

## TVIB Holds First RCP Auditor Training Class

*Revised RCP Addenda, Improved Management Audit Checklist Posted on AWO Website*

AWO and the Towing Vessel Inspection Bureau have made significant progress in implementing the January 2013 AWO-TVIB agreement under which TVIB has assumed responsibility for the training and certification of AWO Responsible Carrier Program auditors and providing other services to enhance the quality and consistency of RCP audits. Since the beginning of August, TVIB has conducted its first RCP auditor training and certification class; AWO has released the 2013 edition of the RCP, which includes a revised Addenda section that reflects the delegation of RCP auditor training and certification responsibilities to AWO-recognized organizations and other changes to the RCP audit process; and TVIB has worked with the AWO RCP Standards Board (formerly the RCP Accreditation Board) to create an enhanced RCP Management Audit



Dave Gleason, American Chemistry Council, conducts Responsible Care Joint Auditor Program training for recertifying RCP auditors.

Checklist that will become mandatory for use during RCP audits beginning January 1, 2014.

### RCP Auditor Certification/Recertification Training

The TVIB-led RCP auditor certification/recertification training session, held August 6-8 in Houston, was attended by 25 recertifying RCP auditors and 13 TVIB auditor members seeking new certification as RCP auditors. In addition, 10 TVIB supporting organization members completed an RCP internal auditing best practices class and 26 new and recertifying auditors attended Responsible Care Joint Audit Program training conducted by the American Chemistry Council under a Memorandum of Agreement with AWO. The next TVIB-

led auditor training session will take place November 5-7 in Nashville. **All auditors who did not attend the August training and wish to maintain their certification to conduct RCP audits must attend the November training session.** A letter will be sent this month to all RCP auditors who did not attend the August training to advise them that their certification will expire if they do not attend and complete the November training session.

### Revised RCP Addenda

The RCP has been republished and the 2013 version posted to the AWO website with revised Addenda developed by the RCP Standards Board. The changes to the Addenda reflect the shift of responsibility for auditor training and certification to AWO-recognized auditor training and

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certification organizations and make minor edits for consistency and clarity. The Addenda outline changes to the dispute resolution policy, audit process, and auditor certification process; delineate the functions of the RCP Standards Board; and lay out requirements for AWO-recognized auditor training and certification organizations.

### Improved RCP Management Audit Checklist

TVIB has worked with the RCP Standards Board to create an improved RCP Management Audit Checklist and accompanying TVIB-RCP Management Audit Worksheet with Approved AWO Policies, Definitions and Expectations. The improved checklist is intended to assist AWO members and RCP auditors by using clear, consistent terminology and clarifying the intent of certain RCP requirements. The checklist does not change the content of the RCP, something that can only be done by the AWO Board of Directors. The new checklist will be required for use during RCP management audits



Recertifying RCP auditors listen in on the Internal Auditor Training Session conducted by Rick Dunn and David Foret.

beginning January 1, 2014. In the meantime, AWO encourages all members to familiarize themselves with the new checklist so that they are well prepared for their next RCP audit.

To access the RCP with revised Addenda, new RCP Management Audit Checklist and accompanying guidance, click [here](#). For more information about

TVIB, or to register for TVIB training and certification in November, please visit the [TVIB website](#).

For more information, please contact Jennifer Carpenter or Kevin Dowling at (703) 841-9300, extensions 260 and 264, respectively, or via email at [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com) or [kdowling@vesselalliance.com](mailto:kdowling@vesselalliance.com).

## August Recess Message: Urge House Members to Support WRDA

Congress is in recess through early September, with Representatives and Senators working in their states and districts. The month of August provides a great opportunity for AWO members to contact their House members and urge passage of a water resources development bill when recess concludes.

House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) and Water Resources Subcommittee Chairman Bob Gibbs (R-OH) have announced plans to introduce and mark up their bill, known as the Water Resources Reform and

Development Act (WRDA), in September and bring it to the House floor in October.



This important legislation was a top priority during AWO's April Barge-In and the Senate has already passed its version of the bill. AWO is also highlighting the issue during its grassroots visits and towboat tours. Contact your House members by using AWO's [Congressional Action Center](#) today! For more

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

## Coast Guard-AWO Safety Partnership National QSC Meets

On July 31, the U.S. Coast Guard-AWO Safety Partnership's National Quality Steering Committee held its semiannual meeting in Arlington, VA.

