

AWO Urges U. S. Coast Guard to Suspend Ballast Water Reporting Rule

With members facing a burdensome requirement to file hundreds of thousands of ballast water reports of dubious scientific value, AWO met with RADM Tom Gilmour, U.S. Coast Guard Assistant Commandant for Marine Safety, Security, and Environmental Protection, on August 3 to request a suspension of the August 13 implementation date for the ballast water reporting requirements for vessels operating exclusively within U.S. waters. The Coast Guard advised that while the August 13 implementation date will stand, the agency is committed to working with AWO over the next several days to develop policy and enforcement guidance that will alleviate the reporting burdens for towing vessel and barge operators.



(In a related rulemaking project, the Coast Guard published a final rule on July 28 that requires all vessels with ballast water tanks to have a ballast water management plan. See the related story on page 2.)

At the outset of the meeting with RADM Gilmour, Jennifer Carpenter, AWO Senior Vice President-Government Affairs and Policy Analysis, described the very real and significant burden the reporting requirements place on the barge and towing industry. While expressing AWO's commitment to safety and

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AWO Urges U. S. Coast Guard to Suspend Ballast Water Reporting Rule

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environmental protection, AWO noted that under the broad definitions and limited exemption provisions provided in the rule, ballast water reporting requirements could be applied to nearly 4,000 towing vessels and 25,000 dry and liquid cargo barges accounting for hundreds of thousands of "voyages" annually – including vessels that have no ballast water on board, take on ballast water only very infrequently under limited circumstances, operate on a single river system, and/or do not carry ballast water from one location to another.

During the meeting, the Coast Guard articulated several policy interpretations that would reduce the reporting burden on towing vessel and barge operators:

- The Coast Guard advised that the definition of "ballast tank" means any tank or hold on a vessel that is **used** for carrying ballast water. Vessels equipped with tanks or voids that **could** be, but never are, used as ballast tanks (for example, coated void spaces in double hull tank barges) will not be subject to the reporting requirements.
- The Coast Guard clarified that ballast water is **water used to affect the stability and trim of a vessel**. Thus, river or rain water that leaks into or collects in the wing tanks of a dry cargo barge would not be considered ballast water and would not trigger the reporting requirements.
- The Coast Guard suggested that vessels with ballast tanks that carry water for stability, but that only exchange that water infrequently (when the vessel is in drydock for repair or inspection, for example) should not be required to file reports.
- The Coast Guard suggested that barges equipped with ballast tanks be required to submit reports only when the barge anchors or moors in another Captain of the Port (COTP) Zone for the purpose of conducting cargo operations there. A report would not be required when a barge is moved to another COTP Zone for fleeting and does **not** conduct cargo operations. In addition, a towing vessel equipped with ballast water tanks would be required to file before arriving at its final destination, not in every COTP Zone in which it stops on its way to its final destination. (For example, a towing vessel transiting from St. Paul to New Orleans would only need to file a report before arrival in New Orleans, even if it stops in several COTP Zones along the way.)
- Finally, the Coast Guard clarified that reporting requirements are not triggered if a vessel operates exclusively within one COTP Zone, even if the vessel conducts ballast water operations within that COTP Zone.

AWO will meet with the Coast Guard on Friday, August 6, to discuss the specifics of the forthcoming policy guidance, including any additional scenarios for which reporting requirements could be eliminated or alleviated, alternatives to the ballast water reporting form that are appropriate for towing vessel and barge operations, and appropriate recordkeeping methods for unmanned barges. The Coast Guard will publish a policy letter delineating these items by the August 13 effective date. As part of the policy guidance, the Coast Guard has also indicated that it will develop revised enforcement guidance for vessels operating exclusively within the EEZ.

