



The American Waterways Operators

The national advocate for the tugboat, towboat and barge industry.

Southern Region Summer Meeting



July 18, 2008

The Grand Hotel
One Grand Boulevard
Point Clear, AL



The American Waterways Operators

2008 Southern Region Summer Meeting

Reception Sponsors

Magnolia Marine Transport



Turn Services



Your Generosity is Greatly Appreciated



The American Waterways Operators

2008 Southern Region Summer Meeting

Continental Breakfast Sponsor

Canal Barge Company, Inc.



Meeting Sponsor

Water Quality Insurance Syndicate



Your Generosity is Greatly Appreciated

Table of Contents

Attendee List	5
Agenda	9
Board Directors	10
Southern Region 2008 Priorities	11
National 2008 Priorities	12
AWO Organizational Chart	13
“Passing the Word”	14
Political Action Committee Report	17
Political Action Committee Permission to Solicit Form	25
Issues	26
MRGO Report Sent to Congress	27
MRGO – Breton Sound Letter	29
TWIC - Framework for Expected Compliance Dates	30
Naheola Bridge Statement – USCG Bridge Administration	31
Limited Geographic Licenses for Towing Vessels Engaged in Fleeting Operations, Revision 1	34
Ballast Water One Pager	54
Speaker Biographies	55
CEMS Brochure Order Form	58

2008 Southern Region Summer Meeting
July 18, 2008
Point Clear, Alabama

Attendees

Ahlemeyer, Jan
Marine Systems, Inc.

Ahlemeyer, Lynn
Marine Systems, Inc.

Allegretti, Tom
American Waterways Operators

Allen, Tim
American Commercial Lines

Belcher, Jason
Florida Marine Transporters, Inc.

Boffone, Barry
Progressive Barge Line, Inc.

Boudreaux, Barry
Intercoastal Marine Repair Company, Inc.

Boudreaux, Connie
Intercoastal Marine Repair Company, Inc.

Buky, Jim
Turn Services, Inc.

Calhoun, James
Bisso Marine Company, Inc.

Carr, Mark
AEP River Operations

Clisham, Michael
Fryoux Tankerman Service, Inc.

Cole, Chris
Trinity Marine Products, Inc.

Cole, Marsha
Trinity Marine Products, Inc.

Crochet, Colleen
C.L.M. Marine, LLC

Crochet, Elliot
C.L.M. Marine, LLC

DeLoach, Sharon
Delaware Marine Operators

DeLoach, Z. David
Delaware Marine Operators

Devall, Alfred
Devall Towing & Boat Service, Inc.

Devall, Jr., Mike
Devall Towing & Boat Service, Inc.

DeVillier, Ed
MarineCFO, Inc.

Duchaine, Taylor
Cenac Towing Company, Inc.

Echols, Tommy
Echo Marine Ltd./Echo Towing Service Inc.

Felder, Cherrie
Channel Shipyard Companies, Inc./
GRIFCO Transportation

2008 Southern Region Summer Meeting
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Point Clear, Alabama

Attendees

Flynn, Mark
Higman Marine Services, Inc.

Foreman, David
AccuTrans, Inc.

Foreman, Regina
AccuTrans, Inc.

CDR Frank, David
U.S. Coast Guard

Fry, Jo Ann
Megafleet Towing Company, Inc.

Fry, Robert
Megafleet Towing Company, Inc.

Fryoux, Jimmy
Fryoux Tankerman Service, Inc.

Golding, Steve
Golding Barge Line, Inc.

Hanby, David
McDonough Marine Service

Harris, Roger
Magnolia Marine Transport Company

Haun, Alice
Parker Towing Company Inc.

Haun, Charles
Parker Towing Company Inc.

Haymon, Cordell
SGS Petroleum Service Corporation

Horn, Jimmy
SGS Petroleum Service Corporation

Humphreys, Beverly
Magnolia Marine Transport Company

Humphreys, Stan
Magnolia Marine Transport Company

Janner, Matt
GE Capital Solution

King, Boyd
VT Halter Marine, Inc.

Knoepfler, Glenn
GE Capital Solution

CAPT Korn, John H.
U.S. Coast Guard

Kristiansen, Walter
E. N. Bisso & Son, Inc.

Lampton, Lee
Magnolia Marine Transport Company

Lampton, Maggi
Magnolia Marine Transport Company

Lane, H. Merritt
Canal Barge Company, Inc.

COL Lee, Alvin B. "Al"
U.S. Army of Corps Engineers

Leerkes, John
SGS Petroleum Service Corporation

2008 Southern Region Summer Meeting
July 18, 2008
Point Clear, Alabama

Attendees

Lind, Tommy
Canal Barge Company, Inc.

Macksey, Toni
AccuTrans, Inc.

Mahaffey, Dennis
Great White Towing, LLC

Martin, Dale
Lafayette Workboat Rentals, LLC

Mauer, Paul
Trinity Marine Products, Inc.

McCoy, Teresa
Accumarine Transportation, LP

McCreary, Richard
Manitowoc Marine Group

McDaniel, Vaughn
Eckstein Marine Service, LLC

Mickey, Scott
AgriChem Marine Transportation, LLC

Mickles, Rustin
SGS Petroleum Service Corporation

Morton, Frank
Turn Services, Inc.

Morton, Ginny
Turn Services, Inc.

Muench, Lynn
American Waterways Operators

Munoz, Mario
American Commercial Lines

Murphy, Spencer
Canal Barge Company, Inc.

Nightingale, Jeff
Mississippi Marine Corporation

Nokes, Ron
Trinity Marine Products, Inc.

Oelkers, Susan
John W. Stone Oil Distributor, LLC

Osorno, Gary
AccuTrans, Inc.

Osorno, Susie
AccuTrans, Inc.

Owens, Ron
SGS Petroleum Service Corporation

Rowan, Jay
Cummins Marine

Skinner, William
VT Halter Marine, Inc.

Smart, Chris
Lebeouf Towing, LLC

Smith, Dale
Turn Services, Inc.

Smith, Rachel
TradeWinds Towing, LLC

2008 Southern Region Summer Meeting
July 18, 2008
Point Clear, Alabama

Attendees

Smith, Tom
Canal Barge Company, Inc.

Winemiller, Kay
AccuTrans, Inc.

Socha, Martha
Bollinger Shipyards, Inc.

Wiseman, Addie
American Waterways Operators

Socha, Robert
Bollinger Shipyards, Inc.

Stepp, Jad
Stepp & Sullivan, PC

Stokes, John
Cooper Marine & Timberlands Corp.

Sullivan, Dennis
Stepp & Sullivan, PC

Vick, Randy
Cooper Marine & Timberlands Corp.

Waxler, Bobbie
SCF Waxler Marine, LLC

Waxler, Ted
SCF Waxler Marine, LLC

Wellman, Hermoine
American Waterways Operators

White, G. H.
G. H. White, Inc.

Wilson, Timothy
John W. Stone Oil Distributor, LLC

Winemiller, Dana
AccuTrans, Inc.

The American Waterways Operators
Southern Region Summer Meeting
Point Clear, Alabama
July 18, 2008
8:00 a.m. - 12:00 p.m.

Call to Order

Mr. Roger Harris, Magnolia Marine Transport Company

Chairman's Southern Region Report

Mr. Roger Harris, Magnolia Marine Transport Company

AWO National Chairman's Report

Mr. H. Merritt Lane, III, Canal Barge Company, Inc.

U.S. Coast Guard – District Report

CAPT John H. Korn, U.S. Coast Guard

U.S. Army Corps of Engineers – District Report

COL Alvin B. "Al" Lee, U.S. Army Corps of Engineers

Regional Report

Ms. Addie Wiseman, The American Waterways Operators

U.S. Coast Guard – Sector & MSU Reports

Sector & MSU Commanders

Break

Confronting the Critical Industry Issues

Mr. Thomas Allegretti, The American Waterways Operators

The New AWO and Grassroots Report

Ms. Lynn M. Muench, The American Waterways Operators

AWO Member Discussion: New and Old Business

Mr. Robert A. Fry, Jr., Megafleet Towing Co., Inc.

Adjournment

Mr. Roger Harris, Magnolia Marine Transport Company



The American Waterways Operators

The national advocate for the tugboat, towboat and barge industry.

2008 AWO Board Directors from the Southern Region

Roger Harris – Regional Chairman (2009)
Magnolia Marine Transport Company

Mr. Robert Fry – Regional Vice Chairman (2009)
Megafleet Towing Company, Inc.

James Calhoun (2009)
Bisso Marine Company, Inc.

Charles H. King (2010)
Buffalo Marine Services, Inc.

Taylor DuChaine (2009)
Cenac Towing Company, Inc.

Walter Kristiansen (2009)
E.N. Bisso & Son, Inc.

Tommy Echols (2009)
Echo Marine, Ltd./Echo Towing Service, Inc.

Frank Morton (2009)
Turn Services, Inc.

Steve Golding (2010)
Golding Barge Line, Inc.

Clark Todd (2010)
Blessey Marine Services, Inc.

Z. David DeLoach (2010)
Delaware Marine Operators

Matt Woodruff (2009)
Kirby Corporation

Charles Haun (2010)
Parker Towing Company, Inc.

Paul Janoush (Alternate)
JANTRAN, Inc.

