

Government Shutdown Enters Third Week

Agencies Take Steps to Provide Essential Maritime Services

As the partial shutdown of the federal government enters its third week, federal functions important to the tugboat, towboat and barge industry continue to be impacted, but federal agencies are working to provide essential services where possible. On October 9, the U.S. Army Corps of Engineers confirmed that navigation locks on the inland waterways system will remain operational despite the shutdown; the same day, the U.S. Coast Guard issued guidance to extend the validity of merchant mariner credentials that cannot be renewed because of the shutdown.

Marine Safety Information Bulletin 36-13 states that the Coast Guard will use its statutory authority to grant extensions to credentials that expire this fall until December 31, 2013. A mariner whose credential expires between October 1 and November 30, 2013, should go to the National Maritime Center website and print a [copy of a letter](#) that should be carried with the MMC. The letter is self-implementing and no further action is required for mariners on domestic voyages. Mariners whose credential expires and who expect to engage on foreign voyages

during this time should contact the NMC at (888) 427-5662 or jasknmc@uscg.mil. The Coast Guard is taking additional measures to ensure that affected mariners do not encounter problems with foreign port state control authorities.

While the National Maritime Center is minimally staffed and the Regional Examination Centers remain closed, the Coast Guard encourages mariners to continue to submit credential applications as usual so that they will be in line for processing when normal operations resume. Credential appeals are processed at Coast Guard headquarters rather than the NMC and will continue during the shutdown.

In other shutdown-related news:

- The Coast Guard has advised field units to use available resources to give priority to functions required by law or regulation, such as inspections for certification, and “voluntary” services needed by vessels that expect to engage on international voyages, such as Maritime Labor Convention examinations. Towing Vessel Bridging Program exams will take lesser priority and may not be available during the shutdown.
- The National Vessel Documentation Center remains closed for functions related to commercial vessels, such as issuance of Certificates of Documentation, but National Pollution Funds Center operations are continuing as usual and vessel owners should not experience problems getting Certificates of Financial Responsibility.
- The TWIC program is funded by TWIC enrollment fees and will be completely operational during the

shutdown.

TWIC enrollment centers will remain open and the TWIC

Help Desk (866-DHS-TWIC) is active. Individuals can apply for and activate TWICs as usual and the Transportation Security Administration will continue to review requests for waivers and appeals.

- The Environmental Protection Agency’s eNOI system is on line and vessel owners may submit NOIs for coverage under the 2013 VGP, but customer support for system users is suspended and EPA will not respond to stakeholder inquiries during the shutdown.

The shutdown has also affected planned Congressional business as many staff members remain furloughed and legislative business is disrupted. The House Coast Guard and Maritime Transportation Subcommittee cancelled a hearing planned for October 10 on maritime environmental regulations at which Coast Guard, EPA, and California States Lands Commission officials were to have testified, and plans to bring H.R. 3080, the Water Resources Reform and Development Act, to the House floor are on hold until the shutdown and debt-ceiling impasse are resolved.

AWO commends the Coast Guard and the Corps of Engineers for using available resources and authority to keep providing as many essential services as possible during the shutdown. For more information, please contact Jennifer Carpenter at (703) 841-9300, extension 260, or jcarpenter@vesselalliance.com.



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Non-Tank Vessel Response Plan Final Rule Published

The U.S. Coast Guard has published a [final rule](#) on non-tank vessel response plans requiring non-tank vessels, including towing vessels, over 400 gross tons carrying oil as fuel to prepare and submit response plans similar to those required for tank vessels. 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.

The biggest change from NVIC 01-05 is that plans must contain a section on shipboard spill mitigation procedures, including personnel protection issues, protective equipment, threats to health and safety, containment, and other response techniques and isolation procedures. The Coast Guard acknowledges this is not currently a requirement for tank vessel response plans and plans to update those regulations in a future rulemaking. Other changes from the NVIC include the following:

- The only sections of the plan that must be carried on board are those necessary to initiate notifications and crew response;
- An electronic copy of the plan may be kept on board instead of a hard copy;
- Plan holders do not have to send a letter to the Coast Guard confirming that an annual review has taken place; and,
- Owners of vessels with a fuel capacity under 250 barrels (10,500 gallons) can voluntarily develop and submit an “Alternative Training and Exercise Program” to the Coast Guard.

