NTSB Recommends Mandatory SMS on Towing Vessels; Urges Timely Action on Inspection Rulemaking

The National Transportation Safety Board (NTSB) concluded June 14 that the causes of an October 2006 construction barge accident that resulted in six fatalities were the failure of the construction crew to use appropriate safety equipment and limited oversight of uninspected vessels by the Coast Guard. In response, the NTSB recommended that the Coast Guard “finalize and implement the new towing vessel inspection regulations and require the establishment of safety management systems appropriate for the characteristics, methods of operation, and nature of service of towing vessels.”

The *Athena 106* was driving piles around oil platforms in West Cote Blanche Bay, LA, on October 12, 2006, when one of its mooring spuds fell suddenly while being transported from one work location to the next. The spud hit an underwater, high-pressure natural gas pipeline which caused a massive explosion and killed six individuals. During transport, the crew had only utilized one of three safety measures designed to lock the spud into place. Specifically, the crew had not inserted a metal safety pin into the spud to prevent it from falling. During its investigation, the NTSB determined that the use of such a safety pin is not common industry practice.

Since 2004, AWO has been working with the Coast Guard through the congressionally-established Towing Safety Advisory Committee (TSAC) to implement the requirements of the 2004 Coast Guard and Maritime Transportation Act to establish an inspection regime for towing vessels. The forthcoming regulations will include a safety management system requirement for all towing vessels, as recommended by the NTSB and by TSAC.

For a synopsis of the NTSB report click [here](#). A copy of the full report will be available on the NTSB Web site in several weeks. For more information on the NTSB findings on the *Athena 106* casualty, please contact Angela Madden at (703) 841-9300, extension 262, or via email at amadden@vesselalliance.com. For more information on the towing vessel inspection rulemaking, contact Jennifer Carpenter at (703) 841-9300, extension 260, or email jcarpenter@vesselalliance.com.
House Debates Energy and Water Appropriations Bill

Final Vote Delayed

On June 19, the House of Representatives took up H.R. 2641, the Energy and Water Development appropriations bill, which provides funding for the Department of Energy and the U.S. Army Corps of Engineers for Fiscal Year 2008. The bill as reported from the Appropriations Committee provides a total of $31.6 billion, of which $5.6 billion is allocated to Corps of Engineers programs. This amount is $700 million above the Administration’s budget request and $300 million more than the amount appropriated in the previous fiscal year.

Consideration of all appropriations bills by the full House of Representatives had been delayed by an ongoing controversy over the inclusion of “earmarks” in the funding bills. After the Democrats gained the majority in the House following last year’s elections, they adopted new rules requiring all earmarks in appropriations bills to be identified as to the congressman who had requested the special funding. House Appropriations Committee Chairman David Obey (D-WI) had proposed holding off including earmarks in this year’s appropriations bills until after they had been conferenced with the Senate, and only then identifying the sponsors of the various earmarks. Republicans in the minority objected to this procedure and held up activity on the House floor until an agreement was reached to consider pending appropriations bills, including Energy and Water Development.

During consideration of the bill on June 19, the House considered and disposed of all proposed amendments to the measure, postponing a vote on final passage of the bill. Under an agreement related to the earmark controversy, the vote on final passage of the bill will take place after the House completes its debate over how to handle earmarks in all the appropriations bills and resolves the controversy.

If you have any questions about the Energy and Water Development appropriations bill, please contact Boyd Hollingsworth at (703) 841-9300, extension 258, or via email at bhollingsworth@vesselalliance.com.

House Transportation and Infrastructure Committee Approves Climate Change Bill

“Short Sea Shipping” Provisions Extend Capital Construction Fund to Domestic Shipping

As part of an overall House effort to produce legislation addressing the climate change issue for consideration before the July 4 recess, the House Transportation and Infrastructure Committee on June 20 approved an energy security and climate change bill. H.R. 2701, the Transportation Energy Security and Climate Change Mitigation Act of 2007, was introduced by committee Chairman James L. Oberstar (D-MN), and provides for energy efficiencies in the various programs and transportation modes under the jurisdiction of the Committee on Transportation and Infrastructure.

