

# Capitol Currents

## After Three Decades, Olmsted Is Dedicated

After 30 years since its Congressional authorization in 1988, on August 30, 2018, the Olmsted Lock and Dam was dedicated with a ribbon-cutting ceremony hosted by the U.S.



Photo credits: U.S. Army Corps of Engineers

Army Corps of Engineers' Louisville District. The event included a ceremonial lock-through by American Commercial Barge Line's *M/V Glenn W. Jones*. The Olmsted Locks and Dam project replaces the antiquated Locks 52 and 53, and is the largest Corps' project in modern U.S. history. It consists of two 110-foot by 1,200-foot locks, a dam of five tainter gates that control water flowing downstream, and 140 wickets and a fixed weir. Lock 52 was – and Olmsted will be – the busiest lock by tonnage. Keynote remarks from Senate Majority Leader Mitch McConnell, Illinois Senator Richard Durbin, Secretary of the Army Dr. Mark Esper, the Corps' Chief of Engineers LTG Todd Semonite, Assistant Secretary of the Army for Civil Works R.D. James, and others were offered at the dedication. ♦



The Olmsted dedication brought a number of dignitaries from Congress, the Corps and the waterways industry.



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## Leader McConnell Offers Olmsted Praise



*Senate Majority Leader and inland waterways champion Senator Mitch McConnell addresses those attending the dedication.*

*Below are excerpts from Senator McConnell's speech at the Olmsted dedication.*

\*\*\*\*\*

**“WHAT A GLORIOUS DAY.** Look at it behind us. Imagine the wonder of the early pioneers when they headed West and saw this vast expanse of water and the only real way to traverse America in those days.

It's a great honor to be here today. It goes without saying, especially among all the old friends I see here, but I'll say it anyway: Today was a very long time in the making.

Getting this project across the finish line required that our communities marshal everything we had: Countless hours of hard, physical labor...Feats of engineering as you heard earlier described...The political will as Dick Durbin pointed out to break down barriers and keep our eyes on the prize...And bipartisan collaboration across multiple levels of government.

In short, my friends, it took American imagination to conceive of this project -- the largest inland waterways effort our nation has ever undertaken...And it took American persistence to see it through.

Our nation's rivers and waterways as we all know have a storied history. These waters birthed rich civilizations, dating back thousands of years... These waters carried restless explorers as they charted a new continent...

These waters helped a fledgling country grow into a global economic giant, by connecting producers with consumers -- barge by barge, ton by ton, year by year.

So these waters indeed trace our past. But they also point to our future. They point to a future in which a 100-mile trip no longer takes five days... A future in which the miners, farmers, and barge crews who work hard to build businesses will have fewer logistical headwinds to hold back their progress... A future in which millions of tons and billions of dollars worth of commerce can pass more efficiently. Well it's been a long and winding path to this point.

This project is that important to my state. Inland waterways support over ten thousand jobs in Kentucky. So obviously I saw it as my duty to fight for every inch, for every dollar appropriated, for every bit of public support. And certainly was proud to work to develop and pass legislation that finally sped up as you've heard earlier described the completion of the project.

Once fully operational, as others have pointed out Olmsted will provide much-needed reliability and an average annual economic benefit of \$640 million a year. It will be the shiny, new linchpin of our country's incredible inland waterways system.

More than a century ago, President Theodore Roosevelt informed Congress of his plans to connect the Atlantic and the Pacific with the construction of the Panama Canal. Well just coincidentally, as we all know just a few years ago in 2016 a major expansion of the Panama Canal was completed. That additional capacity has real potential to expand business and create new opportunities throughout America's East Coast ports and of course right here our inland waterways. And now, this facility will be equipped to rise to the challenge and capitalize on new opportunities.

