

National Leaders Boost Jones Act at Inaugural Maritime Strategy Symposium

AWO and AMP Representatives Meet with Secretary Foxx at the Event

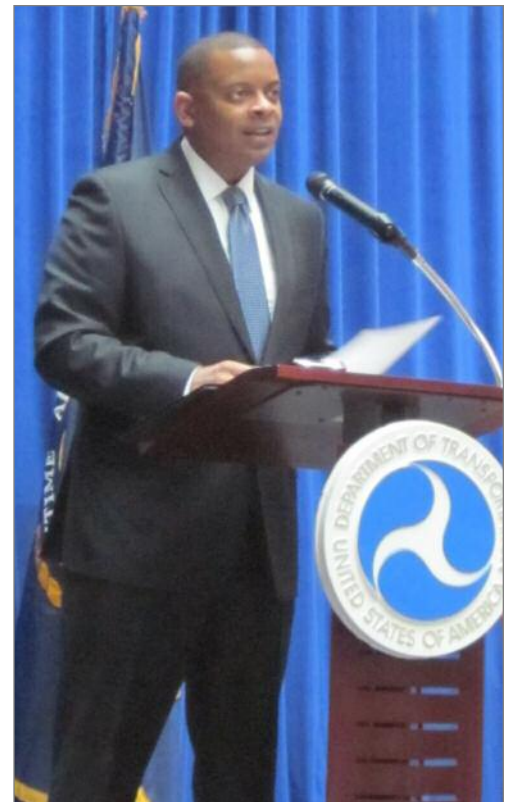
On January 14-16, the U.S. Maritime Administration hosted a National Maritime Strategy Symposium bringing together all segments of the American maritime industry to begin a dialogue leading to the development of a national strategy to strengthen the U.S. maritime industry. The theme of the event was “Cargo Opportunities and Sealift Capacity” and the primary focus was on growing the U.S. flag international fleet. Participating policymakers also discussed the importance of the domestic fleet and expressed strong support for the Jones Act.

In his opening remarks, Acting Maritime Administrator Paul “Chip” Jaenichen gave a history of the U.S. Merchant Marine that began with the 1920 enactment of the Jones Act. He celebrated the law as the critical policy that allows the U.S. to control its own supply chain, and warned of a return to a time “100 years ago” when “we didn’t have a U.S.

Merchant Marine.” He referred to the outbreak of World War I when “Western Europe withdrew all of their commercial ships from U.S. trade, leaving tons of cargo piling up on our docks - agricultural products just rotting at ports because there were no vessels available.” This inability to control the maritime supply chain, Jaenichen stated, left the U.S. vulnerable during a time of international crisis. He called for the creation of a comprehensive national maritime strategy to prevent history from repeating itself.

Rep. John Garamendi (D-CA), ranking member of the House Subcommittee on Coast Guard and Maritime Transportation, called on participants to seize the moment and formulate a cohesive national maritime strategy with the Jones Act at its core. He called the Jones Act “foundational for a vibrant merchant marine” and critical to rebuilding it. The enactment of a clear and cohesive national maritime strategy would create “certainty surrounding the Jones Act” and ensure that Jones Act waivers are not considered. Subcommittee Chairman Duncan Hunter (R-CA) delivered a luncheon speech expressing strong support for the Jones Act and called for strengthening MARAD enforcement of cargo preference laws.

During the symposium, a small group of maritime industry leaders met privately with new Secretary of Transportation Anthony Foxx. AWO Executive Vice President Jennifer Carpenter and members of the American Maritime Partnership emphasized the vitality of the domestic



Secretary of Transportation Anthony Foxx gives the keynote address at the National Maritime Strategy Symposium.

maritime industry, the 40,000 vessel Jones Act fleet, and the 500,000 American jobs supported by this critical law. They cited the multi-billion dollar investments being made by American companies in new generations of vessels for the domestic trade, including first-of-their-kind Liquid Natural Gas-fueled vessels, and noted that the Jones Act provides the certainty that enables companies to make these investments in world-leading technologies.

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In his remarks to the opening plenary, Secretary Foxx called the United States “a seafaring nation” and called for the creation of a strategic maritime policy that protects the nation’s economic interests.

