Our Industry

- Vital segment of America’s transportation system
  - Safe, secure and efficient

- 760+ million tons of cargo moved annually
  - Including 60% of exported grain, energy sources (coal, petroleum) and other bulk commodities

- Industry’s fleet consists of...
  - Nearly 5,500 tugboats/towboats
  - 31,000+ barges

- That transits 25,000 miles...
  - Inland and intracoastal waterways, Great Lakes and the Atlantic, Pacific and Gulf coasts

- 50,000+ Americans = family-wage jobs
  - Including 38,000 mariners
Commitment to Safety

 Safety is AWO’s #1 Priority
 AWO has and remains committed to leading and supporting its members and the industry in continuously improving safety, security and environmental stewardship
 Proud of collaboration with key partners within and outside industry to effectively navigate safety challenges and opportunities
 Workforce is what creates and drives value so its safety must be paramount
 Important that businesses establish safe workplaces through the creation and adoption of strong safety cultures that involve everyone
Safety Leadership 3.0

Roadmap for the future

AWO members:
- Aspire to exceed regulatory minimums
- Aim to create a culture of safety and continuous improvement and not simply a culture of compliance

Focus areas:
- Leadership
- Data
- Member resources and communication
Environmental Stewardship

- Beyond just preventing oil spills
- Working Group of members, government partners and regulators, and external third-party experts
- Plan to map out innovative solutions and best practices
- Embrace of sustainability and conservation
- Expand on industry’s commitment to its people and the environment
Crew Fatalities

- Goal of zero incidents and zero harm to human life
- Must do all we can to understand reasons behind crew fatalities
- Preventative measures can be taken to reduce mariner risk?
- 2014 = 4 fatalities vs. 2016 = 8 fatalities vs. 2017 = 6 fatalities
- Permanent Subcommittee on Operational Crew Fatalities
  - Developed recommendations for prevention
    - Examples include usage of stop work obligation and hands-on training
  - Reviewed past incidents and causal factors
  - Reexamined recommendations and best practices developed previously
  - Plan to socialize recommendations and associated implementation plan
Subchapter M

- Responsible Carrier Program, established 1995
- Improve marine safety and environmental protection through adoption of industry operating principles and practices as standards of conduct
- RCP recognized in 2016 as an existing SMS
- Coast Guard and Maritime Transportation Act passed in 2004
  - Added towing vessels to the list of vessels subject to Coast Guard inspection
- Took effect on July 20, 2018, with two compliance options:
  - Implementation of a Towing Safety Management System
  - Annual Coast Guard inspection of each vessel a company’s fleet
- New regulations are critical in elevating safety standards
- Sets baseline safety standards for all towing vessels
- Coast Guard can focus its resources on higher-risk vessels
Since July 20, 2018

- Helping navigate transition to inspection
- No interruption to maritime commerce
- Requirement to obtain a Certificate of Inspection phased in over four years from implementation date
- Providing opportunities to review and make recommendations to Coast Guard policy and guidance
- Three key advocacy priorities:
  - Guarantee consistency in the interpretation and enforcement of requirements across OCMI Zones
  - Improve transparency in Coast Guard decision-making by facilitating information-sharing among units and with industry
  - Ensure that OCMIs embrace the TSMS Option and deploy their limited resources in a risk-based way
Subchapter M Member Survey

- 70-member companies = 304 COI applications submitted
- 91+% have been issued at least one COI
- 199 COIs have been issued with 105 applications in queue
- Average processing time is two-to-three months

Respondents identified issues:
- Lack of clarity regarding the casualty notification and investigation process
- Application or interpretation of requirements for machinery and electrical systems and equipment

Respondents reported that the area in most need of improvement is lack of consistent decision-making across COTP zones
Thank You

Brian S. Bailey

bbailey@americanwaterways.com