

Maritime Subcommittee Chairman: Jones Act “Essential” to Nation

In a July 30 op-ed appearing on CNBC’s website, Rep. Duncan Hunter (R-CA), Chairman of the House Subcommittee on Coast Guard and Maritime Transportation, offered a strong statement concerning the necessity of the domestic maritime industry, and the Jones Act which serves as its foundation, to U.S. national and economic security.

“The maritime industry has been a pillar of the economy for as long as shipping vessels have delivered goods and commodities to American shores. In no small part, the Jones Act has been the engine driving this success for nearly a century,” Chairman Hunter stated. “Regrettably, not everyone views the Jones Act this way. For reasons that are due to either a lack of understanding or appreciation for the U.S. maritime industry, the Jones Act is being



misidentified once again as an impediment to job creation and even lower product costs.”

The statement refuted the claims of Joe Petrowski, Gulf Oil CEO, made in a previous CNBC article in which Mr. Petrowski suggested that repealing the law would reduce U.S. gasoline prices by as much as 30 cents a gallon. Chairman Hunter also decried the “recurring barrage of attacks” against the Jones Act

that link the law to rising gasoline costs, offering that “the cost for moving a gallon of gasoline on a U.S. ship is less than one penny-per-gallon, on average.”

“The reality is that the Jones Act, despite claims to the contrary, has little to do with

price fluctuations at the pump,” Chairman Hunter continued. “Calls for its repeal have long been based on misleading presumptions and incomplete information, much of it originating from industries in direct competition with the U.S. maritime industry.”

“We are very grateful to Chairman Hunter for his strong views that show a true appreciation for and understanding of the essential work of the nation’s mariners,” said Tom Allegretti, AWO’s President & CEO and Chairman of the American Maritime Partnership. “We echo the Chairman’s sentiments and will keep working to ensure that policymakers and the public truly realize how essential this industry is to our nation.”

To read the op-ed in its entirety, please click [here](#).

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Maritime Industry Opposes Proposed Bill Weakening Jones Act



On July 26, the American Maritime Partnership issued a statement announcing its strong opposition to a U.S. House bill introduced by Puerto Rico Resident Commissioner Pedro Pierluisi that would weaken the U.S.-build requirement of the Jones Act for certain vessels operating in the Puerto Rico trade. AWO also strongly opposes the bill and will be working as part of AMP to ensure that it is not considered in the House.

“The Pierluisi bill would weaken U.S. national defense and undermine the investments made by American vessel owners and operators,” AMP stated. “We strongly oppose Mr. Pierluisi’s legislation because it would directly undermine America’s national security. The non-partisan Government Accountability Office recently warned in a study specific to Puerto Rico that the ‘military strategy of the United States relies on the use of commercial U.S.-flag ships and crews and the availability of a shipyard industrial base to support’ the nation’s defense. The study also found that the U.S. domestic container shipping fleet has a long history of providing regular, reliable

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Maritime Industry Opposes Proposed Bill Weakening Jones Act

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service to the island, and in the past few years also offered significant rate reductions.”

The AMP statement continued to say that “more specific to Mr. Pierlusi’s concern regarding the availability of natural gas to Puerto Rico, there are fully compliant American vessels eligible to transport Liquefied Natural Gas once Puerto Rico develops the capacity to receive it. There are also special provisions of law that already allow LNG to move to the island on foreign vessels from the U.S. Whether it is LNG or any other cargo needed by the Puerto Rican people, the American maritime industry stands ready to work with the Commissioner to ensure that the demand is met.”

For more information, please contact Craig Montesano, AWO’s Director – Legislative Affairs, at (703) 841-9300, extension 297, or cmontesano@vesselalliance.com.

Welcome, New Affiliate Member!

Kidde Fire Systems
400 Main Street
Ashland, MA 01721

Rep: Mr. Scott Sullivan
Marine Sales Manager

Coast Guard Issues Final NVIC on Maritime Labor Convention Implementation Convention to Take Effect on August 20

On July 30, RDML Joseph A. Servidio, U.S. Coast Guard Assistant Commandant for Prevention Policy, signed NVIC 02-13, guidance for implementing the requirements of the Maritime Labor Convention. The Convention was adopted by the International Labor Organization in 2006 in order to provide comprehensive rights and protections for seafarers. It received 30 instruments of ratification in August 2012 and is scheduled to take effect in countries that have ratified the convention on August 20, 2013.



