

VOLUME 67, No. 10 • JUNE 4, 2010

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## ADM Papp Succeeds ADM Allen as Coast Guard Commandant



During a Change of Command ceremony at Fort McNair in Washington, D.C. on May 25, ADM Robert Papp succeeded ADM Thad Allen as U.S. Coast Guard Commandant. Homeland Security Secretary Janet Napolitano presided over the ceremony, awarding ADM Allen with the Homeland Security Distinguished Service Medal. ADM Allen was also awarded the Defense Distinguished Service Medal by Defense Secretary Robert Gates.

ADM Allen has served as Commandant since May 25, 2006. During his tenure, he oversaw the responses to Hurricanes Katrina and Rita, the recapitalization program to replace the Coast Guard's aging fleet, and the agency's

modernization program. ADM Allen will continue to serve the Coast Guard as the National Incident Commander for the Deepwater Horizon oil spill on the Gulf Coast.

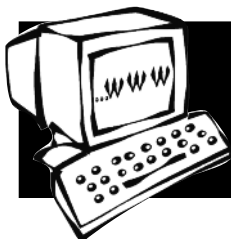
ADM Papp has served as Commander of the Atlantic Area since 2008, overseeing all Coast Guard operations from the Rocky Mountains to central Asia, including Coast Guard support of Operation Iraqi Freedom and the response to the Haitian earthquake.

AWO thanks ADM Allen for his friendship and his years of dedicated service to the Coast Guard and to the country, and looks forward to working with ADM Papp to continue to strengthen

the productive working partnership between the Coast Guard and AWO.



U.S. Department of Homeland Security Secretary Janet Napolitano (center) presides over the U.S. Coast Guard Change of Command ceremony. ADM Robert Papp (right) succeeded ADM Thad Allen (left) as Commandant on May 25.



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## Second “Fish Kill” Reveals No Asian Carp Above Electric Barrier; Lawmakers Send Letter to Senate Committee Calling for a Physical Separation Study

The second application of rotenone, a fish poison, by the Illinois Department of Natural Resources to a two-mile portion of the Cal-Sag Channel in Illinois to check for the presence of Asian carp did not produce a single carp. The fish kill took place beginning on May 20 and necessitated a week-long closure of the waterway, in spite of limited warning provided to industry. The application came at an estimated cost of \$1.5 million and killed more than 11,000 fish. The results are consistent with a December fish kill, as well as the electro-fishing and netting in waterways that have taken place since November. No Asian carp have yet to be located above the electric fish barrier in the Chicago Sanitary and Ship Canal. In response to this latest fish kill, AWO President & CEO Thomas Allegretti stated that,

“The results of this failed attempt, along with extensive fishing in the area since November to find a live Asian carp near Lake Michigan, certainly suggest that the confidence the U.S. Army Corps of Engineers has in the effectiveness of the electric barriers is well placed.” For more on the AWO reaction, please see the press release on page 9.

State and federal agencies have depended heavily on eDNA tests to justify these actions. This is problematic since eDNA has never been peer-reviewed and, at this point, there has been no confirmation of any claims based on its samples. Unfortunately, revelations on the inadequacy of eDNA have not terminated these attempts. While bills in the House and Senate to close the O’Brien and Chicago Locks are still

pending, 13 Senators recently requested that the Senate Environment and Public Works Committee introduce legislation directing the Corps to study how to build a physical barrier between the Great Lakes and the Mississippi River System. Closing off the area in the country where these two waterways meet would have devastating economic and environmental consequences. AWO will continue to work with its partner associations and congressional allies to ensure that the waterway remains open to commerce.

For more information on this issue, please contact Lynn Muench at (314) 446-6474, or via email at [lmuench@vesselalliance.com](mailto:lmuench@vesselalliance.com), or Benjamin Rogers at (703) 841-9300, extension 264, or via email at [brogers@vesselalliance.com](mailto:brogers@vesselalliance.com).

## AWO Questions Need for Proposed Fire Suppression Equipment Requirements

Before the U.S. Coast Guard requires vessel owners to install lockout valves and olfactory additives on carbon dioxide (CO<sub>2</sub>) fire suppression systems, the agency should consider the proposed new requirements in the context of current industry practice, AWO urged in comments submitted May 25. Commenting on the agency’s February 24 notice of proposed rulemaking (NPRM), Jennifer Carpenter, AWO Senior Vice President - National Advocacy, said AWO believes that “such a review will show current practice to be rigorous and the requirements proposed in the NPRM redundant.”



