U.S. Coast Guard Must Change to Meet Demands of Changing World, Commandant Says

The Coast Guard faces a “radically changed mission environment” and must adapt its operational forces, command and control structure, and business processes to meet the demands of the 21st century, Commandant Thad Allen asserted in his annual “State of the Coast Guard” address on February 13. ADM Allen also released a 60-page *Coast Guard Strategy for Maritime Safety, Security, and Stewardship* outlining his vision for the course the Coast Guard will pursue during his tenure as Commandant.

Noting that the Coast Guard has grown by 4,000 people and its budget has nearly doubled since September 11, 2001, ADM Allen said that the Coast Guard’s command and control structure, support systems and business processes have not kept pace with its rapid growth and expanded responsibilities.

To meet the needs of a changing world, the Coast Guard must do three things, said ADM Allen:

1. It must make its force structure more responsive to mission execution. This will be accomplished by creating a new Deployable Operations Group (DOG) of deployable special forces and by merging the Atlantic and Pacific Area commands into a single Coast Guard Operations Command.

2. It must make its support systems more responsive to operators. This will be done by establishing a single Mission Support Organization that will unify and standardize maintenance, logistics, human resources and other support functions across all Coast Guard units and missions.

3. It must work together with governmental and private sector partners to meet the needs of the nation for maritime safety, security and stewardship. This will be done by establishing a coordinated regime of domestic and international laws and regulations that increase transparency, reduce risk and balance competing uses of the marine transportation system; increasing maritime domain awareness; and, building improved national defense capability.

ADM Allen closed by underscoring his personal commitment to be a “Commandant of change, transition, and transformation.” For a copy of ADM Allen’s address, click [here](#). For a copy of the *Coast Guard Strategy for Maritime Safety, Security, and Stewardship*, click [here](#).
The Port of Wilmington, DE, will be the first port selected to begin the Transportation Worker Identification Credential (TWIC) enrollment process, the Transportation Security Administration (TSA) has confirmed. Enrollment will begin in Wilmington in late March, to be followed by the Port of New York/New Jersey in early April. The complete list of TWIC enrollment centers and target dates will be posted shortly on TSA’s Web site, www.tsa.gov/twic.

In other TWIC-related news:

- AWO Senior Vice President - Government Affairs & Policy Analysis Jennifer Carpenter has been invited to serve on a 15-member TWIC Stakeholder Communications Committee that will provide advice to TSA, the Coast Guard and lead contractor Lockheed Martin as the implementation process moves forward. The committee will meet semi-monthly beginning in March to ensure a real-time communications flow between industry, government and the TWIC contracting team.

- TWIC program managers Steve Sadler and James Clarkson of TSA, CDR Peter Gautier of the Coast Guard and Jeff Goldman of Lockheed Martin joined the AWO Executive Committee for dinner on February 21. AWO is working to set up a special session on the TWIC implementation process at the AWO Spring Convention, which will be held on April 19-20.

- In response to questions raised by AWO members at the recent Pacific Region Annual Meeting, members are reminded that the January 25 TWIC final rule does not require the resubmission or amendment of the AWO Alternative Security Program (ASP) or International Vessel Security Plan (IVSP) at this time. AWO members will discuss at the Spring Convention whether members perceive a need for revisions to the ASP or IVSP before the plans’ next scheduled resubmittal dates of September 2010 and May 2009, respectively.

If you have questions about the TWIC program that you would like to see addressed in an upcoming issue of the AWO Letter, please contact Jennifer Carpenter at (703) 841-9300 or via email at jcarpenter@vesselalliance.com.

**MERPAC to Discuss Draft Medical NVIC at March Meeting**

The Merchant Marine Personnel Advisory Committee (MERPAC), a federal advisory committee that advises the Coast Guard on issues concerning the training, qualifications, licensing and certification of mariners, will meet March 12-15 in Seattle, WA.