Jim Weakley of the Lake Carriers’ Association made a presentation on behalf of the American Maritime Partnership on the economic, national security and homeland security benefits of the Jones Act, and former Federal Maritime Commissioner and Member of Congress Helen Bentley summed up the attitude of many of the maritime stakeholders who attended the symposium, stating “Thank God we have the Jones Act.” Mrs. Bentley noted that the cohesiveness of the domestic maritime industry in standing together “as a solid wall” in support of the Jones Act has been essential to the strong political support the law has enjoyed for nearly a century.

Acting Administrator Jaenichen concluded his remarks by stating that the health of the domestic fleet will be the focus of future discussion. AWO will continue to work with MarAd and other stakeholders to promote the importance of the Jones Act and the domestic maritime industry.

For more information on the symposium, please contact Brian Bennett at (703) 841-9300, extension 279 or bbennett@vesselalliance.com

Coast Guard Publishes Draft NVIC on Casualty Reporting

On January 14, the U.S. Coast Guard published a draft Navigation and Vessel Inspection Circular to provide guidance for interpreting regulations for marine casualty reporting. The draft NVIC is intended to assist industry in determining whether certain occurrences are reportable to the Coast Guard and enable the agency to more consistently capture casualty information from maritime stakeholders. Comments on the draft NVIC are due April 14.

The draft NVIC clarifies existing regulations, policies, and procedures and specifies that maritime industry stakeholders are responsible for the following actions:

- Determining whether an occurrence meets the criteria for notifying the Coast Guard;
- Making every effort by any means available to immediately notify the nearest Coast Guard Command Center, if events warrant; and,
- Submitting a written marine casualty report no later than 5 days following a reportable marine casualty.

The draft NVIC specifies that if there is any doubt whether an occurrence

constitutes a reportable marine casualty, responsible industry parties should contact the nearest OCMI to determine an appropriate response.

The Coast Guard has published this draft NVIC for comment at the same time that a Towing Safety Advisory Committee working group has been established to review casualty reporting requirements and make recommendations for ways to improve the process. The Coast Guard has asked TSAC to review and recommend changes to reporting forms CG-2692, CG-2692A and CG-2692B, as well as the draft NVIC. The TSAC working group also intends to conduct a broader review of the reporting process and provide additional recommendations based on its findings.

Maritime stakeholders are encouraged to submit comments on the draft NVIC and to work with the TSAC working group, which is open to the public, as it develops its recommendations. To read the Federal Register notice, click [here](#). To read the draft NVIC, click [here](#).

For more information, please contact Brian Vahey at (703) 841-9300, extension 251, or bvahey@vesselalliance.com

Welcome, New Affiliate Members!

Elliott Bay Design Group
Seattle, WA
Member Rep: Christina Villiott,
Director of Marketing & Sales
www.ebdg.com

JPMorgan Chase Bank, N.A.
New Orleans, LA
Member Rep: John Kallenborn,
Senior Vice President
www.jpmorganchase.com

JEFFBOAT, LLC
Jeffersonville, IN
Member Rep: John Nugent,
Director of Sales
www.jeffboat.com

TowWorks, LLC
Lake Jackson, TX
Member Rep: Richard Tiller,
Managing Partner
www.TowWorks.com

U.S. Coast Guard Begins STCW Stakeholder Outreach

Efforts Include Webinar, February Public Meeting, New NVICs

The U.S. Coast Guard will host a public meeting on February 11 to discuss implementation of the final rule on the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers. The meeting will be held at U.S. Department of Transportation Headquarters in Washington, D.C., from 1:00 - 3:00 p.m. EST. Additional details will be published in an upcoming Federal Register notice and AWO will inform members when further information is available.

The public meeting is the Coast Guard's second round of stakeholder outreach, following a webinar held on January 23. The virtual meeting was introduced by CAPT John Burton,

Director of Inspections and Compliance at Coast Guard headquarters, who noted the Coast Guard's commitment to ensuring the industry's smooth transition to STCW compliance. CAPT Burton was joined by Ms. Mayte Medina, Chief of the Marine Personnel Qualifications Division in the Office of Operating and Environmental Standards; Mr. Luke Harden, Chief of the Mariner Credentialing Program Policy Division in the Office of Commercial Vessel Compliance; and Ms. Tina Bassett of the National Maritime Center. The three speakers



provided an overview of the STCW final rule, changes from the August 2011 supplemental notice of proposed rulemaking, grandfathering and transition provisions included in the final rule, and requirements for medical certificates and other endorsements. To view the Coast Guard's presentation, click [here](#).

