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Senate Directs That Interim Work Authority Be Added to TWIC Rule

During consideration this week of the Port Security Improvement Act of 2006, Senator David Vitter (R-LA) offered an amendment to include interim work authority in the final rule on the Transportation Work Identification Credential (TWIC). The amendment, cosponsored by Senator Tom Coburn (R-OK), requires the inclusion of an interim clearance procedure to allow newly hired employees to begin work after an initial determination that they do not pose a security risk. The initial determination would include a check against the federal government’s terrorist watch list. The Vitter amendment was adopted by voice vote.

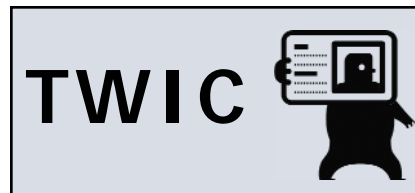
The overall Port Security Bill authorizes various programs and provisions related to security in U.S. ports, as well as a grant program to assist ports with costs of security measures. The measure also requires regulations implementing the TWIC to be in place by January 1, 2007, and establishes a timeline for issuing all TWIC cards by 2009. In addition, the legislation requires the Department of Homeland Security (DHS) to simultaneously process applications for

TWIC cards and applications for Coast Guard licenses and documents.

The Port Security Bill was passed by the Senate on a roll call vote of 98-0. The House of Representatives had passed its version of the Port Security legislation in May. A conference committee will now be appointed to resolve differences

between the two bills. The final agreement must then be approved by both the House and Senate before being presented to the President for his signature.

AWO’s grassroots efforts can be credited with drawing attention to this issue and helping to bring about the adoption of this amendment. In response to an AWO “Action Alert,” many AWO members contacted the offices of Representatives and Senators and asked them to contact DHS to ask that interim work authority be included in the final version of the TWIC rule. The substantial response of AWO members on this issue made many congressional offices keenly aware of the need to include this authority in the TWIC rule and created support for the amendment that was ultimately agreed to.



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President Bush Reiterates Support for Jones Act Visits Merchant Mariners on Labor Day

President Bush reiterated his continuing support for the Jones Act during remarks made to merchant mariners on Labor Day, September 4, at the Paul Hall Center for Maritime Training and Education in Piney Point, MD. During his remarks to members of the Seafarers International Union, the President emphasized the things that the U.S. needs to do to ensure competitiveness in the global economy. Among other points, he said, "My message to the world is this: Just treat us the way we treat you. That's all we expect. We just want the



rules to be fair -- because I believe this country can compete with anybody, any time, anywhere, so long as the rules are fair." He went on, "In the meantime, it's important for Presidents to embrace the Jones Act. I have, so far, five-and-a-half years as the President, supported the Jones Act, and will continue to do so as the President."

While at the Center, the President also had the virtual experience of piloting a Coast Guard cutter in Baltimore Harbor at the wheel of a vessel simulator used for training purposes.

He remarked, "It's one of the most amazing training tools I have ever seen. But it shows this union's commitment, along with industry's commitment, to making sure that those who pilot the boats, those who are engineers on the boats, have the absolute best training possible. As the world constantly changes, we better make sure that our work force has the skills necessary to compete if we want to be the world's leading economy."

The Jones Act has historically had bipartisan support from every modern U.S. President and the U.S. Congress. AWO continues to be vigilant to ensure the integrity of the Jones Act. 🌐

Massachusetts to Appeal District Court Ruling

On September 7, the Attorney General of the Commonwealth of Massachusetts filed a Notice of Appeal with the U.S. District Court in Massachusetts, indicating that he intends to file an appeal of the District Court's July ruling with the U.S. Court of Appeals for the First Circuit. In that opinion, the Court struck down the challenged provisions of the Massachusetts oil spill statute and enjoined enforcement of those provisions (See August 4 *AWO Letter*). AWO's counsel in this matter has advised that the strength of the federal government's case makes it unlikely that Massachusetts will succeed in this appeal. 🌐



Coast Guard Plans Changes to Medical Waiver Guidelines for Mariners

As discussed at the recent AWO Southern and Pacific Region summer meetings, the Coast Guard is in the midst of a major overhaul of Navigation and Vessel Inspection Circular (NVIC) 2-98, which outlines potentially disqualifying medical conditions for licensed mariners working on U.S. domestic vessels. The new standards will apply to applicants for original licenses as a deck officer, engineer officer or pilot, as well as to the upgrade or renewal of these licenses.