In comments on the notice of proposed rulemaking, AWO had requested that the Coast Guard phase in enforcement for domestic vessel operators, and not move immediately to impose fines and criminal penalties for non-reporting, as the final rule provides. **AWO will advise members via email as soon as the details of the forthcoming policy guidance are finalized.** AWO members with questions about the ballast water reporting rule should contact Jennifer Carpenter or Amy Brandt at 703-841-9300. 🍀

Coast Guard Requires Ballast Water Management Plans

In a final rule published in the July 28 *Federal Register*, the Coast Guard announced that vessels with ballast tanks bound for ports or places in U.S. waters (including inland waters) will be required to develop vessel-specific ballast water management plans. Such plans must demonstrate that the vessel has a ballast water management strategy/policy, and allow the master or other officer serving on the vessel to understand and follow the plan. The rule takes effect September 27.

During an August 3 meeting with the Coast Guard (see related story, page 1), AWO and the Coast Guard discussed the need to work collaboratively to develop a ballast water management plan template that could be used by AWO members. RADM Tom Gilmour, Assistant Commandant for Marine Safety, Security and Environmental Protection, committed his staff to work with AWO to develop a simple, Coast Guard-approved template in advance of the rule's effective date. AWO members interested in participating in the development of such a

(continued on page 3)

Coast Guard Cautions Massachusetts Governor about Preemption Concerns

The Coast Guard continues to emphasize the need for Massachusetts decisionmakers to cautiously approach the regulation of measures affecting oil spill prevention to avoid preemption issues in the aftermath of last year's oil spill in Buzzards Bay. On July 29, First Coast Guard District Commander RADM David Pekoske sent a letter to Massachusetts Governor Mitt Romney (R) urging "appropriate, cooperative Federal/State solutions to protect the Massachusetts marine environment" as the Commonwealth moves toward enactment of legislation. The letter was sent on the eve of the transmission of the legislation from the Massachusetts Legislature to the governor's office.

This most recent Coast Guard letter signals the agency's continuing effort to assert its jurisdiction with respect to this legislation. In June, then-First District Commander VADM Vivien Crea (now Commander-Atlantic Area) expressed similar concerns about the legislation to its sponsor, Representative William Greene. (See *June 11 AWO Letter*.) Like VADM Crea, RADM Pekoske urged the state to take a

cooperative approach to identifying federal solutions that meet the spirit and intent of the state legislation, "while avoiding the issues that would inevitably arise through enactment of preempted law."

AWO and INTERTANKO have previously testified that portions of the legislation are invalid incursions into areas exclusively reserved to the federal government. Given the recent change of command in the First District, AWO and INTERTANKO reached out to the new District Commander to discuss the Coast Guard's plans for working with Massachusetts officials and the marine transportation industry to resolve any preemption concerns. On July 29, Jennifer Carpenter, AWO Senior Vice President-Government Affairs & Policy Analysis; Ned Moran, Moran Towing Corporation and AWO Chairman of the Board; and Dragos Rauta, INTERTANKO Technical Director and Regional Manager for North America, met with RADM Pekoske and his senior staff to discuss the situation. For more information on the Massachusetts oil spill prevention and response legislation, please contact Jennifer Carpenter at (703) 841-9300. ☘

Coast Guard Requires Ballast Water Management Plans

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template should contact Jennifer Carpenter or Amy Brandt at 703-841-9300.

The July 28 rule also requires that vessels that have operated outside of the 200-mile Exclusive Economic Zone (EEZ) employ at least one of the following ballast water management practices:

1. Prior to discharging ballast water in U.S. waters, perform complete ballast water exchange in areas no less than 200 nautical miles from shore;
2. Retain ballast water onboard the vessel; or,
3. Prior to entering U.S. waters, use an environmentally sound method of ballast

water management that has been approved by the Coast Guard.

Although the Coast Guard has technically provided three options, ballast water exchange is likely to be the most used because the agency has yet to approve any environmentally sound alternatives and most vessels cannot retain their ballast onboard. Failure to employ one of these methods after operating beyond the EEZ will result in a penalty, unless the vessel is exempt due to safety or voyage constraints.

For a copy of this rule, contact Amy Brandt at abrandt@vesselalliance.com ☘

Important Dates and Reminders *at a glance*

All contact persons can be reached by calling AWO's Arlington, VA office at (703) 841-9300 unless otherwise noted.

