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## EPA Finalizes Marine Engine Emissions Rules; Federal Register Publication Pending

On March 14, Environmental Protection Agency (EPA) Administrator Stephen Johnson signed final regulations establishing a new generation of engine emissions standards for commercial marine diesel and locomotive engines. AWO worked closely with EPA throughout the regulatory process to ensure that the new regulations balance the dual needs to reduce emissions of particulate matter (PM) and nitrogen oxide (NOx) without impeding the efficient flow of vital maritime commerce. The new rules will be published shortly in the *Federal Register* and will take effect 60 days after publication.

The new rules establish so-called “Tier 3” standards for new marine engines that phase in between 2009 and 2014, depending on engine size, and “Tier 4” standards for new engines above 600 kW (800 hp) that phase in between 2014 and 2017. Unlike previous EPA engine emissions regulations, the Tier 4 standards will not rely solely on engine-out technologies to achieve reductions, but will necessitate the use of ultra-low sulfur diesel fuel and high-efficiency catalytic aftertreatment technology. (Diesel fuel with a maximum sulfur content of 15 parts per million is required to be available throughout the U.S. marine market by 2012.)

For the first time, the new rules also include requirements for certain existing marine engines when overhauled or “remanufactured.” As previewed in the January 11 *AWO Letter* (Members Only section), the remanufacture program will affect engines over 800 hp built between 1973 and 2012. Smaller engines and engines built before 1973 will not be affected. The owners of such engines will be required to use EPA-certified remanufacture systems (which may include fuels and fuel additives certified by EPA to achieve the required emission reductions) if such systems are available. If no such system is available, no requirement applies. The requirement to use a certified remanufacture system is triggered when a vessel owner replaces all power assemblies after the effective date of the final rule, either at once or over a five-year period. Vessel owners with less than \$5 million in annual revenues fleet-wide are exempt from the remanufacture program.

Members of AWO’s Engine Emissions Working Group, chaired by David Sehr of Ingram Barge Company, worked closely with EPA to develop a remanufacture program for existing engines that would provide environmental benefits without imposing undue burdens on vessel owners. The new regulations reflect AWO’s input and recommendations.



(continued on page 2)



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## EPA Finalizes Marine Engine Emissions Rules

(continued from page 1)

Establishing a workable federal approach to regulation of marine engine emissions is critical in discouraging individual states from following the aggressive and costly approach taken by the state of California, which has special authority under the Clean Air Act to establish more stringent standards.

The new regulations will be discussed at the April 17 meeting of the AWO Common Issues Council, to be held in conjunction with AWO's Spring Convention in Arlington, VA. For an advance copy of the final rule and other information on the new requirements, click [here](#). AWO members with questions about the new requirements should contact Jennifer Carpenter at (703) 841-9300, extension 260, or via email at [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com). 🌐

## Sector Ohio Valley Releases "Year in Review 2007"

The U.S. Coast Guard's Sector Ohio Valley recently released its annual report for 2007, entitled "Year in Review 2007." Included in the report are information and statistics on its 2007 work in the areas of search and rescue, commercial and recreational vessel safety, environmental protection, and maritime security. The report also lists the sector's strategic goals for 2008.

The report, which is available online at the sector's Homeport site, can be accessed [here](#). For printed copies, please contact the sector's Public Affairs Officer, Ensign Michael Collet, at (502) 779-5447. 🌐

## Coast Guard-AWO Safety Partnership Publishes Report, Best Practices on Crew Travel Time

As reported in the March 8 *AWO Letter* (Members Only section), the National Quality Steering Committee (QSC) of the Coast Guard-AWO Safety Partnership on February 27 enthusiastically approved the report of the Coast Guard-AWO Quality Action Team (QAT) on Safe Management of Crew Travel Time. The QAT was established last year to promote safe practices for managing crew travel time throughout the tugboat, towboat and barge industry and ensure clear and consistent industry understanding of current Coast Guard regulations and policies concerning travel time.

The QAT report, which will be mailed to all AWO members next week, is available on the AWO Web site by clicking [here](#). The report includes:

- An overview of applicable statutory and regulatory requirements and Coast Guard policy on travel time, work and rest;
- A compilation of current industry practice for managing crew travel time;
- An overview of travel time and hours of service requirements for other modes of transportation; and,
- Recommended best practices for managing crew travel time safely.

