



AWO Meets for Fall Convention in New Orleans

Board Hears Remarks by Senator David Vitter; Approves New Strategic Plan; Approves 2010 Budget, including Funding of New Scientific Research on Sleep and Crew Endurance; Holds Strategic Dialogue Session on Strategic Plan Implementation

The American Waterways Operators (AWO) met for its 2009 Fall Convention in New Orleans on October 14-16. New members of the Board of Directors met for orientation on Wednesday, October 14, while the membership as a whole gathered in Common Issues Council, sector committee and Public Affairs Committee meetings on Thursday, October 15. The Board convened on Friday, October 16, when it hosted Senator David Vitter (R-LA) as keynote speaker. Following the Senator's remarks, the Board approved a new AWO 21 strategic plan which will guide AWO's work for the next five years. The new plan reorders the association's goals, placing greater emphasis on the industry's image and telling the story of the industry's value to the nation and commitment to safety as a foundation for its advocacy efforts.



Senator David Vitter (R-LA) talks with (from l. to r.) AWO Immediate Past Chairman Merritt Lane, Canal Barge Company, AWO President & CEO Tom Allegretti, and AWO Chairman Tim Casey. Senator Vitter was the keynote speaker at the AWO Fall Convention.

The Board affirmed support for exploring litigation against an unconstitutional new law in Massachusetts that encroaches on

Federal authority to regulate the maritime industry and would impede interstate commerce. Additionally, the Board heard an update on AWO's ongoing lawsuit against the EPA regarding the Vessel General Permit. The Board approved the 2010 budget, which includes funding for the next phase of an ongoing study on crew endurance and sleep being conducted by Northwestern University, and heard progress reports on the implementation of the current AWO 21 strategic plan, AWO PAC fundraising, and congressional and Administration advocacy. It also heard reports on the AWO Responsible Carrier Program (RCP) audit and recertification status, the RCP compliance tracking process, and affirmed an assessment and

the recommendations of the Towing Safety Steering Group regarding the auditor market once the towing vessel inspection program is in place.

Peter Stephaich, Campbell Transportation Company, reported to the Board on behalf of the Technology Steering Group. He discussed the efforts of the group to apply technological solutions to manage industry recordkeeping requirements for the Vessel General Permit, and to enable faster, more reliable collection and transmission of data on the waterways.

A strategic dialogue was convened during which members discussed the implementation and tracking of the new AWO 21 Strategic Plan.

VOLUME 66, No. 21 • OCTOBER 23, 2009

Association News.....	1
Agency Actions.....	5
Legislative News.....	7
Regional Reports.....	9
Responsible Carrier News.....	10
Members Only.....	11

AWO Convention Special Edition

(continued on page 2)



AWO Meets for Fall Convention in New Orleans

(continued from page 1)

During the Common Issues Council on Thursday, members discussed priority industry issues, including the status of the towing vessel inspection regulations, the Transportation Worker Identification Credential, crew endurance, mariner licensing, heard a presentation on the AWO Safety Committee work program led by Jeff Slesinger, Western Towboat Company; and Jim Smith, Magnolia Marine; received a Technology Steering Group Report from Peter Stephaich, Campbell Transportation Company, Inc., and heard an update on the proliferation of state taxation on vessel traffic and a review of alternative energy projects in rivers and coastal waters. (For details, see story, page 14.) Two special discussion sessions were held, one focused on vessel discharges, and the other on inland waterways infrastructure and funding, featuring Steve Little, Crouse Corporation; Dan Mecklenborg, Ingram Barge Company; and Matt Woodruff, Kirby Corporation, who led the discussion.

Recognition Awards

The AWO Board of Directors recognized outstanding service to the organization by two individuals. Mike Rushing, Rushing Marine Service, was presented with an award for the extraordinary service he has provided to members as a safety expert. Mark Buese, Kirby Corporation, was recognized for his invaluable counsel as a member of the Board and Executive Committee and as Treasurer. AWO members unanimously expressed their appreciation for the tremendous contributions by both men to the success of the trade association.



