

Capitol CURRENTS



Sen. Christopher S. Bond (Missouri) doesn't want springtime reservoir releases on the Missouri River. Page 3.

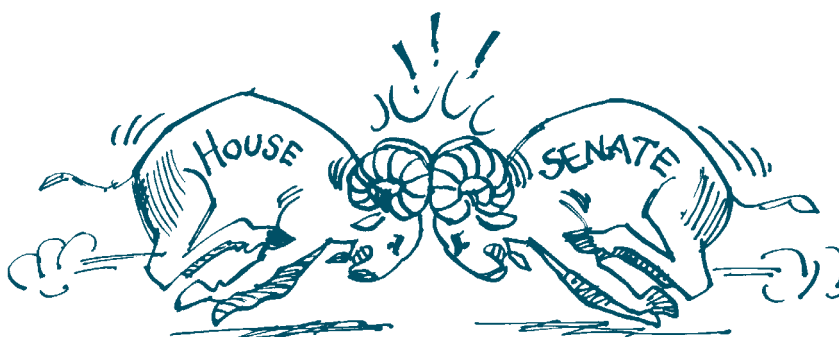
HOUSE AND SENATE CONFEREES 'LOCK HORNS' OVER FY 2006 CORPS OF ENGINEERS' FUNDING

HOUSE AND SENATE CONFEREES HAVE FAILED SO FAR to work out differences in their versions of the FY 2006 Energy and Water Development Appropriations Act. They haven't given up on reaching a compromise, but subcommittee leaders abruptly cancelled their "final" conference last Thursday afternoon, blaming a dispute over the Corps of Engineers' ability to award "continuing contracts."

"became intractable to the House staff." A Capitol Hill newsletter, *Environment and Energy Daily*, said House appropriators "would rather default to a continuing resolution and FY 2005 spending levels for the next fiscal year than neglect their efforts to reform the way the Corps manages its budget."

FUNDING LEVEL. Conferees were believed to have worked out their difference over funding levels after the House leadership

granted its subcommittee an additional allocation. According to published reports, negotiators then agreed to fund civil works at a record-setting level of \$5.4 billion – more than in either the House version



This is a practice in use for decades allowing the Corps, on the basis of a single year's appropriation, to award multi-year contracts which assume appropriations in future years. Congr. David L. Hobson (Ohio), the House subcommittee chairman, wants to end such "continuing contracts" and require the Corps to fully budget for a project's contract costs before awarding contracts.

Sen. Pete V. Domenici (New Mexico), the Senate subcommittee chairman, said the issue

(\$4.746 billion) or the Senate bill (\$5.298 billion) – but this figure could be in jeopardy as negotiations continue or, worse yet, lost if no compromise is reached.

The House and Senate conference on the civil works appropriations is proceeding against a backdrop of strong Congressional pressure to cut Federal non-defense, discretionary spending by as much as \$50 billion. Such budget cutting could restrain appropriations bills still in conference. ♦



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WRDA Still Awaiting Senate Consideration

Only an agreement on the time required for floor consideration is keeping the Water Resources Development Act of 2005 (WRDA '05) from being placed on the Senate calendar. The Environment and Public Works Committee reported the legislation last April. Since that time, several major environmental groups have announced their support, including the World Wildlife Fund, National Audubon Society and the American Land Conservancy.

But critics of the Upper Mississippi/Illinois Waterway modernization are still pushing for a crippling McCain-Feingold amendment, which could take hours to debate. It would make the Army's Inspector General responsible for reviewing projects and expand environmental protection measures. When it took up its version of WRDA '05 in July, the House defeated the Flake-Blumenauer amendment by a 3-to-1 margin. It would have allowed larger locks only if traffic exceeded 35 million tons a year in 2007-09.

UPDATE. Some lawmakers want WRDA to authorize higher levels of flood protection for the New Orleans area, but time for such changes may be running out in this session. Congress now plans to adjourn around Nov. 18. If so, WRDA '05 could be carried over until next year. ♦

Walking the halls for WRDA.

Supporters of WRDA '05 pose with Sen. Tom Harkin (Iowa). Pictured, from left, are Kent Pehler of Brennen Marine, Inc.; Holly Stoerker of Upper Mississippi River Basin Assn.; Lee J. Nelson of Upper River Services; Sen. Harkin; Paul C. Rhode of MARC 2000; Roger Still of Audubon-Missouri; Gretchen Benjamin of Wisconsin Department of Natural Resources, and Dan McGuiness of Audubon's Upper Mississippi campaign.



