



# THE AMERICAN WATERWAYS OPERATORS ABOUT US

## JOBS AND THE ECONOMY

The American Waterways Operators is the national advocate for the U.S. tugboat, towboat and barge industry, which serves the nation as the safest, most environmentally friendly, and most efficient mode of freight transportation. Our industry's 5,500 tugboats and towboats and 31,000 barges fuel the American economy by transporting more than 760 million tons of domestic cargo each year, including petroleum products, chemicals, food and farm products, coal, steel, aggregates and containers. The industry provides family-wage jobs and ladders of career opportunity for more than 50,000 Americans, including nearly 39,000 positions as mariners on board our vessels, and supports more than 300,000 jobs in related industries across the nation. AWO members operate on the rivers, coasts, Great Lakes, and harbors of the United States, moving economically critical cargo safely, reducing pollution and highway congestion, and protecting homeland security.

## SAFETY AND ENVIRONMENTAL STEWARDSHIP

For more than 25 years, the tugboat, towboat and barge industry has been on a journey of continuous improvement, working with our shipper-customers and government partners to achieve the goal of zero harm to human life and the environment. This journey has been marked by strong private sector leadership, highlighted by the AWO Responsible Carrier Program and the Coast Guard-AWO Safety Partnership. The RCP is a set of safety standards for tugboat, towboat and barge companies with

which all AWO members must comply as a condition of association membership. The Coast Guard-AWO Safety Partnership is a first-of-its-kind public-private partnership to improve safety and environmental protection and strengthen the working relationship between the Coast Guard and the tugboat, towboat and barge industry.

## HOMELAND AND NATIONAL SECURITY

AWO member vessels operating in the domestic commerce of the United States, owned and crewed by Americans and built in American shipyards in accordance with the Jones Act, serve as valuable "eyes and ears" for the Coast Guard on U.S. waterways. The domestic maritime industry also has the strong support of U.S. military and national security leaders for the vital role the industry plays in providing military sealift services and sustaining America's defense industrial base.

## ADVOCACY AND GRASSROOTS ENGAGEMENT

AWO members and staff work daily to educate policymakers on the value of the tugboat, towboat and barge industry and advance its public policy priorities, including: preserving the Jones Act; reforming the vessel discharge regulatory system; maintaining federal primacy in the regulation of domestic vessel operations; ensuring a modern, well-maintained waterways infrastructure; and ensuring the continuity and reliability of navigation while preventing the movement of aquatic invasive species.

**The tugboat, towboat and barge industry advocate since 1944.**



## AWO POLICY PRIORITIES 2017-2018

The American Waterways Operators is proud to advocate for public policy that supports the U.S. tugboat, towboat and barge industry in moving economically critical cargo safely and efficiently, providing family-wage jobs for American citizens, and contributing to U.S. homeland and national security. AWO's top policy priorities for 2017-2018 include:

**Support the Jones Act.** The Jones Act, the law of the land since 1920, requires that vessels moving cargo between U.S. ports be owned by American companies, crewed by American mariners and built in American shipyards. The statute is vital to maintaining a strong U.S. maritime transportation industry, a critical factor in U.S. economic, homeland and national security.

**Pass the Vessel Incidental Discharge Act.** Today, commercial vessels moving vital maritime commerce on U.S. waterways are subject to conflicting and duplicative vessel discharge regulations issued by two federal agencies and 25 states. VIDA is bipartisan legislation that will streamline this broken regulatory system by consolidating regulations for ballast water and other discharges from commercial vessel operations under the authority of the U.S. Coast Guard.

**Maintain Federal Primacy Over Maritime Commerce.** The U.S. Constitution reserves regulation of interstate commerce to the federal government to prevent an unworkable patchwork of state laws and regulations. Federal preemption of state laws is especially vital to barges and towing vessels, which can transit the waters

of multiple states in a single voyage. AWO is committed to maintaining the efficiency and reliability of maritime commerce by ensuring a uniform and practical federal regulatory regime.

**Fund Waterways Infrastructure.** The urgent need for transportation infrastructure revitalization is an opportunity for Congress and the Administration to work together to secure essential improvements for our nation's inland and coastal waterways. Reliable inland and coastal water transportation infrastructure is the lifeblood of our nation's domestic commerce and international trade and should be a major part of any infrastructure package.