Mark Knoy, AEP River Operations, presents award to Mike Rushing, Rushing Marine Service, for his service to AWO as a safety expert.



Mark Buese (r.), Kirby Corporation, accepts the gift of a ship's clock from AWO Chairman Tim Casey in appreciation for his extraordinary service to AWO.

Leadership Remarks

Chairman Focuses on Advocacy and New Strategic Plan

Chairman Tim Casey, K-Sea Transportation Corp., focused his remarks to the Board on the new strategic plan as it relates to advocacy



excellence. He pointed out that despite the weakened economy, and the challenges being presented by federal and state government, AWO can not back away from its full advocacy agenda. Therefore, he said, the new strategic plan reorders the strategic goals to achieve greater advocacy effectiveness. He asserted that the new strategic plan's goals would help "tell the story of the economic and

environmental advantages of barge transportation not as an adjunct, but as the foundation of our advocacy efforts." He said further that the new AWO Strategic Plan and the Budget "strike a good balance of calling for our trade association to engage in aggressive advocacy while maintaining fiscal responsibility."

Mr. Casey summarized how AWO's advocacy efforts had become more and more active. "We have had more of a presence on Capitol Hill doing the hard work of direct advocacy. We have been more aggressive in our media outreach, more diligent in our grassroots efforts and we have held more fundraisers than ever before," he said. Mr. Casey thanked the members for their participation in these activities. He asserted that AWO "must continue to play a strong game of offense" in its advocacy efforts.

Mr. Casey then discussed a couple of the most important public policy

(continued on page 3)



AWO Meets for Fall Convention in New Orleans

(continued from page 2)

challenges faces by the industry. “None is more important,” he said, “than getting the towing vessel inspection program right.” He outlined the proactive approach taken by AWO toward the notice of proposed rulemaking being issued, noting that many “pre-publication” preparations were already underway and that AWO will launch into its “post-publication” phase once the NPRM is published.

Next, Mr. Casey described the ballast water issue as “another tough challenge.” Summarizing the notice of proposed rulemaking published by the Coast Guard that would establish strict ballast water standards for nearly all vessels with ballast tanks operating in U.S. waters, including inland barges and towing vessels, he said, “We have

serious problems with this one-size-fits-all proposal and question its practical application to our industry’s operations.” He outlined the actions AWO had taken to meet this challenge, including working with the Shipping Industry Ballast Water Coalition, and testifying at a recent Coast Guard public hearing on the issue. He asserted, “This is another example of the public policy challenges we face and for which we must continue to have a robust strategy and response.”

Finally, Mr. Casey thanked the members for their hard work on advocacy outreach and reminded them that they are “the operational experts, the constituents, the political donors, the voters. The policymakers need to hear from you and see you,” he concluded.

President Outlines AWO’s Special Characteristics

In his report to the Board of Directors, AWO President and CEO Tom Allegretti first thanked members for their “vigorous and engaged



participation.” He said that getting their “guidance and direction on what we need to achieve and where we need to go next, is critically important to our ability to succeed in the public policy arena.”

Mr. Allegretti then focused on the special characteristics of AWO for which to be thankful. He asserted that AWO members have uncommon vision, leadership, proactivity, capacity, courage, creativity, commitment, and tenacity. He noted the “spirit of partnership” that exists at AWO between staff and members, and said that the AWO partnership with the Coast Guard had “produced so much good over the last 15 years.” Mr. Allegretti praised the members’ capacity “to analyze itself and identify improvements that are needed and practical.” He also expressed admiration for members’ focus, pride in the industry, generosity, nimbleness, and passion, which he said underpins “an ethic of hard work that only exists when people truly believe in what they are doing and the positions they are advocating.”