The NPRM would require that vessels with fixed CO<sub>2</sub> fire suppression systems install lockout valves to prevent the accidental discharge of CO<sub>2</sub> while crews are in a confined space conducting maintenance. Olfactory additives would also be required to enable crews to detect, via scent, that

*(continued on page 3)*

## 2010 AWO Letter Sponsorships Still Available!

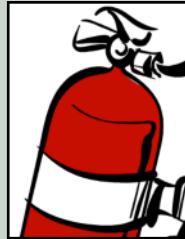
AWO is still accepting sponsorship applications for the 2010 AWO Letter. Each great advertising opportunity costs \$500, which includes a front-page “sponsorship block” featuring your company’s name, location, logo, and Web site address. To secure a sponsorship, please complete the sponsorship form here and fax it to Anne Burns at (703) 841-0389 or via email at [aburns@vesselalliance.com](mailto:aburns@vesselalliance.com).



## AWO Questions Need for Proposed Fire Suppression Equipment Requirements

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an otherwise odorless CO<sub>2</sub> discharge had occurred. While the towing industry is sensitive to the potential dangers of accidental CO<sub>2</sub> discharges, effective measures are in place to guard against these dangers through existing regulatory requirements and company best practices, including discharge alarms and lockout/tagout policies. In addition, “It is standard practice for many towing companies to eliminate the possibility of an accidental CO<sub>2</sub> discharge entirely by disengaging the CO<sub>2</sub> fire suppression system when maintenance is being conducted in the protected space,” wrote Ms. Carpenter. “AWO questions the practical benefit of lockout valves in light of the already rigorous procedures many towing companies have implemented to ensure the safety of persons working in protected spaces.”



Coast Guard casualty data supports AWO’s contention that existing safeguards have been effective in preventing crewmembers from accidental discharges from CO<sub>2</sub> systems. “AWO would be pleased to work with the Coast Guard to facilitate a more in-depth review of current industry practice to prevent injuries and deaths from accidental CO<sub>2</sub> discharges,” wrote Ms. Carpenter in concluding AWO’s comments.

To read AWO’s comments, click [here](#). If you have additional questions, please contact Brian Vahey at (703) 841-9300, extension 251, or via email at [bvahey@vesselalliance.com](mailto:bvahey@vesselalliance.com).

## Coast Guard Issues Safety Alert on AIS Text Messaging



On May 27, the U.S. Coast Guard issued a bulletin advising vessel operators on the use of Automatic Identification System (AIS) text messaging. While acknowledging that the text feature on AIS equipment can reduce the risk of collision by providing vessels with more reliable information upon which to base passing arrangements, the Coast Guard strongly reminded operators that use of AIS text messaging does not relieve a vessel of other requirements, such as

the Vessel Bridge-to-Bridge Radiotelephone regulations, or of the requirements to sound whistle signals and display lights or shapes in accordance with the International or Inland Navigation Rules. The Coast Guard also noted that AIS must not be relied upon as the primary means for broadcasting distress or urgent communications.

The Coast Guard reminded operators to be careful when inputting their AIS

## Important Dates and Reminders *at a glance*

*For more information, please contact Ashley Smith at (703) 841-9300, extension 291, unless otherwise noted.*

**June 9-10:** Coastal Safety Committee Meeting, MGM Grand Hotel & Casino, Las Vegas, NV

**July 27:** Pacific Region Summer Meeting, Embassy Suites Hotel, Bellevue, WA

**August 4-5:** Executive Committee Meeting, AWO Headquarters, Arlington, VA

**August 11-12:** Atlantic Region Summer Meeting, InterContinental New York Barclay, New York, NY

**August 18-19:** AWO Midwest and Ohio Valley Regions Joint Summer Meeting, Four Seasons, St. Louis, MO

**September 1-2:** Southern Region Summer Meeting, Beau Rivage Resort & Casino, Biloxi, MS

**September 8-9:** Interregion Safety Committee Meeting, Sheraton Westport Lakeside Chalet Hotel, St. Louis, MO

**October 13-15:** 2010 AWO Fall Convention, The Fairmont, San Francisco, CA

**December 1-2:** Executive Committee Meeting, AWO Headquarters, Arlington, VA

data, citing a high percentage of inaccurate and improper AIS messaging data. Coast Guard-provided details on AIS data entry can be accessed [here](#). To read the bulletin, click [here](#). For more information, please contact Brian Vahey at (703) 841-9300, extension 251, or via email at [bvahey@vesselalliance.com](mailto:bvahey@vesselalliance.com).