SOUTHERN REGION 2008 PRIORITIES

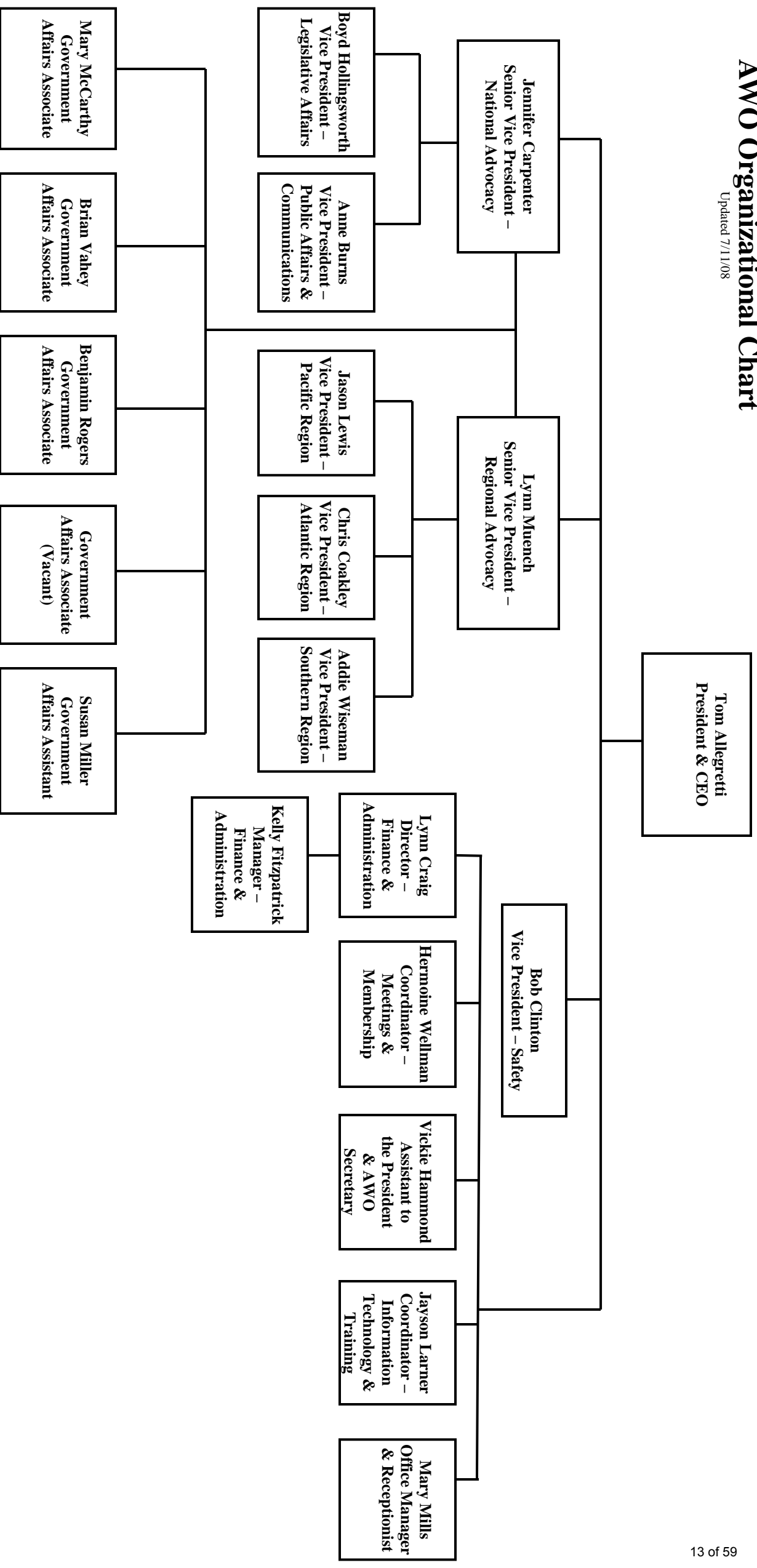
1. Continue institutionalizing the congressional grassroots program as a key component of AWO's advocacy program. Work with AWO members in the Southern Region to establish and strengthen relationships with targeted members of Congress.
2. Effectively represent and serve in a leadership position for all key state legislative and regulatory actions of importance to the industry. Major focus will include vessel emissions.
3. Continue to work with all key governmental agencies throughout the region to strengthen partnerships, improve communication and facilitate access to information of importance to the industry. The regional office will advocate to critical agencies that impact the industry, including the U.S. Coast Guard, the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service and the Environmental Protection Agency.
4. Manage the program of Southern Region Board members leading and encouraging member support of the AWO PAC to achieve the Board-approved goals for PAC participation.
5. Provide leadership for the inland towing industry as the U.S. Army Corps of Engineers and the state address flood control and coastal protection and restoration in Louisiana to ensure that the needs of navigation are recognized and properly addressed.

Major Issue Challenges and Objectives for 2008

- **Secure publication of a Coast Guard notice of proposed rulemaking consistent with the Towing Safety Advisory Committee recommendations on towing vessel inspection.**
- **Defeat the Administration proposal to substantially increase the inland waterways user tax.**
- **Prevent erosion of the cabotage laws and build support for the Jones Act with Congressional and Administration policymakers.**
- **Secure enactment of an effective TWIC interim work authority provision and ensure that the forthcoming DHS regulations do not require TWIC card readers on towing vessels.**
- **Secure legislative, regulatory, or judicial relief from the federal district court decision subjecting ballast water and other vessel discharges to regulation under the Clean Water Act NPDES permitting program.**
- **Work with the Coast Guard to ensure that the agency's approach to mariner licensing and related issues avoids exacerbating the vessel personnel shortage facing AWO members.**
- **Work with the Coast Guard to promote widespread implementation of crew endurance management principles and ensure a practical approach to crew endurance, work and rest issues.**
- **Establish and maintain effective relationships with Congressional and Administration decisionmakers whose work impacts AWO members.**

AWO Organizational Chart

Updated 7/1/08



TWIC Interim Work Authority: Time for a New Approach?

Merritt Lane - President and CEO, Canal Barge Company, Inc.

AWO Chairman of the Board



The recent rejection by the House Rules Committee of AWO-supported amendments offered by Representatives Gene Taylor (D-MS) and Charles Boustany (R-LA) has brought us to a fork in the road in our two-year-long effort to secure a practical interim work authority provision under the Transportation Worker Identification Credential (TWIC) program. Since the TWIC regulations were first proposed by the Transportation Security Administration (TSA) and the Coast Guard in May 2006, AWO members and staff have waged an intensive, multi-pronged campaign to address the two biggest problems in the deeply flawed TWIC program: the absence of a workable interim work authority provision for new hires, and the prospect of requiring electronic card readers on towing vessels.

Because of its immediacy, the interim work authority issue has been the more visible focus of AWO's advocacy efforts over the last year (the card reader issue is a longer-term challenge, since TSA and the Coast Guard have yet to publish a revised notice of proposed rulemaking on this subject and there are still several more steps in the regulatory process). Unfortunately, despite the Herculean grassroots efforts of AWO members from around the country, staunch support from industry champions like Congressmen Taylor and Boustany and Senators Mary Landrieu (D-LA) and David Vitter (R-LA), and the expenditure of enormous AWO staff advocacy resources, our efforts to secure the inclusion of an interim work authority provision in the House version of the Coast Guard authorization bill (H.R. 2830) ultimately fell short. The twin obstacles of unrelenting Administration opposition – reflected in a “Statement of Administration Policy” labeling the AWO-supported amendment a “dangerous loophole” that would undermine homeland security – and opposition from maritime labor unions who viewed the provision as a benefit to non-union companies with little advantage for union crews ultimately proved too much to overcome, and the House passed a bill that does not include an interim work authority provision.

While the Senate version of the Coast Guard bill (S. 1892) has yet to be considered on the Senate floor, the same political dynamics will be operative in that chamber, and Senate rules make it less likely that efforts to insert such an amendment will be successful. Faced with this unfortunate set of circumstances, the AWO Executive Committee held a conference call last week to discuss the options available to us to secure meaningful relief on an issue that continues to present enormous practical problems to the smooth running of our businesses. As your Chairman, I want to brief you on the results of that call and the Executive Committee's proposed course of action for AWO.

(continued on page 14)

TWIC Interim Work Authority: Time for a New Approach?

(continued from page 13)



The Executive Committee considered three basic options and discussed the pros, cons, and potential costs and benefits of each:

1. The first option would be to “stay the course” and proceed with an attempt to secure an interim work authority provision in the Senate Coast Guard bill, with Senator Landrieu as the principal proponent of the amendment. While Senator Landrieu has continued to strongly support our industry’s efforts to secure interim work authority, asking her to continue with the current effort would not likely succeed and could subject her to negative political consequences in a reelection year.
2. The second option would be to seek an amendment to an appropriations bill that would prevent the Administration from enforcing the TWIC requirements in the absence of an acceptable interim work authority provision. Such an approach would present its own political difficulties, and as an appropriations rider, any such provision would be effective only for the fiscal year covered by the appropriations bill. In addition, election-year politics makes the passage of individual appropriations bills this year unlikely, meaning that appropriations are likely to be dealt with in an omnibus bill to be considered in the fall. Including an interim work authority provision in an omnibus bill is extremely unlikely.
3. The third option would be to refocus AWO’s attention on modifying the existing interim work authority provision contained in the TSA/Coast Guard regulations of January 2007 in an attempt to make it more workable. Under this approach, AWO would seek a combination of regulatory or policy changes from the Coast Guard (and, to the extent necessary, TSA). If legislative changes were required to give effect to these changes, we could pursue those with the help of our friends in Congress, ideally with the concurrence or at least the acquiescence of the Coast Guard and maritime labor. The Executive Committee discussed a series of six policy changes proposed by an AWO member group to alleviate the burden of the TWIC program on companies and mariners. These include: 1) clarifying the definition of “monitoring” for new hires operating under interim work authority status, pursuant to Coast Guard Navigation and Vessel Inspection Circular (NVIC) 3-07; 2) adopting a clear and practical Coast Guard enforcement policy, including a consistent application of the definition of “monitoring” in the field; 3) redesignating the upper engine room and/or other areas of the vessel as non-restricted areas, perhaps as part of the AWO Alternative Security Program; 4) extending the interim work authority period available under the current TWIC regulations to an automatic 60 days, counted from the time an individual begins working aboard a vessel. (The current regulations provide for 30 days of interim work authority, which can be extended to 60 days if the card has not been issued and if approved by the Coast Guard Captain of the Port); 5) expanding opportunities for companies or groups of companies to become trusted agents, purchase fingerprint readers, and either serve as permanent enrollment centers for their employees or the initiators of an electronic interim work authority process; and, 6) eliminating the requirement for a second trip to the enrollment center to pick up and activate a TWIC.

(continued on page 15)

TWIC Interim Work Authority: Time for a New Approach?

(continued from page 14)



The members of the Executive Committee participating in the call engaged in an extensive discussion of the three options and the advisability of each. Many of us were concerned about asking Senator Landrieu to put herself at political risk in an effort with such a limited chance of success. Others were concerned that the appropriations option might not be able to be achieved in a timely manner, if at all. Ultimately, all members of the Executive Committee participating in the call voted to endorse the third option, noting that pursuing a regulatory approach for now does not foreclose our ability to seek a legislative solution – and, indeed, to re-propose our original TWIC interim work authority amendment – at a later time, if the political dynamics were to change as a result of the November elections or continued failures in the TWIC program.