Under the MLC, vessels 500 gross tons and over must maintain an MLC certificate onboard the vessel when operating in countries that have ratified the Convention. (Vessels less than 500 GT ITC may voluntarily carry MLC certification and are encouraged to do so). Despite the fact that the United States has not yet ratified the MLC, U.S.-flag vessels are still required to comply with the Convention when traveling in the waters of ratifying countries. NVIC 02-13 is intended to help U.S.-flag vessels demonstrate MLC compliance through a voluntary inspection and certification process. Upon successful completion of this inspection, the Coast Guard will issue vessels a “Statement of Voluntary Compliance, Maritime Labor Convention” certificate, valid for five years, that can be used to demonstrate to Foreign Port State Authorities that the vessel is in practical compliance with the MLC.

In its comments on the draft NVIC submitted in March, AWO urged the Coast Guard to work within the Administration to ensure support for U.S. ratification of the MLC and prompt consideration by the U.S. Senate.

While the decision to seek MLC ratification falls outside the scope of the NVIC, the Coast Guard addressed many of AWO’s other concerns. The final NVIC reminds Port State Control authorities that ratifying countries have a “large measure of flexibility” in how they choose to implement the NVIC and encourages them to accept the voluntary compliance certificate; advises authorities not to apply the definition of a seafarer so broadly as to include any individual working on the vessel “in any capacity,” noting industry’s concerns with this over-reaching definition; and, describes the process by which operators of U.S.-flag vessels can contact the Coast Guard in the event that their voluntary compliance certificate is not accepted by Foreign Port State Control. The final NVIC also clarifies more explicitly that vessels operating exclusively on the inland rivers, the Great Lakes, or the Strait of Juan de Fuca are not subject to MLC requirements.

To read the NVIC, click [here](#). For a current list of countries that have ratified the MLC, click [here](#). Operators who travel to ratifying countries are encouraged to contact their local OCMI or recognized classification society to schedule an exam before August 20. For more information, please contact Jennifer Carpenter or Brian Vahey at (703) 841-9300, extensions 260 and 251, respectively, or via email at jcarpenter@vesselalliance.com or bvahey@vesselalliance.com.

AWO Comments on Coast Guard Proposal to Amend Ballast Water Reporting Requirements

Urges Coast Guard to Sunset Requirements for Non-Seagoing Vessels

On August 5, AWO submitted comments urging the Coast Guard to sunset its ballast water management reporting requirements for domestic vessels that do not travel beyond the U.S. Exclusive Economic Zone. The association's comments are in response to a notice of proposed rulemaking published by the Coast Guard on June 5 proposing to amend its ballast water management recordkeeping and reporting requirements, as reported in the June 11 issue of the *AWO Letter*.

The Coast Guard had previously opened a public docket to consider changes to its ballast water reporting requirements in 2006, almost three years after ballast water recordkeeping and reporting became mandatory. In oral testimony and written comments to that docket, AWO urged the Coast Guard to phase out the ballast water reporting requirements for U.S.-flag vessels that operate in domestic commerce, arguing that the 30 months of ballast water reports collected to that point gave the agency a comprehensive data set and that further data collection would not meaningfully improve its knowledge base. AWO reiterated this position in its August 5 comments, writing that the nine years of ballast water reports the Coast Guard has now amassed "should be sufficient to provide the Coast Guard with an adequate basis for programmatic and regulatory decision-making well into the future."

AWO also expressed its opposition to the expansion of ballast water reporting requirements to vessels equipped with ballast tanks that operate exclusively within a single Captain of the Port Zone, as the Coast Guard proposed in its NPRM. "Vessels with a limited geographic range of

operation present a low risk of contributing to the introduction of aquatic invasive species, and the burdens of reporting can be greater due to the often smaller sizes of their operating companies," AWO wrote. "AWO believes that there are alternative means for the Coast Guard to improve its understanding of the ballasting practices of this category of vessels, including dialogue with advisory committees and trade associations, without imposing a new regulatory requirement on vessel operators."

In the event that the Coast Guard proceeds with its proposal to expand the reporting requirements, AWO urged the agency to exempt vessels that do not discharge ballast water or that use potable water for ballast, consistent with its current policy, articulated in Navigation and Vessel Inspection Circular 07-04, Change 1.

AWO also strongly recommended that the Coast Guard not restrict the reporting of ballast water capacities and discharge volumes to metric measures, as was proposed in the NPRM. "For that significant proportion of the U.S.-flag vessel population that does not travel internationally [...] disallowing the use of U.S. units on the report form represents an additional administrative burden that would complicate compliance and also increase the likelihood of unintentional error," AWO stated.

To read AWO's comments to the Coast Guard in full, click [here](#). For more information, please contact Jennifer Carpenter or Caitlyn Stewart at (703) 841-9300, extensions 260 and 262, respectively, or at jcarpenter@vesselalliance.com or cstewart@vesselalliance.com.

