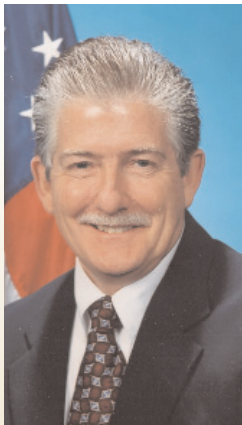


Capitol CURRENTS



Capt. William G. Schubert, Maritime Administrator, believes short sea shipping will add capacity to the transportation system. Page 4.



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Congress Approves \$4.7 Billion for Civil Works

OVER THE WEEKEND, the lame duck session passed an austere omnibus spending package which allocates \$4.7 billion to the Army Corps of Engineers' civil works program. This was \$130 million more than Congress appropriated last year and \$486 million over the President's budget request. However, the \$4.7 billion total does not include an across-the-board reduction of 0.83 percent to limit non-defense discretionary spending.

At mid-week last week, Sen. Pete V. Domenici (New Mexico) announced that lawmakers were unable to resolve funding levels for two Department of Energy programs (Yucca Mountain nuclear waste repository and national laboratories) and that another "continuing resolution" would be needed to fund the Energy and Water Appropriations Bill. Majority Leader Sen. Bill Frist (Tennessee) and Sen. Ted Stevens (Alaska), chairman of the Appropriations Committee, resisted, ordering staffs to prepare a bill for floor consideration.

Since the Senate had failed to even mark up its E&WD appropriations, staffers worked

around the clock for 48 hours to draft and clear the legislation. Meanwhile, lawmakers held up the omnibus measure until late Friday, waiting for the energy and water section.

The hastily drafted language allocated \$331.5 million to the Inland Waterways Users Board's priority projects -- \$59.5 million more than last year's appropriations and \$64.6 million over the President's request. ♦



WRDA '04 Fails to Clear Lame Duck Session

Despite a flurry of last-minute House-Senate negotiations, final agreement on the Water Resources Development Act (WRDA) eluded proponents. They were within four or five hours, some said, of a final version when Congressional leaders decided at about 5:45 p.m. last Friday to close out the omnibus spending package -- which was the vehicle for WRDA's consideration.

One of the last sticking points was "streamlining" which would have forced environmental decisions on specific deadlines, a measure which the House supported and Senate minority opposed. Even though WRDA did not pass, the

omnibus measure contains \$355,000 to continue the Upper Mississippi-Illinois Waterways navigation study and another \$13.5 million in planning funds to start preconstruction engineering and design.

"Awful." A sign that WRDA was picking up support came last week when the *Washington Post*, a persistent Corps critic, slammed the Upper Miss project as "clearly and unambiguously awful." An editorial charged that "after three attempts... the Army Corps of Engineers has failed to come up with calculations that justify the project." Not true. The Corps has yet to release its first recommendation. ♦

INSIDE THIS ISSUE:

Omnibus Appropriations Totals 2
Sen. Reid Moves Up 5

Commentary: Bush's Waterways Legacy? 6
Carp Threaten Waterways 9

Also in the Omnibus: MarAd to Assess Waterway Needs

- ◆ The Maritime Administration said it received \$1 million to prepare “a conditions and performance report and needs assessment” for the inland waterways system...
- ◆ In O&M funding, the omnibus bill includes \$7.2 million for the Atlantic Intracoastal Waterway and modest amounts for Coosa-Alabama, Tri Rivers and Kaskaskia, all zeroed out in the budget request...
- ◆ An amendment by Sen. Conrad Burns (Montana) to raise Missouri River storage levels, thus restricting downstream navigation, was stripped from the omnibus bill...
- ◆ The Tennessee Valley Authority was reconstituted. It will be governed by nine directors serving single five year terms, rather than three directors serving nine year terms as at present. ◆

CIVIL WORKS PROGRAM FUNDING: FY 2004-2005

Civil Works Program	FY 2003 Enacted (000)	FY 2004 Enacted (000)	FY 2005 Request (000)	FY 2005 House Bill (000)	FY 2005 Omnibus (000)
General Investigations	\$134,141	\$116,949	\$90,500	\$149,000	\$144,500
Construction, General	1,744,598	1,722,319	1,421,500	1,876,680	1,796,089
Operations & Maintenance	1,966,556	1,967,925	1,926,000	1,982,000	1,959,101
MR&T Flood Control	342,334	324,222	270,000	325,000	324,500
Regulatory Program	138,096	140,000	150,000	140,000	145,000
General Expenses	154,143	160,000	167,000	167,000	167,000
Formerly Utilized Sites	144,057	140,000	140,000	190,000	165,000
Flood Control and Coastal Emergencies	14,902	--	50,000	--	--
TOTAL	\$4,638,827	\$4,571,415	\$4,215,000	\$4,829,680	\$4,701,190

