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Coast Guard Proposes Ballast Water Treatment Standards

On August 28, the U.S. Coast Guard published a notice of proposed rulemaking (NPRM) that would establish stringent ballast water treatment standards for nearly all vessels with ballast tanks operating in U.S. waters. The standards would replace the current Coast Guard ballast water exchange requirements, which the agency has determined are not as effective in preventing the introduction and spread of invasive species. The new ballast water requirements would apply to virtually all vessels with ballast tanks in U.S. waters – including inland barges and towing vessels – except those that remain within one Captain of the Port zone.

Under the NPRM, existing vessels with less than 1,500 cubic meters of ballast water capacity would be required to install a Coast Guard-approved treatment system that meets International Maritime Organization (IMO) standards by each vessel's first drydocking after January 1, 2016. Vessels built on or after January 1, 2012 would have to be outfitted with a compliant system upon delivery.

The Coast Guard proposes to conduct a feasibility review in 2013 to determine whether a Phase II standard 1000 times more stringent than the IMO standard is feasible. If so, existing vessels would be required to install treatment systems meeting that standard at the first drydocking after January 1, 2016. (A vessel built between 2012 and 2016 and equipped with a system meeting the IMO standard would have five years from installation of the original treatment system to meet the higher standard.) Depending on the results of the feasibility review, the compliance date could be postponed or accelerated and the proposed standard could be adjusted up or down.

The Coast Guard will accept written comments on the NPRM until November 27 and host public meetings at the following locations: September 28 in Seattle, WA; September 30 in New Orleans, LA; October 2 in Chicago, IL; October 8 in Washington, D.C.; October 27 in Oakland, CA; and, October 29 in New York, NY.



(continued on page 2)



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Coast Guard Proposes Ballast Water Treatment Standards

(continued from page 1)

AWO has serious concerns about the practicability of the proposal for barges and towing vessels, and will work closely with affected members and with the Shipping Industry Ballast Water Coalition to respond to the NPRM.



To read the NPRM, click [here](#). 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.

Salvage and Firefighting Compliance Date Extended to February 22, 2011

The U.S. Coast Guard has extended the date by which tank vessel response plan holders must modify their plans to comply with new salvage and marine firefighting requirements from June 1, 2010 to February 22, 2011. The Coast Guard announced the change in its August 31 final rule on oil spill removal equipment/alternative response technology so that plan holders are not required to update their plans twice within a 12-month period. (See related story at right.)

Final Rule on Oil Spill Removal Equipment/Alternative Response Technologies Issued

On August 31, the U.S. Coast Guard issued its long-awaited final rule on oil spill removal equipment/alternative response technologies for tank vessel response plan holders. The rule addresses all of the major recommendations made by AWO in comments on the notice of proposed rulemaking (NPRM) (2003), the Draft Programmatic Environmental Impact Statement (2005) and the Final Programmatic Environmental Impact Statement (2009). The final rule also extends the date by which tank vessel response plan holders must amend their plans to comply with the new salvage and firefighting requirements from June 1, 2010 to February 22, 2011.

Under the final rule, certain tank vessel response plan holders must amend their plans by February 22, 2011, to include dispersant application capability and aerial tracking capability for spills. The final rule does not require increases in mechanical recovery capability (boom or skimmers) on in-situ burning capability.

Owners of tank vessels carrying persistent oil in inland, nearshore or offshore areas pre-authorized for dispersant use must ensure the availability of dispersant application resources by contract or other approved means. (Currently there are no pre-authorizations in inland areas, including ports and harbors, rivers, and the Great Lakes.) To view a list of pre-authorized dispersant areas, click [here](#).

Owners of tank vessels carrying Groups I-IV oils, except those operating on inland rivers, must ensure the availability of aerial tracking capability for spills.

In October 2002, the Coast Guard issued a NPRM that would have required certain tank vessel response plan holders to maintain dispersant and aerial spill surveillance capability, and provide credit against existing mechanical recovery requirements for plan holders with in-situ burning capability. Throughout the rulemaking process, AWO has expressed serious concern about requiring companies to contract for response resources that may or may not be used and the limited value of requiring aerial tracking capability for river tank barges.

Now that the final regulations have been promulgated, the Coast Guard will amend its oil spill removal organization (OSRO) classification guidelines to provide details on how it will evaluate, inspect and classify OSROs that provide dispersant services.

