

VOLUME 65, No. 7 • APRIL 4, 2008

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TSAC Meets, Approves Towing Vessel Inspection Working Group Report



At its spring meeting April 1-2 in Louisville, KY, the Towing Safety Advisory Committee (TSAC) unanimously approved a report from the TSAC Towing Vessel Inspection Working Group providing detailed feedback on a revised draft of the Coast Guard's proposed regulatory text for the towing vessel inspection rulemaking. The working group had met on February 20-21 in Alexandria, VA, to review a complete draft of the proposed regulatory text as it currently stands. While the draft regulations reflect many recommendations made by TSAC in its "redline" review of the partial draft text last spring, the working group's report identifies two significant areas in which the draft text departs from the TSAC recommendations and must be revised in order to avoid unacceptable burdens on industry:

- First, TSAC had recommended that a company undergo a third-party audit of its management system at the company level twice in five years, and third-party audits of each vessel in its fleet once every five years, with the possibility of reducing the percentage of the fleet audited to 50 percent on the basis of safe performance and a successful track record of Towing Safety Management System (TSMS) implementation. The Coast Guard's draft text mirrors the TSAC recommendation with regard to company audits, but calls for vessel

audits to be conducted on all vessels in a company's fleet twice in every five-year period. This would double or potentially quadruple the number of vessel audits to which a vessel owner is subject. The TSAC report concludes that the massive increase in costs to vessel owners and the greatly increased number of Coast Guard-approved third-party auditors that will be necessary to perform this much larger workload are not justified in light of the comprehensive, integrated nature of the audit program proposed by TSAC. As recommended by TSAC, there are multiple checks in place to ensure that both a company's management system and its individual vessels are scrutinized continuously, including annual internal audits, management and vessel audits conducted by Coast Guard-approved third parties, and direct Coast Guard oversight of every vessel, deployed on the basis of risk.

- Second, TSAC had recommended that drydocking examinations be conducted once in five years for fresh water vessels, and twice in five years for salt water vessels, with documentation that the required elements have been verified available

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TSAC Meets, Approves Towing Vessel Inspection Working Group Report

(continued from page 1)

for examination by a third-party auditor. The Coast Guard's draft text proposes that an approved third-party surveyor be present at these "drydockings for regulatory credit." (A surveyor would not be required for routine drydockings conducted in the course of normal vessel maintenance.) TSAC urged the Coast Guard to extend the continuous assessment program to drydocking examinations as well as topside exams, and to allow a company to lay out in its TSMS how it will ensure that the required hull and internal structural components are examined on drydock at the required intervals. While a company should retain the option of conducting a single drydocking "event" at the specified frequency, allowing the option of an assessment over time would provide greatly increased flexibility to vessel owners, with no diminution in safety.

TSAC also agreed to convene a subgroup of the Towing Vessel Inspection Working Group to assist the Coast Guard in gathering the cost data needed to conduct the required economic impact analysis for this rulemaking. Members interested in participating in the subgroup should contact Mario Munoz, TSAC Chairman, at (812) 288-0347 or via email at mario.munoz@aclines.com.

In other action, TSAC approved without dissent a working group report providing feedback to the Coast Guard on the agency's forthcoming Navigation and Vessel Inspection



Circular (NVIC) on "Medical and Physical Evaluation Guidelines for Merchant Mariner Credentials" and the accompanying mariner medical forms. This action closes out TSAC's work on the medical NVIC issue. TSAC also voted to take on the new task of reviewing the implementation of NVIC 4-01, "Licensing and Manning for Officers of Towing Vessels."

For more information about TSAC or the towing vessel inspection rulemaking, please contact Jennifer Carpenter at (703) 841-9300, extension 260, or via email at jcarpenter@vesselalliance.com.

CTAC to Hold April Meeting

The Chemical Transportation Advisory Committee (CTAC) and a number of its subcommittees and working groups will meet April 22-24 at Coast Guard Headquarters in Washington, D.C. CTAC provides guidance to the Coast Guard on the safe transportation of hazardous materials in bulk by water.

