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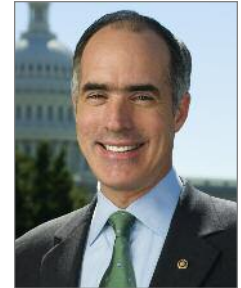
## Senator Casey Offers New Waterways Funding Bill

On February 28, Sen. Bob Casey (D-PA) introduced legislation to establish a fiscally sustainable pathway to the timely delivery and completion of critical navigation projects through the Inland Waterways Trust Fund. Called the Reinvesting in Vital Economic Rivers and Waterways (RIVER) Act of 2013, the bill is aimed at prioritizing the completion of navigation projects across the entire waterways system and improving the Corps of Engineers' project management and processes to better deliver projects on time and on budget. Sens. Amy Klobuchar (D-MN) and Mary Landrieu (D-LA) also signed on as cosponsors of the bill.

Touted by Sen. Casey as a vehicle for ensuring that the inland and intracoastal waterways of the United States remain economically viable, the RIVER Act addresses inland waterways infrastructure challenges in a manner similar to the WAVE-4 bill introduced in the House during the 112th Congress. The bill authorizes an annual congressional appropriation of \$380 million to maintain a stable source of funding for inland navigation projects, reforms Corps of Engineers processes to keep project delivery on time and on budget, and increases revenues to the Inland Waterways Trust Fund to meet the waterways system's needs.

Specifically, Sen. Casey's proposal would preserve the existing 50% industry-50% federal cost-sharing formula for new lock construction and major lock rehabilitation projects. The bill also has a provision placing a cost-share cap on lock construction projects designed to keep projects on budget and to prevent unreasonable cost overruns. Finally, the

bill would increase by 45% (to 29 cents per gallon) the existing 20-cents-per-gallon fuel tax currently paid by the barge and towing industry.



Observing that "Sen. Casey gets it," the Pittsburgh Post-Gazette, commenting on the legislation, stated that "at a time when the push is on to reduce federal budgets, some will ask whether the nation can afford such a plan. The truth is that it can't afford not to do something. The waterways provide an efficient and environmentally friendly means of transportation..."

Additionally, in a February 28 press statement, AWO President & CEO Tom Allegretti stated, "It is no secret that our water transportation infrastructure is in dire need of modernization to keep pace with existing demand and sustain America's economic competitiveness for the future. During the low water crisis on the Mississippi River last fall, many Americans saw for the first time how critical our inland waterways are to American jobs, exports, and economic health. Sen. Casey's bill is a critical step toward ensuring the future reliability of the inland waterways infrastructure that is a vital part of our national transportation system."

Mr. Allegretti also thanked the senators for taking action. "There is too much at stake to disrupt the flow of commerce on our nation's waterborne superhighways," he continued. "We cannot afford to wait and allow our infrastructure to further decay. The time to act is now." ❁

AWO Members - Save the Date!

**AWO Congressional Barge-In**  
 in conjunction with the 2013 Spring Convention

April 17  
 Mandarin Oriental  
 Washington, DC

Registration form attached!



For more information, please contact Sarah Young at (703) 841-9300, extension 291, or syoung@vesselalliance.com.

## Report Shows eDNA Tests Are Unreliable for Demonstrating Presence of Live Asian Carp

An interim report released on February 20 by the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service and U.S. Geological Survey for the Environmental DNA Calibration Study has confirmed that storm sewers, fisheries equipment and birds, among other sources, can transfer Asian carp genetic material into the Chicago Area Waterway System, resulting in positive environmental DNA (eDNA) tests without the presence of a live Asian carp. ECALS is a three-year study funded by the Asian Carp Regional Coordinating Committee (ACRCC) to improve the application of eDNA methodology. To read the interim report, click [here](#).

The UnLock Our Jobs coalition, of which AWO is a member, has long argued that eDNA testing cannot be relied on as evidence of the presence of Asian carp, and the ACRCC has agreed, writing, “A positive eDNA hit does not necessarily indicate the presence of live carp. At present, eDNA cannot verify whether live Asian carp are present.” Despite this assertion, positive eDNA tests in the CAWS can trigger extensive commercial fishing and electrofishing operations, and have resulted in the closure of the CAWS for applications of Rotenone, a piscicide. To date, such responses triggered by positive eDNA tests have never led to the capture of an Asian carp, dead or alive.