To read the final rule, click [here](#). For more information, please 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.

COAST GUARD ISSUES NPRM ON NON-TANK VESSEL RESPONSE PLANS

On August 31, the U.S. Coast Guard published a notice of proposed rulemaking (NPRM) to implement the 2004 statutory requirement extending the response planning requirements of the Oil Pollution Act of 1990 to non-tank vessels over 400 gross tons, including inland towing vessels moving dry cargo barges. Affected vessels have been required to submit response plans to the Coast Guard since August 2005; in the absence of regulations on the subject, the Coast Guard had published Navigation and Vessel Inspection Circular (NVIC) 01-05, Change 1 (to read, please click [here](#)) to provide interim guidance on the submission of non-tank vessel response plans.

The majority of the NPRM requirements have been taken directly from NVIC 01-05, Change 1, and the existing tank vessel response plan requirements, with minor modifications. The NPRM would allow vessels with less than 2,500 barrels (105,000 gallons) of fuel and cargo oil on board to list – rather than ensure by contract or other approved means – providers of dispersant and aerial oil spill tracking capability, along

with salvage, emergency lightering and marine firefighting resources.

In addition, the NPRM proposes to require plan holders to submit their plan's control number as part of their Notice of Arrival, and align U.S. Shipboard Oil Pollution Emergency Plan (SOPEP) requirements with recent changes to the MARPOL Annex I requirements. This would eliminate the need for holders of approved non-tank vessel response plans to prepare a separate SOPEP.

The Coast Guard will accept comments on the NPRM until November 30 and plans to hold at least one public meeting at a date and location to be announced. AWO will work with affected inland and coastal towing vessel operators to review the NPRM and develop comments to the docket.

To read 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.

Important Dates and Reminders

..... at a glance

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

October 14-16: AWO Fall Convention, New Orleans, LA

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

SHC Discusses Engineer License Requirements in Advance of IMO Meeting

On August 27, the Shipping Coordinating Committee (SHC) held a meeting to prepare for the Second Intersessional of the International Maritime Organization (IMO) Convention on Standards of Training, Certification and Watchkeeping for Seafarers, to be held in London on September 7-11. AWO attended the meeting as a follow-up to its meeting with the U.S. Coast Guard earlier this summer to discuss how new international conventions may impact the tugboat, towboat and barge industry. During the meeting, the SHC discussed a proposal that would require engineers with limited licenses on near coastal voyages to complete training on vessel engines up to 9,000 kw (12,000 hp). Other issues of importance discussed by the SHC include additional training requirements, onboard refresher training and minimum rest hour requirements.

AWO will continue to monitor the ongoing STCW revision process and evaluate its impact on members. For more information, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at mmccarthy@vesselalliance.com.

MERPAC, TSAC to Meet at National Maritime Center

During the week of September 21, the Merchant Marine Personnel Advisory Committee (MERPAC) and the Towing Safety Advisory Committee (TSAC) will both be holding meetings at the U.S. Coast Guard National Maritime Center (NMC) in Martinsburg, WV. The MERPAC meeting will be held on September 22-23, and the TSAC meeting will take place on September 24-25.

Included on the agenda for the MERPAC meeting are reports on task

statements concerning the utilization of military sea service for Standards of Training, Certification and Watchkeeping Certification, and stakeholder communications during the Mariner Licensing and Documentation Program Restructuring and Centralization. The TSAC meeting agenda includes updates on the Towing Vessel Inspection Working Group, the Towing Vessel Bridging Program and the Towing Vessel Center of Expertise.

To read the announcement of the MERPAC meeting as it appeared in the *Federal Register*, please click [here](#). To read the announcement of the TSAC meeting, please click [here](#). If you have questions about either of the meetings or would like further information about their agendas, 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.

Reminder: NOIs for Coverage Under Vessel General Permit Due September 19

AWO reminds all members that commercial vessels that measure more than 300 gross tons or have more than eight cubic meters (2,113 gallons) of ballast water capacity must submit a Notice of Intent (NOI) to the Environmental Protection Agency (EPA) by September 19 in order to remain covered under the Vessel General Permit. The electronic NOI Web site can be accessed [here](#). For more information about the NOI requirements, please click [here](#) or contact Mary McCarthy at (703) 841-9300, extension 254, or via email at mmccarthy@vesselalliance.com.