So today, let's remember that we aren't just celebrating another huge moment in the history of America's water infrastructure. We are celebrating that, now as then, we are a great nation that can undertake great works and write new chapters of our history together.” ♦

*A beautiful sight...wickets up, tainter gates down at the Olmsted Locks and Dam. On September 9, 2018, the Corps began to transfer pool from the failing Lock and Dam 52 to Olmsted to put it into operation several weeks ahead of schedule.*



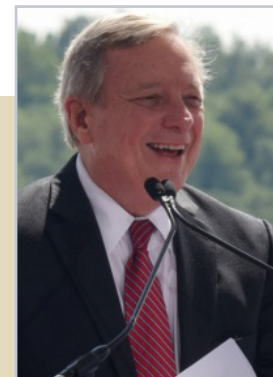
*“We have relentlessly delivered unmatched reliability for America’s farmers, manufacturers, shippers, vessel operators and consumers. Today, 98 percent of overseas trade, with a value of \$2 trillion, moves through Corps of Engineers projects.”*

*- Lt. Gen. Todd T. Semonite*



*“The opening of Olmsted Locks and Dam is a huge step forward in modernizing this vital system and ensuring that our nation’s river infrastructure will remain the envy of the world.”*

*- Rep. James Comer (Kentucky)*



*“The Olmsted Locks and Dam lies on the busiest stretch of river in the nation. Day in and day out, it’s the equivalent of 25,000 semi-trucks of cargo passing through this area.”*

*- Sen. Dick Durbin (Illinois)*

## Olmsted Remarks by WCI President & CEO

“Thank you for the opportunity to discuss the benefits of the Olmsted Locks and Dam to the navigation industry.

The broad-based coalition represented by Waterways Council – carriers, shippers, ports, suppliers, agricultural commodity advocates, organized labor, and conservation organizations – have awaited this day since November 17, 1988 when Congress authorized the construction of the project with a benefit cost ratio of 8:1, meaning that the project delivers \$8 of transportation cost savings (and other benefits) for each dollar invested. To put a point on this important achievement, the Nation will realize \$640 million annually in benefits each and every year over the life of the project.

... through the initial collaboration of the best and brightest minds of the U.S. Army Corps of Engineers led by the Pittsburgh District’s Jeanine Hoey, with the Inland Waterways Users Board, led by then-Chairman Steve Little. They produced a Capital Development Plan for reforming project delivery, prioritizing modernization projects, recommending realistic and achievable cost-sharing arrangements and a user fee increase to raise revenue for the Inland Waterways Trust Fund. A bi-partisan group of Representatives and Senators put their good names on legislation which translated the recommendations of this Public-Private-Partnership into the law of the land in the Water Resources Reform and Development Act.



*WCI's Mike Toohey offered a historic review of Olmsted.*

While Olmsted may not be thought of terms of supply chain just-in-time delivery, it replaces two failing locks which had inflicted millions of dollars of losses on waterways shippers due to unplanned outages, just in the last two years. So in a sense, this ribbon-cutting is just in time.

We did not expect to be here welcoming the Olmsted project to the active infrastructure of the inland waterways until 2022. But, here we are, four years ahead of schedule and \$330 million below the last cost estimate. How did that happen?

The result was full and efficient annual funding of Olmsted, reduced project costs and a dedication on August 30, 2018 instead of sometime in 2022.

Congressional approval of the Capital Development Plan has also resulted in full and efficient funding for four other inland modernization projects – Lower Mon 2, 3, 4; Kentucky Lock; Chickamauga Lock, and LaGrange Lock.

To the Members of Congress gathered here today, we, the Waterways Stakeholders, say thank you and well done in taking the Capital Development Plan and making it the law of the land and then providing the full and efficient funding the Corps of Engineers needs to deliver on time and on budget performance.

Senator Durbin, thank you for partnering with Senator Thune to successfully offer an amendment to this year’s Energy and Water Appropriations Bill and recruiting a bi-partisan group of your colleagues: Senator Rounds, Senator Klobuchar, Senator Grassley, Senator Ernst, and Senator Alexander to continue full and efficient funding for five projects this year. Of course nothing is brought up in the Senate without the approval of the Majority Leader and we are blessed that Senators have preferred and approved

*(Continued on page 5)*

## Toohey Olmsted Remarks continued...

*(Continued from page 4)*

Senator Mitch McConnell as their Leader.

Senator McConnell, when you first fought for the inclusion of the construction Authorization for Olmsted Locks and Dam, and were successful, I doubt you had any idea that it would take 30 years to realize your personal goal of economic improvement for western Kentucky. You have been relentless in pursuit of funding to build this, the largest inland waterways modernization project ever conceived. Thank you for your personal commitment to Olmsted, Kentucky Lock and all of the inland waterways of these great United States.

