

## TVIB Holds Membership, Board Meetings in St. Louis Preparations for First TVIB-Led RCP Auditor Training Class Underway

The Towing Vessel Inspection Bureau held a well-attended membership and Board of Directors meeting May 21-22 in St. Louis, electing new association officers and moving forward with preparations for the first TVIB-led training course for Responsible Carrier Program auditors, which will take place August 6-8 in Houston.

Some 60 current and prospective RCP auditors and Supporting Organization Members (AWO member companies who require RCP audits) attended the two-day session, which began with an information session on the purpose and goals of TVIB, membership requirements and organizational structure, and the deliverables required by the AWO-TVIB

agreement. Under that agreement, signed in January after seven months of discussion and negotiation, TVIB will provide training and certification to RCP auditors and make improvements to the RCP audit checklist and process. TVIB will not make changes to the RCP itself, which can be amended only by a vote of the AWO Board of Directors.

TVIB will be governed by a 21-member Board of Directors and an eight-member Executive Committee. TVIB officers elected at the meeting include President

Tava Foret, the ACTION Group Companies; Vice President Cathy Hammond, Inland Marine Service; Immediate Past President Mike Rushing, Rushing Marine Service LLC; Secretary Ed Shearer, The Shearer Group, Inc.; At-Large Auditor Member David Foret, the ACTION Group Companies; and At-Large Supporting Organization Member Jason Adams, Ingram Barge Company.

Newly formed TVIB standing committees on Auditor Accreditation and Oversight

*(continued on page 2)*

VOLUME 70, No. 12 • JUNE 11, 2013

### HIGHLIGHTS IN THIS ISSUE

DOT Secretary Nominee States Strong Support for Jones Act.....2

Coast Guard Academy Cadet Towing Vessel Rider Program Kicks Off Second Year.....3

House Members Express Bipartisan Concern Over TSA Delay Implementing TWIC One-Trip Requirement.....5

Coast Guard Proposes Changes to Ballast Water Management Reporting, Recordkeeping.....7

States File Brief in Appeal of Asian Carp Case Dismissal.....8

AWO Members Meet with Sector Jacksonville.....10



Members of the TVIB Executive Committee and staff at the TVIB meeting in St. Louis. From left to right, TVIB Treasurer Todd Rushing, Rushing Marine Service LLC; Executive Director Chris Parsonage; At-Large Supporting Organization Member Jason Adams, Ingram Barge Company; President Tava Foret, the ACTION Group Companies; At-Large Auditor Member David Foret, the ACTION Group Companies; and Immediate Past President Mike Rushing, Rushing Marine Service LLC. Executive Committee members not shown: Vice President Cathy Hammond, Inland Marine Service, and Secretary Ed Shearer, The Shearer Group, Inc.

## New TVIB Board Members

*The following individuals were elected to the Board of the Towing Vessel Inspection Bureau on May 22.*

President:

**Tava Foret**, ACTion Group Companies

Immediate Past President:

**Mike Rushing**, Rushing Marine Service, LLC

Vice President:

**Cathy Hammond**, Inland Marine Service, Inc.

Secretary:

**Ed Shearer**, The Shearer Group, Inc.

Treasurer:

**Todd Rushing**, Rushing Marine Service, LLC

Auditor Members:

**Harry Stark**, Diers, Jones and Stark, Inc.  
**Gordon Halsey**, Managing Risk Solutions, LLC  
**G. Lee Nelson**, Green River Barge Service  
**Collins Brent**, L Brent Enterprises, Inc.  
**Kevin Mullen**, Quality Auditing, LLC  
**Katharine Sweeney**, Compliance Maritime  
**David Foret**, ACTion Group Companies  
**Hugh McCrory**, Norfolk Tug Company

Support Members:

**Matt LeGarde**, AEP River Operations  
**George Leavell**, Wepfer Marine  
**Don Miller**, Mt. Vernon Barge Service  
**Ron Corigliano**, Campbell Transportation Company  
**David Hammond**, Inland Marine Service, Inc.  
**Lee Nelson**, Upper River Services, LLC  
**Jason Adams**, Ingram Barge Company  
**Tom Smith**, Canal Barge Company, Inc.