Chicago Harbor Safety Committee Convenes for Inaugural Meeting



CAPT Matthew Sibley, Captain of the Port and Commander - Coast Guard Sector Lake Michigan, addresses attendees at the inaugural CHSC meeting at Navy Pier in Chicago. See full story on page 14.

Coast Guard Issues Reminder on Canadian Personnel Requirement Deadline

On July 22, the U.S. Coast Guard re-distributed Marine Safety Information Bulletin 021-12, "Compliance with Canadian Marine Personnel Regulations." The MSIB, which was originally published in October 2012, establishes that beginning on October 26, 2013, towing vessels calling at ports or places in Canada will have to be in compliance with Canadian marine personnel regulations. To read MSIB 021-12, click [here](#). In brief, the bulletin explains that:

- Vessels over 1000 hp must carry two licensed engineers if operating round-the-clock with a two-watch system;
- While the Canadian regulations require STCW certification, the Coast Guard and Transport Canada have reached an agreement under which STCW certification will not be required for U.S. vessels calling at Canadian ports; and
- Canada will not enforce these requirements on U.S. vessels transiting Canadian waters without calling at a port or place in Canada.

In late 2012, the National Maritime Center issued a policy letter clarifying that a mariner with a DDE endorsement limited to vessels less than 4000 hp to serve as a Chief Engineer on vessels on near coastal, Great Lakes, and inland waters. By U.S.-Canada agreement, a DDE may serve as chief engineer of the



forementioned routes without obtaining a STCW endorsement. MSIB 021-12 also lists duties that the NMC considers to be substantially equivalent to QMED duties, including performance of routine maintenance and inspection of towing equipment and deck machinery, in order to facilitate currently unlicensed engineers obtaining a DDE endorsement.

AWO issued a member alert to representatives of all AWO companies that we believe to be affected by the Canadian requirements. If you did not receive the alert and would like to be included on all future communications pertaining to this issue, or for all other questions and feedback, please contact Jennifer Carpenter or Brian Vahey at (703) 841-9300, extensions 260 and 251, respectively, or via email at jcarpenter@vesselalliance.com or bvahey@vesselalliance.com.

Coast Guard to Host IMO Polar Code Workshop

The U.S. Coast Guard will hold a public workshop August 22-23 on topics related to the IMO Polar Code, a mandatory code for vessels operating in polar waters (above 60 degrees north latitude). At the meeting, the Coast Guard plans to discuss safety topics including vessel design, equipment, and operational requirements. The workshop will be held at Coast Guard headquarters in Washington, D.C.



The International Maritime Organization approved proposals for the development of a mandatory Polar Code in 2009. While the specific requirements of the new code have not been finalized, they will likely impact vessel design and construction standards and include various environmental and personnel requirements. The Polar Code will apply to vessels currently subject to SOLAS. AWO and the Coast Guard have begun discussions on towing industry operations in the Arctic as the United States works with other countries to further develop the requirements for the Polar Code. IMO plans to host an intersessional meeting on implementation of the Polar Code later this year.

AWO members with operations in the Arctic are encouraged to participate in the workshop. For more information on the work shop, click [here](#). For information on AWO's work with the Coast Guard on development of the Polar Code, please contact Charlie Costanzo at (206) 257-4723 or via email at ccostanzo@vesselalliance.com.

Coast Guard Academy Cadet Towing Vessel Rider Program Wraps Up Second Year



Left to Right: Cadet Yue "Ben" Shen, Cadet Jose Jaramillo and crewmembers Darby Smith and Zack Steele of the *m/v Jane Ann Blessey*.

For the second year, cadets from the U.S. Coast Guard Academy have spent the summer on board tugboats and towboats as part of a program under the auspices of the Coast Guard-AWO Safety Partnership. As previously reported in the June 11 *AWO Letter*, the program grew this year with five companies hosting 11 cadets for a week or more of shoreside and onboard training, an increase from last year's program in which three companies hosted seven cadets. Canal Barge Company Inc., Seabulk Towing, Inc., and McAllister Towing hosted two cadets each in May.

Foss Maritime Company also hosted cadets in late May and June and Blessey Marine Services, Inc. hosted two cadets, Yue "Ben" Shen and Jose Jaramillo, July 18-27. The crew of Blessey's *m/v Jane Ann Blessey* reported a mutually beneficial experience for the cadets and the company, writing that "one of the days while Ben and Jose were on the boat I let them both experience steering the boat... after a few minutes they each were grinning ear to ear. While on board they were able to experience Kentucky lock and dam and four different waterways, the Mississippi, Ohio, Tennessee and Tenn-Tom. Ben and Jose fit in really well with the crew and were quick to offer assistance on any job. They helped us out on our crew change clean up and also with sweeping and mopping the boat. Ben and Jose are more than welcome to come back anytime and ride with us."

