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## Electronic NOA/D Satisfies Customs and Border Protection Reporting



The Coast Guard and the Customs and Border Protection (CBP) have joined together to offer vessel operators the opportunity to satisfy both agencies’ advance reporting requirements through the completion of the electronic Notice of Arrival/Departure (eNOA/D). The eNOA/D system can be used to fulfill the new CBP Advance Passenger Information (APIS) requirements, which took effect June 6. APIS requires the electronic transmission of manifest information for passengers and crewmembers onboard commercial vessels and aircraft in advance of arrival in and departure from the United States. APIS is a new system intended to ensure maritime and aviation security.

Electronic NOA/D reports can be filed online over the Internet, off-line using Microsoft’s InfoPath application, or through direct XML submission via Web service. The Coast Guard and CBP’s preferred method of submission is the Web-based eNOA/D filing. More information about all of the filing methods is available on the Internet at [www.nvmc.uscg.gov](http://www.nvmc.uscg.gov).

Vessels can continue to use eNOA/D to meet the Coast Guard’s arrival and departure notification requirements for towing vessels

*(continued on page 2)*



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## CTAC Accepting Applicants

The U.S. Coast Guard is seeking applications for membership on the Chemical Transportation Advisory Committee (CTAC). CTAC advises the Coast Guard on matters relating to the safe transportation and handling of hazardous materials in bulk on U.S.-flag vessels in U.S. ports and waterways.

CTAC has eight positions that will become available in December. Applicants should have experience in chemical manufacturing, vessel design and construction, marine transportation of chemicals, occupational safety and health, or marine environmental protection issues associated with chemical transportation. CTAC members serve three-year terms and may serve consecutive terms. The committee typically meets twice a year at Coast Guard headquarters in Washington, D.C.

Prospective applicants can access the application form online at [www.uscg.mil/hq/g-m/advisory/ctac/ctac.htm](http://www.uscg.mil/hq/g-m/advisory/ctac/ctac.htm). Application forms should be sent to the Coast Guard by October 28. ♣

## Electronic NOA/D Satisfies Customs and Border Protection Reporting

(continued from page 1)

moving barges carrying certain dangerous cargoes (CDCs) in coastal waters and below mile 235 on the Mississippi River, as well as vessels that enter the U.S. from a foreign port, regardless of the cargo carried. AWO members with questions about the NOA/D or APIS reporting requirements or who would like a copy of the APIS final rule should contact Amy Brandt at (703) 841-9300. ♣



## “Fishermen Call for Improved Salmon Recovery”

This *Associated Press* Story, written by writer Shannon Dininny, appeared in the May 29 *Seattle Post-Intelligencer*. It is reprinted here in its entirety.

ASTORIA, Ore. -- On a recent foggy evening near the mouth of the Columbia River, fisherman Jim Wells was joined by just four other boats, a far cry from the crowds seen during the heyday of commercial salmon fishing.

A drastic decline from the promising spring chinook returns of the past five years has commercial, tribal and sport fishermen alike criticizing recovery efforts for endangered and threatened salmon. Some blame poor ocean conditions for the lower returns, while others point to farmers' irrigation for reducing river flows.

All fault the hydropower system, proving once again that the fish-vs.-dams debate is far from settled.

“There are several different things that affect a salmon stock, but by and large, the single biggest thing is the hydropower system and how it's operated,” said Steve Fick, a commercial fisherman and owner of a cannery.



More than 400 dams have been built in the 258,000-square-mile Columbia River drainage, including 14 dams on the mainstem Columbia in the United States and Canada.

The steep fall of the Columbia from its start in the Canadian Rockies in its course to the Pacific Ocean -- an average of more than 2 feet per mile -- and an average annual runoff of about 198 million acre-feet made the massive hydrosystem possible.

Today, dams produce as much as three-quarters of the region's relatively cheap electricity.

The development came with a price. Dozens of fish runs in the Columbia basin have been listed as threatened or endangered under the Endangered Species Act. Billions of dollars have been spent on recovery efforts, with the federal government shelling out roughly \$600 million each year to improve habitat and fish returns.