The Executive Committee concluded that the time to initiate action on the third option was immediately, in order to impress on the Coast Guard the seriousness of our continued concerns and the urgency of finding practical solutions even if our original legislative proposal cannot be accomplished this Congress. Last Friday, AWO Senior Vice President - National Advocacy Jennifer Carpenter met with RDML Brian Salerno, Coast Guard Assistant Commandant for Marine Safety, Security and Stewardship, to express AWO's disappointment with the Administration's continued opposition to our interim work authority amendment and urge the Coast Guard to work with us to explore these regulatory and policy changes as alternatives. The Offshore Marine Services Association (OMSA) also participated in that discussion, presenting a united towing/offshore supply vessel industry front in favor of such action.

The meeting produced agreement to explore the possibility of relief on all six of these issues, with the first four to be discussed with AWO, OMSA, and the Coast Guard, and the latter two to involve the TSA leadership as well. The Coast Guard expressed optimism that the AWO Alternative Security Program and International Vessel Security Plan might serve as the vehicle for relief on several of these issues. AWO and OMSA are scheduled to meet with the Coast Guard to begin substantive discussions on these issues on May 20.

I recognize that many AWO members, like Canal Barge Company, have invested considerable time and energy over the past two years in our collective effort to secure an effective interim work authority amendment. I know that you share my disappointment that we did not achieve what we set out to do. However, I hope you also share my pride in the intensive effort that we waged – this was advocacy excellence in action, and our experience provides many lessons that we will need to draw upon as we prepare to face renewed public policy challenges under a new Administration and Congress next year. I hope you also share my determination, and the determination of the Executive Committee, that this fork in the road does not amount to the end of our efforts to make the TWIC program workable for our industry, but a new course of action that we will need to pursue with the same vigor we brought to the previous fight. 🍀

Political Action Committee

(PAC)



AWO PAC
2007-2008 Election Cycle
Detailed Report

 **Summary**

Cash on hand January 1, 2007		\$61,026.15
Receipts since January 1, 2007		\$95,509.84
Disbursements since January 1, 2007		\$83,334.59
Balance on June 30, 2008		\$73,201.40



AWO Member Contributions

(From individuals representing the following member companies.)

Region/Company	2007 Contribution to the AWO PAC	2008 Contribution to the AWO PAC	2007-2008 Contributions to AWO- Sponsored Fundraising Events	2007-2008 Participation
<i>Atlantic Region</i>	\$5,500.00	\$2,250.00	\$27,500.00	50%
Allied Transportation Company			\$250.00	
Bouchard Transportation Co., Inc.			\$1,000.00	
Coastal Tug & Barge		\$250.00		
Dann Ocean Towing, Inc.	\$2,500.00			
Express Marine	\$1,000.00	\$1,000.00	\$3,000.00	
Horizon Lines			\$1,000.00	
Hughes Bros., Inc.	\$250.00		\$500.00	
Interport Pilots' Agency			\$1,000.00	
K-Sea Transportation Corp.		\$1,000.00	\$1,000.00	
Maersk Line Ltd			\$1,000.00	
McAllister Towing	\$1,000.00		\$4,000.00	
OSG Ship Management			\$5,000.00	
Penn Maritime			\$2,000.00	
Roehrig Maritime, LLC	\$750.00		\$1,500.00	
Seaboats. Inc.			\$1,000.00	
Seabulk Towing			\$500.00	
TECO Energy			\$1,000.00	
The Vane Brothers Company			\$2,500.00	
U.S. United Ocean Services			\$1,000.00	
Weeks Marine, Inc.			\$250.00	
<i>Midwest Region</i>	\$8,500.00	\$7,750.00	\$27,500.00	41%
AEP River Operations	\$5,000.00	\$5,000.00	\$3,000.00	
Alter Barge Line	\$250.00		\$3,500.00	
American River Transportation Co.	\$500.00	\$250.00	\$4,500.00	
Cargill Marine & Terminal			\$1,000.00	
Great Lakes Dredge & Dock Company			\$2,000.00	
JB Marine Service, Inc.	\$1,450.00	\$1,500.00	\$4,500.00	
Kindra Lake Towing	\$300.00			
Luhr Bros., Inc.			\$1,500.00	
McNational, Inc.			\$1,000.00	
MEMCO Barge Line			\$2,000.00	
Osage Marine Services, Inc.	\$1,000.00	\$1,000.00	\$1,500.00	
Rushing Marine			\$2,000.00	
Upper River Services			\$1,000.00	

Region/Company	2007 Contribution to the AWO PAC	2008 Contribution to the AWO PAC	2007-2008 Contributions to AWO- Sponsored Fundraising Events	2007-2008 Participation
<i>Ohio Valley Region</i>	\$11,700.00	\$1,650.00	\$28,000.00	45%
American Commercial Lines, LLC	\$5,000.00		\$9,000.00	
B&H Towing Co., Inc.	\$250.00	\$250.00	\$2,000.00	
Campbell Transportation Company			\$1,000.00	
Ingram Barge Company	\$5,000.00		\$10,000.00	
Inland Marine Service, Inc.	\$500.00	\$500.00	\$1,500.00	
James Marine, Inc.			\$1,250.00	
Madison Coal & Supply			\$2,000.00	
Marathon Petroleum Company	\$100.00	\$100.00		
Mt. Vernon Barge Service	\$350.00			
SCF Waxler Marine		\$250.00		
Salyers Solutions, LLC		\$50.00		
Tennessee Valley Towing			\$250.00	
Wepfer Marine, Inc.	\$500.00	\$500.00	\$1,000.00	
<i>Southern Region</i>	\$22,399.00	\$24,724.00	\$91,600.00	27%
AgriChem Marine		\$500.00	\$1,000.00	
Bay - Houston Towing Co.	\$199.00	\$199.00		
Blessey Marine Services, Inc.	\$3,000.00	\$3,500.00	\$5,000.00	
Buffalo Marine Service, Inc.		\$250.00	\$5,000.00	
Canal Barge Company	\$4,000.00	\$3,875.00	\$8,000.00	
Cashman Equipment Company			\$1,000.00	
Cenac Towing Company			\$5,600.00	
Channel Shipyard Companies	\$100.00	\$150.00	\$1,000.00	
Colle Towing Company, Inc.			\$500.00	
Delaware Marine Operators			\$3,000.00	
Echo Marine, Ltd.	\$500.00	\$500.00	\$4,000.00	
E.N. Bisso & Son, Inc.			\$2,500.00	
Florida Marine Transporters	\$4,000.00	\$3,000.00	\$2,000.00	
Foret Enterprises			\$1,000.00	
Golding Barge Line	\$1,000.00	\$1,000.00	\$5,500.00	
GRIFCO Transportation, Ltd.			\$3,000.00	
Gulfport Towing Co.			\$1,000.00	
Higman Marine Services, Inc.	\$100.00	\$1,000.00	\$4,000.00	
JANTRAN, Inc.			\$5,000.00	
J. Russell Flowers, Inc.			\$2,000.00	
Kirby Corporation	\$5,000.00	\$5,000.00	\$11,000.00	
Magnolia Marine Transport Company	\$1,000.00	\$1,000.00	\$4,000.00	
Marine Compliance, LLC			\$100.00	
Martin Marine		\$2,000.00		
Martin Midstream Partners, LP			\$1,000.00	
McDonough Marine Service		\$500.00		
Megafleet Towing Co., Inc	\$1,000.00	\$1,000.00	\$4,400.00	

Region/Company	2007 Contribution to the AWO PAC	2008 Contribution to the AWO PAC	2007-2008 Contributions to AWO- Sponsored Fundraising Events	2007-2008 Participation
<i>Southern Region (continued)</i>				
Mississippi Marine			\$3,000.00	
Parker Towing Company, Inc.	\$1,000.00	\$1,000.00	\$3,000.00	
SGS Petroleum Service Corp.	\$1,000.00		\$2,000.00	
Seabulk International, Inc.	\$500.00			
Turn Services, Inc.		\$250.00	\$3,000.00	
<i>Pacific Region</i>	\$4,450.00	\$850.00	\$37,000.00	50%
Alaska Marine Lines, Inc.			\$1,000.00	
Crowley Maritime Corporation			\$4,000.00	
Dunlap Towing			\$500.00	
Durham and Bates Agencies, Inc.		\$100.00	\$500.00	
Foss Maritime	\$200.00			
Gunderson., Inc.	\$2,000.00		\$1,000.00	
Marine Resources, Inc.	\$250.00	\$250.00	\$5,000.00	
Northland Services, Inc			\$1,000.00	
Pecos, Inc.	\$2,000.00			
Sause Bros.		\$500.00	\$16,000.00	
Shaver Transportation			\$1,000.00	
Tidewater Barge Lines			\$3,000.00	
Westar Marine Services			\$2,000.00	
Western Towboat			\$2,000.00	
<i>AWO Staff</i>	\$3,280.46	\$2,456.38	\$250.00	71%
<i>AWO Executive Committee</i>				100%
<i>AWO Board of Directors</i>				96%
<i>AWO Membership</i>				37%
<i>Total</i>	\$55,829.46	\$39,680.38	\$211,600.00	