Mr. Allegretti concluded by asserting that this combination of elements in AWO “is truly extraordinary.” “They give us a strong basis for being confident and optimistic about the future,” he said. ❀

AWO Letter Sponsorships Now Offer Half-Page Ad!

Sponsors of the *AWO Letter* now have a chance to get even more attention for their company’s services with a half-page ad for the same reasonable price! This is a great way to advertise your company to the AWO membership and show support for the tugboat, towboat and barge industry.



Each sponsorship now includes a front-page “sponsorship block” featuring your company’s name, location, logo and Web site address PLUS a half page ad! The *AWO Letter* reaches a wide and diverse audience including AWO members, elected officials, transportation agencies and companies in industries related to the maritime industry. It is published 24 times a year. The cost of sponsorship has remained the same for several years at \$500. Now you get even more for your money – just see the ad below for an example of a sponsor display ad.

There are still a number of issues still available. Sponsorship forms can be found by visiting the AWO Web site, or by clicking [here](#). If you have any questions, please contact Deborah Koester at (703) 841-9300, extension 262, or via email at dkoester@vesselalliance.com. ❀

Coast Guard Clarifies Effective Date for Oil Pollution Prevention Equipment Requirements

On October 13, the U.S. Coast Guard issued a final rule revising the date by which certain vessels must be equipped with oily-water separators, bilge alarms and oil monitoring systems that meet revised International Maritime Organization (IMO) guidelines under MARPOL Annex I. The new rule finalizes an interim rule issued January 16, 2009. It does not change the universe of vessels required to carry oil pollution prevention equipment.

Under the final rule, equipment installed after 2004 must meet the standards of 46 CFR 162.050, unless the equipment is installed on a vessel constructed before 2005 and it would be "unreasonable or impracticable" to meet those standards. A vessel entering international service for the first time since 2004 must comply with the requirements by the date of its initial survey prior to receiving its International Oil Pollution Prevention (IOPP) certificate. Any other vessel must comply with the requirements by the date of its first drydocking after October 13, 2009.

To read the final rule, click [here](#). If you have questions concerning this rule, please contact Wayne Lundy, Coast Guard Systems Engineering Division (CG-5213), at (202) 372-1379, or via e-mail at Wayne.M.Lundy@uscg.mil.

Coast Guard Extends Unescorted Access Period for Lost, Stolen or Damaged TWICs

On October 13, the U.S. Coast Guard issued Policy Advisory Council (PAC) decision 03-09, Change 3. The change authorizes vessel and facility security officers to grant individuals who have reported a lost, stolen or damaged TWIC 30 days of unescorted access to secure areas while they await the arrival of their new card. This change replaces the previous policy decision, in which individuals with lost, stolen or damaged TWICs could only be granted an additional 7 days of unescorted access. Change 3 was implemented as a result of reports from the field that replacement TWICs frequently took longer than 7 days to arrive.



PAC 03-09 will remain in effect indefinitely, pending a regulation change to Title 33 CFR that will permanently provide 30 days of access for individuals awaiting receipt of their replacement TWIC. Under the new policy, individuals seeking unescorted access must (1) produce evidence (such as a payment receipt) that a replacement TWIC has been ordered; and, (2) produce some other form of identification, such as a driver's license. However, vessel and facility security officers still retain the right to grant or deny unescorted access to TWIC holders at their discretion.

To read the PAC, click [here](#). For more information, please contact Jennifer Carpenter or Brian Vahey at (703) 841-9300, extensions 260 and 251 respectively, or via email at jcarpenter@vesselalliance.com or bvahey@vesselalliance.com.

Coast Guard Extends Comment Period for Ballast Water Discharge Standard

The U.S. Coast Guard announced that it has extended the deadline for public comments on its notice of proposed rulemaking and draft programmatic environmental impact statement on ballast water discharge standards to December 4, 2009. AWO encourages all member companies to submit comments on this important rulemaking, and will provide information to members by mid-November to help companies submit their own comments.