The changes to the NVIC are intended to eliminate the ambiguity and reduce the delays that currently characterize the medical waiver process by specifying what sort of documentation or further testing will be required to process a license application if a mariner has a particular medical condition. (Ideally, a mariner would provide this information when he or she applies for a license, reducing the likelihood of a lengthy back-and-forth process with the Coast Guard.) The Coast Guard has told AWO that its objective in revising the NVIC is not to disqualify more mariners from employment for medical reasons, but to

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Coast Guard Plans Changes to Medical Waiver Guidelines for Mariners

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clarify for mariners, employers, and Coast Guard Regional Examination Centers (RECs) the standards that will be used in evaluating medical waiver requests.

A team of doctors familiar with the maritime industry, along with a Merchant Marine Personnel Advisory Committee (MERPAC) working group, have worked with the Coast Guard to develop the revisions to NVIC 2-98. While the new standards will be published as a NVIC and not a regulation, the Coast Guard recognizes the significance of this issue and plans to publish the draft NVIC in the *Federal*



Register before it is finalized, with full opportunity for industry comment.

Publication of the draft NVIC is expected sometime around the end of the year.

AWO will work with interested members to review the draft NVIC when it is published and develop association comments to the Coast Guard. If you would

like to participate in this working group, please contact Jennifer Carpenter or Angela Madden at (703) 841-9300 or email jcarpenter@vesselalliance.com or amadden@vesselalliance.com.

Important Dates and Reminders

..... at a glance

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

October 11-13: AWO Fall Convention, Seattle, WA. For more information, contact Marilyn Clark.

November 2-3: Joint Safety Committees Meeting, Baltimore, MD. For more information, contact Kathy Rehak.

TSAC to Hold Meeting in St. Louis

The Towing Safety Advisory Committee (TSAC) will hold its semiannual meeting in St. Louis on September 20-21 at the Hilton St. Louis Airport. TSAC is a congressionally established federal advisory committee that provides advice to the Coast Guard on issues related to inland and coastal towing safety.



The full committee meeting will be held on Thursday, September 21, from 8:00 a.m. to approximately 1:00 p.m. The committee will hold a preparatory meeting on Wednesday, September 20, from 8:00 a.m. to 5:00 p.m. The September 20 session will include an in-depth discussion of the Towing Vessel Inspection Working Group report (see related story, page 11) and a meeting of the drafting team that is working to develop a model approved training program for towing vessel wheelhouse personnel.

The September 21 agenda will include formal committee consideration of the Inspection Working Group report, an update on the work of the Licensing Implementation Working Group and a working group charged with identifying lessons learned from recent casualties involving towing vessels, and presentations on ongoing Coast Guard initiatives of interest to the tugboat, towboat, and barge industry, including the licensing and documentation system reorganization and the Transportation Worker Identification Credential (TWIC) and Merchant Mariner Credential (MMC) rulemakings.

Guest rooms at the Hilton St. Louis Airport may be reserved by calling (314) 426-5500. For more information, please contact Jennifer Carpenter at (703) 841-9300 or email jcarpenter@vesselalliance.com.

