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## AWO Urges EPA to Seek Extension of NPDES Permit Deadline

### *Three-Year Study Necessary for Developing Vessel Discharges Permit*

The Environmental Protection Agency (EPA) should petition the U.S. District Court for an extension of the September 30, 2008, deadline for expiration of the exemption for vessel discharges from the National Pollutant Discharge Elimination System (NPDES) permitting program, AWO said in comments to EPA on August 1. AWO argued that EPA does not have enough time to perform the in-depth analysis required by law. Because the permit was based on a study of military vessels and cruise ships and cannot be realistically applied to the universe of vessels covered by the permit, an extension and a three-year study is critical to allow EPA to develop a permit that recognizes unique vessel operations and enhances environmental protection.

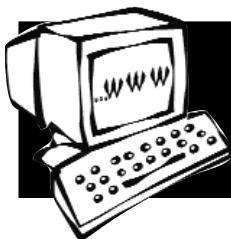
AWO also urged EPA to make the permit simpler, more streamlined and easier for vessel owners to comply with. To that end, EPA should provide that a vessel complying with existing domestic or international discharge regulations will also be deemed in compliance with requirements of the permit that impose duplicative or inconsistent burdens, AWO wrote. In addition, AWO urged EPA to revise the process by which states can impose additional discharge requirements

to require them to propose such requirements through the federal rulemaking process.

AWO's comments also included suggestions aimed at changing specific requirements in the permit to better reflect vessel operations. AWO urged EPA to exempt certain vessels, including barges, from the requirement to submit a Notice of Intent (NOI) and to allow an owner to submit one NOI for the company's entire fleet. AWO also pointed out that the inspections and recordkeeping sections of the permit, including drydocking and document storage requirements, will vastly increase administrative burdens on vessel operators, who should be primarily focused on the safe operation of the vessel.

Finally, AWO indicated a number of areas where specific effluent discharge requirements would be problematic for tugboats, towboats and barges, pointing out again the need for a study to better understand these discharges, their effect on the environment, and how best to minimize them. AWO also strongly urged EPA to ensure that vessel operators would not be retroactively penalized for non-listed incidental discharges that may occur in the future.

*(continued on page 2)*



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## Senate Bill Could Provide Limited Relief from TWIC Mandate for Some Towing Vessel Personnel



On July 31, Senator Norm Coleman (R-MN) introduced S. 3377, the Small Marine Business and Fishing Guide Relief Act. If passed, the bill would exempt personnel on certain vessels from compliance with the requirement to carry a Transportation Worker Identification Credential (TWIC). The bill is similar in effect to section 716 of H.R. 2830, the Coast Guard Authorization Act of 2008, which passed the House of Representatives in April. (The Senate version of the Coast Guard bill, S. 1892, has not yet been considered on the Senate floor.)

The Maritime Transportation Security Act of 2002 (MTSA) established five classes of vessel personnel required to have a TWIC: individuals allowed unescorted access to secure areas designated by vessel security plans; individuals with a license, certificate of registry or Merchant Mariner's Document (MMD); vessel pilots; individuals engaged on a towing vessel that pushes, pulls or hauls alongside a tank vessel; and, individuals with access to security sensitive information.

Under S. 3377, individuals issued a license, certificate of registry, or MMD would only be obligated to carry a TWIC if employed on a vessel required to submit a vessel security plan. The bill would also eliminate the requirement for personnel serving on towing vessels operating alongside tank vessels to carry a TWIC. (However, because such towing vessels are already subject to the vessel security plan requirements, the practical impact of this provision is likely to be very limited.)

The intent of S. 3377 is to provide relief from the TWIC requirements for licensed and documented mariners on vessels whose day-to-day functions have been judged by Congress to have no impact on homeland security. While the provision is aimed primarily at small business vessels like fishing and tour boats, licensed personnel on towing vessels that are not required to have a vessel security plan (e.g., those engaged solely in the movement of dry cargo barges) would qualify for relief from the TWIC mandate as well. Section 716 of H.R. 2830 provides the same substantive relief through different statutory language, limiting

the TWIC requirement to individuals granted unescorted access to secure areas of a vessel.

