

TOWING SAFETY ADVISORY COMMITTEE

DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

Thursday, April 29, 1999
U.S. Coast Guard Headquarters
Washington, DC

ATTENDEES

Coast Guard Staff:

Captain Robert L. Skewes, Executive Director
Captain Peter A. Richardson
Lieutenant Lionel Q. Mew, Assistant Executive Director
Gerald P. Miente, Assistant Executive Director

Committee Members:

Ms. Jennifer A. Kelly, Vice President, American Waterways Operators
Mr. William J. Lekse, President, Black Diamond Barge Company
Mr. Sal Litrico, Vice President, Gulfcoast Transit Company
Mr. Donald C. McCrory, Port of Memphis
Mr. Jeff Parker, Vessel Operations Manager, Allied Towing Company
Ms. Marina Victoria Secchitano, CEO, Inland Boatman's Union of the Pacific
Mr. David G. St. Amand, President, Navigistics, Inc.
Ms. Laurie Frost Wilson, President, SEALAW, Inc.
Mr. Donald J. Zimmerman, Sr. Engineering Analyst, J. Ray McDermott, Inc.

PROCEEDINGS

The Towing Safety Advisory Committee (TSAC) held a meeting on Thursday, April 29, 1999, at the Coast Guard Headquarters building in Washington, DC (see agenda, enclosure 1). The committee's various working groups met at a preliminary meeting the preceding day (see agenda, enclosure 2). These meetings were announced in the Federal Register on Monday, April 12, 1999 (Volume 64, Number 69). [page17714]

Remarks of the Chairman

Mr. Parker called the meeting to order at 8:30 AM. He welcomed everyone to the meeting and asked that all attendees introduce themselves.

Mr. Parker said that as the new Chairman he hoped that TSAC could embark on a renewed effort to improve the overall safety of the towing industry. He stated that TSAC has accomplished much through their working groups, recommendations, and resulting rulemakings. In order to move into the future, the committee embarked on a process to improve its effectiveness by identifying its strengths, weaknesses, and opportunities for improvement. TSAC is strongest when a task is a high priority and directly affects potential regulations. The committee is able to react quickly to a crisis. Mr. Parker also pointed out TSAC's membership and its strong partnership with the Coast Guard as other strengths. TSAC is weakest, he said, when communicating their successes and progress to the public. Providing this information to mariners and small companies needs to be a priority. Mr. Parker stated that sometimes members disengage from tasks when they do not perceive them to be important. He said a challenge for TSAC is finding a way to maintain momentum between meetings.

Based on these factors, the committee developed some methods to improve TSAC. These include the "categories" of communications, procedures, people/membership, and agenda/focus. Mr. Parker said that the recommendations had been prioritized and would be followed up with specific implementations. He added that with the growth of other groups to look at safety issues, TSAC needs to take a focused approach in order to make the most of their time. As part of this goal, all existing task statements were examined to see if they are still pertinent. Progress reports on each of these task statements were given during the meeting and another look was taken at the Anchoring/Barge Retrieval requirements to see if additional comments are needed.

TSAC is the primary means to express the perspective of the towing industry to the Coast Guard. Having a strong link between the Coast Guard and industry will pave the way for better solutions in the future. As the newly appointed Chairman, Mr. Parker said that he would seek to continue the good work that TSAC has accomplished. He pointed out that TSAC is undergoing a complete change of leadership, including the Chairman, Executive Director, and Assistant Executive Director. There are also a number of vacancies in the membership, which he hopes will be filled soon.

Remarks of the Executive Director

CAPT Skewes, acting as both Executive Director and Sponsor of TSAC, welcomed everyone to the meeting. RADM North was unable to attend due to a prior commitment, but is looking forward to the Fall meeting.