In my view, this project we dedicate today should be named the “Senator Mitch McConnell Locks and Dam.”

Members of Congress and distinguished guests, we celebrate today an achievement with many who have made this possible, including, but not limited to the men and women of the building trades who actually did the work.

While significant, Olmsted is but one example of the vital importance of the Civil Works Mission of the U.S. Army Corps of Engineers. The fundamental importance of that mission is the ability of the Army to deploy a Corps of civilian and military engineers to support the warfighter in time of national emergency or war.

In his book, “The Restless Wave” Senator McCain described the importance of the surge and pacification of the civilian population by provision of essentials to sustain quality of life: clean drinking water, waste removal, electricity and food. Who performs this mission?: dedicated civilians from the Civil Works Mission of the U.S. Army Corps of Engineers and the officers who serve as District and Division Commanders, domestic infrastructure builders in time of peace, who also serve in support of the warfighter in support and defense of our Nation.

Thank you for your service. Essayons!” ♦



“Thank God for the vision of business, state government, labor leaders, and the U.S. Army Corps of Engineers, first in the Ohio Valley and then nationally, to create and fund an enduring effort that delivers on national public works projects as significant as the Olmsted Locks and Dam. Thirty-seven years from initial planning to ribbon cutting, nearly \$3 billion in important investment on our inland waterways system... we can all be proud of this achievement.”

- Barry Palmer, WCI President, 2003-2008



“Contributing factors that bring us here today are the passage of WRRDA 2014, that changed the cost-share of Olmsted from 50% General Treasury and 50% Inland Waterways Trust Fund (IWTF) to 85% General Treasury and 15% IWTF through the completion of Olmsted. In addition to the cost-share change was the voluntary increase in our fuel tax from \$.20 per gallon to \$.29 per gallon that became law late in 2014. Due to these contributing factors, we now will see Olmsted completed four years ahead of the most recent Post Authorization Change Report (PACR) timeline, as well as \$330 million below the PACR estimate. - Marty Hettel, Chairman, Inland Waterways Users Board

## WCI CELEBRATES OLMSTED WITH WESTERN KENTUCKY BBQ



WCI held a special Western Kentucky Barbecue celebration for the completion of Olmsted on August 29 at the Country Club of Paducah, Kentucky that brought together many who have labored long and hard for the dedication of the locks and dam.

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**Photo 1:** Left to right: WCI Executive Committee member Scott Leininger (CGB, Inc.) stands with WCI Board of Directors' member Chris Blanchard (Cooper Consolidated). **Photo 2:** Former Programs Director of the Corps' Great Lakes and Ohio River Division (LRD) David Dale catches up with Ada Benavides from Corps' Headquarters. **Photo 3:** George Leavell, Executive Vice President at Wepfer Marine, Inc. (left) celebrates with Jeff Webb, President, Cargo Carriers, Cargill, Inc.

**Photo 4:** Left to right: Troy Jones and Dan Barger stand with LeRoy Stromberg and Dan Beckerle (Alberici Constructors) to hail the dedicated work of the labor community to build the Olmsted project. **Photo 5:** Corps of Engineers' Chief of Engineers LTG Todd Semonite (left) converses with Steve Little, who, as former Inland Waterways Users Board Chairman from 2008–2011, led the team that created the Capital Development Plan which provided a roadmap for Olmsted's completion.

## Congressional Negotiators Reach Final Agreement on WRDA 2018, No Lock Tolling

House and Senate committee leaders reached a bipartisan, bicameral agreement on 2018 Water Resources Development Act (WRDA) legislation in early September, known as America’s Water Infrastructure Act of 2018 (House Amendment to S. 2800).

On September 13, the House of Representatives passed the legislation by voice vote.

Highlights of the bill include:

- The bill does not include any authorization language that would allow for lockage fees and/or tolls on the inland waterways system. WCI has been adamantly opposed to any additional taxation, tolling, lockage fees or adverse changes in cost-sharing for the Inland Waterways Transportation System.
- Authorizes 12 Chief’s Reports, including one that will be funded by the Inland Waterways

Trust Fund (Three Rivers in Southeast, Arkansas).

