AWO LETTER
the american waterways operators
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HIGHLIGHTS IN THIS ISSUE

Save the Date!

AWO 2013 Barge-In & Spring Convention
April 17-19
Mandarin Oriental
Washington, DC

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

WAVE 4 Legislation Introduced in House

On March 14, Reps. Ed Whitfield (R-KY) and Daniel Lipinski (D-IL) introduced a bipartisan bill, H.R. 1149, the Waterways are Vital for the Economy, Energy, Efficiency, and Environment Act of 2013. Reps. Spencer Bachus (R-AL), Bill Cassidy (R-LA), and Pete Olson (R-TX) also signed on to the bill, commonly known as WAVE 4, as cosponsors. The legislation is strongly supported by AWO and Waterways Council, Inc., and is similar to the RIVER Act that was introduced in the Senate by Sen. Bob Casey (D-PA) on February 28.

In a press statement, Rep. Whitfield stated that "efficient and reliable transportation of goods on our inland waterways is essential to economic development, job creation, and remaining competitive in the global marketplace. Our aging infrastructure jeopardizes efficient waterborne commerce and highlights the need for the WAVE 4 Act that will implement a comprehensive plan to improve project management and put in place an objective investment strategy that will prioritize our infrastructure needs."

Rep. Lipinski echoed those remarks, adding that "a healthy, vibrant inland waterways system is vital to the movement of goods and materials in this country and essential to connecting our business and industry to the global marketplace. This bill ensures that all of the key stakeholders are working together to use our resources wisely and prioritize the projects that will benefit the waterways industry and the economy as a whole."

Like the RIVER Act, the WAVE 4 legislation seeks to provide a consensus framework to improve waterways navigation infrastructure. The legislation builds upon the Capital Development Plan, a comprehensive package of recommendations put together with input from barge industry representatives, shippers, and the U.S. Army Corps of Engineers to improve the nation's vital water transportation system.

WAVE 4 would prioritize the completion of navigation projects across the entire waterways system and improve Corps project management and processes in a manner that helps deliver projects on time and on budget. Additionally, the legislation authorizes an annual congressional appropriation of $380 million in an effort to maintain a stable source of funding for navigation projects and seeks to increase revenues for the Inland Waterways Trust Fund to better meet system needs.

The bill also includes measures that would:

- Preserve the existing 50 percent industry/50 percent federal cost-sharing formula for new lock construction as well as major lock rehabilitation for projects costing $100 million or more;
- Provide 100 percent of the funding necessary for dam construction and major rehabilitation and for smaller lock rehabilitation projects; and
- Institute a cost-share cap on new lock construction to help ensure that projects stay on budget.

The proposed funding parameters in the legislation will in turn necessitate a 30 to

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Maritime Industry Comments on Rise in Gas Prices

The recent spike in gasoline prices left many asking what was driving the cost increases at the pump, and in some cases, the Jones Act and domestic transportation costs were cited by commentators as a factor. The American Maritime Partnership, as well as nationally-recognized industry experts, have subsequently commented on and addressed the main reason behind the increase in price – the cost of crude oil.

On February 26, AMP sent a letter to Reps. Duncan Hunter, (R-CA) and John Garamendi (D-CA), Chairman and Ranking Member of the House Coast Guard and Maritime Transportation Subcommittee, stating that "the price of gasoline is always heavily tied to the global price of crude oil" and that "almost 70% of the cost of gasoline is linked to the cost of crude oil." When taxes are taken into consideration, AMP noted, that figure jumps to approximately 82 percent of the final price that consumers pay for gas at the pump.

AMP's letter also discussed the many factors that affect the cost of crude oil in the global marketplace, including increased demand in improving economies throughout the world, particularly China; the value of the U.S. dollar; geopolitical issues; supply and demand; inflation, and weather. AMP stated that domestic transportation costs are "a minimal factor in the overall supply chain that has no impact on the price of gasoline at the pump." The full text of the letter is available on pages 3-4.

This theme was reiterated by Albert J. Herberger, former administrator of the U.S. Maritime Administration and retired U.S. Navy vice admiral. In a March 8 op-ed in the Capitol Hill publication *Roll Call*, Admiral Herberger stated that "it doesn't make sense to blame the American shipping industry in general, and the Jones Act in particular, for the spike in gasoline prices. The cost of shipping does not affect the price at the pump — the global market does." The full op-ed appears on page 5.