AWO Welcomes Deborah Koester

AWO is pleased to announce that Deborah Koester has joined the AWO staff as the new Government Affairs Assistant. Ms. Koester replaces Susan Miller, who left AWO on September 1. The Government Affairs Assistant provides administrative support to AWO's national and regional advocacy staff, enabling senior advocacy team members to focus more time and attention on front-line advocacy with Congress, the federal agencies and the states.



“We are very pleased to have Deborah on board and look forward to working with her to continue to enhance the effectiveness and focus of AWO's advocacy programs,” said Jennifer Carpenter, AWO Senior Vice President - National Advocacy.

Ms. Koester comes to AWO from the Fairfax Public County school system, where she served as Program Assistant for the Area III Transportation Office. Ms. Koester can be reached at (703) 841-9300, extension 262, or via email at dkoester@vesselalliance.com.

BREAKING NEWS

Engine Remanufacture Kit Approved by EPA

The Environmental Protection Agency (EPA) advised AWO this week that on July 30, EPA approved a locomotive remanufacture system certified for use in marine engine remanufacturing, the first such kit approved under the remanufacture provision in the 2008 Tier 3 and Tier 4 emissions regulations for Category 1 and Category 2 marine engines. The provision applies to engines over 800 hp built between 1973 and 2012, and requires owners of such vessels who replace all of the engine's power assemblies (either at once or over a five-year period) to use an EPA-approved remanufacture kit, if such a kit is available. Vessel owners with less than \$5 million in annual revenues fleet-wide are exempt.

The kit that EPA approved is for the EMD 645E6 engine, built between 1973 and 1987, and will be available on November 27. More kit details can be found [here](#). AWO will immediately notify members of any future kit approvals through email alerts and the *AWO Letter*. If you have any questions, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at mmccarthy@vesselalliance.com.



AWO Fall Convention Registration Still Open

Hotel Block Deadline September 16

The AWO Fall Convention will be held on October 14-16 at the Ritz-Carlton hotel in New Orleans, LA. The Convention will feature updates and discussions on critical issues facing the industry, such as the Vessel General Permit, the forthcoming towing vessel inspection regulation and crew endurance during the Common Issues Council, sector committee, Public Affairs and Board meetings.

To see a full schedule and to register for the Convention, click [here](#). The Ritz-Carlton is holding a block of rooms for \$199 a night until **September 16**. To reserve a room, please call the hotel at (504) 524-1331 and mention that you are attending the American Waterways Operators Fall Convention.

For AWO members who register for the Convention by September 23, preparatory materials will be mailed to you. For members who register after that date, these materials can be accessed via a link that will be made available in the September 25 edition of the *AWO Letter*.

For more information on the Convention, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at mmccarthy@vesselalliance.com.

Sponsorship Opportunities Still Available for AWO Fall Convention

Opportunities remain for AWO members to sponsor different events at the upcoming Fall Convention to be held on October 14-16 at the Ritz-Carlton in New Orleans, LA. If your company is interested in sponsorship, please contact Mary McCarthy at (703) 841-9300, extension 254, or via email at mmccarthy@vesselalliance.com.



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Responsible Carrier Program Accreditation Board to Develop New Auditor Training

The AWO Responsible Carrier Program (RCP) Accreditation Board will be meeting in September to develop the curriculum for 2010 Auditor Certification Training. All certified auditors are required to attend a 12-hour recertification training class every three years in order to maintain their certification. This year's training is especially important as it will include the most current information on the transition to towing vessel inspection and how it will affect RCP audits and auditors.

The Accreditation Board, as part of the curriculum, is anticipating that auditors will receive training on the Crew Endurance Management System (CEMS) in an effort to increase their understanding of the principles and practices that are part of this program. While CEMS is not currently required by the RCP, it is expected to be included in the new towing vessel inspection regulations. Therefore, it is important to provide this additional knowledge to prepare auditors to assess CEMS implementation efforts. In addition to developing the curriculum for auditor training, the Accreditation Board will also develop additional questions for the audit checklist to assist companies in evaluating their progress in implementing CEMS principles in their operations.

AWO and the Coast Guard are committed to promoting CEMS as the proper approach to improve alertness and safety. By increasing the knowledge of AWO-certified auditors



of CEMS practices, it is anticipated that they will become a new resource to assist AWO members in their efforts to improve safety.

