

# Capitol Currents

December 6, 2011



Matt Woodruff of Kirby Corp. is the Waterways Council's new chairman. For profile, Page 9.



**WATERWAYS**  
COUNCIL, INC.

(703) 373-2261  
www.waterwayscouncil.org

## CIVIL WORKS FUNDING YET TO CLEAR CONGRESS: CORPS DEPENDING ON 'CONTINUING RESOLUTIONS'

PERHAPS MORE SO THAN IN PAST YEARS, the Congress keeps putting off decisions on major issues – “kicking the can down the road” rather than passing appropriations bills, approving timely short-term “continuing resolutions,” making critical investments in transportation infrastructure, reaching agreement on deficit reduction, etc.

Legislation funding the civil works program for the current fiscal year passed the House on July 15 and the counterpart Senate bill reached the Senate floor last month after three pending appropriations bills – Agriculture, Commerce/Justice/Science, and Transportation/HUD – had just passed in a single “minibus” measure.

When Majority Leader Harry Reid (Nevada) tried to follow up with a second minibus – combining Energy and Water Development with Financial Services and State/Foreign Operations – objections over spending levels stopped Senate action. Efforts to then pass Energy and Water appropriations as a stand-alone measure stalled.

Since FY 2012 began on October 1, continuing resolutions (CRs) have kept Federal agencies operating. The current CR expires next week, on Friday, December 16.

Many believe that lawmakers will pass another CR either this week or next, just before the current resolution expires. Congress can keep on passing CRs for months, but the expectation is that, sooner or later, the remaining nine appropriations

bills, including Energy and Water Development, will likely be wrapped up in an omnibus spending measure.

Meanwhile, transportation infrastructure needs are not being addressed in an orderly way. Reauthorization of the surface transportation (highway) program is moving ever so slowly through the legislative process. And aviation programs are now in the midst of the 22nd short-term extension of FAA's reauthorization.

Most notably, the 12-member bipartisan Joint Select Committee on Deficit Reduction (the “Super Committee”) failed in its charge to reduce the deficit by at least \$1.5 trillion over the next 10 years. Committee members said debate over “mega-issues” kept the panel from considering specific measures, such as the Administration's proposed \$1.1 billion barge-fee plan unveiled in September.

With so much unfinished business on its agenda, Congress may not be able to leave on its holiday break until December 23. ♦



### INSIDE THIS ISSUE:

'Perfect storm' hits civil works . . . . . 3  
Users Board appointments on hold . . . . . 4

Priority sought for flood control . . . . . 5  
Gen. Bostick awaiting hearing. . . . . 10

## Make Plans Now: Attend WCI Waterways Seminar

WCI's Waterways Seminar and Leadership Service Award Dinner as well as a board of directors' meeting and Capitol Hill visits are just two months and one week away – on February 14-16. Our headquarters will be the Mandarin Oriental Hotel in Washington, the same as last year.

You can register on-line, beginning on December 9, at [www.waterwayscouncil.org](http://www.waterwayscouncil.org).

Registration for the seminar is \$350, and tickets for the Award Dinner are \$195 each. For room reservations, contact the hotel at (888) 888-1778 and mention “Waterways

Council, Inc.” to receive our reduced rate of \$259/night plus tax. **NOTE:** Our room block expires on January 16.

Several seminar speakers have already been confirmed. Among them are Congr. Nick J. Rahall, II (West Virginia), ranking minority member of the House Transportation and Infrastructure Committee; Congr. Tim Bishop (New York), ranking member of the Water Resources and Environment Subcommittee; and Seth D. Harris, Deputy Secretary of the U.S. Department of Labor. ♦

## Mr. Woodruff Takes Over as WCI Board Chairman

Matt Woodruff of Houston, director-government affairs of Kirby Corp., was elected chairman of the Waterways Council, Inc., (WCI) at its recent annual meeting in Pittsburgh. He succeeds Richard R. (Rick) Calhoun of Minneapolis, president of Cargo Carriers, a business of Cargill, Inc., who had served in the post for the last two years. [For a profile of Mr. Woodruff, see Page 9.]