The QAT report concludes that managing crew travel time safely and complying with applicable

law, regulation, and Coast Guard policy concerning travel time, work and rest, requires active management on a



continuous basis. There is no single, one-size-fits-all solution that will ensure safe operations and consistent compliance with law, regulation and policy across all segments of the industry. The various factors impacting safety and compliance must be considered together, not in isolation.

The QAT report also concludes that managing crew travel time effectively requires attention to three areas: training for vessel and shoreside personnel, crew scheduling and dispatch, and transportation and logistics. The QAT report contains recommended best practices in each of these three areas.

The QAT on Safe Management of Crew Travel Time was co-chaired by CAPT Mike Karr, Chief of the Office of Vessel Activities at Coast Guard headquarters, and Craig Philip, Ingram Barge Company. QAT members included Coast Guard personnel from headquarters and the Eighth Coast Guard District and AWO members representing all regions and industry sectors.

AWO members with questions about the QAT report or the Coast Guard-AWO Safety Partnership should contact Jennifer Carpenter at (703) 841-9300, extension 260, or [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com). 🌐

# Barging is Safest and Most Environmentally-Friendly Transportation Mode, New MarAd Study Finds

Barge transportation is the safest, most fuel-efficient and most environmentally-friendly mode of surface transportation, a new government-sponsored study reports. The study, "A Modal Comparison of Domestic Freight Transportation Effects on the General Public," was conducted by the Texas Transportation Institute for the U.S. Maritime Administration and the National Waterways Foundation.



The study compared the environmental, societal and safety impacts of barge transportation on the inland waterways with those of the rail and trucking industries and showed superior results for barge transportation across all measures. Among the major findings of the study are the following:

- The inland towing industry produces lower emissions than eastern railroads, western railroads and trucking for all four pollutants studied: hydrocarbons, carbon monoxide, nitrous oxide, and particulate matter. (See the Did You Know column, page 6, for details.)
- Inland towing is the most fuel-efficient mode of transportation in terms of ton-miles per gallon.
- Inland towing is the safest mode of surface transportation, with lower numbers than rail and trucking of fatalities per billion ton-miles, injuries per billion ton-miles, and gallons of hazardous material spilled per million ton-miles.
- Diversion of waterborne traffic to other modes of transportation would have significant negative impacts on the already-overburdened highway and rail systems.

The study is available on the AWO Web site, which can be accessed [here](#). For more information, contact Doug Scheffler, AWO Government Affairs Associate, at (703) 841-9300, or via email at [dscheffler@vesselalliance.com](mailto:dscheffler@vesselalliance.com).

## Important Dates and Reminders *at a glance*

*For more information, please contact Hermoine Wellman at (703) 841-9300, extension 291, unless otherwise noted.*

**March 26-27, 2008:**  
Interregion Safety Committee Meeting, Nashville, TN.

**April 16-18, 2008:**  
AWO Spring Convention, Arlington, VA.

**August 13-14, 2008:**  
Midwest and Ohio Valley Regions Joint Summer Meeting, Chicago, IL.

## *Coast Guard Announces Random Drug Testing Rate for 2008*

The Coast Guard has set the minimum random drug testing rate at 50 percent of covered crew members for 2008. The minimum random drug testing rate is set to assist the Coast Guard in analyzing the currently employed system for detecting and deterring illegal drug use in the maritime industry. The Coast Guard requires marine employers to establish

random drug testing programs for covered crew members on both inspected and uninspected vessels. Records of the drug testing data must be maintained and submitted each year to the Coast Guard in a Management Information System (MIS) report. The 2007 MIS report must be submitted to the Coast Guard no later than April 15, 2007.

## National Maritime Security Advisory Committee (NMSAC) Applicants Sought

The U.S. Coast Guard is currently requesting applications from individuals who are interested in serving on the National Maritime Security Advisory Committee (NMSAC). NMSAC was established to advise, consult with and make recommendations to the Secretary of Homeland Security on matters such as national security strategy and policy, international cooperation on security issues, security concerns of the maritime transportation industry and actions necessary to meet current and future security threats.

