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Non-Tank Vessel Response Plan Requirements Should Mirror NVIC, Tank Vessel Rules, AWO Says

The U.S. Coast Guard should ensure that response plan regulations for non-tank vessels are consistent with previously issued agency guidance and do not impose more stringent requirements on non-tank vessels than on tank vessels, AWO told the U.S. Coast Guard at an October 28 public meeting at agency headquarters in Washington, D.C.

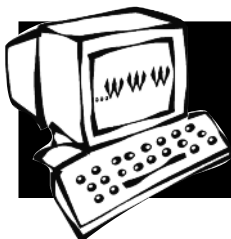
Commenting on the August 31 notice of proposed rulemaking (NPRM), Jennifer Carpenter, AWO Senior Vice President – National Advocacy, explained that such consistency is particularly important given the history of this regulatory process. Under the 2004 Coast Guard and Maritime Transportation Act, owners of self-propelled non-tank vessels over 400 gross tons were required to prepare and submit response plans by August 2005 or lose their franchise to operate in U.S. waters. In February 2005, the Coast Guard published Navigation and Vessel Inspection Circular (NVIC) 01-05 to provide interim guidance to assist vessel owners in meeting this statutory requirement. Because affected vessel owners have used NVIC 01-05, which closely mirrors existing response plan regulations for tank vessels, to develop the non-tank vessel response plans under which they have been operating for the past four years, "Our recommendation today is a plea for consistency," Ms. Carpenter said.



While commending the Coast Guard for producing an NPRM that largely tracks the requirements of the NVIC, AWO recommended changes in several areas where the NPRM uses inconsistent terminology or imposes requirements on non-tank vessels that exceed current regulatory requirements for tank vessels.

AWO also urged the Coast Guard to ensure that in the future, "Neither actual nor de facto regulatory requirements [are] issued without prior opportunity for public comment." In the absence of Coast Guard regulations on non-tank vessel response plans, NVIC 01-05, published with no prior opportunity for comment, became the de facto regulation that non-tank vessel owners were forced to use as the model for submission of their initial response plans. "This is the precise inverse of how the regulatory process is supposed to work," AWO cautioned.

Comments on the NPRM are due by November 30. To read AWO's public hearing statement, click [here](#). For a copy of the NPRM, click [here](#). AWO members with comments, questions or concerns about the proposal should contact Jennifer Carpenter or Robert McCaw at (703) 841-9300, extensions 260 or 279, respectively, or via email at jcarpenter@vesselalliance.com or rmccaw@vesselalliance.com.



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AWO Meets with NMC on Licensing Issues Mariners Encouraged to Apply for Renewals Early

On October 29, an AWO member delegation traveled to the U.S. Coast Guard's National Maritime Center (NMC) in Martinsburg, WV, to meet with NMC Commanding Officer CAPT David Stalfort and CAPT Matthew Hall, Chief of the NMC's Medical Evaluations Division. The gathering was a follow-up to an AWO-NMC meeting in February and gave members of both organizations a chance to exchange perspectives on how the credentialing process is progressing under the NMC's new centralized system for credential review.

The meeting produced a number of useful pieces of information for mariners and their employers to be aware of when applying for credentials or interfacing with the Coast Guard on credentialing issues. Among these were the following:

- 1) February, March and April are traditionally busy months for credential application and renewal. As a result, the NMC advises mariners to apply prior to that period to "beat the rush";
- 2) A mariner can request delayed issuance of a credential with his or her application packet so as to avoid receiving the credential with an earlier expiration date that shaves off future service time;
- 3) A mariner who has a Body Mass Index (BMI) over 40 should be prepared to undergo a physical ability test per Navigation and Vessel Inspection Circular (NVIC) 04-08. While high BMI is frequently associated with other

medical conditions, the NMC reports that no credential applications have been denied solely on the basis of a mariner's BMI;

- 4) The Coast Guard has produced an instruction guide for the new Merchant Mariner Medical Evaluation Report Form that will become a requirement on January 1, 2010. (To read more about the form, or to access the form and instruction guide, please click [here](#));
- 5) An annual physical (and submission of the results of that physical to the NMC) is required for those mariners operating under the authority of a federal first class pilot's license, or those towing vessel operators "acting as" pilots of coastwise seagoing tank barges. A mariner who has a pilotage endorsement but is not operating under the authority of that endorsement is not subject to this requirement;
- 6) To avoid delays in the transmission of biographic information from the Transportation Security Administration to the Coast Guard, mariners should check "merchant mariner" as their occupation when applying for a Transportation Worker Identification Credential; and,
- 7) The electronic credential verification mechanism unveiled by the NMC earlier this year does not yet have the capability to indicate whether a duly-issued credential has been suspended or revoked. While the NMC is working to add this

capability, in the meantime an employer who has questions about whether a mariner's credential may have been suspended or revoked should contact the local Coast Guard Sector.