For more information, please contact Jennifer Carpenter or Mary McCarthy at (703) 841-9300, extensions 260 or 254, respectively, or via email at jcarpenter@vesselalliance.com or mmccarthy@vesselalliance.com.

NMC Releases Third Party Authorization Forms

New Medical Evaluation Report Form to Become Mandatory in January 2010



During the week of October 5, the U.S. Coast Guard's National Maritime Center (NMC) made announcements concerning the introduction of new forms to the credential application process.

Third Party Authorization Form

On October 8, the NMC made its Third Party Authorization form available for mariners. This form authorizes third parties, including spouses and employers, to communicate with the NMC on a mariner's behalf about the details of his/her credential application when the applying mariner cannot be easily contacted.

Over the past few months, AWO has worked with the NMC to make this form an operational reality. For mariners that choose to provide authorization, the inevitable delays in credential processing that come about when mariners are away at work and not within contact range should be significantly reduced through use of this form. The form also allows for the protection of mariner privacy by requiring the mariner to check off boxes for the type of information that he/she is authorizing to be released, thereby permitting the mariner to limit the personal information that can be shared with others. To read the NMC's press release about the new form, please click [here](#). To see a sample of the form, please click [here](#).

New Medical Evaluation Report Form

On October 9, the NMC indicated that a new version of the Merchant Mariner Credential Medical Evaluation Report form,

CG-719K, will become mandatory on January 1, 2010. The new evaluation form will replace the currently-used version on that date. The form was rewritten to better reflect the content of Navigation and Inspection Circular (NVIC) 04-08, released in September 2008. Mariners will be able to access the new form on the NMC Web site beginning November 2. To read more about this form, please click [here](#).

AWO members and staff are currently working with the NMC to develop at-a-glance guides for submitting required information on the four medical conditions that most frequently lead to delays in the review process. These documents are aimed at streamlining the medical review process by making it easy for mariners and their doctors to identify the information, test results, etc. that must be submitted to the NMC.

The issue of processing delays is one to which the NMC has paid close attention. In his October 7 testimony before the House Subcommittee on Coast Guard & Maritime Transportation, Committee on Transportation & Infrastructure, NMC Commanding Officer Dave Stalfort reported that the credential backlog at the Center has been eliminated. Subcommittee Chairman Elijah Cummings (D-MD) responded that the progress at the NMC on this front has been "extraordinary."

For questions about the new forms, or AWO's collaboration with the NMC, please contact Jennifer Carpenter or Benjamin Rogers at (703) 841-9300, extensions 260 or 264, respectively, or via email at jcarpenter@vesselalliance.com or brogers@vesselalliance.com.

Important Dates and Reminders

..... at a glance

For more information, please contact Mary McCarthy at (703) 841-9300, extension 254, unless otherwise noted.

December 2-3: AWO Executive Committee Meeting, Arlington, VA

January 26-28, 2010: Joint Safety Committee Meeting, New Orleans, LA

January 28-29: Midwest, Ohio Valley, and Southern Regions Joint Annual Meeting, New Orleans, LA

February 4-5: Atlantic Region Annual Meeting, Jacksonville, FL

February 19: Pacific Region Annual Meeting, Seattle, WA

February 24-25: AWO Executive Committee Meeting, Arlington, VA

House T&I Committee Continues to Investigate Limitations of Clean Water Act Enforcement

On October 15, the House Committee on Transportation and Infrastructure held a hearing on “The Clean Water Act After 37 Years: Recommitting to Protection of the Nation’s Waters.” The hearing focused on the concerns of Committee Chairman Rep. James Oberstar (D-MN) with what he perceives as a lack of progress by the Environmental Protection Agency (EPA) and state agencies in meeting the goals of “fishable and swimmable waters” called for in the Clean Water Act (CWA).