During the webinar, the Coast Guard announced that the NMC has published four draft NVICs to help stakeholders comply with the final rule. Published NVICs address basic training, medical certification, grandfathering, and course approval. These NVICs can be accessed from the NMC's website by clicking [here](#). CAPT Burton noted that in total, the NMC intends to publish 26 NVICs to help implement the STCW requirements. The Coast Guard will be accepting comments on each NVIC simultaneous with its publication. Details on how to comment on the NVICs will be described in a forthcoming Federal Register notice.

STCW applies to mariners on vessels 200 GT ITC or more operating beyond the boundary line. Vessels that operate exclusively on the inland rivers, the Great Lakes, the Straits of Juan de Fuca, or on the Inside Passage between Puget Sound and Cape Spencer are exempt from STCW compliance.

For more information on the January 23 webinar or the recently published NVICs, please contact Brian Vahey at (703) 841-9300, extension 251, or bvahey@vesselalliance.com.

Save the Date: TSAC to Meet March 19-20 in New Orleans

On March 19-20, the Towing Safety Advisory Committee will meet in New Orleans to discuss next steps on open task statements, including review of Coast Guard marine casualty reporting requirements, review of the Coast Guard-AWO Safety Partnership's report on inland towing vessel inspection and repair standards, and recommendations on criteria for identifying air draft for towing vessels and tows. TSAC will also continue its discussion of task statement 13-02, manning of inspected towing vessels, focusing on manning for towing vessels traveling internationally. TSAC's recommendations for manning of inspected towing vessels on domestic voyages were submitted to the U.S. Coast Guard in September 2013.

TSAC will meet at the Wyndham Riverfront Hotel. Further details, including an agenda for the two-day meeting, will be announced in the Federal Register in the coming weeks. AWO will publish this information when it becomes available.

For more information, please contact Brian Vahey at (703) 841-9300, extension 251, or bvahey@vesselalliance.com.



Coast Guard Proposes to Harmonize Standards for Fire Protection, Detection and Extinguishing Equipment

On January 13, the U.S. Coast Guard issued a notice of proposed rulemaking to amend its regulations for certain design and approval standards for fire protection, detection and extinguishing equipment. The proposed amendments would:

- Harmonize Coast Guard regulations with appropriate national and international consensus standards;
- Address advances in fire protection technologies and standards;
- Update Coast Guard approval processes for fire detection and alarm systems; and,
- Revise Coast Guard regulations for other types of equipment or components such as spanner wrenches, non-metallic pipes, and sprinkler systems.

The proposed changes are necessary to ensure that Coast Guard regulations remain current and address changes in technology. Comments are due April 14. To read the NPRM, click [here](#). For more information, please contact Brian Bennett at (703) 841-9300, extension 279, or bbennett@vesselalliance.com.

Coast Guard Delays Updated Chemical Categorization

The U.S. Coast Guard is delaying the effective date of its August 16, 2013 interim rule updating liquid chemical categorizations to investigate and, if necessary, correct technical errors that were brought to the Coast Guard's attention by public comments on the interim rule. The interim rule updates and revises regulatory tables listing liquid hazardous materials, liquefied gases, and compressed gases that have been approved for maritime transportation in bulk and indicates how the pollution potential of each substance has been categorized.

The interim rule will now become effective on January 16, 2015. To read the interim rule, click [here](#). For more information, please contact Brian Bennett at (703) 841-9300, extension 279, or bbennett@vesselalliance.com.

REMINDER:

Upcoming Public Meetings for Corps GLMRIS Report, AWO Members Urged to Attend

As previously reported, the U.S. Army Corps of Engineers is holding a series of public meetings to present its Great Lakes and Mississippi River Interbasin Study Report throughout the month of January. In addition to its previously announced meetings, the Corps has added a meeting in New Orleans. The dates and locations of the remaining meetings are:

- **January 27 @ 4:00 p.m. in Bloomington, MN**
Refuge Headquarters and Bloomington Education and Visitor Center
3815 American Boulevard East
- **January 30 @ 4:00 p.m. in Alton, IL**
National Great Rivers Museum
#2 Locks and Dam Way
- **January 31 @ 4:00 p.m. in New Orleans, LA**
USACE-MVN, District Assembly Room A
7400 Leake Avenue

AWO encourages members to participate in these public meetings. To register in advance to speak at any of the meetings, please click [here](#) to visit the GLMRIS Report website and click the "Register to Speak" button below the meeting you plan to attend. If you would like talking points to inform your meeting remarks, please click [here](#).