August 18-19: Midwest/Ohio Valley Joint Regional Meeting, Palmer House Hilton, Chicago, IL. For information, contact Marilyn Clark.

October 6-8: AWO Fall Convention, San Diego, CA. For information, contact Marilyn Clark. (See attached registration form.)

LATE BREAKING NEWS

Governor Romney Signs Spill Legislation

As this issue of the *AWO Letter* was going to press, Massachusetts Governor Mitt Romney signed the Massachusetts oil spill legislation emanating from the 2003 Buzzards Bay oil spill (see story, this page).

In response, AWO and INTERTANKO issued a joint press release, which can be read in this *AWO Letter* on page 5.

CTAC Applications Sought

The Coast Guard is seeking applications for membership on the Chemical Transportation Advisory Committee (CTAC). CTAC advises the Coast Guard on matters relating to the safe transportation and handling of hazardous materials in bulk on U.S.-flag vessels in U.S. ports and waterways.

CTAC has eight positions that will become available in December. Applicants should have experience in chemical manufacturing, vessel design and construction, marine

transportation of chemicals, occupational safety and health, or marine environmental protection issues associated with chemical transportation. CTAC members serve three-year terms and may serve consecutive terms. The committee typically meets twice a year at Coast Guard headquarters in Washington, D.C.

Prospective applicants can access the application form online at www.uscg.mil/hq/g-m/advisory/ctac/ctac.htm. ❀

Coast Guard Authorization Bill Awaits President's Signature

The Fiscal Year 2005 Coast Guard Authorization bill recently approved by the House and Senate was formally presented to President Bush on July 28. The President has 15 days from that date to sign the measure into law. As reported in the July 23 *AWO Letter*, the Coast Guard Authorization measure includes important provisions for maritime safety and Jones Act integrity. The following list summarizes provisions in the final bill that will impact the barge and towing industry:

- **Inspection of Towing Vessels** - The measure contains language to bring towing vessels under Coast Guard inspection and states that the Secretary of Homeland Security may establish by regulation a safety management system appropriate for the characteristics, methods of operation, and nature of service of towing vessels.
- **Requirements for Coastwise Endorsement (Lease Financing)** - The bill permanently closes the lease financing loophole which has undermined the U.S.-ownership requirements of the Jones Act, threatened the multi-billion dollar investment that AWO members have made in Jones Act vessels, and called into question U.S. control of the domestic vessel fleet. Foreign interests will no longer be able to manipulate the lease financing law to enter and compete in the U.S. domestic trade.
- **Tank Level/Pressure Monitoring (TLPM) Devices** - The legislation includes language supported by AWO that makes regulations on TLPM devices for tank vessels discretionary. This provision provides clear legal authority for the Coast Guard to rescind the TLPM requirements established in the agency's September 2002 final rule.
- **Hours of Service on Towing Vessels** - The measure grants the Secretary of Homeland Security the authority to prescribe maximum hours of service for individuals engaged on a towing vessel. Before prescribing any regulations, the Secretary is required to conduct and report to Congress on the results of a demonstration project involving the implementation of Crew Endurance Management Systems on towing vessels. The Secretary must carefully evaluate the

results of the demonstration project prior to determining the need to establish maximum hours of service regulations. Prior to promulgating any such regulations, Congress also expects that the Secretary will evaluate the costs and benefits of establishing maximum hours of service requirements on towing vessels. This evaluation will include a review of Coast Guard casualty data to determine whether there is statistical evidence to support the need for new hours of service regulations.

- **Electronic Charts** - The bill requires certain vessels, including towing vessels of more than 26 feet in length and 600 horsepower, to be equipped with and be able to operate electronic charts. However, the Secretary of Homeland Security has the authority to waive the requirement if the Secretary finds that an electronic chart and related display is not necessary for the safe operation of a vessel or class of vessels on the waters on which those vessels operate. The Secretary is directed to promulgate regulations before January 1, 2007.
- **Vessel Response Plans for Non-Tank Vessels Over 400 Gross Tons** - The legislation states that the President shall issue regulations that require an owner or operator of a non-tank vessel to prepare and submit a plan for responding, to the maximum extent practicable, to a worst case discharge, and to a substantial threat of such a discharge, of oil. A non-tank vessel is defined as any self-propelled vessel over 400 gross tons that carries oil of any kind as fuel for main propulsion. The implementation date for this provision is no later than one year after enactment of the bill.