Affected vessel owners must submit or amend their plans based on the final rule by January 30, 2014. For more information, please contact Brian Bennett at (703) 841-9300, extension 279, or bbennett@vesselalliance.com.

AWO Comments on Proposed Marine Safety Manual Revisions

In [comments](#) submitted last week, AWO urged the U.S. Coast Guard to ensure that proposed revisions to Marine Safety Manual Volume III are consistent with current law and regulation for manning of towing vessels and do not establish new policy that is inconsistent with current requirements. AWO’s comments were in response to the Coast Guard’s August 9 Federal Register notice seeking input on draft revisions to the MSM, which was intended to consolidate and clarify existing guidance on the manning of vessels in domestic and international commerce.

AWO urged the Coast Guard to clarify that the proposed revisions are not meant to preempt or take the place of specific guidance regarding minimum manning of inspected towing vessels once Subchapter M is finalized. In January 2013, the Coast Guard tasked the Towing Safety Advisory Committee 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. The fact that the proposed MSM revisions were published for public comment shortly before TSAC submitted recommendations to the Coast Guard on the manning of inspected towing vessels in domestic service was a coincidence of timing that has caused confusion in the industry.

AWO acknowledged its understanding that the Coast Guard’s desire to move forward with the proposed MSM revisions at this time is largely motivated by the need to provide clear and consistent guidance to industry and Coast Guard OCMIs as the industry prepares for enforcement of the Canadian marine personnel regulations and other current and near-term requirements. AWO urged the agency to clear up the confusion that has arisen in the industry by reiterating its intent to develop a new section of Marine Safety Manual Volume III, Chapter 21, regarding manning of towing vessels inspected under Subchapter M in consultation with TSAC, and clarifying that these proposed revisions in no way preempt or take the place of that process.

AWO also emphasized the need for the MSM revisions to reflect current law and regulation, particularly with respect to the use of the two-watch system, which is explicitly authorized under law and regulation and has proven safe and effective over many years of use throughout the tugboat, towboat and barge industry. AWO highlighted several areas in the proposed MSM revisions in which the applicability or the effect of the two-watch system is either misstated or inappropriately disparaged, and provided specific recommendations to correct or restate these provisions. In addition, AWO identified several other areas in which corrections or clarifications are needed.

To read the proposed MSM revisions, click [here](#). 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.



Coast Guard Publishes Extension Request Guidance for Ballast Water Treatment Systems

The U.S. Coast Guard has published a policy letter providing guidance to vessel operators on how to submit a request to extend the implementation schedule for the agency's ballast water treatment system requirements. To read CG-OES Policy Letter 13-01, click [here](#).

The Coast Guard's ballast water discharge regulations direct seagoing vessels currently required to perform ballast water exchange and seagoing vessels greater than 1,600 gross tons that operate in more than one Captain of the Port Zone to meet a discharge standard equivalent to the International Maritime Organization's. For vessels that cannot use potable water as ballast water or stop discharging ballast water, the regulations require the installation of a ballast water treatment system. The implementation schedule, depending on vessel construction date and ballast water capacity, begins in 2014. However, the rule provides that if a vessel operator determines that it is not possible to comply with the implementation schedule, he or she may request an extension. In its policy letter, the Coast Guard writes, "Circumstances that may merit an extension request include limited availability of Coast Guard type-approved [ballast water treatment] systems and/or constrained shipyard capability and capacity to install the system."

