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Stakeholders Discuss TWIC Implementation

Fewer than 300,000 TWIC Cards Printed

The Transportation Worker Identification Credential (TWIC) Stakeholder Communication Committee (TSCC) met on May 13. The meeting came just two weeks after the announcement by the Department of Homeland Security that the TWIC compliance date for mariners would be extended from September 15, 2008, to April 15, 2009, allowing another seven months before mariners will be required to possess a TWIC card in order to gain unescorted access to secure areas of facilities and vessels. Three Captain of the Port (COTP) Zones – Boston, Northern New England and Southeastern New England – will be required to comply with TWIC regulations by October 15 of this year. This means that owners and operators of facilities within those COTP Zones must require TWIC cards for unescorted access to their facilities by that date. Mariners whose home ports are not within these COTP Zones can gain unescorted access, after October 15, by showing their current Coast Guard ID or Merchant Mariners Document (MMD).

The Transportation Security Administration (TSA) and the Coast Guard addressed several questions on how enrollment would proceed following this announcement and whether any changes would be made to ensure that enrollment would adhere to the new timeline. TSA acknowledged

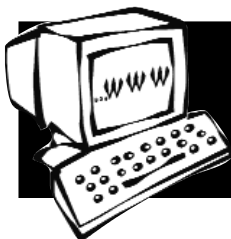
that enrollment waiting periods continue to run an average of six to eight weeks, but felt confident that the process will soon improve.

The Coast Guard plans to issue a letter to all mariners holding MMDs to advise them of the necessity of obtaining a TWIC card. The application and TWIC card status can be checked at the TWIC information Web site. TSA also strongly encourages mariners to make an appointment for activation of the TWIC cards. AWO recommends that all members urge affected employees to apply for their TWIC as soon as possible. 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.

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 present in a mariner's background is ultimately a true security threat and should be utilized. 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. Mariners who have exceeded the 60-day window to appeal an initial disqualification because they were at



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Stakeholders Discuss TWIC Implementation

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sea may request an extension by contacting TSA. It is important that appeals be requested as a lack of response automatically disqualifies a mariner from qualifying for a TWIC.

As of May 15 at the 108 open enrollment centers, 292,487 individuals had completed the enrollment process, 209,619 cards had been printed and 99,091 cards had been picked up and activated. Initial disqualification letters have been sent to 5,187 enrollees. Of these, 2,275 individuals appealed the decision and 1,894 appeals had been granted. Waivers have been requested by 347 enrollees, acknowledging that they had committed a disqualifying offense but were requesting reconsideration. Of these, 204 waivers have been granted. At this time, no Administrative Law Judge hearings have been requested and only 15 final disqualification letters have been issued.

The next TSCC meeting will be held on June 17. To share your TWIC enrollment experience (positive or negative), please contact Jennifer Carpenter or Krista Reddington at (703) 841-9300, extensions 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*. ☘

Congress Recesses for Memorial Day Break

At the conclusion of business on May 23, 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. ☘

Senate Committee Approves Lautenberg Oil Spill Prevention Act

On May 15, the Senate Commerce, Science and Transportation Committee approved the Oil Spill Prevention Act (S. 2699), which now awaits a vote in the full Senate. The bill was written by Senator Frank Lautenberg (D-NJ) in response to the November 2007 *Cosco Busan* oil spill in San Francisco bay, and is co-sponsored by Senator Barbara Boxer (D-CA). The bill would require the following:

- Double-hulled fuel tanks on new vessels delivered after August 1, 2010, with more than 600 cubic meters (157,000 gallons) of aggregate fuel capacity;
- Establishment of a Medical Review Board and Chief Medical Examiner to advise the Coast Guard on medical standards and physical qualification guidelines, as well as new oversight rules for medical examiners;
- A Coast Guard study and report to Congress on causes of marine casualties, focusing on workload, fatigue, manning and medical conditions;
- New authority for Coast Guard Vessel Traffic Service (VTS) personnel to order a vessel to change direction and speed, and a requirement that the Coast Guard train VTS personnel in communication and providing advice to vessel masters; and,
- The presence in each Coast Guard sector of an oil pollution investigator at all times.

