

# Capitol Currents

December 22, 2015



*Senator Thad Cochran, Senate Appropriations Committee Chairman*

## Congress Approves FY 2016 Omnibus Appropriations Bill

**On December 19, by a vote of 316 to 113, the House passed** the FY 2016 Omnibus Appropriations bill that funds the federal government, including the Corps of Engineers' Civil Works program. The Senate voted hours later to approve the measure by a vote of 65 to 33, sending it to President Obama for his signature. A Continuing Resolution (CR) that was funding the government at the top-line discretionary spending level of \$1.017 trillion for FY16 expired December 11, requiring two more short-term extensions before the Omnibus was approved. The Omnibus bill packages all unpassed appropriations bills for FY16.

Outcomes within the FY16 Omnibus Appropriations bill were stellar for the Corps and, particularly, navigation programs. The overall funding level for the Corps' Civil Works mission is \$5.989 billion, almost \$1.3 billion or 27% above the President's budget request of \$4.732 billion.

There was record-setting funding for Inland Waterways Trust Fund (IWTF)-supported priority navigation projects at \$405.2 million in FY16, a whopping 75% increase over the Administration's request of \$232 million. WCI had advocated for full-use FY16 appropriations at or above \$370 million for capital projects. The top four priority projects can now be fully and efficiently funded in FY16 with this level of funding. Olmsted should receive \$268 million, with 15% coming from the IWTF as required in WRRDA 2014. The Lower Mon 2, 3, and 4 project should be funded at \$60 million. Kentucky Lock should receive \$48 million and Chickamauga, \$29 million in FY 2016.

Funding for Operations & Maintenance (O&M) grew 15.8% to \$3.137 billion, well above the initial budget request of \$2.710 billion.

Appropriations from the Harbor Maintenance Trust Fund (HMTF) for dredging and channel maintenance work hit the target at \$1.25 billion, rising 31% above the President's request of just \$915 million. For the Corps' General Investigations account, \$121 million was allocated in fiscal year 2016, up 25% from the President's request of \$97 million.

While the Navigation Ecosystem Sustainability Program (NESP) did not specifically receive the \$10 million in Pre-Construction Engineering and Design (PED) funding that WCI has long advocated, language within the bill makes it clear that "the next appropriate step is to complete PED." Monthly briefings to the appropriations committees on any economic update or re-analysis done for NESP will be required. The FY16 Omnibus bill did provide \$5 million additional funding within General Investigations for inland navigation, which WCI understands is intended for NESP. ♦

### Thank you, Veterans!

"We owe a great debt of gratitude to the many men and women who have answered the call to defend and protect our Nation for more than 240 years. To those of you who have served or are serving in the Armed Forces, and to the military families, thank you for your dedication and sacrifice."



- LTG Tom Bostick, Chief of Engineers,  
U.S. Army Corps of Engineers, on  
Veterans Day 2015

  
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## Work in Progress



Major General Ed Jackson

By Major General Ed Jackson, P.E., Deputy Commanding General for Civil and Emergency Operations, U.S. Army Corps of Engineers

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The writer of Ecclesiastes once wrote, “though one may be overpowered, two can defend themselves...a cord of three strands is not quickly broken.” So it is with the development and management of water resources infrastructure in America...we must face challenges together to overcome them and it is imperative we seize opportunities as a team to fully realize them. My first three months in the job have been extremely rewarding and a huge opportunity to learn. As I have discovered, there is much to do yet considerable progress is being made. Since arrival this summer I have initially focused on four areas...better understanding our reliability in delivering the Civil Works program; assessing how we work together with others on the greater water resources team; studying how effectively we are implementing the many initiatives of Civil Works Transformation; and observing how are we posturing to manage the transitions that will occur naturally in and out of the organization. Bottom line: I am very pleased with what I see.

As you know, the U.S. Army Corps of Engineers Civil Works program touches the lives of all Americans in some way. The Corps maintains our inland waterways, keeps our ports open, and reduces flood damage. We restore aquatic ecosystems, provide “clean and green” hydropower, and host 370 million visits (three times as many as Disney) to our recreation areas across the country. All of this attracts the intense interest of the American people. I believe we have their trust, confidence, support, and appreciation.