Similarly, during a March 8 appearance with Charlie Rose on PBS, ExxonMobil Chairman and CEO Rex Tillerson offered his thoughts on what was behind the rise in gasoline prices. Mr. Tillerson attributed some of the recent run-up in the price of gas to a higher than usual volume of refinery maintenance that was occurring within the industry. He also acknowledged that the price of crude oil and taxes combine to constitute the vast majority of the price that consumers pay for gasoline, saying that 88 percent of what consumers pay at the pump is attributed to the price of crude oil as well as state and local taxes. Mr. Tillerson reminded viewers to "watch the oil price, because it will directly influence where gasoline prices will go."

AWO, through its work with AMP, will continue its efforts to promote the domestic maritime industry and clarify and correct misconceptions about the Jones Act.

For more information on AMP's efforts, please contact Ann McCulloch, AWO's Director – Public Affairs & Communications, at (703) 841-9300, extension 252, or amcculloch@vesselalliance.com.

WAVE 4 Legislation Introduced in House

(continued from page 1)

45 percent increase (between 6 and 9 cents per gallon) in the existing fuel tax of 20 cents per gallon that is currently paid by the barge industry.

"AWO is very pleased to see the level of activity in both the House and the Senate on critical water transportation issues," said Tom Allegretti, AWO's President & CEO. "Rep. Whitfield and his colleagues are to be commended for their commitment to ensuring that the nation's water transportation system is able to move the vast amounts of cargo necessary to keep our economy strong, both today and in the future."

Mr. Allegretti also expressed appreciation for the commitment of the leadership of the House Transportation Committee and the Senate Environment and Public Works Committee to addressing critical inland waterways infrastructure needs in forthcoming Water Resources Development Act legislation to be considered by their committees. "AWO is grateful for the commitment of Chairman Bill Shuster (R-PA) and Ranking Member Nick Rahall (D-WV) in the House, and Chairman Barbara Boxer (D-CA) and Ranking Member David Vitter (R-LA) in the Senate, to introducing and moving a WRDA bill through their committees that addresses our nation's critical need for a modern, well-maintained inland waterways infrastructure."

For more information on WAVE 4, please contact Brian Bennett at (703) 841-9300, extension 279, or bbennett@vesselalliance.com.

AMP Sends Letter to Lawmakers – The Jones Act Has No Impact on Gas Prices

The American Maritime Partnership (AMP) sent the following letter to Reps. Duncan Hunter (R-CA) and John Garamendi (D-CA), Chairman and Ranking Member of the Coast Guard and Maritime Transportation Subcommittee in regard to the impact of the Jones Act on the price of gasoline in the U.S. The letter is reprinted here in its entirety.

March 14, 2013

AMERICAN MARITIME PARTNERSHIP

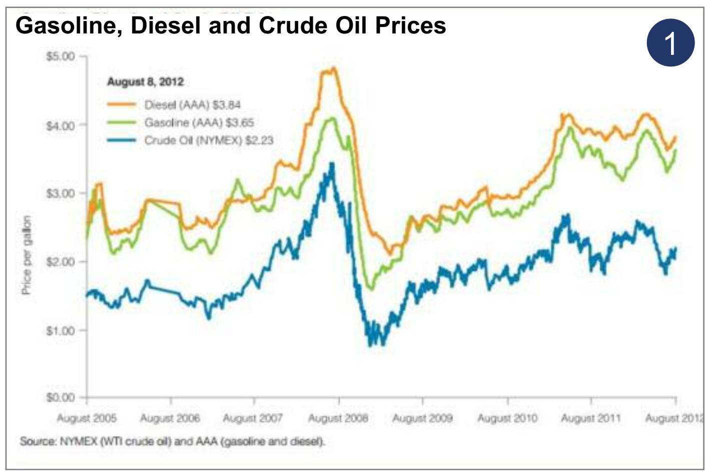
Dear Chairman Hunter and Ranking Member Garamendi:

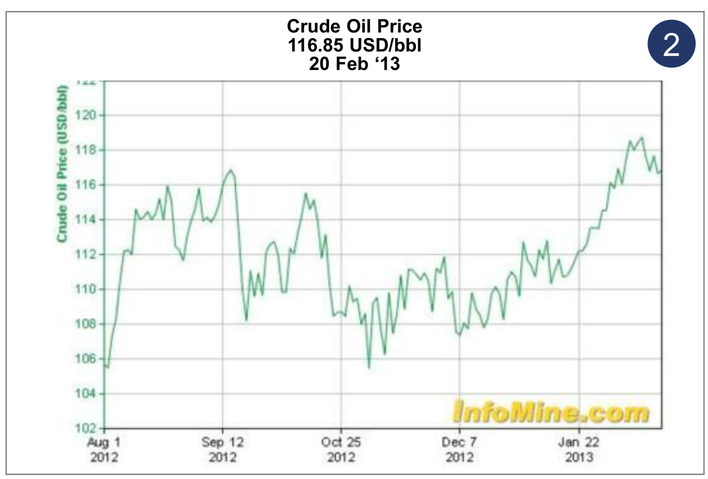
The spike in the price of gasoline has received national attention. At one point recently, the average price of gasoline had increased every day for more than a month. A small number of misinformed individuals have blamed the increase on American shipping companies. In fact, shipping costs have no impact on the pump price. This letter provides some additional information about what causes spikes in the price of gasoline.

Although the Washington Post recently dubbed the increase "a mysterious climb," in fact the price of gasoline is always heavily tied to the global price of crude oil. Almost 70% of the cost of gasoline is linked to the cost of crude oil. Chart #1 below, which was prepared by the American Petroleum Institute, demonstrates the almost absolutely direct connection between crude prices and the price of gasoline at the pump here.

And, as the Chart #2 clearly shows, the price of crude has spiked recently. Not surprisingly, the jump in gasoline has accompanied this jump in crude.

An incredibly complex range of factors impact the price of crude oil in the global marketplace. Many experts say the recent spike in crude oil prices is tied to more demand in an improving economy throughout the world, particularly in China. Other factors include





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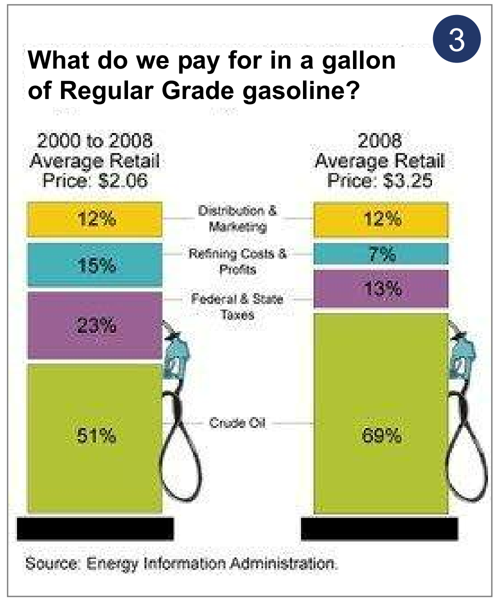
AMP Sends Letter to Lawmakers – The Jones Act Has No Impact on Gas Prices

(continued from page 3)

the value of the dollar, geopolitical issues, global supply/demand, inflation, and weather, just to name a few. However as Chart #3 shows, the price of crude is overwhelmingly the driving factor. Crude oil, combined with federal, state and local taxes, accounts for 82% of the ultimate price of gas for consumers.



Crude oil and gasoline are transported within and into the U.S. on railroads, pipelines, foreign flag vessels, and American vessels. The price of oil shipping within the United States is a minimal factor in the overall supply chain that has no impact on the price of gasoline at the pump. Accusations that American shipping is somehow the cause of the recent spike in gasoline prices are pure fiction.

Thank you for your interest in this important matter. Please call on us at any time if you need additional information.

Sincerely,

AMP Board of Directors

Jim Adams
Offshore Marine Service Association

Thomas Allegretti
The American Waterways Operators

Chris Coakley
Saltchuk Resources, Inc.