While none of these provisions have significant negative impacts on the towing industry, AWO continues to monitor the legislation in order to stay fully aware of its implications for all AWO members. For more information, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at mmccarthy@vesselalliance.com. ☘

TWIC Enrollment Update

TWIC enrollment has begun/will begin at the following ports:

- **May 21:** Marcus Hook, PA; Manatee, FL; Rochester, NY
- **May 29:** Greenville, MS; Paducah, KY; Marquette, MI; Paulsboro, NJ
- **June 4:** Valdez, AK
- **June 5:** St. Croix, VI
- **June 11:** Coos Bay, OR

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

AWO Chairman Addresses Coastal Safety Committee

AWO Chairman of the Board Merritt Lane addressed members of the Coastal Safety Committee at their meeting in New Orleans on May 16. Mr. Lane began his remarks by saying that it was important for him to take the opportunity to let members of the Coastal Safety Committees know that he, and the rest of the AWO leadership, believe that the work of the committee is a very important part of AWO's mission. Mr. Lane went on to say that "the enlightened owners and managers who represent the great majority of AWO members have fully embraced the idea that safety is our franchise to operate in the modern marine transportation industry. We recognize that the public demands flawless operations and so do our customers, employees, regulators and elected officials. And so should we demand that of ourselves. It's very clear that companies that make safety a priority are more able to attract and retain good employees and to grow their companies profitably. In short, safe operations is good business AND the right thing to do. Safety will remain fundamental to AWO's mission – there should be no doubt in any of our minds."

Mr. Lane also told the group that he personally believes that "our safety mission will grow as we move into the Subchapter M environment. The demands on our industry to continuously improve

our safety record will not stop just because we have a more stringent inspection regime." Mr. Lane assured Safety Committee members that "AWO's leadership is committed to staying in close communication with the safety committee and Bob Clinton to make sure that the Safety Committees' work aligns with AWO's strategic plan."

Mr. Lane ended by saying that he, AWO Immediate Past Chairman Royce Wilken, and AWO Vice Chairman Tim Casey all are committed to attend more Safety Committee meetings. "We want to understand what you're working on, hear your concerns and make sure that we are using your talents to address priority issues. Additionally, we will ask the Safety Committee chairs to provide regular Executive Committee briefings and encourage all of you to be more active participants in AWO regional and national meetings. I am sure that you have seen in your own companies that you get better results when the CEO and other executives are on the same page with the safety professionals. We will pursue this same strategy within AWO to further enhance the safety of our industry." 🍀



Important Dates and Reminders

..... at a glance

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

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

July 23-24: Interregion Safety Committee Summer Meeting, Sheraton Westport Plaza Hotel, St. Louis, MO

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

August 21-22: Atlantic Region Summer Meeting, Glen Cove Mansion, Glen Cove, NY

September 11: Pacific Region Summer Meeting, Salty's on Alki, Seattle, WA

Safety Committees Approve Sample Disaster Preparedness Policy

The AWO Coastal Safety Committee joined with the Interregion Safety Committee in approving a sample Disaster Preparedness Policy developed through the work of the two committees over the last year. The plan provides a framework for member companies to use to develop their own company-specific policy to respond to a natural or man-made disaster. Copies of the sample policy are posted on AWO's Web site and can be accessed by clicking [here](#).

If you have any questions, please call Bob Clinton at (703) 841-9300, extension 253, or via email at bclinton@vesselalliance.com 🍀

Coastal Safety Committee Meets

The spring meeting of the Coastal Safety Committee was held in New Orleans, LA on May 14-15. The meeting kicked off with a safety briefing followed by opening comments from Chairman Gail Johnson, Great Lakes Dredge & Dock Company. In attendance were 28 safety professionals representing 21 AWO member companies. Ms. Johnson's comments focused on her desire to improve the Coastal Safety Committee by encouraging members to be more actively involved in Safety Committee work. Specifically, she encouraged additional volunteers to pitch in and assist in the work of the committee and participate more actively in the sharing of safety information and lessons learned.

Ms. Johnson also reported on her meeting with AWO senior staff Tom Allegetti, Jennifer Carpenter and Bob Clinton, and Steve Brundrett, Chairman of the Interregion Safety Committee. She explained that she and Mr. Brundrett were assured that AWO recognizes the value and importance of the Safety Committees. She and Mr. Brundrett then discussed with AWO staff their perception of what members want and expect from AWO's Safety Committees, and the value they provide both members of the committees and AWO as an organization. Ms. Johnson also advised Coastal Safety Committee members that the Executive Committee voiced its general agreement with all of these ideas and concluded that it should invite the



chairmen of the two Safety Committees to meet with them once a year to report on the committees' work and progress toward achieving their safety priorities.

The Coastal Safety Committee engaged in a group exercise which sought input from members on their views of the future direction of the committee. The exercise revealed that members look to the Coastal Safety Committee as a place where they can exchange information and ideas to promote safety at their companies. In addition, committee members are anxious to work on safety tools that can be used by members to improve safety and support the overall goals of the association. Developing solutions to problems, sharing training techniques, planning presentations by industry safety experts, and sharing lessons learned are areas on which the committee will concentrate in the future.

