

Timely Publication of Inspection Rulemaking Essential to Elevate Towing Industry Safety, AWO Testifies

Stating that the towing vessel inspection rulemaking presents “a historic opportunity to take safety in the tugboat, towboat, and barge industry to a new level,” Tom Allegretti, AWO President & CEO, [testified](#) before the House Coast Guard and Maritime Transportation Subcommittee on September 10 and urged the Subcommittee to exercise its oversight responsibility and help ensure that the Coast Guard “get[s] the towing vessel inspection rule done, and done right, right away.”

Appearing at a hearing on the impact of regulations on the maritime industry that featured two panels of government and industry witnesses, Mr. Allegretti emphasized to lawmakers that unless the Coast Guard completes the rulemaking in a timely fashion, “the tugboat, towboat and barge industry will not be able to advance its goals of improving safety, security, and environmental stewardship in a way that supports and sustains high-quality American jobs.” He urged the Coast Guard to commit to finalizing the towing vessel inspection

rule and sending it to DHS for review this fall and to work with the department to ensure prompt review of the rulemaking so that it can be published on the current Commandant’s watch.

Mr. Allegretti reminded Subcommittee Members that nine years have passed since Congress originally directed the Coast Guard to undertake the inspection rulemaking, and that the statutory deadline of October 15, 2011, is nearly two years overdue. “Those facts alone create a cause for action,” he remarked. Allegretti also emphasized that the inspection rulemaking enjoys broad support from industry and the public, as well as bipartisan support in Congress.

Subcommittee Ranking Member John Garamendi (D-CA) characterized the towing vessel inspection rulemaking as “stuck in a back eddy” and expressed his frustration that the Coast Guard has not yet published the final rule. RDML Joseph Servidio, Assistant Commandant for Prevention Policy for the Coast Guard, assured Subcommittee members that the Coast Guard was “aggressively adjudicating” public comments on the towing vessel inspection notice of proposed rulemaking and striving to strike the balance between “a quick rule and a good rule.”

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AWO President & CEO Tom Allegretti testifies before the House Coast Guard and Maritime Transportation Subcommittee at a September 10 hearing on maritime regulations.

Timely Publication of Inspection Rulemaking Essential to Elevate Towing Industry Safety, AWO Testifies

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Rep. Duncan Hunter (R-CA), Chairman of the Coast Guard and Maritime Transportation Subcommittee, opened the hearing by stressing that maritime commerce is essential to the U.S. economy and pledged to take steps during the 113th Congress to improve the industry, a sentiment that was strongly seconded by Rep. Garamendi. Chairman Hunter acknowledged the need for regulations that address concerns related to safety, security, and stewardship, but noted that regulators must also balance the importance of maintaining the free flow of commerce.

Other witnesses testifying before the subcommittee included: Mario Cordero, Chairman of the Federal Maritime Commission; Paul “Chip” Jaenichen, Acting Administrator of the Maritime Administration; Captain William G. Schubert, USA Maritime; Ken Franke, Sportfishing Association of California; Geoffrey C. Powell, National Customs Brokers and Forwarders Association of America, RADM Rick Gurnon, Massachusetts Maritime Academy; and, Patrick L. Wojahn, National Disability Rights Network.

For more information, please contact Craig Montesano or Jennifer Carpenter at (703) 841-9300, extensions 297 and 260, respectively, or via email at cmontesano@vesselalliance.com or jcarpenter@vesselalliance.com.

THE AMERICAN WATERWAYS OPERATORS

TWO DECADES OF PROGRESS IN THE Towing Industry's Safety Journey

1990	Oil Pollution Act of 1990 enacted
	New equipment and licensing regulations for towing vessels take effect
	AWO launches Responsible Carrier Program
	Coast Guard-AWO Safety Partnership established
	Responsible Carrier Program third party audit begins
	Audited compliance with RCP becomes a condition of AWO membership
	Shippers establish vetting programs for carriers
2000	NTSB recommends safety management systems for all towing vessels
	Coast Guard & Maritime Transportation Act of 2004 requires inspection of towing vessels
2010	Towing Vessel Bridging Program begins
	AWO delivers Future of Safety Leadership Task Force report
	NTSB places safety management systems on "most wanted" list
	Coast Guard issues proposed rule on towing vessel inspection

MISSING LINK Final Rule on Towing Vessel Inspection

GREATER SAFETY
in the Tugboat, Towboat and Barge Industry

Two Decades of Progress in the Towing Industry's Safety Journey as presented to the House Coast Guard and Maritime Transportation Subcommittee.