Agenda items to be discussed include barge emissions and hazard communication; hazardous transportation security; fire protection and response; the Coast Guard's "Homeport" Web site; and, implementation of the Transportation Worker Identification Credential (TWIC).

For a copy of the meeting notice, click [here](#). For more information, please contact Sara Ju, Assistant to the Designated Federal Officer, at (202) 372-1422.

TWIC ENROLLMENT UPDATE

TWIC enrollment has begun at the following ports:

- April 16: New London, CT
- April 16: Bay City, MI
- April 17: Point Comfort, TX
- April 17: Ponce, PR
- April 23: LaPorte, TX

For the complete up-to-date TWIC Quarterly Deployment Plan, please click [here](#).



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, extension 254, or at mccarthy@vesselalliance.com.

Coast Guard Publishes CEMS Evaluation Guidance

The Coast Guard has issued new guidance to assist vessel owners and operators, third-party Safety Management System (SMS) auditors, and Coast Guard personnel in evaluating the progress and effectiveness of companies' and vessels' implementation of the Crew Endurance Management System (CEMS). The guidance is contained in Navigation and Vessel Inspection Circular (NVIC) 2-08, "Criteria for Evaluating the Effectiveness of Crew Endurance Management System Implementation."

The new NVIC, developed with the assistance of an AWO member working group under the auspices of the Coast Guard-AWO Safety Partnership, describes CEMS as "a continuous-improvement process which allows an organization to focus efforts towards those factors that are most feasibly mitigated and present the greatest possible reduction of risk." The NVIC notes that the CEMS implementation process is intended to be flexible enough to be incorporated as part of a company's or vessel's existing Safety Management System, and recommends that CEMS be implemented as part of an SMS, not as a stand-alone program.

The NVIC lays out the five elements of the CEMS process, which should be deployed in the following order in order to ensure the effectiveness of CEMS:

1. Set up a Crew Endurance Working Group;
2. Analyze the current situation and identify endurance risk factors;

3. Develop a Crew Endurance Plan consisting of operational and environmental recommendations;
4. Implement the Crew Endurance Plan; and,
5. Evaluate the results.

Steps 2-5 are meant to be repeated, consistent with the goal of continuous improvement. Tools to be used in

developing the Crew Endurance Plan include education, environmental changes, light management, trained coaches and schedule changes.

NVIC 2-08 clarifies that implementing CEMS satisfactorily means following this five-step process in the recommended order;

demonstrating consistent, positive progress toward each subsequent step in the process; and, demonstrating a good-faith effort to address the risk factors relevant to a company's or vessel's operation. The NVIC makes clear that a company or vessel implementing CEMS is not expected to change everything at once; in general, companies should focus first on low-cost, high-return items, while making a good-faith effort to address each risk factor as much as possible.

NVIC 2-08 is available on the AWO Web site by clicking [here](#). For more information on CEMS, please contact Jennifer Carpenter or Bob Clinton at (703) 841-9300, extension 260 or 253, respectively, or via email at jcarpenter@vesselalliance.com or bclinton@vesselalliance.com.



Important Dates and Reminders

..... at a glance

For more information, please contact Hermoine Wellman at (703) 841-9300, extension 291, unless otherwise noted.

April 16-18: AWO Spring Convention, Arlington, VA.

May 14-15: Coastal Safety Committee Meeting, Chateau Sonesta Hotel, New Orleans, LA.

July 17-18: Southern Region Summer Meeting, Grand Hotel Point Clear Resort & Spa, Point Clear, AL.

August 13-14: Midwest and Ohio Valley Regions Joint Summer Meeting, The Palmer House Hilton, Chicago, IL.

October 15-17: 2008 Fall Convention, Fairmont Olympic Hotel, Seattle, WA.