**Maintain Reliability of Navigation and Prevent Invasive Species Movement.** AWO is committed to reversing the movement of aquatic invasive species through solutions that are both environmentally effective and minimally disruptive to maritime commerce, a key driver of the U.S. economy and major contributor to homeland security. AWO supports scientific research and non-structural solutions to stop aquatic invasive species and opposes efforts to close locks or make structural changes that render them less efficient.

The tugboat, towboat and barge industry advocate since 1944.





# THE TUGBOAT, TOWBOAT AND BARGE INDUSTRY

## A LEADER IN MARINE SAFETY AND ENVIRONMENTAL STEWARDSHIP

**For nearly 25 years, The American Waterways Operators and its member companies have been leaders in marine safety and environmental stewardship. AWO's top priority is to lead and support members in continuously improving safety, security and environmental protection.** AWO members have demonstrated their commitment to safety leadership through voluntary initiatives and partnership with government to protect safety of life, preserve our marine environment, and maintain the integrity of maritime commerce.

### THE RESPONSIBLE CARRIER PROGRAM® AND SUBCHAPTER M

In 1994, AWO developed the Responsible Carrier Program® as a code of best practices for member companies. Member companies use the program to develop company-specific safety programs that meet or exceed applicable laws and regulations, while being practical enough to reflect a company's unique operational needs. In 1998, AWO instituted a third-party external audit mechanism and in 2000, compliance with the RCP became a requirement for AWO membership.

In concert with the U.S. Coast Guard, AWO was instrumental in the passage of the Coast Guard and Maritime Transportation Act of 2004, which directed the Coast Guard to establish a comprehensive inspection regime for towing vessels. AWO worked with the Coast Guard for more than a decade to develop the new regulations, which were published in June 2016 at 46 CFR Subchapter M. The regulations raise safety standards throughout the industry, incorporating safeguards that responsible carriers have already put in place and ensuring that the more than 5,000 affected U.S.-flagged towing vessels meet baseline standards to protect lives, the environment and property.

In November 2016, AWO's RCP was accepted by the Coast Guard as an existing safety management system that meets the requirements of Subchapter M, a recognition of AWO's safety leadership and an important milestone in facilitating industry compliance with the new regulations.

### THE COAST GUARD-AWO SAFETY PARTNERSHIP

Established in 1995, the Coast Guard-AWO Safety Partnership is the oldest public-private partnership between the U.S. Coast Guard and its stakeholders. Since its establishment, the partnership has launched more than 40 cooperative initiatives to improve safety and environmental protection. The Partnership's many accomplishments include:

- Recommendations, informed by comprehensive analysis, to reduce towing vessel crew fatalities;
- Establishment of a first-of-its-kind industry training program for Coast Guard Academy cadets; and
- Leadership of the Towing Vessel Bridging Program, under which thousands of towing vessel examinations have been conducted to facilitate the transition to towing vessel inspection.

### SAFETY STATISTICS

In 2015, AWO implemented a web-based Safety Statistics Reporting Program to help member companies foster a culture of safety and strive toward continuous improvement. The program provides a simple, confidential means for tracking vessel crew hours; crew fatalities; recordable injuries; lost-time injuries; falls overboard; reportable spills of all types; and volume of spills in gallons. The program gives members access to reports and tools that allow them to benchmark their company data against other companies in their sector and AWO's membership overall.

### SAFETY COMMITTEES

AWO's Coastal and Interregion Safety Committees provide a critical forum for dialogue and discussion among AWO member health and safety professionals to support members in striving for continuous improvement in safety, security and environmental stewardship. Safety committee meetings encourage member company safety experts to share their experiences and learn from each other as they work to implement a culture of safety in their companies and throughout the industry.

**The tugboat, towboat and barge industry advocate since 1944.**

# WATERBORNE COMMERCE and the U.S. ECONOMY

## Telling the Untold Story

The tugboat, towboat and barge industry is a major pillar of the American economy and provides critical services in support of homeland and national security. Our vessels operate on U.S. inland and coastal waterways, crewed by mariners dedicated to ensuring that the vital commodities that sustain our way of life reach their destinations safely and efficiently.

Despite the importance of this industry, the role of tugboats, towboats and barges in powering our nation is one of the great untold stories of American commerce. AWO and the U.S. Department of Transportation's Maritime Administration (MARAD) signed a cooperative agreement to help tell that story through the new PricewaterhouseCoopers study, *Economic Contribution of the US Tugboat, Towboat and Barge Industry*.