The GLMRIS Report presents eight alternatives for preventing the transfer of aquatic invasive species, including Asian carp, between the Great Lakes and Mississippi River basins. Four of the alternatives involve the complete or partial hydrologic separation of the basins through the construction of physical barriers at various points in the Chicago Area Waterways System, which would adversely impact the thousands of marine transportation-reliant jobs and businesses throughout the Great Lakes and Mississippi River system.

For more information, please contact Lynn Muench at (314) 446-6474 or lmuench@vesselalliance.com, or Caitlyn Stewart at (703) 841-9300, extension 262, or cstewart@vesselalliance.com.

Old Non-Tank Vessel Response Plans to be Deactivated January 31

The U.S. Coast Guard will deactivate all non-tank vessel response plans created under the interim provisions of Navigation and Vessel Inspection Circular 01-05, regardless of their expiration dates, on January 31. The only NTVRPs that will remain active after January 30 are those that have been updated, reviewed, and found to be in compliance with the September 30, 2013 final rule or have been issued a new six-month interim operating authorization. As referenced in the January 14 AWO Letter, [Marine Safety Information Bulletin](#) 42-13 identifies the minimum requirements that must be met to receive a six-month IOA under the new rules.

Affected non-tank vessel owners or operators, which include owners and operators of towing vessels over 400 gross tons carrying oil as fuel, must submit their plans to the Coast Guard by January 30. For more information, please contact Brian Bennett at (703) 841-9300, extension 279, or bbennett@vesselalliance.com.



Corps Tells Seventh Circuit to Uphold Dismissal of Asian Carp Litigation

On January 22, a three-judge panel of the U.S. Court of Appeals for the Seventh Circuit heard arguments from attorneys representing the state of Michigan and the U.S. Army Corps of Engineers as it considers whether or not to uphold a U.S. district court decision to dismiss Michigan's complaint. Michigan leads four other states bordering the Great Lakes, including Wisconsin, Minnesota, Ohio and Pennsylvania, in seeking an order requiring the Corps to "expeditiously develop and implement" the permanent physical separation of the Chicago Area Waterways System from Lake Michigan to prevent the migration of Asian carp.

The district court dismissed Michigan's complaint because it concluded that the Corps operates and maintains the CAWS at the express statutory direction of Congress. The states continue to claim that the Corps' operation and maintenance of the CAWS constitutes a public nuisance due to what they allege is the risk that Asian carp "have and will migrate into Lake Michigan." However, the district court agreed with the Corps that actions statutorily authorized by Congress cannot create liability for nuisance.

At the hearing, the attorney representing the state of Michigan urged the panel to reverse the dismissal so that the merits of the state complaint could be decided in district court. The Corps' attorney argued that the district court's judgment should be affirmed because

the Corps has taken steps to control the Asian carp population, including by presenting options to prevent invasive species transfer in the recently released Great Lakes and Mississippi River Interbasin Study Report.

In addition to the grounds on which the district court dismissed Michigan's complaint, the case can be dismissed on two alternate grounds: first, that the U.S. government has

sovereign immunity to a federal common law claim for public nuisance; and second, that Congress has displaced federal common law by taking action to address invasive species between the Great Lakes and Mississippi

River basins while leaving in place the statutory mandate to operate the CAWS.

The Metropolitan Water Reclamation District of Greater Chicago is a co-defendant with the Corps. The Coalition to Protect Our Waterways, an industry coalition of which AWO is a member, and Wendella Sightseeing Co., Inc., a Chicago-based passenger vessel operator, have intervened in the litigation on the side of the Corps.

The Seventh Circuit will rule on the states' appeal within 60 days of the hearing. For more information, please contact Lynn Muench at (314) 446-6474 or

lmuench@vesselalliance.com, or Caitlyn Stewart at (703) 841-9300, extension 262, or cstewart@vesselalliance.com.



Midwest, Ohio Valley and Southern Regions Hold Joint Annual Meeting in New Orleans

AWO members from the Midwest, Ohio Valley and Southern regions gathered in New Orleans on January 16-17 for their joint annual meeting. They were joined by AWO Chairman Buckley McAllister, McAllister Towing, who emphasized in his Chairman's Report the importance of ensuring that AWO continues to provide high value to its members.

In conjunction with the annual meeting, the AWO Coastal and Interregion Safety committees and the Mid-America Regional Quality Steering Committee of the Coast Guard-AWO Safety Partnership also met in New Orleans (see related stories, page 8 and 10, respectively).