The Accreditation Board will also be working on a number of other issues including: a review of the qualifications for new RCP auditors to ensure they are in line with what will be required under Subchapter M; at least two new auditor applications; new language for the RCP audit protocol to clarify the maximum time between audits; and,



how far in advance of the audit due date an audit can be completed while allowing a company to retain the same audit date.

If you have any questions, please contact Bob Clinton at (703) 841-9300, extension 253, or via email at bclinton@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
September 14-15	Salyers Solutions, LLC New Orleans, LA	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net
September 17-18	Salyers Solutions, LLC Houston, TX	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net
October 8-9	Salyers Solutions, LLC New Orleans, LA	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net
November 11-12	Salyers Solutions, LLC Portland, OR	Jo Ann Salyers (Instructor) (504) 236-4962 salyers_solutions@hughes.net

Save the Date for 2010 Auditor Training

Responsible Carrier Program (RCP) Auditor initial and Recertification Training has been scheduled for March 9-11, 2010 at the Holiday Inn Rosslyn Key Bridge Hotel, 1900 North Fort Myer Drive, Arlington, VA. Reservation information will follow early next year.

New auditors will attend initial training on March 9 from 8:00 a.m. to 4:30 p.m., and then join recertifying auditors in the training sessions held on March 10 from 9:00 a.m. to 6:00 p.m., and on March 11 from 8:00 a.m. to 12:00 p.m. Auditors wishing to become qualified to conduct joint RCP, and American Chemistry Council (ACC) Responsible Care audits will have the option of completing an additional training session conducted by ACC from 12:00 p.m. to 4:30 p.m.

Members of the RCP Accreditation Board design the curriculum, and prepare and deliver the modules, ensuring that AWO-certified auditors are informed of the latest changes to

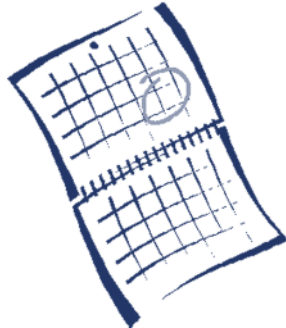
the RCP, receive comprehensive professional training and understand AWO's requirement for audit consistency, credibility and value.

Much of the success of these training sessions is the result of the professional knowledge and hard work of these members and the support of their companies.

The 2010 auditor training will focus on elements of the new towing vessel inspection regulations expected to be published later this year, new audit checklist

questions and Crew Endurance Management System (CEMS) implementation. As always, the overall goal of the training will be the "Continuous Improvement of Auditor Skills in Understanding and Conducting RCP Audits."

The training will be a challenging period. As AWO moves toward an ever safer industry, its goal is to continue to ensure that AWO-certified auditors are among the best qualified and best trained auditors in the business.



In addition to new and recertifying auditors, the training sessions will be open to a limited number of AWO members who, on a first-come, first-served basis, would like to attend and expand their knowledge of the RCP and auditing methods.

If you have any questions, please contact Bob Clinton at (703) 841-9300, extension 253, or via email at bclinton@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.

Limited Safety Calendar Sponsorship Opportunities Available!

AWO still has a limited number of sponsorships available for the 2010 edition of the AWO Safety Calendar! Each sponsor's information and logo is 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 and customers, as well as to legislators, regulators and the media. Additionally, each sponsor will receive six free

calendars. The cost of sponsorship is \$500. Upon receipt of the sponsorship form, AWO will invoice your company.

Please note that the calendar photos are chosen through the AWO Safety Calendar Photo Contest. It is difficult for us to match photos of certain vessels to certain sponsors, but AWO will make every effort to accommodate sponsors' requests in

this regard if they are made known on the sponsorship application. Thank you for your understanding.

To become a sponsor, please fill out a sponsorship form found [here](#) and fax it to Deborah Koester at (703) 841-0389. For more information, please contact Deborah at (703) 841-9300, extension 262, or via email at dkoester@vesselalliance.com.

ATLANTIC REGION

Atlantic Region Meeting Held in Portsmouth

On August 27, the AWO Atlantic Region held its Summer Meeting in Portsmouth, VA. Atlantic Region Chairman Jeff Parker, Allied Transportation Company, led the meeting. The gathering was preceded by a Special Session on August 26, in which Atlantic Region members discussed the efforts of AWO's Strategic Planning Task Force, mobilized in 2009 to enhance AWO's advocacy effectiveness, and the forthcoming notice of proposed rulemaking for towing vessel inspection.