The meeting was co-chaired by Tom Allegretti, AWO President & CEO, and RDML Joseph Servidio, Coast Guard Assistant Commandant for Prevention Policy. Mr. Allegretti commended National QSC members for the productive and valuable work they have accomplished since the last QSC meeting in April.



overboard incidents were also trending downward. High severity vessel casualties also posted a record low. CDR Simbulan noted

that there were more gallons of oil spilled from tank barges in 2012 than in 2011, but explained that more than 80 percent of the total number of

gallons spilled in 2012 was attributable to two major incidents. For a copy of the safety metrics report, click [here](#).

Highlights of the QSC discussion included the following:

- CDR Mike Simbulan, Office of Investigations and Casualty Analysis, briefed the QSC on the Coast Guard's updated towing vessel safety metrics. CDR Simbulan noted that the six crew fatalities recorded in 2012 was a historic low, and that fall

- CDR Simbulan and Ms. Jennifer Carpenter, AWO Senior Vice President-National Advocacy, presented a draft charter for a Coast Guard-AWO Quality Action Team on preventing operational oil spills from towing vessels. The QAT will analyze and make recommendations to reduce the number and volume of operational

oil spills from towing vessels, which have exceeded cargo spills from tank barges in recent years. The QAT will be co-chaired by CDR Patrick Nelson, Supervisor of the Towing Vessel National Center of Expertise, and Jason Adams of Ingram Barge Company, Chairman of AWO's Interregion Safety Committee.

- Ms. Tava Foret, President of the Towing Vessel Inspection Bureau, briefed the National QSC on the purpose and goals of the TVIB, its role in training and certifying RCP auditors, and recent TVIB initiatives, including the development of an improved RCP management audit checklist in collaboration with AWO.
- Mr. Dave Brown of Ingram Barge Company, Chairman of the AWO Working Group on Fatigue and Crew Endurance Management, updated the National QSC on implementation of the path forward on fatigue prevention and crew endurance management that was approved at the April meeting of the National QSC. The plan calls for: 1) requiring a fatigue and crew endurance management program as part of a Safety Management System under the forthcoming Subchapter M regulations and the AWO Responsible Carrier Program; 2) defining the essential elements of a fatigue and crew endurance management program; and, 3) establishing performance

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AWO President & CEO Tom Allegretti and RDML Joseph Servidio, Coast Guard Assistant Commandant for Prevention Policy, listen to the July 31 National QSC discussion.

## Coast Guard-AWO Safety Partnership National QSC Meets

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indicators to measure the effectiveness of the program. Mr. Brown noted that AWO and the Coast Guard would also be able to draw upon a Transportation Research Board-funded sleep efficiency study that will begin this fall to build on the Northwestern University sleep research.

- CAPT John Mauger, Chief, Office of Design and Engineering

Standards, and CDR Kevin Oditt, Chief, Domestic Vessel Compliance Division, briefed the National QSC on the Coast Guard's work in developing a new IMO Polar Code and updated the Committee on Maritime Labor Convention requirements that take effect August 20. AWO agreed to provide the Coast Guard with feedback on AWO member

operations in the Arctic in advance of an IMO intersessional meeting on the Polar Code September 30-October 4. CDR Oditt advised the QSC that the Coast Guard is working with the Canadian government on a streamlined approach to demonstrating MLC compliance for U.S. vessels trading to Canada.

- CAPT Mauger also briefed the National QSC on forthcoming Coast Guard guidance on LNG bunkering operations. He noted that the Coast Guard is developing draft policies on LNG bunkering facilities and operations and LNG bunker barge design. The draft policy on LNG bunkering operations will be published for public comment in the Federal Register and the draft policy on LNG bunker barge design will be reviewed by the Chemical Transportation Advisory Committee. CAPT Mauger encouraged AWO member participation in these review processes.