### STUDY HIGHLIGHTS

- **Jobs and GDP.** 301,550 jobs nationwide, with a total impact on U.S. gross domestic product of \$33.8 billion.
- **What We're Moving.** More than 760 million tons annually of vital commodities like petroleum, agricultural products, chemicals, coal, and manufactured goods.
- **Efficiency and Environmental Benefit.**
  - 1 inland dry cargo barge can haul 1,750 tons of dry cargo, the equivalent of 16 bulk rail cars or 70 tractor trailers.
  - 1 inland liquid cargo barge can haul 27,500 barrels of liquid, the equivalent of 46 rail cars or 144 tanker trucks.

### CONTENT OVERVIEW

- Industry overview, including direct employment map, top 10 states for direct employment, barge traffic by commodity group, top 15 largest ports, and more.
- Economic impact, including national and state economic contributions to employment, GDP, and tax revenues.
- Other benefits of the industry, including fuel efficiency, greenhouse gas emissions, and injury and fatality rates as compared to other modes.

For more information, visit the AWO online press kit, available here: [www.americanwaterways.com](http://www.americanwaterways.com)

### ABOUT AWO

The American Waterways Operators is the national advocate for the U.S. tugboat, towboat and barge industry, which serves the nation as the safest, most environmentally friendly and economical mode of freight transportation. Industry vessels move more than 760 million tons of America's commerce each year on the U.S. inland and intracoastal waterways, the Atlantic, Pacific and Gulf Coasts and the Great Lakes.

For more information about the importance of waterway transportation, please visit AWO's website at [www.americanwaterways.com](http://www.americanwaterways.com), or contact us at (703) 841-9300.