James Henry
Transportation Institute

Barry Holliday
Dredging Contractors of America

Rob Kurz
American Petroleum Tankers

Kevin O'Rourke
Matson Navigation Company

Brenda Otterson
American Maritime Officers Service

Matthew Paxton
Shipbuilders Council of America

Michael Roberts
Crowley Maritime Corporation

Eric Smith
Overseas Shipholding Group

Jim Weakley
Lake Carriers' Association

Matt Woodruff
Kirby Corporation

Bob Zuckerman
Horizon Lines

Jones Act Not Responsible for Spike in Fuel Prices

The following Op-Ed, written by Albert J. Herberger, appeared in *Roll Call* on March 8. It is reprinted here in its entirety.

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ROLL CALL

THE SOURCE FOR NEWS ON CAPITOL HILL SINCE 1955

Most drivers are feeling the effect of the rising cost of gasoline. According to official reports, the average price for a gallon of regular gasoline in America is $3.73 — an increase of more than 13 percent during the past month. However, there are critics who have tried to take advantage of this fact and falsely accuse the Jones Act of causing pain at the pump.

The Jones Act is a long-standing U.S. maritime law that mandates the use of vessels that are American-crewed, -built and -owned to move cargo between two U.S. ports. The law is critical for American economic, national and homeland security, which is why it has enjoyed the support of the U.S. Navy, many members of Congress of both parties, and every president in modern history.

It doesn't make sense to blame the American shipping industry in general, and the Jones Act in particular, for the spike in gasoline prices. The cost of shipping does not affect the price at the pump — the global market does.

The overwhelming factor in the price of gasoline at the pump is the price of its main raw material — crude oil, the price of which is set in the global marketplace. The cost of crude accounts for about two-thirds of the price of gasoline. Data from the American Petroleum Institute show the price of crude oil has spiked over the past several months, which has led to the spike in gasoline prices.

The simple economic law of supply and demand also affects the price at the pump. The reason for the spike in crude oil prices is complicated, of course, but most experts believe an improving economy and demand in China has also driven the crude spike.

According to the Energy Information Administration, other factors also affect the price at the pump, including the value of the dollar, state and local taxes, geopolitical issues, decisions by OPEC, inflation and weather. The cost of transportation within the United States, however, is so insignificant as to have no effect on the price to consumers at the pump.

While there are those who try to take advantage of the rising cost of gasoline, the Jones Act has proved efficient and has made significant contributions to the U.S. economy. Today, the maritime industry is the most economical and environmentally friendly form of domestic transportation, moving more than 1 billion tons of cargo annually at a fraction of the cost of other modes. It is no wonder that the domestic fleet governed by the Jones Act moves a quarter of the nation's freight for just 2 percent of the national freight bill.

And despite false claims by critics, there is ample capacity in the U.S.-flag fleet to address changes in petroleum product markets as a result of Northeast refinery closures. A large American tank vessel fleet of modern and highly sophisticated vessels exists in this country to move petroleum products from the Gulf of Mexico to the Northeast.

It is our hope that the gasoline prices come down as soon as possible. The U.S.-flag fleet stands ready to continue transporting fuel efficiently and effectively to meet America's energy needs.

Albert J. Herberger was the administrator of the U.S. Maritime Administration from 1993 to 1997. He is a retired U.S. Navy vice admiral who served in Vietnam and has been awarded the Navy Distinguished Service Medal, the Bronze Star, the Legion of Merit and the Department of Defense Medal for Distinguished Service.

Welcome, New Affiliate Members!

Lugenbuhl, Wheaton, Peck, Rankin & Hubbard
601 Poydras St, Suite 2775
New Orleans, LA 70130

Rep: Rodger Wheaton
Attorney

Ice Floe, LLC. *dba* Nichols Brothers Boat Builders
5400 Cameron Road
Freeland, WA 98249

Rep: Matt Nichols
CEO

OMB Completes Review of TWIC Card Reader Proposed Rulemaking

Publication Expected by Late March

On March 13, the Office of Management and Budget completed its review of the notice of proposed rulemaking on TWIC card reader requirements. The proposed rulemaking has been delivered to the Office of the *Federal Register*, where it is expected to be published in the next couple of weeks.