Yet for all that money, little is known about the anadromous fish. Born in fresh water, the fish face peril from dams, water quality, water temperature, low stream flows and predation. Ocean conditions, too, are cyclical, opening fish to new barriers before they return to the river to spawn.

Spring chinook returns on the Columbia have fluctuated wildly for decades, from a recent low of 10,194 fish in 1995 to a high of more than 390,000 in 2001, according to the U.S. Army Corps of Engineers.

Conservation groups worry that the federal government's recent approaches to salmon recovery prove it is not a priority.

President Bush has opposed any talk of breaching four dams on the Snake River, the Columbia's largest tributary, to aid salmon recovery. However, the proposal is again gaining steam as the potential for a shift in power in the next presidential election draws closer.

The four Snake River dams produce an average of 1,300 megawatts annually, enough power to serve the city of Seattle but far less than some other dams in the region.

(continued on page 4)

# “Tugboat Operator Pleads Guilty in Cape Oil Spill”

This article, by staff writer Shelley Murphy, appeared in *The Boston Globe* on May 25. It is reprinted here in its entirety. The article notes that 37% of U.S. wheat exports are shipped by barge on the Columbia River. A similar *Associated Press* story appeared in numerous newspapers across the country.

A tugboat operator who caused an oil spill in Buzzards Bay two years ago that contaminated 90 miles of shoreline and killed hundreds of birds pleaded guilty yesterday to violating federal environmental laws.

Franklin Robert Hill, 53, of Jacksonville, Fla., who left the helm of the *Evening Tide* unattended on April 27, 2003, while tending to a tow line, pleaded guilty in US District Court in Boston to violating the Clean Water Act and the Migratory Bird Treaty Act.

A plea agreement filed in court yesterday by Assistant US Attorney Jonathan F. Mitchell and signed by Hill indicates that prosecutors will recommend prison time for Hill of between 10 and 16 months. But Hill’s lawyer may seek a shorter sentence or probation.

US District Magistrate Judge Robert B. Collings delayed sentencing until Sept. 21 at the request of Hill’s lawyer, Peter Ball, who said Hill is preparing to leave for a 90-day assignment in the Gulf of Mexico, where he will captain a boat ferrying crew members to oil rigs. Collings released Hill on his personal recognizance, but ordered him to tell the court if he runs afoul of the Coast Guard.

Neither Hill nor Ball would comment on the case yesterday.

The tug boat was towing a barge, owned by Bouchard Transportation Co. of New York and carrying 4.1 million gallons of fuel oil, from Philadelphia to a plant in Sandwich when it drifted out of the marked channel and smashed into rocks. Some 98,000 gallons of oil spilled into the bay, killing 450 migratory birds, closing shellfish beds, and polluting beaches in the worst oil spill in Buzzards Bay since 1969.

Bouchard, which is footing the cleanup bill for the oil spill, pleaded guilty last year to violating environmental laws and paid a \$9 million criminal fine to resolve the case against the company.

By pleading guilty yesterday, Hill acknowledged the government’s claim that he was in charge of the *Evening Tide* at the time of the spill and left the wheelhouse unattended for 15 minutes while checking the tow line as the tugboat neared the Cape Cod Canal.

Hill failed to take a hand-held radio with him when he went to the stern and so didn’t hear a warning call that the *Evening Tide* had strayed out of the channel.

Shelley Murphy can be reached at [shmurphy@globe.com](mailto:shmurphy@globe.com).

### Important Dates and Reminders


..... at a glance

All contact persons can be reached by calling AWO’s Arlington, VA office at (703) 841-9300 unless otherwise noted.

**June 16:** Inland Harbor Services Meeting, 3:00-5:00 p.m, Biloxi, MS. For more information, contact Marilyn Clark.


**October 5-7:** AWO Fall Convention, Chicago, IL. For more information, contact Marilyn Clark.

## DID YOU KNOW?



America’s tugboat, towboat and barge industry, the safest, most economical and environmentally-friendly mode of cargo transportation, carries:

- 60% of U.S. grain exports, helping American farmers compete overseas;
- 20% of America’s coal—enough to meet 10% of U.S. electricity needs;
- most of New England’s home heating oil and gasoline.