PROJECT FUNDING COMPARISON: FY 2004-2005

Project	FY 2004 Enacted (000)	FY 2004 Actual (000)	FY 2005 Request (000)	FY 2005 House Bill (000)	FY 2005 Omnibus (000)*
<u>Construction:</u>					
Inner Harbor	\$12,000	\$10,900	\$10,000	\$20,000	\$14,500
Kentucky Lock	29,900	22,400	25,000	45,000	32,500
Lower Mon 2, 3 & 4	37,500	31,500	31,000	42,000	35,500
Marmet	65,200	54,300	50,000	70,000	75,000
McAlpine	35,000	58,000	58,000	80,000	68,500
Olmsted	63,000	32,500	75,000	75,000	69,000
Robert C. Byrd	2,500	900	600	1,200	900
Winfield	2,000	400	3,000	3,000	3,000
Chickamauga	5,400	3,600	--	14,000	17,000
John T. Myers	1,800	--	--	2,000	1,000
<u>Major Rehabilitation</u>					
L&D 11	1,300	1,100	--	--	1,500
L&D 19	800	1,700	4,800	4,800	4,800
L&D 24	15,000	12,600	8,800	8,800	8,800
TOTAL	\$272,000	\$230,900	\$266,200	\$365,800	\$331,500

*Less an 0.83 percent across-the-board reduction in all non-defense discretionary programs.

Mr. Woodley May Stay as Acting Assistant Secretary



Mr. Woodley

John Paul Woodley, Jr., Assistant Secretary of the Army (Civil Works) since August 2003, must give up his post when the 108th Congress adjourns. This is because he was never confirmed by the Senate, and the President made a recess appointment. White House and Pentagon officials reportedly are working on a plan to name Mr. Woodley as Principal Deputy Assistant Secretary so he can continue serving with the title of Acting Secretary. If this happens, George S. Dunlop, now the Principal Deputy, will have to move back to his other job as Deputy Assistant Secretary (Policy and Legislation).

Possibly, the President may resubmit Mr. Woodley's name next year for another try at Senate confirmation. Prior to Mr. Woodley assuming the role, the ASA/CW position was filled for 17 months on an acting basis by R.L. (Les) Brownlee, Under Secretary of the Army. During the lame duck session, the Senate confirmed Francis J. Harvey of Los Gatos, California, a former Westinghouse official, as Secretary of the Army, by-passing Mr.

Brownlee, who almost immediately announced his resignation.

Mr. Brownlee had been serving as Acting Army Secretary since Thomas E. White departed in May 2003. In July 2003, Air Force Secy. James G. Roche was nominated as Army Secretary but he withdrew last spring. Last week, he also resigned as Secretary of the Air Force.

At the Pentagon, Raymond R. Dubois, the Deputy Under Secretary of Defense for Installations and Environment quit. Before moving to his current post, Mr. Woodley was his deputy for environment.

At the Department of Transportation, Norman Y. Mineta remains Secretary, the lone Democrat in the Cabinet, but there is speculation he may depart. He turned 73 this month. Capt. William G. Schubert, who is administrator of the Maritime Administration, has said in the past that he planned to return to Houston at the end of this Administration. Unless he changes his mind, his deputy, John E. Jamian, former Detroit port director, wants the job. ♦

Upper Mississippi Study Problems Can Be Corrected, Academic Panel Says



Prof. Boland

At the Corps of Engineers' request, the National Academy of Sciences (NAS) has been reviewing plans, developed over the last 12 years, to modernize the Upper Mississippi and Illinois Waterways. A scientific panel chaired by Prof. John J. Boland of Johns Hopkins University has just issued its report, the second in a series, faulting the feasibility study on several counts while admitting that the effort "represents an unprecedented analytical challenge."

The report questioned increases in grain traffic and suggested that non-grain shipments should also be analyzed. Use of a "tow-cost" model was criticized as was the failure "to consider and evaluate the prospects of all potentially beneficial non-structure measures for

better managing waterway traffic." However, the review panel said "many of the flaws and omissions in this study can be corrected in the course of implementation by application of adaptive management principles."

