

VOLUME 66, No. 4 • FEBRUARY 27, 2009

HIGHLIGHTS IN THIS ISSUE

TSA Announces TWIC Transfer Option.....1

Coast Guard Announces LRIT Compliance Date.....2

AWO Participates in Commerce Department Roundtable on Transportation Security, Environmental Regulation.....3

New "Leave-Behind" Brochure a Tool for Advocacy.....4

AWO Honors Coast Guard in Chicago.....5

Mississippi River Commission to Hold Public Meetings.....5

Eighth Coast Guard District Announcement.....5

Pacific Region Holds Successful Annual Meeting.....6

CEMS Training Opportunities.....6

THIS SPONSORSHIP BLOCK COULD BE YOURS! In the current economic climate, advertising and marketing become even more important to a company's health. AWO is currently accepting sponsorship applications for the 2009 *AWO Letter*. Sponsor an issue by clicking [here!](#)



TSA Announces TWIC Transfer Option *National Maritime Center Issues Special Announcement for Merchant Mariners*

On February 17, the U.S. Transportation Security Administration (TSA) announced that any individual enrolling for a Transportation Worker Identification Credential (TWIC) who has passed the TWIC threat assessment can transfer their relevant personal information from one center to another center anywhere in the country. This will enable individuals who began the TWIC enrollment process at one center to pick up and activate their TWIC at another enrollment center.

Mariners who would like to transfer their card to a different enrollment center due to seasonal work, a residential move or any other extenuating circumstance can do so by calling the TWIC Help Desk at (866) 347-8942 and requesting a card transfer. There is currently no fee associated with the transfer, and individuals can expect their card to arrive at their requested enrollment site in three to four weeks.

Mariners Reminded to Self-Identify on TWIC Applications

On February 12, the U.S. Coast Guard's National Maritime Center issued an advisory to mariners requesting that any individual who holds a merchant mariner credential (license or Merchant Mariner

Document [MMD]) or is contemplating applying for one in the future be sure to identify themselves as a "Merchant Mariner" when enrolling for a TWIC. The Coast Guard issued this advisory in advance of a forthcoming final rule expected to be published shortly that will consolidate licenses and MMDs into a new Merchant Mariner Credential (MMC).

When the MMC rule is finalized, mariners will no longer have to provide fingerprints at a Coast Guard Regional Examination Center, but will have their biometric information transferred by TSA from a TWIC enrollment center to the Coast Guard. Mariners who fail to self-identify could risk delaying their MMC application.

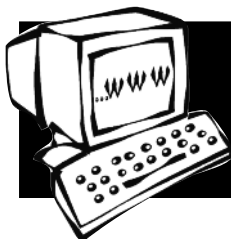
Mariners who already have a TWIC will not need to deal with this issue until their next TWIC/license renewal.

Coast Guard Alerts Security Personnel of Four Valid TWIC Variations

On February 25, the Coast Guard confirmed that there have been two incidents in the last two weeks of individuals arrested for possessing fraudulent TWICs. Without getting into



(continued on page 2)



The new and improved...

www.americanwaterways.com

This edition of the
AWO Letter is
sponsored by:

Coast Guard Announces LRIT Compliance Date

Vessel Owners Encouraged to Sign Up for Conformance Test

On December 31, 2008, the U.S. Coast Guard implemented Long Range Identification and Tracking (LRIT) requirements for cargo ships (including towing vessels) more than 300 GT (ITC tonnage) engaged on international voyages. Affected vessels built on or after December 31, 2008, are required to be in immediate compliance with the final rule; for existing vessels, the implementation date is the first survey of the radio installation after December 31, 2008. LRIT is a long-range automated vessel tracking system intended for use among all vessels in United States waters that are equipped with the Global Maritime Distress and Safety System (GMDSS). The Coast Guard plans to correlate LRIT data with data from other sources to heighten the agency's overall Maritime Domain Awareness.

LRIT requirements have been a subject of controversy because the applicability threshold for LRIT (300 GT ITC, an international metric) is different from the applicability threshold for GMDSS (300 GRT, or regulatory tons, a domestic metric). GMDSS is the intended means through which LRIT transmissions are to be made, but because of the different tonnage thresholds on which the LRIT and GMDSS requirements are based, some vessels required to have LRIT do not have a GMDSS to transmit it. Additionally, vessels without GMDSS have no radio installation survey, and thus no clear implementation deadline.

The United States and other affected countries raised this compliance challenge to the International Maritime Organization (IMO) during its meeting on November 26 through December 5, 2008. The IMO decided to delay the compliance deadline for vessels without GMDSS to December 31, 2009, at which time all vessels are expected to be able to make LRIT transmissions. The Coast Guard has advised that numerous international companies have products available to allow LRIT transmissions without GMDSS equipment; however, no such equipment has yet received type approval from the Coast Guard. Companies are advised to wait until products receive type approval from the Coast Guard before purchasing any equipment.