In its comments on the advance notice of proposed rulemaking published in 2009, AWO urged the Coast Guard to exempt vessels with fewer than 14 crewmembers from card reader requirements, to eliminate the risk group concept for vessels, and to eliminate the requirement that vessel owners use a (shore-based) card reader to conduct an initial biometric match of a new employee's TWIC. The NPRM will take into account comments submitted on the ANPRM, an analysis of the results of the TWIC reader pilot program, and Coast Guard input from the field. AWO expects the NPRM will have a 60-day comment period with two public meetings.

For more information, please contact Jennifer Carpenter or Brian Vahey at (703) 841-9300, extension 260 and 251, respectively, or via email at jcarpenter@vesselalliance.com or bvahey@vesselalliance.com.

Corps Approves Agreement to Allow Withdrawal of "Surplus" Water from Missouri River Basin

Meanwhile, Corps' Drought Conservation Measures Expected to Continue

On February 7, the U.S. Army Corps of Engineers announced that the Omaha District Commander has signed the first-ever Surplus Water Agreement to allow the withdrawal of water from Lake Sakakawea, a Missouri River reservoir in North Dakota, setting a potential precedent for the diversion of water from navigation and flood control, the Missouri River's primary purposes as authorized by the U.S. Congress.

The Corps is authorized by the 1944 Flood Control Act to sell surplus water from reservoirs under its control, provided that the sale does not adversely impact the existing uses of the water. In its press release, the Corps wrote that "the water [permitted to be withdrawn] is water originally intended for irrigation." In July 2012, the Corps had finalized the Garrison Dam/Lake Sakakawea Surplus Water Report, in which it determined that it can temporarily make 100,000 acre-feet, or approximately 10 years, of water available for municipal and industrial water supply users.

Under the agreement, Select Energy Services, an oil exploration and production company, will be permitted to withdraw water from the reservoir for hydraulic fracturing purposes for five years, with the option to renew the agreement for an additional five-year period. The Corps will not charge Select Energy Services, which bought out the original applicant, International Western Oil, for the water it withdraws until rulemaking to determine pricing for surplus water is completed.

The management of the water within Lake Sakakawea has long been a source of controversy between the Corps and North Dakota, which believes that it has rights to the water associated with the natural flow of the Missouri River through the state. North Dakota has pressed the Corps to allow it to appropriate water from the reservoir to meet the demands of the growing number of oil wells being drilled by the state's hydraulic fracturing industry.

The Missouri River, which significantly contributes to water levels on the Middle Mississippi River, is congressionally authorized to serve the primary purposes of navigation and flood control. AWO has consistently urged the Corps to reject determinations of available surplus water due to the effects of water reallocation on these purposes. The Corps' Northwest Division has already indicated that, due to the ongoing drought in both the upper and lower Missouri River basins and low Missouri River reservoir storage levels, it will likely continue to implement drought conservation measures and provide minimum service navigation flow support when the navigation season begins on April 1.

To read the Corps' press release, click here. For more information, please contact Lynn Muench at lmuench@vesselalliance.com or (314) 446-6474, or Caitlyn Stewart at cstewart@vesselalliance.com or (703) 841-9300, extension 262.

U.S. Maritime Coalition Responds to USTR Request for Comments on International Services Agreement

On February 26, the U.S. Maritime Coalition responded to a request for comment from the Office of the United States Trade Representative regarding pending negotiations on an International Services Agreement. USMC strongly opposed the inclusion of maritime matters in trade agreements as detrimental to U.S. national defense and economic interests. USMC also noted that the USTR and every Administration, both Democratic and Republican, in the modern era has worked to ensure that maritime matters were not included in the General Agreement on Tariffs and Trade, the General Agreement on Trade in Services, or any regional bilateral trade agreements.

USMC stated that by excluding the maritime industry from prior trade agreements, the U.S. did not restrain or limit its ability to maintain and promote a strong U.S. flag fleet and maritime industry. The coalition also pointed out that nothing has changed in the U.S. or abroad that would justify inclusion of the maritime industry in the ISA. Saying that the inclusion of the maritime industry in ISA negotiations could mean the end of U.S. ownership and crewing of vessels sailing in U.S. waters, USMC also said that international shipping, auxiliary services, and access to and use of port facilities should not be included in the ISA or any other trade agreement.