AWO PAC Disbursements Detail

1/9/2007	Rep. Elijah Cummings (D-MD)	\$1,000.00		
1/22/2007	Rep. James Oberstar (D-MN)	\$1,000.00		
1/25/2007	Rep. Gene Taylor (D-MS)	\$0.00	1,848.94	(In-Kind)
1/31/2007	Sun Trust Bank	\$5.00		
2/1/2007	Sen. Ted Stevens (R-AK)	\$1,000.00		
2/21/2007	Sen. Mitch McConnell (R-KY)	\$1,000.00		
2/27/2007	Rep. John Mica (R-FL)	\$1,000.00		
2/28/2007	Sun Trust Bank	\$5.00		
3/15/2007	Bank of America	\$60.00		
3/21/2007	Sen. John McCain (R-AZ)	\$1,000.00		
3/26/2007	Sen. Trent Lott (R-MS)	\$5,000.00		
3/31/2007	Sun Trust Bank	\$5.00		
4/16/2007	Rep. Elijah Cummings (D-MD)	\$1,000.00		
4/16/2007	Sen. Daniel Inouye (D-HI)	\$2,500.00		
4/16/2007	Sen. Frank Lautenberg (D-NJ)	\$1,000.00		
4/18/2007	Rep. JoAnn Emerson (R-MO)	\$1,250.00	842.16	(In-Kind)
4/18/2007	Rep. James Oberstar (D-MN)	\$0.00	3,089.13	(In-Kind)
4/25/2007	Sen. Larry Craig (R-ID)	\$1,000.00		
4/30/2007	Sun Trust Bank	\$5.00		
5/7/2007	Rep. Chet Edwards (D-TX)	\$1,000.00		
5/14/2007	Rep. Richard Baker (R-LA)	\$1,000.00		
5/17/2007	Sen. James Inhofe (R-OK)	\$1,000.00		
5/22/2007	Rep. Charles Boustany (R-LA)	\$500.00		
5/31/2007	Rep. Charles Rangel (D-NY)	\$2,000.00		
5/31/2007	Sun Trust Bank	\$5.00		
6/12/2007	Rep. Bennie Thompson (D-MS)	\$1,000.00		
6/12/2007	Sen. Gordon Smith (R-OR)	\$1,000.00		
6/13/2007	Sen. John Cornyn (R-TX)	\$1,000.00		
6/25/2007	Rep. Neil Abercrombie (D-HI)	\$1,000.00		
6/18/2007	Rep. Jerry Weller (R-IL)	\$1,000.00		
6/20/2007	Rep. Kay Granger (R-TX)	\$1,000.00		
6/25/2007	Rep. Russ Carnahan (D-MO)	\$1,000.00		
6/27/2007	Rep. Tim Bishop (D-NY)	\$1,000.00		
6/29/2007	Sun Trust Bank	\$5.00		
7/9/2007	Rep. Richard Baker (R-LA)	\$1,000.00		
7/31/2007	Sun Trust Bank	\$5.00		
8/7/2007	Rep. Elijah Cummings (D-MD)	\$2,500.00	676.37	(In-Kind)
8/14/2007	Sen. Tom Harkin (D-IA)	\$1,000.00		
8/14/2007	Sen. Dick Durbin (D-IL)	\$1,000.00		
8/14/2007	Rep. Kenny Hulshof (R-MO)	\$2,000.00	1,239.80	(In-Kind)
8/29/2007	Rep. Brian Baird (D-WA)	\$2,000.00	2,102.19	(In-Kind)
8/31/2007	Sun Trust Bank	\$5.00		
9/17/2007	Rep. Joe Sestak (D-PA)	\$1,000.00		
9/25/2007	Rep. Jerry Costello (D-IL)	\$1,000.00		
9/25/2007	Rep. Peter King (R-NY)	\$1,000.00		
9/26/2007	Rep. Frank LoBiondo (R-NJ)	\$2,000.00		
9/26/2007	Rep. Dave Reichert (R-WA)	\$1,000.00		
10/8/2007	Rep. Tim Murphy (R-PA)	\$1,000.00		
10/17/2007	Sen. Amy Klobuchar (D-MN)	\$1,000.00		
11/7/2007	Sen. Sheldon Whitehouse (D-RI)	\$1,000.00		



AWO Sponsored Fundraising Events

<u>Date</u>	<u>Member of Congress</u>	<u>Total</u>	
1/25/2007	Rep. Gene Taylor (D-MS)	\$17,750.00	(and \$1,848.94 in-kind)
4/18/2007	Rep. Jo Ann Emerson (R-MO)	\$18,000.00	(and \$842.16 in-kind)
4/18/2007	Rep. James Oberstar (D-MN)	\$30,850.00	(and \$3,089.13 in-kind)
8/7/2007	Rep. Elijah Cummings (D-MD)	\$18,200.00	(and \$500.00 in-kind)
8/15/2007	Rep. Kenny Hulshof (R-MO)	\$15,450.00	(and \$1,236.80 in-kind)
8/29/2007	Rep. Brian Baird (D-WA)	\$16,500.00	(and \$2102.19 in-kind)
9/26/2007	Rep. Frank LoBiondo (R-NJ)	\$21,000.00	
1/18/2007	Sen. Mary Landrieu (D-LA)	\$31,950.00	
4/16/2008	Sen. Gordon Smith (R-OR)	\$36,000.00	(and \$686.00 in-kind)
4/16/2008	Rep. Bennie Thompson (D-MS)	\$40,000.00	
7/15/08	Total	\$245,750.00	\$10,484.59

Total Contributions to Members of Congress

(From both the AWO PAC and AWO Members and Friends Participating in AWO Sponsored Events.)

\$329,034.59

AWO PAC

Permission to Solicit (PTS) Form

& PAC Pledge Form

Will Distributed At The Meeting

Issues



US Army Corps
of Engineers
New Orleans District



CPRA
Coastal Protection and
Restoration Authority of Louisiana

News Release

www.mvn.usace.army.mil

www.lacpra.org

For Immediate Release

Contact: René Poché, 504-862-1767 – Corps of Engineers
Chris Macaluso, 225-342-3968 - Governor's Office of Coastal Activities/CPRA

June 5, 2008

MRGO Report Sent to Congress *MRGO Channel Officially De-Authorized*

NEW ORLEANS – On Thursday, June 5, 2008, the Assistant Secretary of the Army for Civil Works (ASA(CW)) forwarded the U. S. Army Corps of Engineers Chief's Report for the Mississippi River Gulf Outlet (MRGO) Deep-Draft De-Authorization Study to Congress. This action officially de-authorized the MRGO from the Gulf Intracoastal Waterway to the Gulf of Mexico in accordance with the Water Resources Development Act of 2007.

The report recommends the construction of a closure structure made of rock just south of Bayou La Loutre near Hopedale, Louisiana, at full Federal expense, with the state providing lands, easements and rights of way as well as the operation and maintenance responsibilities of the closure structure upon completion. The structure will consist of more than 391,500 tons of stone and will completely block the MRGO. It is designed to be 12-feet wide at the top and 450-feet wide at the bottom.

In addition to recommendations for de-authorization and physical modification of the MRGO project, the plan will also address ecosystem restoration. It is preliminarily addressed in this report and will be fully addressed in a supplement which will be provided to Congress.

“As the final report moves to Congress, thus de-authorizing the channel, it marks a significant milestone in the Corps' history,” said New Orleans District Commander Col. Alvin Lee. “We are ending almost 50 years of shipping on the channel. In addition, we are working with our partners at the state, to continue a commitment to coastal restoration here in south Louisiana.”

The Corps and the Coastal Protection and Restoration Authority of Louisiana have collaborated closely on the MRGO closure. The Corps has prepared the final engineering plans for the recommended closure structure while the State of Louisiana is negotiating to acquire the necessary property to build and maintain the MRGO closure structure.

Garret Graves, the Governor's Executive Assistant for Coastal Activities, and Chairman, Coastal Protection Restoration Authority, said, “I am proud of our collaborative efforts with the U.S. Army Corps of Engineers to take quick, decisive action and identify funding to close the MRGO. This is a crucial first step to the restoration of the region's coastal area. The coordinated steps taken to address the IHNC lock

and Baptiste Collette represent the type of big picture thinking that should be incorporated into all of our future decisions.”

Construction of the MRGO closure structure is being coordinated with repairs to the Inner Harbor Navigation Canal (IHNC) Lock. The Corps plans to de-water the IHNC Lock to perform required repairs to the lock and gate structure in August – September 2008. These repairs will increase the reliability of the IHNC Lock prior to construction of the MRGO closure.

Because the IHNC Lock repairs would impact shallow-draft navigation traffic, the Corps is dredging the Baptiste Collette channel to allow marine traffic to bypass the lock. All of the material dredged from Baptiste Collette will be used beneficially to build coastal wetlands in the Mississippi River delta.

The work on the MRGO closure structure, which is expected to be completed before the beginning of the 2009 hurricane season, will also be coordinated with the storm surge protection measures for the Inner Harbor Navigation Canal area. This work is an integral component of the commitment to provide 100-year risk reduction to the Greater New Orleans area in 2011.

The Corps will closely coordinate all related projects and will continue to work closely with stakeholders and the state’s Coastal Protection and Restoration Authority.

To view the Chief’s Report and the Mississippi River Gulf Outlet Deep-Draft De-Authorization (MRGO) Final Report and Legislative Environmental Impact Statement (LEIS), visit <http://mrgo.usace.army.mil>.

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U.S. Department of
Homeland Security

United States
Coast Guard



Commander
U. S. Coast Guard
Sector New Orleans

201 Hammond Hwy
Metairie, LA 70005
Staff Symbol: spw
Phone: (504) 846-6184
Fax: (504) 565-5113

16600
13 March 2008

MEMORANDUM

From: L. D. STROH
CG Sector New Orleans

A handwritten signature in black ink that reads "Lincoln D. Stroh".

To: A. B. LEE, COL
U.S. Army Corps of Engineers, New Orleans District

Subj: CHANDELEUR SOUND AS AN ALTERNATE ROUTE TO THE MISSISSIPPI RIVER
GULF OUTLET (MRGO)

1. My staff has thoroughly reviewed Chandeleur Sound as an alternate route when the MRGO is de-authorized and if the Inner Harbor Navigation Canal Locks should ever fail. There are significant safety concerns to Chandeleur Sound being used as an alternate route. As explained in 46 Code of Federal Regulations, Subchapter S, any route going across Chandeleur Sound, will be considered an "Exposed Route" which will take maritime traffic more than 20 miles from a Harbor of Safe Refuge. As such, vessels and barges may endure potential "special hazards due to weather or other circumstances" for an extended period of time while in open water. Inland barge and tow configurations are not designed for this type of route and if transited could result in a hazardous condition. Because of this, the U. S. Coast Guard will not approve an alternate route for inland barge traffic from Baptiste Collette going across Brenton Sound and Chandeleur Sound up to Mississippi Sound.
2. As always, it is a pleasure to work with you and your staff. If you have any questions or concerns, please contact me directly or LCDR Steven Keel at (504) 565-5044.