House WRRDA Bill Introduced

House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) and Ranking Member Nick Rahall (D-WV) unveiled their much-anticipated water infrastructure bill on September 11. H.R. 3080, the Water Resources Reform and Development Act, would address a variety of issues critical to the maritime industry in a framework that upholds the House prohibition on earmarks. Committee markup of H.R. 3080 is scheduled for September 19, with floor debate likely to occur during the first two weeks of October.

AWO applauds Chairman Shuster, Ranking Member Rahall, Water Resources and Environment Subcommittee Chairman Bob Gibbs (R-OH) and Ranking Member Tim Bishop (D-NY) for their bipartisan partnership in developing and introducing the bill. H.R. 3080 represents another important

step toward realizing much-needed improvements to waterways infrastructure, which have not been comprehensively addressed by Congress since the 2007 Water Resources and Development Act.

Chairman Shuster and Ranking Member Rahall have emphasized the bipartisan effort that went into crafting H.R. 3080, an effort they hope will continue through Committee markup and floor debate. At rollout meetings for stakeholders, Committee staff provided an overview of the major provisions of WRRDA, including:

- Project delivery process reforms similar to those found in Rep. Ed Whitfield's (R-KY) WAVE-4 legislation;
- A project prioritization requirement for the Corps of Engineers to develop a 20-year inland waterways infrastructure investment strategy in concert with the Inland Waterways Users Board, with regular updates;
- Studies on the potential use of tax-exempt bonds and other alternative methods of funding inland waterways projects;
- A 75 percent federal-25 percent Inland Waterway Trust Fund cost-share for completion of the Olmsted project;
- A requirement for the Secretary of Army to submit an annual financial plan to Congress for any inland waterway project over \$500 million;
- A requirement for a 90-day notice and public comment period before any change to operation of navigation locks;
- An assessment of Atlantic Intracoastal Waterway Operation & Maintenance needs;
- Broader deauthorization authority as well as a list of projects to be deauthorized;
- Closure of Upper St. Anthony Falls Lock if assessment shows that cargo volumes were below 1.5 million tons for last five years; and,
- A provision facilitating non-federal contribution of funds for operation and management of locks.

AWO is working closely with Waterways Council, Inc., to examine the details of the bill and will provide additional information about specific provisions, outreach efforts and the forthcoming Committee markup. For more information, please contact Craig Montesano at (703) 841-9300, extension 297, or cmontesano@vesselalliance.com.

White House Nominates Jaenichen as Maritime Administrator

The White House has announced the nomination of retired U.S. Navy Captain Paul "Chip" Jaenichen as Maritime Administrator. Capt. Jaenichen has been serving as Acting Maritime Administrator since June 4 and was initially appointed by President Obama as Deputy Maritime



Administrator in July 2012. In his roles as Deputy and Acting Administrator, Capt. Jaenichen has been a visible presence in the tugboat, towboat and barge industry, most recently speaking to AWO members at the Combined Summer Meeting of the Midwest, Ohio Valley and Southern Regions in Louisville.

"We are very pleased with this announcement and fully support the nomination," said Tom Allegretti, AWO's President & CEO. "Acting Administrator Jaenichen has proven to be a thoughtful and committed advocate for our industry and the larger maritime industry. We will greatly enjoy working with him in this new capacity."

TSAC Approves Recommendations on Towing Vessel Manning

Committee Also Approves Reports on Stability, Fire Prevention and Containment

The Towing Safety Advisory Committee, the federal advisory committee that provides advice to the Secretary of Homeland Security via the U.S. Coast Guard on matters of towing vessel safety, held its semiannual meeting in Chicago on September 4-6. At the meeting, TSAC unanimously approved the recommendations of a subcommittee established to provide recommendations on manning of towing vessels inspected under the forthcoming Subchapter M.