## TVIB Holds Membership, Board Meetings in St. Louis

*(continued from page 1)*

and Auditor Resources also held breakout sessions at the meeting. Responsibilities of the Auditor Accreditation and Oversight Committee include evaluating auditor qualifications, verifying credentials, and issuing credentials to TVIB-certified AWO RCP auditors; preparing and conducting auditor training sessions; and providing auditor oversight and quality control. The Auditor Resources Committee will develop and continuously improve the RCP audit process and audit checklist/tool, keep auditors informed of changes to the audit process and audit checklist, and provide other continuing education opportunities for auditors.

TVIB President Tava Foret and AWO Senior Vice President - National Advocacy Jennifer Carpenter used similar language to answer a member question on “what success looks like” for TVIB. Success means high-quality, consistent RCP audits; a smooth transition to Subchapter M for AWO members complying with the RCP; and a large, geographically dispersed pool of high-quality, well trained auditors for the RCP and, eventually, Subchapter M, they asserted.

For more information on TVIB, visit the TVIB website at [www.thetvib.org](http://www.thetvib.org).

## DOT Secretary Nominee States Strong Support for Jones Act

On May 22, the Senate Commerce Committee held a confirmation hearing for Charlotte mayor Anthony Foxx, President Obama’s nominee for Secretary of the Department of Transportation. After the hearing, Sen. Roger Wicker (R-MS) submitted a question for the record inquiring about Mayor Foxx’s views on the Jones Act, to which Mr. Foxx responded with the following statement:

“If confirmed, I will continue the Department’s strong and historic support of compliance with the Jones Act. I would also work to ensure that we have maximum use of the Jones Act fleet and that waivers are issued only when U.S.-flag vessels are unavailable. In addition, I would carry out the direction Congress has provided in legislation to maximize the use of U.S.-flag vessels in any future drawdown of the Strategic Petroleum Reserve and to improve transparency related to any waivers of the Jones Act.”

After a smooth committee hearing, full Senate confirmation is expected later this month. For more information, please contact Brian Bennett at (703) 841-9300, extension 279, or [bbennett@vesselalliance.com](mailto:bbennett@vesselalliance.com).



## Coast Guard Academy Cadet Towing Vessel Rider Program Kicks Off Second Year

For the second year, cadets from the U.S. Coast Guard Academy are spending time on board tugboats and towboats as part of a program under the auspices of the Coast Guard-AWO Safety Partnership. The Coast Guard Academy Cadet Towing Vessel Rider Program was established at the February 2012 meeting of the Coast Guard-AWO Safety Partnership's National Quality Steering Committee. The program has parallels in the training of Coast Guard examiners under the Towing Vessel Bridging Program and educates cadets on the tugboat, towboat, and barge industry through a week or more of shoreside and onboard training.

The program is off to a strong start. Beginning on May 15, cadets paired with AWO member companies for their training experience, and several more cadets are scheduled to participate later in the summer. There has also been an increase in company participation and number of cadets hosted from last year's program. Last year, three companies hosted seven cadets, while this year, five companies are planning to host 14 cadets in New York, New Orleans, Seattle, and St Petersburg.

Canal Barge Company, Inc., hosted two cadets on a round-trip towboat ride from Vicksburg, MS, to Baton Rouge, LA. Said, Tom Smith, Vice President-Human Resources at Canal, "The cadets

were professional, smart, and eager to learn. It was a pleasure having them with us. We think that the Cadet Towing Vessel Rider Program is a great way to continue to build the relationship between the industry and the Coast Guard, and we're happy that it continues to grow." Likewise, Doc Wheeler, Operations Manager for Seabulk Towing, Inc. commented that the two cadets hosted by Seabulk were able to "experience the life of a tug crew—how the crew works as a team to accomplish our missions, everything from ship docking, handling lines, maintenance, paperwork, cooking and cleaning, and above all, safety." He added, "This was

*(continued on page 4)*



Left to Right: Cadet Daniela Andrade; Cadet Margaret Damarlane; Ed Chandler, Manager, HSSE, Canal Barge Company, Inc.; Kevin Atterberg, Mate; Taylor DuChaine, Human Resources; and Sidney Blakemore, Vessel Employment and Safety Specialist, at Canal Barge's Tankerman Workshop.