The maritime portion of the legislation includes a Short Sea Shipping Initiative to require the U.S. Secretary of Transportation to plan and implement a program to use waterborne shipping to mitigate landside congestion. This portion of the bill also contains a provision that would extend Capital Construction Fund (CCF) eligibility to domestic coastwise carriage of containers and roll-on, roll-off vessels. The CCF was designed to benefit U.S.-flag vessels in the international trades to make them more competitive against foreign competition. AWO has long opposed any efforts to extend this program into the domestic coastwise trades. Companies with existing CCF accounts full of tax-advantaged dollars would have an unfair advantage over companies who have invested in their equipment for the domestic trades with after-tax dollars. AWO has expressed its opposition to this provision to the committee and will continue to address this issue as the legislation moves forward.

The bill also contains a “green ports” provision which attempts to make port operations more energy efficient, and includes language implementing the latest changes to the International Convention for the Prevention of Pollution from Ships (MARPOL Annex VI). During consideration of the bill in the Transportation and Infrastructure Committee, the minority offered a number of amendments which were defeated by voice vote. The bill was ultimately ordered reported by the committee on a similar party line vote.

If you have any questions about the bill, or would like a copy of the legislation, please contact Boyd Hollingsworth at (703) 841-9300, extension 258, or via email at bhollingsworth@vesselalliance.com.
An aging barge fleet coupled with high scrap steel pricing and demand from the biodiesel and ethanol industries has launched a barge-building boom, the likes of which hasn't been seen since the 1970s, industry experts say.

Brownsville Marine Products, LLC, of Fayette County, hopes to cash in on the construction boom, and is building barges as it can, carrying on a tradition of barge building on that stretch of the Monongahela River that began with the old Hillman Barge Co. in 1938.

"We're launching one barge every three days. Every barge that hits the water has a customer," says Dave Tatka, manager of Brownsville Marine Products. The operation employs 195 workers, but Tatka said he's looking to hire 55 more, including welders, fitters, laborers, painters and material handling personnel.

"You're seeing a lot of scrapping going on, simultaneously with building. The barge fleet itself is not growing that much. I wouldn't necessarily call it a renaissance per se, it's more of supply and demand reacting to the market," said Doug Scheffler, manager of research and data analysis for American Waterways Operators, an Arlington, Va.-based trade group representing over 400 members involved in waterborne commerce.

Nationally, a fleet of more than 27,000 barges moves over 800 million tons a year of raw materials and finished goods over the 25,000-mile inland waterway system, adding about $5 billion annually to the U.S. economy, according to the trade group.

Tatka says the biggest obstacle is finding workers. "It's a challenge. Some individuals have difficulty with responsibility, and it's hard to find motivated people," he said.

Tatka said last year there was demand for more than 1,000 jumbo barges to replace barges being retired. "Right now, we're at the beginning of a new cycle."

Brownsville Marine builds two types of barges: jumbo hopper barges, which can haul about 2,100 tons of coal, and cargo barges, which can haul about 2,100 tons of grain. Tatka says the company hopes to expand into building tanker barges, capable of hauling liquid natural gas, and platform barges, which could haul drilling equipment and railcars.

Last year, Brownsville Marine launched 28 barges. The company's target is to launch 80 to 90 barges this year.

The Brownsville site was previously operated by HBC Barge LLC, which ceased barge-building operations in 2005 after filing a Chapter 7 bankruptcy liquidation in federal court in Pittsburgh.

Last year, there were 740 new barges added to the overall inland barge fleet, while 713 barges were "retired," or scrapped, according to a report by Informa Economics, a research and consulting firm based in Memphis, Tenn.