CAPT Stalfort, CAPT Hall and AWO also discussed next steps on a number of tasks that both entities believe will improve the credential process, including;

- 1) Finalizing shortly the at-a-glance guides for required information on the four medical conditions that most frequently lead to delays in the review process;
- 2) Providing clearer guidance on which medical conditions are nonwaiverable and will prevent a mariner from obtaining or renewing a credential;
- 3) Developing a means by which the NMC can send post-dated credentials to mariners who apply early for credential renewal; and,
- 4) Developing an automatic email system to inform mariners where they are in the application review process.

AWO staff and members present at the meeting, either in person or via conference call, included AWO Senior Vice President – National Advocacy Jennifer Carpenter; AWO Government Affairs Associate Benjamin Rogers; Dave Brown, Ingram Barge Company; Dave Dewey, Western Kentucky Navigation; Taylor DuChaine, Teppco Marine Services/Cenac Towing, LLC; Harley Hall, James Transportation, LLC; Tom McWhorter, Florida Marine Transporters, Inc.; Roy Murphy, Kirby Corporation; Jeff Parker, Allied Transportation

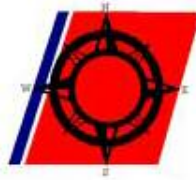
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AWO Meets with NMC on Licensing Issues; Mariners Encouraged to Apply for Renewals Early

(continued from page 2)

Company; Charlie Ritchie, James Transportation, LLC; and, Tom Smith, Canal Barge Company.

AWO will continue to work with the NMC to ensure that the credentialing of mariners does not create an undue burden for mariners and their employers. If you have any questions, please contact Ms. Carpenter or Mr. Rogers at (703) 841-9300, extensions 260 or 264, respectively, or via email at jcarpenter@vesselalliance.com or brogers@vesselalliance.com.



Coast Guard Updates International and Inland Navigation Rules

On October 19, the U.S. Coast Guard published a revised version of the International and Inland Navigation Rules. The International Navigation Rules, established in 1972 by the Convention on the International Regulations for Preventing Collisions at Sea (COLREGS), became effective in 1977 and are applicable on waters outside of navigational boundary lines. The Inland Navigation Rules are based on the requirements found in the Inland Navigational Rules Act of 1980, which consolidated many disparate navigation rules. The updated document corrects errors and incorporates 2003 amendments to COLREGS. For a copy of the revised rules, click [here](#). For more information, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at mmccarthy@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

President Obama Signs MarAd Authorization Bill into Law; Marine Highway Grants Included

On October 28, President Obama signed into law the Fiscal Year 2010 (FY 10) Authorization Act for the Department of Defense, which includes FY 10 Authorization for the Maritime Administration (MarAd). Among the MarAd items authorized in the bill is a grants program for marine highways.

The marine highway program under this bill consists of MarAd providing grants to applicants seeking to encourage waterborne freight transportation. Approved applicants can receive grants equal to no more than 80 percent of the cost of a project. Money for the grants has not yet been appropriated through the Congressional committees with jurisdiction over MarAd.

AWO will monitor the implementation of the marine highway program, including the progress of MarAd appropriations. 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.



DHS Appropriations Act Signed by President Obama

On October 28, President Obama signed the Department of Homeland Security (DHS) Appropriations Act of 2010 into law. The Act appropriates \$6.8 billion to the U.S. Coast Guard, including \$44.5 million from the Oil Spill Liability Trust Fund to carry out the stipulations of the Oil Pollution Act of 1990 and \$4 million for alteration or removal of obstructive bridges, as authorized by section 6 of the Truman-Hobbs Act. The appropriations bill does not earmark any money for the construction of icebreakers. Additionally, the act terminates funding for the



operation of the Loran-C signal after January 4, 2010, provided the Coast Guard certifies that its termination will not adversely impact maritime navigation and that the Loran-C system infrastructure is not needed as a backup to the Global Positioning System.