Due to the security-sensitive nature of NMSAC business, NMSAC members are required to apply for, obtain and maintain a Secret level national security clearance. The Coast Guard will



sponsor and assist candidates with this process. Applications are being considered for six positions that will become vacant on January 1, 2009.

Interested applicants with a minimum of five years of experience in one of the following fields are encouraged to apply: Port Operations Management/Port Authorities; Marine Salvage Operations; Maritime Security Operations and Training; Marine Facilities and Terminals Security Management; Vessel Owners/Operators; Maritime Labor; International and Inter-modal Supply Chain; Maritime Hazardous Materials Handling/Shipping; and, State and Local Government (Homeland Security, Law Enforcement, First Response).

The application form can be accessed on the U.S Coast Guard Homeport Web site by clicking [here](#). Completed applications must be received by April 30 and should be sent to:

USCG-NMSAC Executive Secretary  
CG-5441, Room 5302  
U.S. Coast Guard Headquarters  
2100 Second Street, S.W.  
Washington, DC 20593-0001

AWO members who decide to apply for NMSAC membership should also notify Jennifer Carpenter at [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com) or Krista Reddington at [kreddington@vesselalliance.com](mailto:kreddington@vesselalliance.com) so that AWO can track tugboat, towboat and barge industry applications to this important federal advisory committee. 🌐

### *Coast Guard Revises Vessel Response Plan Form*

Tank vessels and certain non-tank vessels are currently required to submit to the Coast Guard plans for responding to a worst-case discharge of oil, and to a substantial threat of such a discharge. The Coast Guard recently revised its Application for Approval/Revision of Pollution Response Plans form to provide an alternative to submitting a formal cover letter attachment to a Vessel Response Plan, either new or revised. The application also contains a section that meets the requirement for a Vessel Response Plan Certification Statement.

The form can be found by clicking [here](#). To submit the form, fax it to the Coast Guard at (202) 372-1921 or, if it is less than 15 pages or 1.5 megabytes, email it to [VRP@USCG.MIL](mailto:VRP@USCG.MIL). For more information, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at [mmccarthy@vesselalliance.com](mailto:mmccarthy@vesselalliance.com). 🌐

### NMC Provides New Guidance on Mariner File Organization

The Coast Guard's National Maritime Center (NMC) has made a new version of the "Mariner File Organization and Checklist MLD-FM-NMC-01" available to assist mariners and their employers in ensuring that application packages for licenses or Merchant Mariner's Documents (MMDs) are complete and ready for processing. Under the new NMC guidance, the order of the application has changed slightly and the character references required for an original license must be included in the initial application package.



The new NMC guidance will be used by those Coast Guard Regional Examination Centers (RECs) that have transferred their evaluation functions to the NMC (New Orleans, LA; Baltimore, MD; Anchorage, AK; Juneau, AK; St. Louis, MO; and, Toledo, OH). Its use is optional for those RECs that have not yet transferred their evaluation functions to the NMC. The application checklist is available on the AWO Web site by clicking [here](#). 🌐

## Revised Eighth District Policy Letter for Limited Geographic Licenses Available

The U.S. Coast Guard - Eighth District has approved some important changes, as they were requested by the AWO Limited License Working Group, in the Eighth District policy letter for Limited Geographic License. Some of the major changes include: increasing a single geographic area from 25 to 30 miles; allowing up to 50 miles of non-contiguous area; expanding the applicability to include certain construction type operations; and, beginning work on the Towing Officer Assessment Record (TOAR) earlier in the process. The change in the policy letter for the Ninth District will be forthcoming. The updated Eighth District policy letter is available on the AWO Web site by clicking [here](#).

## IRS Announces LUST Tax Refund Process

As reported in the February 8 *AWO Letter*, the Tax Technical Corrections Act of 2007 contained a provision that eliminated double payment of the Leaking Underground Storage Tank (LUST) tax and permitted a refund for the double payment in 2007. Filers of Form 720 may have received instructions on how to apply for this refund directly from the IRS. The instructions are also available on the IRS Web site, and can be accessed [here](#).

If you have any questions, please contact Doug Scheffler, Government Affairs Associate, at (703) 841-9300, extension 264, or via email at [dscheffler@vesselalliance.com](mailto:dscheffler@vesselalliance.com).