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AMERICA’S TUG & BARGE INDUSTRY

**OUR COMPASS ALWAYS POINTS TO SAFETY.**

## “Fishermen Call for Improved Salmon Recovery”

(continued from page 2)

In addition to the lost power, breaching could pose problems for grain growers who rely on barge traffic made possible by the dams. In 2003, 37 percent of all U.S. wheat exports were shipped on the Columbia, according to the Northwest Power and Conservation Council.

Fish advocates also have widely criticized a new federal plan for managing the river for dams, though they scored a victory Thursday with a judge’s ruling that the plan violates the Endangered Species Act.

The plan treated dams as part of the environment, which fish advocates feared could preclude requiring utilities to make changes that keep dams from killing fish. The plan also acknowledged the decline of salmon, but found that dam operations simply should not increase the rate of decline.

“It’s the first time we had seen a plan that actually allows a species to go extinct,” said Nicole Cordan, policy and legal director for the activist group Save our Wild Salmon.

Cordan praised the judge’s ruling, but said concerns remain about the current administration’s understanding of the requirements -- and benefits -- of the Endangered Species Act.

“This is a fish that provides real jobs for the region,” she said. “To allow this fish to go extinct, allows communities to go extinct.”

Opponents of the plan have proposed that water be spilled over the dams this summer, as well as increasing flows, to help juvenile fish downstream. They fear severe drought conditions may lead to a repeat of 2001, when the government declared an energy crisis and spills were curtailed.

The Bonneville Power Administration, the federal agency that markets the power produced at 31 federal dams on the Columbia River system, has estimated spill alone would cost \$100 million in lost power revenue this summer.

That could translate to rate hikes of up to 3 percent, said John Fazio, a senior systems analyst for the Northwest Power and Conservation Council.

“We should really look at how much of a difference does the spill make,” he said. “Are we really getting a significant increase in survival?”

Scientists for both sides disagree on that point, among others.

For its part, Bonneville notes that much has changed since 2001. Roughly 3,000 megawatts of new generation from other sources is available, while demand has declined about 2,000 megawatts because of economic recession and the collapse of the aluminum industry.

The agency’s activities for salmon recovery are guided by the advice of the council, as well as federal, state and tribal fish and wildlife managers in the region, said Sarah McNary, senior policy adviser of endangered species for Bonneville Power.

“We have a high confidence that what we’re doing is actually benefiting both fish and wildlife,” she said.

NOAA Fisheries, the federal agency that oversees both recovery efforts and commercial harvests, has not yet said if it plans to appeal the judge’s ruling. The agency plans to release recovery plans for different regions of the Columbia basin by year’s end.

But under the Endangered Species Act, recovery for salmon is undefined. In a legal sense, recovery means the species is no longer in danger of going extinct, but there is no specific number of fish that equals recovery -- a point that will continue to be up for debate.

The act also has no provisions for an endangered species that continues to be harvested for food, said Bob Lohn, regional director of NOAA Fisheries.

“A decision of how many fish you need to produce in order to have healthy harvests

is not addressed in the recovery plan,” he said. “But of course, it’s a goal.”

In the meantime, salmon fishing was closed on the Columbia this spring -- a move that wreaked havoc on all aspects of the industry, including tribal fishermen who harvest salmon for ceremonial purposes and sustenance.

One sportfishing guide refunded \$10,000 -- half his fee -- to 57 customers who canceled in just two weeks, said Trey Carskadon of the Northwest Sportfishing Industry Association.

“They told him that they’ve had it with the uncertainty of these runs. They don’t really want to come back,” Carskadon said.

Turned away from the Columbia, sport fishermen anchored their boats six-wide at one spot on the nearby Willamette River.

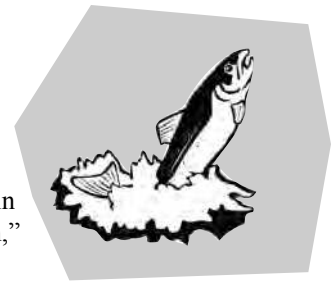
Wells, too, chose to soldier through another commercial season despite the lower returns. He hasn’t missed a season since he started fishing the Columbia for salmon in 1977, but finds more and more of his business coming from Alaska fisheries in the summer months, as well as halibut and crab harvests.