MARPOL Revisions Limit Use of Single-Hulled Tank Barges in International Trade



The Coast Guard is reminding owners of single-hulled tank vessels, including barges, that new MARPOL requirements accelerating the phase-out of single-hulled vessels limit the use of such vessels in international trade. Single-hulled tank vessels operating in exclusively domestic trade must comply with the phase-out dates provided under the Oil Pollution Act of 1990 (OPA 90); however, because of technical differences between the OPA 90 and MARPOL standards, single-hulled tank vessels may be prohibited from engaging in international trade earlier than their OPA 90 phase-out date.

The table below summarizes the applicable MARPOL phase-out dates. (Please note that the MARPOL term “oil tanker” includes tank barges.) U.S. vessels that engage in foreign voyages should have an International Oil Pollution Prevention (IOPP) certificate that reflects the vessel’s phase-out date under MARPOL. The Coast Guard has recently clarified that the definition of a foreign voyage includes any transit through the Panama Canal. Such voyages require a vessel to comply with the MARPOL phase-out dates.

Tank barge operators are reminded that the MARPOL single hull phase-out dates are based on a vessel’s deadweight tonnage. OPA 90 single hull phase-out dates, on the other hand, are based on a vessel’s gross regulatory tonnage and current hull design.

The Coast Guard published guidance on this topic in May 2005 through MOC Policy Letter No. 04-11, Revision 1; “Guidelines for Implementing Amendments to the International Convention for the Prevention of Pollution From Ships (MARPOL) 73/78: Accelerated Single Hull Tanker Phase-Out Schedule and Condition Assessment Schemes.” A copy of the Policy Letter can be found by accessing www.uscg.mil/hq/g-m/moc/po10141rev1.pdf. The Coast Guard has acknowledged that the Policy Letter is ambiguous in addressing several issues, including transits through the Panama Canal. The Coast Guard is currently in the process of revising the Policy Letter to clarify these issues.

Tank barge operators should review their IOPP Form B Certificates to verify the MARPOL phase-out date. If the MARPOL phase-out date has passed, a barge cannot operate internationally. AWO members who have questions about the MARPOL requirements, or believe that their IOPP certificates have been issued incorrectly, should contact Jennifer Carpenter or Angela Madden at (703) 841-9300. 📞

MARPOL CATEGORY OF OIL TANKER	DATE OR YEAR
<p>Category 1</p> <p>An oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above which does not comply with the requirements for new oil tankers as defined in 1(26).</p>	<p>5 April 2005 for ships delivered on 5 April 1982 or earlier; 2005 for ships delivered after 5 April 1982</p>
<p>Category 2</p> <p>An oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above which complies with the requirements for new oil tankers as defined in 1(26).</p>	<p>5 April 2005 for ships delivered on 5 April 1977 or earlier; 2005 for ships delivered after 5 April 1977 but before 1 January 1978</p> <p>2006 for ships delivered in 1978 and 1979</p> <p>2007 for ships delivered in 1980 and 1981</p>
<p>Category 3</p> <p>An oil tanker of 5000 tons deadweight and above but less than that specified for a Category 1 or Category 2 oil tanker.</p>	<p>2008 for ships delivered in 1982</p> <p>2009 for ships delivered in 1983</p> <p>2010 for ships delivered in 1984 or later</p>

Sean Connaughton Sworn in as New Maritime Administrator



On September 6, Sean Connaughton took the oath of office and was sworn in as Maritime Administrator by Acting Secretary of Transportation Maria Cino. Mr. Connaughton, nominated to the position on June 27 by President Bush, was unanimously approved by the Senate on August 3.

Mr. Connaughton is a former U.S. Coast Guard and Navy officer, and is a maritime lawyer. He had been serving as chairman of the Prince William County (VA) Board of Supervisors since 1999. During his confirmation process, he promised strong support for the Jones Act during his tenure as Maritime Administrator. ❀

2006 The American Waterways Operators Fall Convention

Mark Your Calendars for the AWO Fall Convention in Seattle!



The 2006 AWO Fall Convention will be held in beautiful Seattle, WA.