Trust and confidence come from reliable delivery of quality products and services. I understand trust and confidence can be fleeting, and are values we must earn every day and never take for granted. Navigation is the linchpin of the Civil Works mission, and one in which we have been involved since 1824. Despite its importance to ensuring the mobility of the economy and preserving our national security, aging infrastructure challenges continue to plague reli-

ability and levels of service. We must continue our journey to improve the current situation, and rely upon you to strengthen the message for future investment in operations and maintenance, rehabilitation, and new construction. A balanced approach is essential for meeting future need.

An exciting and essential part of my job includes building and sustaining meaningful relationships with you to help solve our Nation’s water resource challenges. We are blessed to have the very best people in the Army Corps of Engineers. We cannot do our mission, however, without the collaborative efforts of so many others. These include Federal, State, and local elected government officials and agencies; industry partners; academia; non-governmental and advocacy groups such as WCI; and individual members of the public. It is personally energizing to meet and work with some of the most amazing people who all have a passion for their work and our Nation. Thanks for opening up and sharing your candid thoughts. Your engagement and partnership continue making us stronger, and better. Your perspective is appreciated and I am listening.

Civil Works Transformation continues to be a tremendous success story. Since its inception we have improved in so many ways, setting conditions for future successes in all of our mission areas. A recent success has been using asset management principles to focus efforts and funding on the most critical components of our lock and dam system, resulting in a Capital Investment Strategy that is currently under Administration review. We continue working to gain support for public-private and public-public-private partnerships (P3/P4) as a means of financing future infrastructure development. We are optimistic of future progress, but again need your support to bolster the narrative. The potential is great and absolutely essential to moving us forward in this era of constrained funding.

Many transitions will occur over the next 18 months. LTG Bostick ends his tenure as our Chief this summer and the current Administration will begin to change about this time next

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## Work in Progress

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year. Numerous other changes will naturally occur across the team and we must be ready for them. Loss of key leaders will be tough, but new eyes bring fresh ideas, and perhaps a different way of looking at age old problems. We must positively manage this transition and not let it just happen. This means taking advantage of the experienced leaders while they are here

to get things across the goal line, then engaging new leaders early to quickly get them up to speed.

I look forward to being a part of your team. Happy holidays to each of you and your loved ones from the U.S. Army Corps of Engineers Civil Works family. Thanks for all you do! ♦



*New WCI Board member  
Chris Blanchard*

## WCI Welcomes New Members to Board of Directors



At its Board of Directors meeting last month in New Orleans, WCI voted to expand its board by five seats. As a result, the following four were named as Board Members, with terms expiring in 2018, with the fifth seat to be determined. ♦

- » **Rob Carlisle,**  
Carlisle & Bray (Covington, KY)
- » **Brent Nissen**  
ARTCO/ADM (Decatur, IL)
- » **Chris Blanchard**  
Cooper/T. Smith (New Orleans, LA)
- » **Martha Scott Poindexter**  
Bunge Corporation (Washington, DC)

## WRDA 2016 KICKS OFF

The House Committee on Transportation and Infrastructure (T&I) sent eight of its members, including Chairman Bill Shuster (R-PA) and

Water Resources and Environment Subcommittee Chairman Bob Gibbs (R-OH) to New Orleans the week of November 10 to kick off the process toward a Water Resources Development Act (WRDA) for 2016. A roundtable discussion/listening session was held on November 13 at the Louisiana Supreme Court, and WCI's Immediate Past Chairman Matt Woodruff (Kirby Corporation) represented WCI there. He urged the increase of the threshold for major rehabilitation from the current \$20 million to \$50 million as a way to more clearly differentiate between capital and O&M project work on the waterways. ♦



*Matt Woodruff, Kirby Corporation (right), addresses the House T&I Committee. Photo credit: Frank McCormack, Gulf Coast Correspondent, Waterways Journal, Inc.*