Extension requests must be submitted to the Coast Guard no later than 12 months in advance of the vessel's implementation date. The policy letter notes that the maximum duration of an extension issued by the Coast Guard will not exceed five years from the vessel's implementation date; however, if this proves insufficient due to unanticipated delays or changes in circumstances, a vessel operator may submit a supplemental extension request.

AWO reminds members that while the Coast Guard has accepted some ballast water treatment systems approved by foreign administrations as Alternate Management Systems, vessel operators have no obligation to install an AMS if no treatment systems type approved by the Coast Guard is available for their vessels. If an AMS is installed and is not ultimately type approved by the Coast Guard, it must be replaced with a type approved treatment system no more than five years from the vessel's implementation date.

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.

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CTAC Working Group on LNG and CNG As Fuel Meets

On September 25 and 26, the Chemical Transportation Advisory Committee working group on Liquefied Natural Gas and Compressed Natural Gas as fuel met at U.S. Coast Guard headquarters in Washington, D.C. Representatives from AWO members Campbell Transportation Company, Inc., Kirby Corporation, Moran Towing Corporation, and The Shearer Group, Inc., as well as AWO Government Affairs Associate Brian Bennett, attended the meeting, which was held primarily to solicit industry feedback on:

- The use of CNG and LNG as a marine fuel;
- Design requirements for LNG bunker barges and other barges carrying LNG; and,
- Procedures and training for fuel transfer operations on gas fueled vessels.

The working group reviewed current domestic and international guidance to assist the Coast Guard in identifying gaps in these policies and to construct safe and practical guidelines regulating the carriage and transfer of LNG and CNG as a marine fuel. The Coast Guard plans to issue formal guidance on these issues after it receives the CTAC recommendations.

The working group is still seeking additional industry input and will meet again before issuing final recommendations to the Coast Guard in December. AWO members interested in participating in the working group should contact Brian Bennett at (703) 841-9300, extension 279, or bbennett@vesselalliance.com.

Coast Guard Extends Suspension of IRVMC Reporting Requirements for CDC Barges

On October 1 and October 3, the U.S. Coast Guard published two temporary final rules in the *Federal Register* announcing its decision to extend the previously published suspension of

reporting requirements under the Regulated Navigation Area for barges loaded with certain dangerous cargoes in the inland rivers area of the Eighth and Ninth Coast Guard districts. The suspension will now expire at midnight on December 31, 2015. The Coast Guard asserts that the extension is necessary “because the Coast Guard continues to analyze future reporting needs and evaluate possible changes in CDC reporting requirements.”

As reported in the January 21, 2011, AWO Letter, the Coast Guard initiated a two-year suspension of CDC barge reporting requirements in January 2011, just before the contract for the CDC barge reporting system at the Inland River Vessel Movement Center was due to expire. At the time, the Coast Guard planned to analyze CDC barge reporting needs and ultimately reinstate, modify or repeal the RNA reporting requirements. In January 2013, the suspension was extended to September 15, as reported in the January 8 *AWO Letter*.

The Coast Guard now writes that there is no plan to renew the contract for the IRVMC CDC barge reporting system,

but the agency is still considering whether to enter into a new contract and lift the suspension or to modify or repeal the reporting requirements under the RNA. The Coast Guard also notes that if vessels are required to install and carry Automatic Identification Systems as the agency proposed in a December 2008 notice of proposed rulemaking, AIS carriage may provide an alternative to the RNA reporting requirements.

The Coast Guard noted that “this extension of the suspension of the CDC reporting requirements in no way relieves towing vessel operators and fleeting area managers responsible for CDC barges in the RNA from their dangerous cargo or vessel arrival and movement reporting obligations currently in effect under other regulations or placed into effect under appropriate Coast Guard authority.”

Since the suspension went into effect, AWO has worked through the Mid-America Regional Quality Steering Committee of the Coast Guard-AWO Safety Partnership and through the AWO Security Working Group to urge the Coast Guard to ensure that, in the absence of IRVMC, CDC barge reporting requirements and movement restrictions are coordinated with the barge industry and are consistent across Coast Guard sectors within the Eighth and Ninth Coast Guard districts.

