

6. The predicted increase in varieties, amounts, and speeds of shipment of hazardous materials will aggravate the need for more qualified towing vessel operators.

X. Recommendations

- A. The Coast Guard in its compilation of casualty statistics involving uninspected towing vessels, should:
 1. Include fatalities occurring on other vessels or facilities which are attributed primarily to the uninspected towing vessel. (M-69-61)
 2. Differentiate between fatalities due to falls overboard from towing vessels and those from barges in the tows. (M-69-62)
 3. Identify those casualties in which the primary cause was the inadequate power or design of the towing vessel to control the tow under the conditions existing at the time of the casualty. (M-69-63)
 4. Strive to obtain more complete information on injuries and property damage by more vigorous enforcement of the reporting requirements. (M-69-64)
- B. The Coast Guard, working in coordination with the inland towing industry through the Merchant Marine Council Panels, should determine the number of licensed and unlicensed operators employed on uninspected towing vessels.
- C. The Department of Transportation and the Coast Guard should seek legislation, such as the Garmatz bill (H. R. 4154) or similar bill, which would require operators of certain towing vessels to hold an appropriate license issued by the Coast Guard. (M-69-66)
- D. The Coast Guard, working in coordination with the inland towing industry through the Merchant Marine Council Panels, should study means of reducing fatalities resulting from falls overboard from uninspected towing vessels and barges. (M-69-67)

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(M-69-67)

- E. The Corps of Engineers, in conjunction with the Coast Guard and the inland towing industry, through the Merchant Marine Council Panels, should study the need for such operational control systems on the congested parts of the inland waterways, such as speed limits, limiting the size of tows, and providing traffic control signals, including radio communication systems. (M-69-68)