The complete text of the FY 2005 Coast Guard Authorization bill (also entitled The Coast Guard and Maritime Transportation Authorization Act of 2004) is available on the AWO Web site at www.americanwaterways.com. If you have any questions, please contact Boyd Hollingsworth or Megan Tucker at (703) 841-9300 or bhollingsworth@vesselalliance.com or mtucker@vesselalliance.com, respectively. ❀

This press release was issued jointly by AWO and INTERTANKO as industry's response to the signing into law of oil spill prevention legislation in Massachusetts. The press release is posted on AWO's Web site under "Public Information."
(See stories, page 3.)



NewsRelease

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FOR IMMEDIATE RELEASE
August 4, 2004

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AWO AND INTERTANKO EXPRESS DISAPPOINTMENT WITH MASSACHUSETTS SPILL LEGISLATION

WASHINGTON, D.C. - The American Waterways Operators (AWO), the trade association for the American tugboat, towboat and barge industry, joins the International Association of Independent Tanker Owners (INTERTANKO) in expressing disappointment with oil spill legislation passed by the Massachusetts state legislature and signed today by Governor Romney. The legislation was enacted in the wake of an April 2003 tank barge accident that resulted in an oil spill in Buzzards Bay.

AWO President and Chief Executive Officer Tom Allegretti commented, "AWO shares the interest of the citizens of Massachusetts in ensuring the safe transportation of oil through their waterways. AWO's leadership in promoting the highest standards of safety for the American tugboat, towboat and barge industry is longstanding and well known. We are committed to carrying the vital energy supplies that keep homes warm and the lights on for New England in the safest and most environmentally-benign way. A sound, consistent federal regulatory regime overseen by the U.S. Coast Guard is the best way to improve safety and environmental protection in Massachusetts and nationwide. AWO is therefore profoundly disappointed that Massachusetts policymakers have enacted legislation that oversteps state authority and risks compromising safety by undermining the goal of consistent federal standards."

The Massachusetts legislation makes law in areas that are reserved to the Federal Government, despite the attempts of the United States Coast Guard, AWO, INTERTANKO and other organizations to help correct this course in the early stages in order to enact a bill that would provide real safety benefits. According to the United States Supreme Court, states are forbidden from undermining federal law affecting vessel operations, crew qualifications, and related matters. This is necessary to promote uniformity and to prevent conflicting or duplicative state laws governing an industry that necessarily operates across numerous states' borders.

INTERTANKO Technical Director and Regional Manager for North America Dragos Rauta said, "We expect that the Federal Government will now move to protect its prerogatives and we support the U.S. Coast Guard's efforts in that regard. We also anticipate that the Coast Guard will issue clear guidance to mariners confirming that federal safety and environmental protection laws govern their activities on the waters of Massachusetts and identifying the specific provisions of the new law that are without force and effect."

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The Tugboat, Towboat and Barge Industry Association

River shutdown for lock repairs will back up barges

This *Associated Press* story appeared in the July 27 *Cincinnati Enquirer*. A shorter version appeared in the Lexington (KY) *Herald-Leader*. It is reprinted here in its entirety.

LOUISVILLE - Barges could stack up along stretches of the Ohio River next month when they're idled by repair work on a river lock, officials said Monday.

Work on McAlpine lock will shut down river traffic for two weeks beginning Aug. 9, so workers can fix its cracked steel gates. The U.S. Army Corps of Engineers plans to reopen the lock Aug. 22, allowing barges to again traverse the length of the river from Pittsburgh to Cairo, Ill.

The closure could stall as many as 100 tows pushing long strings of barges, said W.N. Whitlock, president and chief operating officer of American Commercial Lines of Jeffersonville, Ind.