On March 12-13, a MERPAC working group will meet to review the Coast Guard’s draft Navigation and Vessel Inspection Circular (NVIC) on medical and physical evaluation guidelines for mariners. The working group will also begin the task of helping the Coast Guard to develop evaluation criteria to determine when a “potentially disqualifying” medical condition will, in fact, disqualify a mariner from receiving or renewing a license. The working group meeting will be held from 8:30 a.m. to 4:30 p.m. both days at the North Pacific Fishing Vessel Owners’ Association facility at 1900 West Emerson Place, Suite 101.

On March 14-15, the full MERPAC will meet from 8:30 a.m. to 4:30 p.m. in the Washington Mutual Foundation Room at the Seattle Public Library, located at 1000 Fourth Avenue. In addition to the draft medical NVIC, agenda items include the use of military sea service for Standards for Training, Certification and Watchkeeping (STCW) certification, the development of a voluntary training program for entry level deck and engine personnel, stakeholder communications during the restructuring of the Coast Guard’s mariner licensing and documentation program and access to shore leave by merchant mariners, among other topics.

For more details on the MERPAC meeting, click here.
Inland Waterways Users Board Nominations Sought

The Assistant Secretary of the Army (Civil Works) is seeking nominations to fill six two-year terms on the Inland Waterways Users Board, a federal advisory committee that advises the Secretary of the Army on priorities for construction and major rehabilitation projects on the inland waterways system. In order to maintain the required balance of membership, the Army is seeking to appoint four carriers, one shipper, and one shipper/carrier representative. One member each will be selected from the Upper Mississippi River and tributaries, the Lower Mississippi River and tributaries, the Gulf Intracoastal Waterway in Louisiana and Texas and the Gulf Intracoastal Waterway east of New Orleans. Two members will be selected from the Ohio River and tributaries.

Nominations should state the region(s) to be represented; state whether the nominee will represent carriers, shippers or both; provide information on the nominee’s personal qualifications; and, describe the commercial operations with which the nominee is affiliated, including actual or estimated ton-miles carried or shipped on the inland waterways system in a recent year or years.

Nominations should be sent to the following address and must be received by April 15:

Office of the Assistant Secretary of the Army (Civil Works)
Attention: Inland Waterways Users Board Nominations Committee
108 Army Pentagon
Washington, D.C. 20310-0108

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Welcome New Carrier Members!

DTC Marine Services, Inc.
2567 Congo Arroyo Road
Newell, WV 26050
Rep: Mr. Bob Reed
President

Breathwit Marine Contractors, LTD
P.O. Box 1267
Dickinson, TX 77539
Rep: Mr. Walt Breathwit
Manager of General Partner

CGBM 100, LLC
P.O. Box 2283
Kenner, LA 70063
Rep: Mr. Gary Osorno
Owner

Richardson Marine
P.O. Box 605
Galena Park, TX 77547
Rep: Mr. Larry Schupe
Safety Manager

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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.

March 28-29: Interregion Safety Committee Meeting, New Orleans, L.A. For more information, contact Kathy Rehak.

April 18-20: AWO Spring Convention and Board Meeting, Ritz-Carlton, Pentagon City Hotel, Arlington, VA. For more information, contact Kathy Rehak.

May 16-17: Coastal Safety Committee Meeting, New Orleans, L.A. For more information, contact Kathy Rehak.

June 27-28: Interregion Safety Committee Meeting, St. Louis, MO. For more information, contact Kathy Rehak.

August 15-16: Midwest and Ohio Valley Regions Joint Summer Meeting, St. Louis, MO. For more information, contact Lynn Muench at (314) 446-6474.

2007 AWO Safety Calendars on Sale

AWO is taking orders for its 2007 AWO Safety Calendar. This year’s theme focuses on fall overboard prevention and features a number of beautiful, full-color photos – all winners of AWO’s sixth annual Safety Calendar Photo Contest.

