

NTSAC Meeting Minutes 21 September 2022

Attending NTSAC Members

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| 1. Steve Huttman | 9. Alex Van Dusen |
| 2. Laura Wilcox | 10. Brian Khey |
| 3. Matthew Lagarde | 11. Robert Keister |
| 4. Mark Sawyer | 12. Andrew Gauthier |
| 5. Angie Fay | 13. Douglas Covil |
| 6. Ray Richmond | 14. Marc Dial |
| 7. Jonathon Steinburg | 15. John Hazel |
| 8. Joy Terral | |

Absent: Lindsay Price, Eric Johannson, John Arenstam

0815 – Start, introduction and safety brief

0820 – Mr. Steve Huttman and committee member introduction

0830 – Admiral Wayne Arguin introduction

- Environmental stewardship
- Advanced/ autonomous technology
- Mariner shortage and associated concerns

0840 – CAPT Jerry Butwid

- Introduction

900 – Acceptance of the minutes

0905 – 21-03 Report on the anticipated challenges expected to impact the towing vessel industry

- Matt Lagarde: Chair
- Ray Richmond: Co-Chair
- Public Comment:
 - o Patrick Parsons – AWO
 - On autonomous vessels, discussion of the different levels of autonomy. Encourage to consider the slow progression, rather than the extreme implementation. Consider the different scales, particularly ones that are happening now and running into regulatory issues already
 - o Tina Cardone – Seaport
 - Excellent report, not just tug and barge, hiring crew complications. Expressed concern about hiring, renewing credentials and obtaining credentials. Also focused on drug testing. Chomp on a gummy bear when they are not on a boat are causing quality people to be lost from the industry.
 - o CAPT Butwid – USCG
 - Goes to a lot of meeting at HQ. The topics that were brought up are issues that are being brought up in various meetings. Thank you for highlighting these topics. Thank you.
 - o Steve Huttman – NTSAC Chair
 - Highlighting the subcommittee issues that are working on these topics behind the scenes. Encouraging members and public to be part of these topics and engage in the subcommittees.

0950 – 21-04 Report on the Challenges Faced by the Towing Vessel Industry as a Result of the COVID-19 Pandemic

- Ms. Angie Fay – Chair
- Ms. Joy Terral – Co-chair
- Public Comment:
 - o N/A

1020 – Admiral Arguin Question and Answer from NTSAC Members:

- John Hazel: What is the Coast Guard doing short term and long term to alleviate the blockage involved with mariner credentialing?
 - o Long term vision, completely transforming database to track mariners in the system. Digitizing the system that is currently paper. Validate various credentials electronically. Near term vision, adding administrative support. The talent pool is unique to the NMC, so even bringing in reservists is a challenge. The system doesn't allow for the system to correspond via e-mail, all communications are done via mail, which slows down the process.
- Joy Terral: Speaking to credentialing, the post office is slowing down the process even further. Wanting to highlight this concern. Can this be done through another avenue that offers tracking.
 - o No comment on the USPS. Delivering the information and backlogs and bottlenecks are being identified. The forms are challenging, could be an area of improvement. Ensuring packages are complete for final review. This will be improved through an electronic system. This system would include an electronic record and safeguards to identify certain missing paperwork and credentials. Aspirational to have this done in two weeks, but an improvement. Used to be, see the world, which these drivers are no longer existent.
- John Hazel: Concern about renewing COIs. Blue water and brown water concerns.
 - o We as the Coast Guard will have to respond to that and get it done. Surge staffing. It's a known issue but looking at different ways to build the capacity of reservists. Victim of my own success with quality marine inspectors that are taken by industry. Surge from other sectors to support the surge of Subchapter
- Andrew Gauthier: Get people in the industry, but then also work towards climbing the ranks and staying in the industry after they get into the industry. No financial aid and extensive time to get this training done. Reductions in sea time to obtain qualifications. Time at home is getting shortened, so people leave the industry and don't get put licenses into continuity. Eliminate the continuity option.
 - o Identifying barriers of employment and how to reduce them. Must rely on the industry to identify where we are overbearing on certain criteria. We are in a crisis of a workforce. Aviation, trucking, rail and maritime are all facing the same problem and fighting for the same talent. DOT changes the marijuana regulations, so this is not our call as the Coast Guard.
- Mark Sawyer: How do you see the vessel inspection program evolving?
 - o Two transformations. Marine inspection support architecture is how we train the marine inspector. How this information gets to the trainees will look different from classroom and CFRs surfing. Second phase is focused on the NCOEs. These NCOEs are going to have to be more operational, dotted lines to the COTPs and supplements and supports the operational units.