The annual meeting began with a business session on January 16 led by Ohio Valley Region Chairman Bill Barr, Amherst Madison, Inc. and sponsored by AccuTrans, Inc. Mr. Barr introduced the afternoon's keynote speaker, RADM Kevin Cook, Commander of the Eighth U.S. Coast Guard District. RADM Cook thanked the industry for its strong partnership with the Coast Guard and summarized some of the initiatives underway in the Eighth District, including the successful Towing Vessel Bridging Program. Members were also addressed by David Dale, Programs Director for the U.S. Army Corps of Engineers Great Lakes and Ohio River Division, who provided an overview the waterways infrastructure improvement projects underway on the Ohio River and discussed the Corps' funding challenges. In addition, Holly Riester, AWO Director – Safety and Environmental Stewardship, updated members on the 2013 achievements and 2014 goals of the safety program, and Matt Woodruff, Kirby Corporation,



RADM Kevin Cook, Commander of the Eighth U.S. Coast Guard District, gives the keynote address at AWO's Combined Annual Meeting of the Midwest, Ohio Valley and Southern Regions. At left is AWO Midwest Region Chairman Gregg Thauvette, The Great Lakes Group

briefed members on the status of the Waterways Council, Inc.-led effort to secure the adoption and implementation of the Capital Development Plan.

Lynn Muench, AWO Senior Vice President – Regional Advocacy, and Mark Wright, AWO Vice President – Southern Region, presented the proposed 2014 priorities for the Midcontinent Office and Southern Region, which were unanimously approved. To read the Midcontinent Office priorities, please click [here](#). To read the Southern Region priorities, please click [here](#). Members also approved the slates presented by the Midwest, Ohio Valley and Southern

region nominating committees for their respective Boards, which will now be presented to the AWO Board of Directors for approval at its meeting in April.

For the Ohio Valley Region, Jeff Keifer, AEP River Operations; Mike Somales, Murray American Transportation, Inc.; Glenn Hendon, Hunter Marine; Larry Daily, McNational, Inc.; and George Leavell, Wepfer Marine, Inc., were nominated to the Board, and Don Miller, Mt. Vernon Barge Service, was nominated as the alternate. Mr. Barr and Mr. Keifer will complete the second year of their two-year terms as Ohio Valley

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Midwest, Ohio Valley and Southern Regions Hold Joint Annual Meeting in New Orleans

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Region Chairman and Vice Chairman, respectively.

For the Midwest Region, Kent Pehler, Brennan Marine, Inc.; Del Wilkins, Illinois Marine Towing, Inc.; Matt Stump, Andrie, Inc.; and Tim Powers, SCF Marine Inc., were nominated to the Board, and Brent Gaines, James Marine, Inc., was nominated as the alternate. Mr. Pehler and Mr. Wilkins were nominated to serve two-year terms as Midwest Region Chairman and Vice Chairman, respectively.

For the Southern Region, Z. David DeLoach, DeLoach Marine Services; Mark Bourgeois, LeBeouf Bros. Towing, LLC; Mark Flynn, Higman Marine Services, Inc.; Mike Ellis, Settoon Towing, LLC; Ray Sick, Enterprise Marine Services, LLC; Clark Todd, Blessey Marine Services,

Inc.; and Gary Osorno, CGBM 100, LLC/AccuTrans, Inc., were nominated to the Board, and Kelly Teichman, T&T Marine Salvage, Inc., was nominated as the alternate. Mr. DeLoach and Mr. Woodruff will complete the second year of their two-year terms as Southern Region Chairman and Vice Chairman, respectively.

The annual meeting continued on January 17 with a discussion session led by Southern Region Chairman Mr. DeLoach and also sponsored by AccuTrans, Inc. AWO Fatigue and Crew Alertness Working Group Chairman Dave Brown, Ingram Barge Company, introduced the morning's featured presenter, Dr. Kathy Reid of Northwestern University. Dr. Reid helped lead Northwestern's AWO-supported split-sleep research and is the principal investigator of the study commissioned by the Transportation Research Board to develop best practices to enhance sleep efficiency among crewmembers in the tugboat, towboat and barge industry. Dr. Reid explained the goals of the study and the importance of AWO member participation.