TWIC ROLLOUT CONTINUES

Mariners Urged to Apply As Soon As Possible

The Transportation Worker Identification Credential (TWIC) Stakeholder Communications Committee (TSCC) met on April 2 to discuss the challenges being faced as the Transportation Security Administration (TSA) continues the TWIC rollout. During the meeting, TSA shared some statistics from 89 major TWIC enrollment centers that have become operational since the end of October 2007. Based on the metrics from these ports for the week of March 21, the average time from enrollment to card issuance is still running at an average of six to eight weeks. AWO strongly recommends that all members urge affected employees to apply for their TWIC no later than the end of June. Mariners who know that they have disqualifying offenses in their background that will require the issuance of a waiver should begin the process immediately in order to allow time for the lengthier waiver process to be completed.

At the April 2 meeting, TSA discussed some of the issues raised at the last TSCC meeting that the agency has been working to improve. The telephone Help Line (1-866-DHS-TWIC, Monday through Friday from 8:00 a.m. - 12:00 a.m. EST.), which has experienced high call volume and long hold times, has been upgraded to include more automated capabilities to direct mariners to other resources in order to check the status of their application. Application and TWIC card status can be checked at the TWIC information Web site [here](#). TSA also strongly encourages mariners to make an appointment for activation of the TWIC cards.

The Coast Guard offered an update on the September 25 deadline for affected mariners to obtain a TWIC and again stated that the agency is closely monitoring the enrollment process but does not have any current plans to extend the deadline. Headquarters officials are working closely with Captains of the Port get an accurate picture of local enrollment situations. Any consideration of an extension of the September 25 deadline will be based on the status of enrollment as the compliance date draws closer.

TSA told stakeholders that as of March 27, 185,213 individuals had completed the enrollment process, 115,823 cards had been printed and 43,174 cards had been picked up and activated. Some enrollment centers, including Houston, Oakland and Mobile, are experiencing wait times greater than 20-30 minutes for pre-enrolled applicants and will be receiving additional redeployed assets to improve the situation.

With respect to waivers and appeals, as of March 27, 3,014 enrollees had received initial disqualification letters from the agency. Of these, 1,381 individuals appealed the decision and 1,172 appeals had been granted. One hundred forty-seven enrollees had requested waivers, acknowledging that they had committed a disqualifying offense but requesting reconsideration. Of these, 33 waivers have been granted. It is important to remember that having a disqualifying offense will not result in the automatic denial of a TWIC card. The waiver process is in

place to determine whether a disqualifying offense in a mariner's background is a true security threat and should be grounds for denial of a credential. Mariners who are applying for a waiver should make their request as detailed as possible and should include any documentation that may help TSA make a determination.

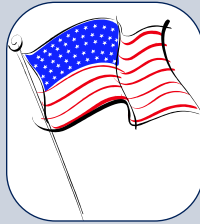


TSA also urges mariners to take advantage of the customer survey distributed at the enrollment centers. This form provides important information to TSA on applicants' experience at the centers and should be filled out as honestly as possible. Thus far, a number of applicants have declined to complete the survey based on concerns that providing negative feedback will result in problems with the processing of their TWIC. TSA officials emphasize that this is not the case and that the survey feedback is very important to enable the agency and the enrollment center contractor to improve service to TWIC applicants.

The next TSCC meeting will be held on May 13. To share your TWIC enrollment experience (positive or negative), please contact Jennifer Carpenter or Krista Reddington at (703) 841-9300, extension 260 or 251 respectively, or via email at jcarpenter@vesselalliance.com or kreddington@vesselalliance.com. Member concerns will be shared (anonymously) with TSA, Coast Guard and Lockheed Martin officials, and agency responses will be reported in future editions of the *AWO Letter*. 🍀

Merchant Marine Academy to Hold Job Fair

Are you in search of qualified mariners to crew your boats? If so, consider attending the U.S. Merchant Marine Academy's (USMMA)



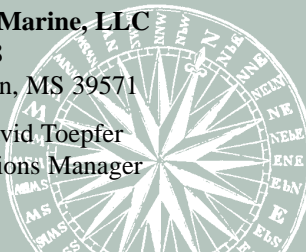
"Shipping-Out" Job Fair for First Classmen on April 16 at the Academy in Kings Point, NY.