In addition, S. 3377 directs the Secretary of the Department of Homeland Security (DHS) to submit a report to Congress within 90 days to assess:

- The feasibility of accepting licenses, certificates of registry, MMDs and applicant biometrics at TWIC enrollment facilities or DHS mobile enrollment centers;
- The feasibility of verifying that individuals have obtained a TWIC where not required to do so, so they can be refunded the cost of the TWIC; and,
- The feasibility of verifying that an individual has received a TWIC where required so that the individual may be given a credit towards the renewal of their license, certificate of registry or MMD.

The study requirement represents an initial attempt to streamline the application process for TWIC and the necessary paperwork, in response to complaints from owners, operators and employees who are going through the process of applying for the card. The bill however only mandates exploration into the feasibility of providing such relief, and does not require DHS to establish a refund or credit program or to accept biometrics for license applicants at TWIC enrollment centers.

AWO members with questions about S. 3377 should contact Brian Vahey at (703) 841-9300, extension 251, or via email at [bvahey@vesselalliance.com](mailto:bvahey@vesselalliance.com). For a copy of the bill, click [here](#).

### AWO Urges EPA to Seek Extension of NPDES Permit Deadline

*(continued from page 1)*

AWO will continue to urge EPA to seek an extension from the district court and offer its assistance to the agency in modifying the permit to better reflect tugboat, towboat and barge operations. To read AWO's comments, please click [here](#). If you have any questions, please contact Jennifer Carpenter or Mary McCarthy at (703) 841-9300, extensions 260 or 254, respectively, or via email at [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com) or [mmccarthy@vesselalliance.com](mailto:mmccarthy@vesselalliance.com).



## TWIC Offices Announce Hours of Operation Changes

Lockheed Martin has recently announced changes to a number of TWIC enrollment centers. The changes can include changes for days of operation, hours of operation or both. The chart of changes is below.

Port	Days	Hours of Operation
Albany, NY	T, W, Th	8:00am-4:30pm
Boston, MA	M-F	8:00am-4:30pm
Bridgeport, CT	M-F	8:00am-4:30pm
NY/NJ#1	M-Th	8:00am-4:30pm
Portsmouth, NH	M-F	8:00am-4:30pm
Providence, RI	M-F	8:00am-4:30pm
Bangor, ME	M-F	8:00am-4:30pm
NY/NJ#2	M, T, Th, F	8:00am-4:30pm
NY/NJ#3	T, W, Th, F	8:00am-4:30pm
Wilmington, NC	M-F	9:00am-1:00pm
Dundalk, MD	M-Th	8:00am-4:30pm
Brunswick, GA	T, W	8:00am-4:30pm
Miami, FL	M-Th	8:00am-12:00pm and 1:00pm-4:30pm
Savannah, GA	M-F	8:00am-3:00pm
Brownsville, TX	M-Th	8:00am-12:00pm and 1:00pm-4:30pm
Boston, MA	M-F	8:00am-4:30pm
Lake Charles, LA	M-F	7:00am-6:30pm
Nashville, TN	M-F	8:00am-5:00pm
New Orleans, LA	M-F	6:30am-5:00pm
St. Louis, MO	T, W, Th	8:00am-4:30pm
Vicksburg, MS	M-F	6:00am-6:00pm
Calcite, MI	M-F	8:00am-12:00pm and 1:00pm-5:00pm
Muskegon, MI	M-F	8:00am-12:00pm and 1:00pm-5:00pm
Sandusky, OH	M-F	8:00am-12:00pm and 1:00pm-5:00pm
Long Beach, CA	M-F	7:00am-5:00pm
Los Angeles, CA	M-F	8:00am-5:00pm
Oakland, CA	M-F	8:00am-5:00pm
San Diego, CA	M, T, Th	8:00am-4:30pm
Anacortes, WA	M-F	8:00am-5:00pm
Coos Bay, OR	M-F	8:00am-5:00pm
Everett, WA	M, T, W, Th	8:00am-12:00pm and 1:00pm-5:00pm
Portland, OR	M, T, W, Th	8:00am-5:00pm
Seattle, WA	M-F	8:00am-5:00pm
Tacoma, WA	M-F	8:00am-5:00pm
Vancouver, WA	M-F	8:00am-5:00pm
Kahului, HI	M, T, W, Th	8:00am-4:30pm
Juneau, AK	M, T, W, Th	8:00am-4:30pm

