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AWO Files Motion to Intervene in Massachusetts Lawsuit

On Tuesday, March 8, AWO, along with INTERTANKO, the Chamber of Shipping of America, and BIMCO, an international shipping association, filed a motion seeking to intervene in the lawsuit filed by the U.S. Department of Justice (DOJ) against the Massachusetts oil spill statute enacted in August, 2004 (see *AWO Letter*, September 3, 2004.)



At the October convention in San Diego, the AWO Board of Directors authorized litigation in the matter of the Massachusetts legislation. In January, DOJ filed a lawsuit against the Commonwealth of Massachusetts in the Federal District Court in Massachusetts (see *AWO Letter*, January 21, 2005.) The DOJ lawsuit seeks to have portions of the Massachusetts statute declared invalid under the constitutional principles enunciated in 2000 by the U.S. Supreme Court in *U.S. v. Locke*, the INTERTANKO case involving the State of Washington.

Intervention in the lawsuit is important for two reasons. First, the four groups of vessel operators bring an important perspective to the court proceedings that would not otherwise be present. The Department of Justice is understandably, and rightly, concerned about the constitutional implications of the Massachusetts law and

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AWO Files Motion to Intervene in Massachusetts Lawsuit

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asserting the supremacy of federal laws and regulations. AWO and the other groups support that DOJ position, but also want to ensure that the court considers the operational difficulties that the Massachusetts law creates for vessel operators, and the detrimental effect on marine safety of having a state and a federal regulatory scheme covering the same matters.



Second, by becoming parties to the lawsuit, AWO and the other groups will be able to safeguard the interests of vessel operators during the proceedings. For example, one possible outcome is a negotiated settlement. If that were the result, the federal government would be bound by the terms of any settlement and the settlement would be enforced by a federal judge. As parties to the lawsuit, AWO and the other groups will be involved in any settlement negotiations that take place and will have a voice in determining the outcome of any settlement.

The motion to intervene request is likely to be granted by the presiding judge because none of the existing parties to the lawsuit have indicated that they will object to the motion. If granted, AWO and the others on the motion will become parties to the lawsuit as though they had been part of the original filing. AWO will then seek to have the unconstitutional provisions of the Massachusetts statute declared invalid.

A copy of the press release issued by AWO regarding the filing of the motion to intervene can be found on page 3. 🍀

AWO Participates in Waterways Council, Inc. Board Meeting and Hill Visits

AWO Sets Up Capitol Hill Visits, Attends Awards Dinner



Congressman Kenny Hulshof (R-MO) and AWO President Tom Allegretti at the annual Congressional Leadership Awards dinner.

On March 15, Waterways Council, Inc. (WCI) held its Spring board meeting in Washington, DC. AWO President Tom Allegretti, a WCI Board member, along with AWO staff Lee Hill and Boyd Hollingsworth, attended the board meeting. On Wednesday, March 16, WCI priority project teams conducted a series of visits to Congressional offices on Capitol Hill to seek support for full efficient funding for the priority projects, to ask for additional operations and maintenance funding to address critical maintenance backlogs at locks and dams, and to support inclusion of authorization for the Upper Mississippi River-Illinois Waterway (UMR-IWW) in this year's Water Resources Development Act legislation. AWO assisted with one of the priority project teams by setting up the Congressional appointments for the group. AWO Vice President - Legislative Affairs Boyd Hollingsworth and Legislative Assistant Angela Madden accompanied the group on its full day of visits to members of Congress.

On Wednesday evening, WCI held its annual Congressional Leadership Awards dinner and recognized Congressman John J. "Jimmy" Duncan (R-TN) and Congressman Jerry Costello (D-IL) for their work in support of the waterways and for their leadership on the House Subcommittee on Water Resources and Environment. AWO sponsored a table at the awards dinner with guests Congressman Kenny Hulshof (R-MO) and Corps of Engineers Director of Civil Works General Don Riley and his wife. John Anderson of Congressman Duncan's subcommittee staff and Rep. Duncan's former Chief of Staff David Balloff also joined AWO at its table for the evening.

