look, and what to do, go to www.AmericasWaterwayWatch.com.

Welcome
New Carrier Member!

Ruby Marine, Inc.
P.O. Box 269
Nenana, AK 99760

Rep: Mr. Matt Sweetsir
President



MERPAC WORKING GROUP TO MEET ON MEDICAL NVIC



The Merchant Marine Personnel Advisory Committee (MERPAC) is establishing a new working group tasked with developing recommended medical waiver evaluation guidelines, providing recommendations on medical waivers and functional tests for mariners with physical limitations, and identifying risks of sudden incapacitation. The working group will hold an initial meeting on June 27-28 at the Maritime Institute of Technology and Graduate Studies (MITAGS) in Linthicum, MD. The working group is not limited to physicians, but will consist of practicing maritime medical

specialists. The group will review complex medical conditions and develop medical and physical criteria for medical certification. The working group will also review current standards used by the U.S. Department of Transportation and other federal agencies responsible for medical certification in other transportation modes.

The meetings will take place from 8:30 a.m. - 4:30 p.m. on both days. For more information, please contact Angela Madden at (703) 841-9300, extension 262, or via email at amadden@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.

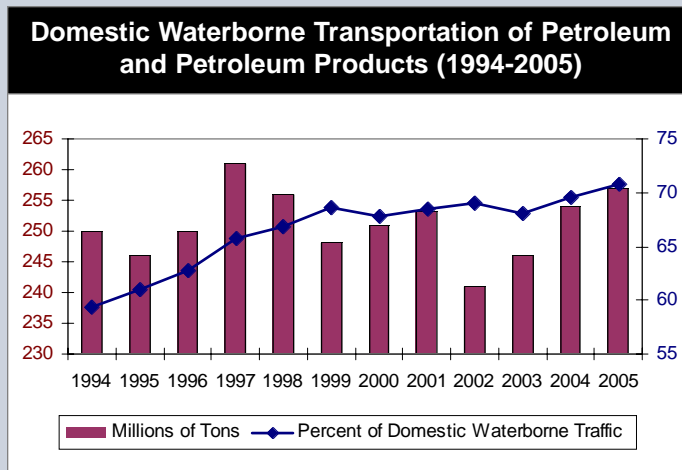
July 12-13: Southern Region Summer Meeting, Point Clear, AL. For more information, contact Matt Holzhalb at (504) 799-2239.

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

DID YOU KNOW?

BARGES ACCOUNT FOR OVER 70% OF DOMESTIC WATERBORNE TRAFFIC FOR PETROLEUM

Barges moved 257 million tons of petroleum and petroleum products in 2005, according to recently released data from the U.S. Army Corps of Engineers. As the bars in the chart below show, this was the second-largest amount in the last twelve years. The line part of the chart shows an upward trend in barges' share of the domestic waterborne traffic for petroleum, with a record high of 70.8 percent in 2005. The leading cause of this upward trend is the shift from tank ships to articulated-tank barge units (ATBs).



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. ☘

“Down by the Rivers: Congress Needs to Back Lock and Dam Upgrades”

The following editorial appeared in the May 30 edition of the Pittsburgh Post-Gazette and is reprinted here in its entirety. AWO is a member of the Waterways Council, Inc.

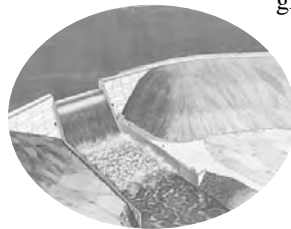
Pittsburgh owes its historical existence to its rivers, but the city should never forget that the waterways are not just geographical features that offer fine recreation and pleasing vistas. From colonial times to the present, they have never ceased being commercial highways. A reminder comes with every passing towboat and its barges.

At least Pittsburghers who can see the river traffic have some inkling that they live in the second-largest inland port in the country in terms of tonnage (it had been the largest until three states banded together a few years ago to create a bigger entity). But for others away from busy rivers, especially in Washington, D.C., the economic advantages of waterborne transportation are too easily overlooked.