## Coast Guard Academy Cadet Towing Vessel Rider Program Kicks Off Second Year

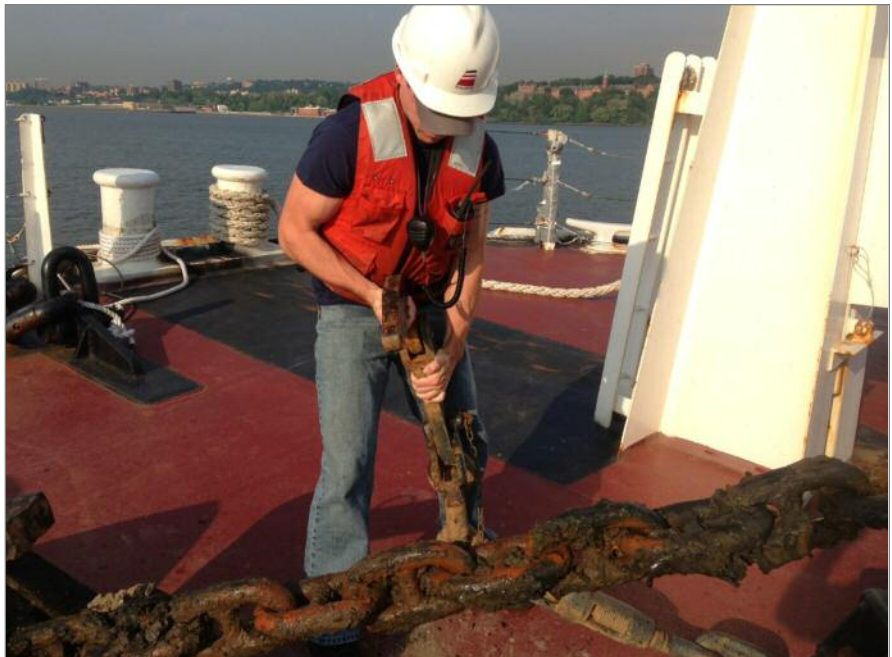
(continued from page 3)

a great opportunity for cadets to gain insight into what is involved in daily operations.” Further, CAPT Joe Alleyne, Marine Personnel Manager, McAllister Towing commented, “This program lays the foundation for future growth between the Coast Guard and the maritime community.”

AWO thanks the following member companies for agreeing to host cadets this summer:

- Blessey Marine Services, Inc.
- Canal Barge Company, Inc.
- Foss Maritime Company
- McAllister Towing
- Seabulk Towing, Inc.

To find out more about hosting a cadet for the 2014 program or for other questions, please contact Jennifer Carpenter or Brian Bennett at (703) 841-9300, extensions 260 or 279, respectively, or via email at [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com) or [bbennett@vesselalliance.com](mailto:bbennett@vesselalliance.com).



TOP: Cadet Joel Amendolara at McAllister's yard in Staten Island, alongside the bow of the tug *Resolute*. RIGHT BOTTOM: Cadet Sam Kulp securing the anchor on the bow of the *Barbara McAllister's* tow. LEFT BOTTOM: Cadet Kulp at the helm of the *Barbara McAllister*.

## House Members Express Bipartisan Concern over TSA Delay in Implementing TWIC One-Trip Requirement

Forty-nine Members of the House of Representatives signed on to a letter June 4 reminding Transportation Security Agency Administrator John Pistole of TSA's obligation to implement a one-trip policy for TWIC applications and renewals in 270 days, as required by the Coast Guard and Maritime Transportation Act of 2012. The letter, led by House Border and Maritime Security Subcommittee Chairwoman Candice Miller (R-MI) and Homeland Security Committee Ranking Member Bennie Thompson (D-MS), criticizes TSA for its lack of progress in implementing the requirement and requests a prompt response from Administrator Pistole.