CAPT Skewes congratulated Mr. Parker on his new role as Chairman. He said that former Chairman Christian Brinkop could not continue in that role due to significantly increased responsibilities within his company. CAPT Skewes indicated that Mr. Parker has been very active in TSAC and has experience in both the inland towing industry and the coastal towing industry. He suggested that there would be other changes in the TSAC leadership, including CAPT Richardson and Mr. Miente assuming the roles of Executive Director and Assistant Executive Director. He recognized LT Mew for his efforts as Assistant Executive Director. CAPT Skewes said that he would be taking a new position in the Office of Work Life, and that CAPT Richardson would serve TSAC well. He added that TSAC has been valuable to the Coast Guard in addressing a wide range of issues with industry, and the effectiveness has been due to the work of the committee and public participants.

CAPT Skewes took the opportunity to update the committee on some key marine safety issues. A Waterways Management Directorate was developed in response to Secretary of Transportation Rodney Slater's goal to address the growing concern with intermodal issues affecting the national marine transportation system. This effort can be defined as "the integrated efforts of public and private resources to ensure that infrastructure, systems, and services of our ports and waterways meet the demand for a safe, efficient, accessible, economically viable and environmentally sound component of the national transportation system." He said an effort has been made to include all stakeholders in the process through events such as regional listening sessions. RADM North is considering forming a Marine Transportation Systems Subcommittee, with representatives from each federal advisory committee, to provide insights from industry.

In February, RADM North held a meeting with the chairpersons of all of the Federal Advisory Committees. They discussed areas of improvement for the committees, including the timely approval of membership slates and tracking work in progress. At the Advisory Committee Chairperson's Meeting, they also linked each committee's goals to the Coast Guard goals and the updated G-M business plan. CAPT Skewes urged all committee members to review their copies of the updated plan and provide comments.

CAPT Skewes reminded everyone to visit the Prevention Through People (PTP) homepage, which is an excellent source of information and an important communication tool for industry. He also encouraged them to visit the Federal Advisory Committee homepages, to become better informed on their work. He asked for any feedback on the sites, all of which can be accessed through the Coast Guard homepage (www.uscg.mil).

The International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW) implementation Focus and Coordination Team, led by CAPT Skewes, has assembled a draft plan in response to the public listening sessions and the letters to the docket received. The draft plan has 91 task items, which will directly and indirectly impact the towing

industry. Two main points they discovered in their work are that getting information on STCW is difficult, and that much of the information is inconsistent. To help solve these problems, they developed a STCW Internet site (www.uscg.mil/stcw) that brings current information together. Something that may be particularly helpful to TSAC members, CAPT Skewes said, is the licensing and documentation module, which gives the requirements for each license in a plain language format.

In terms of membership status, CAPT Skewes said that, technically, the membership of two-thirds of the committee had expired. According to the Charter, those members may serve until new members are appointed. They are hard at work on appointing new members, and trying to fix the process. On behalf of himself and RADM North, he commended the patience and continued service of these committee members. CAPT Skewes thanked the committee for their commitment to the towing industry, and said that it had been a privilege working with them.

Voyage Planning

Mr. Parker said that a report had been submitted from this working group (enclosure 3). He indicated that Ms. Cathy Hammond had some concerns regarding the inland industry, and would be submitting prepared remarks.

Ms. Kelly said that this working group should coordinate its efforts with the Coast Guard project team to ensure that their work is feeding into the process underway. At the last meeting, TSAC planned to help the project team develop a NVIC, but that plan might have changed.

LT Mew said that the Coast Guard was not sure of the direction the recommendations would take. He added that the committee should coordinate its schedule with the project team to ensure that TSAC comments are considered.

Mr. Parker asked the committee members to give any additional comments to Ms. Wilson.

Electronic Charting

Mr. Parker delivered the initial report on this working group that is examining how electronic charting applies to the towing industry (enclosure 4). The working group focused on three primary areas:

- standards for electronic charts,
- what the mariner needs the system to do, and
- what training is required.