This spring, Wells caught just 10 percent of his chinook harvest of last year. He estimates the number of fishermen who hold permits for the Columbia River at 500, but said only about 150 are actively fishing.

“You look at the economics of it and you wonder why I’m fighting so hard,” he said, stepping into a pickup with a ‘Salmon Mean Business’ bumper sticker.

Fick, the fisherman and cannery owner, knowingly agreed. At the end of the day, Columbia River fishermen probably qualify as an endangered species, he said.

“We know we’re threatened,” Fick said. “We just don’t know how to go about getting ourselves listed.”



## “Ballard Locks Could Have New Backer in D.C. After Tour”

This article, by staff reporter Stuart Eskenazi, appeared in the *Seattle Times* on June 8. It is reprinted here in its entirety.

How do you get a captive audience with a top federal official who has the influence to ease the Ballard Locks' budget crisis? You put him on a 120-foot tugboat and take him on a two-hour tour of the Lake Washington Ship Canal.

That's what leaders in Seattle's maritime industry did yesterday morning, and their lobbying appears to have paid off.

John Paul Woodley Jr., assistant secretary of the U.S. Army for civil works, came away from the tour saying that the Ship Canal's value to the local and national economy has been understated in the 2005-06 presidential budget. If approved by Congress in the coming months, the budget would lead to drastic cuts in hours at the Locks possibly as soon as October -- and hardships for the commercial and recreational boaters who use them.

The maritime business leaders emphasized to Woodley the significance of the Locks and the Ship Canal in supporting a variety of commercial activities and the importance those activities have in the Seattle area and the nation. They also stressed that the Army's method for funding the various locks around the country slights the economic impact of the Ballard operation, which is the busiest in the U.S.

“I think their points are very well taken,” said Woodley, whose role is to present and defend the presidential budget for the U.S. Army Corps of Engineers, which operates the Ship Canal.

“What I saw were a number of shipyards, maintenance facilities, docking facilities and an enormous infrastructure that supports pleasure boating. I saw a very busy facility.”

While Woodley said the 2005-06 budget is now out of his hands, he would welcome any invitation to testify before the U.S. Senate subcommittee considering that budget. He also said he would recommend future Corps budgets to the White House that more fairly reflect the commercial enterprise taking place within the Ship Canal.

President Bush appointed Woodley earlier this spring.

The president's budget for the Corps of Engineers for the fiscal year starting in October calls for a reduction of \$2.1 million for the Ship Canal -- amounting to about a 40 percent cut to the current level spent on navigation.

### Cuts in hours possible

Local Corps officials have said if that budget passes, it could mean the Locks, currently open around the clock, would operate only 10 hours a day from mid-September to mid-April and 16 hours a day from mid-April to mid-September.

The budget is awaiting consideration in the U.S. Senate, where local officials want Sen. Patty Murray, D-Wash., who sits on the appropriations committee, to ask that the \$2.1 million be restored, forestalling any reduction this fall in hours at the Ballard Locks.

Staffers with Murray, Sen. Maria Cantwell, D-Wash., and Rep. Jay Inslee, D-Bainbridge, also were aboard the tug *Gulf Titan*, owned by Western Towboat Co.

“I feel like we educated Mr. Woodley and the congressional offices on what a big deal it is for the city, state and country that we maintain the maritime business that we have today,” said Ric Shrewsbury,

co-owner of Western Towboat and one of the tour organizers. “Our hope is that the Senate picks up the fight from here and can restore the funding for us.”

Woodley, who still sports an accent from his Louisiana upbringing, admitted that he anticipated a Ship Canal that catered mostly to recreational boating since about

two-thirds of all vessels that use the Locks are pleasure craft.

“That activity is not unimportant or to be denigrated by any means, but it's not what's actually taking place,” Woodley said.

“Although the largest number of vessels going back and forth are recreational vessels, the commercial component is very significant, yet very different in character from

the commercial component that passes through 99 percent of the Corps' other lock facilities.”

The Ship Canal was slighted in the 2005-06 budget because locks around the country are competing against each other for funding, and those that give passage to the largest amount of commercial tonnage, or cargo, get the most money.