To read the USTR request for comment, click here. For a copy of the USMC letter, or for more information on this issue, please contact Brian Bennett at bbennett@vesselalliance.com, or by phone at (703) 841-9300, extension 279.

Coast Guard Publishes Interim Final Rule on Revised MARPOL Annex V Implementation

On February 28, the U.S. Coast Guard published an interim final rule regarding compliance with the 2011 amendments to MARPOL Annex V adopted by the International Maritime Organization's Marine Environment Protection Committee (MEPC) that went into effect on January 1.

As reported in the March 4 *AWO Letter*, the Coast Guard recently issued a policy letter that was intended to serve as interim guidance until U.S. regulations implementing Annex V were updated. The interim rule incorporates the policy letter, and will take effect on April 1. Although the interim rule is not yet in effect, all U.S. vessels and platforms, both fixed and floating, are expected to meet the requirements of the amended MARPOL Annex V as of January 1.

Comments will be accepted until May 29. For a copy of the interim final rule, click here. For more information, please contact LCDR Rodney Wert of the U.S. Coast Guard at (202) 372–1434 or via email at Rodney.wert@uscg.mil.

Motorcoach Study Confirms Validity of Split Sleep

Another transportation industry study has confirmed the validity of split sleep as a means of preventing and managing fatigue in a 24/7 transportation industry. A recent study commissioned by the Federal Motor Carrier Safety Administration studying commercial motorcoach drivers confirmed that "split and consolidated sleep appear to be equally sustaining of performance provided they sum to the same total sleep time in a given 24-hour period." This is consistent with other research findings from the aerospace, maritime, and trucking industries, including research conducted for AWO by the Northwestern University Center for Sleep and Circadian Biology and a recent FMCSA study observing truck drivers. (See February 4 *AWO Letter*.)

For more information on AWO's work to promote crew alertness and prevent fatigue in the maritime industry, please contact Jennifer Carpenter or Brian Bennett at (703) 841-9300, extensions 260 and 279, respectively, or jcarpenter@vesselalliance.com or bbennett@vesselalliance.com.

Response Plans for Non-Tank Vessels at OMB for Review

On March 9, the Department of Homeland Security finished its review of the U.S. Coast Guard's final rule on response plans for non-tank vessels. The statutorily mandated rule will require non-tank vessels, including towing vessels, over 400 gross tons to prepare and submit response plans similar to those required for tank vessels. The rule is now at the Office of Management and Budget, the final step in the administration review process. OMB is directed by executive order to complete its regulatory review process in no more than 90 days, meaning that the non-tank vessel response plans rule will likely be published in the *Federal Register* in June.

The notice of proposed rulemaking on response plans for non-tank vessels was published in August 2009, and Navigation and Vessel Inspection Circular 01-05 has provided interim guidance to non-tank vessel owners affected by the response plan requirement since 2005. In public meeting testimony and written comments on the NPRM, AWO urged the Coast Guard not to require additions to non-tank vessel response plans that are not required in tank vessel response plans or included in NVIC 01-05. AWO also recommended that the Coast Guard provide the option of an "Alternative Response Plan" approach, modeled after the Alternative Security Program concept, under which an organization can develop an alternative response plan that is tailored to the operations and risk factors posed by a particular class of vessels.

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

TSAC to Meet March 20-22 in New York

The Towing Safety Advisory Committee will meet March 20-22 in New York City to review and discuss recommendations from its sub-committees, and to receive new taskings and issue briefs. TSAC subcommittees will meet March 20 and the full committee will meet March 21-22.

On March 20, TSAC subcommittees on the following topics will discuss and attempt to conclude their work so that final reports can be presented for TSAC approval on March 21:

- Recommendations for the Prevention of Towing Vessel Crewmember Falls Overboard;
- Voluntary Training Standards for Entry-Level Personnel on Towing Industry Vessels;
- Recommendations for the Enhancement of Towing Vessel Operational Stability;
- Recommendations for Safety Standards of Portable Facility Vapor Control Systems Used for Marine Operations; and,
- Recommendations to Enhance Fire Prevention and Containment aboard Towing Vessels.