- Authorizes three project modifications, including the Post Authorization Change Report for Chickamauga Lock. This will ensure that Chickamauga can continue construction once the project has reached its original authorized amount.
- Directs the National Academy of Sciences (NAS) to evaluate the current organizational structure of the Civil Works function of the Corps, to identify impediments to efficient project delivery, and to provide recommendations to Congress.

The WRDA bill now waits for the Senate to act in the coming weeks. ♦



Senate Environment & Public Works Committee Chairman John Barrasso led a bipartisan effort to move WRDA forward.

## Rep. Cheri Bustos Visits CGB, Is Deckhand for a Day

On August 15, U.S. Rep. Cheri Bustos (D-IL) visited Consolidated Grain and Barge’s (CGB) operation in Oquawka, Illinois, along the Mississippi River as part of her “Cheri on Shift” visits to constituent businesses.

Rep. Bustos spent time learning about grain transportation on the river and helped to serve as an assistant deckhand to tie off a barge, and inspect a barge-loading of grain. ♦



## WCI Member Spotlight: Metal Shark



*Shipbuilder Metal Shark, a new member of Waterways Council, Inc., has expanded its focus to offer steel push boats, towboats, and tugboats, and will soon announce a new contract to build towboats for a major operator.*

\*\*\*\*

Perhaps best known for the vessel fleets it produces for the U.S. Coast Guard, Navy, Air Force, Army, and the militaries of U.S. partner nations worldwide, Metal Shark has grown significantly through diversification and today serves a growing assortment of state, local, and commercial operators across a wide range of markets.

From its three shipyards, Metal Shark employs over 500, producing over 200 custom vessels



*Aerial image of Metal Shark's Alabama shipyard.*

annually for military customers, law enforcement agencies and fire departments, passenger vessel operators, pilot associations, and operators in other specialty markets.

To meet the demanding delivery schedules required by its government contracts, Metal Shark

has developed and implemented processes that assure efficient and repeatable builds. These serialized manufacturing processes, driven by an in-house team of over 50 naval architects, maritime engineers, and project engineers, are employed across all of the builder's production operations. Nowhere are they more evident than at the company's Jeanerette, LA production facility, which commenced operations in 1986 and continues to be responsible for some of the highest-volume fleet builds in U.S. military history.

Metal Shark utilizes 100% digital design, cutting, and bending, and incorporates the extensive use of jigs to guarantee precise tolerances throughout the welding process. By employing quality assurance systems developed in concert with military inspectors, and robust

production scheduling and management tools, Metal Shark is able to satisfy the U.S. Navy and Coast Guard inspectors that it hosts on a weekly basis.

In 2014, Metal Shark opened a 25-acre waterfront shipyard in nearby Franklin, LA and commenced production of significantly larger vessels, leveraging the serialized building methodologies perfected at its Jeanerette production facility to gain a competitive foothold in new markets. Among its recent builds, Metal Shark's Franklin yard has delivered over 14 150- and 350-passenger catamaran ferries for New York, Washington, DC, and New Orleans in the past 18 months.

In June 2018, Metal Shark acquired Horizon Shipbuilding in Bayou La Batre, AL, and assumed ownership of a fully-equipped 35-acre steel shipyard in the Mobile Bay region.

Metal Shark's Alabama yard boasts nine fabrication and assembly buildings, a 660-ton Marine Travelift, CNC plasma cutters, and extensive infrastructure to support the construction of steel vessels. With the steel fabrication capabilities of its new yard, Metal Shark can produce push boats, tow boats, tug boats, and specialty workboats using the same military-honed project management systems, serialized production methods, and quality assurance programs developed and perfected through the delivery of over 1,000 Metal Shark military vessels now in service worldwide.

Metal Shark's CEO Chris Allard, a Webb Institute-trained naval architect; and chairman/co-founder Jimmy Gravois, a renowned South Louisiana boat builder, continue to drive the company's growth into new markets.

Metal Shark's production operations are directed by company President Tim Scheib, a veteran maritime executive with a history of leadership, including a past role as Shipyard Commander of the Norfolk Naval Shipyard. Mr. Scheib more recently served as President and CEO of Brownsville Marine Products.