To obtain a Safety Calendar order form, please contact Mary McCarthy at (703) 841-9300 or via email at mmccarthy@vesselalliance.com.
House Coast Guard Subcommittee Holds Hearing on Short Sea Shipping

On February 15, the Coast Guard Subcommittee of the House Transportation and Infrastructure Committee held a hearing on “The Development of Short Sea Shipping in the United States.” The purpose of the subcommittee hearing was to explore the possible role of the federal government in, and factors that may impede the development of, short sea shipping as a viable means of cargo transportation. A special focus of the hearing was short sea shipping in the Great Lakes area. Testifying for the Administration were Maritime Administrator (MarAd) Sean Connaughton and Collister Johnson, Administrator of the St. Lawrence Seaway Development Corporation. The private sector panel included James Barker, Chairman of Interlake Steamship Company, Richfield, OH.

Mr. Barker conveyed to the Subcommittee that the public policy benefits of short sea shipping are clear and documented, but the commercial requirements for this service and the capability to provide it at competitive rates will require that short sea initiatives be customized for specific markets. Short sea shipping must benefit the provider and the customer in order to succeed, he said, and the Government must assist in ensuring that basic infrastructures are available to support the service. Mr. Barker testified that in order for short sea shipping to survive, it must be commercially viable without relying on large amounts of Government capital or operating subsidies. An economically sound option for customers and providers will not require government assistance to function, Mr. Barker stated. The government, however, would still have a role in creating an environment in which short sea shipping can develop, especially in the areas of regulation and taxation. Mr. Barker told the Subcommittee that in order for short sea shipping to become a reality, the Government must avoid imposing new barriers, such as increased regulation, as well as removing existing barriers like the Harbor Maintenance Tax.

The witnesses agreed that short sea shipping has the potential to significantly reduce both congestion on the highways and air emissions from truck and rail. Mr. Connaughton stated that a “robust U.S. economy depends on the efficient movement of freight to stimulate domestic production and satisfy consumer demand.” He expressed concern that, by 2020, every major U.S. port is predicted to double the volume of cargo currently being processed. Some East Coast ports are projected to triple and some West Coast ports are expected to quadruple their current volume. Mr. Connaughton stated that the Maritime Administration is seeking a greater role in the development of new maritime transportation services, with special emphasis on reducing congestion within North American corridors and on its borders. Its goal is to incorporate the “marine highway” into the planning process for national, state and local transportation. The Maritime Administration plans to “identify and catalogue obstacles to waterborne trade and explore viable legislative and policy proposals for the elimination of those obstacles.”

Mr. Connaughton also noted the introduction of a bill, H.R. 981, that would exempt Great Lakes cargo (other than bulk cargo) from the Harbor Maintenance Tax (HMT). He expressed his concern that the HMT could be a barrier to the development of short sea shipping. Mr. Connaughton stated that “(r)ecent interest in eliminating the Great Lakes region HMT is shipper- and port-driven due to the desire to stimulate cross-lake services that avoid the additional hours necessary to move cargo around the Lakes on a crowded surface transportation system.” He went on to note that this type of industry interest and activity may serve as a catalyst for congressional action, especially if a possible proposal can be crafted to carve out an affordable “first step” in eliminating the HMT for a specific market. Any related development of new Great Lakes marine highway services will ultimately provide a “test case” model to gauge the impact of HMT relief on industry growth. The expansion of “marine highway” services on the Great Lakes would ease surface congestion, improve “just-in-time” delivery and grow the Midwest economy.

Finally, Mr. Connaughton stated that “(a)ny new proposal to eliminate all, or a portion, of the HMT will require significant stakeholder support to achieve ultimate passage. Waiving the HMT, in specific markets, as well as eliminating certain customs fees, will clearly encourage greater use of the marine highway, reduce landside congestion, and ultimately enhance just-in-time delivery.”

Congressman James Oberstar (D-MN), Chairman of the full House Transportation and Infrastructure Committee, attended the hearing as an ex officio member of the subcommittee. He indicated his belief that short sea shipping can be an important tool to ease congestion. Chairman Oberstar also expressed concern about the HMT and the growing surplus in the Harbor Maintenance Trust Fund that is not being used to maintain the nation’s ports.