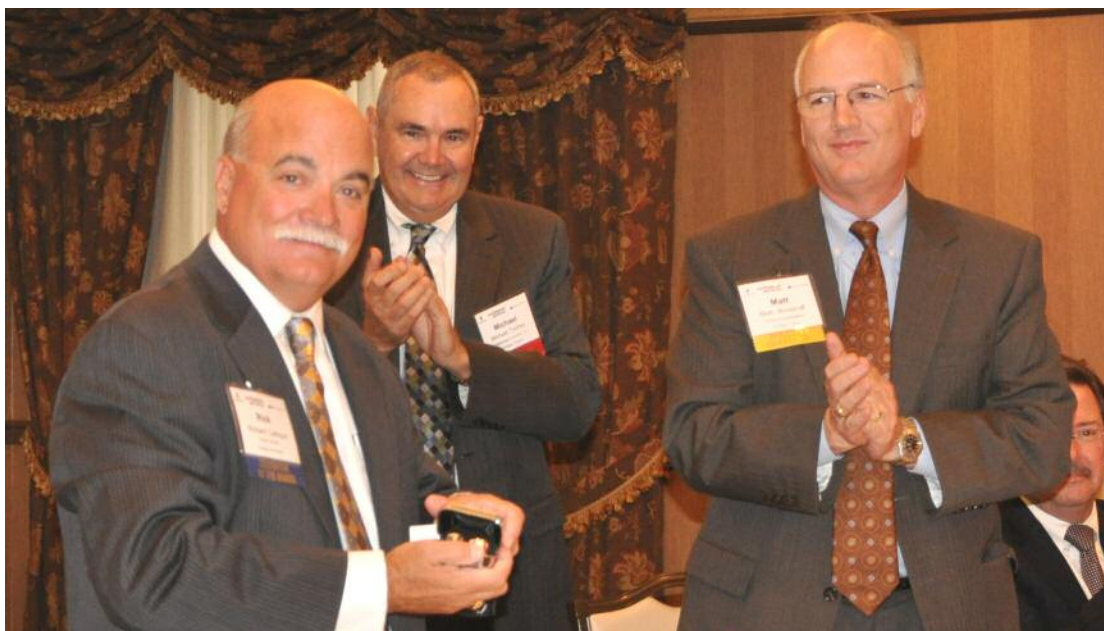
Also elected: Stephen D. Little, president of Crouse Corp., as a vice chairman; Michael J. Toohey as president and CEO;

and Daniel P. Mecklenborg, senior vice president of Ingram Barge Co., as general counsel. All other officers were re-elected.

Newly elected members of WCI's board of directors were Gary L. Anderson, vice president-grain marketing, CHS, Inc.; Bruce L. Hahn, executive vice president, Marquette Transportation Co., Inc.; Martin T. (Marty) Hettel, manager-captive services, AEP River Operations; and Michael D. McLean, vice president-marketing, Consol Energy Sales Co. ♦

### **Changing of the guard.**

*Richard R. (Rick) Calhoun of Cargill, Inc., left, WCI's outgoing chairman, holds a memento which his successor, Matt Woodruff of Kirby Corp., right, presented to him during a business session at our recent Pittsburgh meeting. Applauding, in the center, is WCI Pres./CEO Michael J. Toohey.*



## Why Rivers Matter: Consider the ‘E’s’ as well as ‘R’s’

The eighth annual Waterways Symposium, jointly sponsored by WCI, the Waterways Journal, and Informa Economics, Inc., was held on October 19-21 in Pittsburgh. Its theme was “The Fourth ‘R’: Why Rivers Matter to America.” In his opening remarks, WCI Chmn. Matt Woodruff said transportation was “not just about the R’s – rivers, railways, roadways and runways – but about the E’s, too: economy, exports, environment, energy efficient and employment.”

The rivers’ central role in Pittsburgh’s growth was emphasized in the remarks of Congr. Michael F. (Mike) Doyle, who represents

the metropolitan area. He bemoaned the lack of adequate funding for navigation programs but warned that Congress was “more likely” to increase cost-sharing requirements than to reduce them. Pennsylvania Gov. Tom Corbett said the public should recognize the rivers “as the lifelines they are.”

Keynoting a luncheon meeting, former Congr. James L. Oberstar (Minnesota) reviewed the pivotal role of rivers in America’s history.

Other speakers included Col. (P) Margaret W. Burcham, commander of the Great Lakes and Ohio River Division; William T. Harder, the division’s navigation business manager; and Steven L. Stockton, the Corps’ Civil Works Director. ♦

## ‘Perfect Storm’ Engulfs U.S. Waterways System

In his presentation, Mark L. Mazzanti, chief of the Corps’ programs integration division, described what he called “a perfect storm” hitting the civil works program, now being battered by a series of changes: aging capital stock rapidly “becoming unsustainable,” under-funded budgets facing even more constraints, declining performance across all civil works business lines, increasing demand and competition for water and water resources, extreme weather events, etc.

In addition, mandatory spending and interest on the Federal debt is crowding out domestic “discretionary” spending, which includes the navigation program. Besides, he said the importance of the waterways infrastructure is “under-appreciated,” magnifying the challenge of communicating the civil works program’s ‘value to the nation’ to taxpayers and decision-makers.