The letter, which is reprinted on page 6, was written in response to recent TSA briefings for Congressional staff, during which agency officials presented a proposed TWIC one-trip implementation timeline that would be completed in 2014, well outside the specific direction given by Congress.

For more information, please contact Craig Montesano at (703) 841-9300, ext. 297, or [cmontesano@vesselalliance.com](mailto:cmontesano@vesselalliance.com).



### TWIC LETTER SIGNEES

Dan Benishek (R-MI)	Walter Jones (D-NC)
Sanford Bishop, Jr. (D-GA)	Peter King (R-NY)
Marsha Blackburn (R-TN)	Rick Larsen (D-WA)
Charles Boustany, Jr. (R-LA)	Frank LoBiondo (R-NJ)
Larry Bucshon (R-IN)	Blaine Luetkemeyer (R-MO)
Tony Cardenas (D-CA)	Betty McCollum (D-MN)
Matthew Cartwright (D-PA)	Jim McDermott (D-WA)
Bill Cassidy (R-LA)	Patrick Meehan (R-PA)
Howard Coble (R-NC)	Michael Michaud (D-ME)
John Conyers (D-MI)	Gwen Moore (D-WI)
Rick Crawford (R-AR)	Alan Nunnelee (R-MS)
Elijah Cummings (D-MD)	Beto O'Rourke (D-TX)
Peter DeFazio (D-OR)	Bill Posey (R-FL)
Suzan DelBene (D-WA)	Nick Rahall (D-WV)
Stephen Fincher (R-TN)	Charles Rangel (D-NY)
Tulsi Gabbard (D-HI)	Cedric Richmond (D-LA)
John Garamendi (D-CA)	Mike Rogers (R-AL)
Gene Green (D-TX)	C.A. Dutch Ruppersberger (D-MD)
Michael Grimm (R-NY)	Loretta Sanchez (D-CA)
Janice Hahn (D-CA)	Steve Scalise (R-LA)
Gregg Harper (R-MS)	Albio Sires (D-NJ)
Brian Higgins (D-NY)	Adam Smith (D-WA)
Sheila Jackson Lee (D-TX)	Don Young (R-AK)
Bill Johnson (R-OH)	

### Welcome, New Affiliate Members!

**Ellsworth Corporation, Inc.**  
Metairie, LA 70001

Rep: Steven M. Barone  
Chief Operating Officer

**Class NK**  
Long Beach, CA 90802

Rep: Mr. John Kim  
General Manager

**Safety Management Systems**  
Portland, ME 04101

Rep: Mr. William Mahoney  
Director

### 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).



## House Members Express Bipartisan Concern over TSA Delay in Implementing TWIC One-Trip Requirement



Congress of the United States  
Washington, DC 20515

June 4, 2013

Hon. John S. Pistole  
Administrator  
Transportation Security Administration  
East Tower, Floor 11, TSA-5  
601 South 12<sup>th</sup> Street  
Arlington, VA 20598

Dear Administrator Pistole:

We are writing to express our serious concern over the Transportation Security Administration's (TSA) current timeline for implementation of a one-visit policy for the Transportation Worker Identification Credential (TWIC) and urge that the timeline be shortened to provide timely relief to workers, as Congress intended in the Coast Guard and Maritime Transportation Act of 2012.

As you know, Section 709 of the Coast Guard and Maritime Transportation Act of 2012 (P.L. 112-213) directed TSA, within 270 days, to reform the process for TWIC enrollment, activation, issuance, and renewals to require no more than one in-person visit to an enrollment center. Congress gave TSA 270 days to implement this provision. TSA has recently indicated that reforms are underway but that full implementation of the one-trip requirement would not occur until the third quarter of 2014—an entire year late. When we passed Section 709, we did so with the full knowledge that it set forth an ambitious deadline and would demand swift action. However, the timeline established by TSA is far longer than what Congress envisioned.