### Joint Concentrated Inspection Campaign Begins September 1

The U.S. Coast Guard has announced that beginning September 1, the Maritime Authorities of the Paris, Black Sea, and Tokyo Memoranda of Understanding on Port State Control will launch a joint Concentrated Inspection Campaign. The purpose of this campaign is to ensure that vessels on international voyages subject to the requirements of the Safety of Life at Sea Convention are operating in compliance with SOLAS Chapter II-1, pertaining to the safety of propulsion and auxiliary machinery. The campaign will run for three months, ending on November 30. To read the Marine Inspection Notice, click [here](#).



The Concentrated Inspection Campaign will affect U.S.-flag vessels subject to SOLAS calling at ports in countries that are member states of the Paris, Black Sea, or Tokyo MOU (for a list of these countries, click [here](#)). Owners and operators of affected vessels should expect that during regular Port State Control inspections, officers will be giving increased scrutiny to items critical to compliance with SOLAS Chapter II-1. A copy of the questionnaire officers will be consulting to carry out these inspections is attached to the Marine Inspection Notice linked above. If serious deficiencies are found, the Port State has the right to record the deficiencies and detain the vessel until the master has been able to correct the problems.

The Coast Guard is encouraging U.S.-flag vessel owners and operators to take the steps necessary to become familiar with the Concentrated Inspection Campaign criteria prior to the start of the campaign. U.S. vessel detentions may result in a follow-up inspection by the Coast Guard and/or the authorized classification society if applicable.

For more information, please contact Brian Vahey at (703) 841-9300, extension 251, or via email at [bvahey@vesselalliance.com](mailto:bvahey@vesselalliance.com).

Since 1995, the National QSC has met twice a year to lead the development of safety and environmental improvements and foster candid, constructive dialogue between the leadership of AWO and the Coast Guard's marine safety program. The next meeting is scheduled for February 26, 2014.

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

## Coast Guard Publishes Draft Revisions to Marine Safety Manual Volume III

### *Revisions Provide Guidance on Issuance of Safe Manning Documents, Interpretation of International Requirements*

In the August 9 *Federal Register*, the U.S. Coast Guard published [draft revisions](#) to Chapters 20-26 of Marine Safety Manual Volume III, Marine Industry Personnel. The proposed revisions, the first such updates since 1999, focus heavily on the impact of international requirements on inspected and uninspected vessels, including towing vessels, operating in international service. While the Coast Guard will accept comments on the draft revisions until October 8, the agency intends to instruct Coast Guard field units to use the guidance in the interim to issue Safe Manning Document and Safe Manning Letters upon a vessel owner's request.

The proposed revisions do not address the manning of towing vessels inspected under the forthcoming Subchapter M regulations. The Towing Safety Advisory Committee has been tasked by the Coast Guard with making recommendations on the content of a new section of Chapter 21 of Marine Safety Manual Volume III on manning of towing vessels inspected under Subchapter M.

In preparation for the October 26 commencement of enforcement of the Canadian marine personnel regulations, which require credentialed engineers on towing vessels calling at ports or places in Canada, the Coast Guard encourages vessel owners to contact their local OCMI to request a Safe Manning Document or Safe Manning Letter. The draft Marine Safety Manual revisions



provide sample formats for SMDs/SMLs and specific language to be used to clarify the applicability of the Canadian requirements only when a vessel is engaged on a voyage to Canada.

The draft MSM revisions also provide guidance on documentation to receive credit for a Periodically Unattended Machinery Space, which can be used to reduce required engineer complements on international voyages. The guidance notes that Navigation and Vessel Inspection Circular 1-78 can be used by uninspected vessels to demonstrate PUMS.

Safe Manning Documents are required for towing vessels over 500 GT (ITC) under the International Convention on Safety of Life at Sea. However, the Coast Guard encourages towing vessels that engage on international voyages and are under 500 GT to request a Safe Manning Letter from the OCMI to document flag-state approval of the vessel's manning level and avoid potential detention by foreign Port State Control authorities.

AWO will work with member companies to review the draft revisions to the Marine Safety Manual and provide comments to the Coast Guard by October 8. For more information, please contact Jennifer Carpenter or Brian Vahey at (703) 841-9300, extensions 260 or 251, respectively, or via email at [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com) or [bvahey@vesselalliance.com](mailto:bvahey@vesselalliance.com).