Looking ahead, Mr. Mazzanti outlined possible policy changes from a program-management perspective: managing civil works as a multi-year program, not as a collection of individual projects, “with appropriate investment levels for programs, not projects;” pursuing additional Federal and non-Federal and direct funding sources; deauthorizing projects no longer serving their authorized purposes, and incorporating “risk-based cost and schedule analysis” in budget and program decisions. ♦



Mr. Mazzanti

## China Remains Driver in the World Economy

Displaying dozens of detailed charts and graphs, Thomas P. Scott, president and COO of Informa Economics, appraised the complex global economic environment. China will still be a “driver” of worldwide economic growth, he believes, but at lower levels. A panel moderated by Ken A. Eriksen, Informa’s senior vice president, assessed inland transportation trends in four key industries: petroleum, coal, grain and steel.

Total coal exports through Mississippi River ports will set a record this year, said Betsy B. Monseu of Alpha Coal Sales Co., LLC. Oil will remain the world’s single largest energy source through 2030, Robert W. McCormack of SeaRiver Marine, Inc., believes.

As for steel traffic, Malisa J. Sommers of U.S. Steel expressed concerns about aging locks and dams and navigation funding controversies. With China importing ever larger volumes of corn and soybeans, Pacific Northwest ports are gaining market share, said Gary L. Anderson of CHS, Inc. ♦

## Users Board Caught Up in Internal Policy Flap

The Inland Waterways Users Board, which was authorized by the landmark Water Resources Development Act of 1986, is at least temporarily out of business, caught up in a bureaucratic morass. The legislation requires the 11-member Users Board to be “selected so as to represent... a spectrum of the primary [inland navigation] users and shippers... to develop and make recommendations” to the

Secretary of the Army and the Congress “regarding construction and rehabilitation priorities and spending levels” on the inland waterways system.

Asked why the Administration is holding up appointment of Users Board members, Michael L. Rhodes, director of administration and management in the Department of Defense (DOD), wrote Congr. Bob Gibbs (Ohio), chairman of the House Subcommittee on Water Resources and Environment: “The issue at hand is whether the members of the [Users Board] are authorized to be appointed as representative members” – that is, representatives of the inland waterways industry.

In his letter, Mr. Rhodes went on to point out that “our own internal policy [disallows] representative members” and that DOD had a “standing agreement” with the Armed Services Committee not to use representative members – a process which he said GAO had repeatedly criticized. Nevertheless, he said it was “our intention to work with Army staff as expeditiously as possible to have the [Users] Board up and running again.” ♦

**TRUST FUND.** In the last fiscal year, the Inland Waterways Trust Fund took in \$84 million – \$83.95 million in fuel taxes and \$51,931 in interest. The FY 2011 revenue total was \$9.93 million more than FY 2010 revenue.

Transfers from the Trust Fund, mainly to the Corps for construction and rehabilitation projects, were \$97.10 million, leaving an outstanding transfer authority available to the Corps at the start of this fiscal year of \$13.43 million and an unobligated balance of \$21.9 million. ♦

*Still going strong.* Just prior to our recent Pittsburgh meeting, Henry L. Hillman, right, and his wife Elsie invited WCI’s executive committee and National Waterways Foundation trustees to a reception at their home. Mr. Hillman, a well known Pittsburgh industrialist and philanthropist, will turn 93 in a few weeks. Here, he is shown talking with another nonagenarian, Charles T. Jones of Amherst Madison, Inc., who is already 93.



## *'Deciding Voice' on Fish to Step Down from Bench*

For a change, the future is more promising for survival of endangered salmon in the Pacific Northwest – and for threatened dams on the Snake and Columbia Rivers. In a court brief last month, the Corps of Engineers and other Federal agencies said they had made salmon recovery their highest priority. Dam removal has often been cited as a fish recovery option.

In August, Federal District Judge James A. Redden said he wanted Federal officials to be more specific about their proposed salmon habitat restoration activities through 2018.

“We will maintain a focus on implementation [efforts] in the next two years as we work with local experts to respond to the court’s order,” said David J. Ponganis of the Corps’ Northwestern Division.

In late November, Judge Redden announced that he would step down from the

bench before the next salmon biological opinion (“bi-op”) is filed in 2014. In overseeing the controversy over Pacific Northwest salmon for most of the last decade, he has faulted bi-ops starting in 2003. “Since then,” said the Idaho Statesman, the judge has been “the deciding voice on salmon, the price of electric power, [and] the availability of water and shipping on the waterways.” ♦

## *Lawmakers Urge Priority for Flood Control Work*

In the aftermath of disastrous flooding along the Missouri River earlier this year, many of the region’s lawmakers want the Corps of Engineers to make flood control its top priority, superseding the other seven authorized purposes: navigation, hydropower, fish and wildlife, water supply, recreation, irrigation, and water quality. At present, the Corps is charged with balancing these regional interests.