If you plan on attending, please take a moment to make your hotel reservations directly with The Fairmont Olympic Hotel, toll free at (800) 223-8772 out of state, or (800) 821-8106 in Washington State.

The special group rate of \$245.00 (single/double) will be honored prior to the cutoff date or when the block has been filled. After that point, the rate will increase or the hotel will be in a sold out status with no rooms available at the convention hotel.

You can access this meeting's registration form on the AWO Web site at www.americanwaterways.com. All AWO members are invited to attend all Thursday and Friday sessions.

At the present time, AWO is looking to secure sponsorships for the Fall Convention. These sponsorships provide a wonderful marketing opportunity for your company during this widely attended meeting. If you are interested in a sponsorship, please contact Marilyn Clark at m.clark@earthlink.net. ❀

CONVENTION SCHEDULE OF EVENTS

WEDNESDAY, OCTOBER 11

- | | |
|------------------------|---|
| 12:30 p.m. - 1:00 p.m. | Directors Orientation Lunch: <i>Olympic Room</i> |
| 1:00 p.m. - 5:00 p.m. | Directors Orientation: <i>Olympic Room</i> |
| | <i>Developed for first-time Directors on the AWO Board, as well as current Directors who would like a refresher course.</i> |

THURSDAY, OCTOBER 12

- | | |
|-------------------------|--|
| 8:00 a.m. - 11:30 a.m. | Common Issues Council: <i>Spanish Ballroom</i> |
| 11:30 a.m. - 12:30 p.m. | Harbor Services Sector Committee: <i>Metropole Room</i> |
| 12:30 p.m. - 1:30 p.m. | Lunch (on your own) |
| 1:30 p.m. - 3:00 p.m. | Joint Meeting of Inland Dry & Inland Liquid Sector Committees: <i>Spanish Ballroom</i> |
| 3:00 p.m. - 4:00 p.m. | Coastal Sector Committee: <i>Metropole Room</i> |
| 4:00 p.m. - 5:30 p.m. | Public Affairs Committee: <i>Metropole Room</i> |
| 6:00 p.m. - 7:30 p.m. | AWO Fall Convention Reception: <i>Spanish Foyer</i> |

FRIDAY, OCTOBER 13

- | | |
|------------------------|---|
| 7:00 a.m. - 8:00 a.m. | Continental Breakfast: <i>Spanish Foyer</i> |
| 8:00 a.m. - 11:00 a.m. | Board of Directors Meeting: <i>Spanish Ballroom</i> |

September is National Preparedness Month! *Is Your Company Ready?*

As noted in the September 1 issue of the *AWO Letter*, AWO has become a National Coalition member of the U.S. Department of Homeland Security's (DHS) READY campaign. The campaign, which is promoting September as National Preparedness Month, is a nationwide effort to encourage Americans to take steps to prepare for emergencies in their homes, businesses, and schools. DHS is leveraging the outreach of national organizations like AWO to inform its members of the importance of preparing for emergencies and to encourage individuals to take action.

In the last issue of the *AWO Letter*, family readiness was addressed. National Preparedness Month is also aimed at businesses. How quickly could your company get back to business after a crisis, whether manmade or natural disaster – a terrorist attack, a tornado, a fire or a flood? All companies should have an emergency plan and a business continuity plan. Business continuity and crisis management can be complex issues depending on the size and scope of your business. However, putting a plan in motion will improve the likelihood that your company will survive and recover. Companies that already have emergency plans in place can continue to help create a more robust, sustainable community by mentoring businesses in their own supply chain and others needing advice.



Here are a few tips for company emergency planning:

1. **Plan to stay in business.** Business continuity planning must account for all hazards (both manmade and natural disasters). You should plan in advance to manage any emergency situation. Assess the situation, use common sense and available resources to take care of yourself, your co-workers and your business's recovery. Determine your needs for emergency supplies, whether to shelter-in-place or evacuate, and

what you might need for medical emergencies.