The next meeting of the Coastal Safety Committee will be held in conjunction with the AWO Southern Region Meeting on January 21-23, 2009 in New Orleans, LA. 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
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
June 30-July 1	Ingram Marine Group Paducah, KY	Ron Robbins (Contact) (270) 441-1635 ron.robbins@ingrambarge.com

Southern Region

Corps Welcomes Industry Input on IHNC Hurricane Protection Project

The U.S. Army Corps of Engineers has developed a Hurricane Protection Project proposal for the Inner Harbor Navigation Canal (IHNC) lock, with the purpose of protecting the lock and navigation interests in the event of a hurricane. The proposal consists of two floodgate structures in the IHNC at the intersection of the Mississippi River Gulf Outlet and the Gulf Intracoastal Waterway. Each structure is 150 feet wide; one of them is a gate that would be flooded and sunk just before the arrival of a storm, and the other is a sector gate, which is similar to a lock gate. To view the site layout for the proposed Shaw Environmental and Infrastructure solution, please click [here](#).

The Corps has solicited the barge industry for suggestions on the proposal, including any suggestions on the drawings, by May 23. The Gulf Intracoastal Canal Association (GICA) has already submitted comments requesting that the width of the floodgate structures be increased to 300 feet to reduce damage to the structure and risk to vessels and the environment.

AWO is working with the Corps and GICA to ensure that barge companies and waterways commerce are protected in the event of a hurricane. For more information, please contact Addie Wiseman at (281) 540-5004, or via email at awiseman@vesselalliance.com.

Atlantic Region

AWO Continues Pre-Hurricane Season Planning



With hurricane season beginning on June 1, AWO has resumed its annual pre-hurricane season planning effort to increase port-level communication and cooperation between the towing industry and the Coast Guard during the approach, arrival and recovery of a hurricane. An AWO member in each of the 15 Atlantic Region ports has agreed to act as the AWO Hurricane Contact, whose responsibilities include:

- Attending the pre-hurricane season safety committee meetings and reaching out to the local Coast Guard Hurricane Officer;
- Reading and reviewing the local hurricane policy to ensure it is accurate and consistent with the 2006 LANTAREA Port Operations Hurricane Guidance;
- Sending a copy of the local port hurricane policy to Chris Coakley at the AWO Atlantic Region office via email or U.S. mail; and,
- Sharing timely and relevant hurricane information with AWO's regional office for distribution to the regional membership.

While many AWO members already attend port Coast Guard meetings and know the Coast Guard officers and policies, it is important that AWO Hurricane Contacts share revisions to local hurricane policies with AWO Regional Vice Presidents so relevant information can be shared with the entire membership. It is also important for members to

communicate with their customers to arrange for proper berthing procedures before and during a hurricane.

Members should attend pre-hurricane season meetings in any ports where their companies have significant vessel operations during the hurricane season. With that in mind, the Jacksonville Marine Transportation Exchange will be hosting a meeting on May 28 that will include presentations by Coast Guard Sector Jacksonville officials on updates to the Port Heavy Weather Plan. Both local and out-of-state members are encouraged to attend this and other meetings in Coast Guard Fifth and Seventh Districts to build a culture of communication.

A special thanks to all Atlantic Region members who are participating in this program. If members have questions about this program, wish to participate, or would like a complete copy of the Hurricane Season Contacts list, please contact Chris Coakley at (703) 841-9300, extension 297, or via email at cocakley@vesselalliance.com.

Welcome, New Carrier Member!

Canal Towing & Assist, Inc.
P.O. Box 366
Belfast, ME 04915

Rep: Mr. Arthur Fournier
President



Southern Region

Eighth District: No Blanket Extensions for Tank Barge Compliance

CAPT Tom Hooper, Chief, Prevention Division, Eighth Coast Guard District, sent a letter to all tank barge owners and operators that have not yet supplied a compliance plan or become compliant with Class I Division 1 requirements in 46 CFR 111.105-31(1). The letter informed them that:



- There will not be a blanket extension for barges not yet in compliance;
- Owners and operators of non-compliant barges must supply relevant information to the local Officer in Charge - Marine Inspection or to the Eighth District Prevention Division no later than June 15; and,
- Companies that expect to not be fully compliant by August 1 must state the reason for the non-compliance and the amount of time needed to comply, also by June 15. This information will be used to assess the situation and will determine whether the Coast Guard will grant an extension.

To contact the Eighth Coast Guard District Prevention Office, please call LCDR Maurice York at (504) 671-2150.