Tom Allegretti, AWO President & CEO, discussed AWO's 2014 focus and game plan, including an update on the implementation of the recommendations of the Task Force on the Future Missions and Capacity of

AWO. Members also heard updates from Mark Wright on AWO's progress toward achieving its Board-approved PAC goals and from Ann McCulloch, AWO Director – Public Affairs & Communications, on AWO's strategic plan to grow its public affairs program. Ms. Muench briefed the group on the Corps' recent report presenting options for preventing the spread of Asian carp and other invasive species between the Great Lakes and Mississippi River basins and emphasized the importance of member engagement to ensure that the physical separation of the basins and the closure of locks are prevented.

Jennifer Carpenter, AWO Executive Vice President, presented the proposed 2014 national priorities for member discussion. A motion was made and members agreed to propose a new priority that states the goal of preserving the integrity of the inland waterways navigation system as AWO works with government and other stakeholders to prevent the movement of invasive species. After review at the Atlantic and Pacific region annual meetings, the proposed priorities will be presented to the AWO Board of Directors for approval at its April meeting.

For more information about the joint annual meeting of the Midwest, Ohio Valley and Southern regions, please contact Lynn Muench at (314) 446-6474 or lmuench@vesselalliance.com, or Mark Wright at (985) 674-3600 or mwright@vesselalliance.com.



David Dale, Programs Director for the U.S. Army Corps of Engineers Great Lakes and Ohio River Division, addresses AWO members in New Orleans.

Coastal and Interregion Safety Committees Hold Joint Meeting in New Orleans

On January 15 and 16, the AWO Interregion and Coastal Safety Committees held a joint meeting in New Orleans, prior to the AWO Midwest, Ohio Valley and Southern Regions Combined Annual Meeting. More than 140 representatives of AWO member companies attended the meeting, presided over by Coastal Safety Committee Chairman Matt Baker, Moran Towing Corporation, and Interregion Safety Committee Chairman Jason Adams, Ingram Barge Company.

The meeting's keynote presentation was given by the Honorable Mark R. Rosekind, Ph.D., a Member of the National Transportation Safety Board. Member Rosekind addressed the group on the issue of building a safety culture in an organization. In his presentation entitled "Creating a Culture of Safety: Challenges and Opportunities," Member Rosekind highlighted the importance of a data-driven approach to safety. He noted how difficult it is to know what is meant by safety culture, asking, "What is it? How is it created? And how do you measure it?"

He also cited data showing that there are specific traits associated with positive safety outcomes, stating that an organization that truly values a positive culture of safety needs to have committed leaders and safety must be emphasized over competing goals. The safety traits and ways that organizations can implement and encourage them were discussed, as well as organizations from other transportation sectors that stand out as both good and bad examples of safety culture. Attendees had the opportunity to ask questions and discuss particular issues with Member Rosekind after his

presentation. To see Member Rosekind's full presentation, click [here](#).

A second keynote presentation, Best-In-Class Practices: Near Miss & Incident Investigation, was given on Thursday by Rick Dunn, President and Chief Advisor, SafeMARINER™, LLC. Mr. Dunn spoke about why near miss programs are important and how to use near miss incidents with High Learning Value to help determine where to focus time and resources to get the most impact. He stated that this focus allows an organization to use the precursors to serious injuries, fatalities and spills to identify HLV incidents and focus on prevention, calling this strategy "mining the diamonds."

Building on the work of the Coast Guard-AWO Quality Action Team on Operational Oil Spills, which met earlier in the week, Jennifer Carpenter, AWO Executive Vice President, facilitated a productive discussion on the causes of and best practices for preventing operational oil spills from towing vessels. Members in attendance shared their experiences and offered their perspectives on the most prevalent causes of spills in the categories of human factors, organizational factors and material or equipment issues. They then discussed the ways that they have addressed these issues in their own organizations. One of the most noted causes of spills was distraction. Companies have used

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National Transportation Safety Board Member Mark Rosekind addresses the joint meeting of the AWO Coastal & Interregion Safety Committees, stressing the importance of creating a culture of safety.

Coastal and Interregion Safety Committees Hold Joint Meeting in New Orleans

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different techniques to address this, but the concern over distraction is widespread. The notes from this discussion will be compiled and provided to the QAT for use as a reference in its report, which will in turn be available for AWO members.

Holly Riester, AWO Director – Safety & Environmental Stewardship, provided updates on the AWO safety program and discussed priorities for 2014. In particular she noted that as the industry moves closer to implementation of Subchapter M, AWO will be undertaking an evaluation of the Responsible Carrier Program and a gap analysis of the RCP as compared to other safety management systems and vetting protocols. This is an important step in the process to ensure that the RCP remains relevant and is well-positioned to be accepted by the Coast Guard as a Towing Safety Management System under Subchapter M.