Conformance Tests Now Available

On February 19, the Coast Guard announced that Pole Star Space Applications Limited has been chosen as the testing Application Service Provider (ASP) to issue conformance test reports on behalf of the United States. The Coast Guard has recommended that owners of vessels that will be

required to make LRIT transmissions contact the agency to schedule a conformance test.

Conformance tests give the Coast Guard the opportunity to assess whether certain vessels will need to be LRIT-compliant. Conformance testing is also used to determine whether vessels already have equipment capable of transmitting LRIT data. The Coast Guard will pay for a conformance test until 2010, and vessel owners currently engaging in international voyages, or those intending to do so, are encouraged to get a conformance test now.

To schedule a test, visit the Coast Guard's Vessel Navigation Center Web site at www.navcen.uscg.gov/lrit/. For more information, please contact Brian Vahey at (703) 841-9300, extension 251, or by email at bvahey@vesselalliance.com

TSA Announces TWIC Transfer Option

(continued from page 1)

details, the Coast Guard assured industry that it is working to track down any and all sources for false cards. However, the Coast Guard also announced the existence of four valid TWIC variations that have been issued by TSA to individuals at different points during the life of the TWIC program. The minor variations include: the addition of a trademark symbol; a slight movement of the words on the back of the card; and, the addition of a 1-D barcode to help with inventory tracking at TSA's printing facility. The differences in the cards are cosmetic; the security features remain the same.

The Coast Guard has issued guidance to Vessel and Facility Security Officers detailing the specific variations on the four valid TWICs to ensure that security personnel are trained to distinguish between a legitimate TWIC and a forgery. Vessel Security Officers and Facility Security Officers who have not received this guidance should contact the Coast Guard immediately.

For more information, please contact Jennifer Carpenter or Brian Vahey at jcarpenter@vesselalliance.com or bvahey@vesselalliance.com, or at (703) 841-9300 extensions 260 and 251, respectively.

AWO Participates in Commerce Department Roundtable on Transportation Security, Environmental Regulation

On February 23, AWO participated in a U.S. Department of Commerce Supply Chain Infrastructure workshop focusing on “Securing the Supply Chain and Making the Supply Chain Environmentally Sound.” The workshop, one of four focusing on various issues pertinent to an efficient domestic supply chain, brought together dozens of supply chain stakeholders from companies, associations and business advocacy groups to discuss potential security and environment topics that will be addressed during an overarching conference to be held later this year.

When discussing transportation security, the workshop participants emphasized the need for Congress and federal agencies to take a global, not national, approach, and expressed a desire for better coordination among federal agencies who regulate supply chain security. Overall, the group noted that the post-September 11, 2001, focus on security need not come at the expense of



efficiency or safety. AWO underscored this point by using the example of eliminating the second trip to the Transportation Worker Identification Credential (TWIC) enrollment center.

When discussing the environment, the workshop participants noted similarly that there should be an emphasis on new business practices that improve both efficiency and environmental quality. AWO brought up the new National Pollutant Discharge Elimination System (NPDES) regulations for vessel discharges, explaining that the program’s problematic applicability to vessels makes compliance difficult and environmental benefits questionable, highlighting the need for a vessel-specific discharge regulation.

For more information, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at mmccarthy@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.

March 31-April 3: AWO Spring Convention, Arlington, VA

July 23-24: AWO Southern Region Meeting, Houston, TX

August 19-20: AWO Midwest and Ohio Valley Regions Joint Meeting, St. Louis, MO

August 26-27: AWO Atlantic Region Meeting, Norfolk, VA

Welcome, New Carrier Members!