“You look on the Ohio River and you see enormous barges of coal being transported through those locks,” Woodley said. “On the Upper Mississippi River, you see enormous tows, sometimes with 15 barges latched together, going down river with a large amount of grain headed for export in New Orleans.

“But the Lake Washington Ship Canal is entirely different.”

*(continued on page 6)*



**Woodley**

## Ballard Locks Could Have New Backer After Tour

(continued from page 5)

### Tonnage ranks low

Although the Ballard Locks has the highest number of vessel crossings in the country at 65,000 a year, it ranks low in commercial tonnage. In addition to the pleasure boats that use the Locks, many of the commercial vessels that cross, such as fishing boats and barges that use the Ship Canal as their port, are not carrying cargo.

Woodley said whatever changes he will make to the funding methodology will begin with the 2006-07 budget.

“Just because you change the criteria, that doesn’t necessarily mean you get the right answer,” he said. “But at least you have greater confidence that you have arrived at the right answer. Right now, my confidence that we’ve arrived at the right answer is not very high.”

Warren Aakervik, owner of Ballard Oil, which sells fuel to vessels using the Ship Canal, said he told Woodley on the tugboat: “You’ve got to do what you’ve got to do, but at least know what you are doing before you do it.”

Now, Woodley knows. ☘

## 2005 AWO Letter Sponsorships Available

AWO is still accepting sponsorship applications for the 2005 *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.

If you are interested in securing a sponsorship, please contact Traci Fischer at [tfischer@vesselalliance.com](mailto:tfischer@vesselalliance.com). ☘



# CEMS Training Opportunities



The Crew Endurance Management System (CEMS) is a system for managing risk factors in maritime work environments that can lead to human error and performance slumps. The Coast Guard and AWO have been working together to help companies implement the principles of CEMS.

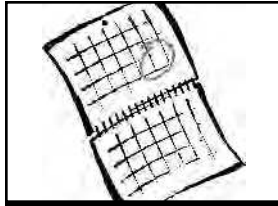
In this space, AWO will publish details of CEMS training opportunities around the country. For further information on CEMS training opportunities, please contact LT Samson Stevens, U.S. Coast Guard, (202) 267-0173. ☘

### COACHES TRAINING

DATE	TRAINING	LOCATION	CONTACT
June 20-21	Coaches Training	Maritime Compliance International New Orleans, LA	Kevin Gilheany - (504) 319-3229, <a href="mailto:training@marcomint.com">training@marcomint.com</a>
June 21-22	Coaches Training	Seamen's Church Institute Houston, TX	William Douglas - (713) 674-1236, <a href="mailto:wdouglas@seamenschurch.org">wdouglas@seamenschurch.org</a>
June 27-29	Experts Training	Maritime Institute of Technology and Graduate Studies (MITAGS) Linthicum, MD	LT Samson Stevens - (202) 267-0173, <a href="mailto:SSStevens@comdt.uscg.mil">SSStevens@comdt.uscg.mil</a>
July 6-7	Coaches Training	Seamen's Church Institute Paducah, KY	Greg Menke - (270) 575-1005, <a href="mailto:gmenke@seamenschurch.org">gmenke@seamenschurch.org</a>
July 20-21	Coaches Training	Maritime Compliance International New Orleans, LA	Kevin Gilheany - (504) 319-3229, <a href="mailto:training@marcomint.com">training@marcomint.com</a>
July 26-27	Coaches Training	Foret Enterprises, Inc. Houston, TX	Tava Foret - (713) 301-9575, <a href="mailto:tavaf@foretinc.com">tavaf@foretinc.com</a>
Aug. 22-23	Coaches Training	Maritime Compliance International New Orleans, LA	Kevin Gilheany - (504) 319-3229, <a href="mailto:training@marcomint.com">training@marcomint.com</a>
Sept. 14-15	Coaches Training	Maritime Compliance International New Orleans, LA	Kevin Gilheany - (504) 319-3229, <a href="mailto:training@marcomint.com">training@marcomint.com</a>
Sept. 15-16	Coaches Training	Seamen's Church Institute New York, NY	Eric Larsson - (212) 349-9090, <a href="mailto:ericl@seamenschurch.org">ericl@seamenschurch.org</a>
Oct. 20-21	Coaches Training	Seamen's Church Institute Houston, TX	William Douglas - (713) 674-1236, <a href="mailto:wdouglas@seamenschurch.org">wdouglas@seamenschurch.org</a>
Nov. 10-11	Coaches Training	Massachusetts Maritime Academy Buzzards Bay, MA	Peg Brandon - (508) 830-5091, <a href="mailto:pbrandon@maritime.edu">pbrandon@maritime.edu</a>
Nov. 15-16	Coaches Training	Foret Enterprises, Inc. Location TBD	Tava Foret - (713) 301-9575, <a href="mailto:tavaf@foretinc.com">tavaf@foretinc.com</a>