Fortunately, those who hold the public purse strings have lately shown signs of understanding the stakes. More than 625 million tons of freight move on inland waterways annually, including 20 percent of the nation’s coal and more than 60 percent of its grain exports. Barges offer transportation that is often cheaper and safer than road or rail and, unlike those modes, is still underutilized. Given that one jumbo barge has the same capacity as roughly 60 trucks, the environmental benefits of using the rivers as roads is obvious.

While the rivers themselves are the gifts of nature, they need enlightened government officials who see the need to build and maintain infrastructure that keeps the waterways navigable. Many of the nation’s lock chambers are beyond their 50-year design lives; some are older. Construction of the Emsworth Dam, which requires urgent repairs, was finished in 1922 on the Ohio River. Farther downstream at Edgeworth, the Dashields Dam dates from 1929.

Waterways Council Inc., the national public policy organization that supports the industry, finds encouragement in recent



actions of the Bush administration and Congress. For example, the Inland Waterways Trust Fund, which is supported by the fees of towboat operators, shippers and other commercial users, wasn’t being tapped for necessary construction and rehabilitation of locks and dams and grew to more than \$400 million over a decade.

That trend has been reversed and the money is being spent on priority projects.

According to the council and its allies, part of the credit for the better attitude toward modernization must go to leaders of the Army Corps of Engineers in Pittsburgh and Cincinnati for having set up a priority list of projects that reflects real needs instead of political considerations.

The Bush administration has submitted a budget for fiscal year 2008 that includes major funding for the modernization of locks and dams. Locally, some \$43 million has been requested for the Emsworth Dam and \$70.3 million for Locks and Dams 2, 3 and 4 on the Monongahela River at Braddock, Elizabeth and Charleroi. That money will be sufficient for the task, although the Waterways Council would like to see an additional \$4.2 million spent at Emsworth, Dashields and the Montgomery locks in Beaver County for study of a long-range plan that would go beyond immediate needs.

This is a good story that can still be spoiled by a bad ending. Congress needs to pass a long-delayed authorization bill of water resource projects and make sure that the president’s budget isn’t whittled down. ☘

2007 AWO Letter Sponsorships Still Available



AWO is still 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. ☘

VENDOR SAFETY AND THE RESPONSIBLE CARRIER PROGRAM

Since its inception, the overriding goal of the Responsible Carrier Program (RCP) has been to promote the safety of the tugboat, towboat, and barge industry. The members of AWO have shown their commitment to this goal, first in April of 1994, by establishing the RCP as a code of practice for all AWO members, and then in 1998, taking a huge further step forward by requiring audited compliance with the RCP as a condition of membership in the association. Over the years, and especially as we move toward inspected status, there have been many additional changes to the RCP, all designed to improve the safety of our industry.

Arguably, none of these changes have been more important in promoting industry safety than the one effective in January 2004, requiring AWO members participating in the RCP to establish procedures for "evaluation of subcontractors and vendors providing towing and vessel assist services on their ability to provide an acceptable level of safety." These procedures require AWO member companies give "preference when assigning towing, vessel assist services and/or fleeting services to vendors that adhere to a safety management system such as the RCP, or the International Safety Management (ISM) code." This element also requires that vendors providing towing, vessel assist services and/or fleeting services and who are not members of AWO, but "maintain a routine and reoccurring

"...none of these changes have been more important... than establish[ing] procedures for "evaluation of subcontractors and vendors providing towing and vessel assist services on their ability to provide an acceptable level of safety."

business relationship with the member company, maintain an acceptable level of safety as verified by either an on-site inspection of the vendor's vessels and facilities, or pre-qualification through an interview and completion of a safety assessment checklist." This requirement was

designed to provide maximum flexibility to AWO member companies when assigning work to their vendors while, at the same time, improving safety and encouraging RCP compliance.