The Corps' Civil Works Director, Brig. Gen. Don T. Riley, agreed. "We know it will be a long implementation process," he said. "We're not locked into a single right answer."

Prof. Boland, panel chairman, concurred: "There is time to correct these problems." By month's end, Lt. Gen. Carl A. Strock, Chief of Engineers, expects to sign a "Chief's report" recommending construction of seven new locks on the Upper Mississippi and Illinois systems costing \$1.46 billion and an equal amount for ecosystem restoration. ♦

President Bush Shuffles Cabinet for his Next Term

Several Cabinet Secretaries have resigned in recent days, clearing seats for new officials. Among those departing: Agriculture Secy. Ann M. Veneman and Energy Secy. Spencer Abraham. Insiders said possible successors to Mr. Abraham include out-going Sen. John B. Breaux (Louisiana) and a former colleague, Sen. J. Bennett Johnston, who was offered the post at the start of this Administration. There was speculation earlier in the year that Mr. Abraham wanted to become DOT Secretary.

Andrew H. Card, Jr., will remain as Chief of Staff to the President. For 11 months in 1992-93, he served as Secretary of Transportation. In the recent elections, Mitchell E. Daniels, Jr., former director of the Office of Management and Budget, was elected as governor of Indiana. ♦

Tax Measure Phases Out Barge Fuel 4.3-cent Tax

Since October 1993, towboats and tugs operating on the inland waterways system have paid a “deficit reduction tax” of 4.3 cents per gallon of fuel. In the corporate tax bill, passed by Congress and signed into law just before the elections, the fuel tax will be phased out over the next two years, dropping to 3.3 cents on January 1 and to 2.3 cents next July 1 before being entirely eliminated on January 1, 2007.

To date, we estimate that the barge and towing industry has paid \$228.7 million into the General Fund for deficit reduction. All transportation modes were subjected to the tax but levies on airlines (begun in 1995) and trucks were redirected in 1997. Railroads paid 6.8 cents per gallon until November 1998, when the tax was reduced to 4.3 cents. The rail tax will now be phased out, too. ♦

Sens. Reid and Durbin Move into U.S. Senate Leadership Posts



Sen. Reid

Familiar faces will dominate the 109th Congress when it convenes on January 4, but there will be some new players. Chief among them will be Sen. Harry M. Reid (Nevada), who will become the Senate Minority Leader, replacing defeated Sen. Thomas A. Daschle (South Dakota), who pushed hard for “Corps reform” and major revisions in Missouri River management. Sen. Reid is former chairman and now the ranking member of the Senate Appropriations Subcommittee on Energy and Water Development.

The Senate’s new minority whip will be Sen. Richard J. Durbin (Illinois), a strong proponent of Upper Mississippi/Illinois Waterways modernization. Sen. Thad Cochran (Mississippi) will take over the chairmanship of the Appropriations Committee from Sen. Ted Stevens (Alaska), who was term-limited.

In the House, Congr. David L. Hobson (Ohio) will likely remain as chairman of the Appropriations Subcommittee on Energy and Water Development -- the first chairman in 10

years to serve more than one term in the post. Committee Chmn. C. W. (Bill) Young (Florida) is term-limited. His successor may be Congr. Ralph Regula (Ohio), next in line, but Congr. Jerry Lewis (California) and Congr. Harold Rogers (Kentucky) are possible contenders. ♦

In the Next Congress:

When it finally adjourns, the 108th Congress will go home with some major issues unresolved, notably the highway TEA-21 reauthorization and comprehensive energy policy. On tap for the next session: another attempt to reform the Endangered Species Act (ESA). Sen. Mike Crapo (Idaho), chairman of the subcommittee having ESA oversight, wants to address the large backlog of listings, deadlines and critical habitat designations. ♦

Capt. Schubert Stresses Benefits of Short Sea Shipping

“We are on the cusp of an important change in the way we move goods across this country,” Capt. William G. Schubert, Maritime Administrator, told the third annual Short Sea Shipping Conference in New York last month. “We believe we are ready -- and able -- to reduce the gridlock on our nation’s major highways by using our ‘national water highway system’ to work in a true intermodal partnership.”

Short sea shipping, he said, “has great potential to ease the congestion on the highways, airways, and railways... across our entire nation. You can imagine what that would mean for the heavily traveled I-95 corridor, for example. Congestion on our highways affects America’s economy, security, and quality of life. Using our

incredible system of waterways -- an efficient, environmentally-friendly transportation system, one that will support our economic growth far into the future -- only makes sense.”