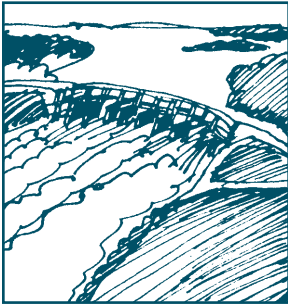
Corps Should Clarify Priorities, NAS Says

The National Academy of Sciences (NAS) has completed its third and final report on the Upper Mississippi/Illinois Waterway feasibility study. It focuses on the Corps of Engineers' planning methods and approaches. Prof. John J. Boland of Johns Hopkins University, who chaired the study, praised the Corps for working more closely with other Federal agencies, state resources departments and river valley residents.

The 48-page report called on the Congress and Administration to "clarify

relative priorities among the multiple laws, Executive Branch guidance, and Congressional reports..." Such "policy ambiguity" puts the Corps "in the uncomfortable position of choosing which constituency is to receive priority," the report said. Given "the current state of ecosystem science and economic analysis," NAS urged planners to value the monetary benefits and costs of ecosystem restoration "to the extent possible" to improve the quality of decision making. ♦

March and May ‘Pulses’ Planned on Missouri



The Corps of Engineers’ annual operating plan for the Missouri River calls for “pulses” in river flows during March and again in May to aid pallid sturgeon spawning. Extra releases from upstream reservoirs will be 5,000 cubic feet per second (cfs) for two days in March and 16,000 cfs for two days in May. The Corps said it trimmed the releases from the two weeks initially proposed and would forego the releases in 2006 unless winter snowfall is adequate to protect upstream drinking water intakes and sport fisheries.

Under the plan, spring rises could increase in 2007 if reservoir levels permit. The *St. Louis Post-Dispatch* called the decision “a victory for conservationists and for the U.S. Fish and Wildlife Service.” Public hearings on the plan are scheduled Nov. 14 in Omaha and Nebraska City, Nov. 15 in Kansas City, Nov. 16 in St. Louis and Jefferson City, Nov. 17 in Pierre and Bismarck and Nov. 18 in Glasgow, Mont. Navigation on the Missouri has already ended this year, 48 days early because of the prolonged drought. ♦

But Will Spring Rise Help Pallid Sturgeon?

Sen. Christopher S. (Kit) Bond (Missouri), who has long opposed springtime releases on the Missouri River, said the plan was disappointing. “We know it will result in the regular flooding of farm crops and, in extreme cases, much worse.” He added, “What we do not know is why this will work [to encourage the endangered pallid sturgeon to spawn] when the natural spring rises we already have are not working.”

Sen. Bond said the spring rise was opposed by “most if not all of the [Missouri basin] states” and supported only by “a handful of bureaucrats... and outside litigants.” Sen. Jim Talent (Missouri) called the plan “at odds with common sense” and said it would “leave our people vulnerable to government-imposed flooding.” Missouri Gov. Matt Blunt argued that the plan “further diminishes the prospect of environmentally-friendly barge traffic and lacks concrete evidence that it will actually help the pallid sturgeon.” ♦

BOOK BEAT. *Ports on the Illinois Waterway (Miles 0-291, Grafton to Lockport)*, Port Series No. 65 (revised 2005), 118 pp, photos and maps. \$28 from Navigation Data Center, 7701 Telegraph Road, Alexandria, VA 22315-3868, telephone (703) 428-8059. ♦

JUDGE THREATENS SNAKE RIVER DAM REMOVAL



Federal District Judge James A. Redden has put Federal agencies on notice: come up with a workable plan to recover endangered salmon on the Columbia-Snake River system or the courts will have to “run the river.” In that case, he raised the possibility that four large navigation and hydropower dams on the Snake River could be breached.

This was the second time that the judge, a former Oregon attorney general, had rejected Federal plans to save runs of wild salmon. “The government’s inaction appears to some parties to be a strategy intended to avoid making hard choices and offending those who favor the status quo,” Judge Redden said. “We are all aware of the demands of other users of the resources of the Columbia River and Snake River, but we need to be far more aware of the needs of the endangered and threatened species.”