Cruz Marine, LLC
3852 North Clark-Wolverine Road
Palmer, AK 99645

Rep: Mr. Kevin J.T. Weiss
Marine Director

Brennan Marine, Inc.
820 Bainbridge Street
La Crosse, WI 54603

Rep: Mr. Kent Pehler
Chief Operating Officer

Evansville Marine Service, Inc.
2300 Broadway Avenue
Evansville, IN 47712

Rep: Mr. Robert R. Aldrich
President/Owner

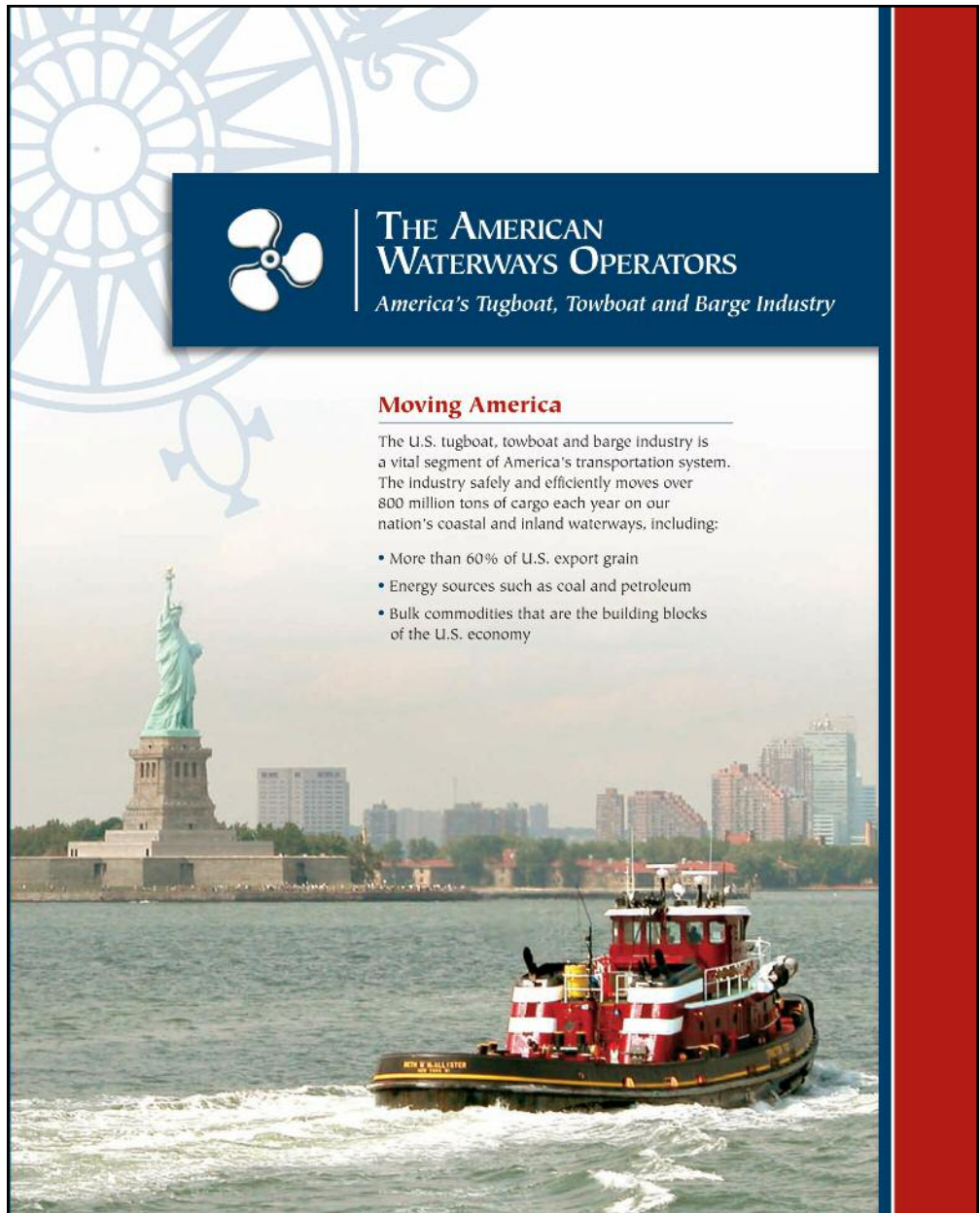
Apex Towing Company
8235 Forsyth Blvd.
St. Louis, MO 63105

Rep: Mr. Mike Hannemann
Manager-Marketing

New “Leave-Behind” Brochure a Tool for Advocacy

AWO has created a new “Leave-Behind” brochure as part of its Industry Image Campaign. Developed as a tool for AWO’s advocacy outreach to the new Congress and the Obama Administration, the brochure highlights the economic, environmental, safety, national security, and quality of life advantages of barging, and the value of the tugboat, towboat and barge industry to the nation. It also features many beautiful industry photos depicting the various segments of the industry and its diversity.

AWO members will distribute the new “Leave-Behind” during their meetings with members of Congress at the “Barge-In” to be held on April 1 in conjunction with the AWO Spring Convention. AWO staff already completed a first-round mass distribution of the “Leave-Behinds” to key staffers on Capitol Hill. 🌊



Welcome, New Affiliate Members!