Section 709, as enacted, is the product of close consultation with TSA during House-Senate conference discussions. At the time, TSA indicated that these reforms would be achievable in a 270-day window. Even before those discussions commenced, TSA was well aware that the two-visit requirement was viewed by many of us in Congress as an unnecessary burden for American workers. For these reasons, we would strongly advise you to revisit the projected timeline for full implementation to bring about timely, meaningful relief to thousands of transportation workers across the nation.

Thank you for your attention to this matter. Please respond by June 14, 2013, regarding this urgent matter.



## Coast Guard Proposes Changes to Ballast Water Management Reporting, Recordkeeping

On June 5, the U.S. Coast Guard published a notice of proposed rulemaking in the *Federal Register* to amend its existing ballast water management reporting and recordkeeping requirements. To read the NPRM, click [here](#).

The Coast Guard's proposed changes include requiring vessels equipped with ballast tanks that operate exclusively within a single Captain of the Port Zone, which are currently exempt from reporting requirements, to submit an annual report summarizing their ballast water management practices. The agency states that this "would improve the breadth and quality of available [ballast water management] information, enabling the Coast Guard and others to make the most informed programmatic and regulatory decisions."

The Coast Guard also proposes to update the current ballast water report form to make it more concise by including only information that is "essential to understanding and analyzing ballast water management practices." The agency asserts that these changes would simplify and clarify the reporting and recordkeeping process, although it does not expect a significant reduction in administrative burden.

## Coast Guard Safety Alert Advises Replacement of Mislabeled Navigation Lights

On May 22, the U.S. Coast Guard published Marine Safety Alert 04-13, notifying towing vessel operators that the SEACHOICE Products LED Navigation Light (SCP #03201) has been inappropriately labeled for use as a "masthead" or "navigation" light. In the alert, the Coast Guard clarifies that the product does not meet the criteria to function as a masthead/navigation light on any vessel, including towing vessels, and advises operators using this product to replace it with a proper light that meets the requirements for the vessel and application.

Current Coast Guard regulations require masthead lighting to have an arc of 225 degrees visibility. Stern lighting requires an arc of 135 degrees visibility, for a total visibility range of 360 degrees. The SEACHOICE product only has an arc of 180 degrees visibility.

To read the notice, click [here](#). The Coast Guard advises towing vessel operators with questions to contact their Coast Guard Sector or Marine Safety Unit. ☎

In addition, the proposed rule would allow vessels to submit ballast water reports after arrival at a port or place of destination – with the exception of vessels bound for the Great Lakes or Hudson River from outside the U.S. Exclusive Economic Zone. The submission of ballast water reports is currently required 24 hours prior to arrival. The Coast Guard writes that "[a]llowing vessels to report after arrival—when their ballasting activities are complete—should greatly reduce the need for post-arrival amendments."

Comments must be submitted by August 5. For more information, please contact Caitlyn Stewart at (703) 841-9300, extensions 260, or [cstewart@vesselalliance.com](mailto:cstewart@vesselalliance.com). ☎

## Coast Guard Seeking Applications for NAVSAC Membership

The U.S. Coast Guard is seeking applications for membership on the Navigation Safety Advisory Council. NAVSAC advises the Coast Guard on matters relating to maritime collisions, rammings, and groundings; the Inland and International Rules of the Road; navigation regulations and equipment, routing measures, marine information, diving safety, and aids to navigation systems.

The Coast Guard will consider applications for seven positions that will become vacant on November 4, including representatives of commercial vessel owners or operators, professional mariners, recreational boaters, and state agencies responsible for vessel or port safety. To be considered, applicants must submit a cover letter and resume to the Coast Guard no later than July 12. NAVSAC members serve terms of office of up to three years and may serve up to two consecutive terms.