AWO also aired one of its radio ads this week to coincide with the WCI congressional visits and awards dinner. The ads are part of AWO's Industry Image Campaign, and tout the value of waterways transportation to the nation. 🍀



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FOR IMMEDIATE RELEASE
March 9, 2005

Contact: Anne Davis Burns
(703) 841-9300

AWO, INTERTANKO, Chamber of Shipping of America Petition to Join U.S. Government Complaint against Commonwealth of Massachusetts State Oil Spill Act Seen as Threat to Safety, Environmental Protection

WASHINGTON, DC - The American Waterways Operators (AWO), the national trade association for the American tugboat, towboat and barge industry, the International Association of Independent Tanker Owners (INTERTANKO), the Chamber of Shipping of America, and the Baltic and International Maritime Council have formally petitioned to join a lawsuit filed by the U.S. Government against the Commonwealth of Massachusetts concerning an unconstitutional oil spill law enacted there. The lawsuit filed by the U.S. Department of Justice (Civil Action No. 05-10112 JLT) on January 18, 2005 charges that the Oil Spill Act impermissibly treads on federal jurisdiction, specifically, the jurisdiction of the U.S. Coast Guard, in making rules governing maritime operations in U.S. waters. It also asserts that comprehensive federal regulation already exists in the areas covered by the state Act, and that the Supremacy Clause of the U.S. Constitution provides that federal laws and regulations override any attempt by a state government to legislate or regulate in the same areas. This same provision was upheld against the State of Washington by a unanimous U.S. Supreme Court decision in *U.S. v. Locke*, 529 U.S. 89 (2000).

The Act was signed into law in Massachusetts on August 4, 2004 in response to a 2003 tank barge accident that resulted in an oil spill in Buzzards Bay. It regulates oil-carrying vessels traveling in interstate and/or international commerce while such vessels are within the waters of Massachusetts. AWO members transport most of the home heating oil and gasoline used in the New England states. The industry asserts that such interstate commerce requires a single, clear set of federal regulatory standards that are uniform from state to state and locality to locality, in order to avoid confusion that could lead to accidents.

AWO President & CEO Thomas A. Allegritti commented, "AWO has a long record of leadership in promoting and embracing measures that contribute to increased marine safety and environmental protection. We believe the U.S. Government has acted appropriately in bringing this lawsuit to assert and protect the U.S. Coast Guard's jurisdiction in matters relating to maritime safety and industry operations in U.S. waters. Furthermore, we believe this lawsuit is necessary to end a situation that threatens the safety of vessels and crews by creating confusion on the water, and compromises the considerable progress that has been made in recent years to protect precious marine ecosystems against accidental harm. In the past decade alone, the tank barge industry has accomplished an 85% reduction in tank barge oil spills and is working hard to achieve a goal of zero spills. We believe that the Oil Spill Act, however well intentioned, is a barrier to that goal."

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The Tugboat, Towboat and Barge Industry Association

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 23-24: Interregion Safety Committee Meeting, Houston, TX. For more information, contact Kathy Rehak.

April 19: "Capital River Relief" Clean Up. For more information, contact Anne Burns.

April 20: AWO Congressional "Barge-In," Washington, DC. For more information, contact Angela Madden.

April 21-22: AWO Spring Convention, Arlington, VA. For more information, contact Marilyn Clark.

June 16-17: Southern Region Meeting, Biloxi, MS. For more information, contact Marilyn Clark.

August 18: Midwest and Ohio Valley Joint Region Meeting, St. Louis, MO. A reception will be held on August 17. For more information, contact Lynn Muench at (314) 621-2929.

Sign Up for "Capital River Relief"

New, More Accessible Clean Up Site Selected This Year

As reported in the February 17 *AWO Letter*, AWO will participate in "Capital River Relief: Team Up to Clean Up" again this year in conjunction with the AWO Spring Convention. This effort to clean up and restore the Potomac and Anacostia rivers, led by Chad Pegracke and his organization, Living Lands & Waters, will take place on Tuesday, April 19. AWO will be an official sponsor of the project. Last year, McDonough Marine Service provided a 140-foot barge on which the approximately 70 tons of garbage collected was deposited and Moran Towing Corporation donated tugboat services to bring the barge to Washington from its berth in Norfolk and return it. **This year, the Clean Up promises to be a little less arduous, since it will take place near Belle Haven Marina on the Potomac River, not far from the Ritz-Carlton, AWO's convention hotel, with easier access and less dense territory to cover than last year's Clean Up on the Anacostia River.**



AWO members are invited to participate in the Clean Up from 2:00 p.m. until 5:00 p.m. on Tuesday, April 19. Transportation will be provided for participating AWO members, and will depart from the Ritz-Carlton at approximately 1:30 p.m. Please contact Marilyn Clark at m.clark@earthlink.net to let her know if you plan to participate.