## Legal Challenges Mount Against EPA Rule

Litigants across 24 states are coming together to challenge the Obama Administration's Clean Power Plan in a lawsuit that argues the Environmental Protection Agency (EPA) "went far beyond the authority Congress gave it in setting carbon dioxide limits for power plants, and that the rule will cause unacceptable harm." Among those suing in the federal Court of Appeals for the DC Circuit are coal producer Murray Energy, and a business coalition represented

by the National Association of Manufacturing (NAM)'s Manufacturers' Center for Legal Action. NAM Senior Vice President and General Counsel Linda Kelly in a news release said that the EPA's plan "restricts resources and reduces reliability, while setting a dangerous precedent for future regulation of other sectors...manufacturers can't sit by while this administration makes it increasingly difficult to make things and create jobs in the United States." ♦



*Champions of Change: On October 13, WCI was invited by the U.S. Department of Transportation (DOT), the White House and USDOT Public Engagement teams to attend the 2015 Transportation Champions of Change event held at the White House. Robert Portiss of the Port of Catoosa in Tulsa, Oklahoma, was recognized as an advocate for a 21st Century Transportation System. Shown here, WCI's Mike Toohey (left) stands with U.S. Maritime Administration Administrator Paul "Chip" Jaenichen.*

## Mississippi River Basin Earns a D+



On October 14 in St. Louis, America's Watershed Initiative (AWI) released its Mississippi River Basin Report Card, grading the overall condition of the Basin with a D+. Of the grade and report, the Mississippi River Cities & Towns Initiative (MRCTI) co-chairs Chris Coleman, Mayor of St. Paul, MN and Hiram Copeland, Mayor of Vidalia, LA, said: "The River is critical to our nation's prosperity and has been neglected for too long. This neglect is especially prevalent in basin management areas that received the lowest grades. If you look at

the grades for areas along the main stem (where mayors have organized thus far) you will see that the worst grades are for the condition of our infrastructure...As the ecological linchpin to the 31-state Mississippi River Basin, the River is responsible for creating \$400 billion worth of U.S. GDP; providing drinking water for more than 18 million; transporting 40 percent of our nation's agricultural output; delivering nearly 400 tons of coal and petroleum products; and directly supporting 1.3 million jobs and millions more indirectly." ♦

## AWO Questions Asian Carp Study Results

The American Waterways Operators (AWO) and its UnLock Our Jobs (UOJ) coalition partners are questioning the scientific validity of a three-year U.S. Fish and Wildlife Service (USFWS) study that preliminarily concludes that Asian carp can be inadvertently pulled by tows through the electric dispersal barriers. The \$820,000 study involved dumping surrogate fish directly ahead of the tow or directly into the space between a rake-to-box configured tow. The small fish did not have the opportunity to move away from the tow, as they would under real-world conditions.

The release of the study in mid-October garnered national media attention. Unrelated to the study, headlines implied the Asian carp front had moved closer to Lake Michigan via tows. In fact, groups that have advocated for physical barriers in the Chicago Sanitary and Ship Canal inaccurately linked the USFWS's recent capture of two juvenile fish 76 miles from the lake. However, according to the 2015 Asian Carp Control Strategy Framework, "the overall leading edge of the Asian carp invasion, currently at the Dresden Island pool, has not changed since 2006."

"The protocol is questionable and has little connection to how fish would interact with tows under real-world conditions. The Service dumped fish directly in front of the tow and in some cases, inserted fish between barges," said Lynn Muench, AWO Senior Vice President – Regional Advocacy. Ms. Muench added that for more than a decade, the tugboat, towboat and barge industry has worked in partnership with key federal and state agencies to develop long-term solutions to prevent the spread of invasive species while maintaining the nation's vital commercial waterways. Because AWO members are committed to the highest standards of environmental stewardship and support balanced solutions to the problem of invasive species, AWO has worked on integrated approaches to impede the advance of Asian carp. In fact,



outside taxpayer-funded sources, the tugboat, towboat and barge industry is the only group that has provided funding and donated time and resources since 2004 to help stop or slow the movement of Asian carp.

After AWO and the UOJ coalition questioned the study protocol, the USFWS, with the guidance and approval of the Asian Carp Regional Coordinating Committee, met last week to discuss how to improve the parameters of the ongoing study. The industry also asked the Service to review previous agency studies done that indicated that fish attempt to move away

from the tows, probably due to vibrations and sound.