The manning subcommittee report, available [here](#), reaffirms recommendations made by TSAC in 2005, 2006 and 2011, regarding the minimum watch complement for towing vessels; recommends that the Coast Guard amend certain regulations that currently apply to inspected vessels so as not to apply to towing vessels inspected under Subchapter M; and provides a proposed new section of Marine Safety Manual Volume III,

Chapter 21, containing sample manning scales for towing vessels inspected under Subchapter M. The manning subcommittee will reconvene to address manning of inspected towing vessels in international service this fall.

TSAC also approved a subcommittee report on towing vessel operational stability. The report concludes that there are no inherent stability problems with towing vessels, and recommends instead that the Coast Guard improve its communication with industry on operational best practices to prevent capsizings. In addition, TSAC approved subcommittee recommendations to improve operational, structural, and other standards to enhance fire prevention and containment aboard towing vessels, recommending best practices that operators should follow to reduce fire risk. TSAC also discussed the open task statement pertaining to

Automatic Identification System encoding, but the subcommittee's recommendations on ways to ensure AIS encoding requirements do not distract towing vessel operators were not complete at the time of the meeting.

Lastly, the Committee approved several new task statements and agreed to establish subcommittees to address the following topics:

- Review of the report of the Coast Guard-AWO working group on recommendations for repair of steel hulled inspected towing vessels in inland service;
- Review of Coast Guard marine casualty reporting requirements and recommendations on possible revisions to form CG-2692 and other improvements to the casualty reporting process;
- Recommendations for evaluating placement of structures adjacent to or within the navigable channel;
- Recommendations for designation of narrow channels;
- Recommendations for the maintenance, repair, and utilization of towing equipment lines and couplings;
- Recommendations for midstream liquefied natural gas refueling of towing vessels; and,
- Recommendations to establish criteria for identification of air draft for towing vessels and tows.

For more information, please contact Brian Vahey at (703) 841-9300, extension 251, or bvahey@vesselalliance.com.

Coast Guard Clarifies Definition of Seagoing Barge

In an effort to reduce regulatory confusion and align existing regulations with statutory definitions, the U.S. Coast Guard has issued a [final rule](#) revising several regulations to clarify the legal definition of a seagoing barge. The final rule clarifies that unmanned barges that do not carry hazardous material or flammable or combustible liquids in bulk are exempt from Coast Guard inspection requirements. The rule clarifies the definition of "oil in bulk" as 250 barrels (10,500 gallons) or more.



For more information, please contact Kevin Dowling at (703) 841-9300, extension 264, or kdowling@vesselalliance.com.

National Maritime Security Advisory Committee to Meet

The National Maritime Security Advisory Committee will meet September 24-25 in Washington, D.C. to discuss various issues relating to maritime security. NMSAC is a federal advisory committee that provides advice to the Secretary of Homeland Security via the Coast Guard on matters relating to national maritime security.

The *Federal Register* notice and full agenda for the meeting can be viewed [here](#). Agenda items include:

- Rulemaking on Transportation Worker Identification Credential card readers and next steps;
- Development of a model course for Facility Security Officer training;
- Lessons learned and best practices encountered during Maritime Security (MARSEC) Level increases due to the Boston Marathon bombing;
- Lessons learned and best practices from Hurricane Sandy recovery; and,

- The Coast Guard's future regulatory agenda on maritime security issues.



The NMSAC meeting will be held at the new Coast Guard Headquarters, 2703 Martin Luther King Jr. Avenue, S.E., Washington, DC 20593. Due to enhanced security procedures at the new facility, anyone wishing to attend should contact Ryan Owens of the U.S. Coast Guard at (202) 372-1108 or ryan.f.owens@uscg.mil no later than September 18.

MERPAC Members Sought

The U.S. Coast Guard is seeking applications for six positions on the Merchant Marine Personnel Advisory Committee that will become vacant on June 1, 2014.

The Coast Guard is seeking two marine educators from maritime training institutions other than state or federal maritime academies; one member from a company that operates or manages vessels; one licensed Chief Engineer; one licensed Pilot; and one Able Seaman. **Applications must be submitted no later than November 4.**

MERPAC advises the Secretary of the Department of Homeland Security on matters relating to personnel in the U.S. merchant marine, including but not limited to training, qualifications, certification, documentation, and fitness standards. For more information, click [here](#), or contact Mr. Davis Breyer of the Coast Guard at (202) 372-1445 or davis.j.breyer@uscg.mil.