Chad Pegracke is the founder of Living Lands & Waters, a nonprofit organization

formed in 1997 and dedicated to cleaning and restoring national waterways. Over the past eight years, the project has spread through nine states and 54 communities. With the help of his crew and thousands of volunteers, Chad has removed over 900 tons of trash from the waters of the Mississippi, Illinois and Ohio rivers. Please plan to be a part of this very worthwhile effort. For more information, please contact Anne Burns at aburns@vesselalliance.com.

Towing Vessel Inspection Comments Due to Coast Guard by March 23

All AWO Members Urged to Submit

AWO urges all members to submit written comments in response to the Coast Guard request for comments on towing vessel inspection by the March 23 deadline. The Coast Guard is looking for public input on the forthcoming rulemaking process to implement the new statute that adds towing vessels to the list of vessels subject to inspection.

Comments should be identified by Coast Guard docket number USCG-2004-19977, and can be submitted to the Docket Management Facility via fax or electronically. To avoid duplication, only one method of submission is needed. Comments sent via fax should be sent to the Docket Management Facility at (202) 493-2251. Electronic comments can be sent via the following Web site: <http://dms.dot.gov>. **AWO members who turned in a copy of their comments at one of the Coast Guard public meetings should formally submit a copy to the docket via fax or the Internet.** Members who have questions or need another copy of AWO's talking points should contact Jennifer Carpenter or Amy Brandt at (703) 841-9300.

Have You Registered for the AWO Spring Convention Yet?

The 2005 AWO Spring Convention is slated for April 19 - 22 at the Ritz-Carlton Hotel - Pentagon City in Arlington, VA.



Have you made your flight and hotel reservations yet?

Events surrounding the Convention will begin on **April 19** at 2:00 p.m. with a clean-up effort of the Potomac River (see story above), and will conclude on **April 23** with AWO's Annual Membership and Board of Directors meetings, which run until 11:30 a.m.

To register, please complete the enclosed registration form. For further information regarding the Spring Convention, contact Marilyn Clark at (703) 841-9300 via email at m.clark@earthlink.net.

“Emsworth Dam in Need of Fix”



After 70 years of facing the rushing Ohio River, breakaway barges and excessive use, the Emsworth Locks and Dam in Allegheny County is crumbling, which threatens the economic vitality of Pittsburgh’s rivers.

The dam controls access to the Ohio River for the Port of Pittsburgh, the second-busiest inland port in the country. The problems detailed in a 2001 U.S. Army Corps of Engineers report were so severe that \$15 million has been allotted in the 2006 federal budget to begin rehabilitation of the structure.

Cracked concrete lines the upper dam piers. Pieces of the lock wall tumble into the water when barges and towboats bump into the barrier. Two of the 14 dam gates that control water flow do not work. Kinks in rusty lift gate chains continually damage the machinery.

But the most serious problem is erosion, or scour, which could threaten the stability of pilings underlying piers that hold the dam in place, said Mike Rattay, the U.S. Army Corps project manager for Emsworth.

“The worst-case scenario is that the scour could undermine the dam and cause the piers to move,” Rattay said. “(If that happens), we could potentially lose the navigation pool.”

A loss of the navigational pool or even a complete dam failure would not cause major flooding to any surrounding

communities, Rattay said. Navigation dams such as Emsworth are in place to keep water levels deep enough for river traffic.

“These can’t be confused with flood-control dams,” he said. “It could induce minor flooding, but it’s there to provide a navigation pool.”

Emsworth has had 12 gates fail to open since 1998, Rattay said. The two broken gates have been out of operation since May 2003 and July 2004.

The corps maintains emergency action plans to save the pool in case the dam seriously breaks down. Originally built in 1921, the dam was rebuilt in 1935 and went through major rehabilitation from 1981-86. It is the oldest structure on the Ohio River.

The complete dam overhaul is estimated to cost \$78 million, Rattay said. The \$15 million proposed for 2006 is just a start. The rehabilitation includes correcting the scour problem and replacing 13 of 14 dam gates. The project probably will stretch to 2011.

Thousands of barges pass through the Port of Pittsburgh annually. In 2003, 41.7 million tons of coal, heating oil, iron ore and other goods traveled its rivers.

A loss of the pool would freeze most of the river traffic in Pittsburgh, and would, in essence, sink the more than 17 million tons of freight that pass through the Emsworth locks annually, corps officials said.

That’s not something that James Guttman, president of Mon River Towing in Belle Vernon, wants to think about.

