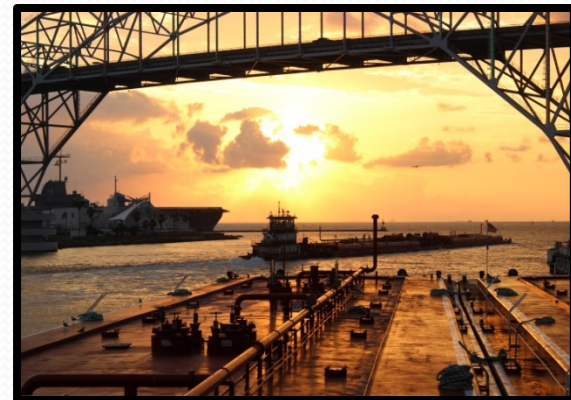


# The U.S. Towing Industry: Safety and Environmental Stewardship

Lynn Muench  
Alaska Resources Conference  
November 18, 2015

# Industry Overview

- Largest segment of the U.S. domestic fleet
  - 5,000 tugboats and towboats
  - 23,000 barges
  - Geographically and operationally diverse
  - 33,000 vessel crewmembers



# AWO: The Industry Advocate

- 350 member companies
- Leader in marine safety and environmental stewardship
- Advocate with Congress, federal agencies and states
- Partner with and resource for government



# AWO in Alaska

- 41,250 jobs
- \$6 billion to Alaska's economy
- Vital commodities
- Geographic range



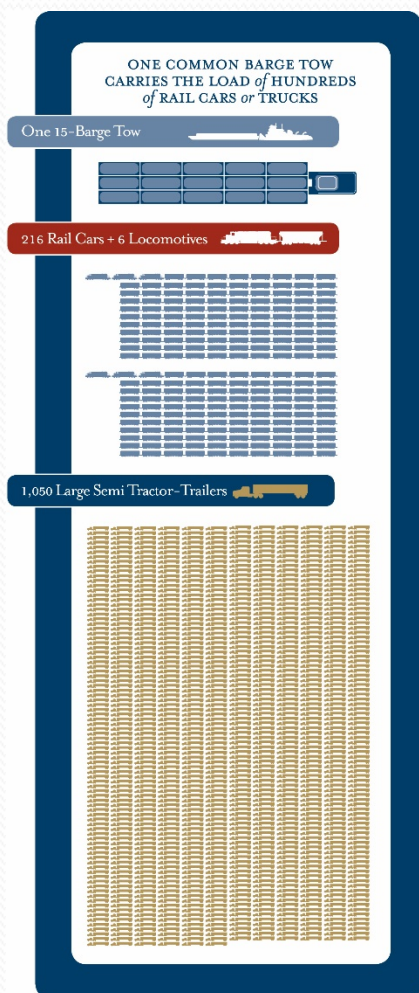


# Benefits of Water Transportation

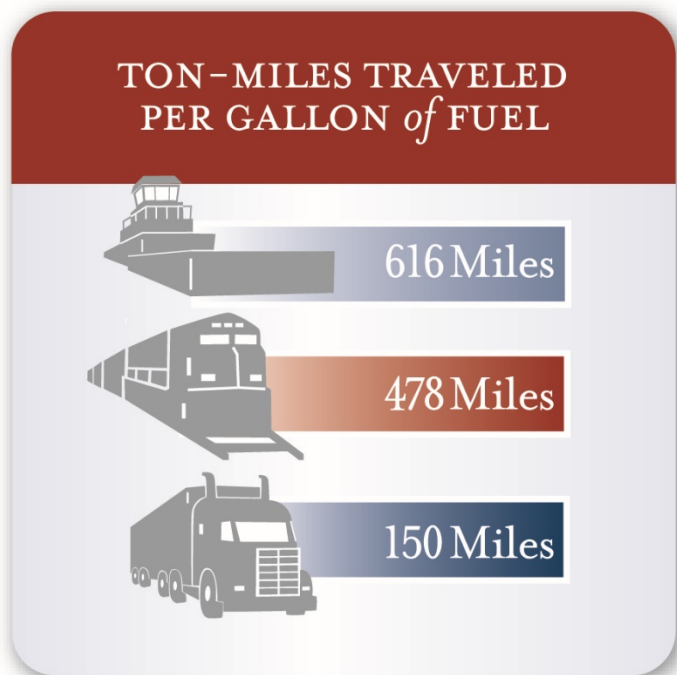
## Volume & Economy of Scale

- One 15-barge tow carries as much dry cargo as 216 rail cars or 1,050 trucks
- One 30,000 bbl inland tank barge carries as much liquid cargo as 46 rail cars or 144 trucks