2. **Talk to your people.** One of the best methods of assuring your company's recovery is to provide for your co-workers' well-being. Encourage their preparedness, detail how you will contact employees and customers during a crisis or disaster, and try to project any special recovery needs your employees might have. Communicate regularly with employees before, during and after an incident.
3. **Protect your investment.** In addition to emergency planning, there are steps you can take to both safeguard your company and secure your physical assets. These include planning for adequate insurance coverage, preparing for extended utility disruptions, taking steps to secure physical assets, determining what equipment might need to be secured, assessing HVAC system needs, and protecting cyber security.

For step-by-step details, information on how you and your business can be prepared, and printable materials, go to www.ready.gov. For information on AWO's involvement in National Preparedness Month, contact Anne Burns at aburns@vesselalliance.com or (703) 841-9300. ☎



If you receive a hard copy of the *AWO Letter* and need to know the exact Web addresses of the hyperlinks in any articles, please contact Anne Burns at (703) 841-9300 or via email at aburns@vesselalliance.com. ☎

U.S. Coast Guard Report to Congress on CEMS

CEMS IS SUSTAINABLE



The Crew Endurance Management System, or CEMS, is a process to manage risk factors that contribute to decreased physical stamina and mental alertness among mariners. As part of the Coast Guard-AWO Safety Partnership, AWO and the Coast Guard chartered a working group to develop a plan to promote widespread implementation of CEMS throughout the tugboat, towboat, and barge industry. The plan included a demonstration project involving participants from the inland, coastal, and harbor sectors of the towing industry. Its purpose was to show that CEMS is feasible, effective, and sustainable for many different types of vessel operations, and to provide concrete examples for mariners to follow.

The Coast Guard was directed to report to Congress on the results of the CEMS demonstration project. The August 18 edition of the *AWO Letter* included a summary of the Coast Guard's report and the September 1 edition explored the report's findings on the effectiveness of CEMS. This article focuses on what was learned about the sustainability of CEMS.

Methodology

The demonstration project utilized a risk-based approach called a "change analysis." Participating companies worked through the CEMS process and periodically reported on implementation progress and changes in levels of endurance-related risks. To quantify some of the CEMS-induced changes, baseline measures were gathered for each company in January 2005, and compared to a final set of measures taken in July 2005.

Measures of Sustainability

The Coast Guard characterizes CEMS as a continuous-improvement process that companies must continue to follow for the foreseeable future. It is not a one-time fix, but a change that becomes part of a company's safety management system and marine safety culture. The project considered two areas that affect the long-term sustainability of CEMS: the supporting infrastructure required and resource implications for both industry and government.

Infrastructure Required

The Coast Guard has produced a number of informational sources and job aids to assist companies in implementing CEMS. These include detailed guidelines for how to implement a CEMS program, software to support risk assessment and onboard training, a Web site and electronic newsletter to keep practitioners up-to-date, and a Coast Guard-approved CEMS Coaches Training program. Private training organizations have produced CEMS training videos and DVDs. Industry representatives have developed additional guidelines and share best practices with each other.

However, the effectiveness of CEMS is highly dependent upon the onboard support provided by a coach or acceptable alternative. Therefore, it is important that Coast Guard-approved Coaches Training be readily available to those companies ready to practice CEMS.

The Coast Guard has established and conducts CEMS Experts Training, a

train-the-trainer course. Upon successful completion of this training, these "experts" are certified to teach and qualify new CEMS coaches. Trained "experts" come from three sources: maritime educational and training institutions; third-party private training companies; and, towing companies themselves. Certifying experts from these various types of organizations allows sufficient flexibility for nearly any operation to obtain coaches training in a way that works for that company.

At the time of the report, there were 57 certified CEMS Experts, 38 of whom were from towing companies. The Coast Guard maintains aggressive oversight of the Experts program.