Another Brownsville Marine Products executive, former VP of Sales and Marketing

*(Continued on page 9)*



### Conservation Column:

## Missouri DNR Goes with the Flow



*By Karen Rouse, Surface Water Chief, Missouri Department of Natural Resources*

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The Missouri Department of Natural Resources (MDNR) represents the State of Missouri on all interstate water issues. One arena in which MDNR has been actively engaged is in protecting the state's interests in the management of the Missouri River. Over the last couple of decades, the MDNR has fought vigorously to maintain and enhance Missouri River navigation flows, especially in times of drought.

The Missouri River is an important component of the Inland Waterways System because the river contributes, on average, approximately 40% of the flow in the Mississippi River from the confluence of the Missouri River to the confluence of the Ohio River. This stretch of river is referred to as the "bottleneck reach." During a drought year like 2012, the Missouri River contributed as much as 72% of the flow in the bottleneck reach.

The six main-stem reservoirs on the Missouri River largely dictate how much water will be released during the navigation flow support season, which in turn benefits the bottleneck reach. The less water there is in the reservoirs, the less water that will be released. During drought of mid-2000, there were nine consecutive years of reduced navigation flows. As the reservoirs rebounded from 2009-2011, the Corps of Engineers was able to release more water to support navigation on the lower river. Even when the severe drought of 2012 occurred over much of the Missouri and Mississippi River basins, support from the main-stem reservoirs was adequate to provide full navigation flows.

### Spotlight: Metal Shark continued...

*(Continued from page 8)*

Mike Hennessey, has joined Metal Shark to spearhead its business development efforts in the freshwater/inland commercial sector.

New additions to the business development team is Billy Smith III, former founder, shareholder, and Vice President of Trinity Yachts, LLC.,

The same is true for the drought this year. Similarly to 2012, many rivers and streams in Missouri are flowing much below average due to drought and therefore are not contributing much runoff to the Missouri River. If it were not for the ample flow of the Missouri River this year, drought conditions could be much worse since approximately half of Missourians use the Missouri River and its alluvium as a source for drinking water.

The MDNR aggressively protects navigation on the Missouri River against management changes and out-of-basin diversions. Two projects in North Dakota would take water from the Missouri River basin and send it into northern and eastern North Dakota. This has the potential to negatively impact navigation flow support on the Missouri River during times of drought. The MDNR has been legally challenging one of these projects for almost a decade.

Another avenue in which Missouri River navigation flow support could be impacted is through the Final Environmental Impact Statement for Missouri River Recovery Program Management Plan (FEIS). The Corps of Engineers recently released the FEIS and includes the potential for a one-time flow event as an experiment to help the pallid sturgeon. Not only would this experiment increase the flood risk in Missouri, it would also take more water out of the reservoirs that would otherwise be used for navigation and other authorized purposes.

The MDNR opposes any operation of the Missouri River reservoirs that are not aligned with the Congressional intent of flood control and navigation. ♦

which began as a division of VT Halter Marine. Mr. Smith brings a wealth of experience to Metal Shark as Key Account Manager. "Membership in WCI provides a valuable medium for the discussion of challenges, trends, and opportunities relating to our inland waterways," said Mr. Hennessey. ♦



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## Corps Budget Gets Big Boost in FY19 Minibus Appropriations

The U.S. Army Corps of Engineers' Civil Works program fared extremely well in the FY 2019 Minibus Appropriations bill that combined Legislative Branch, Military Construction-VA, and Energy & Water Development that provides funding for the Corps.

FY19 appropriations funding levels for the Corps' Civil Works program is \$6.99 billion,

up 46.08% from the Administration's request of \$4.79 billion. This is the fourth consecutive year that Congress has increased funding for the Corps of Engineers.

FY19 appropriations funding for Operations & Maintenance (O&M) is a record \$3.74 billion, up 24.67% from the Administration's request of \$3.00 billion.

Inland Waterways Trust Fund (IWTF) funding in FY19 is \$326.5 million, up 832.86% from the Administration's request of \$35 million for the Olmsted project only. WCI had urged conferees to adopt the Senate funding position because its level was enough to fully and efficiently fund the five ongoing projects (Olmsted, Lower Mon 2, 3,4, Kentucky Lock, Chickamauga Lock, and major rehabilitation at LaGrange).