*Source: Texas Transportation Institute*



# Benefits of Water Transportation



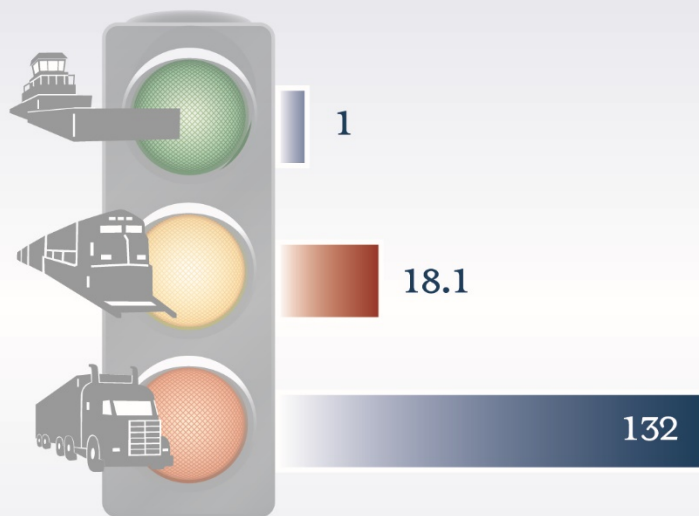
## Fuel Efficiency & Environmental Protection

- Barges travel farther on less fuel than rail or truck and produce fewer emissions per ton-mile

*Source: Texas Transportation Institute*

# Benefits of Water Transportation

## FATALITIES *in* FREIGHT TRANSPORTATION



2001 - 2009 Safety Statistic Comparison  
Study shows 1 fatality in the inland marine sector for every 18.1 in the rail sector and 132 in the highway sector.

## Public Safety

- Barge transportation causes fewer fatalities than rail or truck

*Source: Texas Transportation Institute*

# AWO's Foundational Commitment

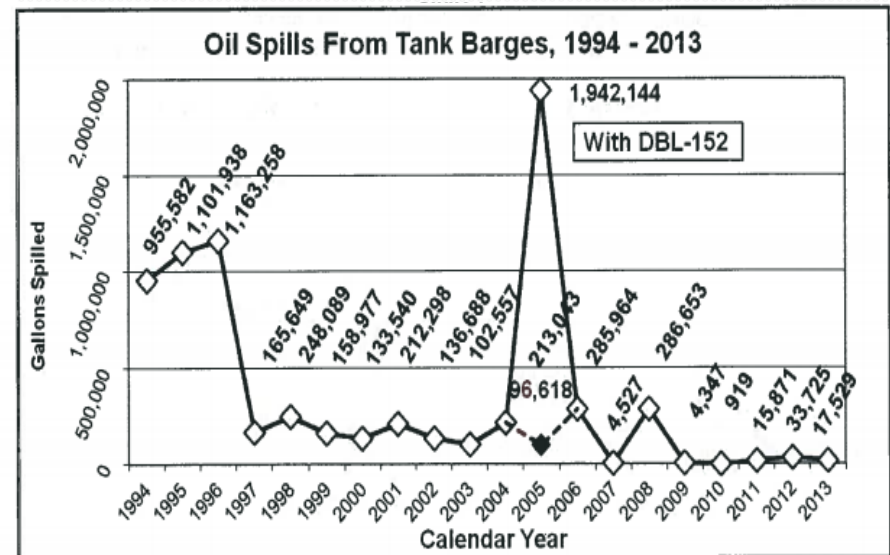
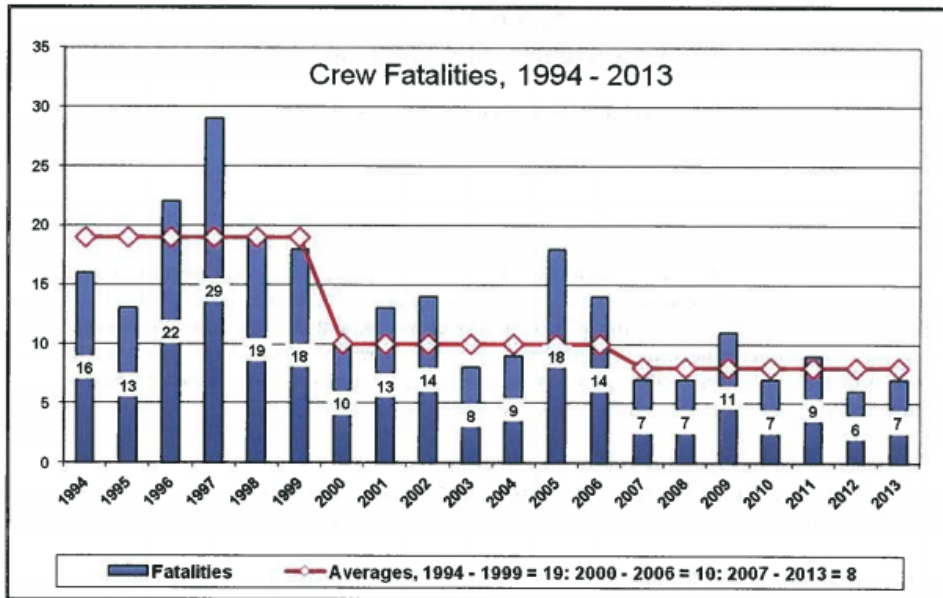
*“Lead and support members in continuously improving safety, security and environmental stewardship.”*