The report stated 22 percent of the open barge fleet is 25 years or older. "There are some retirements coming, and builders are trying to keep ahead of the curve," said Ken Eriksen of Informa Economics. Most of the retired barges were sold as scrap steel. "Scrappers were paying $50,000 per barge," he said.

Scheffler of American Waterways

(continued on page 4)
Welcome New Carrier Members!

Gellatly & Criscione Services Corp.
2109 Herbertsville Road
Point Pleasant, NJ 08742
Rep: Ms. Tara Gellatly, Sales & Operations

Third Coast Towing, LLC (formerly Maroil)
600 Leopard Street, Suite 1704
Corpus Christi, TX 78473
Rep: Mr. Jeff Kirby, President

“Hope Floats for Barge Makers in Fayette Co.”
(continued from page 3)

Operators said the last surge in barge building occurred in the 1970s and early 1980s, when tax laws led to the formation of limited partnerships in the rail and maritime industries.

"You ended up with a lot of limited partnership pools, doctors, lawyers and other professionals who bought barges and leased them to carriers. Everyone started chasing the same tax loophole, which led to an oversupply of equipment," Scheffler said.

But by 2000, prices of steel increased, and barges built in 1970 were approaching the end of their lifespans.

"There was a large amount of scrapping without replacement. Now, there's a demand for building new barges that we haven't seen in a long time," said James R. McCarville, executive director of the Port of Pittsburgh.

New and Recertifying Auditor Training Held

The AWO Responsible Carrier Program (RCP) Accreditation Board conducted an additional training session for new and recertifying RCP auditors on June 12-14. Two new auditors and nine recertifying auditors, as well as two AWO members seeking to increase their knowledge of the RCP attended the class. This additional class was held to certify auditors who were unable to attend the regularly-scheduled February session due to severe winter weather. As most AWO members know, AWO-certified RCP auditors are required to undergo recertification every three years, so it is important that AWO members scheduling an audit verify that their auditor’s certification is current. Members can verify auditors’ certification status by examining their credential issued by AWO, or by calling Bob Clinton at (703) 841-9300, extension 253.

New auditors and members began their training with a one-day orientation to AWO and the RCP that introduced them to the “value-added” philosophy of the RCP audit; this philosophy emphasizes that AWO-certified RCP auditors provide companies being audited with value beyond simply providing a list of non-conformities. New auditors and members also were trained in the history and development of the RCP itself, coaching and auditing skills, and the use of the essential tools of the RCP audit, the Management and Vessel checklists. The new auditors and the AWO member representatives were then joined by nine recertifying auditors, who went over a curriculum that stressed auditing skills necessary to evaluate not only the existence, but the adequacy of AWO members RCP policies and procedures. The recertification training ended with a difficult test designed to ensure that AWO-certified RCP auditors are among the most qualified auditors practicing today.

Training throughout the three days was delivered by various members of the RCP Accreditation Board, including Chairman John Patterson, Ingram Barge Company; Brice Bond, Shell Trading (US); Mike Weisend, AEP River Operations; and, Emily Reiblein, Moran Towing Company.

At the conclusion of the RCP auditor recertification training, the American Chemistry Council (ACC) conducted a three-hour training session for AWO-certified auditors wishing to become certified to perform Responsible Care® audits for members of AWO who are also Responsible Care Partners. If you have any questions about auditor training or joint RCP/Responsible Care® Partner audits, please contact Bob Clinton or Kathy Rehak at (703) 841-9300, extensions 253 and 263, respectively.

Member News

Material Service Corporation – Hanson Company has changed its name to Hanson Material Service.
Interregion Safety Committee to Meet, Review Draft Lesson Plan on Galley Safety

The Summer meeting of the AWO Interregion Safety Committee will be held on June 27-28 at the Sheraton Westport, 191 Westport Plaza, St. Louis, MO, (800) 822-3535. The meeting will begin at 1:00 p.m. on Wednesday, June 27. A reception will be held at the conclusion of the afternoon session. The meeting resumes at 8:00 a.m. on Thursday, June 28 and will conclude by 12:00 noon. Subcommittees on lesson plans, crew alertness, and fall overboard prevention awareness will meet on the morning of Wednesday, June 27.