#

Planned framework for phased-in COTP zone compliance

October - November 2008	December 2008 – January 2009	February 2009	March - April 2009
<u>October 15, 2008</u> Northern New England Boston Southeastern New England <u>October 31, 2008</u> Buffalo Duluth Detroit Lake Michigan Sault Ste. Marie Corpus Christi Port Arthur North Carolina Cape Fear River	Long Island Sound Charleston Savannah Jacksonville Baltimore Delaware Bay Mobile Pittsburgh Ohio Valley Lower Mississippi River San Diego Hampton Roads Morgan City New Orleans Upper Mississippi River Miami Key West St. Petersburg	Honolulu South East Alaska Prince William Sound Western Alaska Puget Sound Portland (<i>OR</i>) San Francisco Bay	New York Guam Houston/Galveston Los Angeles/Long Beach San Juan
<p>NOTE: COTP Zones are arranged in order of tentative groupings for compliance. All compliance announcements will be made in the Federal Register at least 90 days in advance.</p>			



Transportation
Security
Administration

U.S. Department of
Homeland Security
**United States
Coast Guard**



Statement of

Addie S. Wiseman
Vice President – Southern Region
The American Waterways Operators
9810 FM 1960 Bypass West, Suite 295
Humble, Texas 77338
(281) 540-5004

Docket No. USCG-2008-0224

Before the
United States Coast Guard
Eighth Coast Guard District
Bridge Administration

Good morning, gentlemen. I am Addie Wiseman, Vice President, Southern Region for the American Waterways Operators (AWO.) Thank you for holding this important hearing on a matter of great interest to our industry.

AWO is the national trade association for the tugboat, towboat, and barge industry. AWO is comprised of more than 350 individual companies, with a geographic scope ranging from New England to Alaska, and throughout the interior river system of the United States. AWO barge companies transport, using our inland and coastal waterways, key commodities such as petroleum products, chemicals and agricultural products. AWO represents the largest segment of the U.S.-flag domestic fleet and a vital part of America's transportation system. The industry safely and efficiently moves over 800 million tons of cargo each year with a fleet that consists of nearly 4,000 tugboats and towboats, and over 27,000 barges. Our industry employs more than 30,000 mariners as crewmembers on our vessels.

The members of AWO have a number of serious concerns over the impediment to safety that the Naheola Railroad Bridge, near Pennington, Alabama presents. As has been stated in the notice, and has been the experience of the industry, the challenges to safety are many. The bridge is located on a bend in the river. Cross currents in the river cause tows to drift sideways into the lift span pier. Because of the bend in the river, the river current and the narrow navigation opening, many accidents have occurred, and will continue to occur, if corrective action is not taken. In addition, adequate vertical clearance at the east span continues to be an issue during high water events. As barges pass near the east bank, they are occasionally damaged by rubble placed by the M&B Railroad. An additional point to consider is the expected increase in navigation traffic along the Warrior Tombigbee Waterway, due to the de-authorization of the Mississippi River Gulf Outlet in Louisiana. Once closed, industry will no longer have use of the MRGO as an alternate route when the 85-year-old GIWW Inner Harbor Lock breaks down, which unless rebuilt, may be a frequent occurrence.

AWO is grateful that the Coast Guard recognizes these concerns, and as a result, has conducted an investigation and called this public meeting to receive comments concerning the obstruction of the Naheola Railroad Bridge. AWO and the Coast Guard have made a serious commitment to provide a safe working environment for crewmembers and to protect the river environment. The addition of the Naheola Railroad Bridge to the *Official Hazard to Navigation* list would afford a significant opportunity to do both.

I very much appreciate the opportunity to appear before you today and thank you for your time.

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District
Hale Boggs Federal Building

500 Poydras Street, Room 1341
New Orleans, LA 70130-3310
Staff Symbol: (dw)
Phone: (504) 671-2268
Fax: (504) 671-2269
Email: Allison.B.Cox@uscg.mil

16721
11 March 2008

MEMORANDUM

From: *T. D. Hooper*
T. D. HOOPER
CCGD8 (dp)

Reply to
Attn of: CAPT Close
(504) 671-2268

To: D8 SECTORS WITH REGIONAL EXAMINATION CENTERS

Subj: LIMITED GEOGRAPHIC LICENSES FOR TOWING VESSELS ENGAGED
IN FLEETING OPERATIONS, REVISION 1

Ref.: (a) 46 CFR 10.202 (h)

1. PURPOSE. To establish a consistent process to issue licenses to commercial mariners operating inland towing vessels involved in fleeting operations that are restricted to specified geographic areas.

2. BACKGROUND.

(a) Officers in Charge, Marine Inspection (OCMI's) with Regional Examination Centers (REC's) currently have the authority to modify service requirements and issue licenses with restrictions per ref (a).

(b) Numerous maritime businesses throughout the Eighth Coast Guard District are engaged in harbor services in support of and in conjunction with the inland towing industry that include fleeting, fueling, making tows and long-term construction projects.

(c) Operators of towing vessels in these harbor service businesses currently must possess a license that authorizes them to pilot towing vessels throughout the waterways.

(d) To be qualified for this license, the mariner must serve 18 months in the marine industry of which 12 must be on towing vessels. Typically the 18 months are served as a deckhand. After obtaining a license as an Apprentice Mate (Steersman) of towing vessels, the mariner must serve 18 months as a steersman on towing vessels.

(e) These time of service requirements can be excessive to ensure competency and satisfactory experience for a mariner that will only work on a substantially limited part of a river.

(f) A primary reason this effort was proposed was to address recent challenges in recruiting mariners into the towing industry and retaining qualified mariners.

(g) As a result, a group of harbor service companies and a team of Eighth District personnel formed an ad hoc committee to explore the feasibility of developing a program that would result in the issuance of a license as Master of Towing Vessels limited in terms of a geographic area for which the license would be valid.

(h) This opportunity would be consistent with current licensing requirements applicable to commercial towing vessels except that service requirements would be reduced and geographic restrictions would be placed on the license.

3. ASSUMPTIONS.

(a) The underlying assumption is the redundancy of operations performed and the redundancy of operating in the same area increases the equivalency timeframe while ensuring no reduction in mariner competency. A mariner does not need 18 months of service as a deckhand prior to moving to the pilothouse when serving on a towing vessel conducting harbor service operations where making and breaking tows is a very frequent activity and pertinent experience can be gained relatively quickly. For example, a mariner with a geographically limited license as Apprentice Mate (Steersman) of Towing Vessels would become competent within a 25 mile area within one port in a shorter timeframe than a mariner operating on a "line boat" working towards a license as Master of Towing Vessels applicable over several thousand miles of rivers and waterways.

(b) Assurance of competency would be provided through detailed records documenting successful acquisition of knowledge and successful completion of a specified number of specific towing operations and transits within that limited geographic area as verified by a Designated Examiner.

(c) The Towing Officer's Assessment Record (TOAR) would also be a key component documenting skills and competency.

(d) There remains no regulatory requirement for a mariner engaged in harbor services in limited geographic areas to hold a license as Mate (Pilot) of Towing Vessels prior to upgrading the license to Master of Towing Vessels (Limited) with geographic restrictions specified on that license.

4. POLICY.

(a) This opportunity would only apply to vessels engaged in harbor services in limited geographic areas in support of and in conjunction with the inland towing industry including fleeting, refueling, making tows, and certain long-term construction projects. The limited license would not apply to service towing vessels commonly referred to as "line boats" and dredge support operations. It would also not apply to construction operations that are in limited geographic areas for periods of time that are too short for a mariner to complete the limited geographic license requirements in this policy.

(b) Eighth District Sectors with REC's should: become familiar with and implement this limited geographic licensing program per this instruction.

(c) Time of Service for a license as Master of Towing Vessels (Limited) may be reduced for limited geographic routes as follows:

(1) 180 eight-hour days or 120 twelve-hour shifts as a deckhand AND 50% of those shifts must be at night if the company conducts nighttime operations. The exception is that where a company routinely works only 1 twelve-hour shift per day that includes 2-3 hours of darkness during winter, the mariner must work 60 shifts that include those 2-3 hours of darkness.

(2) 360 eight-hour shifts or 240 twelve-hour shifts as an Apprentice Mate (Steersman) for limited geographic routes less than 30 miles where all shifts are performed on that limited geographic route; or

(3) 540 eight-hour shifts or 360 twelve-hour shifts as an Apprentice Mate (Steersman) for limited geographic routes that total between 30-50 miles where all shifts are performed on that limited geographic route.

(d) Companies shall implement the following processes:

(1) Harbor service companies operating in support of and in conjunction with the inland towing industry that are interested in initiating the provisions of this policy within their companies must first contact the nearest Eighth District Regional Examination Center (REC) and meet with Coast Guard personnel to discuss documentation requirements, identify Designated Examiners, identify internal company controls to ensure provisions of this policy are complied with, and identify specific geographic limitations for licenses based on the specific locations of their operations.

(2) After meeting with Coast Guard REC personnel, companies may start personnel in the program that meet entry requirements as deckhands, or, companies may initially start personnel in the program who qualify for a limited geographic license as Apprentice Mate (Steersman) of Towing Vessels provided they meet all requirements for that license per this program and have successfully obtained their license as Apprentice Mate (Steersman) of Towing Vessels.

(3) Companies entering into this program are subject to audits by the Coast Guard to verify compliance with this policy. Companies participating in the Responsible Carrier Program (RCP) or similar safety management system must include this program as part of their RCP or safety management system and must also make this program available for third party audit.

(e) Mariners in this program will:

(1) Maintain a log book that will specify training obtained. As specified in the enclosure, only a licensed mariner or a Designated Examiner will sign-off demonstrated competencies and the specified numbers of towing operations. The Designated Examiner must also provide a letter of competency along with a TOAR checklist signed off in all categories except those not applicable that are outside of the limited geographic area.

(f) There are limits to the geographic distance that will be considered for a limited license. Multiple geographic areas may be included on one license not to exceed three geographic areas and not to exceed an aggregate of 50 river/waterway miles. One continuous 50 mile distance is allowed. Note that for geographic limits between 30-50 miles, the service time requirements are greater.

(g) Mariners seeking to upgrade a limited geographic license will be required to comply with all existing regulatory requirements for the upgraded license. The time served while operating under a limited license as Master of Towing Vessels (Limited) will be credited to the mariner when seeking to lift the geographic limitations. A mariner with a limited geographic license as Master of Towing Vessels (Limited) should expect to upgrade only to a license as Mate (Pilot) of Towing Vessels and not directly to a license as Master of Towing Vessels without limited geographic restrictions.

(h) The limited license text should generally read as shown in the following examples:

(1) "Apprentice Mate (Steersman) of Towing Vessels limited to the Lower Mississippi River between mile markers 730 and 749."