Alternative sources of Asian carp eDNA identified in the ECALS interim report include:

- Storm sewers, as ice on which Asian carp carcasses have been transported to Chicago-area fish markets is dumped into street drains that empty into the CAWS;

- Fisheries equipment, including boats and nets, that have been used in areas where Asian carp are present and subsequently used in the CAWS;
- Asian carp-eating birds, whose feces contains eDNA that can contaminate the CAWS directly or indirectly when it is deposited on a vessel operating in the CAWS; and
- Asian carp carcasses, which can be transported into the CAWS on the decks of barges or boats.



Vessel crew members that operate through the CAWS and become aware

of Asian carp carcasses on their boats or barges should refer to recommendations developed by the ACRCC for removing the carcasses correctly and reporting them to the proper authorities. The guidelines can be found [here](#).

The ECALS study will continue through 2014, exploring the development of more accurate and more sensitive eDNA testing methods. For more information, please contact Lynn Muench at (314) 446-6474 or [lmuench@vesselalliance.com](mailto:lmuench@vesselalliance.com), or Caitlyn Stewart at (703) 841-9300, extension 262, or [cstewart@vesselalliance.com](mailto:cstewart@vesselalliance.com).

## Coast Guard Seeks Comments on Methods for Sharing Facility Vulnerability Assessments

On February 1, the U.S. Coast Guard published a request for facility owners and operators and other stakeholders to recommend ways that the Coast Guard can best implement Section 822 of the Coast Guard Authorization Act of 2010. The Authorization Act requires owners or operators of MTSA-regulated facilities to make their Facility Vulnerability Assessments (FVA) available to certain law enforcement agencies and port authorities, and to integrate their facility security systems with compatible systems operated or maintained by certain law enforcement agencies and the Coast Guard.

The Coast Guard notes that in passing Section 822 of the Coast Guard Authorization Act, Congress had intended to facilitate the timely and effective coordination of facility security personnel with state and local law enforcement and emergency responders. The agency notes that while there are existing Coast Guard regulations in place to ensure this coordination, additional regulations may be necessary to close potential gaps that might hinder an appropriate emergency response to a transportation security



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## Coast Guard Seeks Comments on Methods for Sharing Facility Vulnerability Assessments

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incident or other disaster. In the notice, the Coast Guard proposes additional processes that facilities could undertake to ensure effective information sharing. These proposals could require MTSA-regulated facilities to:

- Make a copy of the current FVA available to the cognizant Coast Guard Captain of the Port, port authority, and state and local law enforcement agencies, upon request or at a prescribed time interval;
- Share the current FVA with the port authority and state and local law enforcement agencies during the regularly scheduled 5-year resubmission process of the Facility Security Plan;
- Demonstrate via annual exercises the ability to provide manual alerts regarding a transportation security incident to appropriate state and local law enforcement agencies and the Coast Guard; and
- Incorporate a technological solution that integrates the facility's electronic surveillance and communications systems with compatible systems operated or maintained by the appropriate state and local law enforcement agencies and the Coast Guard.

The Coast Guard is seeking comments on the feasibility, costs, and benefits of each of the preliminary alternatives described in the notice. Comments are due by May 2.

To read the *Federal Register* notice, click [here](#). For more information, please contact Brian Vahey at (703) 841-9300, extension 251, or via email at [bvahey@vesselalliance.com](mailto:bvahey@vesselalliance.com).

## CMTS Extends National Online Dialogue on E-Navigation



As previously reported in the January 23 *AWO Letter*, the Committee on the Marine Transportation System e-Navigation Integrated Action Team launched a national online dialogue as part of its strategic outreach to e-navigation partners and stakeholders. The dialogue was originally scheduled to run through February 28, but has been extended to March 15. To submit an idea to the National Online Dialogue, click [here](#). For more information, please contact Brian Bennett at (703) 841-9300, extension 279, or at [bbennett@vesselalliance.com](mailto:bbennett@vesselalliance.com).

### Welcome, New Carrier Member!

**Hansen–Dreijer Marine Enterprises, Inc.**

9057 Dauphin Island Parkway  
Theodore, AL 36582

Rep: Gene Seaman  
Port Captain

## Coast Guard Publishes Guidance on Revised MARPOL Annex V Implementation

On February 26, the U.S. Coast Guard published a notice in the *Federal Register* announcing the availability of a policy letter that provides interim guidance to assist vessel owners regarding compliance with the 2011 amendments to MARPOL Annex V adopted by the International Maritime Organization's Marine Environment Protection Committee (MEPC). The amendments required all U.S. vessels and platforms to comply with the new

requirements as of January 1. The policy letter is expected to act as interim guidance until U.S. regulations are updated.