AWO Submits Comments to DOT's Strategic Plan Dialogue

Last week, AWO participated in the online dialogue for the U.S. Department of Transportation strategic plan for Fiscal Years 2014-2018, as referenced in the September 3 *AWO Letter*. AWO expressed appreciation for DOT's support for a vital and viable U.S. maritime transportation system, urged DOT to explicitly reaffirm the department's support of the Jones Act and requested that DOT amend the plan to express support for the Inland Waterways Capital Development Plan.

To read AWO's submission to the online dialogue, click [here](#). For more information, please contact Brian Bennett at (703) 841-9300, extension 279, or bbennett@vesselalliance.com.



Got Links?

If you receive a hard copy of the *AWO Letter* and need to know the exact web address of the hyperlink in any article, please contact Frank Leach at (703) 841-9300, extension 254, or at fleach@vesselalliance.com.



AWO/WCI Praise WRRDA Introduction

On September 13, AWO and WCI issued a joint press statement praising House introduction of the Water Resources Reform Development Act and urging inclusion of language addressing an industry-supported increased user fee into the Inland Waterways Trust Fund in the bill's final passage. 🌊



The American Waterways Operators

FOR IMMEDIATE RELEASE
September 13, 2013

PRESS CONTACTS
Debra Colbert, WCI, 703-373-2278
Ann McCulloch, AWO, 703-373-2252

WATERWAYS COUNCIL, INC. /AMERICAN WATERWAYS OPERATORS WELCOME PROCESS TO REAUTHORIZE WRDA *Urge Inclusion of WAVE 4 Bill Elements in Final Passage*

ARLINGTON, VA – Today the Waterways Council, Inc. (WCI) and The American Waterways Operators (AWO) expressed their support of the bipartisan process to move a long overdue Water Resources Development Act (WRDA). House efforts, led by House Transportation & Infrastructure (T&I) Committee Chairman Bill Shuster (R-PA), along with Ranking Member Rep. Nick Rahall (D-WV), as well as Water Resources and Environment Committee Chairman Bob Gibbs (R-OH) and Ranking Member Rep. Tim Bishop (D-NY), culminated in this week's introduction of H.R. 3080, the Water Resources Reform Development Act (WRRDA).

WCI and AWO are urging the inclusion of provisions in H.R. 1149, the WAVE 4 Act, in a final House WRRDA bill, including language addressing an industry-supported increased user fee into the Inland Waterways Trust Fund as a way to responsibly reinvest in the critically important component of the U.S. transportation supply chain. With 30 bi-partisan co-sponsors, WAVE 4 was authored by Congressman Ed Whitfield (R-KY) and Congressman Daniel Lipinski (D-IL) and contains elements to modernize inland waterways lock and dam infrastructure.

Fifty-seven percent of the locks and dams on the nation's inland waterways system have exceeded their economic design life expectancy, and funding for needed maintenance and modernization has been flat or decreasing over the years. Inland waterways operators, along with stakeholders from the agriculture, labor, business and manufacturing sectors, depend upon a reliable and efficient waterways system to transport their goods to domestic and international marketplaces in the most cost-competitive, fuel-efficient, environmentally sound way.

"Bipartisan WRRDA legislation is vitally needed for the economic well-being of our nation. We have waited six long years for the opportunity to address reforms necessary to achieve modernization of our inland waterways transportation system. But a critical part of our reform package is an increased user fee that is strongly supported by operators and stakeholder users of the system," said Michael Toohey, WCI President/CEO.

"The country needs a robust and vital water transportation system to move commerce safely and efficiently and keep pace with future demand. We applaud the bipartisan leadership of the House Transportation Committee for this important step forward and look forward to working with them and with the House Ways and Means Committee to ensure that the final legislation contains all of the elements needed to safeguard the future of this vital component of our nation's transportation infrastructure," said Tom Allegetti, AWO's President & CEO.

WCI and AWO applauded the bipartisan passage in the Senate in May of its WRDA bill, H.R. 601.