They will look at existing standards and ensure that standards developed are not too strict as to stifle emerging technology. Electronic charts serve a very valuable need by simplifying navigation, providing direct orientation of vessel location to the operator, and decreasing stress and fatigue. Training requirements would consist mainly of an initial familiarization period and handbooks for operation.

Mr. Parker reported that the working group is considering several issues raised by the use of electronic charts. There are concerns that operators and mariners will become too dependent on

electronic charting and not have basic navigation skills; electronic chart systems are much more expensive than paper charts; screen sizes might be too small to maintain accuracy; and industry may resist the change from paper charts.

The working group will continue to look at the primary areas of focus and submit a report at the next meeting.

Barge Anchoring & Retrieval, Fire Suppression

Ms. Kelly said that, in September 1996, TSAC recommended that coastal tugs should have two of the following three elements: an anchor system, an emergency tow line, or a retrieval device. In October 1997, a Notice of Proposed Rulemaking (NPRM) was published that required vessels to have only one of these elements. The TSAC position remains that towing vessels need two out of these three elements. In September 1998, an Interim Final Rule (IFR) was published that said that single hull vessels must have an operable anchor system, and that all vessels should have a retrieval device.

Ms Kelly said that because TSAC has a long history with this issue, they should continue to provide feedback (enclosure 5). The comment period for the IFR is still open, and Ms. Kelly met with Mr. Allen Penn about some key issues. TSAC continues to believe that the two out of three elements approach is best and that the grandfathering of existing barge anchor systems needs more research. In addition, the IFR requires actual open water barge retrieval drills. The working group agrees that it is imperative to train and go through the motions of barge retrieval, but sees some safety and practicality concerns in these drills. Finally, the inadvertent applicability to non-coastal routes needs to be considered.

Ms. Kelly asked for committee approval of the principles of the comments. The comments could then be drafted, sent to TSAC members for review and vote, and then sent in to the docket by June 10, 1999.

Mr. Penn said that he thought the comments were a good approach.

After a vote, Mr. Parker indicated that the principles had TSAC approval, and that Ms. Kelly should continue her work, being sure to include the TSAC members not present at the meeting.

Tug Assistance / Remote Anchor Retrieval

Ms. Kelly reported on these working groups based on Task Statements 99-01 and 99-01a (enclosures 6 and 7). These tasks stem from NTSB recommendations in the aftermath of the NORTH CAPE spill and address emergency control measures for drifting barges.

The working group on benefits and alternatives to using organized tug-assistance systems to complement any existing and/or proposed barge retrieval systems, has looked at the systems to determine if additional measures need to be in place for some kind of back-up. They will continue working to formulate a response from TSAC on this issue.

The working group examining the feasibility of developing and using remotely operated anchor release devices on barges has been looking at the issues that need to be addressed to make these devices work. The general feeling of the group is that it is not feasible, but they are looking at the issues that could make something like this work. Ms. Kelly said that she expects that they will have a report ready on these two tasks by the next meeting.

Casualty Analysis

Mr. DiSimone reported that the working group had met with district and headquarters Coast Guard personnel. They found that the district personnel think that the information currently reported is adequate, and that the problem they have is retrieving information after an incident. The headquarters personnel also believe that the information gathered is sufficient, but they are currently in the process of restructuring the investigation process using the IMO model.

The working group has asked the headquarters personnel for a quarterly incident report for the first quarter 1999 so that the group is able to make focused recommendations and to understand what data exists and what information could be added.

Mr. Parker asked about the format of the report.

Mr. DiSimone said that the report would be specifically on the towing industry.

Mr. Parker commented that a further breakdown of data might be helpful. At yesterday's meeting, RADM North indicated that data analysis is a high priority, so it would be appropriate to continue with the review and make comments.

Communications

Ms. Secchitano said that the working group had looked at the task to determine what communication issues there are, what causes those issues, and if there is a better way to get information to mariners (enclosure 8). The group interviewed crewmembers to determine their concerns.