## TWIC ENROLLMENT UPDATE

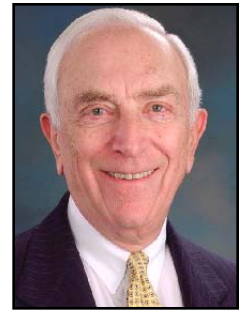
TWIC enrollment has begun at the following ports:

- March 17: Panama City, FL
- March 19: Gulfport, MS
- March 19: Key West, FL
- March 20: Traverse City, MI

For the complete up-to-date TWIC Quarterly Deployment Plan, please click [here](#).

## Senator Lautenberg Introduces Legislation to Raise Liability Limits, Require Double-Hulled Fuel Tanks, Examine Mariner Licensing

As reported in the March 7 *AWO Letter*, Senator Frank Lautenberg (D-NJ) recently held a hearing in the Surface Transportation and Merchant Marine Infrastructure, Safety, and Security Subcommittee of the Senate Commerce Committee on the *Cosco Busan* oil spill, during which he announced his intention to introduce legislation on liability limits, double-hulled fuel tanks, mariner licensing and the Coast Guard's vessel traffic service (VTS). A few days later, the senator introduced two bills on these subjects.



The first bill, S. 2700, would double liability limits for single-hulled tankers and tank barges to \$6,000 per gross ton.

The second bill, the Oil Spill Prevention Act 2008 (S. 2699), would require the following:

- Double-hulled fuel tanks on new vessels with more than 600 cubic meters (157,000 gallons) of aggregate fuel capacity;
- Establishment of a Medical Review Board and Chief Medical Examiner to advise the Coast Guard on medical standards and physical qualification guidelines, as well as new oversight rules for medical examiners;
- A Coast Guard study and report to Congress on causes of marine casualties, focusing on workload, fatigue, manning and medical conditions; and,
- New authority for Coast Guard VTS personnel to order a vessel to change direction and speed, and a requirement that the Coast Guard train VTS personnel in communication and providing advice to vessel masters.

AWO will be meeting with congressional staff to learn about plans for consideration of these bills and to minimize any negative impacts on the tugboat, towboat and barge industry. For more information, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at [mmccarthy@vesselalliance.com](mailto:mmccarthy@vesselalliance.com).

## Ballast Water Bills Introduced in House and Senate

On February 14, Senator Ted Stevens (R-AK), Ranking Republican on the Senate Commerce, Science and Transportation Committee, introduced the Vessel Discharge Evaluation and Review Act (S. 2645). The bill would effectively moot the U.S. district court decision in *Northwest Environmental Advocates v. EPA* that subjects ballast water and other vessel discharges to regulation by the Environmental Protection Agency under the state-administered National Pollutant Discharge Elimination System (NPDES) permitting program. Instead, the bill would require the Coast Guard to create a program establishing federal standards for discharges incidental to normal vessel operations, including ballast water. The standards would be required to be based on current discharge regulations for military vessels and enforced by the Coast Guard, but could also be enforced by states. States would only be allowed to prohibit discharges if discharge facilities were available and there was no burden on commerce.

On March 11, Representative Don Young (R-AK) introduced in the House of Representatives a companion bill, H.R. 5594, that is almost identical to S. 2645. AWO is currently meeting with congressional staff to discuss plans for movement of these bills and their relationship with previously introduced ballast water legislation under consideration in both the Senate and the House. For more information, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at [mmccarthy@vesselalliance.com](mailto:mmccarthy@vesselalliance.com).

### CONGRESS IN RECESS

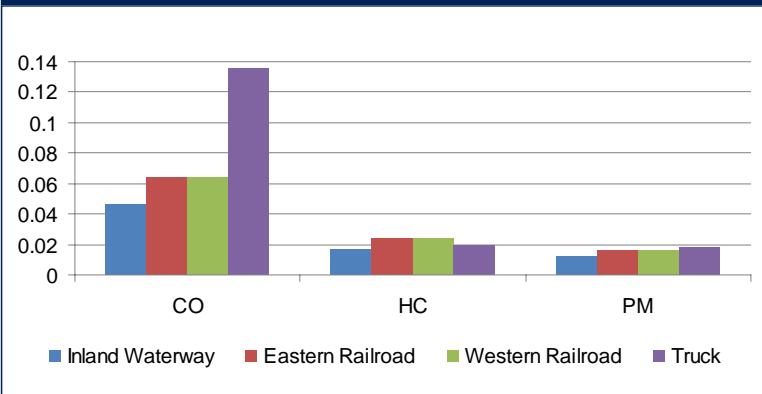
On March 14, both the Senate and the House of Representatives began a two week recess period. Both chambers will reconvene on March 31.