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



Cadet Jose Jaramillo at the sticks of the *m/v Jane Ann Blessey*.

Coast Guard Issues Reminder on STCW Security Requirements

On July 23, the U.S. Coast Guard's National Maritime Center published a notice reminding operators of U.S.-flagged vessels subject to the requirements of the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers to ensure their vessels comply with new requirements for vessel personnel with designated security duties by January 1, 2014. To read the notice, click [here](#).

The 2010 Manila amendments to the STCW Convention took effect on January 1, 2012. Among other things, these amendments established new requirements for vessel personnel with designated security duties. The Coast Guard has not yet begun to enforce these requirements on U.S. vessels because the final rule on STCW implementation is still pending. However, because U.S. vessels must operate in compliance with STCW requirements while in the waters of foreign countries, the Coast Guard published Policy Letter 12-06 in October 2012 to serve as guidance to U.S. vessels traveling internationally to lessen foreign port state control impact on their operations.

Policy Letter 12-06 provides guidance on the issuance of endorsements for Vessel Personnel with Designated Security Duties and vessel personnel requiring security-awareness training. The policy letter explains that all mariners working under their STCW endorsement should obtain an endorsement for security awareness. Mariners assigned specific security duties should obtain an endorsement as VPDSD. Companies should ensure that all persons on board except passengers receive security-related familiarization training required under STCW and that mariners have the appropriate security endorsements. To read Policy Letter 12-06, click [here](#).

The STCW final rule is undergoing final review by the Office of Management and Budget and is expected to be published in the *Federal Register* this fall. The STCW convention applies to vessels of any size engaged on an international voyage; vessels of any size engaged on a domestic voyage that passes through international waters; and vessels over 200 gross registered tons on domestic voyages outside the boundary line.

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

NTSB to Hold Forum on Safety Culture in Transportation Industry


The National Transportation Safety Board has announced that it will hold a forum addressing the importance of safety culture in transportation on September 10-11 in Washington, DC. The forum, titled "Safety Culture: Enhancing Transportation Safety," will review the progress that has been made in developing safety cultures throughout the transportation community and identify opportunities for improvement.



"In our accident investigations we've seen instances of weak or non-existent safety cultures," said NTSB Chairman Deborah A.P. Hersman. "In this forum, we want to highlight what's present in strong safety cultures as well as identify what works to build these cultures in order to more effectively prevent accidents."

Chairman Hersman will chair the forum, in which all five members of the NTSB will participate. Panelists will include researchers, regulators, and leaders in both transportation and non-transportation industries. A detailed agenda and list of participants will be released as the event approaches.

The forum will be open to the public and can be viewed via webcast for those that cannot attend. For more information, or to submit input for consideration, please visit the forum website by clicking [here](#).

Fostering the development of a robust safety culture in the tugboat, towboat, and barge industry is a key recommendation of AWO's Task Force on the Future of AWO Safety Leadership. In its 2011 report, the Task Force called for AWO members "to lead the industry in safety and environmental stewardship by exceeding regulatory minimums, striving for continuous improvement, and measuring performance." 

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.



Inland Waterways Users Board to Meet August 13 in Louisville

The Inland Waterways Users Board will meet on August 13 in Louisville, KY, just prior to the Joint Meeting of the AWO Interregion and Coastal Safety committees and the Combined Summer Meeting of the AWO Midwest, Ohio Valley and Southern Regions. The eleven-member federal advisory committee is responsible for making recommendations to Congress and the Secretary of the Army on priorities and spending from the Inland Waterways Trust Fund for construction

and rehabilitation projects on the fuel-taxed inland waterways system. The meeting agenda will include:

- Status of funding for inland navigation projects and studies;
- Status of the Inland Waterways Trust Fund;
- Funding for FY 2013 and 2014;
- Update on proposed water resources-related authorization bills;
- Status of the Olmsted Locks and Dams Project;
- Update on the Inland Marine Transportation Systems Levels of Service; and
- Status of the inland waterways system.

Effective July 18, the chairman of the Users Board is Marty Hettel, AEP River Operations, and the vice chairman is Matt Woodruff, Kirby Corporation. The Users Board last met in December 2012.

In April 2010, the Users Board unanimously recommended the Inland Waterways Capital Development Plan to improve the long term reliability of the inland waterways system. AWO strongly supports the CDP and is assisting Waterways Council, Inc., in seeking inclusion of the CDP in the Water Resources Development Act. Key components of the CDP were included in the WRDA bill passed by the Senate in May; the House version of WRDA is expected to be introduced after the August Congressional recess.

For more information on the meeting, click [here](#).