Generally, flood-control capabilities increase as water levels drop in the river’s six huge reservoirs (the “Great Lakes of the Missouri”), but the other river interests benefit most when the reservoirs are full. Legislation has been introduced to dedicate more reservoir storage for flood control. “I believe we are asking the Corps... to juggle too many priorities,” said Congr. Sam Graves (Missouri). Prevention of flooding, he said, “has to be the No. 1 priority.”

One way of reordering Missouri River priorities would be to reinstate the “authorized purposes study,” a five-year \$25 million effort whose funding was stopped last year after only about \$7.5 million had been spent on scoping the study. And that’s exactly what some lawmakers want to do – re-evaluate the “authorized purposes,” a prospect which many navigation proponents fear could end barge shipping on the river as well as Missouri River releases augmenting mainstem Mississippi River flows. ♦

## LATE UPDATES...

The Corps of Engineers’ re-estimate of the total cost of Olmsted L&D won’t be released until the President’s FY 2013 budget request is submitted to Congress in early February, but Capitol Hill buzz speculates that the tab, last estimated at \$2.1 billion, may escalate by as much as \$1 billion or more...

Navigation project proponents are still waiting for the White House’s Council on Environmental Quality to release its long-delayed revision of the “principles and standards” for evaluating proposed water resources projects. Nevertheless, an interagency group is busy developing guidelines to implement the new criteria...

The next Congressional session, convening on January 17, may finally move a new Water Resources Development Act (WRDA). This is the latest indication from authorizing committees in both the House and the Senate. The last WRDA was passed in 2007... ♦

**More recognition.** Chad Pregracke, right, founder of Living Lands and Waters and widely known for his river clean-up work, was presented the National Rivers Hall of Fame's prestigious National Achievement Award. WCI Chmn. Richard R. (Rick) Calhoun, made the presentation at a luncheon during our annual meeting and Waterways Symposium.



## More Funding Found for Flood Recovery

At recent hearings before committees in both the House and Senate, the Corps of Engineers came under fire for not releasing more water from its Missouri River reservoirs in advance of last spring's record-setting rainfall and snowmelt, causing catastrophic flooding throughout the basin.

Brig. Gen. John R. McMahon, commander of the Northwestern Division, testified that the Corps plans "to assume a more flexible posture" in drawing down water still stored in the reservoirs and "also take a more aggressive stance" with subsequent water releases. Tom Waters of the Missouri Levee and Drainage District Assn. urged that millions of dollars now spent on Missouri River fish and wildlife programs be diverted to levee repairs and other flood-control programs.

In his testimony, Gen. McMahon revealed that Jo-Ellen Darcy, Assistant Secretary of the Army (Civil Works), has used her "emergency authority" to make five transfers totaling \$282 million from other appropriations accounts "to respond to the flooding and to begin address-

ing repairs from this year's disasters." To date, \$54.6 million has been allocated for Missouri River flood recovery. ♦

**COWS ON THE MOVE.** In port commerce, Galveston claims to have set a U.S. record in exporting 5,585 head of cattle, all trucked from Kansas, aboard the world's largest livestock carrier, *M/V Ocean Drover*, bound for a Russian port on the Black Sea. The ship has accommodations for 75,000 sheep or 18,000 cattle on a single voyage."

First Midwest Ag Capital Partners and Scarff Brothers, Inc., which organized the venture, plan to send thousands of additional cattle through the Port of Galveston for export. The previous record for exported livestock involved 5,400 head shipped through Wilmington, Del. ♦

## Battle Over Asian Carp Back at Supreme Court

On behalf of five Great Lakes states, Michigan Atty. Gen. William D. (Bill) Schuette has asked the U.S. Supreme Court to review a lower-court decision rejecting their plea for an immediate injunction to require the Corps of Engineers to complete its study of the “permanent ecological separation” of the Great Lakes and Mississippi River system within 18 months. The states also want nets installed in the Little Calumet and Grand Calumet Rivers to block migration of Asian carp between the river system and Great Lakes.

Previous lawsuits, subsequently dismissed, have sought to close Chicago and O’Brien Locks, which would also block barge traffic. UnLockOurJobs Coalition estimates the value of waterborne commerce moving through the Chicago Sanitary and Ship Canal at \$16 billion annually. Meanwhile, the Corps has turned up the voltage at one of its three electric barriers in the ship canal and also intensified the duration and frequency of electrical pulses.