The Conference Report retained a floor amendment offered by Senators John Thune (R-SD), Richard Durbin (D-IL), Amy Klobuchar (D-MN), Mike Rounds (R-SD), Charles Grassley (R-IA), Lamar Alexander (R-TN) and Joni Ernst (R-IA) to change the cost-share at Chickamauga Lock on the Tennessee River to 85% Federal funding and 15% from the IWTF (from 50% Federal funding/50% IWTF). This change will allow full work plan allocations to the top five IWTF-supported projects. Specific project amounts will be announced by the Corps within 60 days of enactment of the bill.

This action by the House and Senate represents the first time in years that several appropriations bills were passed and signed into law prior to the end of the fiscal year on September 30. ♦



*On August 14, Assistant Secretary of the Army (Civil Works) R.D. James (third from left) toured LaGrange Lock, along with Reps. Rodney Davis (R-IL), Darin LaHood (R-IL) and WCI staff. The Rock Island Corps District confirmed that a contract bid for the \$10 million to start LaGrange rehabilitation would be executed before the end of FY18, and when asked when the Navigation & Ecosystem Sustainability Program (NESP) would get started, Secretary James replied, "Yesterday."*

The Inland Waterways Users Board, at its August 28 meeting held in Paducah, KY, announced that LaGrange Major Rehabilitation received the authority for a Continuing Contract that will ensure that construction for this project will stay on pace. ♦

## WCI Hosts Media Tour of Olmsted Before Its Dedication

On July 24-25, WCI hosted the news media and industry representatives for a briefing and tour of Olmsted before the project was dedicated on August 30.



Dan Mecklenborg, Senior Vice President, Chief Legal Officer and Secretary, Ingram Barge Company, addresses the news media at the industry briefing held the night before the Olmsted tour. To his left is Crouse Corporation's President/CEO Matt Ricketts.

Media participants included Brian Gauvin, *Professional Mariner*; Pam Glass, *Workboat*; David Zoeller, *Paducah Sun*; Linda Kennedy, Clyde Wills, and Michele Longworth; *Metropolis Daily Planet*, Jim Ross, *Herald Dispatch* (West Virginia); Jerry Hagstrom, *Hagstrom Report/National Journal*, Tom Ewing, *Marine News*, Ed Maixner, *Agri-Pulse*; Len Bosolevic, *Pittsburgh Post-Gazette*; and Dave Murray, *Waterways Journal*.

Industry participants included Rick Calhoun, representing National Grain & Feed Association (former President, Cargill, Inc. Marine & Terminal), Dan Mecklenborg, Senior Vice President, Chief Legal Officer and Secretary; Diane Conlee, Director, Communication & Engagement; Steve Cross, Creative Services Designer; and Oscar Harrell, Assistant Vice President for Human Resources, Ingram Barge Company; Marty Hettel, Vice President, Government Affairs, American Commercial Barge Line, and Chairman,

Inland Waterways Users Board; Garry Niemeyer, representing National Corn Growers Association (former President); John Eckstein, President/CEO; and Darin Adrian, EVP, River Division, Marquette Transportation Co., LLC; Matt Ricketts, President/CEO; and Justin Dickens, Manager – Risk & Administration, Crouse Corporation; Betsy Barrett, Director of Communications and Marketing, North America's Building Trades Unions; Chris Boerm, Vice President of Transportation, Archer Daniels Midland (ADM); and Jill Rowilson Brubaker, Director, Federal Government Affairs, Dow Chemical Company.

In advance of the WCI media tour, the Corps hosted a teleconference interview opportunity for reporters with Lt. Gen. Todd T. Semonite, 54<sup>th</sup> Chief of Engineers and USACE Commanding General; Maj. Gen. Mark R. Toy, Great Lakes and Ohio River Division Commander; and Col. Antoinette Gant, Louisville District Commander. ♦



Col. Gant greets the news media in attendance.