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Team AWO Heads to Maine This Week

Have You Made your SCI Mountain Challenge Donation?

With the SCI Mountain Challenge only days away, Team AWO is making a final appeal for your support of its efforts to conquer the mountain and secure a spot as the top fundraising team. *We have raised over \$13,000 to date and are currently in second place*, but a strong showing of support from industry members, both companies and individuals, will help AWO finish strong and raise funds that will help SCI further its important missions to mariners.



Time is running short. Please make your contribution today, joining the many industry colleagues who have supported the effort so far. We are very grateful for the generous donations that we have received and the positive words of encouragement that have been shared with our team. *Team AWO is ready – will you join us?* 🌟

Two Easy Ways to Donate!

Contributions of any size from **companies and individuals** will be most appreciated as AWO works to meet its ambitious fundraising goal. Corporate donations are permissible and fully tax-deductible and we encourage member companies to choose between three giving levels: Platinum (\$5,000), Gold (\$2,500) or Silver (\$1,000).

To donate **on-line** using a credit card, please visit Team AWO's fundraising page by clicking [here](#).

To donate via **mail**, please send a check made payable to The Seamen's Church Institute of New York and New Jersey to AWO, Attention: Carmina Smith, 801 North Quincy Street, Suite 200, Arlington, VA 22203.

Team AWO Warmly Thanks Our Sponsors and Contributors!

Bill Barr, Amherst Madison, Inc.
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Don't Miss AWO's Fall Convention!

October 16 - 18
 2013 AWO Fall Convention
 & Board Meeting
 The Ritz-Carlton, South Beach
 Miami, Florida

Join over 150 members in Miami Beach, Florida, for a few days of compelling meetings, outstanding networking opportunities, and a very important meeting of the Board of Directors. Attendance is free and open for all members. Click [here](#) to

register. Hotel space at our host hotel is full. Members still needing hotel rooms may contact Sarah Young at (703) 841-9300, extension 291, or syoung@vesselalliance.com. We look forward to seeing everyone in Miami! 🌟

Holly Riester Joins AWO as Director - Safety & Environmental Stewardship

AWO is pleased to announce the addition of Holly Riester as the association's new Director – Safety & Environmental Stewardship. Ms. Riester recently travelled to the Combined Summer Meeting of the Midwest, Ohio Valley and Southern Regions in Louisville to meet with AWO members and officially began her new duties on August 30. Before joining AWO, Ms. Riester worked as a Senior Associate for Virginia-based EnDyna, Inc., where she provided management for several programs with the Environmental Protection Agency and the Department of Transportation. Ms. Riester also served as an

Environmental Policy Analyst with Versar, Inc., providing services for EPA as well as the U.S. Army Corps of Engineers. Additionally, Ms. Riester served as Program Manager with the Solar Electric Power Association.

“Holly’s portfolio of work as well as her considerable skills and expertise make her a very valuable addition to the AWO staff,” said Tom Allegretti, AWO’s President & CEO. “With her leadership and continued involvement from AWO members, our long-standing safety programs will grow and flourish. We are very excited to have Holly as part of the AWO team.”



Ms. Holly Riester

Ms. Riester may be reached at (703) 841-9300, extension 253, or hriester@vesselalliance.com.

AWO Renews Joint Audit Agreement with American Chemistry Council

On September 6, AWO and the American Chemistry Council renewed the Memorandum of Agreement that streamlines dual certification for companies in AWO’s Responsible Carrier Program and ACC’s Responsible Care initiative. Continuation of the agreement between AWO and ACC allows RCP-certified companies who transport chemicals via barge to obtain dual certification in the chemical industry’s well known safety and environmental quality initiative, saving time and money while promoting safety by combining two respected and proven performance improvement programs. The renewal will last for another three years and changes to its language reflect AWO’s transition to third-party certification and training for RCP auditors.

The organizations first signed the MOA in 2006 after two years of discussions. The agreement allows

companies that participate both in the RCP and the Responsible Care program to achieve dual certification with one audit by completing a special addendum. RCP-certified auditors have received additional training in administering the Responsible Care portion of an audit if the company they are auditing is seeking dual certification. ACC’s Dave Gleason conducted a training workshop for joint RCP-Responsible Care auditors during the RCP auditor recertification training session led by the Towing Vessel Inspection Bureau in Houston in August.