To combat Asian carp and other invasive species, Wildlife Forever, a Minnesota-based conservation group, has joined forces with the North American Fishing Club and several

Federal agencies to launch a 13-week TV series, “Silent Invaders,” which airs on Sunday nights on the Pursuit channel. Its aim is to educate the public on control methods now in place or in development as well explain the biological, social and economic impacts of such species. ♦



**BUSINESS BRIEFS.** Bruce Oakley, Inc., of North Little Rock, Ark., which operates six ports on the Arkansas, Red and Mississippi Rivers and several other waterway-related businesses, has acquired Jantran, Inc., of Rosedale, Miss., a barge-line with 16 boats and two others under construction. It will continue to operate, under the same name, as a Bruce Oakley, Inc., subsidiary.

Under an asset exchange agreement, LaFarge North America, Inc., will take over aggregate quarries and distribution facilities along the Mississippi River now owned by Martin Matietta Materials, Inc., which will then get LaFarge’s ready-mix concrete and asphalt plants and aggregate quarry sites in metropolitan Denver. ♦

**Foundation elects.** *Michael W. Hennessey, right, vice president-sales and marketing of Brownsville Marine Products LLC, is the new chairman of the National Waterways Foundation. He succeeds Craig E. Philip, center, CEO of Ingram Barge Co. Michael J. Toohey, left, president and CEO of the Waterways Council, Inc., who was elected as the organization’s secretary.*



## New Study Documents Vitality of Great Lakes

Maritime commerce on the Great Lakes-St. Lawrence Seaway System generated \$33.6 billion in business revenue in the U.S. and Canada in 2010 – with \$18.7 billion realized

in our country and \$14.9 billion across the border. Also, this waterborne commerce was credited with creating 93,000 direct jobs.

These are the principal findings of an economic study commissioned by Marine Delivers, an organization managed by the Chamber of Marine Commerce in Ottawa and the American Great Lakes Ports Assn. in Washington. Martin Associates of Lancaster, Pa., was retained to conduct the study.

“This study unearthed statistics which reveal that this waterway’s economic impact is far greater than any of us ever imagined – surpassing the expectations of even its most ardent supporters,” said Adolph N. Ojard, executive director of the Duluth Seaway Port Authority. “It’s dynamism, its vitality, its economic development potential are all evident in these new numbers.” ♦



**Reunion.** Former Congr. James L. Oberstar (Minnesota), left, shakes hands with John S. Doyle, Jr., center, of Jones Walker law firm while greeting WCI Pres./CEO Michael J. Toohey – both of whom were staffers on what is now the House Transportation and Infrastructure Committee, on which Mr. Oberstar was a member for some 35 years, the last four as chairman. They met at WCI’s recent Pittsburgh meeting, where Mr. Oberstar was a luncheon speaker.

**STATES WITHDRAW.** In 2007, seven states and Indian tribes in the Missouri Basin organized the Missouri River Assn. of States and Tribes to succeed two other organizations, the Missouri River Basin Assn. and Missouri River Natural Resources Committee. Recently, in a dispute over priorities involving flooding issues, two of the states – Nebraska and Iowa – dropped out of MoRAST, as it’s known.

The group’s executive director is J. Michael Hayden, a former governor of Kansas (1987-91). MoRAST is currently based in Lawrence, Kan. ♦

## Miss. River’s ‘Lessons’ May Help Other Nations

The Corps of Engineers and the Nature Conservancy (TNC) have signed an addendum to their 2000 “memorandum of understanding” pledging to work closely in improving the health of large “working rivers” in this country and around the globe. Michael A. Reuter, director of TNC’s Great Rivers Partnership, who also signed the addendum, said it represented the latest example of collaboration between the two organizations.

A key mission of the partnership is to use lessons learned on the Mississippi River as a foundation for exchanging knowledge with the managers of other large rivers around the world – finding ways to feed expanding populations through sustainable agriculture and working with upstream landowners to ensure availability of clean water for downstream communities.

The first phase of the Great Rivers Partnership was launched in 2007 with an initial \$12 million investment from the Caterpillar Foundation, which has just pledged another \$5 million in support of the program. ♦

A PROFILE**As Chairman, Mr. Woodruff Looks to USA's Future**

Rather than jockeying boats and barges or signing up barge customers or running a bargeline, Matt Woodruff, WCI's newly elected board chairman, made a name for himself as an attorney representing waterways interests.

After seven years in private practice, specializing in maritime law and litigation, Matt became vice president and general counsel of Houston-based Coastal Towing, Inc., in 1992. He left after six years to resume private law practice, representing primarily an inland towing clientele. In 2004, Matt joined the Kirby Corp., the nation's largest operator of inland and coastal tank barges, with about 900 now in service.