Ms. Riester also noted that AWO will be moving forward with two working groups recommended by the Task Force on the Future of AWO Safety Leadership, including one that will develop a tool for continuous safety improvement for the towing industry. This Towing Vessel Self-Assessment would be similar to the TMSA tool developed by oil shippers for the tank vessel industry. The other working group will focus on Environmental Stewardship and will be working on understanding what world-class environmental stewardship looks like and how our industry can move toward that goal. Ms. Riester also stated that

the AWO Executive Committee had approved the charter of a leadership group for the safety committees, the Safety Leadership Advisory Panel, which will provide a link between the larger committees and other AWO bodies, such as the Board and Executive Committee and the Coast Guard-AWO Safety Partnership, as well as helping to plan the content of meetings to reflect the needs of safety committee members.

Tom Allegretti, AWO President & CEO, spoke to the attendees about the major issue challenges and objectives of AWO for 2014 and how the safety program ties into those. Two of the first three items on the list of challenges and objectives are related to safety and environmental stewardship, indicating how important they are to the association and the industry. Mr. Allegretti also explained how the association is implementing changes in response to board approval of the recommendations of the Task Force on Future Missions and Capacity of AWO.

The joint safety meetings provided an opportunity for attendees to learn both from the speakers and each other about ways they can improve the safety of their employees and their company as a whole. The next meetings of the AWO Interregion and Coastal Safety committees will be held in August. To view presentations and meeting packets from the January meeting, click here. For more information about the joint meeting, please contact Holly Riester at (703) 841-9300, extension 253, or hriester@vesselalliance.com.

CEMS Training Opportunities Available

The Crew Endurance Management System is a system for managing risk factors in maritime work environments that can lead to human error and performance slumps. The U.S. Coast Guard and AWO have been working together to help companies implement the principles of CEMS. The courses listed below are CEMS coaches classes, which are conducted by Salyers Solutions, LLC.

February 19-20, 2014
Seaman's Church Institute
Salyers Solutions, LLC
Houston, TX
(504) 236-4962

For questions on these courses, please contact Jo Ann Salyers at (504) 236-4962 or via email at joann@salyerssolutions.com.

Welcome, New Carrier Members!

Graestone Logistics LLC
Member Rep: Michael Beesecker, President
Murray, KY

So Cal Ship Services
Member Rep: Mark Wrobel, General Manager
Long Beach, CA
www.Ship-Services.com

Please Join AWO for the 12th Annual Congressional Barge-In April 2 in Washington, DC!

This year, 2014, marks AWO's 70th Anniversary, which makes this year's Barge-In a special event.

Our goal is to build on last year's great turnout to make it the biggest AWO Barge-In ever. We have the chance to extend our reach on Capitol Hill to raise awareness of our industry's importance to the nation. We want more lawmakers to take notice of who our industry is and what we do, especially in this 70th anniversary year.

This is your opportunity to talk with Members of Congress about the industry's longstanding commitment to safe, reliable and efficient transportation of essential goods on the waterways of the United States. It's a compelling story about jobs and the economy, and what we need to do to keep America's cargo moving in the future.

Members of Congress need to know that the work they do in Washington has a real impact on the companies you work

for, the work you do and the men and women you employ. This is why you need to make your voice heard.

Please plan to join us for AWO's signature day of advocacy on Capitol Hill on Wednesday, April 2. Building relationships builds value, and in-person advocacy is essential to securing industry champions that will stand up and fight for our interests. Prior experience is not necessary. Whether you have a personal relationship with your Senator or don't know your local Congressman, AWO wants you at the Barge-In.



Planning for the 12th Annual Barge-In is now underway to assure targeted visits with Senators and Representatives. Sign-up for the Barge-In is part of the AWO Spring Convention registration form, which is available by clicking [here](#). If you have any questions, please contact Frank Leach at (703) 841-9300, extension 254, or fleach@vesselalliance.com.

Midcontinent Office

Mid-America RQSC Meets in New Orleans

On January 15, the Mid-America Regional Quality Steering Committee held its winter meeting prior to the Midwest, Ohio Valley and Southern Regions Combined Annual Meeting in New Orleans.