ACC’s Responsible Care program is a global chemical industry performance initiative verified through independent auditors that helps chemical companies exceed regulatory requirements and track performance through established environment, health, safety and security measures. Participation in Responsible Care is mandatory for ACC member companies. For more information, please contact Holly Riester at (703) 841-9300, extension 253, or hriester@vesselalliance.com.



Midcontinent Office

Congressional Towboat Tours Span Midwest and Ohio Valley Regions

AWO Members Continue Focus on WRDA, Vessel Discharges, and the Jones Act

During the weeks of August 26 and September 2, AWO members held four towboat tours in Memphis, Chicago, St. Paul, and Pittsburgh, hosting a total of 26 congressional staff from seven states.

- On August 29, Marquette Transportation Company, Inc., Wepfer Marine, Inc., and Economy Boat Store hosted a towboat tour in Memphis on the Lower Mississippi River. Ten congressional staff members representing offices from Arkansas, Tennessee and Mississippi took a 30 minute ride to the river onboard the *m/v Rickie Robinson*, followed by a tour of river onboard the *m/v Bootsie B*. The tour concluded with a ride back to shore on the crewboat *Memphis*, an Economy Boat crewing vessel. AWO member companies joining the tour included Marquette Transportation Company, Inc.; Wepfer Marine, Inc.;

Economy Boat Store; Magnolia Marine Transport Company; and Golding Barge Line, Inc.

- On August 30, Illinois Marine Towing, Inc. and Hanson Material Service sponsored a tour of the Chicago Sanitary and Ship Canal onboard the *m/v William C*. Four congressional staffers, representing

offices from Illinois and Wisconsin, were in attendance.

- On September 4, Lee Nelson and Molly Isnardi, Upper River Services, welcomed staffers from nine congressional offices representing Wisconsin and Minnesota onboard the *m/v White*

(continued on page 10)



Chicago Towboat Tour



Memphis Towboat Tour

Midcontinent Office

Congressional Towboat Tours Span Midwest and Ohio Valley Regions

(continued from page 9)

Rock for a towboat tour along the Upper Mississippi River.

- On September 6, CONSOL Energy Sales Company and Campbell Transportation Company, Inc. welcomed staffers from the offices of Sens. Patrick Toomey (R-PA) and Bob Casey (D-PA) onboard the *m/v Tom Hoffman* for a towboat tour along the Monongahela River.

All four congressional towboat tours featured lively discussions on the issues facing the barge and towing industry. Since several of the staffers were not familiar with water transportation, it was also an opportunity to discuss the industry's impact on jobs, the state of our nation's transportation infrastructure, the cost-effectiveness of waterway transportation, and the industry's

environmental benefits. The final congressional towboat tour for 2013 in the Midwest and Ohio Valley Regions will be held on September 19 in

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



Midcontinent Office

Congressional Towboat Tour Highlights



TOP: Chicago tour attendees aboard the *m/v William C.*
 BOTTOM RIGHT: The *m/v Bootsie B.* hosted a congressional staff member tour in Memphis on the Lower Mississippi River.
 BOTTOM LEFT: Mike Quinton, Golding Barge Line, Inc.; Bootsie Ackerman, Office of Rep. Steve Womack (R-AR) and Walt Starr, Office of Rep. Alan Nunnelee (R-MS) discuss issues facing the industry.

Midcontinent Office

Corps Announces Meetings to Discuss Draft 2013-2014 Missouri River Annual Operating Plan

On September 6, the Corps announced the dates and locations of its fall public meetings to discuss the 2013-2014 Draft Annual Operating Plan for the Missouri River Mainstem Reservoir System, although the draft AOP has yet to be released. The AOP is updated yearly to present the Corps' plans for the regulation of the reservoir system and is designed to meet the objectives

of the Missouri River Master Manual. The public meetings, listed in the box below right, will include a presentation from the Corps regarding 2013 operations and plans for regulating the reservoir system in 2014, followed by a question-and-answer session. The hearings will provide an opportunity for AWO members to describe how the operation of the Missouri River

reservoirs impacts their business decisions on the Mississippi, Illinois, and Ohio rivers.