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- Contributes to America's economic, national and homeland security because our vessels are American-owned, American-built and American-crewed



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America's Tugboat, Towboat & Barge Industry

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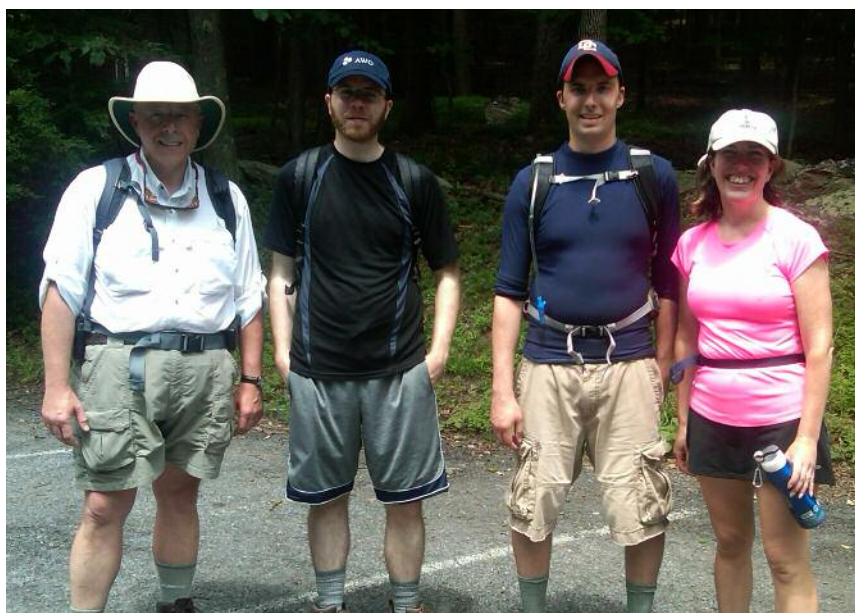
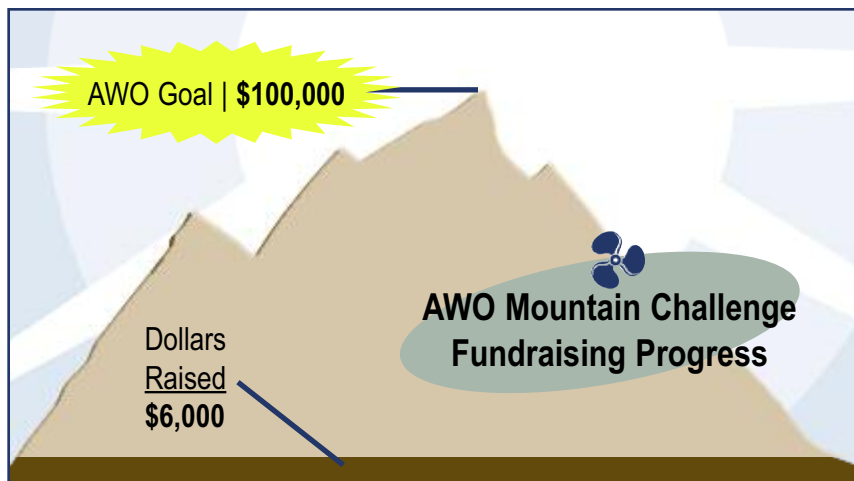
Join our virtual community for the tugboat, towboat, and barge industry. Click [here](#) to view AWO's Facebook page and join. Spread the word among your colleagues!

Regional Challenge – Which Meeting Will Raise the Most for SCI?

The August regional meetings are upon us! Each regional meeting will provide an opportunity for you and your company to donate or pledge in support of Team AWO at the SCI Mountain Challenge. Which regional meeting will raise the most donations? Will it be the Pacific Region meeting this week, the Combined Midwest, Ohio Valley, & Southern Region meeting August 15-16, or the Atlantic Region, home of the SCI Mountain Challenge, with its meeting on August 21-22? We will report the results!

A Parting Word

We've heard through the grapevine that certain AWO members have jokingly stated that they want to see proof of finish before committing, but we wholeheartedly disagree. Below is a photo of some of Team AWO members after a challenging training hike up Maryland's Sugarloaf Mountain, looking very hearty and hale. They are committed to crossing the finish line, are you committed to supporting them? Donate today! 🌀



Team AWO - Tom Allegretti, Brian Vahey, Brian Bennett, and Jennifer Carpenter.

Two Easy Ways to Donate!

Contributions of any size from **companies and individuals** will be most appreciated as AWO works to meet its ambitious fundraising goal. Corporate donations are permissible and fully tax-deductible and we encourage member companies to choose between three giving levels: Platinum (\$5,000), Gold (\$2,500) or Silver (\$1,000). 🌀

To donate **on-line** using a credit card, please visit Team AWO's fundraising page by clicking [here](#).