Since this requirement became effective, most AWO members have chosen to require that their vendors providing towing,

vessel assist services and/or fleeting services participate in the RCP as a simple, effective way to ensure the safety of those vendors and raise the level of safety throughout the industry. A few companies, on the other hand, audit their vendors through on-site inspections, or some other type of pre-qualification method. However, no matter which method is used, this attention to the safety of vendors ensures safe companies use only safe vendors.



"Safety Pages"

As they prepare for their audits, AWO members are reminded that AWO-certified Responsible Carrier Program auditors, as part of initial and recertification audits, will be looking for documentary evidence to verify that these procedures are being followed. For AWO members using other AWO members this is a simple process, requiring only a list of authorized vendors and their AWO membership status. For AWO members using vendors who do not belong to AWO, auditors will be looking for documentary evidence verifying that those vendors have a documented safety management system, records of safety audits conducted on their vendors, or safety assessment checklists.

If you have any questions about the Vendor Safety requirements contained in the RCP, acceptable documentation to verify compliance, or any other issues related to the Responsible Carrier program, please call Bob Clinton, AWO Vice President - Safety, at (703) 841-9300, extension 253. ☎

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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. ☎



Interregion Safety Committee to Meet, Review Draft Lesson Plan on Galley Safety



The summer meeting of the AWO Interregion Safety Committee will be held on June 27-28 at the Sheraton Westport, 191 Westport Plaza, St. Louis, MO, (800) 822-3535. The meeting will begin at 1:00 p.m. on Wednesday, June 27. A reception will be held at the conclusion of the afternoon session. The meeting resumes at 8:00 a.m. on Thursday, June 28 and will conclude by 12:00 noon. The hotel is holding a block of rooms at \$119.00. You can make your reservations by calling (800) 822-3535 and mentioning that you are

with the American Waterways Operators group in the “Chalet” (not the “Tower”). The cut-off date for reservations is Wednesday, June 13.

The committee will review a draft lesson plan on safe food handling (galley safety).

All AWO member companies are invited to send a representative to the meeting, particularly company safety and security officers. Committee members are invited to “bring a mate (or captain or deckhand)” or anyone

else who might benefit from seeing the work of a broad base of industry safety professionals and helping to learn new ways crewmembers can help in upgrading the safety culture of the inland barge and towing industry.

To RSVP for the meeting or for further information, please contact Kathy Rehak, Manager - Safety Programs, at (703) 841-9300, extension 263 or krehak@vesselalliance.com.



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 salyers_solutions@hughes.net Capt. John Whiteley (Director) (304) 697-5616
July 25-26	Coaches Training Inland Waterways Academy Huntington, WV	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net Capt. John Whiteley (Director) (304) 697-5616

Midcontinent Office

Midwest and Ohio Valley Regions to Hold Joint Summer Meeting

Make your hotel reservations now!

The 2007 Midwest and Ohio Valley regions joint summer meeting will be held on August 16 in St. Louis, MO. A reception will be



held on August 15. All events will be held at the host hotel, Crowne Plaza Downtown.

To register for a hotel room, go to www.crowneplaza.com. 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.

Midcontinent Office**Mid-America RQSC Meeting Held***Eighth Coast Guard District Casualty Data Analysis Discussed*

On May 31, the Mid-America Regional Quality Steering Committee (RQSC) met in New Orleans, LA. The group agreed to the timeline and structure of the Quality Action Team (QAT) for analysis of Eighth Coast Guard District casualty data, committed to work on a Coast Guard-industry training program QAT after the casualty QAT is completed, agreed to next steps on the Waterway Action Plan (WAP), received a progress report from the U.S. Army Corps of Engineers on lock crew changes and a report from the U.S. Coast Guard on a river tender contingency plan.

The Analysis of the Eighth Coast Guard District Casualty QAT will begin work on both the national and the Eighth Coast Guard District's databases to evaluate consistency and

to determine future needs.

The group is scheduled to complete the first phase of the QAT by the end of November.

The QAT will further identify potential patterns and causal factors, develop course of action to minimize casualties and will establish a periodic and standardized review of casualty data.