The Corps has announced that it will provide a full eight-month navigation season this year, and flow support for navigation has increased from a minimum to an intermediate service level since July. However, reservoir water levels remain well below normal due to persistent drought conditions, and the Corps will implement drought conservation measures again this winter with minimum releases from December to February.

For more information, please contact Lynn Muench at (314) 474-6474 or lmuench@vesselalliance.com, or Caitlyn Stewart at (703) 841-9300, extension 262, or cstewart@vesselalliance.com.

Barges are Beautiful...

For American Jobs.

America's tugboat, towboat and barge industry:

- Provides good paying, family-wage jobs for Americans, jobs that cannot be outsourced
- Offers excellent career opportunities for hard-working Americans
- Fosters hundreds of thousands of American jobs that depend on waterways transportation, and directly employs over 30,000 Americans on our vessels
- Contributes to America's economic, national and homeland security because our vessels are American-owned, American-built and American-crewed



THE AMERICAN WATERWAYS OPERATORS
America's Tugboat, Towboat & Barge Industry

"Our Compass Always Points to Safety"

www.americanwaterways.com




Public Meeting Schedule

Tuesday, October 8

Kansas City, Missouri, 1:00 p.m.
National Archives Building
400 W. Pershing Road

Nebraska City, Nebraska, 7:00 p.m.
Lewis and Clark Center
100 Valmont Drive

Wednesday, October 9

Fort Peck, Montana, 7 p.m.
Fort Peck Interpretive Center
Lower Yellowstone Road

Thursday, October 10

Bismarck, North Dakota, 11:00 a.m.
North Dakota Game and Fish
100 N. Bismarck Expressway

Pierre, South Dakota, 5:00 p.m.
Joe Foss Building
523 East Capitol Avenue

Midcontinent Office**Corps Moves Forward with Missouri River Recovery Program**

On September 10, the U.S. Army Corps of Engineers announced that it will host two scoping webinars to solicit comments on the Missouri River Recovery Management Plan and Environmental Impact Statement. The first webinar occurred on September 11, and the second will take place on September 18 from 3:00 – 4:30 p.m. CDT.

The Management Plan and Environmental Impact Statement are components of the Missouri River Recovery Program, which aims to provide habitat for native fish and wildlife by combining the



implementation of the Missouri River Biological Opinion developed by the U.S. Fish and Wildlife Service in 2003 and the Mitigation Project under which the Corps has acquired land for habitat along the river. The Management Plan and EIS will assess and develop a range of alternatives for the Recovery Program, as well as provide an evaluation of the necessity and effectiveness of actions prescribed by the Biological Opinion.

Because Missouri River recovery efforts have the potential to undermine the amount and predictability of Missouri and mid-Mississippi River

flows, AWO has worked with the Corps and other stakeholders, including through its participation in the Missouri River Recovery Implementation Committee, to minimize adverse impacts to navigation.

All comments the Corps receives during the webinar will become part of the public record. Comments will also be accepted online through October 18. To read the Corps' press release explaining how to participate in the September 18 webinar, click [here](#). For more information, please contact Lynn Muench at (314) 446-6474 or lmuench@vesselalliance.com, or Caitlyn Stewart at (703) 841-9300, extension 262, or cstewart@vesselalliance.com.

Southern Region**AWO Addresses Mississippi River Commission**

On August 23, AWO presented remarks to the Mississippi River Commission in Morgan City, LA, about challenges facing the tugboat, towboat and barge industry. Lynn Muench, AWO Senior Vice President – Regional Advocacy, encouraged the MRC to endorse managing Missouri River flows for the benefit of the entire river system; asked the Commission to carefully consider the outcomes of the Great Lakes and Mississippi River Interbasin Study to ensure that navigation is not harmed by efforts to control invasive species; emphasized the need for reliable 24/7 lock operations throughout the system; and shared industry's concern that the U.S. Army Corps of Engineers continues to pass costs onto one stakeholder group,

the barge and towing industry, as reflected in a recent directive from the St. Louis District that the industry must utilize and pay for helper boat use at Lock 27 during certain conditions.

AWO also expressed thanks to MG John Peabody, MRC President, for his work with industry and the River Industry Executive Task Force during his tenure as Mississippi Valley Division Commander and previously as the Great Lakes and Ohio River Division Commander.