## AWO Meets with NMC on Licensing Issues; NMC Change of Command Set for June 23

On May 21, AWO met with CAPT David Stalfort, the Commanding Officer of the U.S. Coast Guard's National Maritime Center (NMC), at AWO offices in Arlington, VA. CAPT Stalfort, who will be retiring from the Coast Guard on June 23, assured AWO that his successor, CAPT Anthony Lloyd, is committed to maintaining continuity in command so that the momentum in improvements to the NMC's functions and processes is not interrupted.

The meeting focused on a number of areas about which AWO members have expressed concern or interest in recent months, as well as follow-up items from AWO's November 2009 visit with the NMC leadership. (See November 6, 2009 edition of the *AWO Letter*) Issues discussed included the following:

- 1) Since November 2008, the average overall denial rate for mariner credentials has been .95 percent, with roughly half of the denials due to medical reasons and the other half due to safety and suitability issues. The monthly denial rate varied from a high of 2.68 percent in December 2008 to a low of .43 percent in November 2009;
- 2) The NMC estimates that a third of medical denials are reversed during appeal as more complete information is provided. AWO encourages mariners who have had their licenses denied for medical reasons to appeal the decision. The NMC also encourages doctors to become familiar with Navigation and Vessel Inspection Circular (NVIC) 04-08. AWO members can click [here](#) for at-a-glance guides that mariners and their doctors can use to identify the information



needed by the NMC for the medical conditions that most frequently cause delays;

- 3) The NMC began a feasibility study of a "trusted agent" program for compilers of applications in March that includes participation from 15 maritime training organizations. This study will last until March 2011, at which point a decision on the future of the program will be made. Currently, the program shows that net processing time for applications received from the pilot groups is faster than for those received from the general population of applicants;
- 4) The NMC welcomes the opportunity to establish relationships with doctors or medical facilities that treat mariners so that they become familiar with how the Coast Guard handles medical information; doctors are encouraged to visit the NMC for training;
- 5) There is no regulatory requirement to report a change in a mariner's medical status between renewal periods unless the change in condition relates to an existing waiver;
- 6) Mariners with a Body Mass Index (BMI) over 40 must undergo a physical abilities test as outlined in NVIC 04-08. There are no additional requirements for mariners based solely on BMI; the need for additional requirements, such as sleep studies, will be considered

when NVIC 04-08 is updated. No timetable for the revision of the NVIC has been established, but the Coast Guard intends to work with the newly-formed Merchant Mariner Medical Advisory Committee on this task; and,

- 7) Mariners or employers with particular licensing questions should call or email the NMC help desk at (888) 427-5662 or [IAskNMC@uscg.mil](mailto:IAskNMC@uscg.mil). The NMC has an internal quality control system in place for the help desk and has established processes to ensure that questions receive the level of attention needed for timely resolution.

CAPT Stalfort and AWO also discussed the NMC's next steps on a number of tasks that both entities believe will improve the credentialing process and the relationship between industry and the Coast Guard, including;

- 1) examining the language used when the NMC issues denials for license renewal based on public safety, but does not suspend or revoke the individual's current license. The NMC will perform this review with the goal of clarifying what actions employers should take in such cases;
- 2) investigating how to allow information on a mariner's application to be automatically "pushed" to a third party authorized

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## AWO Meets with NMC on Licensing Issues

(continued from page 4)

to speak to the NMC on the mariner's behalf;

- 3) revising the credential application form; and,
- 4) examining whether the NMC's credential verification tool can be enhanced to allow employers to determine whether a mariner's license has been suspended or revoked.

AWO staff present at the meeting included Senior Vice President - National Advocacy Jennifer Carpenter and Government Affairs Associate Benjamin Rogers. AWO will seek to arrange a meeting with CAPT Lloyd either this summer or early this fall.

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](mailto:jcarpenter@vesselalliance.com) or [brogers@vesselalliance.com](mailto:brogers@vesselalliance.com).

AWO will be testifying at a Congressional hearing on the Gulf of Mexico oil spill on June 9. To learn more about this and issues surrounding the oil spill, please read the story on page 11.