The amendments establish a general prohibition for discharging garbage into the sea. Under prescribed conditions, there are exceptions for food wastes, cargo residues, cleaning agents or additives contained in cargo hold, deck, and external surface wash waters, and animal carcasses. The

policy letter includes a detailed summary chart of discharge restrictions. The Coast Guard has stated that the following differences between existing U.S. regulations and the amended MARPOL Annex V should be noted:

- The garbage record book, whether as part of the vessel's official logbook or otherwise, shall be in the form specified by MEPC.

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## Coast Guard Publishes Guidance for Revised MARPOL Annex V Implementation

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- Operators are encouraged to print the example enclosed in the policy letter;
- The applicability for non-U.S. vessels that engage in international voyages has been reduced from 400 gross tons and above to 100 gross tons and above. Garbage management plans should reflect the collecting, on board storage, and final disposition of garbage per the revised requirements;
- Until U.S. regulations are updated to reflect the new garbage discharge regime and placards are readily available, U.S. flagged vessels operating exclusively on domestic voyages may continue to use existing placards; and
- U.S. flagged vessels on international voyages and visiting ports of a country that are party to MARPOL Annex V will need to meet the annex's placarding requirements to avoid possible port state control action. Operators are encouraged to make and post copies of the relevant examples enclosed in the policy letter.

To read the *Federal Register* notice, click [here](#). To read the policy letter, click [here](#). For more information, please contact LT John Peterson of the U.S. Coast Guard at (202) 372-1226 or via email at [CG-CVC-1@uscg.mil](mailto:CG-CVC-1@uscg.mil).

## MERPAC, MEDMAC to Meet March 12-15 in Houston

The Merchant Marine Personnel Advisory Committee and the Merchant Mariner Medical Advisory Committee will meet in March in Houston. The MERPAC meeting will be held March 12-13 and the MEDMAC meeting will follow on March 14-15.

At the MERPAC meeting, members will discuss various issues related to the training and fitness of merchant marine personnel. Specifically, MERPAC will review task statements pertaining to the development of training guidance for engineers serving on near-coastal vessels; U.S. Coast Guard operational level examination topics for mates and engineers and alignment with STCW; and, consideration of the International

Labor Organization's Maritime Labor Convention, which will take effect on August 30. To read the meeting notice, click [here](#).

MEDMAC is the federal advisory committee tasked with discussing matters relating to medical certification determinations for issuance of merchant mariner credentials, medical standards and guidelines for physical qualifications of operators of commercial vessels, medical examiner education, and medical research. At the March meeting, members will continue to work on a task statement pertaining to the revision of Navigation and Vessel Inspection Circular 04-08, "Medical and Physical Guidelines for Merchant Mariner Credentials." The

Committee will also continue its work on task statements covering the top medical conditions leading to denial of mariner credentials; revision of the CG-719K Medical Evaluation Report Form for mariner physicals; creating medical expert panels for the top medical conditions; and, developing a Designated Medical Examiner Program. MEDMAC has been working on each of these taskings since last year. To read the meeting notice, click [here](#).

Both meetings will be open to the public.

For more information on AWO's involvement in MERPAC and MEDMAC, please contact Brian Vahey at (703) 841-9300, extension 251, or via email at [bvahey@vesselalliance.com](mailto:bvahey@vesselalliance.com). For questions about the MERPAC meeting, please contact Mr. Davis Breyer at (202) 372-1445 or via email at [davis.j.breyer@uscg.mil](mailto:davis.j.breyer@uscg.mil). For more information about the MEDMAC meeting, please contact LT Ashley Holm at (202) 372-1128 or via email at [Ashley.e.holm@uscg.mil](mailto:Ashley.e.holm@uscg.mil).

### Got Links?

If you receive a hard copy of the *AWO Letter* and need to know the exact web address of the hyperlink in any article, please contact Frank Leach at (703) 841-9300, extension 254, or at [fleach@vesselalliance.com](mailto:fleach@vesselalliance.com).