The October 15 hearing was a continuation of Chairman Oberstar’s ongoing efforts to investigate what he believes have been enforcement failures at the EPA dating back to the Bush Administration. Last year, the Chairman introduced the Clean Water Restoration Act in the House, which proposes to broaden the scope of the CWA to apply to nonnavigable waters in the United States. The towing industry, which operates on navigable waters already under the jurisdiction of the CWA, would not be directly impacted by the proposed bill, but concerns have been expressed about the potential for indirect commercial repercussions has made the industry cautious of this legislation.

AWO will continue to follow the progress of the Clean Water Restoration Act and will keep members abreast of all developments. For more information, please contact Chris Coakley at (703) 841-9300 extension 297, or via email at ccoakley@vesselalliance.com.

Final Ballast Water Treatment NPRM Public Meetings Locations Chosen

On October 22, the U.S. Coast Guard published the locations for the final public meetings on the U.S. Coast Guard’s notice of proposed rulemaking (NPRM) on ballast water treatment standards. To read the *Federal Register* notice, click [here](#).

October 27

Hilton Oakland Airport
One Hegenberger Road
Oakland, CA 94621

October 29

Marriott New York Downtown
85 West Street at Albany Street
New York, NY 10006



MarAd Opens Enrollment for VISA Program

On October 15, the Maritime Administration issued a notice of open season for enrollment in the Voluntary Intermodal Sealift Agreement (VISA) program. The VISA program is open to U.S.-flag vessel operators of oceangoing, militarily useful vessels, including tugs and barges. This is the only planned enrollment period for carriers to join the VISA program and derive benefits for Department of Defense peacetime contracts during the period from October 1, 2009 through September 30, 2010. New VISA applicants are required to submit their applications for the VISA program no later than December 15.

For more information, please consult the *Federal Register* notice [here](#), or contact Brian Vahey at (703) 841-9300, extension 251, or via email at bvahey@vesselalliance.com.



If you receive a hard copy of the *AWO Letter* and need to know the exact Web addresses of the hyperlinks in any articles, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at mmccarthy@vesselalliance.com.



House Passes Maritime Workforce Development Act

On October 14, the U.S. House of Representatives passed the Maritime Workforce Development Act, H.R. 2651, by a voice vote. The bill now awaits action by the Senate.

This bill authorizes the establishment of a loan program for maritime career training. Under this program, a prospective student would be able to receive loan amounts of up to \$15,000 per year. According to the terms of the

bill, participation in the program is available to anyone who “is eligible to hold a license or merchant mariner document issued by the Coast Guard.”

Before arrival on the House floor, H.R. 2651 passed the House Transportation & Infrastructure (T&I) Committee on September 24 as part of the Coast Guard Authorization Act of 2009. H.R. 2651 was passed as a stand-alone bill on the House floor, however,

AWO worked with Congressional staff on the House T&I Committee throughout the summer to make this bill applicable to all sectors of the industry, and is working with Senate staff to see that it passes that chamber. For more information, please contact Chris Coakley at (703) 841-9300, extension 297, or via email at ccoakley@vesselalliance.com.

Senate Passes Energy and Water Appropriations Bill; Awaits President’s Signature

On October 15, the U.S. Senate approved the Fiscal Year 2010 (FY10) Energy and Water Appropriations Bill which is expected to be signed into law. As reported in the October 9

edition of the *AWO Letter* (click [here](#)), the bill provides the U.S. Army Corps of Engineers with \$5.4 billion: providing \$2.4 billion to fund the over \$1 billion in backlogged operations

and maintenance projects; \$2 billion for construction projects; \$160 million to investigate and design future water resource infrastructure projects; and, \$340 million for the planning, construction, and operation and maintenance for projects to reduce flood damage in the lower Mississippi River Valley.