### Important Dates and Reminders

..... at a glance

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

**August 20-21:** Atlantic Region Summer Meeting, The Seamen's Church Institute, New York, NY

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

## ABS Study on Towing Vessel Inspection Confirms TSAC Findings

On July 28, the U.S. Coast Guard released to the public an ABS Consulting study commissioned by the agency as background to the towing vessel inspection rulemaking. The report, which includes recommendations on the content of the forthcoming inspection regime for towing vessels, largely validates the conclusions and recommendations of a September 2006 report from the Towing Safety Advisory Committee (TSAC) on this subject.

A significant part of the ABS study focused on the risk evaluation of accidents. Its findings were consistent with those of TSAC in that both reports found that human factors represent the predominant cause of towing vessel accidents. Within the category of human factors, the studies both found that lack of situational awareness was the greatest cause of accidents. Both studies also concluded that equipment failure was the second-leading contributor to casualties.

Based on these results, the ABS study expressed confidence that focusing on human error is the key to making accidents less common. The study recommended that the emphasis for prevention should be on ensuring an environment of cooperation between the Coast Guard and the industry to reduce human error casualties, rather than on a search for more punitive measures aimed at crewmembers. The report recommended focusing on effective safety policies and procedures, crew training, voyage planning and adequate rest periods, and consideration of crew endurance issues in order to reduce the incidence of towing vessel casualties.

The ABS study also offered five recommendations for the towing vessel inspection rulemaking. These include the possibility of excluding workboats and assistance towing vessels from the new regulations, making sure that towing vessels of greater than 5,000 horsepower receive the bulk of regulatory attention (as they pose risks that are 15 to 120 times larger than vessels of lower horsepower), providing sound training for Coast Guard inspectors and third-party personnel, the possibility of industry organizations or the Coast Guard assisting small towing companies in Safety Management System development, and the possibility of offering a different inspection process for companies that have not already implemented the Responsible Carrier Program. The report stated that larger vessels are a greater risk "due to their generally larger crews, which represent more working hours per vessel when compared to the smaller vessels."

For a copy of the ABS study, please click [here](#). For more information, please contact Jennifer Carpenter or Benjamin Rogers at (703) 841-9300, extensions 260 or 264, respectively, or via email at [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com) or [brogers@vesselalliance.com](mailto:brogers@vesselalliance.com). ☘

## Coast Guard Announces PREP Exercise Schedule

On August 4, the U.S. Coast Guard announced the schedule of National Preparedness for Response Exercise Program (PREP) Area exercises for 2009-2013 and solicited industry volunteers to participate in these exercises.

The Coast Guard and other federal agencies developed PREP in 1994 as a comprehensive spill response exercise program to ensure compliance with the drill requirements of the Oil Pollution Act of 1990. Area Exercises, which can be led by either government or industry participants, involve the entire response community in a given area, including federal agencies, state and local governments, industry, environmental groups and the general public. The Coast Guard previously published the PREP exercise schedule every three years, but has changed the cycle to five years to align with the Department of Homeland Security's National Exercise schedule.

For a copy of the PREP guidelines, Area Exercise schedule and exercise design manual, click [here](#). ☘

## TWIC Enrollment Update

TWIC enrollment has begun at the following ports:

- **August 20:** Port of American Samoa  
Pago Pago, AS

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

## TSA Reports on Progress of TWIC Compliance; Coast Guard Issues Reminder to Mariners

On August 14, the Transportation Security Administration (TSA) issued an updated status report on the implementation of the Transportation Worker Identification Credential (TWIC) program. As of that date, TSA reported that 262,789 TWIC cards had been activated and 440,145 maritime workers had enrolled.