The judge ordered Federal agencies to draw up a salmon rescue plan in concern with states and Indian tribes. “We think he’s emboldening the environmental groups to go for broke,” said Glenn W. Vanselow of Portland, executive director of the Pacific Northwest Waterways Assn. ♦

At MARC 2000 annual meeting. Lisa Y. Kelley of Washington, D.C., public policy director for the National Corn Growers Assn., visits with a corn grower, Warren Kemper of Wapello, Iowa, at MARC 2000's recent annual meeting.



National Waterways Foundation Names Trustees



The National Waterways Foundation has elected six new members of its board of trustees. They are Terry R. Becker of Minneapolis, president of Riverway Co.; Teri H. Goodmann of Dubuque, development director of the Mississippi River Museum and Aquarium; Robert A. (Bobby) Guthans of Mobile; Charles T. Jones of Charleston, W.Va., president of Amherst Industries, Inc.; Robert D. Nichol of Long Beach, Calif, president of Moffatt & Nichol Engineers, and the Rev. Dr. Jean R. Smith of New York, executive director of the Seamen's Church Institute.

The board of trustees, chaired by Joseph H. Pyne of Houston, president of Kirby Corp., has launched an aggressive program including studies, reports and fund raising. The foundation was organized in 1978 to foster waterway-related research and to document the public value of navigation investment. One of its recent projects was a study comparing U.S. and European waterways policy. ♦

MR. KNOY RE-ELECTED AS WCI'S CHAIRMAN

Meeting in Chicago on Oct. 4-5, the Waterways Council, Inc., approved new terms for its current leadership and named 13 members to its board of directors. Re-elected were Mark K. Knoy of St. Louis, president of MEMCO Barge Line, as WCI chairman; R. Barry Palmer of Arlington, Va., president; Daniel P. Mcklenborg of Nashville, senior vice president of Ingram Barge Co., general counsel, and Lisa L. Fleming of Jeffersonville, Ind., senior vice president of American Commercial Barge Line, secretary-treasurer.

Other officers include, as vice presidents, Peter B. Lilly, executive vice president and COO, Consol Energy, and Richard R. (Rick) Calhoun, president of Cargo Carriers.

Additional members of the Executive Committee are H. Merritt Lane, III, president of Canal Barge Co.; Peter H. Stephaich of Campbell Transportation Co., and Berdon Lawrence, chairman of Kirby Corp.

Elected to the board were Mr. Calhoun, Mr. Stephaich, James L. Adams of the Commonwealth of Kentucky, Thomas A. Allegretti of American Waterways Operators, Jim Bereksten of CHS, Terry R. Becker of Riverway Co., Gary P. LaGrange of the Port of New Orleans, Kevin Larkin of First Energy, Sal Latrico of TECO Transport Co., Paul E. Mauer of Trinity Industries, Tim Parker, Jr., of Parker Towing Co., Caryl Pfeiffer of LG&E, and Kevin Sparks of Marathon Petroleum Co. ♦

Symposium Examines Barge Traffic Demand

The WCI annual meeting featured an examination of the prospective demand for barge transportation in the agricultural arena. This was a symposium jointly sponsored by WCI, Informa Economics and the *Waterways Journal*.

The kick-off speaker was Bruce A. Scherr of Memphis, president and CEO of Informa Economics, Inc., who outlined a series of “world economic drivers” affecting the traffic demand outlook.

Thomas P. Scott, Informa’s senior vice president, and Ken A. Eriksen, senior transportation analyst, warned that the United States’ competitive position in the world grain trade

depended on reliable waterways infrastructure. And they urged industry leaders to “make the link” between rising barge rates and deteriorating infrastructure causing inefficiencies in the waterways system.

Another speaker, Terry N. Barr, chief economist and vice president of the National Council of Farmer Cooperatives, discussed the impact of trade policy on agricultural exports. ♦



Gen. Riley Describes Response to Katrina

WCI members and guests heard reports on the aftermath of Hurricane Katrina and its impact on the navigation infrastructure. Maj. Gen. Don T. Riley, the Corps of Engineers’ Director of Civil Works, reviewed his agency’s role in restoring Gulf Coast navigation and in removing massive amounts of debris, providing emergency generators, installing temporary roofs, and delivering ice and water to storm victims.

Gary P. LaGrange, president and CEO of the Port of New Orleans, received a standing ovation after describing, in dramatic terms, efforts to get the port back into operation. It was shut down until electric power was restored and dock workers were able to return to their jobs. The port’s first post-Katrina cargo, he said, was two barges of steel bound for the new Hyundai automobile plant near Montgomery on the Coosa-Alabama Waterway.