The "Shipping-Out" Fair will bring together employers and graduating midshipmen who are seeking seagoing positions. While USMMA's Fall Sea Fair Day is its premier career fair, they are providing this additional opportunity for companies to meet exclusively with the Class of 2008.

If you are interested in attending, please contact Veronica Barry, Director of Industry Outreach, at (516) 726-5825. If you are unable to attend, please free to email job announcements to careerservices@usmma.edu.

Welcome New Carrier Member!

True North Marine, LLC
 P.O. Box 178
 Pass Christian, MS 39571
 Rep: Mr. David Toepfer
 Operations Manager



AWO WELCOMES SUSAN MILLER

AWO is pleased to announce that Susan Miller has joined the AWO staff as Government Affairs Assistant. In this new position, created as part of AWO's recent advocacy staff reorganization, Ms. Miller will provide administrative support to AWO's national and regional advocacy staff, adding depth and bench strength to the AWO government affairs team.



"We are very pleased to have Susan on board and look forward to working with her to enhance the effectiveness and focus of AWO's advocacy programs," said Jennifer Carpenter, AWO Senior Vice President - National Advocacy.

Ms. Miller comes to AWO from the National Association of People with AIDS, where she worked as a Community Affairs Associate. She holds a B.A. degree in political science from the University of Nebraska.

Ms. Miller can be reached at (703) 841-9300, extension 262, or via email at smiller@vesselalliance.com. Members will have the opportunity to meet Ms. Miller at the upcoming AWO Spring Convention April 16-18.

AWO 2008 Spring Convention Reminder Information



If you have not yet registered for the AWO 2008 Spring Convention being held April 16-18, 2008 at The Ritz-Carlton, Pentagon City hotel in Arlington, VA and are planning on attending, please do so as soon as possible. On Thursday, April 17, convention meetings run from 8:00 a.m. to 5:30 p.m., and the cocktail reception starts at 6:00 p.m. On Friday morning, April 18, the day begins with a continental breakfast at 7:00 a.m., followed by a Call To Order at 8:00 a.m. for the Annual Membership Meeting. The Board of Directors meeting will immediately follow, and is scheduled to adjourn by noon.

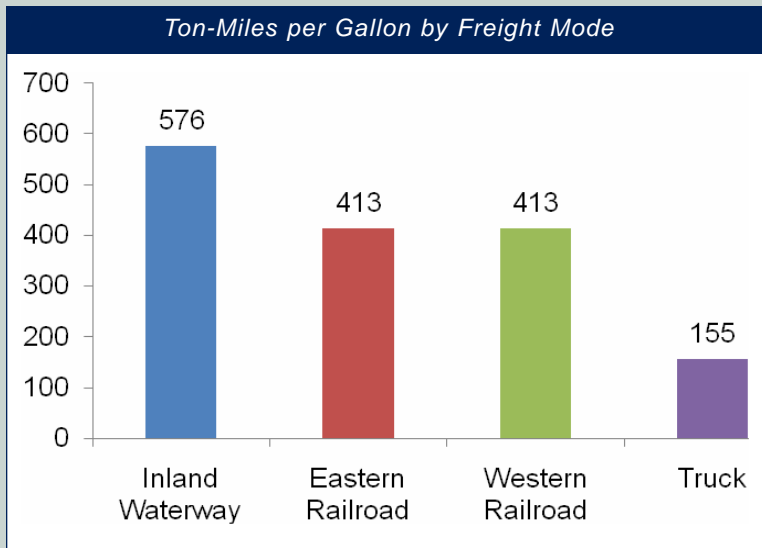
Topics to be discussed during the convention include towing vessel inspection, protecting the integrity of the Jones Act, and the Transportation Worker Identification Credential. The Sixth Annual "Barge In" on Wednesday, April 16 will allow members to meet with their Representatives and Senators on Capitol Hill on issues important to the industry.