At the time the demonstration project was concluded in July 2005, almost 600 people had passed coaches training. As of July 2006, more than 800 coaches had been trained. The overwhelmingly preferred sources of training are the towing companies themselves. Two-thirds of all CEMS coaches receive their training from an Expert provided by a towing company. The remaining nongovernment sources comprise 13 percent of training sources, but their numbers are growing.

Resources Required

Because CEMS is voluntary, keeping the overhead associated with CEMS to a minimum is very important. Fortunately, CEMS works well within existing company safety management systems and crew training programs.

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The continuous-improvement approach allows a company to make improvements at an acceptable rate and cost. However, there are CEMS resource requirements for both government and industry.

Within the Coast Guard

Since the Coast Guard is the developer and main advocate of CEMS, it is the primary source of information about proper crew endurance management and is ultimately responsible for the program.

Management of the CEMS program includes:

- Keeping the program current with advances in scientific and medical research;
- Developing, supporting and monitoring commercial and private CEMS training resources;
- Developing and maintaining program policies, guidelines and information sources; and,
- Monitoring the effectiveness of the program toward reducing the risk of fatigue-related accidents.

The Coast Guard anticipates a need for vetting of company CEMS programs in the future. If so, the Coast Guard will need to provide oversight to ensure that those claiming to practice CEMS are doing so in good faith.

In the Private Sector

There are five categories of resources required by companies implementing CEMS. These are Administration, Coaches, Education and Training, Physical Changes, and Policy Changes.

Administration

Companies participating in CEMS need to make an investment of employee resources in the form of a Crew Endurance Working Group. This group will assess endurance-related risks, evaluate possible solutions, and develop a Crew Endurance Plan. The time commitment involved is largely determined by each company's approach.

Coaches

Companies practicing CEMS should expect to have a trained coach or an acceptable alternative on every vessel. (An acceptable alternative is an effective means of providing onboard support for CEMS.) Companies choosing to place a trained coach on every vessel can either send crewmembers to a third-party Expert for training or have one of their own certified Experts train their crews. The source of coaches training that is most cost-effective depends on the company.

Regardless of whether or not a company decides to place a trained coach on every boat, it is vital that every company have at least one certified coach to guide the company through CEMS implementation and serve as the company's CEMS "champion."

Education and Training

To have a successful CEMS program, companies need to commit resources to train their vessel crews, as well as upper and middle management. The cost of this training varies with the approach selected by the company. Several training aids have been developed to support CEMS training, most notably, a "Self-Sustaining Workshop" Tool, which is computer-based.



Demonstration project participants reported that crew time was the most significant cost of CEMS training. On average, project participants performed less than two hours of CEMS training each month. However, the companies that reported training for more than four hours per month were more successful in their CEMS implementation.

Physical Changes

Companies that practice CEMS may also need to invest in physical vessel improvements. Demonstration participants reported costs that vary according to what actions are taken. These changes ranged from plugging in inexpensive nightlights to spending significant amounts to abate noise and vibration.

Many of the upgrades were made without having to take the vessel out of service, occurring during normal loading of food, fuel and other supplies. One company established a regular schedule to replace bedding when it learned that the mattresses were issued when the vessel was built. Other major modifications could only be completed when the vessel was not in service. These improvements, such as major noise abatement projects, were scheduled to occur when they would not interfere with normal operations.

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CEMS IS SUSTAINABLE

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The cost of modifications varied according to what modifications were made and how. For example, when modifying windows, one company hired contractors and another asked crewmembers to make the changes. Some companies used professional window treatments, while others simply painted the windows black.

Policy Changes

Most policy changes cost little or nothing at all. An example is the policy to be courteous to those crewmembers sleeping off-watch.

Conclusion

The report indicates that CEMS appears to be highly sustainable and resilient, as demonstrated by the many towing companies voluntarily adopting the program. The infrastructure needed to support CEMS is largely in place and ready to expand as necessary. Given the readily available training resources and the continuous-improvement approach of CEMS, this program is sustainable by any company or vessel crew with the will to see it through, the report concludes.