Raymond Butler, executive director of the Gulf Intracoastal Canal Assn., was recognized for his work with the Corps and Coast Guard in helping to restore navigation along the Gulf Coast following Hurricanes Katrina and Rita. ♦

Officials Assess Waterways Infrastructure

At the WCI meeting, industry leaders outlined the impacts of two recent lock closures. With reference to Lock 27 on the Mississippi, Royce C. Wilken of Decatur, Ill., president of American River Transportation Co., said emergency downtime reduces the value of grain by incrementally slowing barge productivity, lowering the price per bushel, and weakening farm income. Dale Kelz of Huntington, W.Va., a regional economist for the Corps of Engineers, reported waterway shippers’ reactions to last year’s closure of Greenup Lock on the Ohio River.

Michael J. Monahan of Jeffersonville, Ind., senior vice president of American Commercial Barge Line, discussed the

operational status of Locks 52 and 53 on the Ohio, and Daniel P. Mecklenborg of Nashville, senior vice president of Ingram Barge Co., reviewed infrastructure issues on the Upper Mississippi and Illinois Rivers.

RESPONSE. A Corps panel detailed the challenges of “managing risks” to keep aging infrastructure in workable condition and doing so with limited funds. Taking part on this panel were Gerald W. Barnes, the Corps’ Chief of Operations; Robert M. Willis of Cincinnati, operations chief for the Great Lakes and Ohio River Division; and James R. Hannon, Jr., of Vicksburg, operations chief for the Mississippi Valley Division. ♦



SCENES FROM WCI'S 2005 ANNUAL MEETING IN CHICAGO



Welcome to Chicago! In Photo No. 1: WCI Chmn. Mark K. Knoy, president of MEMCO Barge Line, right, and AWO Chmn. Steven P. Valerius, president of Kirby Inland Marine LP, greet Maj. Gen. Don T. Riley, Director of Civil Works. Photo No. 2: Joseph H. Pyne, National Waterways Foundation chairman, welcomes two new trustees, Rev. Dr. Jean R. Smith, left, of the Seaman's Church Institute, and Teri H. Goodmann of the Mississippi River Museum and Aquarium. Photo No. 3: Gerald W. Barnes, center, the Corps' chief of operations, with James R. Hannon, Jr., of the Mississippi Valley Division and Robert M. Willis of the Great Lakes and Ohio River Division. Photo No. 4: Steven L. Stockman, Deputy Director of Civil Works, with Matt Woodruff of Kirby Corp. Photo No. 5: Berdon Lawrence, WCI's past chairman; Raymond Butler of Gulf Intracoastal Canal Assn., and WCI Chmn. Mark Knoy.



PROGRAM INCLUDED HALL OF FAME AWARD, SYMPOSIUM



Waterways leaders gather. The National Rivers Hall of Fame presented an achievement award to Gary P. LaGrange of the Port of New Orleans. In Photo No. 1, he is shown with Jerry Enzler, left, Hall of Fame executive director, and Gordon Kilgore, president. Photo No. 2: Mrs. Kilgore pins the Hall of Fame insignia on Mr. LaGrange's lapel. Photo No. 3: Thomas P. Scott and Ken A. Erikson of Informa Economics with H. Nelson Spencer of the Waterways Journal. Photo No. 4: W. Deane Orr of Consolidation Coal Co. and Rick Calhoun of Cargo Carriers. Photo No. 5: Terry Becker, left, of Riverway Co. with Cherrie Felder of Channel Shipyards and Larry R. Daily of Alter Barge Line.

Repairing the breach. Using bulldozers and helicopters, contractors plugged levee breaks that allowed storm surges to flood New Orleans.



REBUILDING LEVEES BECOMES PRIORITY

The Corps of Engineers has already begun making “interim repairs” to the New Orleans levee system just in case another storm strikes before the 2005 hurricane season ends. As soon as 51 barges now beached behind the levees (swept there by storm surges) are removed, the Corps plans to get the levees back to pre-Katrina levels by next June, before the next hurricane season. In making levee repairs, the Corps is driving new pilings from 50 to 65 feet below sea level to assure that the levees will hold back Category 3 storm surges.