(continued on page 5)
On February 16, the Subcommittee on Energy and Water Development of the House Appropriations Committee held a hearing on the “Future of the Nation’s Navigation Infrastructure” to discuss how to upgrade navigation projects from the 1930s to fit the needs and demands of the 21st century.

Subcommittee Chairman Peter Visclosky (D-IN) maintained that the nation’s marine infrastructure is a valuable resource that will provide for transportation needs of the future. Currently, according to the U.S. Army Corps of Engineers, $4 billion would be required to complete navigation projects that are now under construction. Chairman Visclosky acknowledged that much of the current infrastructure is approaching its design life and quoted a Corps statistic that “in 2005, nearly 40 percent of all Corps of Engineers-maintained locks were functionally obsolete, using a design life of 50 years.” In order to meet future needs, he said, it is important to explore what investments need to be made at present.

Dan Mecklenborg of Ingram Barge Company, testifying on behalf of the Waterways Council, Inc. (WCI), stated that some of the 600-foot locks on the Illinois, Upper Mississippi and Tennessee rivers are unable to accommodate the standard 15 barge tows, forcing the tow to “break” into two sections in order to pass through the lock. With more than half of the system over 50 years old, the locks and dams require continuous monitoring and increasing amounts of operation and maintenance funding.

Mr. Mecklenborg, citing a report presented to Congress in 2002, commended Congress for recognizing the need to “increase expenditures from the [Inland Waterways] Trust Fund to construct authorized inland modernization projects at, or close to, what the Corps of Engineers considers to be a ‘full and efficient’ funding level.” In Fiscal Year 2006, the Inland Waterways Trust Fund expenditures have risen to $175.1 million and the surplus has diminished to $249.8 million. Mr. Mecklenborg advised the Subcommittee that WCI is strictly opposed to the implementation of any new user fees.

Joe Pyne, President and CEO of Kirby Corporation, also testified at the hearing, focusing on the opportunities for container-on-barge and similar intermodal operations. Mr. Pyne noted that our waterway transportation system is an important part of our nation’s economy, and that continued investment is necessary to enable it to serve the future needs of the nation. He said that safety, available capacity and efficiency are strengths of the waterways for current and future freight transportation needs. He cautioned that reliability is “increasingly a cause for concern on our waterways.” Failure to invest in maintaining and improving the waterways infrastructure will “cause us to lose the level of reliability we need to serve our current customers and we will never reach the level of reliability and predictability that intermodal customers will demand in order to shift their cargoes from other modes to water,” he asserted.

The representatives of the shipping industry were in agreement that the lack of investment is weakening maritime transportation. Congressman Chet Edwards (D-TX) also agreed, stating that the maritime industry needs a better grassroots program to build support for federal investment in the waterways infrastructure.

For further information regarding the hearing, please contact Krista Reddington at (703) 841-9300 or kreddington@vesselalliance.com.

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**House Appropriations Subcommittee Holds Hearing on Navigation Infrastructure**

**WCI States Opposition to Increased User Fees in Testimony**

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**House Coast Guard Subcommittee Holds Hearing on Short Sea Shipping**

(continued from page 4)

Chairman Oberstar also indicated his intention to have the Transportation and Infrastructure Committee become more engaged in helping short sea shipping become a practical means of dealing with predicted growth in freight volumes.

For further information regarding the hearing or to obtain a copy of H.R. 981, please contact Krista Reddington at (703) 841-9300 or via email at kreddington@vesselalliance.com.
“Marine-Based Jobs Make Waves”
Retiring Workers Making Room for Them, High School Students Told

The following article, written by Debera Carlton Harrell, appeared in the February 16 issue of the Seattle Post-Intelligencer.

The hovering U.S. Coast Guard helicopter got the teens’ attention. The tugboat maneuvers were also a big hit.

