



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 1414		DATE: 3/12/2025	
COMMITTEE: Commerce			
TESTIFYING: <input checked="" type="checkbox"/> IN SUPPORT OF <input type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: AARON HALCOMB		PHONE NUMBER: 312-256-3474	
BUSINESS/ORGANIZATION NAME: MIDDLE RIVER MARINE, LLC.		TITLE: PRESIDENT	
ADDRESS: 18861 S. 90TH AVE, SUITE B			
CITY: MOKENA		STATE: IL	ZIP: 60448
EMAIL: aaronhalcomb@gomiddleriver.com	ATTENDANCE: Written		SUBMIT DATE: 3/12/2025 10:29 AM

THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.

The Maritime Industry was not considered (like the rail) for exemption from the IL Paid Leave Act - our employees work 182 days a year and have the same/similar time off watch/work with split pay for time spent at home. Our employees have essentially half of the year to attend to the personal needs surrounding time off.



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: ANGELA GRETT		PHONE NUMBER: 615-578-3142	
BUSINESS/ORGANIZATION NAME: INGRAM BARGE COMPANY		TITLE: VP, CORPORATE AFFAIRS	
ADDRESS: 4400 HARDING PIKE			
CITY: NASHVILLE		STATE: TN	ZIP: 37205
EMAIL: angela.grett@ingrambarge.com	ATTENDANCE: Written	SUBMIT DATE: 3/12/2025 3:15 PM	
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

Chairman Casteel and members of the committee, thank you for the opportunity to submit testimony in support of HB1414, a bill that would exempt employees of an employer engaged in the operation of vessels documented by the United States under Federal Law from the earned paid sick time law. My name is Angela Grett, and I am Vice President of Corporate Affairs for Ingram Barge Company. We are one of the largest barge operators in the United States with more than 150 towboats, 5,000 barges and nearly 2,700 employees. We navigate the Mississippi River from St. Paul to the Gulf and the Illinois, Ohio, Tennessee Rivers and their tributaries. With our recent acquisition of SCF Marine based out of St. Louis, Ingram's presence and operations in the state of Missouri have increased significantly. Ingram has 242 employees who live in Missouri, of whom 195 are mariners who crew the company's towing vessels. Ingram has also assumed operations of the St. Louis Port Authority's Municipal River Terminal (MRT) just north of downtown St. Louis. Our port facility handles approximately 4 million tons per year of commodities through St. Louis with MRT and the Tyler Street Terminal representing about 1.1 million tons. We are making investments to significant grow this volume over the next five years. Ingram is expanding its footprint at the St. Louis MRT with a private investment of \$15 million to handle fertilizer that will feed Missouri farms—this will result in an increase of 15 direct jobs and 40 indirect jobs. Ingram Barge now utilizes St. Louis as a major origin/destination for barge operations with significant fleeting activities throughout the harbor. Missouri is home to roughly 8,800 maritime jobs that generate over \$503 million in labor income annually. It is important to note we offer high school graduates career opportunities and training that can advance them to positions earning six-figure annual incomes. In addition to these good-paying jobs, the maritime industry contributes a total of \$427 million to Missouri's GDP and adds over \$930 million in state/local tax revenue to the state. HB1414 will fix an oversight for the tugboat, towboat, and barge industry in Missouri by exempting us from the earned paid sick time law. Maritime industry operations are distinct from land-based employment and have some similarities to other transportation modes whose employees are exempt from the requirements of the earned paid sick time law. Mariners working on towboats generally work structured, but flexible, "hitch schedules" (e.g., 28 days onboard a vessel followed by 28 days off or 14 days off depending on the nature of the employee's position), effectively providing up to three to six months of leave per year – far exceeding the requirements of the law. Crew members are paid day rates while onboard a vessel and some companies allow their employees to choose to split their pay to allow them to receive pay while on leave. Additionally, crew members can work with shoreside staff in the event they need to alter their schedule to accommodate personal needs. Companies also provide generous benefits to their mariners, which may include the following:

- o Medical, vision, and dental insurance
- o 401(k) plans, life insurance, and disability coverage
- o Telehealth and mental health services
- o Flexible scheduling and wellness programs
- o Paid meals, TV, internet while onboard
- o As recognized by the

federal government in the Fair Labor Standards Act, the unique operation of the maritime industry requires regulation that accurately reflects industry's movement, schedules, and activities. Unfortunately, the earned paid sick time law does not currently acknowledge the interstate nature of maritime industry's operations as it does for other modes of transportation, like the rail industry, which are all vital to the nation's supply chain. The law is not practicable and would be a major administrative and financial burden for an industry that safely moves roughly \$8 billion worth of cargo on Missouri waterways each year. Once enacted, HB1414 would ensure regulatory consistency with other transportation modes and preserve supply chain efficiency by preventing unnecessary operational disruptions to the tugboat, towboat, and barge industry in Missouri. Ingram Barge Company strongly supports HB1414 and encourages the committee to support this critical piece of legislation. Thank you, Ms. Angela Grett Vice President, Corporate Affairs - Ingram Barge Company



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: ARNIE C. AC "HONEST-ABE" DIENOFF-STATE PUBLIC ADVO		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL: arniedienoff@yahoo.com	ATTENDANCE: In-Person		SUBMIT DATE: 3/12/2025 11:30 PM

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I am in Support of this Bill and providing Earned Paid Sick-Time for Employees who are working on a Vessel on any of our State's Waterways.