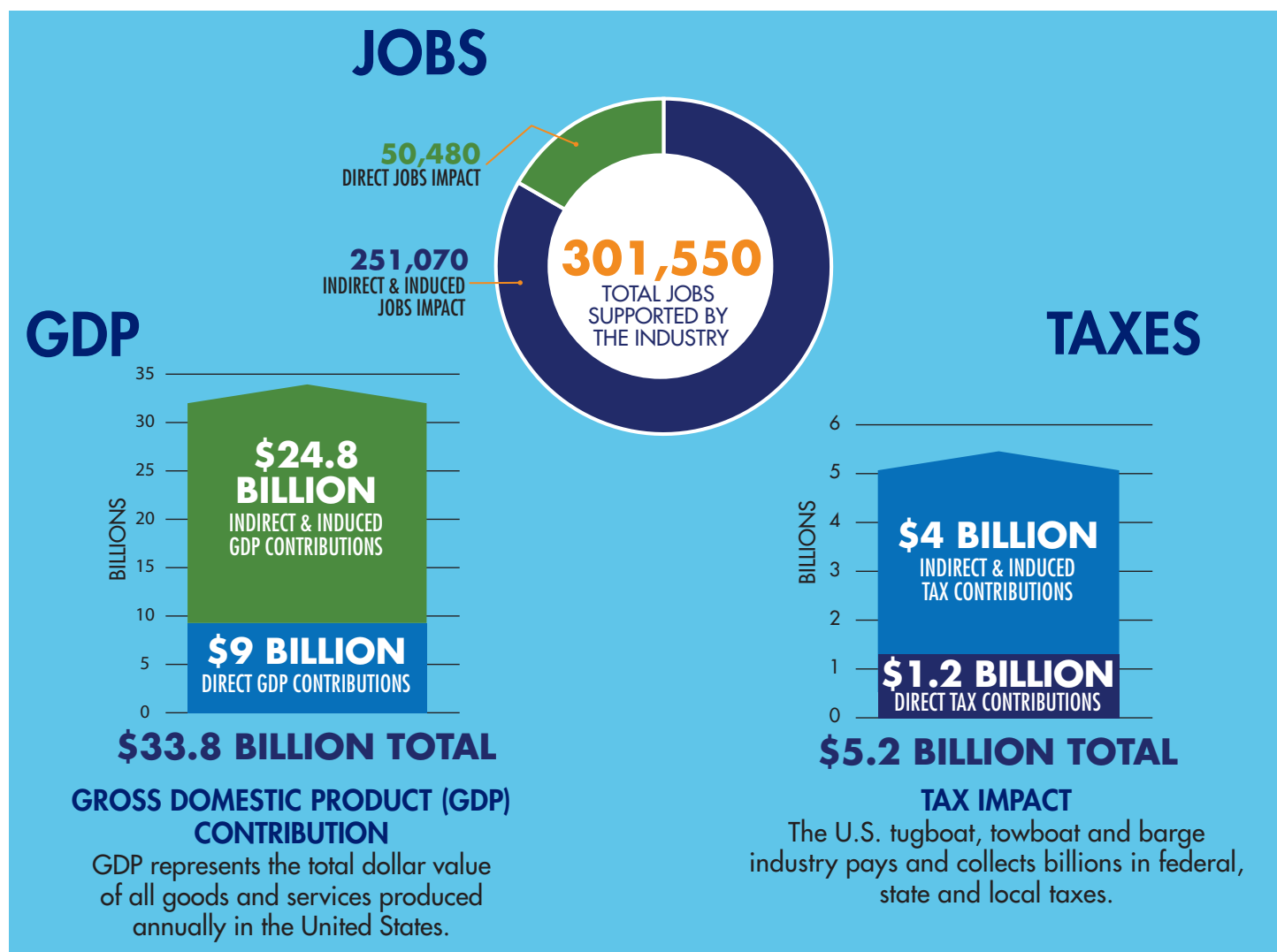
### ABOUT MARAD

The Maritime Administration is the agency within the U.S. Department of Transportation dealing with waterborne transportation. Its programs promote the use of waterborne transportation and its seamless integration with other segments of the transportation system, and the viability of the U.S. merchant marine.



# ECONOMIC IMPACT: JOBS, GDP AND TAXES

The U.S. tugboat, towboat and barge industry includes nearly 5,500 U.S.-flagged tugboats and towboats and more than 31,000 barges that move more than 760 million tons of cargo on the nation's waterways each year. The industry provides family-wage jobs for Americans, and contributes billions of dollars to U.S. gross domestic product (GDP), labor income and federal and state tax revenues.<sup>1</sup>