## Interregion Safety Committee to Meet

The Summer meeting of the AWO Interregion Safety Committee will be held on July 13-14 at The Galt House Hotel, Fourth Street at the River, Louisville, KY. The meeting will begin at 1:00 p.m. on Wednesday, July 13. A reception will be held at the conclusion of the afternoon session. The meeting resumes at 8:00 a.m. on Thursday, July 14 and will conclude by 12:00 noon. The hotel is offering a sleeping room rate of \$95.00 until June 23. Reservations can be made by calling 1-800-THE-GALT or (502) 589-5200 and mentioning the American Waterways Operators as the group.



**mark your calendars!**

The committee's subcommittees on fall overboard prevention, crew alertness and lessons plans will meet on the morning of Wednesday, July 13. All companies are invited to send a representative to the meeting, particularly company safety and security officers.

Committee members are invited to "bring a mate (or captain or deckhand)" or anyone else who might benefit from seeing the work of a broad base of industry safety professionals and helping to learn new ways crewmembers can help in upgrading the safety culture of the inland barge and towing industry.



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

## Thirteen New Members Achieve Fully Audited RCP Compliance

### The following companies have achieved audited compliance with the RCP:

**2-W Towing, Inc.**  
Houma, LA

**Lewis & Clark Marine, Inc.**  
Granite City, IL

**Baton Rouge Harbor Service, Inc.**  
Baton Rouge, LA

**Miller's Launch, Inc.**  
Staten Island, NY

**Calumet River Fleeting, Inc.**  
Whiting, IN

**S & W Marine, Inc.**  
LaRose, LA

**Crochet Boat Company, Inc.**  
Bourg, LA

**Seaboats, Inc.**  
Portsmouth, RI

**DRD Towing Co., Inc.**  
Marrero, LA

**Taira Lynn, Inc.**  
Houma, LA

**Frazier Inland Marine**  
Cut Off, LA

**Terral RiverService, Inc.**  
Lake Providence, LA

**Horace Savoie Towing, Inc.**  
Lockport, LA

Since January, 13 AWO members have successfully undergone an initial third-party audit of their Responsible Carrier Programs. Most of these companies certified compliance well before their deadlines to do so. AWO is proud of their accomplishment.

The Responsible Carrier Program (RCP), the premier safety management system for the tugboat, towboat and barge industry, is a requirement of membership for all AWO carrier members. For these newly certified companies, this achievement underscores their commitment to improved safety and environmental protection, and is concrete evidence of their dedication to the continuous journey toward this goal. Congratulations to them!

Midcontinent Office

## Fish Barrier Inspection: Decisionmakers Meet and Outline Future Goals



BG Berwick, Bill Arnold, RADM Papp, Dan Injerd.

On June 1, 2005, BG Bruce A. Berwick, U.S. Army Corps of Engineers (Corps) - Great Lakes and Rivers Division Commander; RADM Robert J. Papp, Jr., U.S. Coast Guard - Ninth District Commander; Dan Injerd, Illinois Department of Natural Resources (IL DNR) - Lake Michigan Management Section Manager; Darren Melvin, Illinois River Carriers Association (IRCA) Chairman; and Bill Arnold, AWO Midwest Vice Chairman, toured the site of the present and the future fish

barrier in the Illinois Sanitary and Ship Canal aboard the Garvey Marine, Inc. vessel, *m/v Julie White*.