In reaction to the questionable science, Senator Debbie Stabenow (D-MI) has renewed her call for immediate action. Sen. Stabenow, Co-Chair of the bipartisan Senate Great Lakes Task Force, is seeking to advance legislation, the Defending

Our Great Lakes Act (S. 589), that would give the U.S. Army Corps of Engineers and other federal agencies broad, unspecified authority to develop mechanisms to stop Asian carp at the Brandon Road Lock and Dam.

While AWO supports measures to maintain navigation while preventing the spread of Asian carp, the association opposes any effort that would interrupt waterborne transportation and negatively affect American citizens and businesses from Indiana and Illinois to Louisiana and Pennsylvania. Americans across the country depend upon the waterways for the safe, efficient and economical delivery of crucial commodities.

For more information about UnLock Our Jobs or to receive regular updates about advocacy efforts to maintain reliable navigation on the waterways, please contact Lynn Muench or Amanda Kohut at (314) 446-6474 and (703) 841-9300, extension 294, respectively, or [lmuench@americanwaterways.com](mailto:lmuench@americanwaterways.com) or [akohut@americanwaterways.com](mailto:akohut@americanwaterways.com). ♦



## 12<sup>th</sup> Annual Symposium and WCI Annual Meeting a Great Success!



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**Photo 1:** Rodney Weinzierl, Illinois Corn Growers Association, chats with Andrew Walmsley, American Farm Bureau. **Photo 2:** Sean Duffy, Big River Coalition, and Teri Goodmann, City of Dubuque, Iowa. **Photo 3:** (L to R): WCI Chairman Merritt Lane stands with MG Michael Wehr, Commander of the Corps' Mississippi Valley Division; former Chairman Rick Calhoun (Cargill), and Immediate Past Chairman Matt Woodruff (Kirby Corporation). **Photo 4:** Congressman Garet Graves (R-LA) opened the Fall Waterways Symposium, along with fellow House T&I Committee colleague Rep. Todd Rokita (R-IN). **Photo 5:** (L to R) Michael Hecht (Greater New Orleans, Inc.) kicks off the "NOLA and GIWW: Connecting Links of Resilience, Restoration, Restoration and Renewal" panel at the Symposium. Jim Stark (GICA), Gary LaGrange (Port of New Orleans) and Justin Ehrenwerth (Restore Council) offered perspectives on the connection between navigation and ecosystem restoration to the entire Gulf Coast region. Spencer Murphy (Canal Barge) moderated the panel.



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## Scenes from the Symposium and WCI Annual Meeting



**Photo 1:** Jim Wiesemeyer of Informa Economics offers his always informative and often amusing take on the political landscape. **Photo 2:** Scott Leininger (left), CGB, Inc., and George Leavell, Wepfer Marine. **Photo 3:** WCI Midwest Vice President Paul Rohde and The Nature Conservancy's Gretchen Benjamin.

**Photo 4:** WCI Chairman Lane (left) introduces New Orleans Mayor Mitch Landrieu, who spoke to waterways symposium attendees about the resilience of his city 10 years after Katrina. **Photo 5:** ACBL President/CEO Mark Kroy (left) accepts the National Achievement Award from National Rivers Hall of Fame Executive Director Jerry Enzler for significant contributions to the rivers of America.

## A Gentleman Writer: WCI's Harry Cook Retires



Left: Harry Cook sits in his home office where many a *Capitol Currents* has been written. Right: Harry reflects on his momentous career.

In late October, WCI bid a thankful adieu to long-time industry advocate and former *Capitol Currents* editor Harry Cook, who retired. Last month we visited with Harry in his Annandale, Virginia home to reminisce about his stellar career.

Always curious and likely inspired by national events of the time, Harry studied journalism while attending the University of Alabama in Tuscaloosa, and was editor-in-chief of the school's *Crimson-White* newspaper for four years. Upon graduation in 1950 and until 1956, he was a reporter with the *Birmingham News*, first covering the police beat. "It was a fairly exciting time to be a reporter then. There was lots of crime in those days, from robberies to murders," he said. "I got to know the police very well and every day was different."