The RQSC is part of the U.S. Coast Guard-AWO Safety Partnership, which has focused on developing non-regulatory solutions to safety and security issues facing the tugboat, towboat and barge industry for nearly 20 years. AWO members on the RQSC are Jason Adams, Ingram Barge Company; Bill Barr, Amherst Madison, Inc.; Z. David DeLoach, DeLoach Marine Services; Tom Smith, Canal Barge Company, Inc.; and Mike Vitt, E.N. Bisso & Son, Inc. Mid-America RQSC co-chairs are Mark



Wright, AWO Vice President – Southern Region, and CAPT John Arenstam, Eighth Coast Guard District Chief of Western Rivers.

After introductions, Holly Riester, AWO Director – Safety & Environmental

Stewardship, and Mr. Adams provided an overview of the upcoming AWO Coastal and Interregion Safety Committees meeting. The RQSC then discussed scheduling regional meetings for the Casualty Data Quality Action Team in Baton Rouge and Louisville. These meetings will provide a forum to analyze casualty data with stakeholders to improve safety in specific navigational areas. CAPT Arenstam and Mr. Wright updated the committee on the initial work of the

Western Rivers Aids to Navigation Efficiency QAT. The QAT met after the RQSC meeting to hear presentations from the Coast Guard and AWO members about e-navigation. RADM Kevin Cook, Eighth Coast Guard District Commander, attended the QAT meeting. Mr. Vitt, an RQSC member who is also a member of the Towing Safety Advisory Committee, provided an update about TSAC's work since the last RQSC meeting.

For more information on the Mid-America RQSC meeting and its work, please contact Mark Wright at (985) 674-3600 or mwright@vesselalliance.com, or Caitlyn Stewart at (703) 841-9300, extension 262, or cstewart@vesselalliance.com.

Midcontinent Office***AWO Submits Comments on Negative Impact of Illinois EPA Emergency Rulemaking; Similar Action Proposed in City of Chicago***

On January 21, AWO submitted comments to the Illinois Pollution Control Board in response to an Illinois Environmental Protection Agency request to issue new rules regulating operators of petroleum coke (petcoke), coal and bulk material storage facilities without adhering to the 14-day response time as set forth under Illinois law.

AWO's comments urged the IPCB to reject IEPA's motion for emergency rulemaking because an emergency does not exist. AWO also emphasized that a U.S. Environmental Protection Agency study has shown that petcoke is non-toxic, non-hazardous, and not an imminent risk to public health. The comments closed by saying that the implications of such an unwarranted action would hurt AWO companies transporting petcoke, coal and other bulk materials. AWO asked the IPCB to carefully examine all data and choose a course of action that follows the law. On January 23, the IPCB [rejected](#) IEPA's request, ruling that the situation did not constitute an "emergency" under the statute. The Board will consider the IEPA's proposal under the general rulemaking process.

A similar rule has been proposed by the City of Chicago. Comments are due February 7. To read the proposed rule, click [here](#). An AWO member working group will be convened to develop comments on this proposed rule. To read IEPA's motion, click [here](#). To read the AWO comments, click [here](#).

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Distracted Operating Makes NTSB 2014 Most Wanted List

On January 16, the National Transportation Safety Board issued its Most Wanted List of Transportation Safety Improvements. This annual list sets the transportation safety advocacy agenda for the agency, which has the jurisdiction to investigate all civil air travel accidents in the United States and certain maritime, highway, railway and pipeline accidents.



This year's list highlights the continued danger of distracted operating due to the use of personal electronic devices such as smartphones and tablets in all modes of transportation. For the first time the report explicitly calls for new regulations and laws that expressly prohibit their use by marine personnel, stating:

While laws and regulations already prohibit PED usage in some operations, such as during commercial flight operations and by on-duty rail operations personnel, these laws and regulations need to be expanded to on-duty marine crewmembers and all motor vehicle drivers. Such laws and regulations set a tone for what will and will not be tolerated when operating planes, trains, ships, pipelines, and vehicles.

In addition to new laws and regulations, the report calls on companies to enact policies and to proactively educate employees on the dangers of distracted operating. AWO is committed to maritime safety leadership and continues to work with member companies to prevent distracted operating through the Responsible Carrier Program and overall safety advocacy work. All AWO members are strongly encouraged to include policies and procedures that address the safe use of technology in the workplace in their safety management system.

The AWO Executive Committee will discuss the NTSB recommendation for new regulations governing PED use by marine personnel at its February 26-27 meeting.

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