“We use that lock and dam every day,” Guttman said. “It’s extremely vital to the area. The system has to be reliable. That’s where the locks and dam come in. It allows you to invest in it. If it continually fails, has unexpected repairs or takes

forever to get through the locks, then it’s not reliable. Right now, I think it is.”

Several area power plants depend on river shipments of coal and other raw materials to keep costs down. One barge equals 15 train hopper cars or 58 tractor-trailer loads.

Allegheny Energy operates two power plants in the region that depend exclusively on river travel: Mitchell

Power Station in Monongahela, Washington County, and Hatfield’s Ferry Power Station in Masontown, Fayette County. The two plants combined use almost 11,000 tons of coal that supply 2 million homes with

electricity daily, spokesman Allen Staggers said.

“Barge is the most cost-efficient way to get the coal there,” Staggers said. “It would be hard to replace this amount of power. It would affect the overall market price.”

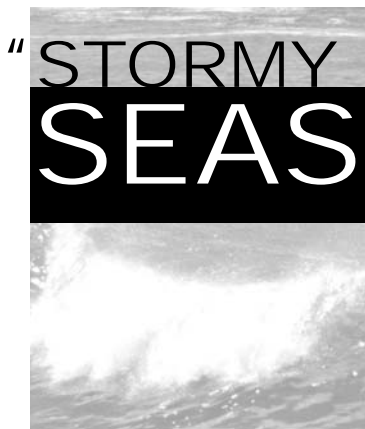
Emsworth is responsible for the river depth through the Point at Pittsburgh and up to Lock and Dam 2 on the Allegheny River, next to the Highland Park Bridge, and to the Braddock Dam on the Monongahela River. The depth at the Point must be watched closely and kept between 16 to 17 feet. Pittsburgh’s Mon Wharf floods at 18 feet.

Currently, Emsworth, Dashields Locks and Dam, near Glenwillard and close to the Beaver County line, and Montgomery Locks and Dam, in Industry, Beaver County, have the smallest lock chambers on the Ohio River. The 600-foot locks require boats with large tows of barges to push their cargos through in two trips, which costs time and money.

A report submitted in July 2001 by the Pittsburgh District of the Army Corps

This article, authored by Bobby Kerlik, appeared in the March 13 issue of the *Pittsburgh Tribune-Review*. It is reprinted here in its entirety.

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Coast Guard's lawsuit against oil spill act closely watched as test of states' rights

The Coast Guard's lawsuit challenging Massachusetts over its tough, new regulations on the oil shipping industry could have ramifications in coastal areas around the country.

If Massachusetts wins the case, which was filed in U.S. District Court in Boston in January, it could dramatically expand states' rights to regulate barge and tanker travel, according to state officials, environmental groups and a leading industry lawyer.

Conversely, some fear if the Massachusetts provisions are knocked out by the courts, similar measures could come under attack around the country.

of other state measures. California and Washington really broke ground on this stuff."

For instance, Massachusetts lifted the tugboat escort requirement from California law.

In its lawsuit, the Coast Guard said the state law stepped on "areas reserved to the federal government."

State officials and environmental groups are wary, saying a loss in U.S. District Court in Boston could ultimately spell trouble for state protections as far away as the Pacific Coast.

"We are tracking it with interest," said Jean Cameron, the executive coordinator of the Pacific States-British Columbia Oil Spill Task Force, formed in 1989 by the governors of Washington, Oregon, California and Alaska and the premier of British Columbia to coordinate environmental protections after the Exxon Valdez spill.

"If the suit is specific to certain parts of the Massachusetts legislation ... it would just define how many of us who aren't there can't go there," Cameron said. "If it's a specific requirement that some states are doing, such as requiring tug escorts, there could be some changes."

No hearing scheduled

The state has until the end of March to file a reply. No hearings have been scheduled yet.

Jonathan Benner, a Washington, D.C.-based lawyer for the two largest industry groups - Intertanko and American Waterways Operators - said Massachusetts' Oil Spill Act is unique, and the case would not apply to current laws in other states.

He said the Massachusetts law conflicts with the Coast Guard's decision to assert its jurisdiction over Buzzards Bay. Other states, like California, have a tugboat escort law in some waters where the Coast Guard has not claimed jurisdiction, he said.

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This article, written by David Kibbe, appeared in the March 6 issue of the *Cape Cod Times*. It is reprinted here in its entirety.