## Join AWO Members in Washington, D.C.!

The 2013 Spring Convention & Annual Meeting is just around the corner, April 16-19, at the Mandarin Oriental Hotel in Washington, D.C. Make plans to join us in our nation's capital for an exciting week of events!

The Barge-In will take place Wednesday, April 17. If you plan to participate in the Barge-In, please travel in a day early to take part in the preparatory session held Tuesday afternoon. This session will provide you with valuable information for your Wednesday meetings on Capitol Hill.

The sector committees will meet Thursday to address the current issues facing our industry, and after a full day of meetings, all attendees are encouraged to gather Thursday evening

for the Spring Convention Reception. The Annual Membership Meeting and Board of Directors concludes the week with Friday morning sessions, which are open to all.

Whether this is your first AWO meeting or you come every year, we look forward to seeing you in Washington, D.C. Registration will open soon, but make plans to participate today!

A block of rooms at the hotel is reserved for the rate of \$299 per night, exclusive of applicable taxes and fees. The deadline to receive this group rate is **Tuesday, March 19, 2013**. To make a reservation, click [here](#) or call the hotel directly at (888) 888-1778 or (202) 787-6140 and reference the American Waterways Operators. 🌐



## Convention Calendar of Events

**Tuesday, April 16**  
Barge-In Prep Meeting (afternoon)

**Wednesday, April 17**  
Congressional Barge-In

**Thursday, April 18**  
Sector Committee Meetings  
Spring Convention Reception

**Friday, April 19**  
Annual Membership Meeting/  
Board of Directors Meeting

## AWO Members: Share Your News in New AWO Letter Feature

AWO is seeking member company submissions for a new *AWO Letter* feature, "AWO Member News." This new section will highlight AWO member accomplishments in the following areas:

- 1) External recognition for extraordinary efforts in safety and environmental stewardship;
- 2) Interaction with elected officials;
- 3) Significant economic expansion or contributions to the local economy; and
- 4) Innovative community service

Items that appear in this newsletter section may also be shared on AWO's Facebook page, and AWO staff will strive to present stories reflective of the industry's diverse operations. Submissions are currently being accepted. Please submit your relevant press releases and potential AWO Member News stories to Ann McCulloch, AWO's Director – Public Affairs & Communications, via e-mail at [amcculloch@vesselalliance.com](mailto:amcculloch@vesselalliance.com). 🌐



## Do You "Like" AWO Yet?



Have you "liked" AWO's Facebook page yet? If not, you are missing out on great content and a virtual community for the towboat, tugboat, and barge industry. AWO's Facebook page is the place to showcase the industry and share day-to-day news about the issues and circumstances affecting our members. AWO would like to see the Facebook community continue to grow to include industry members and friends from coast to coast. Click [here](#) to view AWO's Facebook page and join, and spread the word among your colleagues! 🌐

Pacific Region

## AWO Holds Pacific Region Meeting in Seattle

On February 20 and 21, the AWO Pacific Region held its Annual Meeting in Seattle. The meeting provided members, partners and friends of AWO the opportunity to discuss national and Pacific Region topics and to learn more about AWO's work on behalf of its members and the towing industry.

The members-only discussion session was held on the afternoon of February 20, led by Pacific Region Chairman Dick Lauer of Sause Bros. Mr. Lauer opened the meeting with remarks that reflected on his career in the towing industry and highlighted his work with AWO. Mr. Lauer, who is scheduled to retire from Sause Bros. at the end of 2013, discussed the value of AWO and its role as a unifying voice for the tugboat and barge industry.

The meeting also provided an opportunity to hear from AWO's strategic partners in the Pacific Region, the Pacific Merchant Shipping Association and the Marine Exchange of Alaska. Captain Mike Moore, Vice President of PMSA, presented on the state of the maritime economy in the Pacific Northwest and Captain Ed Page, Executive Director of the Marine Exchange presented on its role in providing a critical information network to enhance navigation safety in Alaska. Other topics of discussion included an update on the towing vessel inspection rulemaking, AWO's congressional advocacy and PAC fundraising strategies, and the conditions that were added to California's recent certification of the Vessel General Permit. The session also featured a lively discussion on the effects of Canadian and IMO requirements on U.S. towing vessels engaged on foreign voyages. This discussion was further informed by the

participation and experience of guest attendee Captain Phillip Nelson of the Council of Marine Carriers of Vancouver, British Columbia.