## Massachusetts to Appeal Summary Judgment Order from District Court

On May 27, the Commonwealth of Massachusetts informed counsel for both the U.S. Government and AWO that it filed a notice of appeal in response to the March 31 U.S. District Court, District of Massachusetts's order for Summary Judgment in the case of *U.S. v. Massachusetts*. As reported in the April 9 edition of the *AWO Letter*, the District Court, through its order, voided portions of the 2004 Massachusetts Oil Spill and Prevention Act regulating the crewing and operation of towing vessels and tank barges in Buzzards Bay. The ruling also included a permanent injunction against the implementation of the state regulations that were invalidated. Massachusetts has until June 7 to file a statement of the issues that it intends to appeal. The state's effort to reverse the District Court's ruling does not change any of the consequences of that ruling.



AWO and several other organizations challenged provisions of a 2009 Massachusetts law titled, "An Act Preventing Oil Spills in Buzzards Bay" in April. More information on that filing can also be found in the above-referenced edition on the *AWO Letter*. Massachusetts has until June 28 to respond to this filing.

AWO will keep members informed of all the latest developments in both cases. For more information, please contact Nicole deSibour or Benjamin Rogers at (703) 841-9300, extensions 297 or 292, respectively, or via email at [ndsibour@vesselalliance.com](mailto:ndsibour@vesselalliance.com) or [brogers@vesselalliance.com](mailto:brogers@vesselalliance.com).

## Adopt Inland Waterways Capital Development Plan, Users Board Chairman Urges

On May 27, U.S. Senate Environment and Public Works (EPW) Committee staff hosted a briefing on issues that could be addressed in a Water Resources and Development Act (WRDA) for 2010. The briefing took the place of a full EPW hearing originally scheduled for the same day, but postponed due to an unusually heavy vote schedule on the Senate floor. The individuals scheduled to be witnesses, including Inland Waterways Users Board (IWUB) Chairman and AWO member Steve Little of Crouse Corporation, provided a briefing for committee staff in lieu of testimony.

Mr. Little emphasized the benefits of including the Inland Waterways Capital Development Plan in WRDA 2010, noting that the plan would enable the U.S. Army Corps of Engineers to complete 25 priority lock and dam projects over 20 years, as opposed to only six projects if the proposed reforms are not adopted. Mr. Little also pointed out that, under the plan, industry would continue to pay 50 percent of the cost of new lock construction and major rehabilitation projects costing more than \$100 million.

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## ***Adopt Inland Waterways Capital Development Plan, Users Board Chairman Urges***

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The Capital Development Plan was developed by a team of experts from the IWUB and the Corps to address longstanding inland waterways infrastructure development and funding challenges and improve the reliability of the inland waterways system. It was unanimously approved by the IWUB in April and is supported by more than 200 national and regional waterways stakeholders. For a list of supporters, please click [here](#). To register your support for the plan, please click [here](#). To read the complete plan, click [here](#).

Other individuals who spoke at the briefing included: James Weakley, President of the Lake Carriers' Association; Bill Salina, County Commissioner of Cascade County, MT; Rodney Mayer, Assistant Deputy Director for FloodSafe California; and, Nathaniel Williams, Vice President and Director of the MD/D.C. Chapter of The Nature Conservancy.

As of this writing the WRDA hearing has not been rescheduled. To read the testimony Mr. Little submitted to the committee, please click [here](#). For more information on AWO's work with Waterways Council, Inc., and the National Waterways Conference to promote enactment of the Capital Development Plan into law and Obama Administration policy, please contact Jennifer Carpenter or Chris Coakley at (703) 841-9300, extensions 260 or 297, respectively, or via email at [jcarpenter@vesselalliance.com](mailto:jcarpenter@vesselalliance.com) or [ccoakley@vesselalliance.com](mailto:ccoakley@vesselalliance.com).

## **AWO Interregion Safety Committee Discusses What it Takes to be a Safety Leader**

AWO Interregion Safety Committee Chairman Stan Knight, AEP River Operations, opened the spring meeting of the Interregion Safety Committee, held on April 28-29 in Pittsburgh, PA, by welcoming 25 safety professionals representing 20 AWO member companies. Mr. Knight introduced Peter Stephaich, Chairman, Campbell Transportation Company, and AWO's Vice Chairman of the Board of Directors, commenting that Mr. Stephaich's participation was an example of the commitment of AWO's leadership to safety and the effort to better align the work of AWO's Safety Committees with the overall goals of the association.