To read the Eighth District notice, click [here](#). To read the Ninth District notice, click [here](#). For more information, please contact Lynn Muench at (314) 446-6474 or lmuench@vesselalliance.com, or Caitlyn Stewart at (703) 841-9300, extension 262, or cstewart@vesselalliance.com.

STCW Final Rule Clears OMB

On September 25, the Office of Management and Budget completed its review of the U.S. Coast Guard’s final rule on implementation of the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers. OMB review is the last step in the Administration review process, and, under normal circumstances, rulemakings are typically published in the *Federal Register* within several weeks of completion of OMB review. The effect of the government shutdown on the timing of publication in this case is unclear.

The STCW final rule follows a notice of proposed rulemaking published in 2009 and a supplemental notice of proposed rulemaking published in 2011. To read AWO’s September 2011 comments on the SNPRM, click [here](#). 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.

Welcome, New Carrier Member!

**Warrior & Gulf
Navigation, LLC**
PO Box 11397
Chickasaw, AL 36671

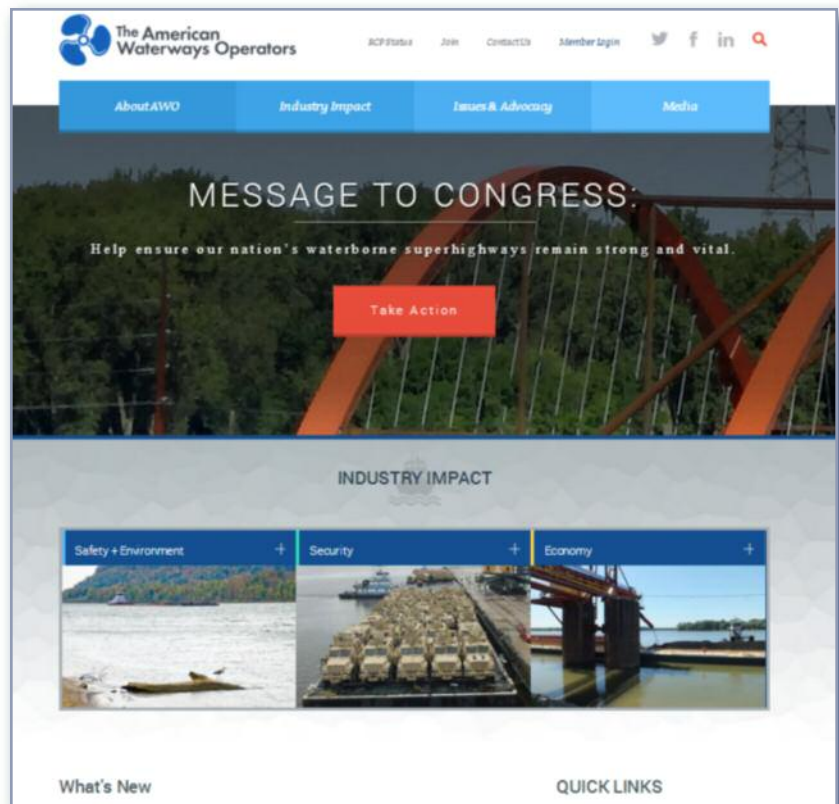
Rep: Robert E. Rishel III
Port Captain –
Administration

AWO Launches New Website

AWO is very pleased to announce that its new and improved website is now online! The address hasn't changed; you may still access the site at www.americanwaterways.com, but the look and organization of the website is dramatically different.

"The new website is meant to visually showcase the U.S. tugboat, towboat and barge industry and highlight the value that we bring to the nation in the areas of safety and the environment, security, and the economy," said Ann McCulloch, AWO's Director – Public Affairs & Communication. "We also hope that the new site allows members to quickly find the information that they need, whether it is a back issue of AWO Letter or registration information for an upcoming meeting."