## DID YOU KNOW?

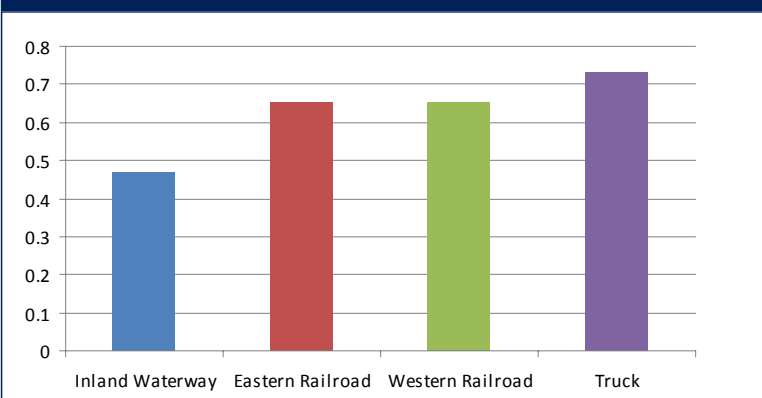
### Inland Waterways Designated Most Environmentally-Friendly Freight Mode

The inland waterways industry has the lowest emissions per ton-mile for carbon monoxide (CO), hydrocarbons (HC), particulate matter (PM) and nitrous oxide (NOx) when compared against eastern railroads, western railroads and trucks. The data and the charts showing these comparisons are taken from "A Modal Comparison of Domestic Freight Transportation Effects on the General Public," a recently-released study conducted by the Texas Transportation Institute for the Maritime Administration and the National Waterways Foundation. A copy of the study is available [here](#). For more information, contact Doug Scheffler, Government Affairs Associate, at (703) 841-9300, extension 264, or [dscheffler@vesselalliance.com](mailto:dscheffler@vesselalliance.com).

Grams per Ton-Mile for Carbon Monoxide (CO), Hydrocarbons (HC), and Particulate Matter (PM)



Grams per Ton-Mile for Nitrous Oxide (NOx)



## Six More Members Certify Responsible Carrier Program Compliance

Six more AWO member companies have certified or recertified their commitment to the Responsible Carrier Program® (RCP). Congratulations to these companies on their successful participation in the program! The RCP is the award-winning safety management program of the tugboat, towboat and barge industry. Members are required to undergo a certification audit by an AWO-certified third-party auditor within one year of joining AWO and to recertify every three years to verify

their continuing compliance with the Responsible Carrier Program.

For these companies, this achievement is tangible proof of their commitment to improved safety and environmental protection, and is concrete evidence of their dedication to the continuous journey toward this goal. AWO is proud of their accomplishment. For information on the RCP or the audit, please contact Bob Clinton at (703) 841-9300, extension 253, or via email at [bclinton@vesselalliance.com](mailto:bclinton@vesselalliance.com).

*The following companies have achieved audited certification:*

**Western Towboat Company**  
Seattle, WA

**McKinney Towing, Inc.**  
Gonzales, LA

**American Commercial Lines**  
Jeffersonville, IN

**Lewis & Clark Marine, Inc.**  
Granite City, IL

**DTC Marine Services, Inc.**  
Newell, WV

**Hughes Bros., Inc.**  
Edison, NJ

## RCP Accreditation Board Schedules May Meeting

The Responsible Carrier Program® (RCP) Accreditation Board has scheduled its next meeting for May in Charleston, SC. At this meeting, the board will review several new auditor applications, consider how the RCP audit program will evolve under the forthcoming towing vessel inspection regulations, and begin developing plans to provide AWO members with assistance in complying with the new regulations.