To register for the 2008 Spring Convention and Annual Membership, please visit the AWO Web site [here](#), click on the "Membership and Meetings" tab, and select "2008 Spring Convention." For more information, please contact Hermoine Wellman at (703) 841-9300, extension 291, or via email at hwellman@vesselalliance.com.

DID YOU KNOW?

Barging Is the Most Fuel-Efficient Freight Mode

The towing industry is the most fuel-efficient mode of surface transportation, achieving significantly higher ton-miles per gallon than the rail and trucking industries, a new government-sponsored study has found. The data below are from the Maritime Administration-funded Texas Transportation Institute study, "A Modal Comparison of Domestic Freight Transportation Effects on the General Public," which compared the environmental and safety performance of the inland towing industry with the rail and trucking industries. A copy of the study is available [here](#).



For more information, please see the March 21 *AWO Letter* or contact Doug Scheffler, AWO Government Affairs Associate, at (703) 841-9300, extension 264, or via email at dscheffler@vesselalliance.com.

Mark your Calendars

Please mark your calendars for these upcoming safety committee meetings:



Spring Meeting of the AWO Coastal Safety Committee*

May 14-15, 2008
 Chateau Sonesta Hotel – New Orleans
 800 Iberville Street
 New Orleans, LA

Spring Meeting of AWO Interregion Safety Committee*

July 23-24, 2008
 Sheraton Westport Plaza Hotel
 900 Westport Plaza
 St. Louis MO

**Detailed information on both meetings will be available within the next few weeks.*

Welcome New Affiliate Member!

MTU Detroit Diesel
 13400 Outer Drive West
 Detroit, MI 48239

Rep: Mr. Jeff Sherman
 Marine Sales Manager



Interregion Safety Committee Holds Spring Meeting

The AWO Interregion Safety Committee held its spring meeting in Nashville, TN on March 26-27. The meeting was attended by 61 safety professionals representing 43 AWO member companies. As always, before the main meeting began, the safety subcommittees came together to discuss their ongoing safety projects:

The **Lesson Plan Subcommittee** reviewed a draft lesson plan on Personal Protective Equipment (PPE). The subcommittee agreed to begin working to produce several short lesson plans on the most widely used types of PPE.

The **Disaster Preparedness Subcommittee** reviewed the sample policy developed by AWO based on the presentation delivered last year by Interregion Safety Committee Chairman Steve Brundrett, Canal Barge



Company, to both AWO Safety Committees and the National Safety Council, on the lessons learned, and actions taken, by Canal Barge Company in response to Hurricane Katrina. It was agreed that the document is complete and provides a solid framework for companies to develop their own company-specific disaster plans. Safety committee members will receive an email ballot by April 23 asking for their approval of the plan.

The **Crew Alertness Subcommittee** received an update on a recent “60 Minutes” program on the effects of the lack of sleep, including: reduced comprehension, impaired judgment, obesity and adult-onset diabetes. The subcommittee discussed the need to recommit itself to promoting the broad

and deep implementation of Crew Endurance Management System (CEMS) management practices and agreed to get together by conference call and to work to develop specific strategies to support wide-spread implementation of CEMS.

The **Fall Overboard Subcommittee** believes that falls overboard continue to be a major risk in the industry and more effort must be directed toward factors contributing to falls overboard, including: hurry, fatigue, complacency and lack of concentration. Subcommittee members agreed to begin working to develop a “lessons learned library” that could be used by AWO members to supplement their fall overboard training programs.

The main meeting kicked off at 1:00 p.m. with comments from Steve Brundrett about his desire to improve the Interregion Safety Committee by encouraging members to be more actively involved in safety committee work. Steve noted that the committee now includes many new members who will be the next generation of safety professionals. Steve encouraged these new members to get involved and learn from their peers. He pledged his personal support and assistance, offering his advice and experience to assist members of the safety committee in their efforts to improve safety at their companies.