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

## Ingram's Craig Philip Set to Join National Freight Advisory Committee

On May 30, U.S. Department of Transportation Secretary Ray LaHood announced the members of the National Freight Advisory Committee, a group of professionals that provides advice and recommendations on how to improve the national freight transportation system. Craig Philip, Chief Executive Officer, Ingram Barge Company, was among those chosen for the committee. The first NFAC meeting is scheduled for later this month.

"The strength of our economy and the strength of our national freight system go hand in hand," said Secretary LaHood. "The members of this committee understand firsthand the critical importance of freight movement, and their valuable insight will help ensure that our system is more secure and better connected."

For more information on the National Freight Advisory Committee, please contact Ann McCulloch, (703) 841-9300, extension 252, or [amcculloch@vesselalliance.com](mailto:amcculloch@vesselalliance.com).



Philip

## MEDMAC Working Groups to Meet

Two working groups of the Merchant Mariner Medical Advisory Committee will meet June 18-19 at the Paul Hall Center for Maritime Training and Education in Piney Point, MD. MEDMAC is the federal advisory committee that advises the U.S. Coast Guard on matters relating to medical certification determinations for issuance of merchant mariner credentials, medical standards and guidelines for operators of commercial vessels, medical examiner education, and medical research.

At the meeting, which is open to the public, working group members will continue work on proposed revisions to Navigation and Vessel Inspection Circular 04-08, "Medical and Physical Guidelines for Merchant Mariner Credentials," and the CG-719K Medical Evaluation Report Form for mariner physicals. All individuals planning to attend must RSVP to the Coast Guard by June 10. For more information, click [here](#).

For more information, contact LT Ashley Holm, U.S. Coast Guard, at (202) 372-1128 or via email at [Ashley.e.holm@uscg.mil](mailto:Ashley.e.holm@uscg.mil).

## States File Brief in Appeal of Asian Carp Case Dismissal

On May 28, five states bordering the Great Lakes filed a brief in the U.S. Court of Appeals for the Seventh Circuit in their appeal of the dismissal of their complaint against the U.S. Army Corps of Engineers by a U.S. district court in December 2012. The states, led by Michigan and including Wisconsin, Minnesota, Ohio and Pennsylvania, had been 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 brief was entered in reply to briefs filed in late April by the Corps and two intervenors—including the Coalition to Save Our Waterways, of which AWO is a member—as reported in the May 13 issue of the *AWO Letter*. The states continue to claim that the Corps' "acts and omissions" to prevent an Asian carp invasion by its continued operation and maintenance of the CAWS violate the common law of public nuisance.

In response to the Corps' argument that the agency cannot be faulted because it operates and maintains the CAWS at the express authorization of Congress, the states contend that the authorizing statutes were enacted "before the possibility of Asian carp migration through the [CAWS] was known to exist," and "[a]s such, they cannot

*(continued on page 9)*



**Reminder:**

**AWO Members Can Use ISM Certification for RCP Compliance**

AWO reminds members that companies certified under the International Safety Management code may use that certification to gain compliance with the Responsible Carrier Program. This change in RCP requirements was authorized by the Board of Directors in October 2011, and came into effect on January 1, 2012. It was brought to AWO’s attention during the recent Spring Convention that not all eligible member companies were aware of this option.

The policy change was recommended to the Board by the Task Force on the Future of AWO Safety Leadership in an effort to reduce duplicative safety management system audits for AWO members. Many AWO members in the Coastal Sector who operate towing vessels on international voyages are required to comply with the ISM Code, which was adopted into chapter IX of the International Convention for the Safety of Life at Sea in 1994. While AWO has long had procedures in place allowing a company to obtain a dual RCP/ISM Code audit, this policy change further streamlines the process, with no diminution in safety.

Responsible Carrier Program Addendum B lays out the following requirements for AWO members who wish to use ISM Code compliance to satisfy the RCP requirement that is a condition of AWO membership:

- Verification of ISM compliance through an annual third-party Document of Compliance audit and annual transmission of that document to AWO; and
- Inclusion in the safety management system of all requirements unique to the RCP, and documentation thereof through the annual DOC audit.