The committee then participated in a Strategic Dialogue session led by Jennifer Carpenter AWO Senior Vice President - National Advocacy, on what AWO's new strategic plan, *AWO 21*, says about safety, and what committee members think AWO should do over the next three to five years to implement the strategic plan's vision. Ms. Carpenter informed the group that this vision starts with leading and supporting members on their path to improved safety and environmental protection. She emphasized that AWO cannot assume that, since it has the Responsible Carrier Program (RCP), the Coast Guard-AWO Safety Partnership, and the Interregion and Coastal Safety Committees all in place, it is doing everything that needs to be done to improve safety. The new plan challenges AWO to take a fresh look at what it means to be a safety leader today. Results of this discussion will be shared with the new Future of Safety Task Force when it holds its first meeting this summer.

Bob Clinton, AWO Vice President - Safety, then reviewed changes to the RCP audit protocol approved at the April AWO Board of Directors meeting. These changes are detailed in a separate article on page 7.

The committee then adjourned for a reception hosted by Amherst Madison, Inc., Campbell Transportation Company, and CONSOL Energy Sales Company, followed by a social dinner at the Duquesne Club. This one-of-a-kind experience was arranged by Mr. Stephaich and was greatly appreciated by all who attended.

The following day the committee continued its meeting with an RCP Puzzler Contest to test attendees' knowledge of changes to the RCP

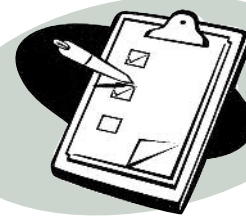


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## Significant Changes Made to the RCP Audit Protocol

At its meeting in April, the AWO Board of Directors approved a number of significant changes to the Responsible Carrier Program (RCP) audit protocol. These changes address: dispute resolution; audit due dates; scope of internal RCP audits; and, auditor qualifications. The Board also approved a new section of Addendum B, Paragraph 1 in the RCP that allows for a one-time adjustment of a company's audit due date. This change only applies to seasonal operators whose vessels are not operated for part of the year.

In another issue related to the proposed changes to the audit protocol, the Board established a 180-day time window for those RCP-certified members completing the audit early to maintain their current audit due date. The Accreditation Board also affirmed that if a member, due to financial hardship, gets behind on its dues and is dropped, and a short time later is able to pay the dues owed and wants to rejoin, it is still required to undergo a new audit even if it had a current audit at the time it was dropped for nonpayment.



The Board also approved the addition of several non-required Crew Endurance Management questions to the RCP Management and Vessel checklists designed to encourage member participation in the program.

If you have any questions about these changes or any other safety or RCP issues, please contact Bob Clinton at (703) 841-9300, extension 253, or by email at [bcClinton@vesselalliance.com](mailto:bcClinton@vesselalliance.com).

## AWO Interregion Safety Committee Discusses What it Takes to be a Safety Leader

*(continued from page 6)*

Protocol just approved by the AWO Board of Directors. Please click [here](#) to access the contest. Attendees also heard presentations by Mr. Clinton on the history of the development of Subchapter M, Mr. Knight on a new ZERO HARM initiative at AEP River Operations and, Gary Johnson, AEP River Operations, on a new Fall Overboard video being developed at AEP. The meeting ended with a lively discussion of safety performance goals and lighting issues at barge fleets.

Presentation and minutes from this meeting are posted on the AWO Web site and can be accessed by clicking [here](#). The summer meeting of the Interregion Safety Committee will be held on September 8-9 in St. Louis, MO. If you have any questions about the RCP or the Safety Committees, please contact Bob Clinton at (703) 841-9300, extension 253, or via email at [bcClinton@vesselalliance.com](mailto:bcClinton@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
June 7-8	Salyers Solutions, LLC Seattle, WA	Jo Ann Salyers (Instructor) (504) 236-4962 <a href="mailto:salyers_solutions@hughes.net">salyers_solutions@hughes.net</a>
June 15-16	Salyers Solutions, LLC Mobile, AL	Jo Ann Salyers (Instructor) (504) 236-4962 <a href="mailto:salyers_solutions@hughes.net">salyers_solutions@hughes.net</a>
June 24-25	Salyers Solutions, LLC Norfolk, VA	Jo Ann Salyers (Instructor) (504) 236-4962 <a href="mailto:salyers_solutions@hughes.net">salyers_solutions@hughes.net</a>
July 19-20	Salyers Solutions, LLC Newark, NJ	Jo Ann Salyers (Instructor) (504) 236-4962 <a href="mailto:salyers_solutions@hughes.net">salyers_solutions@hughes.net</a>
July 22-23	Salyers Solutions, LLC Tampa, FL	Jo Ann Salyers (Instructor) (504) 236-4962 <a href="mailto:salyers_solutions@hughes.net">salyers_solutions@hughes.net</a>