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

Midcontinent Office

Mark Your Calendar for the Midwest and Ohio Valley Regions Joint Summer Meeting

The Midwest and Ohio Valley Regions Joint Summer Meeting will be held in downtown Chicago, IL on August 14 at The Palmer House Hilton. Discussion topics will include important industry issues such as the interim work authority provision in the Transportation Worker Identification Credential program and ballast water legislation. The commanders of the U.S. Coast Guard Eighth and Ninth Districts, as well as the U.S. Army Corps of Engineers Lakes and Rivers Division and the Mississippi River Division, will be invited as guest speakers. An evening reception will be held August 13.

The Palmer House Hilton, located at 17 East Monroe Street, is offering a special AWO meeting rate of \$259 per room, per night. Make your reservation by July 11 by calling (800) 445-8667.

For more information, please contact Hermoine Wellman at (703) 841-9300, extension 291, or via email at hwellman@vesselalliance.com.

GRASSROOTS IN ACTION

A photograph showing three men on a boat. The man on the left is wearing a blue shirt and a red life vest. The man in the middle is wearing a grey shirt and a red life vest. The man on the right is wearing a red cap, glasses, and a light-colored polo shirt. They are standing near a brown leather seat.

On May 16, Wepfer Marine, Inc. hosted Nick Kistenmacher (left), Field Director for Senator Bob Corker (R-TN), onboard the *m/v Annie Wepfer* to discuss a workable interim work authority for the Transportation Worker Identification Credential program. Pictured with Mr. Kistenmacher are (l-r) Ken Echols, Wepfer Marine, Inc., CDR P.J. Maguire, Sector Lower Mississippi Commander, and Larry Barber, Wepfer Marine, Inc. Others attending the tour were AWO members Ted Waxler, SCF Waxler Marine LLC, and Jody Davenport, Economy Boat Store, as well as Josh Thomas, Field Representative for Senator Lamar Alexander (R-TN).

Midcontinent Office

Mid-America RQSC Meets

Plan Identified for Moving the Casualty QAT Forward



On May 14, the Mid-America Regional Quality Steering Committee (RQSC) met at the corporate offices of Canal Barge Company, Inc. in New Orleans, LA. The RQSC agreed on a process to move the Casualty Quality Action Team (QAT) forward in a way that should address legal and proprietary concerns, to include the Gulf Intracoastal Waterway and drift removal at certain locks in the Waterways Action Plan (WAP), and to rewrite and begin the Outreach, Education and Training QAT.

The group identified a process that will allow each AWO company to input causal data into a “black hole” computer program. The information will not be accessible as a single event, only as part of a group of data. The QAT will work on developing a causal factor menu and design the look of the input screens.

The group also discussed rewriting the Outreach, Education and Training QAT charter to better reflect the improving Coast Guard-industry partnership. The RQSC committed to begin the work of the QAT within two months. AWO members interested in participating should contact Lynn Muench.

RQSC members discussed the problems encountered by some AWO members when they try to access the WAP. The Coast Guard and industry agreed to the following changes:

- 1) There will be a link to the WAP placed on the AWO Web site;
- 2) The location of the report on different sector Web sites will be standardized;
- 3) A blind Web site will be created that contains the entire WAP, and will be linked to all the sector Web sites; and,
- 4) The version of the WAP that lists contact information will be placed on a Web site that is password protected.

The RQSC also discussed the need for the U.S. Army Corps of Engineers to be a more engaged partner with the RQSC. Michael Enschede, Chief of Operations, joined the group via conference call. The RQSC members asked Mr. Enschede to become part of the RQSC to help elevate and expedite some of the key issues that have been in process for a long period of time, such as a national policy for crew changes at locks and adding drift management to the WAP. Mr. Enschede agreed to become part of the Mid-America RQSC. He also provided an update on the Product Delivery Teams’ work on crew changes at locks, a national policy on operation of radar at locks and

drift management. He further discussed how the Corps would like to work with the Coast Guard Bridge Branch and industry to identify locations on the rivers for real time current monitors during high water at bridge locations.

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. Mr. Kidby was unable to attend. Also in attendance were Chuck McAllister, American River Transportation Co.; Cherrie Felder, Channel Shipyard Company, Inc.; and, Lynn Muench and Addie Wiseman, AWO staff.

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

This is National Safe Boating Week!

As this week, May 17-23, 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.

AWO’s popular brochure, entitled “Lifelines: Safety Tips That Could Save Your Life,” delivers important safety tips to recreational boaters in an easy-to-read, user friendly format. Have you ordered your brochures yet?



To request copies of the brochure, please email your request to Susan Miller, AWO Government Affairs Assistant, at smiller@vesselalliance.com. This brochure is free; however, there is a cost for shipping. Order your brochures today!