AWO plans to publicly promote the new website after the Fall Convention. For more information, please contact Ms. McCulloch at (703) 841-9300, extension 252, or amcculloch@vesselalliance.com.



Coast Guard Seeking TSAC Applications

The U.S. Coast Guard is seeking applications for six positions on the Towing Safety Advisory Committee that will become vacant on September 30, 2014, including **two** members representing the barge and towing

industry; **one** member representing holders of active licensed masters or pilots of towing vessels with experience on the Western Rivers and Gulf Intracoastal Waterway; **one** member representing active Masters of shipdocking or harbor towing vessels; **one** member representing port districts, authorities, or terminal operators; and **one** member from the general public. To be eligible, applicants should have expertise, knowledge, and experience in the towing industry, marine transportation, or other business operations associated with shallow-draft inland and coastal waterway navigation and towing safety.

TSAC is a federal advisory committee that advises the Coast Guard on



matters relating to shallow-draft inland and coastal waterway navigation and towing safety. Applications must be submitted no later than November 18. For more information, click [here](#) or contact CDR Rob Smith, TSAC Designated Federal Officer, at (202) 372-1410, or Robert.L.Smith@uscg.mil.

Welcome, New Affiliate Member!

H. Williams, LLC
59090 Conn Lane
Amite, LA 70422

Rep: Heather Williams-
Cavaretta

Pacific Region

California Governor Signs Extension of Ballast Water Performance Standards

On October 1, California Governor Jerry Brown signed into law a bill that delays implementation of the state’s interim ballast water discharge performance standard by two years. The bill, SB 814, will extend the implementation date of the state’s interim standard, which is 1,000 times more stringent than the International Maritime Organization’s standard, until January 2016. The bill does not modify the requirement that vessel operators must meet a final performance standard of zero detectable living organisms in ballast water discharges by 2020.

SB 814 was passed by the California legislature in response to a California State Lands Commission report approved in June that concluded that the state’s ballast water discharge performance standards cannot be met with current ballast water treatment technology. Of the states that had established or proposed to establish state-specific ballast water discharge standards, California was the last to concur with the 2011 conclusion of the U.S. Environmental Protection Agency’s independent Science Advisory Board that no available ballast water treatment systems can meet a discharge standard more stringent than IMO’s, which has been adopted by both the U.S. Coast Guard and EPA. As reported in the July 8 AWO Letter, the CSLC report recommended that the state legislature delay the implementation schedule for the performance standards “until such time that technologies can be deemed available to meet the standards.”

A two-year delay is unlikely to be sufficient to permit the technology advances necessary to enable compliance with the state’s

performance standards. The SAB concluded after its review of current treatment technology that “[b]ecause of technological, logistical, and personnel constraints imposed by shipboard operations, wholly new [ballast water treatment] systems need to be developed to meet proposed standards that are 100 or 1,000 times more stringent than [the IMO standard]. The EPA SAB also found that “it is not reasonable to assume that [ballast water treatment systems] are able to reliably meet or closely approach a “no living organism” standard.”

AWO will continue to urge CSLC to align its ballast water requirements with the requirements of the Coast Guard and EPA and advocate for the establishment of uniform national standards for ballast water and vessel discharges.

For more information, please contact Charlie Costanzo at (206) 257-4723 or ccostanzo@vesselalliance.com, or Caitlyn Stewart at (703) 841-9300, extension 262, or cstewart@vesselalliance.com.

Wind Energy Project Proposed in Oregon

On September 30, the Bureau of Ocean Energy Management issued a public announcement of an unsolicited request for wind energy leasing off the Oregon coast. Seattle-based Principle Power’s request proposes the construction of a floating wind energy demonstration facility 16 nautical miles west of Coos Bay. The 30-megawatt project would be significantly smaller than similar utility-grade offshore wind projects currently under development in New England and the Mid-Atlantic. The Principle Power floating wind turbine systems, known as WindFloat, are fully constructed in drydock. A prototype WindFloat unit has been in operation in Portugal since October 2011, and was towed to its location by a tugboat.