During the Summer Meeting the next day, AWO Chairman Tim Casey, K-Sea Transportation Corp., discussed the challenges facing AWO this year; Mr. Parker discussed the unique challenges and opportunities facing Atlantic Region members in 2009 and 2010; Matt Baker, Moran Towing Corporation, provided an update on the extensive activities of the safety committees this year; and Buckley McAllister provided an update on the need to support the AWO Political Action Committee.

Members of the AWO staff gave presentations as well, including AWO President & CEO Tom Allegretti,

Senior Vice President - National Advocacy Jennifer Carpenter and Vice President - Atlantic Region Nicole deSibour. Additionally, RADM Gene Brooks, U.S. Coast Guard Deputy Commander LANTAREA, briefed Atlantic Region members on the Coast Guard's on-going modernization efforts.

Coast Guard modernization is intended to streamline the agency's organizational structure to better serve waterways users and CAPT Mark Ogle, Commander, Sector Hampton Roads, provided a brief update on the happenings in his sector.

At the meeting, the members decided to stand up two new working groups to address issues of concern in the region. Please let Nicole deSibour know if you would like to participate in either group.

Buzzards Bay Legislative Strategy Working Group: To develop possible industry-supported alternative legislative or regulatory proposals regarding transiting Buzzards Bay to present to the Commonwealth of

Massachusetts that would provide counter to the current proposals from the Coalition to Save Buzzards Bay and potentially mitigate the legal and legislative battles AWO faces in Massachusetts.

Alternative Energy/Atlantic Fairway Working Group: To review the challenges of emerging

coastal alternative energy projects and the positives and negatives of establishing an Atlantic Coast Fairway for tug and barge traffic to preserve traditional tug and barge routes.

The Atlantic Region Summer Meeting was well attended and gave members the opportunity to conduct an open dialogue on the specific challenges that face Atlantic Coast operations. For more information about the meeting, please contact Nicole deSibour at (703) 841-9300, extension 292 or via email at ndesibour@vesselalliance.com; or contact Brian Vahey at (703) 841-9300, extension 251, or via email at bvahey@vesselalliance.com. ☘



MIDCONTINENT OFFICE

Corps Cuts Funding for Bow Boat

On September 8, the U.S. Army Corps of Engineers (Corps) informed the towing industry that the Corps would terminate funding for bow boats, which are required to accompany red flag barges traveling over the electric fish barrier in the Chicago Sanitary and Ship Canal, when "resources expire." Funding is expected to expire around October 1. The Corps recently increased the fish barrier's voltage due to the presence of an invasive species of

fish near it; the barrier is designed to prevent the spread of such fish. The U.S. Coast Guard Regulated Navigation Area (RNA) for the canal requires bow boats due to potential risk for crew harm associated with the electricity that the barrier creates in the water.

As AWO indicated in its recent comments to the Coast Guard on its notice of proposed rulemaking for the canal's RNA, a cessation of Corps funding "will deal a financial blow to

the small businesses who would bear the responsibility to cover the bow boat's costs." AWO also wrote that, to ensure continued commerce through the congressionally-authorized waterway, "bow boat funding should be part of the Corps' ongoing and normal [operations & maintenance] budget."

For more information, please contact Lynn Muench at (314) 446-6474, or via email at lmuench@vesselalliance.com. ☘

MIDCONTINENT OFFICE

Public Meetings on Missouri River Draft Annual Operating Plan to Be Held in October

On September 4, the U.S. Army Corps of Engineers announced that it will be holding a series of meetings in October on its draft 2009-2010 draft Annual Operating Plan for the Missouri River. According to the Corps, the plan will be available online by mid-September. When it is ready, the plan can be accessed by clicking [here](#). Please see the meeting schedule in the table at the right.

The Corps also indicated that “Flow support for the commercial navigation season will end November 30 at the mouth, just north of St. Louis. This is the first year since 2001 that a full 8-month navigation season has been supported.”

Plan Meeting Date	Time	City	Address
October 5	7:00 PM	Nebraska City, NE	100 Valmont Dr.
October 6	1:00 PM	Kansas City, MO	7460 NW Tiffany Springs Pkwy.
October 6	7:00 PM	Jefferson City, MO	415 McCarty St.
October 7	1:00 PM	Ft. Peck, MT	Ft. Peck Interpretative Center
October 7	7:00 PM	Bismarck, ND	1800 North 12th
October 8	11:00 AM	Ft. Pierre, SD	312 Island Dr.