But one of the best things about Thursday’s career fair at Odyssey, Maritime Discovery Center on Seattle’s central waterfront, teenagers said, was the message:

There are lots of marine-based jobs out there.

An estimated 900 high school students from throughout the Puget Sound area attended the one-day fair, making it the largest in its nine-year history. Teachers, students and prospective employers called it a sign of the times: Retiring workers in marine trades are leaving gaps for the next generation.

Jobs with the Coast Guard and in boat-building, boat repair, terminal crane operations, fishing, food processing and engineering are available, maritime officials said.

“The economy of the Pacific Northwest, especially Puget Sound, has a major maritime focus ... yet kids don’t really know about all that’s available to them,” said Gary Stauffer, president of the Seattle-based Youth Maritime Training Association, an event co-sponsor.

Bruce Biddle, a Foss tugboat captain, said that although new licensing, and other federal and international requirements make it more difficult to land skilled, higher-paid jobs, the shortage has led to an increase in training programs.

Teachers are “just not aware of all the maritime-related opportunities for students right here in Seattle; it’s been under the radar,” he said.

“Now, you need to go to vocational school, but there are a lot of opportunities ... you just have to work a little harder. And ... you don’t need to have an uncle or dad already in the business.”

Maritime-based jobs, paying an average annual wage of nearly $70,000, employed more than 22,000 people in 2002 with these jobs, according to a 2004 report commissioned by the city.

Ryan Palmer, a union representative for the Tacoma-based Seafarers International Union of North America, had a sign in large letters at his booth Thursday: “JOBS: You need ‘em, we’ve got ‘em.”

“The interest has definitely been strong,” Palmer said of the students.

Palmer, 30, played up the union’s paid training and apprenticeship program, which guarantees an entry-level job. And it’s possible to work up to other positions, augmenting salaries, depending on skills and licensing, he said.

For some kids, choosing was fun – but daunting.

Sutoni Jackson-Smalls, 18, attended the fair with her class from Wilson High School in Tacoma. “I really don’t know what I’m interested in,” she said Thursday.

But a friend, Catia Burns, 17, said she appreciated new ideas. “I really liked the (Coast Guard) chopper demonstration, and I also liked being on a boat and learning about the navigation system.”

Others zeroed in on specific interests.

Andrew Strong, 13, of Seattle attended the fair with his mom and siblings. Carolyn Strong, who homeschools her children, said her son was interested in the Coast Guard – even more since seeing the Kevin Costner movie “The Guardian.”

“I want to be one of the guys who jumps out of a helicopter and saves people,” Andrew Strong said.

Ballard High School Maritime Academy students, who just the day before had learned about diesel engines and mechanics on historic ships owned by the Northwest Seaport Foundation at South Lake Union, already knew about the labor shortage.

“My goal is to get my captain’s license and stay at sea,” said academy student Edward Ehler, 17. “I just love it – it’s my passion. When you’re at sea, you’re in your own world.”

Deedee Lazik, administrative manager for the Pacific Maritime Institute of Seattle, primarily was interested in recruiting for tugboat training jobs.

“There are guaranteed jobs at the end of training,” Lazik said. “Some kids have pulled out because they got seasick, but there is high demand for what we’re training for.”

But many recruiters reminded prospective hires that not all marine-related jobs are on the water.

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The following article, written by Don Hopey, appeared in the February 23 issue of the Pittsburgh Post-Gazette.

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The Bush administration’s budget proposal contains more than $113 million for reconstruction and rehabilitation of old locks and dams on Pittsburgh’s rivers, but more federal funding is needed for a navigational study of the upper Ohio River where three old locks and dams are in danger of failing.

Mr. Murphy, R-Upper St. Clair, said that if the Emsworth Dam failed, tying up river traffic, it would cost the region 11,700 jobs and cost the local economy $2.2 million a day.

“We are at an important juncture. On a recent report card by the U.S. Army Corps of Engineers, the Emsworth Dam got an ‘F,’” Mr. Altmire, D-McCandless, said. “These inland waterways are crucial to commerce and we need to do the work needed to allow the waterways to remain open for business operations.”