Col. Lewis F. Setliff, the St. Louis District Engineer overseeing the levee repairs, said the Corps has authority to rebuild levees only to their previous strength. The Administration has decided that cost sharing will not be required. In testimony before a House subcommittee, Lt. Gen. Carl A. Strock, the Chief of Engineers, said the levee rebuilding

would cost \$1.6 billion. Reinforcing the levees to provide protection against a Category 5 hurricane could cost an additional \$3.5 billion, he said, and would require Congressional authorization.

FUNDING. Unobligated carry-over funds from the Corps’ FY 2005 budget have been channeled into the levee project, but that is only \$89 million. Last Friday, the White House asked Congress to “reallocate” \$17.1 billion appropriated in the last hurricane relief package but not yet spent. If Congress agrees, the funds would go to 19 Federal agencies for hurricane recovery. The Corps would get \$1.6 billion, including \$998 million to continue levee repairs, \$194.6 million to restore navigation locks and channels, and \$4.6 million to “conduct an expedited study to determine the best way to reduce the risks of future flood and storm damage” to the New Orleans area. ♦



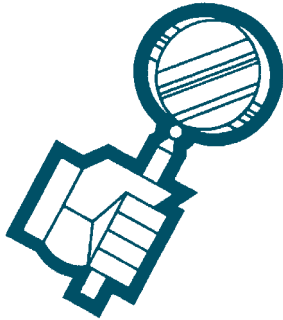
BLACK AND BLUE. After hurricanes strike, Corps of Engineers’ contractors install temporary roofs to save homes and businesses. Blue plastic sheeting now dots the Gulf Coast from Florida to Texas, and especially the New Orleans skyline. Just in Mississippi and Louisiana, there are 95,000 new blue roofs, and about 1,500 more are going up every day.

But not every roof is blue. In historic sections of New Orleans, Corps contractors are putting on an EPDM rubber material which is tied down rather than nailed, preserving fragile tile roofs. The material is black, and it’s been used on several French Quarter restaurants, including Café Du Monde, which is again serving its famous beignets and chicory-blended café au lait. ♦

DID SHIFTING SOIL WEAKEN LEVEES?

Three teams of engineers – from the American Society of Civil Engineers (ASCE), National Science Foundation (NSF) and LSU Hurricane Center – are trying to determine why New Orleans' levees failed during Hurricane Katrina. To assess their findings and also conduct its own investigations, the Department of Defense has asked the National Academy of Sciences to appoint a panel of public- and private-sector experts.

Engineering Prof. Peter G. Nicholson of the University of Hawaii, leader of the ASCE team, blamed soil failures for levee breaches. Dr. Robert G. Bea of the University of California-Berkley, a member of the NSF team, said a soft, spongy layer of swamp peat underneath the 17th Street Canal and London Avenue floodwalls may have caused their failure. Reinforcing sheet piling was driven to a depth of about 17 feet, and engineers are trying to determine if that was deep enough. ♦



Trust Fund Surplus Drops to \$353 Million

The Inland Waterways Trust Fund ended FY 2005 on September 30 with a balance of \$352.6 million. In the previous 12 months, the fund had revenues of \$98.9 million (\$91.3 million from fuel taxes and the rest from interest) and made transfers to the Corps of Engineers for inland waterway construction and major rehabilitation of \$136.3 million, a record. The previous record was set in 1992, when \$122.7 million was spent.

During the last fiscal year, the Harbor Maintenance Trust Fund took in \$1.12 billion, including \$841.7 million in import taxes, and paid out \$687.2 million to the Corps of Engineers for maintenance dredging and \$18.7 million to other agencies, leaving a trust fund balance of \$2.78 billion. ♦

Congress Exercises Hurricane Katrina 'Oversight'

In the last few weeks, a half dozen Congressional oversight hearings have focused on Hurricane Katrina's aftermath, particularly relief and rebuilding efforts. The House Subcommittee on Water Resources and Environment held three hearings, examining options for reconstructing New Orleans levees and restoring the Louisiana coastal ecosystem. The Senate Environment and Public Works Committee hosted an all-day, invitation-only stakeholder conference and plans a follow-up hearing on Nov. 2.

At a House Appropriations Energy and Water Development Subcommittee hearing, Chmn. David L. Hobson (Ohio) again called for better prioritization of water projects. The role of waterways in moving farm crops to market was highlighted in a House Agriculture Committee hearing. At least five other committees or subcommittees, including the House Committee on Homeland Security, plan hurricane oversight hearings in the coming weeks. ♦



ILLINOIS MUD. Engineers want to bolster Louisiana's coastal marshes to protect New Orleans from future hurricanes. Loss of some 1,900 square miles of marshland since the 1930s contributed, experts say, to Hurricane Katrina's powerful surge which overwhelmed the city's levee system. Each 2.7 miles of marsh is believed to take 1 foot off storm surges.