Additionally, the Coast Guard issued a reminder on August 6 for affected mariners to obtain their TWIC by April 15, 2009. The Coast Guard also noted that mariners may use their valid Coast Guard-issued Merchant Mariner's Document (MMD), license or Certificate of Registry, along with a valid photo ID, in order to have unescorted access to secure areas of regulated facilities with earlier compliance dates.

As reported in the August 1 edition of the *AWO Letter*, the TWIC compliance date for the Coast Guard Captain of the Port (COTP) zones of Charleston, SC, Long Island Sound, NY, Jacksonville, FL and Savannah, GA, is December 1. Compliance for all ports will be phased in until April 15, 2009, by COTP zones. After April 15, all facilities must be in compliance and all credentialed mariners must possess a TWIC.

AWO urges all member companies to encourage their employees to obtain a TWIC as soon as possible to minimize the likelihood of last-minute processing delays or confusion as facilities begin to implement the program. AWO also requests member feedback on the proposed implementation schedule and its effect on mariners, in particular those who are not required to have MMDs. Please share any feedback with Jennifer Carpenter or Susan Miller electronically by emailing them at [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com) or [smiller@vesselalliance.com](mailto:smiller@vesselalliance.com), respectively. 🌐

## Congress Adjourns for the Summer

On July 31, the Senate adjourned for its summer recess. On August 1, the House adjourned as well. Prior to adjournment, the Senate Appropriations Committee passed the Energy and Water Appropriations Bill for Fiscal Year 2009 (FY09) which begins on October 1. The bill provides \$5.3 billion for the U.S. Army Corps of the Engineers, including \$40 million for flood control and coastal emergencies, and \$2.2 billion for operations and maintenance.



As reported in the July 7 edition of the *AWO Letter*, the House Appropriations Committee passed its companion appropriations bill in June. The full House and Senate will both have to act on the FY09 appropriations in order for them to go into effect. Due to the limited amount of time that Congress is scheduled to be in session this fall, it is widely expected that there will not be time to consider individual appropriations bills and all appropriations for FY09, which begins on October 1, will be contained in an omnibus "continuing resolution." Both chambers of Congress are scheduled to reconvene on September 8 and then recess again by the end of September.

For more information, please contact Boyd Hollingsworth or Ben Rogers at (703) 841-9300, extensions 258 or 264, respectively, or via email at [bhollingsworth@vesselalliance.com](mailto:bhollingsworth@vesselalliance.com) or [brogers@vesselalliance.com](mailto:brogers@vesselalliance.com). 🌐

## AWO Welcomes Rob McCaw, Government Affairs Associate



MCCA W

On August 12, AWO welcomed its fourth and final Government Affairs Associate, Robert McCaw, thus completing an important phase of the association's reorganization to add capacity and bench strength to AWO's national and regional advocacy program. Mr. McCaw will work alongside Government Affairs Associates Mary McCarthy, Benjamin Rogers and Brian Vahey as the critical research, analysis and writing arm of AWO's advocacy department.

Mr. McCaw most recently worked as a Research Associate for the American Institutes for Research, a behavioral and social science research organization, and has experience creating and managing surveys. He earned his B.A. in History from the University of Massachusetts and his M.A. in Political Science from the University of Florida. He can be reached at (703) 841-9300, extension 279, or via email at [rmccaw@vesselalliance.com](mailto:rmccaw@vesselalliance.com). 🌐

## Attention AWO Members...

### *There's Still Time to Enter the AWO Safety Calendar Photo Contest!*

Calling all AWO Members – time is running out to enter photos of your vessels in the AWO Safety Calendar Photo Contest! **The due date for photos is Friday, August 22.**



Twelve winning photos will be featured in the full-color, glossy 2009 Safety Calendar. The calendar will be mailed to all AWO members, as well as to legislators,

regulators and the media to illustrate the industry's commitment to safety. In addition to the high profile your company will receive by being featured in the calendar, photo contest winners will receive six free calendars.

If you are emailing photos, please make sure that they are in a "TIFF" or "JPG" format and at least 300 dpi. If you are mailing hard copies, all prints must be in color, at least nine by 12 inches in size, and have the company's name, the name of the person submitting the photo and a contact phone number on the back of the photo.