Col. Robert A. Rowlette Jr., commander and district engineer of the corps' Louisville district, said the stalled tows could be spread out along nearly 190 miles of the river - from between Louisville and Cincinnati to near Tell City, Ind.

Many of the vessels are expected to sit out the closure at mooring facilities along river, Whitlock said at a news conference at McAlpine lock.

Whitlock said the shutdown would be costly for the barge industry but didn't offer an estimate. He said that every hourly delay for a tow costs the operator \$300 to \$400.

Locks along the Ohio River serve as stairways that allow boats and barges to navigate the 981-mile-long waterway's changing elevation.

The Corps of Engineers notified barge operators in May of the shutdown for the \$1 million repair project. Still, it could put a strain on industries unable to stockpile materials, Whitlock said.

"Most people are operating on a just-in-time inventory system, so when you have a disruption in that logistics flow, it creates problems all the way through the logistics chain," he said.

About 140,000 tons of goods pass through McAlpine lock daily, according to the corps.

To continue the flow of materials, some companies will have supplies transported by truck, Whitlock said.

Once the repair work is finished, it will take at least a week to end the logjam of tows waiting to get through the lock, he said.

Rowlette said the closure for maintenance couldn't be avoided.

The cracks were found during a routine inspection by divers in May. The biggest crack is 15 to 18 inches long. Without the repair work, the crack will grow and could jeopardize that gate, Rowlette said.

"The gate has the potential, if it cracks severely enough, to literally fall off the hinges," he said.

In past years, barge traffic along the Ohio River has been shut down for extended periods by floods and ice.

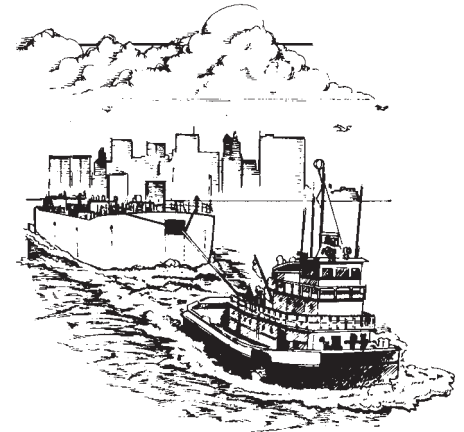
Workers will drain tens of millions of gallons from the 1,200-foot-long, and 110-foot-wide lock, a process that will take two or three days, Rowlette said. Inspectors then will check the gates.

Workers will weld together the cracks and insert metal plates to reinforce corners of the lock's doors, Rowlette said.

Coast Guard Cmdr. John Bingaman said the stalled barges should not impede recreational boaters. The Coast Guard will monitor the situation to make sure the tows pull up in appropriate spots, he said.

Traffic has picked up at McAlpine in recent weeks as barge operators hurry to meet customers' demands before the shutdown.

Generally, about 14 tows pass through McAlpine daily, but in recent weeks, about 20 have come through each day, Rowlette said. ❁



Minnesota's Governor, Senator Call for New Locks

Recently, Minnesota Governor Tim Pawlenty (R) and Senator Norm Coleman (R) called for modernizing the UMR/IWW locks and dams. This is an excerpt from an article entitled "Ag Leaders Call for Help in Shielding Food Supply" that was authored by Joy Powell and appeared in the July 27 Minneapolis/St. Paul Star Tribune.

OWATONNA, MINN.-- Minnesota's agricultural leaders on Monday called for better protection for livestock and crops from potentially devastating new diseases and for greater access to world markets. To get grain to world markets, Gov. Tim Pawlenty joined U.S. senators and many farm leaders Monday in calling for modernization of the nation's 1930s-era lock-and-dam system. That's imperative, they say, to move grain economically to seaports, with less pollution than by train or rail.

The U.S. Army Corps of Engineers prefers a plan that would provide \$5.3 billion in ecological restoration and \$2.4 billion in capital improvements, half of which would be paid with towboat fuel fees, which farmers pay indirectly as part of their shipping costs.