"Emsworth Dam"

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showed that the Emsworth dam's major problems were severe corrosion of dam gates, unreliable mechanical and electrical systems and the scour damage.

Currently, aluminum bulkheads are in place for the two broken dam gates while they are being repaired; but, according to dam workers, nearly all of the dam gates malfunction.

"The proper way to do maintenance on the (chain lift gates) is to remove them and soak them in a solvent," said Emsworth lockmaster Chris Johnson, 44. "These chains haven't been removed since 1935."

Deane Orr, general manager of CONSOL Energy's river division, traveled to Washington, D.C., Feb. 23 to lobby Congress for more funding for local lock and dam rehabilitation projects.

"A lot of major barge lines will not come to Pittsburgh because of the small lock chambers at Emsworth, Dashields and Montgomery," Orr said. "Those last three dinosaurs have to be replaced." ❁

"If Massachusetts wins, that's a good thing for the states," said Jeff Fishel, a policy analyst and lawyer for the state of Washington's Department of Ecology. "If they lose, there is a risk that we will have to look more closely, or it will give fodder to (the shipping industry) to go after more states."

The Massachusetts law, which was passed in response to the April 2003 oil spill in Buzzards Bay, was cobbled together from other state laws around the country. It requires barges in Buzzards Bay to have tugboat escorts and comply with a mandatory navigational route, minimum staffing and drug and alcohol testing.

"This bill draws very heavily on stuff California and Washington did, as well as Rhode Island and New Hampshire," said Mark Rasmussen, the director of the Coalition for Buzzards Bay, which helped the Legislature's Oil Spill Commission draft the Massachusetts law. "It's a mix

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"I'm unaware of any other state that has any provisions that have these constitutional infirmities," Benner said.

Benner successfully argued against the state of Washington's oil shipping law before the U.S. Supreme Court in 2000. The court ruled unanimously that Washington state had violated federal jurisdiction in areas involving crew training, English proficiency of crew members, mandatory navigational watches and accident reporting.

Last spring, Benner testified before the Massachusetts Legislature's Natural Resources Committee and warned that its soon-to-be-passed Oil Spill Act violated Coast Guard supremacy in Buzzards Bay.

Prediction: "Dead on arrival"

Benner said the same federal-state issues that are being argued in Massachusetts were settled in the 2000 Supreme Court case involving Washington state. He predicted Massachusetts' legal argument would be "dead on arrival."

But should Massachusetts win - which Benner believes is unlikely - it would have wide consequences.

"The implications for other parts of the country were that if Massachusetts were able to do this, it would radically alter existing constitutional law," Benner said. "But the fact is the Supreme Court has said quite recently they can't."

The Massachusetts case would likely have to rise to the U.S. Supreme Court to have a major impact on other states, which could take years.

"The risk to other states is that if the court just makes a very definite slam-the-door kind of judgment on certain provisions, it may drag in other tangential or similar but not identical regulations," said Fishel, of Washington state's Department of Ecology. "That would crimp our style."

Washington has a law that requires tug escorts in some sensitive areas, but it is matched by a federal regulation.

For months, the Coast Guard had been sending Massachusetts lawmakers public and private signals that the state was treading on federal jurisdiction.

The Coast Guard asked Gov. Mitt Romney to delay implementing the law last fall, but he refused. Most of the law is now in place on an emergency basis, and the state is moving to make the regulations permanent.

At the same time, the Coast Guard proposed federal regulations for tugboat escorts and a required navigational route in Buzzards Bay. Two hearings were held in New Bedford and on Cape Cod last November, and the Coast Guard is still reviewing comments.

It could be followed by a more specific federal proposal and another round of hearings.

Coast Guard criticized

U.S. Rep. Barney Frank, D-Newton, and some state lawmakers have harshly criticized the Coast Guard for backing the lawsuit, which is being argued by the U.S. Department of Justice.

"It's our mission to protect the public and the environment and U.S. economic interests," said Coast Guard spokeswoman Jolie Shifflet. "We're very interested in working with Massachusetts on all these issues."

Benner said the industry was prepared to launch its own lawsuit, but the Coast Guard argued the same points in its filing. He said the oil shipping industry would be harmed by a patchwork of state regulations, and two centuries of maritime law backed up the Coast Guard's argument.

"People would go nuts if the states started doing this with air traffic," Benner said. "Say when you fly over state lines you have to change the configuration of the airplane, you have to change the training of the crew. It's the same kind of thing (with shipping), with the same constitutional protections."