1045 Admiral Arguin Question and Answer from Public:

- No Comment from Public

1050 – Vetting Committee Update

- Andrew Gauthier: seeking feedback from the public about this tasking.
- Unanimous voting on the involved tasking.

1100 – DFO Matthew Layman

- Discussion of new charter and new slate
- Recommendation of tasks at any time from the public or other members of the committee

1100 – 1230 Lunch

1230 – San Jacinto College Maritime Campus

- Throughput and the attrition rate?
 - o Attrition rate was 10% from the first year to the second year before COVID. Numbers are steadily rising.
- Gaging the interest of younger people and vocational trades, how do you ascertain this climate and encourage people to get involved?
 - o Local new station got involved.
- How does San Jacinto reach out to other districts? Is the delta in tuition a barrier?
 - o It is not, jurisdiction is shared
- What is the motivation for members coming back?
- Interest in adding engineering programs?
 - o On the whiteboard, but also don't want to take away from the deck focus.
- What is your strategy for job placement? For individuals, specifically in the different programs and post education.
- How is guidance offered to the students going through the processes.

1315 – Towing Vessel NCOE

- Clarification on the work instruction 30 days vs. statutory 30 days.
- How does this apply to blue water?
- Brian Khey: Sequence of renewals? Looking to keep the dates but get parts of the inspections done.
 - o Recommend following the 840 book. Drydock dates are a drop dead date.
- Mark Sawyer: COI Renewals, how is the CG going to balance the workload to assist the operators through the process?
 - o No official process. Requesting an early COI is totally fine, but cannot go beyond the five year mark.
 - o 97 items on the ITB job aid
- Andrew Gauthier: Is there a list of expectations when notifying the TPO?
 - o We communicate what the TPO says. Depends on the level of incident.

1400 – Sector Houston Galveston – CAPT Smith, COTP and Mr. Hernandez, VTS

1445 – Houston Pilots Association Captain Robert Thompson and Captain Mark Saunders

1510 – Lone Star Harbor Safety Committee Mr. Darren Shelton

- AWO Coast Guard product, If you can't see them, they can't see you, pamphlet.

1545 – NTSAC Committee Discussion

- Joy Terral: Outstanding job to Matt Lagarde and Ray Richmond
- Marc Dial: Reminder for offering new personnel an introduction of what to expect as part of the NTSAC. What is to be expected in the future. Important to incorporate that for new people in the future.

1550 – Public Comment Period

- Jason Wisneski, Dann Marine Towing – Tasks from going to previous TSAC into this NTSAC. Old committee vs. new committee and the transfer of recommendations and subcommittees.
 - o Subchapter M is a productive product of TSAC. Frustrations is cataloging recommendations. Important for committee members and public to communicate concerns and for work to be done. This is the forum to get the wheels moving for these items. May not result in new regulations but do come up with best practices that are deliverables from this committee. Goal of the committee is to make the industry safer.
 - Inland firefighting
 - Best practices, know before you tow
 - Great Lakes
 - o Before putting the N in front of NTSAC, there will be report back to ensure the committee is meeting the recommendations. Packaging this up allows 5P to present these packages of advisories to the Commandant. The work is still helpful, but it is the advisory committee, and these are taken into account. Allow 5P to answer the questions of what is being done. What is going on and when is the charter up.

1620- Adjourn