# Positive Safety Trends

- Level shifts downward in crew fatalities
- Tank barge oil spills at historic low levels



Source: U.S. Coast Guard (CG-INV)

# Scope of AWO Safety Initiatives

- Future of AWO Safety Leadership Task Force
- Responsible Carrier Program
- Fatigue Prevention and Management
- Coast Guard-AWO Safety Partnership
- Interregion and Coastal Safety Committees



# AWO Safety Leadership Vision

AWO members, by creating strong safety cultures, will lead the industry in safety and environmental stewardship by:

- Exceeding regulatory minimums
- Striving for continuous improvement
- Measuring performance



# AWO Responsible Carrier Program

- Safety management system for AWO members
- Independent, third-party audit
- Condition of membership since 2000
- Evolving and improving
- Preliminary CG acceptance as TSMS





# Why Safety Management Systems?

- Address the #1 cause of towing vessel casualties: human error
- Supported by industry and government alike
- Facilitates a company/industry-wide safety culture
- Scalable/Flexible



# Fatigue Prevention and Management

- Coast Guard-AWO Safety Partnership focus
- Science-based approach
  - Northwestern University research
  - Transportation Research Board study
- Future vision



# Coast Guard-AWO Safety Partnership

- First of its kind
- Non-regulatory focus
- Data-driven
- 40+ Quality Action Teams since 1995



# AWO Safety Committees

- Forum for member company safety professionals
- Share lessons learned and promote continuous improvement
- Current focus areas: operational oil spills, distracted operations, RCP implementation





# Subchapter M: Historic Change

- Origins in Coast Guard-AWO Safety Partnership
- Publication expected in 2016
- Builds on two decades of industry/government safety initiatives
- Raises safety standards throughout industry
- Safety Management Systems a key feature

**THE AMERICAN WATERWAYS OPERATORS**

## TWO DECADES OF PROGRESS IN THE Towing Industry's Safety Journey

<b>1990</b>	Oil Pollution Act of 1990 enacted
	New equipment and licensing regulations for towing vessels take effect
	AWO launches Responsible Carrier Program
	Coast Guard-AWO Safety Partnership established
	Responsible Carrier Program third party audit begins
	Audited compliance with RCP becomes a condition of AWO membership
	Shippers establish vetting programs for carriers
<b>2000</b>	NTSB recommends safety management systems for all towing vessels
	Coast Guard & Maritime Transportation Act of 2004 requires inspection of towing vessels
	Towing Vessel Bridging Program begins
<b>2010</b>	AWO delivers Future of Safety Leadership Task Force report
	NTSB places safety management systems on "most wanted" list
	Coast Guard issues proposed rule on towing vessel inspection

**MISSING LINK** Final Rule on Towing Vessel Inspection

**GREATER SAFETY**  
in the Tugboat, Towboat and Barge Industry

# Alaska-based Safety and Advocacy

- IMO Polar Code
- Bering Sea Port Access Route Study
- *Alaska Towing Vessel Cold Weather and Ice Operation Quality Action Team*
- Alternative Planning Criteria
- Cook Inlet Harbor Safety Committee



# Other Public Policy Priorities

- Robust support for Jones Act
  - Basis for multi-billion dollar investment in fleet renewal
  - Economic Security
  - National Security
- Nationally consistent, operationally practicable regulations
  - Vessel discharge regulatory reform (S. 373/H.R. 980)
  - Uniform federal standards vs. state-by-state patchwork

# Questions and Discussion

Lynn Muench

[lmuench@americanwaterways.com](mailto:lmuench@americanwaterways.com)