In addition, the appropriations bill mandates a temporary freeze on awarding contracts that commit any additional Inland Waterway Trust Fund (IWTF) funds until “a long term [cost-sharing] mechanism can be developed to enhance IWTF revenues.” This language refers to the ongoing joint efforts of the industry and the Corps Capital Projects Business Model white paper process.

The bill also provides additional funds to the Chicago Sanitary and Ship Canal’s electric fish barrier, encouraging the Corps to continue its work in conjunction with the U.S. Coast Guard to safety test the barrier’s electrical parameters.

For further questions, please contact Chris Coakley or Robert McCaw at (703) 841- 9300, extensions 297 or 279, respectively, or via email at ccoakley@vesselalliance.com or rmccaw@vesselalliance.com.



Temporary Coast Guard Authorization Passed in House

VGP Extension, MA State Pilot Requirement Included

On October 23, the House of Representatives approved the Coast Guard Authorization Act of 2009 (H.R. 3619). As reported in the September 24 edition of the *AWO Letter*, the Coast Guard Authorization Act, introduced by Chairman James Oberstar (D-MN), incorporates several existing maritime bills, including the Coast Guard Modernization Act of 2009 (H.R. 2650) and the Maritime Safety Act of 2009 (H.R. 2652). The Maritime Workforce Development Act (H.R. 2651), which had previously been included among the other Coast Guard Authorization bills, was passed as stand-alone bill on October 14 (see story above). The three most important amendments the AWO members included in the bill are (1) providing vessels under 79 feet with a three year extension of the VGP exemption; (2) requiring Massachusetts state pilots onboard tugboats moving single hull tank barges with 5,000 barrels of oil or more in Buzzards Bay; and, (3) requiring DHS to deliver TWICs by mail to a person’s residence.

A more detailed description of the H.R. 3619 will appear in the November 6 edition of the *AWO Letter*. If you have any questions in the meantime, please contact Chris Coakley at (703) 841-9300, extension 297; or via email at ccoakley@vesselalliance.com. AWO will continue to be actively involved in Coast Guard Authorization as the bill moves to the Senate. We will keep members abreast of any details as they emerge.

House Agrees to Conference Report on MarAd Authorization

On October 8, the House of Representatives passed a Conference Report on Maritime Administration (MarAd) Authorization for Fiscal Year 2010 by a vote of 281-146. Among the report's components is a provision for MarAd to

issue grants for the development of marine highways as part of a short sea transportation program. If this provision becomes law, MarAd grants to applicants would be limited to 80 percent of the cost of a highway project. Major goals of these projects would be to reduce congestion and decrease air pollution.

Midcontinent Office

Corps Funding No Longer Available for Bow Boat Near Fish Barrier

During the week of October 12, the U.S. Army Corps of Engineers indicated to stakeholders in the Chicago Sanitary and Ship Canal that it will no longer be providing funding for bow boats, as it only received appropriations for that service through October 1. Vessels traversing the Canal between mile markers 296 and 296.7 must engage the services of bow boats when carrying flammable liquid cargo. Tows made up of barges longer than 455 feet must use a bow boat when coal-loading is taking place at the Midwest Generation Facility in the Canal, regardless of the material being towed. In a change from earlier practice, vessels 455 feet or less that are moving combustible cargo do not need to use a bow boat.

AWO has consistently argued that, due to the Canal being a Congressionally-authorized waterway, public financing for bow boats should be provided for as long as there is a Regulated Navigation Area (RNA) there. In its July 2009 comments to the Coast Guard on the agency's notice of proposed rulemaking for an RNA in the Canal, AWO stated that, "[i]f the bow boat is not funded by the Corps, the impact of absorbing that cost will deal a financial blow to the small businesses who would bear the responsibility to cover the bow boat's costs."

AWO will work with its Congressional allies and the Corps to develop a solution to the bow boat funding problem. AWO will also work with Congress, the Corps and the Coast Guard to ensure that future safety testing on the Canal is done with advanced warning to industry, and is performed in a manner that takes account of the value of navigation to the region. For more information, please contact Benjamin Rogers at (703) 841-9300, extension 264, or via email at lmuench@vesselalliance.com.