The committee will review a draft lesson plan on safe food handling (galley safety). Another highlighted feature of the meeting will be a workshop on how to calculate personal injury statistics.

All AWO member companies are invited to send a representative to the meeting, particularly company safety and security officers. Committee members are invited to “bring a mate (or captain or deckhand)” or anyone else who might benefit from seeing the work of a broad base of industry safety professionals and helping to learn new ways crewmembers can help in upgrading the safety culture of the inland barge and towing industry.

To RSVP for the meeting or for further information, please contact Kathy Rehak, Manager - Safety Programs, at (703) 841-9300, extension 263 or krehak@vesselalliance.com.

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Training Opportunities

The Crew Endurance Management System (CEMS) is a system for managing risk factors in maritime work environments that can lead to human error and performance slumps. The Coast Guard and AWO have been working together to help companies implement the principles of CEMS. In this space, AWO will publish details of CEMS training opportunities around the country. For further information on CEMS training opportunities, please contact LCDR Vivianne Louie, U.S. Coast Guard, at (202) 372-1358.

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<td>Capt. John Whiteley (Director)</td>
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Midcontinent Region

MSU – Paducah Installs New Commander

On June 6, CDR Christopher S. Myskowski assumed command of Marine Safety Unit (MSU) – Paducah from CAPT Denise L. Matthews. MSU – Paducah reports to Sector Ohio Valley in Louisville, KY, which is currently under the command of CAPT John Bingaman.

CDR Myskowski’s last assignment was Deputy Chief, Plans and Force Readiness Division for the Seventeenth Coast Guard District in Alaska. He received a Bachelor of Science degree in Civil Engineering from the U.S. Coast Guard Academy and a Master of Science degree in Fire Protection Engineering from Worcester Polytechnic Institute. This is his first station of duty on the Western Rivers.

CAPT Matthews heads to Washington, D.C., as the Executive Assistant to RDML Brian Salerno, the new Assistant Commandant for Policy and Planning. Her knowledge and understanding of the entire marine industry will be a valuable asset to AWO’s continuing partnership with the Coast Guard.

WAP Web Site Now Available through AWO Web Site

The Waterways Action Plan (WAP) was created in 2005 under the Coast Guard-AWO Safety Partnership's Mid-America Regional Quality Steering Committee to improve safety on the Western Rivers. The WAP Web site is now available on the AWO Web site under Commitment to Safety at http://www.useg.mil/d8/divs/m/D8mwm_WAP.htm. If you have any questions, please contact Lynn Muench at (314) 446-6474 or via email at awo_midcontinent@msn.com.
Congress Moves to Ensure Stakeholder Participation in Missouri River Management

Congressmen Russ Carnahan and Kenny Hulshof Take the Lead

In an effort to ensure Missouri River basin stakeholders will be able to participate fully during the Missouri River Recovery Implementation Committee (MRRIC) process, the offices of Congressman Kenny Hulshof (R-MO) and Congressman Russ Carnahan (D-MO) worked with the Coalition to Protect the Missouri River (CPR) and other stakeholders to draft MRRIC legislative language. This legislative language is key to the development of MRRIC because it will: 1) Include all stakeholders, including navigation, and not just state and federal agencies; 2) Ensure transparency of the process by forming it under the Federal Advisory Committee Act (FACA); 3) Ensure the process stays focused on the three endangered and threatened species, not on a variety of efforts that may or may not recover the species; and, 4) Consider social-economic impacts for all recovery actions. The language will be considered during the Water Resources Development Act (WRDA) conference.