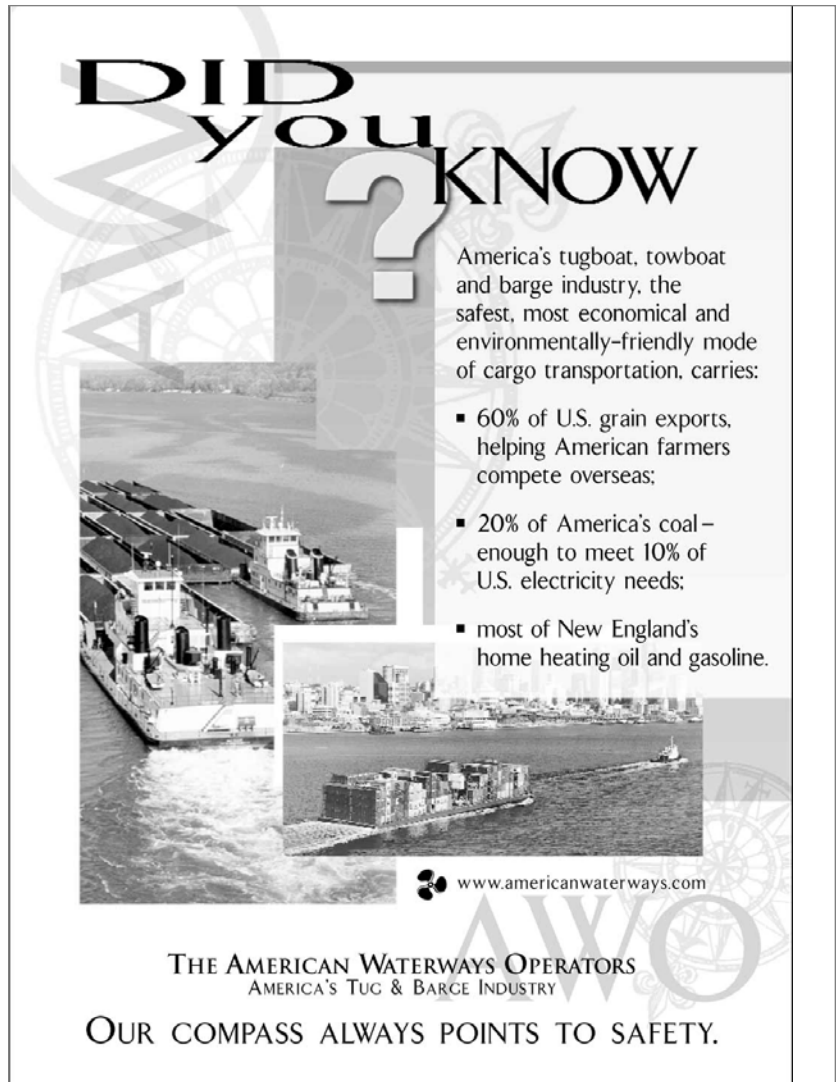
If you receive a hard copy of the *AWO Letter* and need to know the exact Web addresses of the hyperlinks in any articles, please contact Mary McCarthy at (703) 841-9300, extension 254, or [mmccarthy@vesselalliance.com](mailto:mmccarthy@vesselalliance.com).

Please email your photos to this email address, [smiller@vesselalliance.com](mailto:smiller@vesselalliance.com), or mail them to:

Susan Miller  
The American Waterways Operators  
801 North Quincy Street, Suite 200  
Arlington, VA 22203

Photos will not be returned. All photos received become the property of AWO, and AWO reserves the right to use them in other association materials to promote the industry.

We look forward to receiving your winning entries! 🌊



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## AWO Chairman Offers Industry Perspective to New Orleans Newspapers



The following piece was submitted as an op-ed to the *New Orleans City Business* by AWO Chairman of the Board Merritt Lane. An abridged version was submitted as a Letter to the Editor to the *Times-Picayune*.

\*\*\*\*\*

The August 10 article, "Tugs Operate under Radar on River," painted a misleading and very different picture of the tugboat, towboat and barge industry than the one I see as President and CEO of New Orleans-based Canal Barge Company and Chairman of the Board of The American Waterways Operators (AWO), our industry's national trade association.