A new TSAC Subcommittee on Automatic Identification System Encoding for Towing Vessels recently met via conference call and is in the early stage of its work. A second new subcommittee tasked with making recommendations regarding Manning of Inspected Towing Vessels will meet at Coast Guard headquarters in Washington, DC, April 30-May 1. More information on the meeting agenda will be forthcoming.

At the full committee meeting March 21-22, in addition to approving the reports of its subcommittees, TSAC will consider proposed new taskings on the designation of narrow channels, standardization of tug/towboat definitions, and recommendations for wake and surge attenuation systems for marinas situated near commercial navigation channels. On March 22, TSAC will also receive briefings on the status of previous committee recommendations, the Towing Vessel National Center of Expertise, the Investigations National Center of Expertise, the National Maritime Center's medical evaluation process, and the use of Liquefied Natural Gas as a commercial marine fuel.

The meetings will be held at the Alexander Hamilton U.S. Customs House. For more information, click here to read the *Federal Register* announcement, or contact Brian Vahey at (703) 841-9300, extension 251 or bvahey@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. Click here to view AWO's Facebook page and join, and spread the word among your colleagues!

Coast Guard Proposes New Vessel Documentation Renewal Fees

On March 4, the U.S. Coast Guard published a notice of proposed rulemaking in the *Federal Register* to impose a new annual fee for services related to documentation of vessels. The Coast Guard is implementing the fee to update outdated program costs to help cover operating and overhead costs associated with vessel documentation and recording activities.

The rule proposes to charge a separate annual fee for renewals of endorsements upon a Certificate of Documentation. A COD is required for the operation of a vessel in certain trades, serves as evidence of vessel nationality, and permits a vessel to be subject to preferred mortgages. The proposed rule would provide for a $26 fee for annual renewals of endorsements upon the COD.

Comments will be accepted until May 3. To read the NPRM, click here. For more information, please contact Brian Bennett at (703) 841-9300, extension 279, or at bbennett@vesselalliance.com.

AWO Welcomes Kevin Dowling to Staff

AWO is very pleased to announce that Kevin Dowling has joined the AWO staff as a Government Affairs Associate effective March 11. Mr. Dowling comes to AWO after working for nearly four years with the Ocean Conservancy, most recently serving as Coastal and Marine Spatial Planning Program Coordinator. He is a 2009 graduate of the SUNY College of Environmental Science and Forestry at Syracuse University and is completing work on a Master's Degree in Public Policy from George Mason University.

"We are very excited to have Kevin join the AWO team," said Jennifer Carpenter, AWO's Senior Vice President – National Advocacy. "His knowledge of marine issues and broad research, writing, and analytical experience will be great assets to AWO members and to the AWO advocacy team."

Mr. Dowling may be reached kdowling@vesselalliance.com or (703) 841-9300, extension 264.

Welcome, New Carrier Members!

Alexis Marine, LLC
700 Bell River Road
Pierre Part, LA 70339

Rep: Perry Alexis Jr.
Operations Manager

Cook Inlet Tug & Barge, Inc.
812 Delaney Street
Anchorage, AK 99501

Rep: Katrina Anderson
Operations Manager

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.

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

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

Midcontinent Office

RIETF Annual Meeting Held

Plans for Improving Effectiveness Discussed; New Members Elected

On March 5, the River Industry Executive Task Force, an AWO standing task force, held its Annual Meeting in Louisville, KY in conjunction with the Inland Waterways Conference. The main topic of discussion was how to organize and facilitate a useful Lessons Learned process for RIETF. Staff is working on a proposal for RIETF to amend or approve in the next several weeks.

The group also discussed impacts that could be faced by the Coast Guard and Corps due to the sequestration, how the Eighth District is working with Coast Guard headquarters on security zones and other issues, plans for lock closures and repairs in 2013, and the lingering concerns about how fleeting permits are issued.