A full-text version of the act can be found [here](#). For more information, please contact Chris Coakley or Brian Vahey at (703) 841-9300 extension 297 and 251, respectively, or via email at ccoakley@vesselalliance.com or bvahey@vesselalliance.com

Energy and Water Appropriations Act Signed into Law



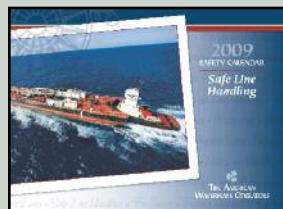
On October 28, President Obama signed the \$33.5 billion Fiscal Year 2010 Energy and Water Appropriations Act into law. The act provides the U.S. Army Corps of Engineers with \$5.4 billion to address the nation's water resource investment needs and mandates a temporary freeze on awarding contracts that commit any additional money for the Inland Waterways Trust Fund until a long-term cost-sharing mechanism can be developed to enhance revenues. For a complete summary of the act, please see the article in the October 23 *AWO Letter* by clicking [here](#). For further information, please contact Chris Coakley at (703) 841-9300, extension 297, or via email at ccoakley@vesselalliance.com

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

2010 AWO Safety Calendar Now on Sale!



The 2010 AWO Safety Calendar, which features 13 beautiful, full-color industry photos, is now for sale. The theme of this year's calendar is "Exercise for Health and Safety," and each page contains an important safety message.

Each AWO member company will receive a calendar as a gift when they are printed in early November, and additional calendars are on sale for \$12 each. If you

would like to order calendars, please fill out an order form (attached) and mail it with a check, or email/fax it and have it invoiced, to:

Deborah Koester
The American Waterways Operators
801 North Quincy Street, Suite 200
Arlington, VA 22203
(703) 841-0389 (fax)
dkoester@vesselalliance.com

Nine Members Complete Responsible Carrier Program Audits

Nine AWO member companies have completed certification or recertification of their Responsible Carrier Program (RCP) audits. Congratulations to these companies on their successful participation in the program! The RCP is the award-winning safety management program of the tugboat, towboat and barge industry. Members are required to

undergo a certification audit by an AWO-certified third-party auditor within one year of joining AWO and to undergo regular recertification audits to verify their compliance with the RCP.

For these companies, this achievement is tangible proof of their commitment to continued safety and environmental protection.



AWO is proud of their accomplishment. For information on the RCP or the audit, please contact Bob Clinton at (703) 841-9300, extension 253, or via email at bclinton@vesselalliance.com.

The following companies have achieved audited certification:	
AmNav Maritime Services, Inc. Oakland, CA Audit date: 10/01/09 Reaudit due: 10/01/11	John's Towing Service Shippingport, PA Audit date: 10/24/09 Reaudit due: 10/24/10
Brusco Tug & Barge Longview, WA Audit date: 11/05/09 Reaudit due: 11/05/12	Lorris G. Towing Corporation Cut Off, LA Audit date: 10/22/09 Reaudit due: 10/22/12
C.L.M. Marine, LLC Humble, TX Audit date: 10/27/09 Reaudit due: 10/27/10	Wepfer Marine, Inc. Memphis, TN Audit date: 08/27/09 Reaudit due: 8/27/12
Intracoastal Marine, Inc. Coinjock, NC Audit date: 10/27/09 Reaudit due: 10/27/12	WMS Marine, Inc. Greenville, MS Audit date: 09/09/09 Reaudit due: 09/09/10
Jeff's Tugs Morgan City, LA Audit date: 06/12/09 Reaudit due: 06/12/10	


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.

Time Is Running Out to Sponsor the AWO Safety Calendar!

Time is running out to sponsor the beautiful 2010 edition of the AWO Safety Calendar! Each sponsor's information and logo are prominently placed in full color on a page of the calendar. This is a great way to promote your company's commitment to safety to AWO members, as well as to legislators, regulators and the media. In addition to this broad exposure for your company, each sponsor will receive six free calendars.

There are only a few sponsorships still available, and they are running out quickly. Fill out the sponsorship form [here](#) and fax or email it to Deborah Koester at (703) 841-0389 or dkoester@vesselalliance.com before they are all taken! For more information on sponsoring, please don't hesitate to contact Deborah at (703) 841-9300, extension 262.

AWO Chairman Submits Op-Ed to *The New York Times*

On October 29, AWO Chairman of the Board Tim Casey, K-Sea Transportation Partners, LLC, submitted an opinion editorial to *The New York Times* in response to the paper's editorial on the Clean Water Act. It appears at right in its entirety. 