Steve went on to report on his meeting with AWO senior staff Tom Allegetti, Jennifer Carpenter, and Bob Clinton and Coastal Safety Committee



Chairman Gail Johnson, Great Lakes Dredge and Dock Company. He explained that he and Gail were assured that AWO recognizes the value and importance of the safety committees. He and Gail then discussed with AWO staff their perception of what members want and expect from the safety committees and the value they provide to both members of the committees and AWO as an organization.

The safety committee next engaged in a group exercise which sought input from members in three areas: why members attend meetings, what functions the safety committees should provide, and what improvements would increase the value of the safety committees to their members and to the association. At the conclusion of the exercise it was evident that networking with peers on issues of importance to the association, face-to-face communication, learning about new safety products and group discussions with other members were the most important reasons for attending safety committee meetings.

The committee heard a presentation by Ken Davidson, Regional Manager, Gulf Safety & Training, American Commercial Lines, on the value of using checklists to improve operational safety. Ken’s presentation focused on

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Interregion Safety Committee Holds Spring Meeting

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the history and functions of checklists in the commercial aviation industry and encouraged the committee to consider expanding the use of checklists to improve safety in the tugboat, towboat and barge industry operations.

Other speakers included: Homer Holmes, West Kentucky Drug & Alcohol, who gave the committee an update on the Coast Guard's latest directions on alcohol testing; Tim Sizemore, AEP River Operations, who showed a 10-minute video on working with wire; Shawn Courrage', Moxie Media, who reported to the group that Moxie Media has

produced a DVD that incorporates up to 95 percent of the Responsible Carrier Program (RCP) required training; Jim Smith, Safety and Environmental Coordinator, Magnolia Marine Transport Company, who reported on his company's experience testing the new Transportation Worker Identification Credential (TWIC) card readers; and, Mike Weisend, AEP River Operations, Chairman of the Safety Statistics Subcommittee, who reminded the group of the continuing need to encourage member participation in the AWO Voluntary Safety Statistics program.

The Interregion Safety Committee is grateful to Hunter Marine and Marquette Transportation Co., Inc. for their generous sponsorship of an evening reception.

The next meeting of the Interregion Safety Committee will be held on July 23-24 in St. Louis, MO at the Sheraton Westport Plaza Hotel.

Copies of all meeting presentations and an attendance list can be found on AWO's Web site by clicking [here](#).

For more information, please contact Bob Clinton at (703) 841-9300, extension 253, or via email at bclinton@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
April 21-22	Salyers Solutions, LLC New Orleans, LA	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net
May 6-7	Salyers Solutions, LLC St. Petersburg, FL	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net
May 21-22	Salyers Solutions, LLC Baltimore, MD	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net
June 18-19	Salyers Solutions, LLC Huntington, WV	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net
June 30- July 1	Salyers Solutions, LLC Honolulu, HI	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net

Atlantic Region

Sector Long Island Sound Conducting Voluntary Vessel Exams



Coast Guard Sector Long Island Sound is now conducting voluntary dockside vessel examinations with the goal of assisting mariners in ensuring that their uninspected vessels are safe. If a vessel passes the exam, it will receive a decal to display in the bridge window indicating its compliance with current regulations. There are no civil penalties for violations found during the dockside exam, nor for not having or displaying a compliance decal, but the vessel is subject to civil penalties if the Coast Guard observes safety violations while a vessel is underway.

For more information, please contact Adrian Kavanagh, Coast Guard Sector Long Island Sound, at (203) 468-4503, or via email at adrian.kavanagh@uscg.mil.