The next article in this series will focus on the feasibility of CEMS. For a copy of the full report or for further information, please contact Kathy Rehak at (703) 841-9300 or via email at krehak@vesselalliance.com.

Midcontinent Office

Missouri River Update

Corps Continues to Ignore Congressional Direction

A navigable channel on the Missouri River has not been provided by the Corps since July 2, despite the fact that it is mandated by Congress, recent court rulings and the Corps' own Master Manual (MM). The Corps continues to inaccurately report in its weekly report that there is a navigable channel. The Corps has refused to release more water to provide an adequate channel.

On September 8, the one major towing company still on the Missouri River reported that the channel continues to be less than the 8-foot by 200-foot required by the Corps' own

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CEMS Training Opportunities

The Crew Endurance Management System (CEMS) is a system for managing risk factors in maritime work environments that can lead to human error and performance slumps. The Coast Guard and AWO have been working together to help companies implement the principles of CEMS. In this space, AWO will publish details of CEMS training opportunities around the country. For further information on CEMS training opportunities, please contact LCDR Vivianne Louie, U.S. Coast Guard, at (202) 267-0173.

DATE	LOCATION	CONTACT
September 19-20	Coaches Training Seaman's Church Institute Paducah, KY	Kelly Butts (270) 575-1005
October 2-3	Coaches Training Seaman's Church Institute Paducah, KY	Kelly Butts (270) 575-1005
October 9-10	Coaches Training Seaman's Church Institute Paducah, KY	Kelly Butts (270) 575-1005
October 18-19	Coaches Training Ingram Marine Group Reserve, LA	Ron Robins (270) 441-1635
October 31 - November 1	Coaches Training Seaman's Church Institute Paducah, KY	Kelly Butts (270) 575-1005

CEMS Training Manual Available

CEMS: Getting Started, Making It Work is a practical, plain-language guide to making the Crew Endurance Management System (CEMS) part of your company's operations and includes tips, testimonials, and lessons learned from AWO members already implementing CEMS.



The manual is available from AWO for \$2.50 per copy, plus postage. To obtain an order form, please contact Angela Madden at (703) 841-9300 or via email at amadden@vesselalliance.com.

Atlantic Region

Coast Guard, AWO Participate in Cooperative Response to Hurricane Ernesto

As part of continued cooperation between the Coast Guard and AWO to augment clear and consistent communication during the approach of and recovery from hurricanes in the Atlantic Area, AWO participated in daily conference calls with the Coast Guard District Seven and District Five Chiefs of Prevention to update stakeholders on port conditions during Hurricane Ernesto. The conference calls were coordinated by CAPT Sue Englebert, Chief of Prevention for Coast Guard District Seven in Miami, and ran for five days during which Hurricane Ernesto threatened the coasts of Florida, Georgia and the Carolinas. Other stakeholders on the call included officials from the DOT, MARAD, World Shipping Council, Passenger Vessel Association, International Council of Cruise Lines, Florida Department of Transportation and the Florida Ports Council. During the calls, CAPT Englebert provided all stakeholders with a daily PowerPoint snapshot of the port conditions status for each Sector in District Seven, the available Marine Safety Information Bulletins for each Sector, the anticipated Sector port condition for the next 24 hours and the Hurtrack prediction model for Hurricane Ernesto. As the hurricane progressed northward into the Coast Guard's Fifth District, CAPT Dave Lersch joined the calls and assumed responsibility for the coordination duties until Hurricane Ernesto passed. After each call, AWO passed along all relevant information to the Atlantic Region Representatives.