The working group discovered that mariners are increasingly computer literate and making groups aware of important homepages could get information to the mariners. The working group is exploring the possibility of adding information to the Notices to Mariners, and using newsletters and union newspapers to get information to the mariners. They have compiled a list of information sources, and suggested that TSAC have an email address for comments and an Internet site for current information.

Mr. Parker commented that although minutes are published on the Internet, widely distributing summary minutes would be a good idea.

Ms. Secchitano added that another way to involve the public in TSAC was through marine safety offices and regional committees. The working group will be collecting more information on the

Internet sites and communications sources, and other avenues of communication, such as through individual companies. A final report will be submitted at the next meeting.

VTS

CDR Ken Prime reported on Vessel Traffic Management Services (enclosure 9). He explained some of the traffic services provided by his office, including the Automatic Identification System (AIS). AIS can be looked at as 3 components: communication, assembly, and display. First, it initiates and controls the flow of data sentences between participating units. Then, AIS gathers all of the vessel movement information and assembles it into an AIS compliant data sentence. Finally, AIS vessel information can be displayed on a suitable device, such as an ECDIS, ARPA, ECS, or laptop. CDR Prime said that the Coast Guard is not interested in mandating the type of display, but that it should be able to meet the operator's needs.

CDR Prime explained that ship to ship AIS will, by providing information and enhancing communication, raise situational awareness and safety levels. Enhanced AIS will have additional information, such as waterway information and alerts, provided by the Coast Guard and other sources such as NOAA and individual ports. Enhanced AIS is a less costly solution to traffic management issues because it provides coverage in electronically blind areas, can contain safety information, may be integrated as part of NDS, has the ability to transition into an emergency VTS, and may remotely manage TSS and maritime sanctuaries.

VTS/VTIS based on AIS can include communication from the VTC and ships. CDR Prime said that this information could include alerts, position data, radar data, tides, and emergency information. AIS communication between vessels and the VTC can provide information available to users in real time and can send broadcast messages. Also, AIS will operate between ships within radio range independent of VTS.

The benefits of AIS include that it will be able to cover a wider area than VTS, providing a foundation of safety and a tool to mitigate risk. The Coast Guard will be studying ports to determine if they need both VTS and AIS, or whether AIS alone will provide enough coverage. The VTS/VTIS based on AIS is being tested in New Orleans.

CDR Prime said that AIS is not ready yet, functional and technical standards have been established, but certification standards and frequency issues have not yet been resolved. Proposed carriage requirements for AIS include which vessels will need AIS transponders and/or displays, and which vessels do not need either based on vessel size and function. The goal of AIS is to make waterways safe and eliminate casualties by providing situational awareness information to the mariner.

Mr. Bill Beacom asked if companies could hire a "helper tug" to provide AIS support if the primary control vessel does not have AIS.

CDR Prime said that the requirements are still under negotiation, but that the vessel with primary control of the barges should have AIS. He added that they could use portable AIS units.

Mr. Litrico asked if the AIS testing would be done on vessels that travel between New Orleans and Tampa.

CDR Prime said the Coast Guard is targeting its tests on the New Orleans area and has no plan to test in another port. He said that their goal is to have one unit that will work everywhere, but a universal AIS transponder has not been developed yet.

Mr. Parker and Mr. Litrico asked questions about the standards for the electronic charting systems to be used with AIS.

CDR Prime said that the standard being used for the testing is a S57 vector chart, however the only requirement currently is that the electronic charting system can read an AIS data string.

Licensing and Manning Interim Rule

CAPT Skewes said that the regulation package was returned for revision of the analysis section. The rule will be published as soon as the analysis is complete and approved.

IMISS

LCDR Scott Ferguson started his presentation by pointing out the change of the system's name from the National Maritime Safety Incident Reporting System (NMSIRS) to the International Maritime Information Safety System, or IMISS (enclosure 10).