Current members of the RCP Accreditation Board are:

- Chairman John Patterson, Ingram Barge Company, representing the Inland Dry Sector;
- Brice Bond, Shell Trading (US) Company, representing Liquid Shippers;
- Rick Kimberly, Sause Bros., representing the Harbor Services Sector;
- Emily Reiblein, Moran Towing of Charleston, representing the Coastal Sector;

- Joseph Tyson, Canal Barge Company, Inc., representing the Inland Liquid Sector;
- Mike Weisend, AEP River Operations, representing Dry Shippers; and,
- Bob Clinton, AWO Vice President - Safety, as ex officio, non-voting member of the board.

These individuals represent all segments of our industry and come from companies of various sizes operating in all parts of the country. Board members include individuals with executive, operations, safety and sailing experience ensuring a deep understanding of the issues faced by the broadest range of AWO members.

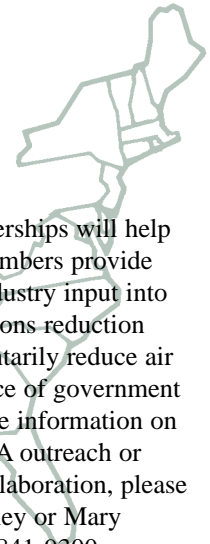
The role of the accreditation board includes the oversight and certification of Responsible Carrier Program auditors, clarifying and interpreting the audit guidelines, and considering and recommending changes to the audit program as appropriate.



If you have any questions concerning the upcoming meeting of the accreditation board, would like to provide input, or have questions about the Responsible Carrier Program or any other issue pertaining to safety, please contact Bob Clinton at (703) 841-9300, extension 253, or [bclinton@vesselalliance.com](mailto:bclinton@vesselalliance.com).

Atlantic Region

# Atlantic Region Engages Mid-Atlantic EPA Region Three on Voluntary Air Emissions Reduction



On March 13, AWO met with Environmental Protection Agency (EPA) official Bill Jones, Coordinator - Mid-Atlantic Diesel Collaborative, as part of a targeted outreach plan to engage EPA regarding voluntary and regulatory air emissions reduction in the Atlantic Region. AWO also recently met with the Northeast Diesel Collaborative (see March 7 *AWO Letter*). These regional EPA collaboratives combine public and private partners, including, EPA, states, industry and other stakeholders, to implement agency/industry partnerships to employ various strategies in a coordinated effort to significantly reduce emissions from diesel engines.

The Mid-Atlantic Diesel Collaborative is currently receiving funding to support the recently-released final EPA rule on engine emissions (see story, page 1) and is developing grants to disperse that funding. While grants, such as those for emerging technology, are not available to for-profit companies, a company can cooperate with a non-profit or government entity, such as a port authority, to petition for the funding. Two examples of

emerging technologies are hybrid tugboats and auto-shut-off mechanisms, and more information about these grants in the northeast can be found by clicking [here](#).

Mr. Jones joined the Northeast Diesel Collaborative in inviting AWO to participate, and possibly sit on a panel, in the Faster Freight/Cleaner Air East Coast Conference in New York, NY, on July 8-9. AWO participation in the Northeast and Mid-Atlantic Diesel Collaboratives and similar

EPA/industry partnerships will help Atlantic Region members provide essential towing industry input into emerging air emissions reduction programs and voluntarily reduce air emissions in advance of government regulation. For more information on Atlantic Region EPA outreach or industry/agency collaboration, please contact Chris Coakley or Mary McCarthy at (703) 841-9300, extensions 297 and 254, respectively, or [ccoakley@vesselalliance.com](mailto:ccoakley@vesselalliance.com) or [mmccarthy@vesselalliance.com](mailto: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) 372-1358.