To donate via **mail**, please send a check made payable to The Seamen's Church Institute of New York and New Jersey to AWO, Attention: Carmina Smith, 801 North Quincy Street, Suite 200, Arlington, VA 22203.



AWO Chairman Visits Brownwater Operators



In recent weeks, AWO Chairman Buckley McAllister, McAllister Towing, spent time visiting with AWO's brownwater operators in St. Louis as the guest of former AWO Chairman and current Treasurer, George Foster, JB Marine Service, Inc.

While in St. Louis, Mr. McAllister extensively toured JB Marine's operations with Mr. Foster. He also visited American River Transportation Company with President Royce Wilken, also a former AWO Chairman, and Vice President – Operations, Brent Nissen, current AWO Board Member and Vice Chairman of the Inland Dry Sector. The St. Louis trip also featured a visit to AEP River Operations and a meeting with President Keith Darling. Additionally, many more industry members also gathered at a dinner sponsored by George and Linda Foster and James "Goat" Patterson, President, Osage Marine.

The St. Louis visit was a follow up to a trip to Nashville and Paducah, where Frank Morton, AWO's Vice Chairman and Director, Turn Services, LLC, and Craig Philip, Chief Executive Officer, Ingram Barge Company, hosted Mr. McAllister on a tour of operations at Ingram as well as a towboat ride to learn more about Ingram's fleet.

"I cannot tell you how much these visits deepened my appreciation for the diversity of this industry," said Mr. McAllister. "It really brought home how we serve the nation in many different ways and how important each segment of the industry really is to the flow of commerce. I am very grateful to everyone who took the time to share their knowledge and let me see things first hand. These were invaluable experiences." 🌊



AWO Chairman Buckley McAllister, McAllister Towing, learns the brownwater side of the industry, recently taking towboat rides in the St. Louis area while visiting JB Marine Service, Inc. (top) and in Paducah with AWO Vice Chairman Frank Morton, Turn Services LLC (bottom).

AWO Hosts First Three Congressional Towboat Tours

Focus on WRDA, Vessel Discharge Legislation, and Jones Act

Over the past two weeks, AWO members and staff hosted three grassroots towboat tours to educate Congressmen, Senators, and their staffers about our industry and discuss the critical issues that we face. Topics discussed included the need for the House to move forward on a WRDA bill that includes all elements of the Capital Development Plan included in the WAVE 4 bill sponsored by Reps. Ed Whitfield (KY-R) and Dan Lipinski (IL-D); the necessity of securing uniform vessel discharge legislation; and the importance of preserving the integrity of the Jones Act.

AWO graciously thanks Hunter Marine, American River Transportation Company, and Ingram Barge Company for providing vessels for the AWO educational tours in July. Below please find a quick recap of the tours with some great photos of each event. For more information on the grassroots tours, please contact Lynn Muench, AWO's Senior Vice President – Regional Advocacy, at (314) 446-6474 or lmuench@vesselalliance.com.

Cumberland River Tour

On July 17, Glenn Hendon and Donnie Hall, Hunter Marine, hosted four congressional staffers onboard the *m/v Cumberland Hunter* for a tour of the Cumberland River. David O'Loughlin of Ingram Barge Company and Lynn Muench, AWO, were also in

attendance. Staffers joining the tour included Charlotte Jackson, Senior Constituent Services Representative, Sen. Lamar Alexander (R-TN); Carlie Crenshaw Cruse, Field Director, Sen. Bob Corker (R-TN); Don Majors, Director of Special Projects, Rep. Jim

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AWO Hosts First Three Congressional Towboat Tours

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Cooper (D-TN); and Don Deering, Community Liaison, also with Rep. Cooper's office.

St. Louis Harbor Tour

On July 24, Brent Nissen, Bernie Heroff, and Randy Simmons, American River Transportation

Company, hosted 11 congressional staffers on the *m/v Sally Archer* for a tour of the St. Louis Harbor. Steve Colby, SCF Marine Inc.; George Foster, JB Marine Service, Inc.; Ed Henleben, Ingram Barge Company; Marty Hettel, AEP River Operations; Gerry Vick, Upper Mississippi River Fleeting LLC; and Lynn Muench and

Charlie Costanzo, AWO, were also in attendance. Congressional staffers joining the tour included Mary Beth Luna, District Office Director, and Tricia LaValle, Field Representative, Sen. Roy Blunt (R-MO); Randy Pollard, Downstate Director, Sen. Mark Kirk (R-IL); Tim Butler, District Chief of Staff, Rep. Rodney Davis (R-IL); Aaron Baker, Field Representative, Rep. Sam Graves (R-MO); Donna Spickert, District Director, and Steven Walsh, Press Secretary, Rep. Vickie Hartzler (R-MO); Jeremy Ketterer, District Director, and Tanner Smith, District Director, Rep. Blaine Luetkemeyer (R-MO); Deb Detmers, District Director, Rep. John Shimkus (R-IL); and Jaci Winship, Field Representative, Rep. Ann Wagner (R-MO).