May 23, 2007

The Honorable James Oberstar
Chairman
House Committee on Transportation
and Infrastructure
2165 Rayburn HOB
Washington, D.C. 20515

The Honorable John Mica
Ranking Member
House Committee on Transportation
and Infrastructure
2163 Rayburn HOB
Washington, D.C. 20515

Dear Chairman Oberstar and Ranking Member Mica,

Thank you for your efforts to quickly move H.R. 1495, the Water Resources Development Act of 2007, through the U.S. House of Representatives. As you begin to conference with your counterparts from the U.S. Senate, we respectfully ask that you consider the attached language as an alternative to Senate Sec. 5016. If such a revision is not possible, we ask that you remove Sec. 5016 from the bill.

In a 2004 Record of Decision on the Master Water Control Manual (Master Manual), the U.S. Army Corps of Engineers (Corps) committed to initiating a Missouri River Recovery and Implementation Committee (MRRIC). This committee—composed of government entities and local stakeholders—would make recommendations on how to improve the functioning of the river while minimizing the impact to human users.

While we support MRRIC, Senate Section 5016 authorizes MRRIC in a way that does not allow for all the interests of river users to be represented, ignores some important Missouri river issues and does not provide for the public disclosure that such a weighty issue requires. In contrast, the language we propose focuses MRRIC on the recovery of the federally listed species, while also taking into account the impact of recovery efforts on human users, provides an improved system of stakeholder participation and ensures that the MRRIC process is accessible to the general public.

Specifically, Senate Section 5016 does not allow MRRIC to consider the impact of recovery activities on municipalities, agriculture, navigation, recreation, utilities and flood control uses of the river. Ignoring the impact recovery activities have upon those who benefit from these congressionally authorized uses of the Missouri River will adversely impact countless stakeholders. The language we are proposing corrects this oversight by directing MRRIC to study the effect of recovery of the federally listed species on these congressionally authorized users of the river.

Moreover, the Senate language allows the Corps to compose MRRIC in a manner that could exclude certain groups of stakeholders. In contrast, the language we propose requires that MRRIC be composed equally of individuals representing the tribes, the upper basin, lower basin, environmental advocates, flood control districts, farmers, utilities, water supply, navigation and other interests. By mandating this equality, our language ensures that the decisions that come out of MRRIC are acceptable to all river interests.
Congress Moves to Ensure Stakeholder Participation in Missouri River Management

(Continued from page 9)

Additionally, at least one of the federally listed endangered species—the pallid sturgeon—makes its home in both the Missouri and Mississippi Rivers. For this reason, any activities aimed at pallid sturgeon recovery should take into consideration all scientific knowledge from both basins so that a uniform recovery plan is implemented.

Finally, the language we propose subjects MRRIC to the requirements of the Federal Advisory Committee Act (FACA). Over the past decade a concerning level of distrust has developed among the stakeholders of the Corps and the U.S. Fish and Wildlife Service. We believe this distrust will be lessened by ensuring that MRRIC abides by the rules established in FACA.

We thank you in advance for your thoughtful consideration of this request; we look forward to working with you on this important matter.

Sincerely,

Kenny Hulshof
Member of Congress

Russ Carnahan
Member of Congress

Sam Graves
Member of Congress

Ike Skelton
Member of Congress

W. Todd Akin
Member of Congress

Emmanuel Cleaver
Member of Congress

Jo Ann Emerson
Member of Congress

Wm. Lacy Clay
Member of Congress

Steve King
Member of Congress
Midwest and Ohio Valley Regions To Hold Joint Summer Meeting

Limited License Informational Session Announced

The 2007 Midwest and Ohio Valley Regions Joint Summer Meeting will be held on August 16 in St. Louis, MO. All events will be held at the Crowne Plaza Downtown.

An informational session on how to implement the limited geographic license training program as outlined in the Eighth District Policy Letter (see April 13 AWO Letter) will be held the day before the meeting on August 15 from 3:00 p.m. to 5:00 p.m. Coast Guard staff and members of the AWO Working Group will be present to outline the policy and answer questions. AWO members involved with harbor services are encouraged to attend. Non-AWO members are also welcome to attend this session. A reception will follow the informational session from 6:00 p.m. to 7:30 p.m.