Mr. Arnold, Mr. Melvin, and AWO outlined industry's long-term commitment to safety for boat personnel. The industry asked for a formalized mechanism to communicate during future events and to consider other options for a fish barrier. The group committed to open dialogue as the new barrier is constructed and an open process to evaluate the safety of the barrier before it is activated. (The Corps' initial evaluation of the experimental barrier will be available within the next few weeks. The evaluation of the two barriers operating at the same time will not be done until late this year.) The IL DNR's permit for construction will only allow activation of the barrier once Corps testing is done on the barrier(s) and the U.S. Coast Guard has certified the ability for vessels to transit the area safely.

The Regulated Navigation Area (RNA) in the vicinity of the fish barrier is scheduled to expire on June 30, 2005. The Coast Guard has indicated that it will issue a similar RNA before that time.

For more information, contact Lynn Muench at (314) 446-6474 or at [awo-midcontinent@sbcglobal.net](mailto:awo-midcontinent@sbcglobal.net). ♣

Pacific Region

## Industry Mounts Grassroots Effort to Keep Ballard Locks Open

The maritime community in Washington State used a powerful and convincing method to advance the cause to keep the Ballard Locks open around the clock... good old-fashioned grassroots advocacy! (See related story, page 5.) Aboard Western Towboat's *Gulf Titan*, representatives from Western Towboat, Foss Maritime, AWO and a host of businesses that rely on the continuous operation of the locks, met with John Paul Woodley, Assistant Secretary of the U.S. Army for Civil Works. Also present were staffers from the offices of Senator Patty Murray, Senator Maria Cantwell and Congressman Jay Inslee.



The influential audience was surprised to learn the unique and pivotal role the Ballard Locks play in the region. They had been under the mistaken impression that the locks were used exclusively for pleasure craft. After a two hour tour of lock-dependent businesses, they soon realized that the economic impact of restricting hours on the Locks would be felt as far away as Alaska. Mr. Woodley commented that he was unaware of a comparable Lock anywhere in the country, and he assured those in attendance that he would take his newfound knowledge into consideration when analyzing the Ballard Locks in the future. ♣

Pacific Region

## AWO Testifies Against California Ballast Water Rule Proposal

The California Lands Commission held a formal hearing Wednesday, June 8 in Oakland on a proposed rule relating to ballast water exchange. Jason Lewis, Vice President - Pacific Region, testified on behalf of AWO members, detailing the inherent dangers involved in the exchanging of ballast water for the tug and barge industry. As outlined in the proposed rule, all vessels that take on ballast from outside their port of origin would have to perform a ballast water exchange off the coast of California.

Conducting ballast water exchanges, as outlined under the proposed rule, would pose serious personnel safety concerns for tugs and barges. Most barges are unmanned, and ballasting would require crew members to place themselves in potentially life threatening situations. AWO will continue to work with the California Lands Commission on an exemption from the ballast water exchange rule, because of equipment limitations and the serious safety concerns involved. Both Washington State and Oregon have tailored their ballast water exchange rules, in light of the risks they present to tugboats, towboats and barges. Hopefully, the California Lands Commission will follow suit and protect crewmembers from the risks associated with this proposed rule. ♣



## AWO Regional Meetings Scheduled

### Midwest\Ohio Valley

The Joint Midwest and Ohio Valley Regional Summer Meeting will be held on August 17 - 18 in St. Louis, MO. The meeting will begin with a reception on August 17 from 6:00 - 7:30 p.m. The meeting will be held on August 18 from 7:00 - 11:00 a.m. The meeting will include updates on the fish barrier, the Missouri River, and the Waterways Action Plan progress.

Following AWO's business meeting, AWO members are then invited to join the St. Louis Agri-Business Club's (SLABC) biennial Congressional Workshop from 11:00 a.m. to 4:00 p.m. for a river educational tour.

The host hotel is the newly renovated Hilton Downtown. Rooms are being held until July 18 at an AWO rate of \$139.00, so make your reservation soon! ❀

### Pacific Region

The Pacific Region will hold its Annual Summer Meeting in Seattle on Thursday, August 11. The meeting will be held at Salty's on Alki Restaurant, 1936 Harbor Avenue S.W., Seattle.