DATE	LOCATION	CONTACT
April 21-22	Salyers Solutions, LLC New Orleans, LA	Jo Ann Salyers (Instructor) (504) 236-4962 <a href="mailto:salyers_solutions@hughes.net">salyers_solutions@hughes.net</a>
May 6-7	Salyers Solutions, LLC St. Petersburg, FL	Jo Ann Salyers (Instructor) (504) 236-4962 <a href="mailto:salyers_solutions@hughes.net">salyers_solutions@hughes.net</a>
May 21-22	Salyers Solutions, LLC Baltimore, MD	Jo Ann Salyers (Instructor) (504) 236-4962 <a href="mailto:salyers_solutions@hughes.net">salyers_solutions@hughes.net</a>
June 18-19	Salyers Solutions, LLC Huntington, WV	Jo Ann Salyers (Instructor) (504) 236-4962 <a href="mailto:salyers_solutions@hughes.net">salyers_solutions@hughes.net</a>
June 30-July 1	Salyers Solutions, LLC Honolulu, HI	Jo Ann Salyers (Instructor) (504) 236-4962 <a href="mailto:salyers_solutions@hughes.net">salyers_solutions@hughes.net</a>

Welcome  
New Affiliate Member!

**Marine Operations  
Management Service**  
71 Midway Drive  
McKees Rocks, PA 15136

Rep: David Grimm  
Owner





Atlantic Region**MASSACHUSETTS OFFICE OF COASTAL ZONE  
MANAGEMENT NDA DESIGNATION UPDATE**

In the March 7 *AWO Letter*, a story about commercial-grade waste pumpout accommodations for tugboats that operate within proposed No Discharge Areas (NDAs) in Massachusetts incorrectly implied that pumpout services by private companies would be free of charge. This is not the case. In the initial phase of the NDA implementation, commercial pumpouts provided by

the Commonwealth of Massachusetts will not have a fee, but the structure could change after the codification of the NDA by the Environmental Protection Agency.

In addition, the story prompted AWO members to suggest that an ideal location for a pumpout facility would be the Deer Island Waste Water Treatment Plant along the south side

pier which is approximately 300 feet long with a 15 foot draft. If you have any additional feedback for AWO on possible pumpout locations, please contact Chris Coakley or Mary McCarthy by April 1 at (703) 841-9300, extensions 291 or 254, respectively, or via email at [ccoakley@vesselalliance.com](mailto:ccoakley@vesselalliance.com) or [mmccarthy@vesselalliance.com](mailto:mmccarthy@vesselalliance.com). 🌐

Midcontinent Office**Missouri River Updates**

***Hulshof Introduces Resolution  
Reaffirming Importance of Navigation  
on the Missouri River***

On March 3, Congressman Kenny C. Hulshof (R-MO) introduced a resolution that reaffirms “continued Congressional support for commercial navigation on the Missouri River” and pays tribute to the role of commercial navigation on the river to the economic development of the country. Cosponsors of the resolution were Congressmen Todd Akin (R-MO), Roy Blunt (R-MO), Russ Carnahan (D-MO), William Lacy Clay (D-MO), Emanuel Cleaver II (D-MO), Sam Graves (R-MO), Ike Skelton (D-MO) and Congresswoman Jo Ann H. Emerson (R-MO).

The resolution was filed as House Resolution 1012 and was referred to the Transportation and Infrastructure Committee. The text of the resolution is on the House’s Web site, and can be accessed [here](#).

AWO thanks Congressman Hulshof and his co-sponsors for their continued support of the towboat, tugboat and barge industry. AWO will monitor progress of the resolution and report on developments. 🌐

***MoRAST Requests a  
Section 216***

The Missouri River Association of States and Tribes (MoRAST) has formally requested that the U.S. Army Corps of Engineers - Northwestern Division conduct a Section 216 study on the Missouri River Mainstem Reservoir System. Section 216 is part of the Flood Control Act of 1970 that allows for project reviews that have been affected by changes in physical, economic or environmental conditions. Beyond the initial reconnaissance, the study would be a 50-50 cost share with the MoRAST. The entire process would require congressional authorization. Senator Claire McCaskill (D-MO) and the state of Missouri have sent letters opposing the Section 216 study to John Paul Woodley, Jr., Assistant Secretary of the Army (Civil Works). The state of Missouri is not part of MoRAST. The Coalition to Protect the Missouri River will continue to work with navigation allies to ensure that Section 216 does not receive congressional authorization.

For more information, contact Lynn Muench, AWO Senior Vice President - Regional Advocacy, at (314) 446-6474 or at [lmuench@vesselalliance.com](mailto:lmuench@vesselalliance.com). 🌐