The AWO meeting will include remarks from AWO Chairman Royce Wilken, an update of critical national issues by AWO President Tom Allegretti, a regional progress report and updates from government partners.

Following the AWO meeting, the Mississippi River Commission (MRC) will hold a hearing on Friday, August 17 at 9:00 a.m. on the St. Louis Riverfront. AWO members are encouraged to provide public statements to the MRC on waterways issues that are managed by the U.S. Army Corps of Engineers.

To register for a hotel room, go to www.crowneplaza.com. Enter the code “AWO” in the left hand column to receive the $112 rate for a single or double. You can also call (800) 925-1395 for the $112 rate or for a suite at $142. Reservations are based on availability and must be made no later than July 16. An agenda and registration form will be sent to the regional membership within the next 30 days.

For more information, please contact Lynn M. Muench at (314) 446-6474, or via email at awo_midcontinent@msn.com.

Petroleum Business Tax Exemption Passes New York State Legislature

On June 6, the petroleum business (PBT) tax exemption bills, A.7031 and S.3576, both successfully passed the New York state legislature and now await a signature or veto from Governor Eliot Spitzer by mid-summer. In the Assembly, A.7031 was approved by a vote of 119-3, and in the Senate, S.3576 was approved by a vote of 59-1. The large margin of victory indicates strong legislative branch support for the measure and bodes well for the future of the legislation.

This success is a testament to the efforts of Tim Casey, TEA committee Chairman and President & CEO of K-Sea Transportation Corporation, Patrick McCarthy of Patricia Lynch Associates and the ten New York-based AWO members who engaged in grassroots outreach to state legislators. The champions of this legislative effort were Senator Andrew Lanza (R-Staten Island) and Assemblyman Michael Cusick (D-Richmond), the legislative sponsors for the PBT exemption bills in the New York Senate and Assembly, respectively. Senator Lanza and his staff introduced and passed the PBT tax exemption for tugs twice during the 2007 Senate session; once during the May 2007 budget process; and, again as a stand-alone bill in the final month of the session. Assemblyman Cusick and his staff accomplished the equally challenging feat of having PBT exemption language included in the Assembly Fiscal Year 2008 budget, and when the language did not pass, introducing the exemption a second time. In the post-budget session, Assemblyman Cusick shepherded A.7031 through two committees before achieving an overwhelmingly successful floor vote. Assemblyman Cusick and Senator Lanza have been active and responsive representatives of the tugboat operators in their respective constituencies and of the New York tugboat community at large.

The New York state legislature is scheduled to complete the 2007 session this week. In mid-summer, the PBT exemption bill will be sent to the executive branch’s legislative counsel’s office and then presented to the Governor for his signature or veto. AWO continues to engage New York executive branch officials to encourage support for the exemption. Please contact Chris Coakley at (703) 373-2297 if you have questions or wish to participate in the executive branch outreach.

Atlantic Region Summer Meeting: Mark Your Calendar!

The Atlantic Region Summer Meeting has been scheduled for Tuesday, August 7 in Baltimore, MD, from 8:30 a.m. until noon. This meeting will provide members with an opportunity to discuss priority and emerging issues that affect the Atlantic Region. The guest speaker for the meeting will be Rep. Elijah Cummings (D-MD), Chairman of the Coast Guard and Maritime Transportation Subcommittee of the House Transportation and Infrastructure Committee. The exact location for the meeting and a draft agenda will be sent out shortly. For more information, please contact Chris Coakley at (703) 373-2297.
Atlantic Region

Atlantic RQSC Reviews Progress on Two Quality Action Teams

On June 12, the Atlantic Regional Quality Steering Committee (RQSC) of the Coast-Guard AWO Safety Partnership met in Norfolk, VA, to provide guidance on two ongoing subcommittees, the Port Coordination Quality Action Team (QAT) and the Fatality and Casualty Data Analysis QAT. The committee also discussed hurricane preparedness and recovery issues.