Atlantic Region**EPA Proposes Approving Rhode Island's Plan to Regulate Idling**

On March 27, the Environmental Protection Agency (EPA) proposed approving Rhode Island's State Implementation Plan, which includes a provision regulating excessive idling of road and non-road diesel engines. The plan is specifically aimed at trucks, but also states that non-road diesel engines may not idle "unnecessarily," and applies "to any person, entity, owner or operator with control over the operations of diesel engines." While the original regulation (Rhode Island Air Pollution Control Regulation No. 45) exempts the idling of a tugboat during normal operations, AWO is concerned that the revised regulations might affect tugboats during specific operational circumstances when they must idle.

EPA states that, because it views the regulation as a "noncontroversial amendment," it is planning on approving it unless it receives adverse comments by April 28. However, if EPA does receive adverse comments on a particular section of the rule, it may remove that section from the regulation. AWO is in contact with both EPA and Rhode Island officials, as well as AWO members, about the provisions and exemptions that affect the towing industry in order to determine if comments should be submitted. For more information, please contact Chris Coakley or Mary McCarthy at (703) 841-9300, extensions 297 and 254 respectively, or via email at ccoakley@vesselalliance.com or mmccarthy@vesselalliance.com.

2008 AWO Letter Sponsorships Still Available!

AWO is now accepting sponsorship applications for the 2008 *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.

Marine Safety Information Bulletin Issued on Anchorage Management in Delaware Bay

The Coast Guard Captain of the Port for Sector Delaware Bay has issued a Marine Safety Information Bulletin (MSIB) to request that companies operating within the Delaware Bay and River comply with federally-established anchorage regulations.

MSIB 18-07, issued in September 2007, outlines the length of time for which a vessel may anchor and the process needed to request an extended anchorage permit. Any questions regarding this process should be addressed to the Sector Delaware Bay Waterways Management staff at (215) 271-4889 or the 24-hour command center at (215) 271-4807.

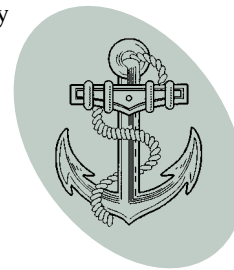
Recommendations attempting to facilitate efficient usage of Anchorage 7 (Marcus Hook) and Anchorage 9 (Mantua Creek) have been provided by the Mariners' Advisory Committee for the Bay and River Delaware (MAC). The MSIB recommends that operators familiarize themselves with the advisories located [here](#).

The MSIB also notes that a vessel reporting system that can provide a snapshot of the location of vessels currently within the port and allow for the tracking of vessel movements has

been introduced by the Maritime Exchange for the Delaware River and Bay. The vessel reporting system recommends that vessels report

their status and position to the Maritime Exchange over VHF-FM Channel 14 when they get underway, anchor, enter and exit the C&D Canal, pass through Marcus Hook and/or make fast to a dock. Tugboats with barges are also asked to report when they anchor and weigh anchor from any anchorage. The Captain of the Port strongly recommends that all mariners participate in this system, which is outlined in the US Coast Pilot #3, Chapter 16.

For more information, please contact Chris Coakley at (703) 841-9300, extension 297, or via email at ccoakley@vesselalliance.com.



Midcontinent Office

Ninth District Issues Safety Bulletin on Navigation Lights

On March 4, the Ninth District of the U.S. Coast Guard issued a Marine Safety Information Bulletin (MSIB) on navigation light standards. Recent towing vessel safety examinations discovered inappropriate or altered navigation lights in contravention to the standards defined in the regulations. A copy of the MSIB is available on AWO's Web site by clicking [here](#).

The Eighth District issued an identical MSIB on February 20. The follow-up by the Ninth District with its MSIB is another example of their ongoing commitment to align its policies on the Illinois Waterway with the Eighth District. AWO commends both Districts for their commitment to coordinated action for safe, secure and efficient navigation on the Illinois Waterway.