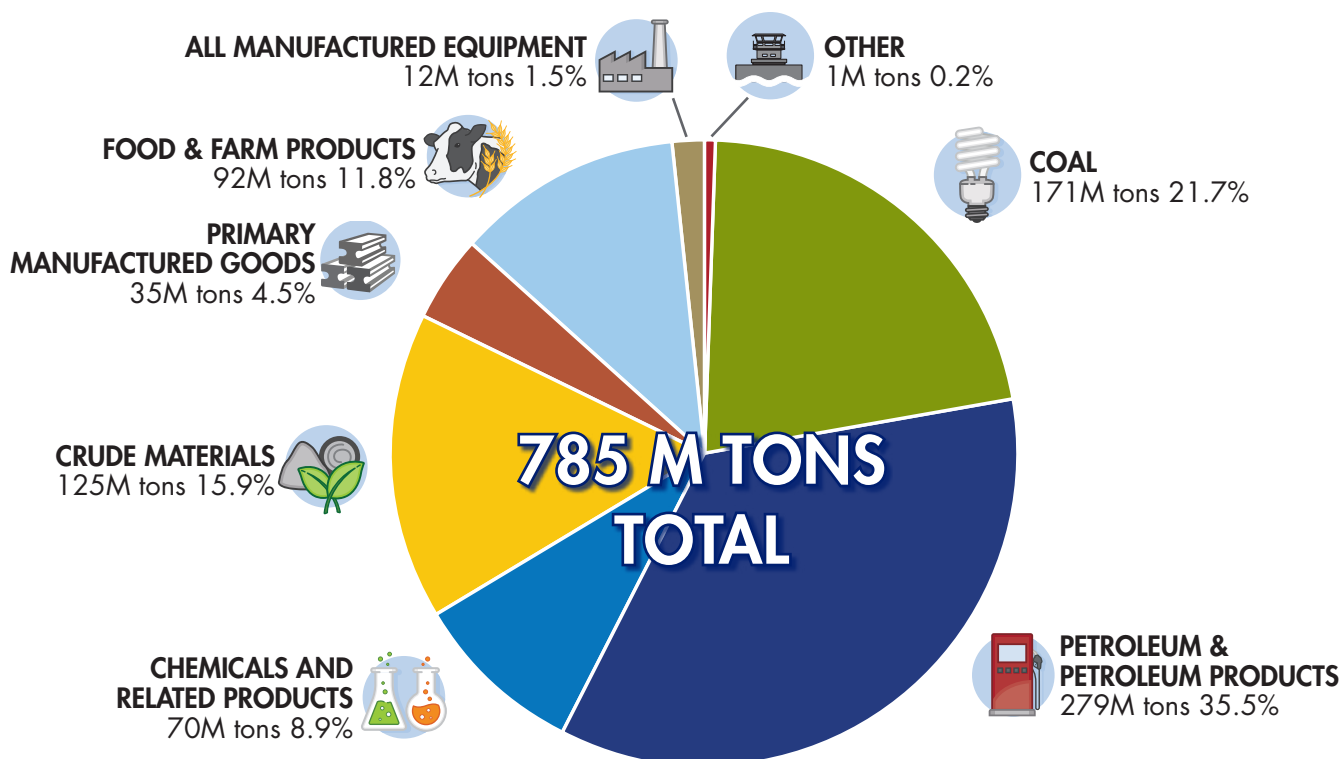


- **DIRECT IMPACTS** Jobs, labor income, value added, and taxes directly attributable to the U.S. tugboat, towboat and barge industry.
- **INDIRECT IMPACTS** Jobs, labor income, value added, and taxes occurring throughout the industry's supply chain.
- **INDUCED IMPACTS** Jobs, labor income, value added, and taxes resulting from household spending of labor and proprietor's income earned either directly or indirectly from the U.S. tugboat, towboat and barge industry.

<sup>1</sup> Jobs, GDP and tax figures are from 2014, as reflected in the PricewaterhouseCoopers industry study. The induced and indirect figures estimate the economic impact (jobs, GDP and taxes) resulting from the industry's operational impact (purchases of intermediate inputs and labor compensation) and capital investment impact.

# ECONOMIC IMPACT: COMMODITIES

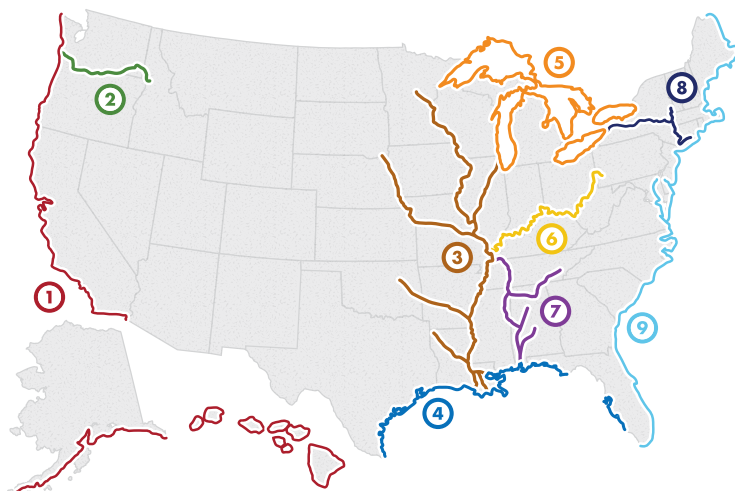
Tugboats, towboats and barges are an important mode of transportation for delivering essential commodities, such as energy sources, raw materials and agricultural products, throughout the U.S. These commodities help provide food for our tables, fuel for our cars, heat for our homes, and inputs for our manufacturing facilities.<sup>1</sup>



<sup>1</sup> Tonnage figures are from 2014, as reflected in the PricewaterhouseCoopers industry study.

The total value of commodities transported by barges in domestic trade is nearly **\$300 billion annually.**

## The U.S. Waterways System



- ① Pacific Coast
- ② Columbia River
- ③ Mississippi River System
- ④ Gulf Intracoastal Waterway
- ⑤ Great Lakes
- ⑥ Ohio River System
- ⑦ Tenn-Tom Waterway
- ⑧ Hudson River
- ⑨ Atlantic Coast