Dear Editor,

As Chairman of The American Waterways Operators and President of a New York Harbor-based tugboat company, I would like to voice my agreement with the *Times*' October 21 editorial, "Clean Water: Still Elusive." The American tugboat, towboat, and barge industry transports 800 million tons of cargo each year on our nation's inland and coastal waterways, and is the safest, most economical and most environmentally-friendly mode of cargo transportation. The industry provides good, family-wage jobs to hard working Americans and moves commodities like grain, steel and oil that are the building blocks of our economy.

The Clean Water Act is important to our country and to our industry, protecting our precious waterways for use by the many stakeholders and beneficiaries who work and recreate on the water, including shippers, recreational boaters, cargo carriers, utilities, farmers and municipalities. Unfortunately for the environment and for the flow of vital interstate commerce on which our economy depends, a 2006 federal court ruling overthrew a 30-year-old EPA regulation and required the regulation of discharges from commercial vessels under a CWA program designed for shoreside facilities, not mobile sources. The ruling required EPA to subject marine vessels that transit the waters of multiple states to a regulatory program in which individual states are allowed to establish their own supplemental requirements for vessels operating in state waters. When EPA published its Vessel General Permit in December 2008, some 28 states, territories and Tribes added 141 unique requirements for vessels transiting state waters. In three states, including New Jersey, the requirements threatened to shut down maritime commerce because vessels could not physically comply. Vessels began leaving state waters for fear of violating federal law. Only 11th hour action by the states to rescind those provisions prevented a shutdown of maritime commerce.

Operating tugboats, towboats and barges requires a high level of mariner training to ensure safety and compliance with the law. Obviously, it's a nearly impossible task to train mariners to comply with a patchwork of nine different state laws while transiting the Mississippi River on a single journey or 15 state requirements when transiting the Atlantic Coast.

The solution to this dilemma is to amend the CWA to ensure that vessel discharges are subject to effective, uniform, national standards, not a multiplicity of requirements that differ from one water body to another. Only Congress can solve this problem and establish a framework for the regulation of vessel discharges that simultaneously protects the environment and interstate waterborne commerce.

Our industry has a proud, even radical, history of welcoming thoughtful and practical federal regulations that promote safety and environmental protection. We urge Congress to act in the interest of our nation's environmental and economic health.

Sincerely,

Timothy J. Casey
President, K-Sea Transportation Partners, LLC
New Brunswick, NJ

MIDCONTINENT OFFICE

Late November “Fish Kill” to Occur in Chicago Sanitary and Ship Canal

The Environmental Protection Agency (EPA) recently informed industry that it is planning to apply a chemical to the Chicago Sanitary and Ship Canal between the fish barrier and Lockport Lock in late November to eliminate the presence of the invasive Asian Carp. The canal will be closed for five to ten days during the “fish kill,” based on current estimates. EPA will be providing more information on this process at a meeting of the Illinois River Carriers Association in St. Louis, MO, on November 10. As of this writing, the exact date of the “fish kill” has not yet been determined.



AWO is currently working with the Coast Guard, the U.S. Army Corps of Engineers and Congressional offices from the Illinois delegation to ensure that industry is given advance notice of any Canal closure and that navigation interests are taken into account during the implementation of the “fish kill.” 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.

PACIFIC REGION

Washington State Response Tug Negotiations Continue

On October 22, the Neah Bay Tug Stakeholder group met in Seattle, WA, to continue negotiations on the state-required response tug. As reported in the “Behind the Scenes” section of the October 23 issue of the *AWO Letter*, the negotiations made significant progress in the formation of a governing board to contract the response tug at Neah Bay, WA, but there still has been no agreement between stakeholders as to how the response tug will be funded.



Present at the meeting were representatives from AWO, the Pacific Merchant Shipping Association, the Western States Petroleum Association and the Northwest Cruise Ship Association. One representative from each of these groups, as well as one representative from the commercial fishing industry, will hold a seat on the governing board. The board will primarily have oversight over funding allocations.

At the meeting, the group also agreed to submit a letter to the Washington State legislature informing the body of industry’s efforts to comply with the response tug requirements outlined in SB 5344. The letter was submitted on October 31 as part of the group’s interim compliance report. In the letter, response tug stakeholders note the efforts the group has made to determine the annual costs associated with providing the emergency rescue system; develop a methodology for determining the costs for each class of covered vessels; and, determine crediting procedures for enhanced navigation or structural characteristics and frequent callers.

There was no compromise reached on the funding of the tug and there does not appear to be an easy solution on the horizon. This will be the last meeting before the first report to the legislature is due. AWO will continue to work with the other maritime stakeholders to develop the report.