A plumb, four-month assignment was to cover a series of major news events following the death of Albert Patterson, who was assassinated outside his law office shortly after he won the Democratic nomination for Alabama Attorney General. His platform was to reform organized crime and corruption in Phenix City, Alabama. The *Birmingham News*' Phenix City news coverage was later nominated for a Pulitzer Prize.

Harry would go on to cover hearings at City Hall and interact with local politicians, sparking his interest in politics. During his time at the University of Alabama as well as after, he developed a great friendship with John Patterson, who was later elected as Governor of Alabama, the youngest in the state's history. Patterson

asked Harry to join his Administration as Press Secretary in January 1959, serving as the Governor's spokesman in dealing with local, state and the national press corps for the four years the Governor was in office. Harry shined in the role, keeping the new Governor's initiatives in the news on a daily basis. In the 2008 authorized biography, "Nobody But The People," Governor Patterson said, "Cook was the intellectual of my administration," often referring to him as the steady go-to "Pierre Salinger" of his inner circle.

During his time with Governor Patterson, Harry became involved in the campaign of a young senator from Massachusetts, John F. Kennedy, whom Patterson endorsed for President. Harry often visited with Kennedy, having breakfast meetings and traveling with him. "Kennedy drove me and John (Patterson) in his convertible, with me wedged in the middle front seat. I was practically on his lap!" he recalled. He would continue to work for the Kennedy campaign's national headquarters in New York over summers, serving as a liaison to Governor Patterson's office.

In 1958, Harry was asked by Congressman George Huddleston, Jr. of Alabama to become Press Secretary in his Capitol Hill office, prompting a move to Washington, DC. "It was a different environment in Washington from Alabama, but I knew a lot of people there and it was a good fit," Harry said. When asked his view on the differences between Capitol Hill as he knew it then and as it is today, Harry said,

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“Back then it was much more personable. Most staffers knew everyone and it was a family-like situation, very interpersonal. That doesn’t seem to exist today.”

His next important job after Capitol Hill was to become the first Chief Executive of the newly established National Waterways Conference (NWC), serving for 39 years, from 1964 to 2003. Upon retirement, he was designated as *President Emeritus*. His intrigue with the waterways began while in Alabama, where there was burgeoning interest in making smaller rivers there – and around the country – navigable.

“There were more barges and towboat companies coming on the scene, mostly operating in the large rivers, but then beginning to become more universally operational on all the rivers,” Harry recalled. He is most proud of creating an organization that was focused on the inland waterways, which at the time was a very new concept. “We were trying to put down roots for an organization for the inland waterways, which were not organized at the time. I guess you could say we were pioneers. It was a slow process but it began to grow in an organized way, and then helped to accelerate the growth of the waterways transportation business,” he said.



Roll Tide: The University of Alabama banner proudly hangs on Harry's front door.

At this same time, Harry was integral in the 1978 creation of the National Waterways Foundation (NWF), the research arm of the inland waterways industry. As a founding NWF Trustee and Treasurer, Harry helped to create the bylaws and to lay the foundation for an organization that today boasts the commissioning of game-changing national studies on the waterways and 18 Trustees. “In the 1970s, every organization was focused on Research and Development, but the inland waterways had no capability for it. So we got involved to move the inland waterways into the 20<sup>th</sup> century,” he said with a smile.

When Waterways Council, Inc. (WCI) was formed in 2003, Harry came aboard in September 2004 as the new national organization’s editor-in-chief of *Capitol Currents*, its brand new quarterly newsletter. His important work at WCI harkened back to his early days as a journalist. “I guess I was always more of a writer than anything else and the job at WCI helped me tell the story of the inland waterways,” he said.

Harry is married to his wife of 57 years, Dolores. Also from Alabama, Dolores attended Birmingham Southern College and was introduced to Harry by her former boyfriend. “I thought I’d never hear from that man again after we met,” she said wryly. “But I called you the next day,” Harry reminded her. They have one son, Christopher, who lives in Atlanta, and is married to Emily. Harry and Dolores have a two-year-old grandson, William, whose photo dons their refrigerator, and another grandchild on the way. Harry and Dolores are planning a move to Destin, Florida.