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: DAVID JACKSON		PHONE NUMBER: 314-406-2933	
REPRESENTING: ALLEGIS, REDWOOD, MAXIM PUBLIC AFFAIRS		TITLE: LOBBYIST	
ADDRESS: PO BOX 1865			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65102
EMAIL:	ATTENDANCE:	SUBMIT DATE: 3/12/2025 12:00 AM	
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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: JUSTIN LAMPERT		PHONE NUMBER: 614-565-8319	
BUSINESS/ORGANIZATION NAME: THE AMERICAN WATERWAYS OPERATORS		TITLE: DIRECTOR-MIDCONTINENT OFFICE	
ADDRESS:			
CITY: WORTHINGTON		STATE: OH	ZIP: 43085
EMAIL: jlampert@americanwaterways.com	ATTENDANCE: Written		SUBMIT DATE: 3/11/2025 2:06 PM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

Chairman Casteel and members of the committee, thank you for the opportunity to submit testimony in support of HB1414, a bill that would exempt employees of an employer engaged in the operation of vessels documented by the United States under Federal Law from the earned paid sick time law. My name is Justin Lampert, and I am with the American Waterways Operators (AWO). AWO is the tugboat, towboat, and barge industry's advocate, resource, and united voice for safe, sustainable, and efficient transportation on America's waterways, oceans, and coasts. Our industry's 5,000 towing vessels and 33,000 barges comprise the largest segment of the U.S.-flag domestic fleet, supporting more than 270,000 jobs nationwide and moving more than 665 million tons of cargo critical to the U.S. economy. The culture, geography, and history of Missouri are shaped by America's two longest rivers. The Missouri River cuts across the state, connecting the two largest cities, while the Mississippi River forms the state's eastern border. The work done on these rivers is as important to modern day Missouri as it was 150 years ago. Missouri is home to over 8,700 maritime jobs that generate over \$503 million in labor income annually. These are important family-wage jobs that don't require a college education. A high school graduate can begin working on a towboat as a deckhand and within a few years make well into six digits annually in income. HB1414 will fix an oversight for the tugboat, towboat, and barge industry in Missouri by exempting them from the earned paid sick time law. Maritime industry operations are distinct from land-based employment and have some similarities to other transportation modes whose employees are exempt from the requirements of the earned paid sick time law. Mariners working on towboats generally work structured, but flexible, "hitch schedules" (e.g., 28 days onboard a vessel followed by 28 days off), effectively providing up to six months of leave per year – far exceeding the requirements of the law. Crew members are paid day rates while onboard a vessel and some companies allow their employees to choose to split their pay to allow them to receive pay while on leave. Additionally, crew members can work with shoreside staff in the event they need to alter their schedule to accommodate personal needs. Companies also provide generous benefits to their mariners, which may include the following: o Medical, vision, and dental insurance o 401(k) plans, life insurance, and disability coverage o Telehealth and mental health services o Flexible scheduling and wellness programs o Paid meals breaks As recognized by the federal government in the Fair Labor Standards Act, the unique operation of the maritime industry requires regulation that accurately reflects industry's movement, schedules, and activities. Unfortunately, the earned paid sick time law does not currently acknowledge the interstate nature of maritime industry's operations as it does for other modes of transportation, like the rail industry, which are all vital to the nation's supply chain. The law is not practicable and would be a major administrative and financial burden for an industry that safely moves roughly \$8 billion worth of cargo on Missouri waterways each year. Once

enacted, HB1414 would ensure regulatory consistency with other transportation modes and preserve supply chain efficiency by preventing unnecessary operational disruptions to the tugboat, towboat, and barge industry in Missouri. AWO strongly supports HB1414 and encourages the committee to support this critical piece of legislation. Thank you.



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: RON BERRY		PHONE NUMBER: 660-537-2239	
REPRESENTING: JOBS WITH JUSTICE		TITLE: LOBBYIST	
ADDRESS: P.O. BOX 722			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65102
EMAIL:	ATTENDANCE:	SUBMIT DATE: 3/12/2025 12:00 AM	
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