Massachusetts lawmakers are openly questioning what the Coast Guard is protecting - the environment or the shipping industry - by taking up the lawsuit.

The Coast Guard did not initially file a challenge to the Washington state law, but the federal government later joined Intertanko as plaintiffs in the case.

"Talk about an interesting use of taxpayer money at the federal level," said Rep. John Quinn, D-Dartmouth, who worked on the Oil Spill Commission that wrote the Massachusetts law.

Some see the hand of the shipping industry behind the Coast Guard's lawsuit.

"I wonder whether or not it's a strategy to say that so many of the measures are collected in the Massachusetts bill, so you go at the Massachusetts bill, and it's a chance to grab other states, too," said Rasmussen, of the Coalition for Buzzards Bay.

93 miles of oil

The April 27, 2003, oil spill by a Bouchard Transportation Co. barge hit 93 miles of shoreline, most heavily in places like Dartmouth, Fairhaven, Marion and Mattapoisett. It resulted in the deaths of more than 460 birds and the temporary closure of more than 180,000 acres of shellfish beds. Due to the winds that day, the Cape was largely spared.

Rep. Eric Turkington, D-Falmouth, who also served on the commission, said legislators carefully considered the legal ramifications.

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"STORMY SEAS"

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"I don't think there's a single provision in there that we didn't find already in place in some other state," Turkington said. "The idea that it wouldn't have any effect on those other states doesn't make sense."

Attorney General Thomas Reilly wrote to U.S. Attorney General John Ashcroft before the suit was filed in U.S. District Court in January, urging him to reconsider.

"While the Coast Guard has administrative proceedings under way, there is no certainty that the Coast Guard will adopt a tug escort requirement any time soon."

The Massachusetts law is getting recognized in other states like Washington, which fought the industry and lost.

"I'm glad Massachusetts is doing it," Fishel said.

Quinn believes it is an important states' rights issue.

"Either it's going to be a very good precedent as far as state rights in regulating this, or it's going to be a very bad precedent in which state rights are dramatically restricted if not eviscerated. It's a very important case. In our little corner of the world, we are trying to do right by the environment, but it's a case with tremendous ramifications."



Midcontinent Office

Mid-America Regional QSC Welcomes New Members

The Mid-American Regional Quality Steering Committee (RQSC) expanded to five members with the addition of Tom Smith, Canal Barge Company, Inc. and Frederik Nyhuis, Marathon Ashland Petroleum LLC. They will join Jim Farley, Kirby Inland Marine, LP; John Patterson, Ingram Barge Co.; and Capt. Tom Tray, Bay-Houston Towing Co., on the industry-Coast Guard partnership. The industry team was expanded to facilitate the review, update, and completion of the Waterways Action Plan (WAP). The WAP will create a consistent plan throughout the entire Western Rivers system for actions during high water, high velocity, low water, and, on some rivers, during icing.

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 LT Samson Stevens, U.S. Coast Guard, (202) 267-0173.

TYPE OF TRAINING	DATE	LOCATION	CITY, STATE	CONTACT
Coaches Training	Mar. 21-22	Foret Enterprises, Inc.	Houston, TX	Tava Foret (713)301-9575 tavaf@foretinc.com
Coaches Training	Mar. 24-25	Kirby Inland Marine	Channelview, TX	John Baker (713) 436-1449 john.baker@kirbycorp.com
Coaches Training	April 5-6	Maritime Compliance International	Gretna, LA	Kevin Gilheany Phone: (504) 319-3229 training@marcomint.com
Coaches Training	April 18-19	Seamen's Church Institute	Paducah, KY	Greg Menke (270)575-1005 gmenke@seamenschurch.org
Coaches Training	April 21-22	Massachusetts Maritime Academy	Buzzards Bay, MA	Peg Brandon (508) 830-5091 pbrandon@maritime.edu
Coaches Training	May 17-18	Massachusetts Maritime Academy	Buzzards Bay, MA	Peg Brandon (508) 830-5091 pbrandon@maritime.edu
Coaches Training	July 6-7	Seamen's Church Institute	Paducah, KY	Greg Menke (270)575-1005 gmenke@seamenschurch.org
Coaches Training	July 19-20	Foret Enterprises, Inc.	Houston, TX	Tava Foret (713)301-9575 tavaf@foretinc.com
Coaches Training	Nov. 10-11	Massachusetts Maritime Academy	Buzzards Bay, MA	Peg Brandon (508) 830-5091 pbrandon@maritime.edu