Waterways Council thanks Harry Cook for his enduring leadership within the inland waterways industry, and to WCI for more than a decade. We wish him the very best. ♦



TOP: Harry and Dolores on their wedding day. BOTTOM: Harry Cook stands (back, far left) with the “inner circle” cabinet of Alabama Governor John Patterson.



## Member Spotlight on CHS Inc.

*Capitol Currents* had the opportunity to talk with WCI Board Member John Engelen, Vice President – Government Affairs for CHS:

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### **Q: Give us a history of CHS.**

**A:** CHS roots were established in late 1929 as a regional cooperative, working to help America's farmers be more successful. Today, because of our belief in shared success and farmer-first values, CHS has grown into a Fortune 100 company of approximately 650,000 producers and employees that over the past five years has returned nearly \$2 billion in cash to our farmer- and member-cooperative owners. Together, we're making a difference around the world with our depth of energy, grain and food solutions—not to mention our full range of business services and our commitment to stewardship.

### **Q: If you were to describe CHS's operations today, how would you best do that for those unfamiliar?**

CHS Inc. ([chsinc.com](http://chsinc.com)) is a leading global agribusiness owned by farmers, ranchers and cooperatives across the United States. Diversified in energy, grains and foods, we're committed to helping our customers, farmer-owners and other stakeholders grow their businesses through our domestic and global operations. CHS supplies energy, crop nutrients, grain marketing services, animal feed, food and food ingredients, along with business solutions including insurance, financial and risk management services. We operate petroleum refineries/pipelines and manufacture, market and distribute Cenex® brand refined fuels, lubricants, propane and renewable energy products.

### **Q: What are you most proud of at CHS?**

We engage with policy makers at the local, regional, state and federal levels, continually communicating the value that CHS brings to the American economy and rural communities. We are pleased to meet the needs of our owners and facilitate efficient access for their products to world markets, and we aggressively advocate on their behalf regarding policy issues that directly affect their businesses.

We were particularly proud to partner with Waterways Council to successfully push Congress

for passage of the Water Resources Reform and Development Act and an increase in the barge fuel fee that will provide much needed investment in our waterways infrastructure. These landmark pieces of legislation would not have passed without the hard work and leadership of the Waterways Council.

### **Q: We are at the end of the 2015. What do you see ahead for 2016 in terms of your top priorities?**

We are committed to keeping cooperatives relevant at every level of the eternally-evolving agriculture industry – especially for new generations of producers – in order to continually provide added value back to our member- and producer-owners.

### **Q: How do you see CHS's role within the waterways transportation industry?**

CHS is a top five North American grain exporter that annually transports more than two billion bushels of grains and oilseeds to domestic destinations and over 65 foreign countries. We rely heavily on barge freight throughout the United States and Eastern Europe to support our export programs and input distribution. We're focused on maintaining an efficient and competitive supply chain that uses U.S. waterways to serve the needs of customers and the marketplace.

CHS connects with customers and suppliers that span the globe. Through strategically located facilities and ports, CHS can reach world grain markets and access inputs that are needed to produce successful crops. For thousands of producers and millions of consumers, the steady flow of grains and inputs rely on the nation's inland waterways.

CHS strongly supported passage of the Water Resources Reform and Development Act (WRRDA) last year because it contained several important provisions that will free up more funding for new lock and dam projects around the country, increased funding for ports and harbor maintenance and improved the Corps of Engineers' project delivery process. We also supported an increase in the fee that we pay on barge fuel that's deposited into the Inland Waterways Trust Fund as an investment in our waterways infrastructure. ♦



## Conservation Column: *The War on Fossil Fuels*



*By William Happer, Ph.D.,  
Physics Professor Emeritus,  
Princeton University*

This month, an army of climate apparatchiks attended the U.N. Climate Summit in Paris. World leaders made dramatic appearances with full television coverage at key moments of the meeting. The stated aim of this extravaganza was to save the planet from “carbon pollution.” Stripped of its pompous hypocrisy, the real aim of the Summit was to further increase the power of governments and their apparatchiks, to enrich politically-connected purveyors of “green” energy, and to eliminate fossil fuels – coal, oil, and natural gas – that have given much of the world’s people a standard of living that only the most wealthy could dream of a few centuries ago. In support of this movement the U.S. Environmental Protection Agency (EPA) has declared war on those honest and useful Americans who make their living in the extraction, transport and utilization of fossil fuels.