The meeting will provide attendees with an update on AWO's national and regional issues, grassroots, and discussion regarding AWO's regional activities. All Pacific Region members are urged to attend and participate. ❀

### Southern Region

The Southern Region will hold its summer meeting Friday, June 17 at the Beau Rivage Resort in Biloxi, MS. Friday's meeting will begin with a continental breakfast at 8:00 a.m. and will be preceded by a reception Thursday evening, June 16 at 6:00 p.m.

Interested members can also register for the meeting via the AWO Web site at [www.americanwaterways.com/southreg.htm](http://www.americanwaterways.com/southreg.htm). ❀

To register for the Midwest\Ohio Valley or Southern Region meetings, please complete the appropriate meeting registration form included with this newsletter and fax it to Marilyn Clark at (985) 674-2291. A registration form for the Pacific Region meeting will be distributed with the next newsletter. For further meeting information, Marilyn can be contacted at (703) 841-9300 or [m.clark@earthlink.net](mailto:m.clark@earthlink.net).



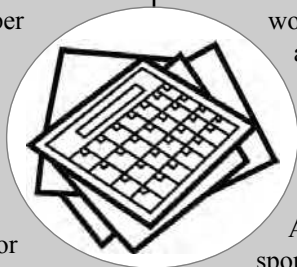
## AWO Seeking Photos, Sponsors for 2006 Safety Calendar

### Fifth Annual Photo Contest

AWO is now accepting photos for its fifth annual "Safety Calendar Photo Contest." We are looking for both "vessel" and "people" photos to feature in next year's calendar. All prints must be in color, at least 5 x 7 inches in size, and have the company's name, the name of the person submitting the photo, and a contact phone number on the back of the photo.

Electronic photos may be entered, but must be in a "TIFF" or "JPG" format, at least 300 dpi, and emailed to Traci Fischer at [tfischer@vesselalliance.com](mailto:tfischer@vesselalliance.com).

Photos must be received by Friday, August 19 for consideration. All photos received become the property of AWO, and AWO reserves the right to use them in other association materials to promote the industry. If you have any questions about the contest, please contact Anne Burns at (703) 841-9300. ❀



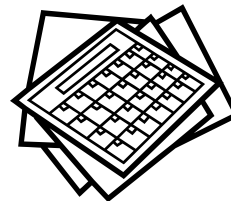
### Safety Calendar Sponsorship Program

Last year, AWO sold its entire stock of 2005 Safety Calendars in a matter of months. Who purchased these calendars? Thousands of people who have an interest in safety and a stake in the tugboat, towboat and barge industry, that's who! If our industry is your target market or if you would like to help AWO promote safety, then we have a great opportunity for you!

AWO is now accepting sponsors for its 2006 Safety Calendar. The calendar is printed in full color and features safety tips and photos of member company vessels -- all winners of AWO's Annual Photo contest. There are twelve high-profile sponsorship blocks available, one featured each month, allowing sponsoring companies to spread the word about their products and services. To secure a sponsorship, please complete the attached form and fax to "AWO Safety Calendar Sponsorship" at (703) 841-0389. For additional information, please call Anne Burns at (703) 841-9300. ❀

# AWO Safety Calendar Sponsorship Form

Your company's sponsorship of the AWO Safety Calendar demonstrates your leadership in supporting the public affairs work of AWO as well as your commitment to safety. The cost of sponsorship is \$500, which provides your company with a prominent monthly promotional space to be placed on the 2006 Safety Calendar.



If you would like to secure sponsorship placement in the 2006 AWO Safety Calendar, please check the box below, fill in your company information, and fax the form to (703) 841-0389 **by Friday, August 19**. For more information on calendar sponsorship opportunities, please call Anne Burns at (703) 841-9300.

## Company Contact Information:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Company Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

Email address: \_\_\_\_\_

## Sponsorship Information (to be printed on calendar):

- Yes**, I would like to be an AWO Safety Calendar sponsor. Please format my ad using the following information, and I will arrange to send you my company's logo.

Web site address: \_\_\_\_\_

General Contact phone #: \_\_\_\_\_

One sentence describing your company's products and/or services: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

- Yes**, I would like to be an AWO Safety Calendar sponsor. I will send AWO camera-ready or electronic art for use in my sponsorship block.

**Sponsorships are assigned on a first-come, first served basis.**

**Be sure to fax back this registration form to  
(703) 841-0389 as soon as possible!**