



## WEDNESDAY, AUGUST 11, 2021

<p>1:00 p.m. – 1:10 p.m.</p>	<p><b>Call to Order &amp; Safety Briefing</b> <i>Mr. Matt Lagarde, Ingram Barge Company</i></p>
<p>1:10 p.m. – 1:15 p.m.</p>	<p><b>Vice Chairman’s Welcome Remarks</b> <i>Mr. Clark Todd, Blessey Marine Services, Inc.</i> Welcome remarks on behalf of the AWO Leadership Council.</p>
<p>1:15 p.m. – 1:30 p.m.</p>	<p><b>Safety Moment: Human Element Safety Moment Program</b> <i>Mr. Michiel Versteeg, Saltchuk Marine</i> Brief explanation of Saltchuk Marine’s Human Element Safety Moment program. The program highlights the maritime industry’s deadly dozen, which are the 12 key human causal factors identified in incidents that occur in the maritime industry.</p>
<p>1:30 p.m. – 2:00 p.m.</p>	<p><b>Artificial Intelligence, The New Mate on the Bridge</b> <i>Mr. Jeff Slesinger, Delphi Maritime, LLC</i> How to make a safe and successful partnership between AI, towing operations and the mariner.</p>
<p>2:00 p.m. – 2:35 p.m.</p>	<p><b>Environmental Stewardship Voluntary Best Practices</b> <i>Mr. Brian Bailey, The American Waterways Operators</i> <i>Ms. Caitlyn Stewart, The American Waterways Operators</i> <i>Mr. Jim Smith, Magnolia Marine Transport Company</i> <i>Mr. Michiel Versteeg, Saltchuk Marine</i> A panel discussion on the voluntary best practices developed by AWO’s Environmental Stewardship Working Group to inform, support and guide industry in the areas of water quality, energy efficiency, air quality, waste management, and corporate responsibility.</p>
<p>2:35 p.m. – 2:50 p.m.</p>	<p><b>Scheduled Break</b></p>

<p>2:50 p.m. – 3:05 p.m.</p>	<p><b>Working Safely in the Heat and Cold</b> <i>TBOS Steering Committee Members</i></p> <p>Tankermen can spend a significant amount of time on a barge in various weather conditions such as cold, rain, and excessive heat. Taking these unique operational challenges related to weather <i>and</i> climate exposure seriously prompted the AWO Tankering &amp; Barge Operations Subcommittee to crowdsource best practices from affiliate member tankering companies on how their mariners manage working in varied outdoor conditions.</p>
<p>3:05 p.m. – 3:15 p.m.</p>	<p><b>Presentation of the Annual TBOS Safety Award</b> <i>Mr. Jim Fletcher, Team Services, LLC</i></p> <p>Tasked with identifying safety issues affecting barge tankering personnel, the Tankering &amp; Barge Operations Subcommittee presents an annual safety award. Nominees have made an improvement in equipment, personnel, and/or processes to enhance the safety of tankering during cargo operations and while in transit.</p>
<p>3:15 p.m. – 3:35 p.m.</p>	<p><b>Case Study: Preventing Falls Overboard</b> <i>Mr. Patrick Cheramie, Kirby Corporation</i> <i>Mr. Brian Falk, Kirby Corporation</i></p> <p>The risk of falling overboard in the maritime environment remains pervasive, and often involves tragic consequences. Within the broader context of our towing industry statistics, we will look at some of Kirby’s past experiences with this challenge and examine some innovative measures designed to significantly mitigate future risks.</p>
<p>3:35 p.m. – 3:55 p.m.</p>	<p><b>New Construction: Tank Barge Technology Platform</b> <i>Mr. Neal Langdon, ARCOSA Marine Products, Inc.</i></p> <p>Exploring safety technology improvements in new tank barge construction.</p>
<p>3:55 p.m. – 4:30 p.m.</p>	<p><b>A Strong Workforce: Engagement, Resilience &amp; Wellbeing Assessment</b> <i>Mr. Andrew Ghiglia, Crowley Maritime Corporation</i></p> <p>Crowley Maritime Corporation conducted an Engagement, Resilience, and Wellbeing (ERW) assessment of 1700 mariners using JVAT’s polling criteria to establish a baseline and identify any potential risk areas. This presentation will walk through the process, challenges, results, and general plan for path forward.</p>
<p>4:30 p.m. – 4:40 p.m.</p>	<p><b>Acting Before Acute: Brining a Safety Mentality to Political Advocacy</b> <i>Mr. Joe Manion, The American Waterways Operators</i></p> <p>A discussion of risk mitigation through political engagement and how, as with safety culture, responsibility for advocacy on public policy extends throughout an entire company.</p>
<p>4:40 p.m. – 4:55 p.m.</p>	<p><b>Open Discussion</b></p>
<p>4:55 p.m. – 5:00 p.m.</p>	<p><b>End of Day Announcements &amp; Adjournment</b> <i>Mr. Marino Hwang, McAllister Towing</i> <i>Mr. Matt Lagarde, Ingram Barge Company</i></p>



# THURSDAY, AUGUST 12, 2021

8:00 a.m. –  
8:10 a.m.