LCDR Ferguson said that the concept of IMISS involves the voluntary reporting of causal information concerning near-accidents, hazardous situation events, human or organizational relationship problems, lessons learned, and perceived safety problems or issues. This reported information can be analyzed in an effort to improve safety and prevent accidents. Presently, only casualty and hazardous condition information are collected. This initiative represents a cultural change by encouraging the reporting of mistakes, allowing system participants to take responsibility for safety, and developing feedback mechanisms that reward all for focusing on improving system safety.

LCDR Ferguson explained that near-accidents and safety situations happen much more frequently than actual accidents (at a ratio of about 100:1) and are currently an untapped data source. The data is needed to study precursor event-chains, in an effort to prevent accidents. Information on lessons learned could be useful to others. IMISS will also provide a way to collect more data on human and organizational factors. Finally, identifying and addressing problems before accidents is easier than placing blame after an accident.

In December 1997, the Coast Guard and MARAD agreed to work together to facilitate an industry-based system. The SNAME working group has established three topical working teams, Working Teams A-C looking into the issues of confidentiality, report form and database development, strategic planning and compatibility with existing laws and regulations.

Working Team	Focus
A	Confidentiality issues and marketing
B	Report forms, database, Data Center identification, and operations
C	Oversight, ISM fit, and funding

LCDR Ferguson said that key success factors of the system include the voluntary and confidential reporting, the de-identification of reports, the use of a robust informational distribution system, and that the Coast Guard not run or use the system for enforcement. They are also considering legislation to protect the reporting parties and participating companies, removing the fear of retribution and promoting use of the system.

IMISS will send the reports to a data center, where they will verify and analyze the data, while managing the database and providing operational control. The data center will also ensure that the “privacy firewall” is in place. The data center will provide the safety information from the reports to the public to include safety alerts, trend reports, safety forecasts, and direct database access to the de-identified information. He added that a number of existing reporting systems are already out there, including the Aviation Safety Reporting System, which has been in place for over 20 years.

The overall benefits of this system include providing leading indicators, identifying weaknesses, intervening before a casualty occurs, and networking ISM hazardous situation reporting. IMISS will also reduce injuries, damage to the marine environment, and operational and response costs. At a February 4, 1999, meeting, a system blueprint and a steering committee were established for IMISS. The steering committee will hold its second meeting in May to work on blueprint execution. Lcdr Ferguson estimated that the project would be fully functional and ready to be run by a third party in 2000. They are establishing a joint government advisory committee to facilitate IMISS operation, and are looking for a representative from the towing industry.

LCDR Ferguson said that IMISS is a true safety system that captures incident, casualty, and precursor information on an industry-wide scale. It allows public and private sectors of the maritime community to make better-informed decisions based on complete safety information in an environment where fear of retribution has been minimized.

Mr. Beacom asked if this project, specifically the reporting aspect, has the support of industry. He said that he did not trust that the persons reporting could always remain anonymous.

LCDR Ferguson said that as long as report protection could be provided, industry is very supportive of the project. A “toll-free” callback feature will be included in the IMISS system.

CAPT Skewes said that the Coast Guard is working hard to address industry concerns, including the protection of reporting individuals.

Ms. Kelly said that AWO sees many benefits and sees some challenges in the IMISS system. AWO has tried to provide expert support on the steering committee and aid in the pilot project. She agreed that making industry comfortable with the reporting system is difficult.

Mr. Parker asked if anyone was interested in participating on the Steering Committee for IMISS. He indicated that Mr. Lekse had been nominated.

Ms. Kelly asked if the project was funded.

LCDR Ferguson said that RADM North is committed to fund the system for the first five years.

Mr. Parker asked if there would be a Federal Register notice or meetings.

LCDR Ferguson said that they had held one announced public meeting and that there would be no further Federal Register notices.

Ms. Wilson asked about the status of the protective legislation.

LCDR Ferguson said that the original is being re-drafted and that negotiations are continuing.

Mr. King asked if reporting would include items like aids to navigation and chart problems.

LCDR Ferguson said that the effort is to capture all the information possible, including information on aids to navigation, which can be sent out as an advisory to the industry and the agencies responsible.