(2) "Master of Towing Vessels (Limited) on the Upper Mississippi River between mile markers 175 and 190, and the Missouri River between mile markers 0 and 12."

(3) "Master of Towing Vessels (Limited) on the Ohio River between mile markers 305.5 and 315.3, the Ohio River between mile markers 260 and 268.5, and Kanawha River between mile markers 55.5 and 80."

(4) "Master of Towing Vessels (Limited) on the Ohio River between mile markers 305.5 and 315.3 limited to day light only."

(i) Questions about the application of this program should be addressed to The Prevention Department, Eighth Coast Guard District.

#

Enclosure: Master – Limited Geographic License Program

Copy: CGD EIGHT (dw)
All D8 Sectors

MASTER - LIMITED GEOGRAPHIC LICENSE PROGRAM

I. DECKHAND TRAINING

A. PRE-EMPLOYMENT PROCESSING

1. Application
 - a. Written; and
 - b. Obtain Identification;
2. Pre-employment Drug Test (*USCG*)
3. Pre-employment Physical (Per Company Policy)
4. Background Check
 - a. Employment;
 - b. Department of Transportation Drug Testing Information (Part 40); and (*USCG*)
 - c. Criminal. (Per Company Policy)

B. ORIENTATION TRAINING – RCP STANDARDS OR EQUIVALENT TRAINING PRIOR TO GOING ON DECK

The training listed in Section I.B shall be a one-day orientation that utilizes Company Policies and Procedures, films, handouts, demonstrations, vessel tours, discussions or equivalent instructional materials. The training shall be conducted by a Management Designee. Where required by Coast Guard regulations or Company Policies and Procedures, the trainees shall pass a written test demonstrating their understanding and proficiency.

1. Provide In-House Training on the following topics
 - a. Deckhand Job Description;
 - b. Deckhand Orientation;
 - c. Drug and Alcohol Awareness; (*USCG*)
 - d. Maritime Security Awareness for Inland and Coastal Towing Companies; (*USCG/MTSA*)

- e. Threat Awareness – Maritime Security;
(USCG/MTSA)
 - f. Confined Space Entry;
 - g. Operating Electric Winches;
 - h. Operating Ratchets; and
 - i. Facing and Unfacing Boats.
2. Review Company Safety Rules and Operating Policies
 - a. Read; and
 - b. Provide Written Documentation of Proficiency.
 3. Environmental
 - a. Review Company Environmental Policies;
(USCG) and
 - b. Provide Written Documentation of Proficiency.
 4. Security Training (Where required by the Department of Homeland Security)
(USCG/MTSA)
 - a. Execute SSI Confidentiality Agreement;
(USCG/MTSA) and
 - b. Provide Written Documentation of Proficiency.
 5. Communications Training (Where required by Company Policy or USCG)
 - a. Use of Radios;
 - b. Use of Hand Signals;
 - c. Use of Public Address System; and
 - d. Use of General Alarm.

C. GENERAL DECK TRAINING – ON-DECK

Following the Orientation Training listed in Section I.B, trainees shall receive additional training on the topics listed in Section I.C. The training listed in Section I.C shall utilize Company Policies and Procedures, films, demonstrations and trainees' supervised performance of each task. Trainees will engage in the tasks listed in Section C on a very frequent basis. Many tasks will be performed multiple times daily. Other tasks will be performed when operational or emergency situations arise. The

training listed in Section I.C shall be conducted by designated company employees. Trainees shall be required to demonstrate proficiency to a designated company employee for each item a minimum of five times before completing the training listed in Section I. Note that the company may designate several different company employees to conduct the training and attest to demonstrated proficiency, but they must be designated in advance and in writing.

1. Line Handling
 - a. Safety;
 - b. Tying;
 - c. Making/Splicing; and
 - d. Carrying on Deck.
2. Winches and Face Wire Handling
 - a. Safety;
 - b. Use;
 - c. Rolling Eyes; and
 - d. Changing Out Face Wires on Winch.
3. Safety Equipment – Use, location, and regulatory requirements for each item
 - a. Life rings;
 - b. First aid kits;
 - c. Life jackets;
 - d. Hearing protection;
 - e. Eye protection;
 - f. Firefighting equipment;
 - g. Pumps; and
 - h. All other Applicable Personal Protective Equipment.
4. Engine Room
 - a. Checking Main Engines and Generators
 - Starting/Shutting Down;
 - Oil Levels;
 - Oil/Water Leaks; and
 - Changing Oil, Fuel and Air Filters
 - b. Gears
 - Oil Levels; and
 - Valves.
 - c. Use of Gauges;
 - d. Bilges
 - Alarms; (Where Applicable)

- Policies and Regulations for Pumping;
and (USCG)
 - Procedures for Pumping.
 - e. Use of Electrical Systems;
 - f. Use of Firefighting Equipment;
 - g. Maintenance of Onboard Lighting;
(USCG)
 - h. Alarm Systems (Where Applicable)
 - Water;
 - Oil Pressure;
 - Bilge;
 - General; and
 - Smoke/Heat. (USCG)
 - i. Emergency Shut Downs (Where
Applicable) (USCG)
 - Location; and
 - Use.
 - j. Steering Systems
 - Location of Pumps;
 - Maintenance and Reset Switches; and
 - Breakers.
 - k. Air Compressors
 - Locations;
 - Gauges and Reset Switches; and
 - Breakers.
 - l. Fuel Systems
 - Location and Use of Fueling Stations;
(USCG)
 - Transfer Procedures (transfer from
one tank to another aboard the
vessel);
 - Maintenance of Fuel Tanks;
 - Emergency Procedures; and
 - Fueling Procedures (fueling the
vessel). (USCG)
 - m. Void Tanks
 - Checking for Water.
 - n. Marine Sanitation Devices; (Where
Vessels are equipped with an MSD)
(USCG)
 - Use and operation; and
 - Maintenance.
 - o. Navigation Lighting. (USCG)
5. Fleet Maintenance

- a. Tying Barges Off in Fleets;
 - b. Maintenance and Handling Shore wires (where applicable);
 - c. Fleet Lighting – As Required;
 - d. Fleet Operations – Rising/Falling River Stages;
 - e. Inspecting and Pumping Barges for Water; and
 - f. Inspecting Barges for Damages.
6. Servicing Docks
- a. Procedures for Switching Docks;
 - b. Communication Procedures; (USCG)
 - Radio Procedures with Master and Dock; and
 - Hand Signals.
 - c. Hazards Present at all Docks Within Geographical Area of Operations; and
 - d. High/Low Water Procedures for Spotting Docks.
7. Tow Work
- a. Procedures for Tow Work;
 - b. Locations Where Tow Work Performed Within Geographical Area of Operations;
 - c. Procedures for Handling Rigging and Lines;
 - d. Communications Procedures;
 - Radio Procedures With Master, Line Boat Master and Mate; (USCG) and
 - Hand Signals.
 - e. Hazards Associated With Tow Work; and
 - f. High/Low Water Procedures.

D. GENERAL IN-HOUSE CLASSROOM/ON-DECK TRAINING AND DRILLS

The training listed in Section I.D shall be in addition to the training listed in Sections B and C. The training shall utilize Company Policies and Procedures, USCG Regulations, films, handouts, discussions, charts, river maps, diagrams, demonstrations, drills or their equivalents. Except as noted below, trainees shall receive the training

listed in Section I.D at least once by a Management Designee before they shall be allowed to proceed to the training listed in Section II. Some of the training duplicates that which is previously listed and shall be designed to expand the trainees' knowledge, understanding and mastery of the topics.

1. Firefighting and Fire Prevention; (USCG)(Quarterly)
2. Use of Fire Extinguishers and Fire Pumps (Where Applicable); (USCG) (Quarterly)
3. Fire Drill; (USCG) (Monthly)
4. Man Overboard Prevention and Procedures; (Quarterly)
5. Man Overboard Drill; (Quarterly)
6. Pump Handling and Use;
7. Lock Out/Tag Out Procedures;
8. Hot/Cold Weather Procedures; (Prior to Seasonal Changes)
 - a. Heat Exhaustion/-strokes; and
 - b. Hypothermia.
9. First Responder/Spill Mitigation Training;
10. Pollution Training on Regulations;
11. Oil Spill Drill; (Semi-Annually)
12. Hazardous Communications/Right To Know Procedures;
13. Cargo Knowledge and Hazard Awareness; (USCG)
14. Procedures for Working On or Around Red-Flagged Barges; (USCG)
15. Confined Space Awareness;
16. Injured Pilot Contingency Plans;
17. Bridge Transit Procedures; (Where Applicable)
18. Benzene Awareness; (Where Applicable) (USCG)
19. Safe Handling of Rigging (this would include all measures to ensure safe handling of rigging);
20. Drug and Alcohol Awareness; (USCG)
21. Injury Prevention and Back Protection Training;
22. Line Handling;
23. Rigging Use & Procedures (how to);
24. Face Wire Handling;
25. Shore wire Handling (where applicable);

26. CPR/First Aid Awareness; (Semi-Annually)
27. Blood Born Pathogens; (Semi-Annually)
28. High/Low Water Operating Procedures;
(Annually and at onset of high or low water
Stages – where applicable)
29. Severe Weather Operating Procedures;
30. High Flow Operations; (Where Applicable)
31. Fuel Procedures; and (*USCG*)
32. Quarterly Security Training and Drills. (Where
required by the Department of Homeland
Security) Examples: (*USCG/MTSA*) (Quarterly
when drills required)
 - a. Bomb Threat;
 - b. Breach of Security;
 - c. Watchstanding MARSEC II; and
 - d. Watchstanding MARSEC III.