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Minnesota's Governor, Senator Call for New Locks

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Pawlenty said he hopes the Corps' plan will be favorably considered by Congress, where the House and Senate are considering legislation that parallels the Corps' alternative plan to build or expand 12 bigger locks on the Upper Mississippi River and Illinois Waterway. "It would make a big difference in the Upper Midwest," Pawlenty said. Opponents say that the economics don't support plans for bigger locks and that exports have decreased in the past five years. Critics who say the volume of exports won't grow are simply wrong, U.S. Sen. Norm Coleman said. "We're going to continue to grow our markets and have export opportunities," he said. "So we need to move forward with lock-and-dam modernization." ❁

Register Today: Midwest and Ohio Valley Joint Regional Meeting

The Midwest and Ohio Valley Joint Summer Regional Meeting will begin Wednesday, August 18 with a reception at the Palmer House Hilton in Chicago, Illinois from 6:00 p.m.-7:30 p.m. The meeting will be held on Thursday, August 19, from 7:30 a.m. till noon. Updates on ballast water regulations, 4.3-cent fuel tax repeal, security implementation, and the proposed electronic fish barrier on the Chicago Sanitary and Ship Canal will be included.

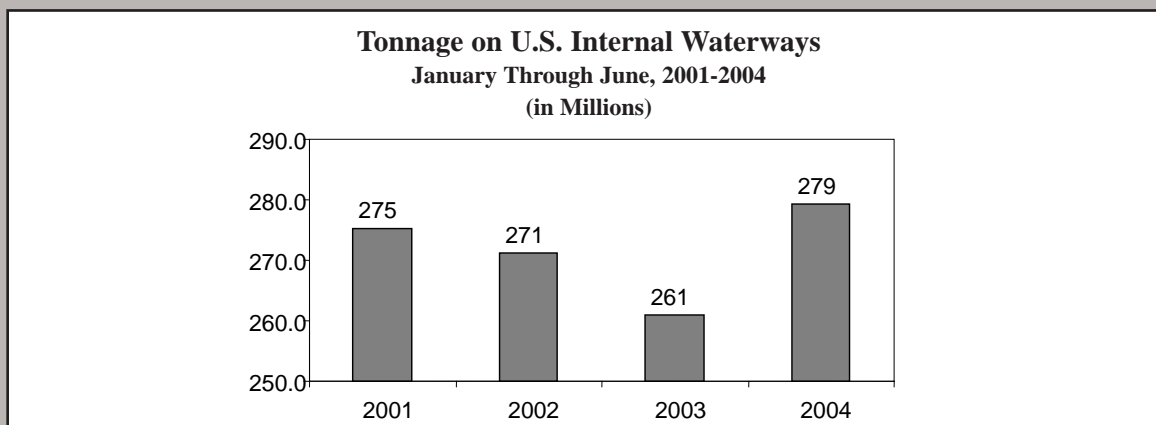
There are a few rooms still available at the Palmer House Hilton at the rate of \$139.00. Please contact the hotel directly at (877) 865-5321. A meeting registration form is available on the AWO Web site at www.americanwaterways.com For more information on the meeting or the hotel, contact Marilyn Clark at (703) 841-9300.

All AWO members doing business on the Western Rivers or the Great Lakes are strongly encouraged to attend. AWO members are also encouraged to invite potential members. ❁

DID YOU KNOW?

Tonnage on Internal U.S. Waterways Is Rebounding

From January through June 2004, 279 million tons of goods were carried on the internal waterways of the United States. As the chart shows, this is an upswing from a three-year decline.



The data were taken from the Web site of the Navigation Data Center, U.S. Army Corps of Engineers: <http://www.iwr.usace.army.mil/ndc/wcsc/wcmthind.htm>.