Leadership from the industry and the Coast Guard have long discussed the value of training to increase communication and understanding between the Coast Guard and industry. After the last River Industry Executive Task Force (RIETF) national meeting, the RQSC was asked to take on the project. This important QAT is slated as the next RQSC project.

The commitment to continue to improve the WAP has already begun to be realized as local annexes have changed and improved the process and trigger points after events. The Corps is now working to address drift procedures at the locks. As this work progresses, it will be added to the WAP. Work on adding the Gulf Intracoastal has been delayed until the drift work and the work on the Casualty QAT have been finished.

Industry representatives for the Mid-America RQSC are Jim Farley, Kirby Inland Marine, LP; Fred Nyhuis, Marathon Petroleum Company LLC; John Patterson, Ingram Barge Company; Tom Smith, Canal Barge Company, Inc.; and Tom Tray, Bay-Houston Towing Co. The lead Coast Guard member is CAPT Tim Close, Chief, Western Rivers Division, and the lead Corps member is Mike Kidby, senior program manager for inland waterways. Also in attendance were RIETF Chair Mike Monahan, American Commercial Lines; CDR Ken Albee and LTjg Jill Bessetti, U.S. Coast Guard; Matt Holzhalb and Mary McCarthy, AWO; Cherrie Felder, Channel Shipyard Company, Inc.; and Mario Munoz, American Commercial Lines. For more information, contact Lynn Muench via email at awo_midcontinent@msn.com or (314) 446-6474.



DID YOU KNOW?

The U.S. Coast Guard-AWO Safety Partnership, the first industry-Coast Guard partnership of its kind, has launched more than 20 quality action teams that are improving safety and training throughout the tug and barge industry's operations.

www.americanwaterways.com

THE AMERICAN WATERWAYS OPERATORS
AMERICA'S TUG & BARGE INDUSTRY

OUR COMPASS ALWAYS POINTS TO SAFETY.

Atlantic Region

Sector New Orleans Holds Change of Command

On June 1, RADM Joel R. White, U.S. Coast Guard Eighth District Commander, officiated at the Sector New

Orleans change of command from CAPT Frank Paskewich to CAPT Lincoln Stroh. The ceremony marked the retirement of CAPT Frank Paskewich and included a “towboat sendoff” ceremony orchestrated by several AWO members to honor his partnership and leadership during the last decade throughout the Eighth District.

CAPT Stroh is a 1983 graduate of the U. S. Coast Guard Academy where he earned a B.S. in Marine Engineering. He has also received two M.S. degrees in Naval Architecture and Polymers. CAPT Stroh has served as commander in two Eighth District ports: Huntington and Corpus Christi.

CAPT Paskewich is retiring in the New Orleans area and has taken a position in the marine industry. 🌊



U.S. Army Corps of Engineers Restricts Vessel Drafts to 28 Feet in Cape Cod Canal

On direction from the U.S. Army Corps of Engineers, the Coast Guard began broadcasting a Notice to Mariners on Wednesday, May 30 regarding a decrease in the controlling depth of the Cape Cod Canal from 29.0 feet to 28.0 feet as a result of shoaling. The notice was published on Tuesday, June 5, 2007 in the local notice to mariners and reads as follows: “Effective immediately the controlling depth of the Cape Cod Canal has been reduced from 29.0 feet to 28.0 feet as a result of a sand shoal in the vicinity of Canal station 450 at the eastern end of Hog Island Channel, and a sand shoal in the vicinity of Canal station 155, just west of the Sagamore Bridge. The restriction will remain in effect until further notice. Vessels drawing greater than 24.0 feet must coordinate well in advance with the Marine Traffic Controller on Duty.” If you have questions about the new draft restrictions or would like a copy of the Controlling Clearances Bulletin please contact Chris Coakley at ccoakley@vesselalliance.com. 🌊



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. 🌊

Welcome New Carrier Member!

Shawneetown Harbor Service, Inc.

P.O. Box 337
Shawneetown, IL 62984

Rep: Ms. Linda Oldham, Human Resource Manager