## Media Tours Olmsted continued....



*The news media were able to see the modern and efficient wicket lifter at Olmsted (right). Shown here is the one it will replace (left). Photo by Garry Niemeyer.*



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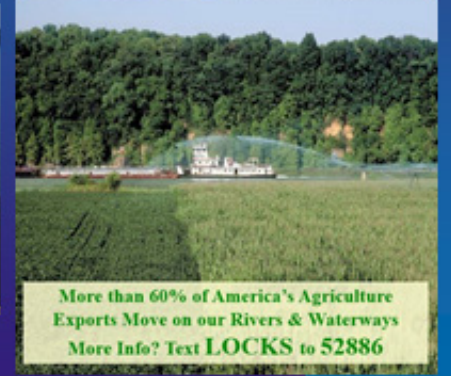
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## Chicago Carpenters Training the Future Workforce of Lock and Dam Construction

WCI member Chicago Regional Council of Carpenters hosted Rep. Rodney Davis (R, IL-13), Rep. Adam Kinzinger (R, IL-16) and Rep. John Shimkus (R, IL-15) on September 24 to tour its Apprentice and Training Program in Elk Grove Village, IL. The center provides both classroom and hands-on training to guarantee the safest, best trained and skilled work force is at the

forefront of technology to meet the employment needs of the construction industry.

Carpenters, millwrights, and piledrivers would be among the many other construction trades working extensively at lock and dam sites. For more information, please visit: <http://www.chicap.org>, ♦


*Left to right: Nate German, Southern Region Director, Chicago Regional Council of Carpenters; Paul Rohde, WCI Vice President – Midwest Region; Jeff Isaacson, President, Chicago Regional Council of Carpenters; Rep. Shimkus; Gary Perinar, Executive Secretary-Treasurer, Chicago Regional Council of Carpenters; Rep. Davis; Rep. Kinzinger; and Vincent Sticca, Apprentice & Training Program Director/Coordinator, Chicago Regional Council of Carpenters.*



*Left to Right: Reps. Davis, Kinzinger and Shimkus tour around the Chicago Regional Council of Carpenters' Apprentice and Training Program.*

Sponsorship opportunities are available online or by contacting Deb Calhoun, dcalhoun@waterwayscouncil.org

Levels are Platinum: \$5,000, Gold: \$3,500, Silver: \$2,000



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### Questions?

Contact Medina Moran  
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202-763-2166

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**CONFERENCE DETAILS:** Cost: \$650 Early Bird Registration (by October 12); \$725 after that date. Registration for guests attending social events only is \$250/guest. The Hotel Sofitel reservation deadline is October 22 under the group rate of \$229/night plus tax. Please contact the hotel directly at (312) 324-4044 and reference “Waterways Council” for reservations.

See the symposium brochure here: <http://waterwayscouncil.org/wp-content/uploads/2018/09/brochure2018-9.24.2018.pdf> ♦

## Industry Events Ahead

**October 8-9:** Tennessee River Valley Association (TRVA) and Tennessee-Cumberland Waterways Council (TCWC) Annual Meeting (Nashville). Contact Cline Jones, (256) 394-3433

**October 9-12:** American Waterways Operators Safety Committees Meeting and Fall Convention (Houston, TX). Visit [www.americanwaterways.com](http://www.americanwaterways.com)

**October 30:** New Orleans Propeller Club Maritime “Person of the Year” Gala honoring Rep. Steve Scalise (New Orleans). Visit [www.propclubnola.org](http://www.propclubnola.org)

**November 13-15:** Clean Gulf 2018 (New Orleans). Visit [www.cleangulf.org](http://www.cleangulf.org)

**November 14-16:** WCI/Informa Economics/

*Waterways Journal* 15<sup>th</sup> Annual Waterways Symposium (Chicago, IL). Visit <https://www.eiseverywhere.com/ereg/index.php?eventid=343106&>



**November 29-30:** International Workboat Show (New Orleans, LA). Visit [www.workboatshow.com](http://www.workboatshow.com)

**December 6:** Seamen’s Church Institute 19th Annual River Bell Awards Luncheon (Paducah, KY). Honorees are John Eckstein, Marquette Transportation Company

(River Bell Award); Gregory Thorp, Photographer (River Legend Award); and Rear Admiral Dave Callahan, U.S. Coast Guard (ret.) Distinguished Service Award. Visit <https://seamenschurch.org/river-bell-2018> ♦

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