The 80-year-old Emsworth locks and dam, located 6.2 miles below Pittsburgh’s Point on the Ohio River, has undersized locks that can create bottlenecks for both commercial barge traffic and pleasure craft, and has a 75 percent risk of lock failure during extreme events like high water or ice due in part to an antiquated hydraulic lock system.

Such a “river closure” would have a devastating effect on commercial river traffic. Last year, a malfunctioning lock hinge at the Hannibal Dam, 126 miles downriver from Pittsburgh, caused the backup of 85 tows and 600 barges for several days until repairs could be made.

“This facility is at the transition point,” said Col. Stephen Hill, district engineer for the Army Corps of Engineers in Pittsburgh. “Along with Dashields and Montgomery, their current conditions are impacting the reliability of the river navigation system.”

Pittsburgh is the second-busiest inland port in the nation. It ships and receives more than 40 million tons of cargo each year, about 70 percent of that coal for power plants, steel mills and coking facilities.

After the article was published, Sen. Arlen Specter, at a cold and windy news conference on the Emsworth Locks and Dam yesterday, said he will lead a bipartisan effort to secure funding needed to do a planning study that is a critical first step in making the repairs.

“I’m here, as we approach meetings on appropriations, to determine what funding we need to maintain the locks and dam system on our rivers that is so critical to the regional economy,” said Mr. Specter, who was joined by congressmen Tim Murphy and Jason Altmire.

Jeff Miller, a human resources manager with Seattle-based Trident Seafoods, the largest seafood company in North America, said the company wants skilled workers for critical land-based jobs.

“‘There is a great need for refrigeration monitors, welders, fabricators, carpenters, electricians and engineers,’” Miller said, adding that a top-notch refrigeration expert can earn $5,000 a month.

Jeff Miller, human resources manager with Seattle-based Trident Seafoods

Member News

Please note that AWO Member Maritrans Inc. is now OSG America. The corporate website is www.osg.com.

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

March 2, 2007
AWO Holds RCP Auditor Training

On February 13, 14 and 15, AWO held its annual new auditor and auditor recertification training in Arlington, VA. Attending the training were two new auditors recently approved by the Responsible Carrier Program (RCP) Accreditation Board, 19 recertifying auditors and 10 representatives from AWO member companies attending to become more familiar with the RCP and the RCP Audit. New auditors and members began their training with a one-day orientation to AWO and the RCP that introduced them to the “value-added” philosophy of the RCP Audit. This philosophy emphasizes the requirement that AWO-certified auditors provide companies being audited with value beyond simply providing a list of non-conformities. New auditors and members were also trained in the history and development of the RCP itself; coaching and auditing skills; and, the use of the essential tools of the RCP audit, the Management and Vessel checklists. The first day’s training ended with a written test.

The next morning, the new auditors and the AWO member representatives were joined by 19 recertifying auditors from all over the United States who were attending additional training required to renew their certifications to conduct RCP audits. The recertification training curriculum stressed auditing skills necessary to evaluate not only the existence, but the adequacy of AWO members’ RCP policies and procedures. Additional training was also delivered on the audit process, providing auditors with techniques to effectively conduct the audit in a systematic manner that ensures an in-depth examination of a company’s safety management system. Throughout the training, auditors were reminded of the absolute need to maintain trust and credibility by always performing AWO-certified audits in an unbiased, professional manner. The first day of class ended with a homework assignment that required trainees to

(continued on page 9)
AWO Holds RCP Auditor Training
(continued from page 8)

write an essay detailing the essential elements of an internal audit program.

The second day’s training included a homework review and concentrated on audit best practices. The day-and-a-half recertification training ended with a 75-question test designed to ensure that AWO-certified auditors are among the most qualified auditors practicing today.