At the conference, Capt. Schubert said MarAd’s “short sea shipping cooperative program” had increased its membership to 65 members and associates, indicating “more and more players in the transportation field are beginning to see short sea shipping as a way to complement an overloaded surface transportation system and... add capacity to our multi-modal transportation network.”

At the Waterways Council’s annual meeting next week, Capt. Schubert is expected to expand on these themes. ♦

Shifting Containers to Waterways Could Bring Funding, Mr. Pyne Suggests

At a PIANC seminar in Baltimore, also held last month, a bargeline official cautioned all “who fantasize about this great opportunity” afforded by short sea shipping or containers on barge. Joseph H. Pyne, president and CEO of Kirby Corporation, said it takes a lot of vessels “to make it work and the vagaries of the inland and offshore business” don’t support “just-in-time” deliveries. “It is very easy to get excited about something in theory only to find the actual implementation very frustrating. The competition is also tough.”

But if short sea and container-on-barge shipping catches on, Mr. Pyne sees a silver lining: “Perhaps, as the nation sees containers [shift] from roads and railroads onto barges, we will finally get the attention that we deserve and need.” As moving containers by water “gets more visibility and proves itself,” he hopes “the process of getting adequate funds for the inland waterway infrastructure and our port system will become easier and the role we play with respect to the economy, safety, the environment and congestion will be more clearly known.” ♦

Coastal shipping.
In October, Osprey Line launched short sea service between Houston and Tampa, using the 248-TEU Sea Trader.



COMMENTARY

Will President Bush's Legacy Include Sound Waterways Infrastructure Investment?



What will the 2004 elections mean for our nation's waterways infrastructure? Some say a President spends his first term running for reelection and his second term securing his place in history. I hope President Bush will be remembered as the President who invested in a sound waterways infrastructure that facilitates efficient, low-cost waterway transportation and allows our industries to keep thousands of high-paying jobs right here in America for future generations.

There are already hopeful signs. In recent months, the President announced support for deepening the Columbia River. He recognized the importance of replacing Chickamauga Lock. He issued a statement supporting the Jones Act. This year's Federal appropriations for Trust Fund-financed waterways construction projects are the highest ever. These appropriations, matched with funds from the user tax-supported Inland Waterways Trust Fund, will keep several priority projects on track. Our prospects look good in the Congress, too, with many waterways friends being elected or re-elected.

Yet, a legacy cannot be fashioned from a few hopeful signs. Many more essential projects are unfunded or under-funded. Operations and maintenance appropriations are woefully inadequate to keep up with our deteriorating system. With the global war on terrorism and other crucial issues facing our country, we cannot expect our President to dwell extensively on waterways issues. His waterways legacy, if it is to become a reality, will require the toil and contributions of many in government and industry.

The battle for waterways projects begins with the budget recommendations of the Corps of Engineers. I am confident the Corps' military and civilian leadership recognizes the value of the waterways and will continue to lay a sound foundation. The Corps' recommendations go to the Office of Management and Budget, which develops the budget the President sends to Congress. The Office of Management and Budget must be made to understand the vital importance of waterways investments. Congress, of course, makes the final appropriation decisions. The duty then falls upon the Corps to spend the appropriations as directed.

To get adequate waterways funding, those with a stake in the waterways must make their voices heard in Washington at every step along the way. That is why we have the Waterways Council, Inc. The Waterways Council advocacy team will lead the charge, but they require the support of a broad-based membership behind them. Every shipper, carrier, construction contractor, service provider and other company that derives benefits from the waterways needs to make the investment of membership in the Waterways Council. That will ensure their voice gets heard when and where necessary to achieve success.

In summary, President Bush's waterways legacy will not be his alone; we will all play a part in it. I challenge everyone who reads these words to seize the opportunity to be an advocate for the waterways. Regardless of who gets the credit in the history books, you will have the satisfaction of knowing that you helped ensure a bright future for coming generations of American workers. For more insight into what the 2004 elections will mean to the waterways, join me for Mike Toohey's luncheon address at the Waterways Council Symposium in New Orleans on November 30.

A handwritten signature in black ink that reads "Berdon". The signature is written in a cursive, flowing style.

Berdon Lawrence
Chairman, Kirby Corporation
Chairman, Waterways Council, Inc.

IN THE MAINSTREAM...