**E. FINAL REQUIREMENTS FOR OBTAINING A
LIMITED LICENSE AS APPRENTICE MATE
(STEERSMAN) OF TOWING VESSELS**

1. First Aid/CPR Certified Training; (eight-hour
course. Trainee will become American Red
Cross Certified)
2. Person-In-Charge Training; (Where Required
by *USCG* Regulations – eight-hour course
taught by third-party or certified trainers)
(*USCG*)
3. Worked a minimum of 180 eight-hour days or
120 12-hour days before qualifying to sit for
the Apprentice Mate Exam;
4. Deckhands must serve 50 percent of their
shifts (90 eight-hour days or 60 12-hour days)
working at night where company has nighttime
operations (if company performs nighttime
operations) Exception to above hours: If the
company routinely works only one 12-hour
shift that may include 2-3 hours of darkness
during the winter time, the company will
provide logbook documentation of 60 shifts of
work that includes hours of nighttime work);

5. Deckhand must be evaluated by Management (i.e. Designated Examiner, Port Captain, Vice President of Operations or equivalent);
6. Pursuant to the Performance Evaluation, Deckhand must be recommended by a Designated Examiner and two Licensed Masters;
7. Obtain and pass all medical testing required by USCG for licensed mariners; (USCG)
8. Rules of the Road and Radar Training (Third-Party Classroom training);
9. Pass full exams for Limited License and radar endorsement. (USCG)

At the completion of Section I, the company will direct the trainee to file for the Limited License as Apprentice Mate (Steersman) of Towing Vessels. The company will facilitate the application with information on how to file for the Limited License as Apprentice Mate (Steersman) of Towing Vessels. The trainee will submit the following to confirm the training has been completed: a letter from the Designated Examiner stating that all training of Phase I has been completed, a physical, radar school endorsement and any other document required by Coast Guard regulations.

II. APPRENTICE MATE (STEERSMAN) TRAINING (LIMITED LICENSE)

A. PRELIMINARY TRAINING

Section II. 5-9 shall consist of a minimum of 2 hours of training for each topic 5-9 or a minimum of 10 hours total for topics 5-9 but can be longer as needed for the volume of material and level of understanding of the trainee.

1. Attend and complete training for Vessel Security Officers (Where Required by the

- Department of Homeland Security);
(USCG/MTSA)
2. Responsibility and Authority of the Master Training- Company Policy and Procedures, Industry Standards and Federal Regulations;
 3. Casualty Reporting Requirement Training;
(USCG)
 4. Environmental Reporting Requirement Training;
(USCG)
 5. Corps of Engineers Locking Regulations;
(Where Applicable) (USACE)
 6. Review All Company Safety and Operations Policy and Procedures;
 7. Study river charts for the geographical area of operations (review of charts during operations);
 8. Review recent Notice to Mariners; and
(geographical area of operations) (USCG)
 9. USACE Navigation Circulars. (where applicable)
(USCG)

B. GENERAL TRAINING

1. Repeat and complete the Classroom Training and Drills listed in Section I. D.1-32 and E.1-2 above (regularly scheduled training as described in the Responsible Carrier Program or equivalent safety management program;
2. Supervisors Drug and Alcohol Training; (EAP) (60 Minute) (USCG)
3. Hazards of downstreaming and review of company policy (films, handouts, discussions, demonstrations, company policies or their equivalent shall be used in this training if downstreaming is permitted by company policy) minimum of half-day of training; and
4. Effects of current, water flows and wind on operations. See item 3 above for training methods (on-the-job training until the Designated Examiner is prepared to sign-off on the competency of the individual to operate in the range expected variables).

C. APPRENTICE MATE TRAINING - LEVEL I

The training listed in Section II. C. shall be conducted by licensed mariners. Trainees shall be required to perform and provide proof in a log book with a licensed mariner's signature of completing each operation a minimum of twenty times and also demonstrate proficiency to a Designated Examiner on each item a minimum of five times before being allowed to proceed to the training outlined in Section II. D.

1. Lite boat operations;
2. Facing/Unfacing Boat;
 - a. Use of winches;
 - b. Use of rudders; and
 - c. Use of throttles.
3. Use of communications equipment. (Where Applicable)
 - a. Obtain FCC license; (USCG/FCC)
 - b. Use of marine radios; (USCG/FCC)
 - c. Use of PA system;
 - d. Use of fax machines; (Where Applicable)
 - e. Use of computers; (Where Applicable) and
 - f. Communications with dispatchers and deckhands.
4. Use of electronics
 - a. Radar;
 - b. GPS (Where Applicable); (USCG)
 - c. Swing meters (Where Applicable); (USCG)
 - d. AIS; (Where Applicable) (USCG)
 - e. Sounders (Where Applicable); (USCG)
 - f. Wind gauges (Where Applicable); (USCG)
 - g. Alarm systems; (USCG)
 - h. Search lights; (USCG) and
 - i. Navigation lights. (USCG)
5. Observe while Working Geographical Area of Operations
 - a. Location of all docks;
 - b. Location of all fleets;

- c. Location of all known obstructions to navigation;
 - d. Location of all dikes, bridges, locks, dams, sandbars and lights;
 - e. Location of all areas where tow work generally performed; and
 - f. Observation of currents at docks, fleets and tow work areas within the geographical area of operation.
6. Obtain approval of Designated Examiner to proceed to Level 2 of the Apprentice Mate (Limited License) Training Program. (USCG)

D. APPRENTICE MATE (STEERSMAN) TRAINING-LEVEL 2

The training listed in Section II. D shall be conducted by licensed mariners. Trainees shall be required to perform and provide proof in a log book with a licensed mariner's signature of completing each operation a minimum of twenty times and also demonstrate proficiency to a Designated Examiner on Items two and three a minimum of five times before proceeding to the training listed in Section II.E.

1. Continue training listed in Section II.C.1-6;
2. Perform Fleet Maintenance;
 - a. Inspection of fleets;
 - b. Securing fleets; (pulling/removing slack)
 - Slack water;
 - Anchor; (Where Applicable) and
 - River.
 - c. Fleet lights; (USCG) and
 - d. Pumping barges.
3. Set up docks, cranes and fleets determined by the company to be low risk;
4. Obtain approval of Designated Examiner to proceed to Level 3 of the Apprentice Mate (Limited License) Training Program.

**E. APPRENTICE MATE (STEERSMAN) TRAINING -
LEVEL 3**

The training listed in Section II.E shall be conducted by licensed mariners. Trainees shall be required to perform and provide proof in a log book with a licensed mariner's signature of completing each operation a minimum of twenty times and also demonstrate proficiency to a Designated Examiner on items 2, 3, 4, and 7 a minimum of five times before proceeding to the training listed in Section II.F.

1. Continue training listed in Section II.C and D above;
2. Begin standing watch at night if company provides services after dark; (under supervision);
3. Set up docks requiring higher skill level; (applies to docks having difficult current/water conditions, spotting instructions etc.)
4. Start building/breaking down tows;
5. Shift Certain Dangerous Cargos (CDC) barges; (Where Applicable)
6. High/Low water training session; (films, handouts, discussions, demonstrations, river maps or their equivalent shall be used in the training- classroom training expected to last 2-4 hours);
7. Transit all areas within geographical area of operations, while under the supervision of a licensed mariner;
8. Review requirements for USCG TOAR (Limited License);
9. Begin work on the USCG TOAR (Limited License);
10. Obtain approval of Designated Examiner to proceed to Level 4 of the Apprentice Mate (Limited License) Training Program.

**F. APPRENTICE MATE (STEERSMAN) TRAINING -
LEVEL 4**

The training listed in Section II.F. shall be conducted by licensed mariners. Trainees shall be required to perform and provide proof in a log book with a licensed mariner's signature of completing each operation a minimum of twenty times and demonstrate proficiency to a Designated Examiner on items 2-3 a minimum of five times before proceeding to the training listed in Section II.G.

1. Continue training listed in Section II.C-E above;
2. Begin basic tow work (pulling/pulling single barges requiring no down streaming under the direct supervision of a licensed Master or Mate);
3. Setting up docks and/or terminals (20 times total not 20 times per dock and/or terminal);
4. Continue work on the USCG TOAR (Limited License);
5. Obtain approval of Designated Examiner to proceed to Level 5 of the Apprentice Mate (Limited License) Training Program.

**G. APPRENTICE MATE (STEERSMAN) TRAINING-
LEVEL 5**

The training listed in Section II.G.3-6 shall be conducted by a Designated Examiner. The Designated Examiner must approve trainee's performance and completion of the USCG Towing Officer Assessment Record (TOAR) prior to trainee receiving a Limited License as Master of Towing Vessels.

1. Continue training listed in Section II.C-F above;
2. Leadership Training (as designated by the individual company);

3. Shift all primary docks within the geographical area provide proof in a log book with a licensed mariner's signature of completing each operation a minimum of ten times (ten times total not ten times per dock) and also at least once under the supervision of a Designated Examiner;
4. Shift all types of barges that typically work in the geographical area of operations (boxes, rakes, hopper barges, tank barges a minimum of ten times noted in a log book with a licensed mariner's signature and five times under the supervision of a Designated Examiner; (Where Applicable to the Operations)
5. Perform tow work, including down streaming where safe and not in violation of company policy, a minimum of ten times noted in a log book with a licensed mariner's signature and five times under the supervision of a Designated Examiner;
6. Where applicable, transiting locks and bridges must be performed ten times noted in a log book with a licensed mariner's signature and five times under the supervision of a Designated Examiner (if the company operates at night, 30% of the times will be during night operations and noted as such); and
7. Complete TOAR and obtain approval of Designated Examiner.

III. FINAL REQUIREMENTS FOR OBTAINING LICENSE AS MASTER OF TOWING VESSELS (LIMITED)

The company will provide to the REC a copy of the log book with licensed mariner signatures and a check-off sheet signed by the Designated Examiner that all training above has been completed.

- A. Mariner, as operator, must become proficient in setting up all primary docks within the geographical area(s) where the mariner is requesting to operate;

- (said proficiency to be determined by the Designated Examiner);
- B. Mariner must become proficient in performing basic tow work within the geographical area(s) where the mariner is requesting to operate; (said proficiency to be determined by the Designated Examiner)
 - C. Mariner must become proficient in transiting lock and bridges located within the geographical area(s) where the mariner is requesting to operate; (said proficiency to be determined by the Designated Examiner)
 - D. Mariner must operate a minimum of 90 eight-hour shifts or 60 12-hour night shifts (this is included as part of the total hours mentioned below in E.) where employer has nighttime operations; and
 - E. Mariner must operate a minimum of 360 eight-hour shifts or 240 12-hour shifts as an Apprentice Mate (Steersman) before obtaining a Limited License as Master of Towing Vessels for a geographical area of less than 30 miles or a minimum of 540 eight-hour shifts or 360 12-hour shifts for a geographic area of 30 to 50 miles. Said geographical area does not have to be contiguous (total river mileage shall not exceed the before mentioned classification of either 30 or 50 river miles in aggregate), but Mariner must be trained and approved as required in Sections II A-G above for all areas of operation. For licenses that include non-contiguous areas, service times will be divided between each non-contiguous areas; and
 - F. The license is transferable to other geographic locations with completion of the following parts of Section II A-G for each new geographic location:
 - i. Section II, A. (Preliminary Training) topics 5,7,8 and 9;
 - ii. Section II, C. (Apprentice Mate Training – Level I) topics 5 and 6;
 - iii. Section II, D (Apprentice Mate (Steersman) Training – Level 2) topics 3 and 4;
 - iv. Section II, E (Apprentice Mate (Steersman) Training – Level 3) topics 3, 7 and 8;
 - v. Section II, F (Apprentice mate (Steersman) Training – Level 4) topics 3 and 4, and;
 - vi. Section II, G (Apprentice Mate (Steersman) Training – Level 5) topics 6 and 8.