The RQSC reviewed the Coast Guard-AWO hurricane season contact list for improvements, encouraged hurricane season exercises and suggested full utilization of safety meetings to foster hurricane planning and cooperation between the Coast Guard, AWO and port stakeholders. The RQSC also proposed that Atlantic Region Districts utilize the Seventh District model of hurricane conference calls to update stakeholders on District-wide port conditions during the advance of and recovery from a hurricane or tropical storm. This type of Coast Guard-AWO cooperation on communication issues during an incident is exactly the type of issue being examined by the Port Coordination QAT.

Chris Coakley, AWO Vice President – Atlantic Region, and CDR Brian Dunn, Fifth Coast Guard Prevention Division, gave a review of the Port Coordination QAT meeting and ongoing QAT research. The RQSC provided guidance to the QAT on specific issues related to information sharing and advised the subcommittee on the appropriate direction for continuing research on Coast Guard/towing industry communication structures for weather, terrorist or vessel casualty incidents.

LCDR Scott Higman, Chief, LANTAREA (Atlantic Area) Inspections & Analysis Section, and LCDR Chris O’Neal, LANTAREA Inspections & Analysis Section, gave a thorough presentation on the universe of data available for analysis by the Fatality and Casualty Data Analysis QAT. The RQSC refined the focus of the QAT, in keeping with the charter, with the goal of yielding root causes of medium and high severity casualties and fatalities through careful analysis of Atlantic Region Coast Guard-AWO Safety Statistics.

Industry representatives for the Atlantic RQSC are Jeff Parker, Allied Transportation Company; Charlie Nalen, Crowley Maritime Corporation; Linn Peterson, Coastal Tug & Barge; and, Rick Iuliucci, The Vane Brothers Company. The lead Coast Guard member is CAPT Rick Kaser, Chief, LANTAREA Prevention Division, and the Coast Guard representatives include CAPT Sue Englebert, Chief, Seventh District Prevention Division; CAPT Dave Lersch, Chief, Fifth District Prevention Division; and, CAPT Liam Slein, Chief, First District Prevention Division. Also in attendance were Dennis Haise, Deputy, LANTAREA Prevention Division; LCDR Ken Kostecki, LANTAREA Prevention Division; LCDR Scott Higman, Chief, LANTAREA Inspections & Analysis Section; LCDR Chris O’Neal, LANTAREA Inspections & Analysis Section; Kevin Fogelsanger, Coastal Tug & Barge; Mason Keeter, The Vane Brothers Company; CDR Brian Dunn, Fifth District Prevention Division; and, Dr. Louis Fisher, LANTAREA Inspections & Investigations. For more information, please contact Chris Coakley (703) 373-2297, or via email at ccoakley@vesselalliance.com.

(Continued on page 11)
As reported in previous AWO Letter articles, the state of California is in the process of drafting a harbor craft regulation focused on engine replacement and modification. The next California Air Resources Board (CARB) Harbor Craft Workshop will focus on a discussion of the draft proposal for reducing emissions from new and in-use harbor craft engines; updating harbor craft inventory; a discussion of CARB’s economic impact analysis efforts; and, a preliminary assessment of environmental benefits.

The current draft engine retirement/replacement timeline is as follows:

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The CARB Harbor Craft Workshop will be held on June 27 from 1:30 p.m. to 4:00 p.m. in the Port of Los Angeles Administration Building’s Board Room at 425 South Palos Verdes Street, San Pedro, CA.

If you wish to participate by phone, you can call in by dialing (888) 889-1954, passcode 69636. The call leader’s name is Todd Sterling.

For additional information, please contact Jason Lewis, Vice President – Pacific Region, at (206) 262-8019, or via email at jlewis@vesselalliance.com.