For more information, contact Doug Scheffler, AWO's Manager – Research & Data Analysis, by phone at (703) 841-9300 or e-mail at dscheffler@vesselalliance.com. ❁

Accreditation Board Meets

Recommends Additions to Responsible Carrier Program

The Responsible Carrier Program (RCP) Accreditation Board met on July 27-28. Members of the Board are Chairman Michael Sutton, Foss Maritime Company (Harbor Services); Paul Book, American Commercial Barge Line (Inland Liquid); Philip Chase, Boston Towing & Transportation (Coastal); Deane Orr, CONSOL, Inc. (Inland Dry); Steve Zeringue, SeaRiver Maritime, Inc. (Liquid Shipper); and Cathy Shantz-Hammond, Inland Marine Service (Immediate Past Chair). Currently, the Dry Shipper seat is vacant.

In its major action item, the Accreditation Board recommended to the AWO Executive Committee that two additions be made to the RCP. Both recommendations are inclusions to the Management/Administration section. The

first is to add a bridge transit procedure to Section A., Vessel Operating Policies/Procedures. The second is to add an operator incapacitation procedure to Section E., Emergency Response Procedures. If the Executive Committee endorses the recommendations, the AWO Board of Directors will vote on these additions at the Fall Convention in San Diego in October.

In other major deliberations, the Accreditation Board considered the future of the RCP. The Board agreed that the RCP should remain the premier safety and environmental management system for the tugboat, towboat and barge industry, and should contain standards higher than those required by government regulation. To achieve this goal, the Accreditation Board will submit to the Executive Committee a



long-term plan to upgrade the RCP.

The Accreditation Board also reviewed the RCP auditor training program and auditor applications. The next meeting of the Accreditation Board will be held this fall. If you would like further information or are interested in participating in the work of the Accreditation Board, please contact Bob Clinton or Kathy Rehak at (703) 841-9300.

Midcontinent

Lock 27 and McAlpine Lock Shut Down for Repairs

Closing Highlights Operations & Maintenance Needs

The 1,200-foot lock chamber at Lock 27 (Chain of Rocks Lock) on the Mississippi River, Mile 185, was closed on July 26 for repairs. Due to unexpected problems, the closure has been extended from August 9 to as late as August 23. In the meantime, all traffic is moving through the adjacent 600-foot lock. Lock 27 is the last lock location on the Mississippi River. As of August 3, over 40 tows were in queue for lockage, with a waiting period of well over two days. Congressional leaders, including Chairman David Hobson (R-OH) of the House Energy & Water Development Appropriations Subcommittee, are scheduled to tour the location on August 10.

McAlpine Lock at Ohio River, Mile 606.8, will also be closed from August 9 to August 22 for emergency repairs. Since there is no alternate lock, all traffic will halt. This lock location typically sees 14 tows per day. The River Industry Executive Task Force (RIETF), the U.S. Army Corps of Engineers - Louisville District, and U.S. Coast Guard MSO Louisville have agreed to a queuing process once the lock is reopened. A Regulated Navigation Area (RNA) will be imposed on the area until traffic returns to normal. For more information, contact Lynn Muench at (314) 621-2929.

AWO Submits Comments on Draft UMR-IWW Navigation Study Report

AWO voiced its strong support for infrastructure rehabilitation and modernization in recent comments submitted to the U.S. Army Corps of Engineers on the Draft Integrated Feasibility Report and Programmatic Environmental Impact Statement for the Upper Mississippi River-Illinois Waterway (UMR-IWW) System Navigation Feasibility Study. Following are direct excerpts from AWO's comments:

"Given the diverse and widely shared benefits of a sound waterways infrastructure, the need is clear for the U.S. to continue to invest in a modern, well-maintained system of locks and dams. **To that end, AWO fully supports the long-term recommendation in the Draft Report on the UMR-IWW**