St. Louis Harbor

Tennessee and Ohio River Tour

On July 26, David O'Loughlin and Tom More, Ingram Barge Company, hosted four congressional staffers

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AWO Hosts First Three Congressional Towboat Tours



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onboard the *m/v Gale C.* for a tour of the Tennessee and Ohio rivers. Also in attendance were Kyle Aldrich, Evansville Marine Service, Inc.; Darin Adrian, Marquette Transportation Company, Inc.; Dave Dewey, River Marine Enterprises, LLC; Steve Siemers, Mt. Vernon Barge Service; and, Lynn Muench and Charlie Costanzo, AWO. Congressional staffers joining the tour included Hodge Patel, State Director, and Sarah Helming, Southwest Regional Director, Sen. Joe Donnelly (D-IN); Martie Wiles, Field Representative, Sen. Mitch McConnell (R-KY); and Janece Everett, Field Representative, Rep. Ed Whitfield (R-KY). 🍀

Tennessee & Ohio River



Atlantic Region

Members Meet with EPA Officials to Discuss Possible No Discharge Zones

On July 19, Peter Keyes, Moran Towing Corporation; Brendan MacGillivray, The Vane Brothers Company; and John Harms, AWO Manager – Atlantic Region, met with U.S. Environmental Protection Agency Region 2 officials in New York City to discuss possible new no discharge zones in New York Harbor. NDZs are areas where the discharge of sewage, treated or untreated, is completely prohibited. The meeting was held in response to a draft white paper produced by the NY – NJ Harbor & Estuary Program, a public-private partnership led by EPA Region 2. The white paper, titled *Potential for Development of Additional No Discharge Zones within the New York–New Jersey Harbor Estuary*, can be viewed in full by clicking [here](#). The

document describes the process the HEP is attempting to facilitate to induce New York and New Jersey to submit a joint petition to EPA to designate additional NDZs in New York Harbor, beginning with Raritan Bay at the mouth of New York Harbor.

AWO’s meeting with EPA officials focused on:

- 1) The need to ensure NDZs contain adequate pumpout facilities for commercial vessels, and
- 2) The need for appropriate phase-in period of five years.

The group discussed the significant safety, technical, and financial hurdles industry faces when complying with NDZs, including reengineering vessels to accommodate sewage holding tanks.

Currently, the New York side of the Hudson River, the Long Island Sound, and the South Shore of Long Island are all designated as NDZs. The HEP proposal calls for all of New York Harbor, including Raritan Bay, the Arthur Kill, the Kill Van Kull, the Newark Bay Complex, and the New Jersey side of the Hudson River, to be designated as NDZs. Under the Clean Water Act, before New York and New Jersey may designate these areas as NDZs they must petition EPA for a determination that adequate pumpout facilities for all vessels are “reasonably available.” For more information, please contact John Harms or Caitlyn Stewart at (703) 841-9300, extensions 292 and 260, respectively, or at jharms@vesselalliance.com or cstewart@vesselalliance.com.

Midcontinent Office

Asian Carp Regional Coordinating Committee Announces New Control Efforts

On July 24, the Asian Carp Regional Coordinating Committee released its Control Strategy Framework for 2013, reporting new initiatives to prevent the introduction and establishment of Asian carp in the Great Lakes. The ACRCC, a group of federal, state and local government agencies representing both the U.S. and Canada and led by the White House Council on Environmental Quality, updates the framework annually. Announcing the release of the 2013 framework, CEQ Asian Carp Director John Goss said that it “will strengthen our defenses against Asian carp and move innovative carp control projects from research to field trials to implementation.”

Among the new efforts outlined in the ACRCC’s framework for 2013 are:

- The construction of a permanent electric fish dispersal barrier in the Chicago Area Waterways System to replace the demonstration barrier;
- The design and construction of a mobile electric fish dispersal barrier that can be deployed to move fish or in rapid response situations;
- The testing of control alternatives including a carbon dioxide barrier and a targeted piscicide administered via an oral delivery system;
- The transition of responsibility for eDNA testing and processing from

the U.S. Army Corps of Engineers to the U.S. Fish and Wildlife Service; and

- The expansion of fish sampling efforts in “potential invasion hotspots” within the Great Lakes.

The framework also reviews efforts that are already underway, including the Corps’ Great Lakes and Mississippi River Interbasin Study, which is evaluating control alternatives to contain aquatic invasive species; ongoing Asian carp monitoring and removal; and research and development of Asian carp detection and control technologies.