During the industry-only session, the group elected Brent Nissen, American River Transportation Company; Jim Guidry, Kirby Inland Marine, LP; David O'Loughlin, Ingram Barge Company; and Mark Knoy, American Commercial Lines, to RIETF, with Darin Adrian, Marquette Transportation Co., Inc. as the Alternate, all for two-year terms. Mario Muñoz, Turn Services, LLC, and Mr. Guidry were elected chairman and vice chairman, respectively. George Foster, JB Marine Service, Inc. was elected Director Emeritus. Mr. Foster has served on RIETF since the flood of 1993. The nomination committee included RIETF members in the middle of their two-year terms: Emmett Neal, Crounse Corporation; Keith Lay, AEP River Operations; Mike Monahan, Campbell Transportation Company, Inc.; and Mr. Munoz.

In 2007, RIETF leadership identified the following criteria for membership consideration:

- Senior-level executives with an ability to make decisions for the company they represent;
- Attendance and participation in RIETF meetings, both in person and via conference calls; and,
- Willingness to expend company assets to further industry's objectives.

During the August 2011 high-water debrief, the group also agreed that "RIETF members should vote and behave as representatives of the industry" and not solely represent their companies, the same expectation of AWO Board members.

For more information, please contact Lynn Muench at (314) 446-6474 or at lmuench@vesselalliance.com.

Attendees of the March 5 RIETF meeting included (back row, left to right) Mike Monahan, Campbell Transportation Company, Inc; Keith Lay, AEP River Operations; George Foster, JB Marine Service, Inc.; Emmett Neal, Crounse Corporation; Mark Knoy, American Commercial Lines; David O'Loughlin, Ingram Barge Company; Darin Adrian, Marquette Transportation; Jim Stark, Gulf Intracoastal Canal Association; (front row, left to right) Brent Nissen, American River Transportation Company; Jim Guidry, Kirby Inland Marine, LP; and Mario Muñoz, Turn Services, LLC.

Midcontinent Office

Coast Guard Announces Waterway Restrictions in CSSC March 27-29

On February 25, the U.S. Coast Guard announced via a Marine Safety Information Bulletin that it will enforce a segment of its safety zone in the Chicago Sanitary and Ship Canal, from mile marker 296.1 to mile marker 296.7, from 7:00 a.m.-11:00 a.m. and from 1:00 p.m.-5:00 p.m. on March 27-29. The Coast Guard reports that the enforcement is necessary to protect waterway users from hazards associated with the U.S. Army Corps of Engineers' evaluations of the electromagnetic fields of its fish dispersal barriers.

The electric fish dispersal barriers were installed in the CSSC to prevent the movement of Round Goby, an invasive species, between the Great Lakes and Mississippi River basins. They are now one of the control measures being deployed to stop the spread of Asian carp. AWO strongly supports the barriers as a control measure that effectively deters Asian carp while allowing for the continued movement of essential maritime commerce, although AWO has expressed concerns about the dangers the electric current poses to vessels, mariners, and the public. AWO appreciates that the towing industry was given the 30-day notice it has consistently requested from the Corps and the Coast Guard prior to these CSSC closures.

To read the MSIB, click here. For more information about the upcoming restrictions, please contact CDR Mike Farrell of the Coast Guard at (414) 747-7163.

Southern Region

Coast Guard Foundation Holds Eighth District Dinner

Over 400 people attended the Coast Guard Foundation's "20th Annual Tribute to the United States Coast Guard Eighth District" on March 1 in New Orleans. The event is a major fundraiser for the Coast Guard Foundation, which provides support and relief to Coast Guard members and their families. ADM Thad Allen, USCG (Ret.) served as Master of Ceremonies. The program included a tribute to retiring Coast Guard Foundation Trustee Boysie Bollinger, CEO, Bollinger Shipyards, Inc. U.S. Senator David Vitter (R-LA) and RADM Roy A. Nash, Commander, Eighth District also provided remarks. The 2013 Eighth District Award recipients were eight crew members of CG-33122, a special law enforcement boat, in Sector Corpus Christi for their hazardous interdiction of an illegal vessel near international waters around South Padre Island, TX. AWO members that served as sponsors of the event were: American Commercial Lines, Inc.; Bouchard Transportation Company, Inc.; Buffalo Marine Service, Inc.; Canal Barge Company, Inc.; Ingram Barge Company; Kirby Inland Marine, LP; Seacor Marine LLC; Turn Services, LLC; and VT Halter Marine, Inc.