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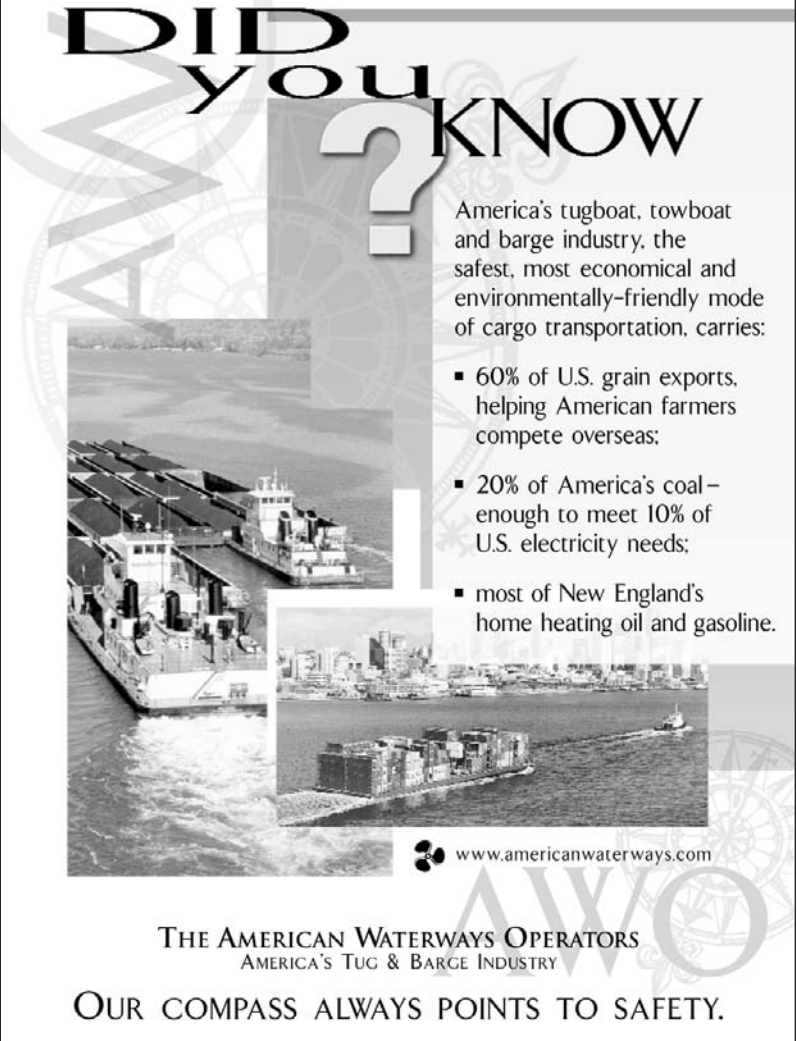
AWO Submits Comments on Draft UMR-IWW Navigation Study Report

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System Navigation Feasibility Study to provide twelve 1200-foot lock capacity chambers on the Upper Mississippi and Illinois Rivers."

"AWO and its 400 member companies are deeply committed to modernization of the inland waterways system. The barge and towing industry pays more than \$100 million a year in fuel taxes, deposited into the federal Inland Waterways Trust Fund, to support the construction and rehabilitation of the locks and dams that make safe and efficient barge transportation possible. Through the Trust Fund, the industry stands ready to invest in the construction of critically-needed new locks on the UMR-IWW system."

"America's economy, environment and quality of life are dependent upon our joint commitment to building and maintaining a world-class waterways system. We look forward to working with the Corps of Engineers, the Administration and the Congress as this imperative project moves forward." ❁



DID YOU KNOW

America's tugboat, towboat and barge industry, the safest, most economical and environmentally-friendly mode of cargo transportation, carries:

- 60% of U.S. grain exports, helping American farmers compete overseas;
- 20% of America's coal—enough to meet 10% of U.S. electricity needs;
- most of New England's home heating oil and gasoline.

www.americanwaterways.com

THE AMERICAN WATERWAYS OPERATORS
AMERICA'S TUG & BARGE INDUSTRY

OUR COMPASS ALWAYS POINTS TO SAFETY.

Midcontinent

Illinois Legislature Finishes Budget Repeal of Motor Fuel Tax Exemption for Towing Industry Rejected

On July 24, the Illinois legislature finished its work on the budget. Although a bill that would have repealed the motor fuel tax exemption for the towing industry and certain other industries was voted out of committee, it was never called up for a floor vote, which effectively killed the measure. Springfield insiders do not believe this issue will be put on the table next year. For more information, contact Lynn Muench at (314) 621-2929. ❁