As director of Kirby's government affairs, he is actively involved in most of the maritime organizations along the Gulf Coast, including the Gulf Intracoastal Canal Assn. (president, 2006-08), Texas Waterways Operators Assn. (president, 1997), Louisiana Assn. of Waterway Operators and Shipyards (treasurer, 2004-present), Galveston Bay Foundation (chairman, 2001-02), American Waterways Operators (director, 2007-present), Warrior-Tombigbee Waterway Assn. (director, 2005-present), etc.

From 2007 until earlier this year, Matt was a member of the Inland Waterways Users Board and served on the team that created the Capital Development Plan. He is also a member of the Transportation Research Board's committee on inland water transportation. For the last two years, he has been WCI's general counsel.

Matt is also involved in the National Waterways Foundation, helping trustees to analyze and evaluate research proposals, select investigations which appear to be realistic and based on readily available data, and assist authors in preparing summaries and fact sheets for publication. Such collaboration is not unlike preparing cases for trial before a judge and jury.

A sixth generation Texan, and proud of it, William M. (Matt) Woodruff was born in El Paso, where his father was a petroleum engineer and executive for El Paso Natural Gas Co. When he was 3, the Houston area became Matt's home and where he has lived ever since, attending high school there before enrolling at nearby Texas A&M and later the University of Houston Law Center, where he received a law degree.

From 1984 until he retired in 2005, he served as an intelligence officer in the U.S. Naval Reserve, working on weekends and two-week annual exercises which sometimes took him to South Korea or Japan. He's an FCC-licensed amateur radio operator and Red Cross wilderness and remote first-aid instructor. He's also an assistant Scoutmaster and City Council member in his Houston suburb, the City of Hedwig Village, pop. 2,334.

Matt and his wife Margaret met when they were both undergraduate students at Texas A&M and have two children: Will, 18, a freshman at Texas A&M studying mechanical engineering, and Elizabeth, 21, a senior at – you guessed it – Texas A&M, who wants to go to law school.

Mrs. Woodruff taught high school math and science for 15 years before becoming a full-time homemaker.

As WCI chairman, Matt plans to channel the strength and resources of our officers and members to advance the nation's ports and waterways system by educating citizens and lawmakers alike as to the obligation of making sound investments in a robust navigation infrastructure to insure America's future vitality and economic stability.

A handwritten signature in black ink that reads "Harry N. Cook". The signature is fluid and cursive, with a long horizontal stroke at the end.

Harry N. Cook  
Editor

## Hearing on Gen. Bostick May Be Scheduled Soon

The Senate Armed Services Committee has moved a step closer to scheduling a confirmation hearing for Lt. Gen. Thomas P. Bostick, whose nomination as the next Chief of Engineers has been pending since last April. Committee sources said certain information requested months ago from the Department of the Army had finally been received, clearing a major hurdle which had held up action on the nomination.

Meanwhile, the Senate Environment and Public Works (EPW) Committee has cleared the nomination of Kenneth J. Kopocis, a former staff director of the House Subcommittee on Water Resources and the Environment, to become Assistant EPA Administrator for Water and sent his nomination to the Senate. Until his confirmation, Nancy K. Stoner, the Deputy Assistant Administrator, is serving in an acting capacity.

Another nomination before the same Senate committee, that of Rebecca R. Wodder, a former president of American Rivers, to be Assistant Secretary of the Interior for Fish and

Wildlife and Parks, is in limbo. Neither the EPW Committee nor the Energy and Natural Resources Committee, which have joint jurisdiction, have reported her nomination. ♦



**Mr. Garrison honored.** Executive director of the Arkansas Waterways Commission since January 2002, Keith E. Garrison has announced plans to retire next June. At the recent Arkansas Regional Waterways Conference (formerly the Arkansas Governor's Conference on Waterborne Transportation), the Arkansas Waterways Assn. presented him with a special award, which he displayed at his table.

## In Memoriam...

**Rex M. Chaney,**

98, vice president-public relations for the National Coal Assn. (now National Mining Assn.), where he worked from 1957 to 1978, when he retired... **Joseph E.**

**(Joe) Walker,** 83, president of Walker Towing Corp. and Paducah River Service until the firms were sold to James Marine, Inc....

After a long illness, **Anson G. Eickhorst,** 69, of Palm Desert, Calif., a former chief economist and later executive assistant of the Corps' St. Louis District. A memorial is planned at St. Timothy's Episcopal Church in St. Louis later this month... **Nancy S. Michelman,** 60, president of the 650,000-member Boat Owners Assn. of the United States (Boat U.S.) for the last five years...