If you have any questions, please contact Jason Lewis at (206) 245-5758 or via email at jlewis@vesselalliance.com, or Brian Vahey at (703) 841-9300, extension 251, or via email at bvahey@vesselalliance.com.

PACIFIC REGION

Washington State Continues to Mobilize for Carbon Reporting Rule

Industry to Report GHG Emissions Beginning in 2010



In August 2008, HB 2815 was introduced in the Washington State legislature which would require owners of large fleets of vehicles and large stationary sources of greenhouse gases (GHGs) to begin reporting their emissions. The bill is expected to pass in 2010, and the Department of Ecology is moving forward with regulations to implement the bill. 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 of Washington, which seemingly includes many marine vessels. Reporting requirements for affected parties would take effect as soon as the bill is passed.

Additionally, HB 2815 stipulates that:

- Companies are responsible for determining whether their sources collectively emit more than 10,000 metric tons of GHGs in Washington each year by first measuring only direct emissions. If a company's direct emissions meet or exceed the 10,000 metric ton threshold, the company is then responsible for monitoring and reporting both direct and indirect GHG emissions.
- Reporting is to be done at the company level. Each company's designated representative is responsible for submitting a certified report to DOE by October 31 for the previous calendar year.
- Companies are required to retain all documents regarding the design, development and maintenance of their GHG inventory for a period of five

years following submission of each emissions report. Records may be stored in paper or electronic form, and must be made available to DOE within 30 days following the initial request.

The express purpose of the bill is to develop a comprehensive inventory of emissions in Washington State to support the legislature's efforts to limit and reduce GHGs. HB 2815 does not propose to exact fines or any other legal penalties upon owners or operators of sources that emit more than 10,000 metric tons of GHGs per year, nor does the bill preclude the state of Washington from imposing any such fees in the future.

Additionally, HB 2815 notes that, should the federal government adopt rules sufficient to track GHG emissions, DOE must amend its proposal as necessary to seek consistency with the federal rules. In September, the

Environmental Protection Agency (EPA) finalized a rule that will require certain industries to collect GHG data and report it to EPA. This federal rule exempts mobile sources, including towing vessels, from reporting.

AWO proposes to recommend that DOE amend HB 2815 to reflect the requirements of the EPA rule, but is seeking additional industry perspective on this position. A copy of the bill can be found [here](#). As reported in the October 23 edition of the *AWO Letter* (found [here](#)), DOE hosted a series of public meetings on this pending rulemaking this week; comments to the docket are due by November 12.

If you have any comments or questions on HB 2815, please contact Jason Lewis at (253) 200-0945, or via email at jlewis@vesselalliance.com, or Brian Vahey at (703) 841-9300, extension 251, or via email at bvahey@vesselalliance.com.

Washington State Legislature to Propose Barrel Tax Increase in January

AWO has learned that the Washington State legislature is planning to introduce a bill in January 2010 that would raise the current tax rate of five cents per barrel of oil to seven cents per barrel. This bill would also allow for the rate to be increased every year on an automatic basis.



In addition to raising the barrel tax rate, this bill would expand the tax's base of payers. Currently, interstate pipelines delivering oil into Washington are exempt from the barrel tax, and there is an export tax credit for fuel used by ships and vehicles. Passage of this bill into law would subject interstate pipelines over a certain size, not yet disclosed, to the tax, and eliminate the aforementioned tax credit.

(continued on page 9)

PACIFIC REGION

Columbia and Snake Rivers 14-16 Week Lock Closure to Begin December 2010

The U.S. Army Corps of Engineers, Walla Walla District, has announced an extended Columbia and Snake Rivers System (CSRS) lock closure beginning December 2010, as locks at the Lower Monumental, Dalles and John Day Dams will be closed for 14 to 16 weeks for maintenance projects. All other navigation locks are currently scheduled for the standard two-week closure. The civil works projects are to be funded by the American Recovery and Reinvestment Act of 2009. Over the next two years, the Walla Walla District will fund about \$48 million worth of projects: \$17.4 million in Idaho, \$28.2 million in Washington, and \$2.25 million in Oregon.

The Corps reports that recent inspections of Dalles and John Day Dam lock gates have revealed structural fatigue that requires annual welding repairs and replacement of major components to continue reliable operations. In addition, the Corps will construct a new downstream lock gate at Lower Monumental Dam. The Pacific Northwest Waterways Association (PNWA) reports that “infrastructure investments and maintenance repairs being made during this outage will have long term benefits for the entire Northwest. The CSRS is poised for tremendous growth over the next fifteen years.”