Every year, some 200 million tons of silt, sand and mud travel down the Mississippi River and straight into the Gulf. Since they are not being replenished, marshlands may have to be rebuilt, and Illinois officials believe mud from their state is what's needed to start the process. There's talk of moving Illinois mud to Louisiana by barge, but the potential cost of transportation is proving to be an obstacle. ♦

Dredges Dig Channels, Create ‘Palm Islands’

In an hour-long television program, the History Channel spotlighted dredging as a “modern miracle” but noted that the practice goes back at least 7,000 years. Egyptians used bags on poles to clean out irrigation ditches in the Nile Valley, and Phoenicians in boats later



Palm island.

dragged harbors to remove silt. Now, huge diesel and electric dredges dig and suck muck from shipping channels around the world.

With merchant ships getting larger all the time, ports need deeper and deeper channels to remain competitive. And the dredging industry has responded with technologically advanced equipment, doing its part to help expand the world’s economy.

Channel deepening projects at New York, Oakland and Los Angeles as well as maintenance dredging on the Lower Mississippi were featured on the program. In Hong Kong, dredges were used to create a 16 square-mile island airport and in Dubai, United Arab Emirates, the world’s largest land reclamation project is under way. Dredged materials is being used to build three “palm islands,” each shaped like a palm tree, plus 264 smaller islands forming a map of the world, for 4,500 luxury villas and hotels, a \$14 billion venture. ♦

Can Giant Kites Help Pull Ships and Reduce Emissions?

The Japanese tried to install sails on modern ships in the 1970s, and a Danish firm proposed vertical aerofoils in the 1990s, but neither proved practical. Ships’ masts and pivoting sails took up too much cargo space. Now, a German company has come up with a new idea: attaching “sky sails” or large nylon kites to the ship’s bow.

The kites would fly between 300 and 1,000 feet above the ships, where wind currents are stronger, helping to pull the ships through the water, saving costly fuel and reducing emissions. The kites would be



Kite power.

controlled by an autopilot continuously adjusting the height and angle of the kite and its surface area, measuring from roughly 900 to 6,000 square yards in size. The first ships are to be outfitted with kites next year. ♦

Interior Agency Begins Regulating Wind Farms



The Corps of Engineers no longer has jurisdiction over permitting wind turbines in offshore waters. That authority has now been taken over by the Mineral Management Service (MMS) of the Department of the Interior, as specified in the Energy Policy Act enacted last summer. MMS now regulates wind, wave and solar energy as well as offshore oil, gas and mineral production.

The Energy Policy Act also extended a 1.9 cent-per-kilowatt-hour tax credit for electricity generated by wind turbines for their first 10 years of operation. Plans for a 130-turbine wind farm off Cape Cod are moving ahead, and Texas has just sold 11,000 acres in the Gulf of Mexico about seven miles off Galveston for a 50-turbine wind farm. "Coastal wind power... has found a home in Texas," Land Commissioner Jerry Patterson proclaimed. ♦

WCI Sets March 1 for Awards Dinner

WCI's annual Leadership Awards Dinner will be held on March 1 at the Willard Hotel in Washington, D.C. That's when one or more Members of Congress will be honored for efforts benefitting the inland waterways system. At last spring's leadership dinner, Congr. John J. Duncan, Jr. (Tennessee) and Congr. Jerry F. Costello (Illinois) were the award recipients.

On Feb. 28, the day preceding the dinner, WCI's Board of Directors will meet at the National Mining Assn.'s offices to hear reports on the FY 2007 outlook for navigation infrastructure funding, risk and reliability assessments of locks and dams, and other current issues. Board Chmn. Mark K. Knoy of MEMCO Barge Line will preside. ♦

Ted Schad, 87, Shaped National Water Policy

During a career which spanned a half century, Theodore M. (Ted) Schad played a major role in formulating national water policies. With a civil engineering degree from Johns Hopkins University, he worked for 15 years for the Corps of Engineers and Bureau of Reclamation before he was tapped as the Bureau of the Budget's principal budget examiner for water resources programs. Then he became a senior specialist in public works at the Library of Congress.