To all their many friends and associates, we extend our condolences. ♦



**ANCIENT PORT.** A harbor expansion project at the Port of Rotterdam has unearthed, at a depth of about 65 feet below the water level, traces of bone, flint and charcoal in the seabed. Archaeologists say the finds are the first scientific proof that humans lived at that spot, in the far western part of the Netherlands, from around 7000 BC – in the Early and Middle Stone Age. ♦

## IN THE MAINSTREAM...



Mr. Monahan

Campbell Transportation Co. of Houston, Pa., named **Michael J. Monahan** as its president. He was formerly president of Excell Marine Corp. and earlier senior vice president-transportation services at American Commercial Lines, LLC (ACL). At Campbell Transportation Co., Mr. Monahan replaces **Charles K. Minton**, who joined River Salvage Co., Inc. of Crescent, Pa., as executive vice president...

**Nicholas K. (Nick) Akins** is now CEO of American Electric Power Co., Inc. (AEP), replacing **Michael G. Morris**, who retired. Since 2000, Mr. Akins had been executive vice president-generation. Mr. Morris remains as AEP's chairman.... **Michael P. Ryan**, who was ACL's president and CEO until he resigned last summer, was appointed as president and CEO of U.S. Shipping Corp. of Edison, N.J., a coastwise tanker company...

On November 10, **Maj. Gen. Michael J. Walsh** turned over command of the Mississippi Valley Division to **Maj. Gen. John W. Peabody**, who previously commanded the Great Lakes and Ohio River Division. On December 5, Gen. Walsh will become Deputy Commanding General for Civil and Emergency Operations, a post previously held by **Maj. Gen. William T. Grisoli**. In October, Gen. Grisoli was promoted to lieutenant general and assigned as director of business transformation in the office of the Under Secretary, **Joseph W. Westphal, Ph.D.**

**Brig. Gen. Peter A. (Duke) DeLuca**, commander of the North Atlantic Division until last month, is the new commandant of the Army Engineer School at Fort Leonard Wood, Mo.... **Col. Jefferson M. (Jeff) Ryscavage**, formerly commander of the Wilmington District, was appointed as Civil Works Executive Director...

**Joseph F. Calcara**, formerly Deputy Assistant Secretary of the Army (Installations and Housing), was named Programs Director in the Corps' South Pacific Division... **David J. Ponganis** is Acting Programs Director in the Northwestern Division, where he has served as chief of the planning, environmental resources, fish policy and support division. In

the programs directorate, he takes over from **G. Witt Anderson**, who retired after 33 years in the Corps...

The Senate has confirmed **Michael A. Khouri** for a new five-year term on the Federal Maritime Commission; he is a 35-year veteran of the maritime industry, having served in executive positions at ACL and Economy Boat Store (Mers, Inc.)...

**AWARDS.** **Capt. Allen J. (A.J.) Gibbs**, president of the Crescent River Port Pilots' Assn. for the last 10 years, received the prestigious C. Alvin Bertel Award, presented annually to an individual for advancement of the Greater New Orleans port area...

The New Orleans Propeller Club named **Capt. Edwin M. Stanton**, who recently retired after 36 years in the U.S. Coast Guard, as its 2011 Maritime Person of the Year...

**PORTS.** The Kaskaskia Regional Port District picked **Edward J. Weilbacher**, who formerly worked for USDA's resource conservation and development program, as its new general manager. He succeeds **George C. Andres**, who retired earlier this year... The new port director at the Port of Indiana-Jeffersonville is **Scott Stewart**, who most recently worked for the Indiana DOT...

**IN THE AGENCIES.** **Roy W. Kienitz**, DOT's Under Secretary for Policy, is leaving to launch his own consulting firm... **Capt. Peter W. (Pete) Gautier** is the new commander of Coast Guard Sector New Orleans...

**Congr. Jerry F. Costello (Illinois)** has announced he won't run for re-election. In 2005, he was one of the two recipients of WCI's Leadership Service Award. The other was **Congr. John J. Duncan, Jr.** (Tennessee)...

**WHERE THEY ARE NOW.** **Benjamin H. (Ben) Grumbles**, who was EPA's Assistant Administrator for Water (2004-09) and later director of Arizona's Department of Environmental Quality, is now president of the Washington-based Clean Water America Alliance... **Col. Keith A. Landry, Ph.D.**, former commander of the Corps' Louisville District, is director of Federal business development at Detroit-based Walbridge Group, Inc., a major construction firm. ♦



Gen. Peabody



Col. Ryscavage

## WATERWAYS SYMPOSIUM ATTRACTS ALMOST 200 ATTENDEES



**Panel participants.** In Photo 1: Gary L. Anderson of CHS, Inc., left, Malisa J. Sommers of U.S. Steel; Betsy B. Monseu of Alpha Coal, Thomas P. Scott of Informa Economics, Robert W. McCormack of SeaRiver Maritime; and Ken A. Eriksen of Informa Economics. Photo 2: Lee J. Nelson of Upper River Services and Congr. Mike Doyle. Photo 3: John T. Anderson of House Transportation and Infrastructure Committee, Stephen D. Little of Crouse Corp. and Larry G. Bray, Ph.D., of University of Tennessee.