At its annual meeting last month, the Arkansas Waterways Assn. honored four state waterways leaders: W. Scott McGeorge, president of Pine Bluff Sand & Gravel Co.; William Ferren of the Pine Bluff Port Authority; Paul N. Revis of the Ouachita River Valley Assn., and Paul Latture, executive director of the Port of Little Rock. Each received an award...

Christopher J. Brescia of St. Louis, president of MARC 2000 for the last 12 years, announced today he was resigning at year's end "for personal reasons and for a different professional opportunity."...

Re-elected: S. Richard (Rick) Tolman of St. Louis, CEO of the National Corn Growers Assn., as chairman of MARC-2000... Lee J. Nelson of St. Paul, president of Upper River Services, Inc., as president of Upper Mississippi Waterway Assn... Peter K. Wilson of Lapwai, Idaho, vice president of the Port of Lewiston, as president of Pacific Northwest Waterways Assn....

Richard (Rich) Cooper of Indianapolis, the Indiana Port Commission's CFO since 2001, was appointed acting executive director after William D. Friedman resigned to become an independent transportation consultant... A. Eugene Bishop of Iuka, Miss., executive director of the Yellow Creek Port Authority, was elected as the Tennessee-Tombigbee Waterway Council's chairman... Thomas J. Chase, director of environmental affairs at American Assn. of Port Authorities since 1997, has resigned to become Moffatt & Nichol Engineers' director of environmental services at the firm's new Washington office...

J.J. (Jeff) Keever, executive vice president of the Hampton Road Maritime Assn. since 1992, was named deputy executive director of the Virginia Port Authority; insiders view him as a possible successor to J. Robert Bray, port director for the last 26 years... The North Carolina State Ports Authority's new director of government relations is Gail C. McDonald, who formerly chaired the Interstate

Commerce Commission (1993-95) and St. Lawrence Seaway Development Corporation (1995-97)... At the Port of Los Angeles, Bruce E. Seaton, long-time chief harbor engineer, was appointed as the port's interim executive director...

Earl H. Stockdale, the Army's top environmental lawyer when he was deputy general counsel (civil works and environment), is now the Army Corps of Engineers' chief counsel. He succeeds Robert M. (Rob) Andersen, who resigned to become senior counsel of LeBouef Lamb Greene and MacRae, a Washington law firm.... Douglas W. (Doug) Lamont, chief of water project review in the Office of the Chief of Engineers, was named as deputy assistant for projects, planning and review in the Office of the Assistant Secretary of the Army (Civil Works), replacing James J. Smyth, who retired...

Sandra K. Knight, Ph.D., of Vicksburg, technical director of the coastal and hydraulics laboratory at the Army Engineer Research and Development Center (formerly the Waterways Experiment Station), is now the international chairman of

PIANC's inland navigation commission... An associate, Robert M. Engler, Ph.D., senior scientist at the environmental laboratory, is the international chairman of PIANC's environmental commission, a post he has held since it was established in 1994...

Retiring: J. Richard (Rich) Hommrich, Nashville, president of Volunteer Barge & Transport, Inc., since its founding in 1983... John W. Carnes of New Orleans, director of the Maritime Administration's central region...

In memoriam: Paul E. Walker, 89, Paducah, former owner of Walker Boat Yard, now operated by his son-in-law, C. Ronald James... Robert A. (Bobby) Burk, 61, of Mobile, executive vice president of Cooper Marine & Timberlands, of a heart attack while helping a neighbor clear debris from Hurricane Ivan... To their families and many friends, we extend our condolences. ♦



Gen. Riley to Keynote WCI Annual Meeting



Maj. Gen. Don T. Riley, the Army Corps of Engineers' civil works director, will deliver the keynote address at our 2004 Symposium and Annual Meeting. It will be held on November 29-30 at the Hilton Riverside Hotel in New Orleans. At the closing luncheon, Michael J. Toohey of Washington, director of Federal government relations for Ashland Inc., a former assistant DOT secretary and also a long-time Congressional staffer, will analyze the recent elections and what they mean for waterways infrastructure improvements.

A three-member panel will examine market trends in their industries: Wade Upton of San Antonio, senior vice president of marine transportation, Valero Energy Corporation; Richard (Rick) Browne of St. Paul, senior vice president, grain marketing, CHS, Inc., and J. Brett

Harvey of Pittsburgh, president and CEO, Consol Energy, Inc. Joseph H. Pyne of Houston, president and CEO of the Kirby Corporation, will lead a panel discussing innovations in waterways shipping. Capt. William G. Shubert, Maritime Administrator, and Dick de Bruin of the Netherlands Ministry of Transport, Public Works and Water Management, will participate.