There can indeed be real pollutants from the irresponsible combustion of coal and other fossil fuels; for example, fly ash, oxides of sulfur and nitrogen, or heavy metals. But the real pollutants can be reduced to harmlessly low levels with affordable technology. The remaining combustion gases, nitrogen, carbon dioxide and water vapor, are similar to the exhaled breath of humans, of other animals and of green plants at night. Do we really want to permit the EPA to classify CO<sub>2</sub>, a beneficial product of life, as “carbon pollution?”

The Paris apparatchiks promised to save the world from intolerable global warming and other ills supposedly caused by the beneficial atmospheric gas, CO<sub>2</sub>. Indeed CO<sub>2</sub>, a greenhouse gas, should cause some warming, but observations show that the warming is much less than the predictions of politically correct models. More atmospheric CO<sub>2</sub> has stimulated plant growth around the world, especially in dry areas, and has contributed to steadily increasing crop yields. More CO<sub>2</sub> from continued use of fossil fuels will bring still more benefits, especially to impoverished regions.

The war on fossil fuels is all pain and no gain. There will be no benefit to the environment from shutting down clean, coal-fired power plants that have provided people with reliable, inexpensive electricity. Consumers will be compelled to buy much more expensive and much

less reliable electrical power from windmills and solar farms, which still require massive backup power from fossil fuel plants, and which blight huge areas of once-beautiful open space.

For decades an Orwellian propaganda campaign has tried to persuade the world that the beneficial gas CO<sub>2</sub> is a dangerous pollutant that must be eliminated by banning the combustion of fossil fuels. Among the supporters of this campaign are governments grasping for more control over the lives of their citizens, organizations like the Sierra Club, the World Wildlife Foundation and scientific research institutions whose income depends on maintaining hysteria about environmental threats, and jet-set billionaires who know what is good for everybody else.

But the scare campaign has not worked very well. Poll after poll shows that most Americans put climate change at the bottom of their list of priorities. The media rarely admits that there has been almost no warming over the past 20 years, in gross disagreement with climate-model predictions, that extreme-weather events are not increasing, that sea levels are rising at about the same rate they have over the past few centuries, 2-3 mm/year, and that none of the other scare stories of the alarmist establishment have turned out to be true.

Hans Christian Anderson tells about an emperor and his subjects who are deceived by two swindlers. They promise the emperor the most exquisite set of new clothes in the world, and they set up looms and begin to weave – out of thin air. To be sure their fraud is not exposed they declare that only the most progressive and intelligent can see such refined clothes. Those who cannot are hopelessly stupid and not fit for their job. None of the good citizens want to admit that they are hopelessly stupid and not fit for their jobs, so they ‘ooh’ and ‘ah’ over the exquisite new clothes, much as the minority of Americans who have fallen for global-warming propaganda ooh and ah over solar and wind energy, and sneer at their fellow citizens who can’t see the climate threat. When the emperor parades down the street, with all of his devoted subjects, a little boy in the crowd of onlookers finally has the courage to cry out, “But the emperor is naked!” Climate alarmism is naked too. ♦

## BG David C. Hill Appointee for Commissioner, Mississippi River Commission



*Brigadier General  
David C. Hill*

On November 20, President Obama announced his intent to appoint Brigadier General David C. Hill as Commissioner of the Mississippi River Commission.

Since 2014, BG Hill has served as the Corps' Commander and Division Engineer for the Southwestern Division. Previously, he was Director for the Office of the Chief of Engineers in Washington, DC from 2013-2014, and as Commander of the 36th Engineer Brigade at Fort Hood, TX from 2011-2013. He also served as Colonels Human Resource Manager for the U.S. Army's Colonels Management Office in the Office of the Chief of Staff in Washington, DC from 2009-2010.