Cargo Securing Practices

Mr. Robert Gauvin presented information on the Cargo Securing Practices work currently underway (enclosure 11). He said that a public meeting was held in February on this subject and comments were requested, but none had been received. He showed examples of accidents due to poor cargo securing, which resulted in hazardous material losses on domestic vessels. There is a need to change the way that industry does business.

Mr. Gauvin pointed out that on May 18, 1998, new requirements were added to SOLAS Chapter VI and VII that state that cargoes be secured “in accordance with the Cargo Securing manual” and “be done before vessel leaves berth.” He said that the problem for tugs is that when they arrive to take the barges, the barges are loaded, and the tug operator only has time to take a general look at things.

Mr. Gauvin said that the effort was focused on developing a standard for cargo securing without regulations, but because no comments have been received, a work plan is being developed for a NPRM, which will include non-SOLAS vessels. The work plan should be done before the end of summer, with the NPRM out in the fall.

Ms. Kelly said that AWO is working on management practices for cargo securing which would provide a basis for this issue. A partnership or best practices approach may be the best way to do this.

Mr. Gauvin said that he was open to any suggestions before the writing starts, and communication is restricted.

Mr. Parker asked if there was a potential role for TSAC.

Mr. Gauvin said that cargo securing might affect the towing industry domestically.

Ms. Kelly indicated that she thought that TSAC involvement at this time in the process was a good idea.

Mr. Parker said that he would like to put together a group, headed by Mr. St. Amand to work with Mr. Gauvin.

Mr. McCrory asked if any incidents shown involved inland barges. Mr. Gauvin replied that all of the incidents described were coastal, but the risks in certain inland parts of the U.S. were very pronounced. He said a consideration is if regulations should apply only to certain places.

Public Comment

Mr. Beacom commented that he does not like the whistle-blower legislation because it can not be limited only to the details of an accident and because it only provides protection for the whistleblower and not protect the person accused.

Ms. Secchitano said that they had discussed this in another meeting. Smaller operators have a higher potential for retribution. It is a trade off because we need the information.

CAPT Skewes said that the goal of the program was to get information and make educated decisions. He said that there are stumbling blocks in the process, but that is why they were seeking industry involvement, and he encouraged concerned individuals to contact the TSAC representative.

Ms. Secchitano added that the Federal Aviation Administration (FAA) already has a similar system, and it seems to work.

CAPT Skewes agreed that the program is the same conceptually.

Mr. Beacom said that the problem with comparing the airline and towing industries is that the airline industry has much more union support.

New Tasking

Mr. Parker introduced the proposed tasking which concerns a suggestion to the docket to poll masters and crew about fatigue and work hours, and the consequences of refusing to go out in bad weather.

Ms. Secchitano said that the Coast Guard is currently studying fatigue.

LT Mew explained that the current studies seek to determine if there is fatigue and provide countermeasures. He added that there is belief that some people are forced to sail when it is unsafe. This way, it could be determined without pointing fingers.

Mr. Parker asked if there was a better approach to addressing this issue than for the committee to embark on a survey.

Ms. Wilson commented that it would be premature to do this study, as the results from the fatigue study are not complete. They need a scientific basis for fatigue before continuing.

Ms. Secchitano asked if this did not tie into the human element and PTP.

CAPT Skewes said they should consider if this task is appropriate for TSAC, or if they want to wait for other studies to be completed, and what type of survey they would do.

Ms. Kelly asked if they were taking the issue out of context. The comment was originally concerning the fire suppression and emergency retrieval rulemaking.

Mr. Parker said that this task may not be relevant to TSAC, and that other arenas might be an appropriate place for this work.

Mr. Litrico said that there is already structure out there for masters to make decisions.

Mr. Beacom said that, in terms of fatigue, you could get involved in the cure or the prevention. He added that there is no protection for captains in the area of refusing to sail, because someone will always take the barges. He said that companies do not react until there is a serious accident, but that measures are effective if they are policed.