*(Additional classes can also be scheduled at your location.)*

## 2010 AWO Meetings Calendar

Below are the confirmed AWO Regional, Safety and Quality Steering Committee (QSC) Meetings, as well as Conventions, for 2010. A complete list of AWO meetings can be found on the AWO Web site under the Membership & Meetings page, or by clicking [here](#). This Web site page is updated as soon as an event is confirmed and the registration links are included when available. Please reference this page when making hotel and travel arrangements. For further meeting information, please contact Ashley Smith at (703) 841-9300, extension 291, or via email at [asmith@vesselalliance.com](mailto:asmith@vesselalliance.com).

### June 9-10

**Coastal Safety Committee Meeting**  
MGM Grand Hotel & Casino  
Las Vegas, NV

*For reservations, call the MGM Grand directly at (877) 880-0880 and reference The American Waterways Operators Coastal Safety Committee.*

### June 24

**Atlantic RQSC Meeting**  
Renaissance Portsmouth Hotel and Waterfront Conference Center  
Portsmouth, VA

*For reservations, call the Renaissance Portsmouth directly at (888) 839-1775 and reference The American Waterways Operators.*

### June 30

**Mid-America RQSC Meeting**  
The Westin  
New Orleans, LA

*Reservation details forthcoming.*

### July 27

**Pacific Region Summer Meeting**  
Embassy Suites  
Bellevue, WA

*For reservations, please contact Ashley Smith directly at (703) 841-9300, extension 291.*

### July 28

**Pacific RQSC Meeting**  
Seattle, WA  
*Reservation details forthcoming.*

### August 4

**National Quality Steering Committee Meeting**  
AWO Office  
Arlington, VA

*Reservation details forthcoming.*

### August 11-12

**Atlantic Region Summer Meeting**  
Intercontinental New York Barclay  
New York, NY

AWO \$249.00 group rate deadline is July 28.

*For reservations, call the Intercontinental New York Barclay reservations directly at (800) 327-0200 and reference block D05 or The American Waterways Operators.*

### August 18-19

**Midwest and Ohio Valley Regions Joint Summer Meeting**  
Four Seasons  
St. Louis, MO

AWO \$155.00 group rate deadline is July 27.

*For reservations, call the Four Seasons directly at (314) 881-5757 and request reservations. Please reference The American Waterways Operators program.*

### September 1-2

**Southern Region Summer Meeting**  
Beau Rivage Resort & Casino  
Biloxi, MS

AWO \$129.00 group rate deadline is August 1.

*For reservations, call the Beau Rivage reservations department directly at (888) 383-7037 and reference The American Waterways Operators.*

### September 8-9

**Interregion Safety Committee Meeting**  
Sheraton Westport Lakeside  
Chalet Hotel  
St. Louis, MO

AWO \$120.00 group rate deadline is August 18.

*For reservations, call the Sheraton directly at (800) 822-3535 and reference the AWO Interregion Fall Meeting.*

### October 13-15

**AWO Fall Convention**  
The Fairmont  
San Francisco, CA

AWO \$269.00 group rate deadline is September 11.

*For reservations, call the Fairmont global reservations centre at (800) 441-1414 and reference The American Waterways Operators Fall Convention.*

*This press release was issued by AWO on May 24, 2010 in response to the second fish poisoning in recent months conducted in the Chicago Waterway System to determine the presence of Asian carp, and whether the carp pose an imminent threat to the Great Lakes.*


**NewsRelease**

801 North Quincy Street, Suite 200  
Arlington, VA 22203

**The American Waterways Operators**  
www.americanwaterways.com

PHONE: (703) 841-9300  
FAX: (703) 841-0389

FOR IMMEDIATE RELEASE  
May 24, 2010

CONTACT: Anne Davis Burns  
(703) 841-9300

## **\$1.5 MILLION EXPERIMENT FINDS NO ASIAN CARP IN CHICAGO AREA WATERWAY**

*Results Indicate Reliability of Electric Barriers,  
Suggest No Reason to Close Locks*