For more information on the meetings or on specific changes in water releases, please contact Lynn Muench at (314) 446-6474, or Benjamin Rogers

at (703) 841-9300, extension 264, respectively, or via email at lmuench@vesselalliance.com or brogers@vesselalliance.com.

Welcome, New Carrier Members

Stockstill Boat Rentals, Inc.
726 Evergreen Drive
New Iberia, LA

Rep: Donald J. Stockstill
Owner/President

Larry Griffin Towing, Co., Inc.
123 Callais Lane
Golden Meadow, LA

Rep: Gina Griffin
Secretary/Treasurer

Harbor Docking & Towing Co., LLC
PO Box 248
Westlake, LA

Rep: Edgar Carpenter
Quality Representative

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 mmccarthy@vesselalliance.com.

Welcome, New Affiliate Members

Pacific Maritime Institute
1729 Alaskan Way S
Seattle, WA

Rep: Gregg Trunnell
Director

Southwest Shipyard LP
18310 Market Street
Channelview, TX

Rep: Anand Ramamurthy
Executive Vice President

SOUTHERN REGION

Sector New Orleans Issues MSIB for Hurricane Safe Havens

On August 18, CAPT Ed Stanton, Captain of the Port, Sector New Orleans, issued a Marine Safety Information Bulletin (MSIB) related to hurricane contingency plans around the Port of New Orleans. The MSIB prohibits vessels from using the Inner Harbor Navigational Canal, the Harvey Canal between the Lapalco Bridge and Algiers Alternate Route, and the Algiers Canal as safe havens before and during a hurricane. The prohibition takes effect at Port Condition Yankee (gale force winds within 24 hours), and is related to the recently-proposed Regulated Navigation Area. For more information, please contact Mark Wright at (985) 222-5230 or via email at mwright@vesselalliance.com.

PACIFIC REGION

Pacific Region Summer Meeting Looks Toward Future

On September 3, the AWO Pacific Region membership met in Seattle, WA to discuss a number of critical issues facing the region and the industry. The members also contemplated structural changes to the Summer Meeting format that would encourage further participation by the general membership and more interaction on the various issues. AWO Pacific Region Chairman John Pigott, Tidewater Barge Lines, Inc., laid out a future where AWO meetings are seen as such an asset to the membership that not participating is seen as unacceptable.

The meeting was kicked off with remarks from Congressman Brian Baird (D-WA) regarding the future of the industry and his pledge to support AWO's efforts. The Congressman has been a long time supporter of the tugboat, towboat and barge industry, and his knowledge of the wide spectrum of issues the industry faces is very impressive.

After the Congressman spoke, Mr. Pigott began by discussing the need to make safety a top priority for everyone. The "safety minute" was a great example of how one small inconsequential distraction led to a horrific tragedy in the air and the loss of life. Everyone was reminded to keep their eyes on safety.

The Pacific Region was honored to have AWO Vice Chairman of the Board George Foster, JB Marine Services, Inc., who not only flew across country to attend the meeting, but also met with Pacific Region leaders in order to gain a better understanding of West Coast operations. Mr. Foster's efforts were well received and it is a testament to his leadership and eagerness to fully represent the industry that he flew out early to join the members.

Jason Lewis, Vice President - Pacific Region, reported on the prevailing issues for the region, including the Washington State Response Tug, two hydrokinetic energy projects in Puget Sound and the harbor craft emissions reduction regulation in California that will be amended over the next 12-18 months. The members were engaged with the discussion topics and provided insightful and helpful recommendations to AWO staff.

Tom Allegretti, AWO President & CEO, gave a report on the national issues facing the industry and the new bench strength that exists within the organization because of AWO's recent organizational transition. He noted that the Government Affairs Associates have proven themselves to be fast and dedicated learners.

Coupled with Mr. Allegretti's report was a presentation by Jennifer Carpenter, AWO Senior Vice President – National Advocacy, who discussed two key issues facing the industry in 2009 and beyond. The release date of the much anticipated towing vessel inspection regulation continues to be a guarded secret, but the message was heard loud and clear that AWO is on top of the process. Also discussed was the crucial work of AWO's advocacy and legal team on the Vessel General Permit.

For additional information, please contact Jason Lewis, Vice President - Pacific Region at (206) 262-7308 or via email at jlewis@vesselalliance.com.

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 see page 5.)

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.