Meeting events will also include a boat tour of the Inner Harbor navigation canal lock replacement project, and meetings of the Waterways Council and National Waterways Foundation boards. To register, just log onto our website: www.waterwayscouncil.org. ♦

Railways, Airlines in Europe Utilize Barge Transport

European transportation modes are themselves becoming intermodal. In the UK, a sea-going pontoon vessel moved a Concorde from Heathrow Airport outside London to a museum at East Fortune in Scotland. In building its new 555-seat A380, Airbus has invested in river barges and a floating transfer station to deliver the plane's parts from suppliers in Germany, the UK, France and Spain to the final assembly plant in Toulouse.

The Belgium national railways decided to employ several RKE barges to transport 1.1 million tons of gravel from quarries without rail access in southeast Belgium via the Albert Canal to Antwerp, where it will be delivered by a fleet of trucks to the site of a new high-speed rail line. And barges are also expected to be used to bring in another 300,000 tons of gravel for the construction of a new rail tunnel connecting the two riverbanks in Antwerp. ♦

ON THE HORIZON...

All in New Orleans: Nov. 29-30, Waterways Council, Inc., annual meeting, Hilton Riverside Hotel... Dec. 1-3, International WorkBoat Show... Dec. 2-4, Mississippi Valley Flood Control Assn.... Dec. 13-15, Greater New Orleans Barge Fleeting Assn.... Jan. 9-13, Transportation Research Board, Washington, D.C.... Feb. 17-19, Coosa-Alabama River Improvement Assn., Gadsden, Ala... Feb. 23-25, Red River Valley Assn., Bossier City, La... Feb. 27-March 4, Pacific Northwest Waterways Assn.'s Mission to Washington... March 16, Waterways Council, Inc., leadership awards dinner, Washington, D.C.... April 29-30, Warrior-Tombigbee Waterway Assn., Mobile.... ♦



Huge Asian Carp Threaten Boaters, Skiers, Waterways

A massive invasion of bighead and silver carp is spreading upstream on the Arkansas, Missouri, Illinois and Missouri Rivers, slowed only by high-head dams. Federal agencies hope that an electrical barrier on the bottom of the Chicago Sanitary and Ship Canal will keep the destructive fish out of the Great Lakes.

The invasive species, which can grow to four feet in length and weigh more than 100 pounds, eat up to 40 percent of their body weight every day -- devouring so much food that it starves native species. The sound of outboard motors provokes the creatures, causing them to lunge at water skiers and jump into fishing boats, inflicting numerous injuries.

The two carp species were imported from China by Arkansas farmers in the 1970s to control aquatic vegetation in catfish ponds but the carp escaped into local streams following floods, notably in 1993. With carp already the most abundant large fish in many rivers and having the potential to disrupt the ecology and food web of entire river systems, teams of U.S. Geological Survey (USGS) researchers are working on ways to control them. ♦



What's in your river? Bighead carp, like this one caught near Columbia, Missouri, can grow to weights of 100 pounds or more.

Electrical Barrier Installed to 'Save' the Great Lakes

On the Chicago Sanitary and Ship Canal only 30 miles from Lake Michigan, engineers have installed electrical cables on the bottom of the channel, but The Chicago Sun-Times said some barge tows had reported "arcing" while passing over the installations. So the Army Corps of Engineers is now conducting tests as a larger, permanent "dispersal barrier" is being installed.

USGS is studying how to harvest large numbers of carp, disrupt their reproduction or encourage natural repellents to control their population. The Waterways Journal reported that researchers are also investigating use of sound-and-bubble systems, and vibrations, too, to stop migration. Meanwhile, heavy concentrations of carp are already piling up below the Gavins Point, Starved Rock and Keokuk Dams. ♦

BRIEFLY...

A bi-partisan group of 100-plus Members of Congress, led by Congr. Earl Blumenauer (Oregon), has written the President to urge a redraft of the Administration's latest Pacific Northwest **salmon recovery plan** "to leave the river and fish in better shape than before." In a statement, Mr. Blumenauer said the pending plan "makes the unprecedented assumption that dams don't put salmon in jeopardy..."

The Iowa Division of Tourism has named the National Mississippi River Museum and Aquarium at Dubuque as the state's top **"attraction of the year."** Located on the banks of the Mississippi, it opened its doors in June 2003 and has already welcomed over 400,000 visitors. The award-winning facility includes the National Rivers Hall of Fame. ♦

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