WASHINGTON, D.C. – At a cost of \$1.5 million to taxpayers, a week-long closure of a two-mile stretch of the Little Calumet River above electrical barriers placed to repel Asian carp from gaining access to the Great Lakes, a fish poisoning of more than 11,000 fish has yielded no Asian carp. The operation was spurred by one positive hit of the non-peer reviewed Asian carp eDNA tests. No live fish have been seen beyond the electric barriers. The American Waterways Operators (AWO), the national trade association for the tugboat, towboat and barge industry, pointed out today that currently, evidence of an imminent threat of Asian carp to the Great Lakes ecosystem does not exist and there is no justification for contemplating a temporary or permanent lock closure and a shutdown of waterways commerce in the region.

AWO President & CEO Thomas A. Allegretti said, “The results of this failed attempt, along with extensive fishing in the area since November to find a live Asian carp near Lake Michigan, certainly suggest that the confidence the U.S. Army Corps of Engineers has in the effectiveness of the electric barriers is well placed. When the planned third electric barrier comes on line, it will only reinforce the protection of our precious Great Lakes.”

Allegretti continued, “AWO supports nine courses of action identified by the federal government’s Asian Carp Framework as possible solutions to deter the Asian carp. Closing locks and shutting down vital commerce is not a solution, especially when invasive species like the Asian carp have other avenues of access. Rather, it is a knee-jerk reaction that we can ill afford at a time when jobs are in great demand. Lock closures would do more harm than good.”

###

ATLANTIC REGION

## Reminder: Applications Due June 30 for State Ballast Water and Graywater Extensions

### *Extensions Possible for New York Ballast Water Treatment Requirements, New York and Connecticut Graywater Discharge Prohibition*

As reported in the May 21 edition of the *AWO Letter*, operators of vessels carrying ballast water transiting New York waters are urged to request an extension from the state's requirement as part of its certification of the Vessel General Permit (VGP). The certification requires them to install ballast water treatment systems that meet a standard roughly 100 times greater than the International Maritime Organization standard by January 1, 2012. AWO has provided a template letter that operators can use to explain that technology meeting such a standard does not yet exist, and those letters are due to the state on June 30. A copy of that template extension request letter can be found [here](#).

As reported in an email to Atlantic Region members on May 10, the New York and Connecticut certifications of the VGP also prohibit the discharge of graywater after January 1, 2012. There is also a possibility (though not an assurance) of a compliance extension for vessels who cannot comply with the prohibition. Based on feedback from AWO members, some vessels cannot be

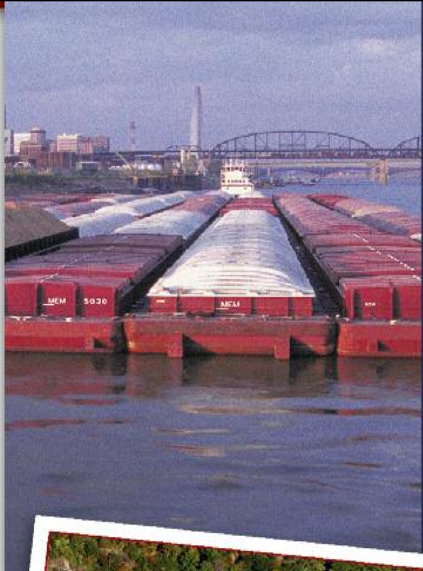

retrofitted to store graywater. Letters requesting an extension for such vessels must explain why a vessel (or vessels) cannot comply with the prohibition, and are also due June 30. Details that should be included in the letters can be found in the VGP [here](#); New York's can be found on page 88 and Connecticut's can be found on page 65.

AWO will be meeting with officials in New York and Connecticut this month

to preview the concerns of operators who will be sending in extension request letters, and will distribute guidance to members about developing those letters in mid-June.

For more information, please contact Nicole deSibour or Mary McCarthy at (703) 841-9300, extension 292 or 254, or via email at [ndesibour@vesselalliance.com](mailto:ndesibour@vesselalliance.com) or [mmccarthy@vesselalliance.com](mailto:mmccarthy@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](mailto:mmccarthy@vesselalliance.com).




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