In 1959-61, Ted served as staff director of the Senate Select Committee on National Water Resources ("the Kerr Committee") and, in 1968-73, he was executive director of the National Water Commission, which recommended water user charges along with a host of other policy changes. Later, Ted worked on the staff of the Water Science and Technology Board of the National Academy of Sciences, the Groundwater Policy Forum, and the Conservation Foundation and still found time to write dozens of papers.

"Among the leaders in Federal water resources planning in the decades following World War II, few have exerted more influence than Theodore Schad," said Maj. Gen. Albert J. Genetti, Jr., USA-Ret., in the preface of an oral history with Mr. Schad's account of his role in water policy development.

In all of his positions, he ensured that analyses of water problems fully incorporated, in Gen. Genetti's words, "the insights and skills of engineers and natural, social and physical scientists while remaining sensitive to political and administrative realities." At age 87, Ted died in mid-October of liver cancer. ♦



Mr. Schad



IN THE MAINSTREAM...



Mr. Anderson

Richard Kreider, vice president and operations manager of Cargo Carriers, is the Upper Mississippi Waterways Assn.'s newly elected president... After only three months, Dr. Bobby (Doc) Roberson has resigned as administrator of the Tennessee-Tombigbee Waterway Development Authority, and the agency is now seeking a replacement...

The American Assn. of Port Authorities, meeting last week in Tampa, elected a new chairman, Bernard S. Groseclose, Jr., president and CEO of the South Carolina State Ports Authority... Jay G. Hardman, formerly managing director, was appointing acting chief executive officer of the Port of Greater Baton Rouge after Roger P. Richard, chief executive since 1998, was forced out... Gary L. Failor, president of the Port of Cleveland since 1994 and earlier president of the Port of Toledo, plans to retire at the end of 2006...

Harold (Hal) Greer, Jr., executive director of the Hickman-Fulton County (Ky.) Riverport Authority since 1989, has resigned and moved to Fort Walton Beach, Fla., to run the local Building Industry Assn... Allen J. Anderson of West Concord, Minn., vice president-governmental affairs for CHS (formerly Cenex Harvest States), plans to retire at year's end after 25 years with the cooperative, including

two years (1996-98) as chairman of MARC 2000. Succeeding him is James (Jim) Bareksten, formerly CHS's vice president-country services, with the title of governmental affairs director...

John E. Jamian, who has run the Maritime Administration since last February, can no longer call himself the Acting Administrator. It seems there's a time limit on such designations, so he's once again Deputy Administrator -- but still running the agency... The post of MadAd central region director in New Orleans, vacant since January 1, is still not filled. The acting region director is Depak (Dee) Varshney.

NEW ARRIVAL. Andrew Riester, WCI's vice president, and his wife Holly are the happy parents of a baby girl, Hope Kahlen, their second, born on Oct. 15 weighing 7 lb., 5 oz. Mother and daughter are doing fine. ♦

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ANNIVERSARY. Relatives of the 29-man crew of the *Edmund Fitzgerald* will gather on Nov. 10 at the Great Lakes Shipwreck Museum on Michigan's Upper Peninsula to mark the 30th anniversary of the ship's loss. It was in nearby stormy waters off White Fish Point that the lake carrier sank with all hands.

At the ceremony, 29 illuminated candles will be placed around the ship's anchor, which now rests in the museum yard. The ship's sinking in a violent Lake Superior storm was immortalized in Gordon Lightfoot's ballad, *The Wreck of the Edmund Fitzgerald*. ♦

ON THE HORIZON...

Oct. 31-Nov. 2, National Waterways Conference, Little Rock... Dec. 8-10, Mississippi Valley Flood Control Assn., St. Louis... Jan. 22-26, Transportation Research Board, Washington, D.C....

Feb. 9-10, Coosa-Alabama River Improvement Assn., Rome, Ga...

Feb. 22, Inland Waterways User Board, Washington, D.C... Feb. 28-

March 1, WCI Board of Directors' meeting and Leadership Awards Dinner, Washington, D.C....

March 16-22, World Water Forum, Mexico City... April 18-20, Navigation Lock and Dam Inspection and Emergency Repairs Workshop, Vicksburg... April 27-28, Warrior-Tombigbee Waterway Assn., Mobile... June 25-28, International Conference on Rivers and Civilization, La Crosse, Wis. ♦