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Midcontinent Office

AWO Midwest and Ohio Valley Member Leaders Meet with Coast Guard Leadership

On July 23, nine AWO members met with CAPT Byron Black, Sector Upper Mississippi commander, and his senior staff at a Sector luncheon in St. Louis. CAPT Black reported that Sector Upper had the capacity to do Towing Vessel Bridging Program second examinations and was hopeful that the AWO membership would take advantage of the opportunity.

CAPT Black also noted that the barge salvage operation would take two to three weeks. The three barges will be salvaged during daylight only and will require one-way traffic. The barges sank after breaking away during the high water this spring.

Other issues of note included a discussion on the Coast Guard's process to prioritize upgrades to cutters, quick buoy placement as the water levels continue to fall, improved consistency between the Eighth and Ninth districts, and concern that Coast Guard staff would find it more difficult to attend industry meetings due to budgetary constraints.

On July 25, ten AWO members met with CDR Malcolm "Bob" McLellan, MSU-Paducah commander, and CDR Patrick Nelson, the new Towing Vessel National Center of Expertise superintendent in Paducah, KY. Roy Murphy, TVNCOE, provided an update on pressure vessels and work to develop standards for LNG midstream fueling operations. CDR McLellan reported that 100 percent of vessels in the MSU-Paducah area of responsibility had

undergone a Towing Vessel Bridging Program examination. With a 40 percent turnover in staff this year, CDR McLellan encourages companies that wish to go through the process for the second time to keep the staff current and to continue the ongoing communication and collaboration that the examinations have fostered.

It was also reported that Sector Ohio Valley will release a policy on the qualifications a welder will need to perform work on red-flag barges. The industry offered its assistance to ensure the policy has real-world input and suggested that a sector-by-sector policy was not a good step. It was suggested that when the policy is fully vetted by industry, it should become a District policy.

The group also discussed TSAC's future work on the Steel Hull Work Group report (a subgroup of the Bridging and Implementation Team #5 co-chaired by Jennifer Carpenter, AWO, and Steven Douglass, TVNCOE); the recently

Asian Carp Regional Coordinating Committee Announces New Control Efforts

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The ACRCC's work is funded by Congress through the Great Lakes Restoration Initiative.

To view the 2013 framework in full, click [here](#). For more information, please contact Lynn Muench at (314) 446-6474 or at lmuench@vesselalliance.com, or Caitlyn Stewart at (703) 841-9300, extension 262, or at cstewart@vesselalliance.com.

released regulation on life vest usage on barges; and the fact that the Centers of Expertise will continue to report to Coast Guard headquarters, which industry believes will give TVNCOE a stronger voice in policy development.

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



Industry members meet with Sector Upper Mississippi staff in St. Louis.

Midcontinent Office

Chicago Harbor Safety Committee Convenes For Inaugural Meeting

On July 15, representatives of regional waterway interests and the U.S. Coast Guard met at Navy Pier for the inaugural meeting of the Chicago Harbor Safety Committee. The creation of this committee was the primary recommendation of the Chicago Area Ports and Waterways Safety Assessment of 2012. The industry actively participated in the PAWSA and strongly supported the creation of this committee. The CHSC will connect a diverse range of marine stakeholders who operate in Lake Michigan near Chicago and on the Chicago River, allowing them to collaborate on improving safety and cooperation in the area's waters, especially with the increased recreational traffic in the Chicago area.

The U.S. Coast Guard was represented by CAPT Matthew Sibley, Captain of the Port and Commander- Coast Guard

Sector Lake Michigan; and CDR Jason Neubauer, Commanding Officer- Coast Guard Marine Safety Unit Chicago. The CHSC elected an interim board of directors at the meeting including AWO Board member Darren Melvin, Hanson Material Service. The CHSC board of directors also includes President Susan Urbas, Chicago River Rowing and Paddling Center; Vice-President Michael Borgstrom, Wendella Sightseeing; Secretary Warren Marwedel, marine lawyer; Treasurer Fred Poppe, past president of the National Boating Federation; and board members Robert Schak, Explorer Charters; Larry Dostal, Illinois Shipmasters' Association; Jamie Long, Middle River Marine; Scott Stevenson, Westrec Marinas; Scott Baumgartner, Chicago Yachting Association; Sharon Bloyd-Peschin, Chicago Area Sea Kayaking Association and Illinois River Paddling Council; and Erma Tranter, Friends of the Parks. 🌊



The CHSC held its inaugural meeting on July 15 and elected an interim Board of Directors, pictured above. (U.S. Coast Guard photo by Auxiliarist Jonathan Roth.)