The industry in which I'm proud to make my living is safe, environmentally responsible, phenomenally cost-efficient, and uncommonly progressive in partnering with government to make our nation's waterways as safe and as clean as possible. Last year, a study conducted by the Texas Transportation Institute for the U.S. Department of Transportation found that inland waterways transportation is the safest, most environmentally-friendly and most economical form of freight transportation. Waterways transportation has the lowest personnel injury and fatality record, the lowest hazardous material spill record, and generates the least amount of emissions compared to rail or truck transportation.

Our industry has a long track record of both voluntary compliance with safe operating standards and partnership with government to promote ever-higher levels of safety and environmental protection. Fourteen years ago, AWO

became the first transportation trade association to establish a code of safe practice and environmental stewardship for member companies. Since 2000, the AWO Responsible Carrier Program has been a condition of membership in AWO, and members must pass an independent safety audit every three years or forfeit their membership in the association.

We have also worked closely with Congress and the U.S. Coast Guard to make sure that all companies – not just those who choose to belong to AWO – live by the same high standards. Five years ago, the leadership of the tugboat, towboat and barge industry took the unprecedented step of asking the Commandant of the Coast Guard to request statutory authority from Congress to establish a new inspection regime for towing vessels. Over the past four years, we have worked closely with the Coast Guard – under the leadership and oversight of House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN) – to implement this Congressional mandate so that accidents like the *Mel Oliver* spill never happen again.

With strong industry support, the congressionally-authorized Towing Safety Advisory Committee (TSAC), a federal advisory group that includes representatives from the barge and towing industry, maritime labor, cargo shippers, ports and terminals, and the general public, has recommended an innovative and effective regulatory approach to towing vessel inspection that would require all towing companies to implement a safety management system like the Responsible Carrier Program. Failing

a safety audit would trigger immediate notification of the Coast Guard, which could force the company to correct the problem immediately or get its vessels off the water. To put teeth in the program – without creating unnecessary burdens for the vast majority of companies who work hard to do the right thing – TSAC has recommended a risk-based enforcement regime in which companies with questionable safety records or poor performance on safety audits would be subject to the lion's share of Coast Guard enforcement resources.

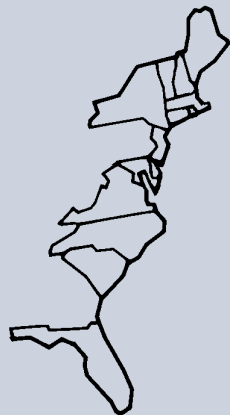
Had this system been in place this year, the Coast Guard would have been notified when the company operating the *Mel Oliver* failed its industry safety audit in May, which could have forced the company to tighten up its procedures for ensuring that only properly licensed personnel can crew its vessels.

The people of New Orleans have struggled mightily to rebuild our city and its economy following the devastation of Hurricane Katrina three years ago. We can't control Mother Nature, but we can prevent man-made disasters like oil spills that result from human error. The Coast Guard should move immediately to publish the TSAC-recommended towing vessel inspection rules and help make a safe industry even safer. 🍀

Atlantic Region

## Atlantic Region Summer Meeting Fast Approaching on August 20-21

The Atlantic Region Summer Meeting is quickly upon us, being held on August 20-21 in New York, NY, at the Seamen's Church Institute. For those who still need to register, please click [here](#). This meeting will address the emerging issues of air emissions and ballast water management, as well as existing changes in security policies and the ongoing development of towing vessel inspection regulation. The meeting will begin on Thursday, August 21 at 8:00 a.m. and will conclude at noon. There will be a social dinner on Wednesday evening, August 20, at 6:00 p.m. at the India House Club at One Hanover Square. The cost of the dinner will be shared among all dinner attendees. If you have questions, please contact Hermoine Wellman at (703) 841- 9300, extension 291, or [hwellman@vesselalliance.com](mailto:hwellman@vesselalliance.com). ☘



## MASSACHUSETTS GOVERNOR SIGNS BUZZARDS BAY LEGISLATION

On August 7, Massachusetts Governor Deval Patrick signed legislation regarding oil spills in Massachusetts entitled "An Act Further Protecting Buzzards Bay." AWO thanks all of its members who called the governor's office to voice opposition to the bill. This bill is carefully crafted to work around the constitutional issues being litigated in the court case *U.S. v. Massachusetts* (of which AWO is an intervener). Now the Secretary for the Department of Environmental Protection (DEP) must promulgate regulations according to the state law to allow this legislation to become effective. The implementation of these regulations will become effective in February or March 2009, following the promulgation of the rules.