Federal law now requires the Secretary of Interior to determine if there are any other commercial energy interests in the proposed area. If no competing projects are proposed, the Secretary can then grant Principle Power a finding of no competitive interest and allow the company to proceed. Any wind energy development off the Oregon Coast is still several years away, but if successful, the WindFloat project would be the first offshore wind facility on the West Coast.

AWO supports the development of offshore alternative energy that preserves preexisting navigation routes and protects vessel safety. We will continue to work with partners in the U.S. Coast Guard and BOEM as more offshore wind development projects progress throughout the country. For more information please contact Kevin Dowling at (703) 841-9300, extension 264, or kdowling@vesselalliance.com.

Pacific Region**Rep. Garamendi Holds Maritime Roundtable**

Rep. John Garamendi (D-CA) and key stakeholders discuss issues critical to the maritime industry at a September 24 roundtable.

On September 24, Rep. John Garamendi (D-CA), Ranking Member of the House Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation, held a Maritime Transportation Roundtable meeting in Oakland. Attendees included representatives from AWO members Baydelta Maritime and AmNav Maritime Services, Inc.; AWO Vice President-Pacific Region Charles Costanzo; local, state, and federal maritime transportation officials; representatives from the U.S. Coast Guard and U.S. Army Corps of Engineers; and prominent maritime business leaders, labor leaders and transportation stakeholders.

“We’re here to help shape what a national maritime policy should be. We have pieces of a maritime policy in this country, but they’re disjointed at best,” Rep. Garamendi explained at the outset

of the meeting. Later in the meeting, he reiterated his interest in AWO’s vision of a national maritime policy and urged AWO and other stakeholders to provide guidance on policy priorities.

Throughout the meeting Rep. Garamendi raised concerns about fiscal austerity measures and the challenge of managing competing views of government’s role in Washington, DC. The dialogue centered around a lack of federal funding for maritime and transportation infrastructure and unwillingness among many in Congress to make the connection between economic growth and a well-functioning national freight system.

AWO has recommended to Rep. Garamendi that certainty and predictability of laws and standards should be a critical component of a national maritime strategy, particularly

on the subject of uniform vessel discharge regulation. This topic was raised in some detail at the Roundtable. Mr. Costanzo suggested that the recent implementation delay of California’s unachievable ballast water standards exemplified this problem perfectly. Rep. Garamendi acknowledged the problem and questioned California State Lands Commission staff on the specifics of the regulatory patchwork that has developed around ballast water standards. Gary Gregory, the Chief of Marine Facilities for CSLC, responded that federal preemption of state ballast water standards could indeed be the most effective way to reform the current regulatory patchwork on ballast water.

For more information, please contact Charlie Costanzo at (206) 257-4723 or ccostanzo@vesselalliance.com

Atlantic Region

Buzzards Bay RNA Comment Deadline Extended

The First Coast Guard District has extended the comment period for its advance notice of proposed rulemaking to establish a Regulated Navigation Area in Buzzards Bay, MA. Comments on the ANPRM will now be due December 8. The ANPRM proposed enhanced escort, pilotage, and reporting requirements for oil-laden barges transiting Buzzards Bay.

The Coast Guard extended the comment period by 60 days in response to a request from the Massachusetts Department of Environmental Protection. The additional time will allow MA DEP to complete a peer review of the Coast Guard's Buzzards Bay Risk Assessment. The Coast Guard intends to use the findings of the Risk Assessment, which can be downloaded [here](#), to inform the substance of proposed rulemaking. AWO is working with members to submit comments on the ANPRM that address both the substance of the proposed rulemaking and the broader issue of federalism.