AWO's written comments to the MRC can be found [here](#). The MRC is a congressionally-authorized advisory

body charged with helping Congress and the Administration improve the condition of the Mississippi River, foster navigation, promote commerce, and prevent floods. Its membership includes U.S. Army Corps of Engineers officers as well as civilian engineers and a representative from the National Oceanic and

Atmospheric Administration. For more information, please contact Lynn Muench at (314) 446-6474 or lmuench@vesselalliance.com or Mark Wright at (985) 674-3600 or mwright@vesselalliance.com.



Atlantic Region

Atlantic RQSC Meets in Portsmouth

On September 11, the Atlantic Regional Quality Steering Committee held its summer meeting in Portsmouth, VA. The RQSC is part of the U.S. Coast Guard-AWO Safety Partnership, which has focused on developing non-regulatory solutions to safety, security, and environmental issues facing the tugboat, towboat, and barge industry for 18 years. Atlantic RQSC co-chairs John Harms, AWO Atlantic Region Manager, and CAPT Danny Leblanc, LANTAREA Chief of Prevention, opened the meeting.

Following introductions, the RQSC discussed the progress of several previous and future Quality Action

Teams. Of note was a discussion led by Mr. Peter Squicciarini, U.S. Coast Guard, on a proposed Port Coordination QAT that seeks to streamline communications between industry and the Coast Guard during hurricanes, security threats, and other incidents. Mr. Stephen Dann, Dann Ocean Towing, Inc., stressed the importance of having a well-maintained contacts database and an institutionalized process to facilitate communication, both within a local port community and across larger,

regional areas. After a hearty discussion, Mr. Harms and CAPT Leblanc signed the Task Statement to officially charter the Port Coordination Quality Action Team.



Mr. Harms led a discussion on the need for an Alternative Energy Response QAT, which will allow the Coast Guard and industry to work together to alleviate the

threats to navigation posed by the citing of offshore wind energy projects. CDR Wayne Clayborne, Deputy Chief of Prevention for the First District, discussed the difficulties of coordinating responses to proposed offshore alternative energy projects. CDR Clayborne recommended that the committee consider developing an engagement plan so that maritime safety concerns will be addressed at the appropriate stages in the project development cycle. The RQSC committed to drafting a Quality Action Team that will help establish such an engagement plan.

For more information, please contact John Harms at (703) 841-9300, extension 292, or jharms@vesselalliance.com.



John Harms, AWO Atlantic Region Manager, and CAPT Danny Leblanc, LANTAREA Chief of Prevention, signed the Port Coordination Quality Action Team task statement on September 12 at the Atlantic RQSC meeting in Portsmouth, VA.

Pacific Region**AWO Members Host Sen. Feinstein's Staff in San Francisco****San Francisco Towboat Tour**

On September 4, Crowley Maritime Corporation, Baydelta Maritime and AWO hosted a tugboat tour for congressional staffers from the office of Sen. Dianne Feinstein (D-CA) aboard the Crowley tug *m/v Valor* in San Francisco Bay. The *Valor*, under First Mate Spencer Laird, toured around Alcatraz Island, carefully maneuvered through America's Cup traffic, and passed by deep draft vessel bunkering

operations at Anchorage 9. The tour was led by Baydelta's Shawn Bennett who spoke about the importance of maintaining the integrity of Jones Act to Baydelta's continued growth.

The crew of the *Valor* also shared their positive experiences in the maritime industry and discussed the high quality of vessel work environments. Discussion also focused on the importance of the maritime industry to California and the urgent need to reform vessel discharge laws. The group emphasized that California is a key state in reform efforts as it is the last state to concur with the 2011 conclusion of the U.S. Environmental Protection Agency's independent Science Advisory Board that no commercially available ballast water treatment systems can meet a discharge standard more stringent than the IMO standard, which has been adopted by both EPA and the U.S. Coast Guard. Coincidentally, on September 4, the California Legislature unanimously passed SB 814, which delays the implementation of unachievable California ballast water discharge standards for two years until January 2016.

For more information, please contact Charles Costanzo at (206) 257-4723 or ccostanzo@vesselalliance.com.