Ms. Wilson said that these were issues in Voyage Planning. There will be an assessment process to determine if it is safe. If more needs to be done, these issues can be addressed in the future.

Mr. Beacom added that the pilot is at risk, even as the captain makes decisions, and dispatch is making orders. The mariner becomes the one in the middle, with his license at risk.

Mr. Parker said that the Voyage Planning working group covered the go/no go decision making process.

Mr. Beacom said that the pilot and the captain do not always have the authority.

CAPT Skewes indicated that while many of the concerns over the individual mariners and “pressure” from the companies may be valid, that the CG has only limited influence or control over these issues. He agreed that the go/no go decisions should be addressed by the voyage planning working group.

Mr. Chuck King asked how the alertness comments related to fire suppression, if that was a factor in the NORTH CAPE accident.

Mr. Parker said that it was not an issue in the incident investigation.

CAPT Skewes said that comments regarding the discussion should be summarized and sent to the docket.

Ms. Kelly said that, through the discussion, they had answered the comment on these two issues. First, for fatigue, studies on this issue are currently in progress. Second, the go/no-go issue is being examined by the Voyage Planning working group. Ms. Kelly recommended not accepting the task because the discussion answered the comment.

The committee voted and approved Ms. Kelly’s suggestion.

Action Items

1. Develop plan to implement process improvements based on feedback from 4/29 brainstorming session. (J. Parker)
2. Coordinate with project manager Al Penn to ensure TSAC work on voyage planning is aligned with Coast Guard direction on this issue. (L. Wilson, C. Hammond)
3. Continue work on Task 99-04, with focus on: 1) Developing standards for electronic charts as alternative to paper charts; 2) Identifying mariners’ needs from electronic charts; and, 3) Recommending appropriate approach to training/familiarization in use of electronic charts. Working group to provide report by next TSAC meeting. (J. Parker)
4. Draft supplemental recommendation on emergency control measures interim rule as discussed at 4/29-4/30 TSAC meeting. Obtain committee approval by mail and submit to docket by 6/10 comment deadline. (J. Kelly)
5. Continue work on Tasks 99-01 and 99-01a. Working group to provide report by next TSAC meeting. (L. Wilson)
6. Work with CDR Lyle Rice to develop appropriate TSAC task to assist in Coast Guard effort to improve casualty investigation and data collection procedures (in lieu of current Task 99-03). (R. Rasmus)

7. Complete work on Task 99-02 (communications) and provide final report at next TSAC meeting. (M. Secchitano)
8. Serve as TSAC representative on IMISS project advisory council. (B. Lekse)
9. Convene ad hoc working group to assist the Coast Guard (R. Gauvin) in identifying the best way to promote safe cargo securing practices on domestic freight barges. (D. St. Amand)
10. Schedule interim TSAC working group session this summer. (J. Parker/P. Richardson/G. Mianta)

Next Meeting

The next meeting was tentatively set for September 15-16,1999, at Coast Guard Headquarters.

Mr. Parker thanked everyone for their work, and encouraged more participation of the TSAC members. Mr. McCrory said that it was a privilege to have worked with TSAC. The meeting was adjourned at 11:45 AM.

Captain Robert L. Skewes
Executive Director

Mr. Jeff Parker
Chairman

Date

Date

- Encl:
- (1) Agenda, April 29, 1999, TSAC Public Meeting
 - (2) Agenda, April 28, 1999, TSAC Working Group Meeting
 - (3) TSAC Working Group on Voyage Planning
 - (4) Task Statement 99-04
 - (5) TSAC Working Group on Barge Anchoring and Retrieval Systems
 - (6) Task Statement 99-01
 - (7) Task Statement 99-01a
 - (8) Task Statement 99-02
 - (9) Vessel Traffic Management Program
 - (10) International Maritime Information Safety System
 - (11) Cargo Securing Practices