On the morning of February 21, AWO members and friends gathered for the Business Session of the meeting. Mr. Lauer opened the session and introduced AWO Vice Chairman

Buckley McAllister of McAllister Towing. Mr. McAllister's remarks touched on the challenges that nature presented to the towing industry in 2013, specifically Hurricane Sandy and the prolonged low-water conditions on the Mississippi River. Mr. McAllister cited the value of

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## Barges are Beautiful...

**For American Jobs.**

America's tugboat, towboat and barge industry:

- Provides good paying, family-wage jobs for Americans, jobs that cannot be outsourced
- Offers excellent career opportunities for hard-working Americans
- Fosters hundreds of thousands of American jobs that depend on waterways transportation, and directly employs over 30,000 Americans on our vessels
- Contributes to America's economic, national and homeland security because our vessels are American-owned, American-built and American-crewed



**THE AMERICAN WATERWAYS OPERATORS**  
America's Tugboat, Towboat & Barge Industry

*"Our Compass Always Points to Safety"*  
[www.americanwaterways.com](http://www.americanwaterways.com)




## AWO Holds Pacific Region Meeting in Seattle

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AWO's advocacy and public affairs work in promoting the industry throughout these challenges and helping legislators and regulators to appreciate the resiliency of our industry and the importance of our role in the national transportation network.

Attendees were then addressed by Rear Admiral Keith Taylor, Commanding Officer of the Thirteenth District of the U.S. Coast Guard. RADM Taylor, who also keynoted the 2012 AWO Fall Convention in Seattle, welcomed attendees and spoke about the safety and environmental benefits of AWO's longstanding partnership with the Coast Guard. After Coast



RADM Taylor

Guard District and Sector reports and the presentation of AWO national and regional priorities, attendees were treated to a presentation by Cliff Webster of Carney Badley and Spellman, P.S. Mr. Webster, one of Washington State's top lobbyists, discussed political developments in Olympia and offered insight on what to expect from new Governor Jay Inslee. Mr. Webster was followed by Lynn Muench, AWO's Senior

Vice President for Regional Advocacy, who presented on the developments and improvements in AWO's public affairs program, as well as the planned AWO web site redesign. The meeting concluded after the reelection of three

returning Board members to represent the Pacific Region: Dan Nutt, Kirby Offshore Marine; Deborah Franco, Harley Marine Services; and Al Zurawski, Northland/Naknek Barge Lines, LLC.

The Pacific Regional Quality Steering Committee met on the afternoon of February 21, 2013. The RQSC is the regional arm of the Coast Guard-AWO Safety Partnership. The meeting was led by Pacific RQSC Co-chairs Stephen Danscuk, Coast Guard PACAREA Prevention Chief, and Charles Costanzo, AWO's Vice President – Pacific Region. Much of the discussion centered on the strategic direction of the RQSC and the best means of procuring and analyzing towing vessel industry data to drive improvements in operational safety. The Committee agreed to continue its work on the Towing Vessel Casualty Quality Action Team by analyzing the data that exists within the Coast Guard MISLE database to meet the goals specified in the QAT charter. RQSC members also heard a presentation by Lynn Muench on AWO's work to develop a safety statistics reporting program for members that drives continuous safety improvements in the towing industry. Jeff Slesinger, Western Towboat Company, presented on the Workboat Industry Partners' project to create a two-year apprentice program to train and certify marine engineers for the towing industry.

If you have any questions about the meeting, please contact Charlie Costanzo at (206) 257-4723 or [ccostanzo@vesselalliance.com](mailto:ccostanzo@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 on the right are CEMS Coaches Classes, which are conducted by Salyers Solutions, LLC. For questions

on these particular courses, please contact the course instructor, Jo Ann Salyers at (504) 236-4962 or via email at [joann@salyerssolutions.com](mailto:joann@salyerssolutions.com).

For further information on CEMS training opportunities, please contact Pik Kwan Ng, U.S. Coast Guard, at (202) 372-1354.

<b>March 21 &amp; 22, 2013</b> Salyers Solutions, LLC Jacksonville, FL	<b>June 18 &amp; 19</b> Salyers Solutions, LLC Houston, TX
<b>April 24 &amp; 25</b> Salyers Solutions, LLC Norfolk, VA	<b>July 9 &amp; 10</b> Salyers Solutions, LLC Las Vegas, NV
<b>May 8 &amp; 9</b> Salyers Solutions, LLC Pensacola, FL	