## TSAC Set for Chicago Meeting September 4-6

The Towing Safety Advisory Committee will meet in Chicago September 4-6 to continue its work on a number of important taskings affecting the tugboat, towboat and barge industry, including the development of proposed manning guidance for towing vessels inspected under the forthcoming 46 CFR Subchapter M. The official meeting notice and full agenda can be viewed [here](#) and [here](#).

Other ongoing TSAC work projects to be discussed at the meeting include Automatic Identification System encoding for towing vessels, fire prevention and containment, operational stability for towing vessels and recommendations to create standardized terminology for the towing industry. TSAC will also consider taking on several new taskings, including a review of the work of the Coast Guard-AWO Bridging and Implementation Team Subgroup on Inspection and Repair Standards for Inland Towing Vessels, which was endorsed by the Coast Guard-AWO Safety Partnership National Quality Steering Committee in April.

TSAC is a federal advisory committee that provides advice to the Secretary of Homeland Security and Commandant of the Coast Guard on issues related to the safety of shallow-draft towing vessels. For more information, please contact Brian Vahey at (703) 841-9300, extension 251, or [bvahey@vesselalliance.com](mailto:bvahey@vesselalliance.com).

## Team AWO Needs You!

### Donate Today to Ensure Our Industry Will Be Top SCI Mountain Challenge Fundraiser

Team AWO continues to train hard for SCI's Mountain Challenge with a difficult training hike scheduled in Virginia's Shenandoah Mountains coming up at the end of this month. *We've also recently learned that Team AWO is currently in second place as the top fundraising team.* We know we can do better than that!

Given the important services Seamen's Church Institute provides to the mariners who serve in this industry, please contribute even a modest amount in support of Team AWO and SCI. *If every AWO Letter reader (that's 1100 people!) contributed just \$25, we'd raise \$27,500.* Corporate donations are also strongly encouraged, and all contributions are fully tax deductible.



The SCI Mountain Challenge is just over a month away – let's show the maritime community that AWO members support SCI and its valuable work. Donate today! 🌟

### 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. 🌟



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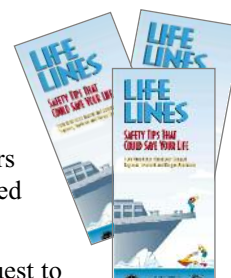
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### Recreational Boating Season is Here!

*Have you Ordered Your Lifelines Brochures Yet?*

AWO urges recreational boaters to use special caution when operating around commercial vessels and to educate themselves on the constraints under which those vessels operate. AWO's popular brochure, entitled "Lifelines: Safety Tips That Could Save Your Life," delivers important safety tips to recreational boaters in an easy-to-read, user friendly format. Have you ordered your brochures yet?

To request copies of the brochure, please email your request to Frank Leach at [fleach@vesselalliance.com](mailto:fleach@vesselalliance.com). This brochure is free; however, there is a cost for shipping. Order your brochures today! 🌟



Atlantic Region**Virginia Wind Energy Auction Planned for September**

A competitive lease auction will be held on September 4 for the Virginia Wind Energy Area (112,799 acres), the second such auction to take place in the United States. Federal permits for offshore wind development have been issued in the past under findings of no

competitive interest, but 2013 is the first year in which competitive auctions have been necessary. The area's western edge is located 23.5 nautical miles off the Virginia Beach coastline southwest of Cape Charles. To view a nautical map of the area, click [here](#).

Eight companies have expressed interest in the Virginia Wind Energy area, but not all are likely to participate in the final auction. The federal Bureau of Ocean Energy Management, which oversees offshore wind power development, identified nine interested companies for the July wind auction in New England, but only three submitted final bids. In that auction, the Providence-based Deepwater Wind outbid its competitors for a final price of \$3.8 million.

Dominion Power is seen as the most competitive bidder in the Virginia auction. The winning lessees will be required to conduct environmental impact statements, meaning that the initial construction of actual wind turbines is still years away. AWO will continue to work with BOEM and the U.S. Coast Guard to ensure that the advancement of offshore wind energy in the United States does not negatively impact vessel operations or safety.

For more information on this issue please contact Kevin Dowling at (703) 841-9300, ext. 264 or [kdowling@vesselalliance.com](mailto:kdowling@vesselalliance.com).

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