Photo 4: H. Merritt Lane, III, of Canal Barge Co.; Steven L. Stockton, Civil Works Director; and Sean M. Duffy of Big River Coalition. Photo 5: Col. Margaret Burcham, center, commander of Great Lakes and Ohio River Division, with two of her associates, Richard A. Hancock, left, and William T. Harder, right.



## SCENES FROM OUR RECENT PITTSBURGH MEETINGS/SYMPOSIUM



**Renewing friendships.** Photo 1: Henry L. Hillman, left, with H. Nelson Spencer of Waterways Journal and Michael W. Hennessey of Brownsville Marine Products. Photo 2: Jon Schmitz of Pittsburgh Post-Gazette and Debra A. Colbert, WCI's media/communications specialist. Photo 3: Mark L. Mazzanti, right, the Corps' programs integration chief, with Teri H. Goodmann of National Rivers Hall of Fame and, in the background, John T. Anderson, staff director of the House Water Resources and Environment Subcommittee.

Photo 4: William T. Harder, navigation business manager in Great Lakes and Ohio River Division, with Dr. Larry G. Bray of University of Tennessee's Center for Transportation Research. Photo 5: Malcolm D. McLean of Consol Energy and Charles T. Jones of Amherst Madison, Inc.



**“Musicbarge.”** Since 1977, chamber music has attracted New York audiences to this converted barge tied up at Fulton Ferry Landing on the East River. Built in 1899, the barge delivered bags of coffee for the Erie Lackawanna Railroad until Olga Bloom, a violinist and violist, gave up her career, mortgaged her home, and paid \$10,000 for the barge. She converted it into a 175-seat concert hall so conservatory students could play in public. Soon, the barge began attracting well known artists and scheduling performances four nights a week. Sadly, Ms. Bloom died last month at age 92.



## ON THE HORIZON...

Dec. 8, Seamen’s Church Institute (SCI) River Bell Awards luncheon, Paducah... Dec. 8-10, Mississippi Valley Flood Control Assn., New Orleans... Jan. 22-26, 2012, Transportation Research Board, Washington... Jan. 26-27, AWO combined Southern, Midwest and Ohio Valley Regions, New Orleans...

Feb. 9-10, Upper Mississippi, Illinois and Missouri Rivers Assn., East Peoria, Ill...

Feb. 14-16, 2012, WCI Waterways Seminar and Leadership Service Award Dinner, Mandarin Oriental Hotel, Washington... Feb. 15-17, Mississippi Valley Trade and Transport Council, New Orleans... Feb. 22-24, Red River Valley Assn., Bossier City, La.... Feb. 23-24, Coosa-Alabama River Improvement Assn., Montgomery...

March 1-3, Commodity Classic (National Corn Growers Assn., American Soybean Assn., National Assn. of Wheat Growers and National Assn. of Sorghum Producers), Nashville... March 4-8, Pacific Northwest Waterways Assn. (PNWA) Mission to Washington...

March 12-17, World Water Forum,

Marseilles, France... March 13-15, Missouri River Natural Resources Committee and BiOp Forum, Pierre, S.D... March 18-20, National Grain and Feed Assn., Charleston, S.C...

March 19-20, American Assn. of Port Authorities (AAPA) spring conference, Washington... March 26-28 (new dates), National Waterways Conference (NWC) Legislative Summit, Washington... April 10-12, Critical Commodities Conference, New Orleans...

April 17-20, AWO Spring Convention, Washington... April 24-27, Greater New Orleans Barge Fleeting Assn., New Orleans...

May 2-4, Inland Rivers Ports & Terminals, Inc., St. Louis... May 16-18, Warrior-Tombigbee Waterway Assn., Point Clear, Ala....

June 7, SCI Silver Bell Awards dinner, New York... June 27-29, PNWA midyear meeting, Seattle... Sept. 10-12, National Coal Transportation Assn., Denver...

Sept. 19-21, NWC annual meeting, Tunica, Miss.... Oct. 21-25, AAPA annual convention, Mobile... Oct. 22-25, Dredging 2012 (PIANC/ASCE/COPRI), San Diego... ♦



Capitol Currents is published by



Michael J. Toohey, Publisher  
mtoohey@vesselalliance.com

Harry N. Cook, Editor  
hncook3@msn.com

801 North Quincy Street  
Suite 200  
Arlington, VA 22203  
(703) 373-2261  
www.waterwayscouncil.org

Vol. 7, No. 7