As is customarily done, MarAd Authorization is being considered as part of the larger Department of Defense Authorization. The report is currently being deliberated by the Senate, and Authorization must be passed by that chamber prior to being sent to President Obama for signature into law. For more information, please contact Chris Coakley or Benjamin Rogers at (703) 841-9300, extensions 297 or 264, respectively, or via email at ccoakley@vesselalliance.com or brogers@vesselalliance.com.

Midcontinent Office

Helper Boat Arrives at Markland Lock



On October 18, a helper boat, *M/V Escatawpa*, arrived at the Markland Lock on the Ohio River. As reported in the October 9 edition of the *AWO Letter*, Markland experienced a failure on September 28 that resulted in the closing of the main 1,200-foot lock. The helper boat began assisting at Markland on October 19.

While the main lock is not in use, traversing vessels must use the 600-foot lock. New gates for the damaged lock are not expected to arrive until mid-March 2010, but the U.S. Army Corps of Engineers anticipates that it will be able to fix the lock and put it into service prior to that time. The Corps is currently in the process of removing one of the damaged gate leaves from the scene, and will begin the removal process for the other gate leaf shortly.

The Corps requires that vessels coming through Markland during this period have four deckhands on board in order to ensure safety. The Corps has also informed industry that the 600-foot lock will be closed for inspection every other week for a period of six to eight hours. The most recent closure occurred on October 19.

AWO will continue to monitor the situation at Markland. For more information, please contact Benjamin Rogers at (703) 841-9300, extension 264, or via email at lmuench@vesselalliance.com.

Pacific Region

WA Department of Ecology Prepares for Final Bill Requiring Industry to Calculate Carbon Footprint

On October 1, the Washington State Department of Ecology announced that it will be hosting a series of public meetings and one webinar to solicit feedback on House Bill 2815, a proposed rule introduced in 2008 which would require owners or operators of large fleets of vehicles and large stationary sources of greenhouse gases (GHGs) to begin reporting their emissions in 2010, when the Department of Ecology expects the final rule to be passed. The final rule would apply to a source or combination of sources that emits at least 10,000 metric tons of GHGs a year in the state, including potentially



marine vessels. Comments on the proposed rule are due November 12.

The first public meeting is scheduled to begin at 6 p.m. on November 3 at the Department of Ecology’s Eastern Regional Office on 4601 N. Monroe St. in

Spokane. The second public meeting is scheduled to begin at 6 p.m. on November 5 at the Department of Ecology headquarters at 300 Desmond Drive SE in Lacey. All stakeholders are encouraged to attend. The Department of Ecology’s webinar is scheduled for October 26 from 9 a.m. to 4 p.m. PDT. To register for the webinar, click [here](#).

A copy of the proposed rule is available [here](#). If you have any questions, please contact Jason Lewis at (253) 200-0945, or via email at jlewis@vesselalliance.com; or contact Brian Vahey at (703) 841-9300, extension 251, or via email at bvahey@vesselalliance.com.

Midcontinent Office

Sector Ohio Valley Kicks Off Newsletter

Earlier this month, Coast Guard Sector Ohio Valley released the first edition of its new Sector newsletter. In the introduction to the newsletter, Sector Commander CAPT Hung M. Nguyen writes that, “[t]his new service will allow for the stakeholders to be continually updated of maritime related events and activities that may impact their communities and businesses.”



Within this first edition are dispatches from Marine Safety Units and other facilities throughout the sector. To read the online version, please click [here](#).

CEMS Training Opportunities Available

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 Pik Kwan Rivera, U.S. Coast Guard, at (202) 372-1354.

DATE	LOCATION	CONTACT
November 11-12	Salyers Solutions, LLC Portland, OR	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net