AWO members are reminded that the Atlantic Area Port Operations Hurricane Guidance provides clear and specific protections for barges and their supporting tugs during each port condition (from Condition Whiskey – 72 hours before a storm, to Condition Zulu – 12 hours before a storm) which should be included in each Sector-level policy. Members should read and be familiar with their local policies and report inconsistencies and improper implementation of Sector level policies to Chris Coakley, Vice President - Atlantic Region. When properly executed, local hurricane policies should not order barges and their supporting tugs out of port in the face of an impending storm. If you have questions, please contact Chris Coakley at ccoakley@vesselalliance.com or at (703) 841-9300.☘

Midcontinent Office

Missouri River Update

Corps Continues to Ignore Congressional Direction

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Master Manual. At a maximum draft of 7.5 feet, the tow continues to bump throughout the river. At one location, an 108 foot wide tow barely made it through the buoys.

Dike repair on several dikes weakened by the construction of Shallow Water Habitat (SWH) and other environmental projects is currently underway. The partial or complete collapse of these dikes forced the maximum draft on the river to less than 7 feet earlier this year.

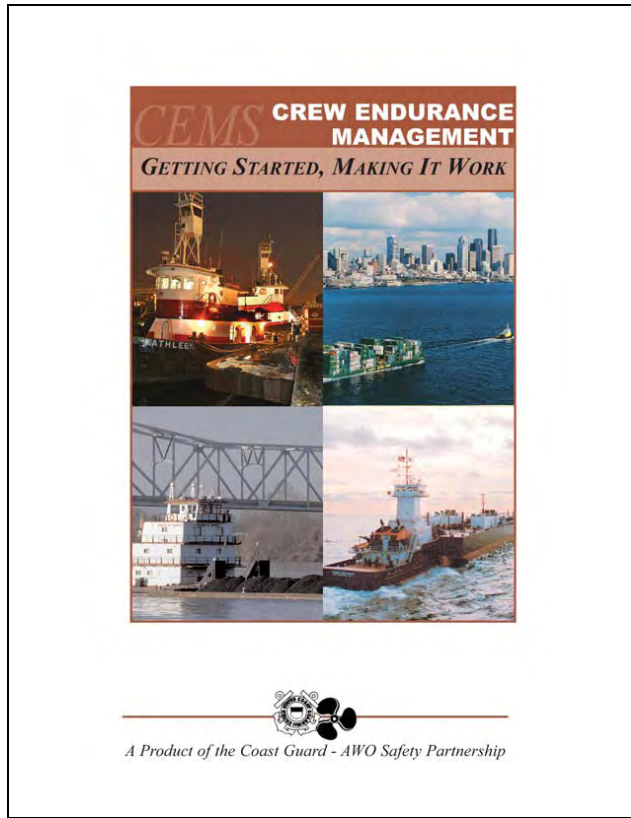
While the Corps continues to ignore its navigation mission on the Missouri River, it continues to quickly move forward with its environmental mission there, with the creation of the Missouri River Recovery Implementation Committee (MRRIC). MRRIC is an outgrowth of the Biological Opinion. MRRIC will advise federal agencies on how to manage the river for species recovery. AWO, the Coalition to Protection the Missouri River (CPR), and several allies are working to include more navigation and agricultural members on the committee from both the private sector and governmental agencies.

Meetings to elicit comments on the proposed framework for the MRRIC will be held at the following locations:

- September 19: **Bismarck, ND**, Doubletree Inn. 1:00 - 4:00 p.m.
- September 20: **Pierre, SD**, Chamber of Commerce. 4:00 - 7:00 p.m.
- September 28: **Kansas City, MO**, EPA Conference Center. 1:00 - 4:00 p.m.
- September 29: **Columbia, MO**, U.S. Geological Survey. TBD
- October 2: **Omaha, NE**, National Park Service Building. 1:00 - 4:00 p.m.
- October 5: **Billings, MT**, U.S. Bureau of Reclamation. TBD

AWO has requested that the Corps also hold hearings in St. Louis and New Orleans. For more information, contact Lynn Muench at awo_midcontinent@msn.com or (314) 446-6474.☘

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