He was Commander of the 1st Special Troops Battalion, 1st Brigade Combat Team, 4th Infantry Division (Mechanized), from 2007-2009. General Hill also served as Chief of Operations and Chief of Training, 4th Infantry Division (Mechanized), from 2004-2007. Prior to this, he

served as Operations Officer and Executive Officer, 299th Engineer Battalion, 1st Brigade, 4th Infantry Division (Mechanized), at Fort Hood, TX and at Operation Iraqi Freedom, Iraq from 2002-2004. He was an Engineer Trainer and Senior Engineer Training Analyst with the Operations Group at the United States Army National Training Center at Fort Irwin, California from 1999-2001. BG Hill served as Company Commander with the 1st Armored Division Engineer Brigade and 16th Engineer Battalion and as Engineer Staff Officer for the 1st Armored Division in Bad Kreuznach and Giessen, Germany from 1996-1999. Additional operational assignments include Operation Desert Shield/Desert Storm and Operation Joint Endeavor.

Highly decorated, he has received two Legion of Merit Medals, three Bronze Star Medals, five Meritorious Service Medals, the Joint Service Commendation Medal, four Army Commendation Medals, and six Army Achievement Medals. ♦

## Lowry Crook Named PD(ASA)



*Mr. Lowry Crook*

In October, Lowry Crook became Principal Deputy Assistant Secretary of the Army (Civil Works), providing policy and performance oversight for the Corps of Engineers. Mr. Crook worked for the White House Council on Environmental Quality (CEQ) as Deputy Chief of Staff, and as Acting General Counsel from January-April 2014. Prior to joining CEQ, he served as Chief of Staff and Counsel to the Chairman at the Federal Maritime Commission, where he also chaired the agency's Maritime Environment Committee and its Container Freight Indexes Derivatives Working Group. He has served as a vetting attorney at the White

House Office of Presidential Personnel. In 2008, Mr. Crook was the Obama campaign's Voter Protection Director for North Carolina. From 1999-2008, he worked as an attorney at the law firm Wilmer Hale (formerly Wilmer, Cutler & Pickering) in Washington, D.C., in its Government & Public Policy Litigation and Investigations & Criminal Litigation groups. Mr. Crook also served as Committee Clerk and Research Director for the Texas House of Representatives Committee on Energy Resources, and as Executive Director of the Texas Energy Coordination Council. ♦



## A Hero Among Us...

*Living Lands & Waters was among the exhibitors at the Fall Waterways Symposium. Founder and 2013 CNN "Hero the Year" Chad Pregracke stands with members of the LL&W staff Kate Runge and Amber Pribyl, and wife Tammy Becker (far right).*



## Industry Events Ahead

**January 27-28:** AWO Safety Committees annual meeting, New Orleans. Contact: [afazzini@americanwaterways.com](mailto:afazzini@americanwaterways.com)

**January 28-29:** AWO Midwest, Ohio Valley and Southern regions combined annual meeting, New Orleans. Contact: [afazzini@americanwaterways.com](mailto:afazzini@americanwaterways.com)

**February 29-March 2:** National Waterways Conference Legislative Summit, Washington, DC. Contact: [amy@waterways.org](mailto:amy@waterways.org)

**March 1-3:** 2016 Inland Waterways Conference, St. Louis. Contact: [www.maritimemeetings.com](http://www.maritimemeetings.com)



**NEW DATE - March 14-16:** WCI 2016 Washington Meetings, Washington, DC. Contact: [mmoran@waterwayscouncil.org](mailto:mmoran@waterwayscouncil.org)

**April 27-29:** Greater New Orleans Barge Fleeting Association Annual River and Marine Industry Seminar, New Orleans. Contact: <http://gnobfa.com>

**May 3-5:** Inland Rivers Ports & Terminals 2016 Annual Conference, Natchez, MS. Contact: [admin@irpt.net](mailto:admin@irpt.net)

**May 10-12:** Waterways Journal Inland Marine Expo, St. Louis. Contact: [www.inlandmarineexpo.com](http://www.inlandmarineexpo.com) ♦

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Members and Friends!  
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in 2016.*