The Corps estimates that in 2008, more than 1,000 recreational and commercial vessels passed through the lock at the Lower Monumental Dam. In addition, commercial vessels transported almost 2.2 million tons of commodities through that lock.

To visit the Walla Walla District Navigation Lock Maintenance Extended Outage homepage, click [here](#). To read the PNWA announcement, click [here](#). For more information, please contact Jason Lewis at (202) 245-5758, or via email at jlewis@vesselalliance.com.

Washington State Legislature to Propose Barrel Tax Increase in January

(continued from page 8)

AWO will provide additional information to members about the proposed tax increase as it becomes available. Prior to formal introduction of the bill, AWO will work with relevant lawmakers to educate them about the negative consequences of increased energy taxes on the towing industry. If you any questions, please contact Jason Lewis at (206) 245-5758, or via email at jlewis@vesselalliance.com.

Rock Blasting Begins Nov. 1 in Columbia River

Safety Zone Around Work Site Will Keep Boaters Away from Blast Area

On November 1, the U.S. Army Corps of Engineers began blasting the bottom of the Columbia River to complete the deepening of the Columbia River Federal Navigation Channel from 40 feet to 43 feet. Work is scheduled to continue through February 28, 2010, along a one-mile stretch of the river between Warrior Point and Bachelor Point near St. Helens, OR.



The U.S. Coast Guard Captain of the Port for Portland, OR, has established a 1,500-foot safety zone from Duck Club Light 6, east across to Bachelor Island, downstream following the shoreline to Austin Point and across the river to Warrior Point. Blasting will take place once after sunrise and again before sunset. The channel will be narrowed down to one lane in the safety zone and no passing or overtaking will be allowed.

The on-scene safety boat must be contacted prior to transiting the waterway and can be reached for passing information and other requests at (503) 396-9893 or VHF-FM channel 16. Access to the Columbia River from Lake River and Lewis River will be allowed with the permission of the Captain of the Port, via the safety boat.

For additional information, please contact the U.S. Army Corps of Engineers, Portland District, at (503) 808-5150 or via email at DLL-CENWPQuestions@nwp01.usace.army.mil. Additional information about the blasting work is available on the project contractor's Web site at www.crci-project.info.

SOUTHERN REGION

AWO Attends Brownwater University

On October 27-29, AWO Vice President – Southern Region Mark Wright attended Brownwater

University at Seamen’s Church Institute in Houston, TX. Brownwater University is a program designed by the

U.S. Coast Guard and the Gulf Intracoastal Canal Association (GICA) as an introduction to the towing industry in general, and the local waterways specifically, for both Coast Guard and industry newcomers. Presenters from the Coast Guard included CDR Kathy Moore, Coast Guard Investigations Center of Expertise, and Mike White, Eighth Coast Guard District, and they focused on the agency’s organization, investigations, mariner credentialing and examinations. Industry presenters included Tom McWhorter, Florida Marine Transporters, Inc., Arnie Rothstein, Ingram Barge Company, and Jim Guidry, Kirby Inland Marine, LP, who went over vessel basics such as operations and equipment. All attendees were able to use a towboat simulator to practice steering a tow through the Galveston Causeway bridge.

For more information, please contact Mark Wright at (985) 674-3600, or via email at mwright@vesselalliance.com.



The Brownwater University class in Houston, TX

AWO Letter Sponsorships Now Offer Extra Space!

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: \$500. Now you get even more for your money! (To see an example of a sponsor display ad, please click [here](#).)

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.



2010 AWO SAFETY CALENDAR ORDER FORM



AWO's Safety Calendar is back and better than ever! The 2010 calendar focuses on Exercise for Health and Safety, and features a number of beautiful, full-color photos – all winners of AWO's tenth annual Safety Calendar Photo Contest.

To order copies of the **2010 AWO Safety Calendar**, please complete the form below and mail it with payment to the address indicated.

✂ *Detach lower portion and mail (with check or money order) to the address below.*

Number Ordered: _____ @ **\$12.00 each = \$** _____

Company Name: _____

Attn: _____

Title: _____

Address *: _____

Phone: _____

Email address: _____

** No P.O. Boxes, please!*

Order your **2010 AWO Safety Calendar** today! Forms should be mailed to the address below.
Please submit payment with your order and make all checks payable to the
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Attn: Deborah Koester - SAFECAL