The Coast Guard's 2007 RNA affecting vessel operations in Buzzards Bay was invalidated by the First Circuit Court of Appeals in 2011 pending the release of an Environmental Assessment justifying the rulemaking. The Coast Guard released a draft EA more than a year ago but has not released the final EA. Until the final EA is released and the 2007 RNA is reinstated, vessel owners are subject to unconstitutional state regulations in Buzzards Bay. AWO is committed to ensuring that any resolution of this issue includes a court decision upholding the preeminence of the Coast Guard's federal authority to regulate vessel operations.

For more information, please contact John Harms at (703) 373-2292 or jharms@vesselalliance.com.

Atlantic Region

EPA Tentatively Approves NDZ for New York Waters of Lake Erie

On September 27, the U.S. Environmental Protection Agency published a *Federal Register* [notice](#) announcing its receipt and tentative approval of New York's petition to designate the New York waters of Lake Erie as a No Discharge Zone for treated sewage. If EPA grants final approval, the NDZ will stretch from the Pennsylvania-New York state boundary to the upper Niagara River to Niagara Falls, including the Barcelona, Dunkirk and Buffalo Outer harbors.



Under section 312 of the Clean Water Act, upon receipt of state petition to designate portions of its waters as an NDZ, EPA must determine that adequate facilities for the safe and sanitary removal and treatment of sewage from all vessels are reasonably available for those waters. Comments on the agency's tentative affirmative determination are due October 28.

As reported in the December 17 *AWO Letter*, EPA published a tentative approval of New York's petition in December. AWO's comments to EPA, discussed in the January 23 *AWO Letter*, included suggestions for improving the process by which EPA assesses the adequacy of pumpout facilities for commercial vessels. The agency now reports that during the comment period it received "significant" comments raising questions about the availability of adequate pumpouts for commercial vessels, stating that "the EPA and New York State collected additional information to demonstrate the reasonable availability of pumpout services for commercial vessels that use the New York area of Lake Erie. The EPA hereby republishes its tentative determination with the additional information included."

This additional information includes the number of pumpout trucks that EPA has determined are available to service vessels at the ports of Buffalo and Lackawanna, and the resulting ratio of pumpout trucks to large commercial vessels operating in Lake Erie, which EPA has assessed using guidance for small recreational vessels.

For more information, or to provide details to inform AWO's comments to EPA, please contact John Harms or Caitlyn Stewart at (703) 841-9300, extensions 292 and 262, respectively, or at jharms@vesselalliance.com or cstewart@vesselalliance.com.

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



Midcontinent Office

Coast Guard to Enforce CSSC Safety Zone November 4-8 and 13

On September 30, the U.S. Coast Guard issued [Marine Safety Bulletin 08-13](#) 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 November 4-8 from 9:00 a.m. – 12:00 p.m. and from 1:00 – 4:00 p.m., and on

November 13 from 7:00 – 11:00 a.m. and from 1:00 – 5:00 p.m.

The Coast Guard states that these waterway restrictions are necessary to protect users from hazards associated with the U.S. Army Corps of Engineers' performance testing of the electric fish dispersal barriers within the CSSC and the Illinois Department

of Natural Resources' netting and electrofishing operations.

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. The barriers 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 has also worked cooperatively with the Illinois DNR, which is a member of the Asian Carp Regional Coordinating Committee, on its Asian carp monitoring and removal efforts in the Chicago Area Waterways System.

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 these waterway restrictions.

For more information about the upcoming safety zone enforcement, please contact CDR Mike Farrell of the U.S. Coast Guard at (414) 747-7163. For more information about AWO's work to preserve navigation while preventing invasive species movement, please contact Lynn Muench at (314) 446-6474 or lmuench@vesselalliance.com, or Caitlyn Stewart at (703) 841-9300, extension 262, or cstewart@vesselalliance.com

Barges are Beautiful...

For American Jobs.

America's tugboat, towboat and barge industry:

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- Offers excellent career opportunities for hard-working Americans
- Fosters hundreds of thousands of American jobs that depend on waterways transportation, and directly employs over 30,000 Americans on our vessels
- Contributes to America's economic, national and homeland security because our vessels are American-owned, American-built and American-crewed



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