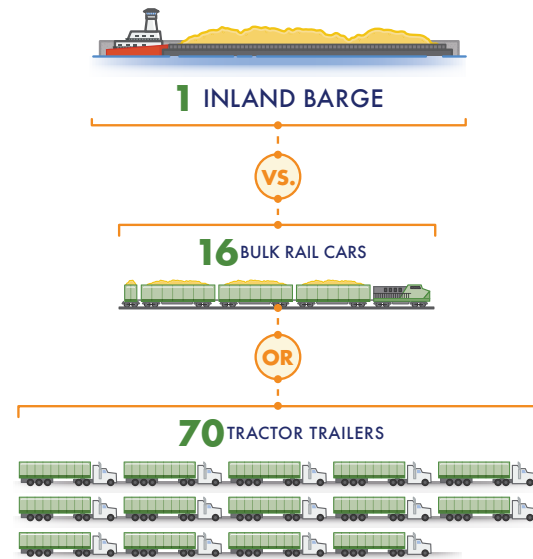
Sources: PricewaterhouseCoopers industry study; U.S. Army Corps of Engineers (USACE)



# COMPARING TRANSPORTATION MODES

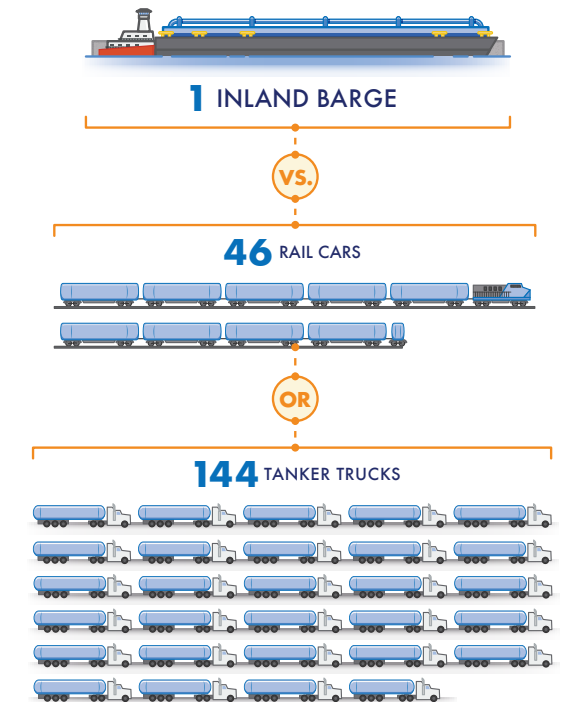
The tugboat, towboat and barge industry not only provides the most efficient method for transporting large amounts of a broad range of commodities, but is also safer, more fuel efficient and has a lower environmental footprint.<sup>1</sup>

Dry Cargo Transportation: 1,750 tons



Key = 5 bulk rail cars = 5 tractor trailers

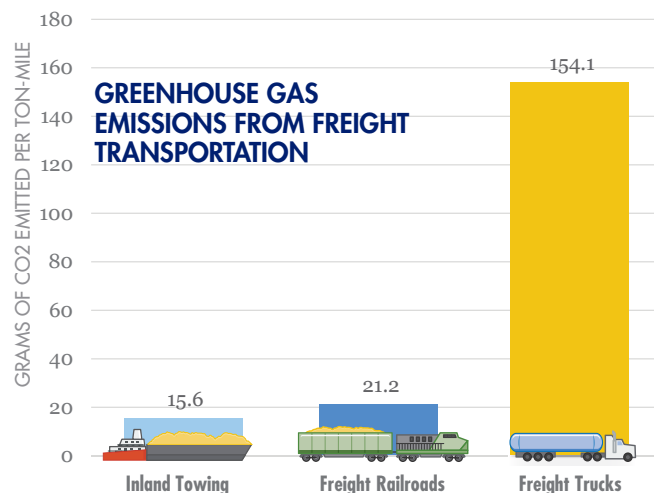
Liquid Cargo Transportation: 27,500 BBL



Key = 5 rail cars = 5 tanker trucks

**The U.S. tugboat, towboat and barge industry is more efficient, cleaner, and safer for the public than other modes of cargo transport.**

## CLEANER FOR THE ENVIRONMENT



<sup>1</sup> All Figures adapted from Texas Transportation Institute, "A Modal Comparison of Domestic Freight Transportation Effects of the General Public: 2001-2014," January 2107, as reflected in the PricewaterhouseCoopers industry study.

## SAFER FOR THE PUBLIC

The tugboat, towboat and barge industry poses the lowest risk to the safety of the public compared to other forms of cargo transport.

**Average Annual Injuries to the Public**  
 Freight Truck—104,286  
 Freight Railroad—7,962  
 Waterborne Freight—16

**Average Annual Fatalities to the Public**  
 Freight Truck—4,452  
 Freight Railroad—807  
 Waterborne Freight—6