Training throughout the three days was delivered by various members of the Accreditation Board including: Brice Bond, Shell Trading (US); Rick Kimberly, Sause Bros.; Chairman John Patterson, Ingram Barge Company; Emily Sporn Reiblein, Moran Towing Corporation; and, Joseph Tyson, Canal Barge Company, Inc.

At the conclusion of the RCP auditor recertification training, the American Chemistry Council (ACC) conducted a three-hour training session for AWO-certified auditors wishing to become certified to perform Responsible Care® audits for members of AWO who are also Responsible Care® Partners. Joint audits require the completion of an additional checklist concerned mostly with stakeholder notification and dialogue.

If you have any questions about auditor training or joint Responsible Carrier Program/Responsible Care® Partner audits, please contact Bob Clinton or Kathy Rehak at (703) 841-9300.

Welcome
New Affiliate Member!

Midwest Tankermen, Inc.
P.O. Box 323
Lockport, IL 60441
Rep: Ms. Gail Loughlin
President/CEO

2007 AWO Letter
Sponsorships Available

AWO is currently accepting sponsorship applications for the 2007 AWO Letter. Each great advertising opportunity costs $500, which includes a front-page “sponsorship block” featuring your company’s name, location, logo, and Web site address.

If you are interested in securing a sponsorship, please contact Mary McCarthy at (703) 841-9300 or via email at mmccarthy@vesselalliance.com.

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.

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Interregion Safety Committee to Meet, Develop Sample Policies

The spring meeting of the AWO Interregion Safety Committee will be held on March 28-29 at the Chateau Sonesta Hotel, 800 Iberville Street, New Orleans, LA, (504) 586-0800. The meeting will begin at 1:00 p.m. on Wednesday, March 28. A reception will be held at the conclusion of the afternoon session. The meeting resumes at 8:00 a.m. on Thursday, March 29 and will conclude by 12:00 noon. The hotel is holding a block of rooms at $129.00 until Friday, March 9. Reservations can be made by calling (800) 766-3782 and mentioning that you are with the American Waterways Operators.

The committee will develop sample policies for new elements of the Responsible Carrier Program, which include personal hygiene and safe food handling (galley safety).

All AWO member companies are invited to send a representative to the meeting, particularly company safety and security officers. Committee members are invited to bring a mate (or captain or deckhand), or anyone else who might benefit from seeing the work of a broad base of industry safety professionals and helping to learn new ways crewmembers can help in upgrading the safety culture of the inland barge and towing industry.

To RSVP for the meeting or for further information, please contact Kathy Rehak, Manager - Safety Programs, at (703) 841-9300 or via email at krehak@vesselalliance.com.

CEMS: Ask the “Pioneers”

In a panel forum at the AWO 2006 Fall Convention, senior representatives from seven AWO member companies shared their experiences, successes and “lessons learned” from implementing CEMS in their organizations.

To help AWO members “learn from the pioneers,” we have designed this series of articles highlighting specific questions about their CEMS experiences.

Members with day-only operations sometimes ask how CEMS applies to them, since their crews don’t sleep on the boat. What kinds of things have you done as a harbor tug operator in your CEMS program?

“There are a lot of options for day boat operators when implementing CEMS. We have effectively added noise- and light-dampening insulation, relocated excessively loud equipment and refurbished crew exercise rooms. Outside of the vessel, we’ve held classes and distributed information on various topics relevant to CEMS. For example, we’ve talked about sleep; hygiene; personal choices and scheduling; and, the effects of diet and caffeine on health and sleep. In some cases we have even rescheduled crew working hours to assure longer blocks of uninterrupted time ashore. Together, all of these changes have really added to the quality of life aboard our vessels.” -Ned Moran, Moran Towing Corporation

In the Next Issue: Members sometimes question whether CEMS is really an inland-focused program. How has it worked for you as a coastal operator?

For further information, please contact Kathy Rehak at (703) 841-9300 or via email at krehak@vesselalliance.com.

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 Mary McCarthy at (703) 841-9300 or via email at mmccarthy@vesselalliance.com.