SUBJ: LIMITED GEOGRAPHIC LICENSES FOR TOWING VESSELS
ENGAGED IN FLEETING OPERATIONS, REVISION 1

16721
11 Mar 08

Enclosure

- 16 -

53 of 59



Enact a Uniform Federal Approach to Ballast Water Management

BACKGROUND

Legislation to control the spread of invasive species by regulating vessel ballast water discharges is awaiting floor consideration in both the Senate and the House of Representatives. In the Senate, S. 1578, the Ballast Water Management Act of 2007, was approved by the Senate Commerce, Science and Transportation Committee in September 2007. In the House, H.R. 2830, the Coast Guard Authorization Act of 2007, contains a ballast water title and was approved by the House Committee on Transportation and Infrastructure in June 2007.

There is a critical need for comprehensive federal ballast water legislation that contains three components:

- 1) **Federal preemption** in order to avoid a patchwork system of multiple, conflicting state regulations. Both the Senate and House bills contain strong provisions for federal preemption of state ballast water regulation (section 1101(u) in S. 1578 and section 503(i)(4) in H.R. 2830). **These provisions should be retained.**
- 2) **Removal of ballast water regulation from the purview of the Clean Water Act.** A 2005 district court decision, currently on appeal to the Ninth Circuit, requires EPA to establish regulations governing ballast water and other discharges incidental to normal vessel operations by September 30, 2008. The Clean Water Act is the wrong place to regulate ballast water and other vessel discharges because it was designed to regulate discharges from stationary sources and cannot be effectively applied to vessels that transit through the waters of many different states. S. 1578 contains language (section 1101(w)(3)) that removes ballast water from the purview of the Clean Water Act and requires EPA to conduct a study to determine whether and how to address other vessel discharges (1101(r)). H.R. 2830 includes no such provision. **These provisions of S. 1578 should be retained and similar language should be added to H.R. 2830.**
- 3) **Exemption of vessels that operate exclusively on inland waters from ballast water regulation.** Such vessels operate within a uniform ecosystem and therefore are not a probable vehicle for the introduction of invasive species into U.S. waters. Neither S. 1578 nor H.R. 2830 contains an explicit exemption for inland vessels. **Such a provision should be added to both bills.**

ACTION REQUESTED

AWO urges Senators to:

- Contact Senate Commerce Committee Chairman Inouye and Ranking Member Stevens and urge them to bring S. 1578 to the floor, retaining the federal preemption and Clean Water Act provisions discussed above and adding an exemption for vessels operating solely in U.S. inland waters.

AWO urges members of the House of Representatives to:

- Contact House Transportation and Infrastructure Committee Chairman Oberstar and Ranking Member Mica. Urge them to include the Clean Water Act provision and inland vessel exemption discussed above in a manager's amendment and bring H.R. 2830 to the House floor.

Biographies



Captain John H. Korn

Captain Jake Korn is currently serving as Chief of Staff of the Eighth Coast Guard District. The Eighth District is responsible for U.S. Coast Guard operations in 26 states, more than 1,200 miles of coastline and 10,300 miles of inland waterways from Florida to Mexico and including the entire navigable lengths of the Mississippi, Ohio, Missouri, Illinois, and Tennessee River systems. A native of northern New Jersey, Capt Korn graduated from the United States Coast Guard Academy in 1979 with a Bachelor of Science in Ocean Engineering. He received a master's degree in Industrial Administration from Purdue University's Krannert School of Management in 1989. Capt Korn also completed the Advanced Management Program at the National Defense University, receiving a Chief Information Officer's Certificate and is a 2004 graduate of the Naval War College Fleet Seminar Program.

Capt Korn has served in a variety of operational and staff tours during his career. Most recently, as the first Commander of Coast Guard Sector Corpus Christi, and Commanding Officer of Air Station Corpus Christi from May of 2005 until June of 2007. His authorities included Captain of the Port, Federal Maritime Security Coordinator, Federal on Scene Coordinator and Officer in Charge of Marine Inspection. He served as Engineering Officer at both Coast Guard Air Station Houston and the Aviation Training Center in Mobile, Alabama and as Commanding Officer of Air Station New Orleans from 2000 to 2002. Staff tours include Chief of Search and Rescue for the Eighth Coast Guard District from 2002 to 2005. During this period, he led three study groups on the future of Coast Guard Aviation, which set the strategic direction for the Coast Guard's aviation fleet for the next 20 years. From 1998 to 2000, he was assigned to the Office of Aeronautical Engineering in Coast Guard Headquarters, where he was responsible for program resource justification and financial management, logistics, and information technology systems. He was also assigned as the Chief, Inventory Management Branch at the Aircraft Repair & Supply Center (ARSC), in Elizabeth City, North Carolina, responsible for 90% of the Coast Guard Aviation support budget and all aviation inventory at AR&SC, repair facilities and 26 air stations.

Captain Korn has flown 4 types of Coast Guard helicopters and the HU-25 Falcon fanjet aircraft. His military awards include five CG Meritorious Service Medals, two CG Commendation Medals, the Transportation 9-11 Medal, 2 CG Achievement Medals, and the Commandant's Letter of Commendation. He and his wife Karen, from LaPorte, TX, have a son, Daniel, age 23 and three daughters, Kaitlin, age 20, Rebekah, age 17, and Laine, age 14.



**US Army Corps
of Engineers®**
New Orleans District

Biography

Public Affairs Office, 7400 Leake Ave.
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Tel. 504-862-2201
Fax 504-862-1724



Colonel Alvin B. "Al" Lee

Col. Alvin B. "Al" Lee, the New Orleans District's 60th commander and district engineer, took command on July 20, 2007. As district engineer, Lee is responsible for a district which, in tandem with the Hurricane Protection Office, is working on appropriations exceeding \$7 billion for hurricane restoration.

The New Orleans District's jurisdiction includes 2,800 miles of navigable waterways, 1,300 miles of levees and floodwalls eleven navigation locks, six major flood control structures, and other projects to create and protect coastal wetlands. Lee also serves as chairman of the federal-state Coastal Wetlands Planning, Protection and Restoration Act Task Force, which oversees a \$60 million annual program to protect and restore Louisiana's coastal wetlands.

Lee's previous assignment was as a fellow in the Secretary of Defense Corporate Fellows Program, assigned to Caterpillar Inc. in Peoria, Ill. He comes with district-command experience, as his assignment previous to Caterpillar was as the commander and district engineer of the Charleston District, U.S. Army Corps of Engineers, in Charleston, S.C.

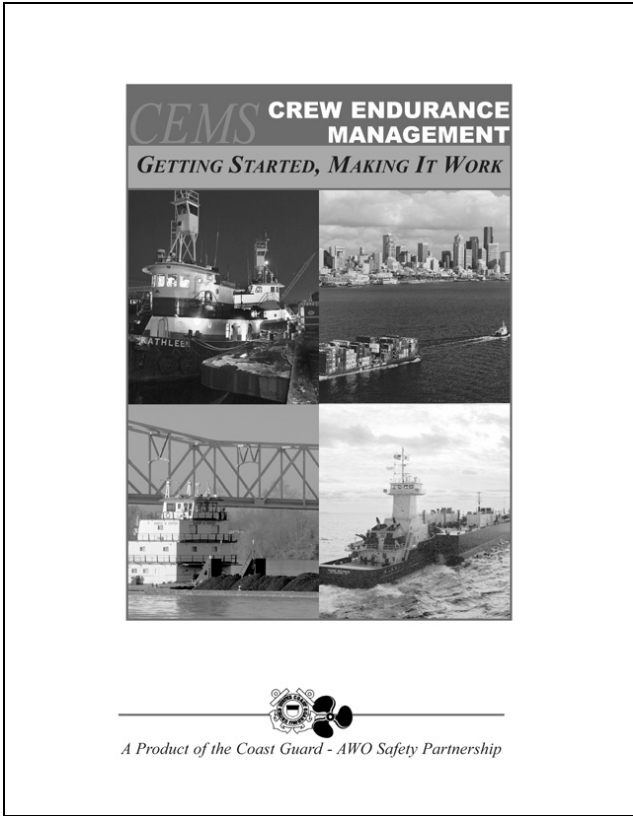
Colonel Lee is a distinguished military graduate of Georgia Southern University and holds a masters degree in Engineering Management from St. Martins University. His military schooling includes the Engineer Officer Basic and Advanced Courses, the U. S. Army Command and General Staff College, and the U.S. Army War College.

Other assignments include Operations Officer for 1st Battalion, 50th Infantry Regiment; 36th Engineer Group Assistant Operations Officer and Ranger Support Element Operations Officer; Instructor/Writer at the U.S. Army Infantry School, Fort Benning, Ga.; Deputy Resident Engineer, Alaska District, Corps of Engineers, and Deputy Commander Forward, Rocky Mountain Area Office in Colorado Springs, Col., of the Omaha District, Corps of Engineers.

Other key command and staff positions include: Company Commander, 317th Engineer Battalion, 3rd Brigade, 24th Infantry Division (Mechanized); Commander, Alaska Projects Office, Cold Regions Research Laboratory; Battalion Executive Officer of the 10th Engineer Battalion, and the Engineer Brigade Operations Officer, Third Infantry Division (Mechanized). Lee also served in Afghanistan during Operation Enduring Freedom as the Deputy Commander for the Afghanistan Engineer District.

His military awards include the Legion of Merit; the Bronze Star Medal; the Meritorious Service Medal, with three oak-leaf clusters; the Army Commendation Medal, with five oak-leaf clusters; and the Army Achievement Medal, with two oak-leaf clusters. He is a recipient of the Bronze de Fleury medal, and earned the Parachutist's Badge.

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