## Call to Order & Safety Briefing

*Mr. Marino Hwang, McAllister Towing*

8:10 a.m. –  
8:15 a.m.

## AWO President's Remarks

*Ms. Jennifer Carpenter, The American Waterways Operators*

Welcome remarks from the AWO President & CEO.

8:15 a.m. –  
8:20 a.m.

## Election of New Coastal Safety Committee Vice Chair

*Mr. Ronnie Clifford, Weeks Marine, Inc.*

8:20 a.m. –  
8:50 a.m.

## Case Study: Dissecting a Successful Near Miss Program

*James Loughlin, Midwest Tankermen, Inc.*

This presentation will explore a potential method of improving safety outcomes by looking at how to identify early warning signs and signals before incidents occur. These leading indicators, such as near misses – unplanned events which did not result in an incident – are dynamic but often difficult to measure. Examine how a proactive near miss reporting program will add value to your company by moving towards rectifying risk factors before they become incidents.

8:50 a.m. –  
9:15 a.m.

## Subchapter M Implementation Progress Report

*CAPT Matt Edwards, U.S. Coast Guard*

A progress report on Subchapter M implementation and insights into the related work the Office of Commercial Vessel Compliance has been leading on issue resolution, policy development, and enforcement as the final year of the COI phase-in period gets underway.

9:15 a.m. –  
9:30 a.m.

## Scheduled Break

9:30 a.m. –  
10:30 a.m.

## Harnessing the Power of Habit

*Ms. Sharon Lipinski, Habit Mastery Consulting*

Are you disappointed with the results of your last safety training? Are you frustrated that too many employees still haven't changed their behavior even though you remind them again and again? Study after study shows that the most effective way to change how your employees think, respond, or act is to transform it from a conscious act to an unconscious act. In other words, make it a habit! Discover the missing link and how you can employ cutting edge neuroscience research to harness the power of habit to quickly boost the stick factor of your current safety initiatives.

<p><b>10:30 a.m. – 10:45 a.m.</b></p>	<p><b>Safety Statistics Reporting Program</b> <i>Mr. Brian Bailey, The American Waterways Operators</i></p> <p>The Safety Statistics Reporting Program (SSRP) is a designed for simple, confidential tracking of a small set of vessel- and mariner-related safety data. By participating in the SSRP, members have access to a valuable benefit that allows the production of reports and tools to benchmark and compare their data against their sector and AWO’s membership overall. This presentation will give an update on the SSRP data submitted in the first half of 2020, explore data trends from the last five years, and draw time comparisons of 2015-2020 summarized data.</p>
<p><b>10:45 a.m. – 11:05 a.m.</b></p>	<p><b>Scheduled Break</b></p>
<p><b>11:05 a.m. – 11:35 a.m.</b></p>	<p><b>COVID-19: Lessons Learned to Prepare for the next Black Swan Event</b> <i>Mr. Brian Bailey, The American Waterways Operators</i> <i>Mr. Bill Barr, Amherst Madison, Inc.</i> <i>Mr. Jeff Slesinger, Delphi Maritime, LLC</i></p> <p>A black swan is an unpredictable event that is beyond what is normally expected of a situation and has potentially severe consequences. Black swan events are characterized by their extreme rarity, severe impact, and the widespread insistence that they were obvious in hindsight. This panel will explore how COVID-19 lessons learned (e.g., management structures, strategies, resources, communications) are being institutionalized, revised or discarded in anticipation of the next Black Swan event.</p>
<p><b>11:35 a.m. – 11:55 a.m.</b></p>	<p><b>Distracted Vessel Operations for Maritime Employees</b> <i>Mr. Martin Glenday, Moxie Media</i></p> <p>Reviewing the definition of a distraction and an overview of the dangers vessel crew and equipment may encounter due to distractions during the course of operations. The presentation will explore the importance of controlling visual, manual, and cognitive distractions as well as implementation methods for preventative company policies that eliminate the dangers of distracted operations.</p>
<p><b>11:55 a.m. – 12:00 p.m.</b></p>	<p><b>Meeting Review &amp; Adjournment</b> <i>Mr. Marino Hwang, McAllister Towing</i> <i>Mr. Matt Lagarde, Ingram Barge Company</i></p>



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