AWO members that do not have ISM Safety Management Certificates for their entire fleet must also have 10 percent of their non-ISM-certified vessels undergo an RCP vessel audit every three years.

For more information on this option for Responsible Carrier Program certification, please contact Kevin Dowling at (703) 841-9300, extension 264, or [kdowling@vesselalliance.com](mailto:kdowling@vesselalliance.com).

**States File Brief in Appeal of Asian Carp Case Dismissal**

*(continued from page 8)*

reasonably be understood as evidencing any congressional consideration, and certainly not authorization, of the movement of Asian carp or other invasive species through the [CAWS].”

The states conclude their brief by requesting that the Seventh Circuit reverse the dismissal and remand the case to district court for trial on the merits of the public nuisance claim.

The Seventh Circuit is likely to set a date for oral argument. 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).

**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 courses, please contact Jo Ann Salyers at (504) 236-4962 or via email at [joann@salyerssolutions.com](mailto:joann@salyerssolutions.com).

<p><b>June 18 &amp; 19</b> Salyers Solutions, LLC Houston, TX</p>
<p><b>July 9 &amp; 10</b> Salyers Solutions, LLC Las Vegas, NV</p>

Atlantic Region

## AWO Members Meet with Sector Jacksonville

On May 31, AWO members met with Captain Tom Allan, U.S. Coast Guard Sector Jacksonville Commander, and his staff to discuss several issues important to the towing industry. Captain



Allan

Allan's senior staff in attendance were CDR Marie Byrd, Chief, Prevention; LCDR Alisa Praskovich, Chief, Inspection and Investigations; and LCDR Robert Butts, Chief, Waterways Management.

Attendees covered several local port issues, the effects of sequestration on the Coast Guard's ability to perform its missions, and necessary preparations for hurricane season. AWO members attending included Cole Cosgrove and Roger King, Crowley Maritime Corporation; Tom Craighead, Moran Towing Corporation; John Schrinner, McAllister Towing; Bob Russo, Maritime License Training Company; and John Harms, AWO Manager - Atlantic Region.

For more information, please contact John Harms at (703) 373-2292, or by email at [jharms@vesselalliance.com](mailto:jharms@vesselalliance.com).

**Save the Date:  
AWO Regional Meetings**

Midcontinent Office

## Coast Guard Announces Waterway Restriction in CSSC June 17-21

On May 9, the U.S. Coast Guard issued Marine Safety Information Bulletin 05-13 to inform waterway users that the agency 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, on June 17-21 from 7:00 -11:00 a.m. and from 1:00 - 5:00 p.m. The Coast Guard states that the waterway restriction is necessary to protect users from hazards associated with the U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service's performance testing of the electric fish dispersal barriers within the CSSC.



*The Lockport Lock on the Sanitary & Ship Canal in Will County, IL, about 35 miles from downtown Chicago.*

The electric fish dispersal barriers were installed in the CSSC to prevent the movement of round goby, an aquatic nuisance 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. AWO appreciates that the maritime industry was given the 30-day notice it has consistently requested from the Corps and the Coast Guard prior to this waterway restriction.

To read the MSIB, click [here](#). For more information about the upcoming safety zone enforcement, please contact CDR Mike Farrell of the U.S. Coast Guard at (414) 747-7163.

<p><u>August 7 - 8</u> <b>Pacific Region Summer Meeting</b> The Claremont Hotel Berkeley, California</p> <p><u>August 14 - 15</u> <b>Joint Safety Committees Meeting</b> The Seelbach Hilton Louisville, Kentucky</p>	<p><u>August 15 - 16</u> <b>Combined Summer Meeting of Midwest, Ohio Valley, &amp; Southern Regions</b> The Seelbach Hilton Louisville, Kentucky</p> <p><u>August 20 - 21</u> <b>Atlantic Region Summer Meeting</b> TBA New York, New York</p>
---	--

*For more information on these meetings, please see click [here](#) or contact Sarah Young at (703) 841-9300, extension 291.*