Brazos River Fleeting
618 East Second Street
Freeport, TX 77541

Rep: Mr. David W. Terry
President

Hantz Tankering Service
P.O. Box 25
Dayton, TX 77535

Rep: Mr. Russell Hantz
President of Operations



Midcontinent Office**AWO Honors Coast Guard in Chicago**

AWO Chicago area members presented to CDR Paul Mehler, III, Commander, MSU-Chicago (front, second from left), and CAPT Bruce Jones, Commander, Sector Lake Michigan (second from right), a token of their appreciation for the leadership provided by the commanders to improve the consistency between the Eighth and Ninth Coast Guard Districts and their ongoing attention to the river system and the towing industry.

Other individuals in the picture include: (back row, l-r) John Kindra, Kindra Lake Towing, LP; Capt. Matt Moore, AEP River Operations; Darren Melvin, Hanson Material Service; Del Wilkins, Canal Barge Company, Inc.; Bill Russell, Illinois Marine Towing, Inc.; (front row, l-r) Lynn Muench, AWO; CDR Mehler; CAPT Jones; and Matt French, American River Transportation, Inc. 🌐

Southern Region***Mississippi River Commission to Hold Public Meetings***

The Mississippi River Commission (MRC) will be holding four public meetings in the near future on board the *m/v Mississippi*. The meetings will be held in Caruthersville, MO, on March 30; Tunica, MS, on March 31; Vicksburg, MS, on April 1; and, Baton Rouge, LA, on April 3.

The agendas for all the meetings include a summary report by the MRC President, and an overview on current project issues by the District Commander. To read the full notice sent out by the MRC, please click [here](#).

The MRC is charged by Congress to develop plans for improving the condition of the Mississippi River, fostering navigation, promoting commerce, and preventing destructive floods. For more information, please contact Lynn Muench at (314) 446-6474, or via email at lmuench@vesselalliance.com. 🌐

Eighth Coast Guard District Announcement

On February 9, the Eighth U.S. Coast Guard District released a new Policy Letter to standardize its procedures to allow certified inland tank barges with minor hull damages to transit across Eighth District marine inspection zones by permitting the use of a Notice of Merchant Marine Inspection Requirements (Form CG-948) instead of a Permit to Proceed to Another Port for Repairs (Form CG-948). To view the letter, please click [here](#). The Policy Letter has also been forwarded to the Ninth District. AWO will formally request that the Ninth District accept this policy to provide consistency between the two districts. For more information, please contact Lynn Muench at (314) 446-6474, or via email at lmuench@vesselalliance.com. 🌐

Midcontinent Office

Pacific Region Holds Successful Annual Meeting

The AWO Pacific Region held its annual meeting at Salty’s on Alki in Seattle, WA, on February 12. The agenda consisted of the election of regional directors; the review, discussion and adoption of the 2009 regional priorities; a discussion on the 2009 national priorities; and, a presentation from U.S. Coast Guard Sector Seattle Commander CAPT Suzanne Englebert.

Pacific Region Chairman Ric Shrewsbury, Western Towboat, delivered the Chairman’s remarks, in which he emphasized the need for all AWO members to continue to engage in the process of advocacy through grassroots and PAC efforts. The need for a high level of participation among industry companies was echoed throughout the meeting in discussions regarding the new Administration and the work at the regional level. This has always been true in the Pacific Region but it is even more important with the changes in the political, economic and environmental landscape.

CAPT Englebert gave an insightful and informative presentation that focused on a new boarding program in the Puget Sound. The boarding program will be a law enforcement action and CAPT Englebert expressed the need for industry to be engaged to ensure proper safety protocols were developed. AWO will be working with CAPT Englebert on the safe boarding document in the upcoming weeks.

One of the highlights of the meeting was the report on the National Pollutant Discharge Elimination (NPDES) Permit Program and the industry’s success in convincing California to remove its

problematic effluent sampling requirements from the permit. NPDES was also discussed from a national perspective by Jennifer Carpenter, AWO Senior Vice President - National Advocacy, who also presented the association’s 2009 National Priorities. The regional report was presented by Jason Lewis, Vice President - Pacific Region, while AWO President & CEO Tom Allegretti gave a report on the 111th Congress. Both the Regional and National Priorities were accepted by the Pacific Region membership. For more information, please contact Jason Lewis at (206) 245-5758, or via email at jlewis@vesselalliance.com.

Special thanks to our Pacific Region Annual Meeting Sponsor:



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 Pik Kwan Rivera, U.S. Coast Guard, at (202) 372-1354.

DATE	LOCATION	CONTACT
March 5-6	Salyers Solutions, LLC New Orleans, LA	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net
March 25-26	Salyers Solutions, LLC Cincinnati, OH	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net
April 26-27	Salyers Solutions, LLC Fairbanks, AK	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net
April 30- May 1	Salyers Solutions, LLC Seattle, WA	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net

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 via email at mmccarthy@vesselalliance.com.