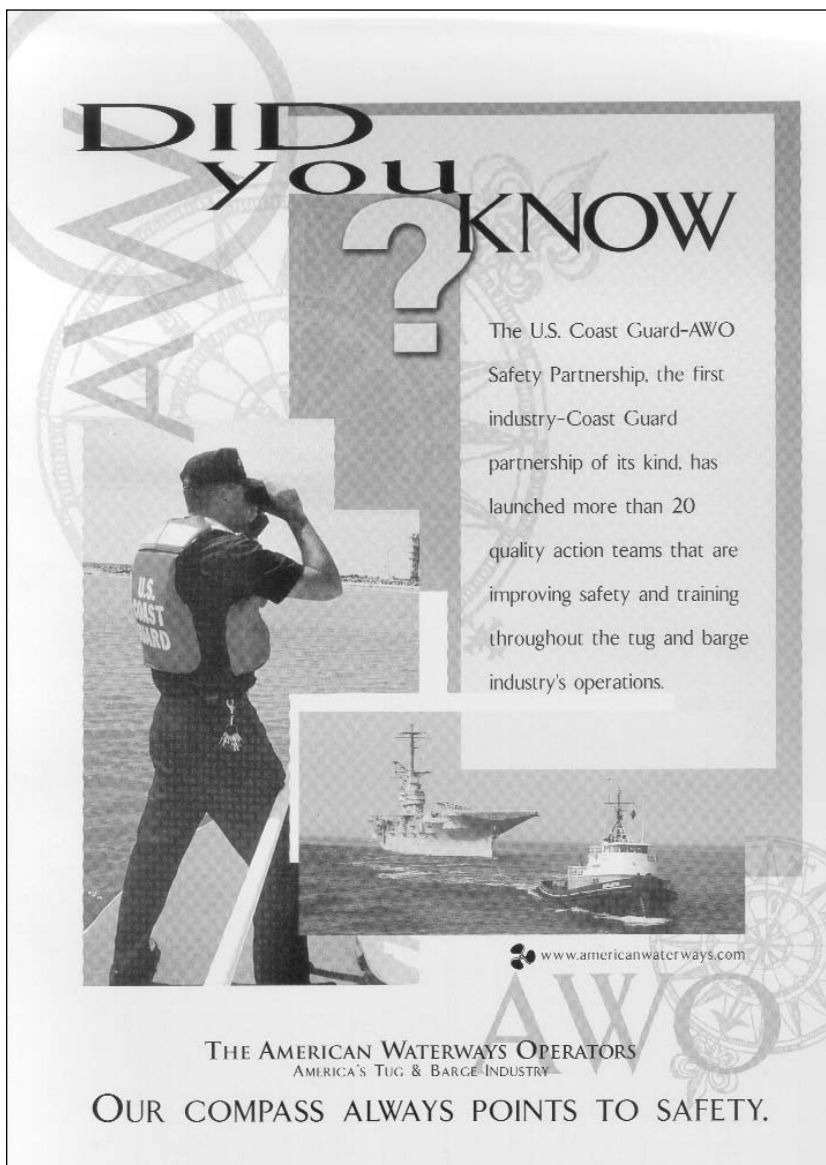
For more information, please contact Lynn Muench, Senior Vice President - Regional Advocacy, at (314) 446-6474 or via email at lmuench@vesselalliance.com.

Safety Campaign for Fish Barrier Starts on April 1



The U.S. Army Corps of Engineers and U.S. Coast Guard will start a joint safety campaign on April 1 for the electric fish barrier in the Chicago Sanitary and Ship Canal. According to a joint press release issued by the two agencies on March 27, a draft report on the safety aspects of the barrier found that there was a possibility of serious injury or death if a person fell into the water around the barrier's electric field. A safety flyer advising boaters to take extra caution around the barrier will be distributed to marinas, docks and other locations near the barrier that are visited by boaters. Additionally, the agencies are working with local and national boating organizations to expand the reach of this safety campaign.

Lynn Muench, Senior Vice President - Regional Advocacy, has electronic copies of the press release, the safety flyer and a map of the area of the fish barrier. If you would like copies of these documents or need additional information, please contact her at (314) 446-6474 or via email at lmuench@vesselalliance.com.



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.