The bill provides that, if an owner or operator of a tank barge carrying more than 6,000 barrels of oil through Buzzards Bay provides notice to DEP of their intent to enter the bay within 24 hours of entrance and requests a state pilot to accompany the vessel, DEP must provide the state pilot, paid for by the state. If a vessel does not request a state pilot, DEP must dispatch a rescue tug manned by a state pilot to monitor the vessel and provide it with navigational information. The state pilot and/or rescue tug operator must report all navigational incidents that may have resulted in an oil spill, and that report will be open to the public. If a vessel operator does not notify DEP and the vessel spills oil into the bay, the vessel owner or operator must pay triple the fines, which would raise them to between \$7,500 and \$6 million, depending on the violation.

The rescue tugs will be paid for out of the Massachusetts Oil Spill Trust Fund, which is funded by a fee paid by owners of oil when that oil is received at a Massachusetts marine terminal from outside the state. That fee will increase from two cents to five cents.

It is important to note that the legislation stipulates that all requests for a state pilot must go through DEP after the effective date of the legislation and following publication of state regulations. Under the provisions of the bill, state pilots do not have the authority to offer this service to AWO companies. AWO companies wishing to have a state pilot on board their vessel should make a request to DEP rather than in response to pilots' inquiries.

If you have any questions about the legislation, please contact Chris Coakley at (703) 841-9300, extension 297, or via email at [ccoakley@vesselalliance.com](mailto:ccoakley@vesselalliance.com). ☘

Southern Region

## Coast Guard Seeks Members to Participate in HOGANSAC

On August 8, the U.S. Coast Guard announced that it is looking for individuals to participate in the Houston-Galveston Navigation Safety Advisory Committee (HOGANSAC). HOGANSAC is composed of 19 members appointed by the Secretary of the Department of Homeland Security. Its mission is to provide leadership and direction for representatives of the maritime industry and the general public. These representatives operate through subcommittees and working groups. HOGANSAC is specifically seeking participation from maritime industry officials who use ports and waterways in the Houston-Galveston area. For those who are interested, a short online survey should be completed. The first meeting is September 16 in Texas City, TX.

To read the Coast Guard notice, please click [here](#). To access the online survey, please click [here](#). For more information, please contact the HOGANSAC Chairperson, Ms. Tava Foret, at (281) 452-9940. 🌐

Pacific Region

## Registration Link for the Pacific Region Summer Meeting Coming Soon!

Please watch for an email invitation to the AWO Pacific Region Summer Meeting. As reported over the last few months, the Pacific Region Summer Meeting has been scheduled

for September 11 from 8:00 a.m. to noon with registration starting at 7:30 a.m. The meeting will be held at Salty's on Alki Restaurant, 1936 Harbor Avenue S.W., Seattle, WA. The guest speakers include CAPT Sue Englebert, incoming commander, sector Seattle, the U.S. Army Corps of Engineers (who will discuss the Seattle seawall) and the Pacific Northwest Waterways Association. There will also be discussion of issues that are critical to both the regional and national tugboat, towboat and barge industry. For more information, please contact Jason Lewis at (206) 245-5758, or via email at [jlewis@vesselalliance.com](mailto:jlewis@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
August 25-26	American River Transportation Co. Bolingbrook, IL	LCDR Vivianne Louie (Contact) (202) 372-1358 <a href="mailto:Vivianne.W.Louie@uscg.mil">Vivianne.W.Louie@uscg.mil</a>

\* Contact for CEMS Awareness and coaches training to be held at your location.