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Panama Canal – agreement with contractor; and
EXXON VALDEZ oil spill – 24 March 1989.

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Bryant's Maritime News

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Note: This newsletter is one section of the [Bryant's Maritime Consulting](http://brymar-consulting.com) website. Visit the site for more extensive maritime regulatory information. Individual concerns may be addressed by retaining [Dennis Bryant](mailto:dennis.l.bryant@gmail.com) directly. Much of the highlighted text in this newsletter constitutes links to Internet sites providing more detailed information. Links on this page may be in PDF format, requiring use of Adobe Acrobat Reader. Comments on these postings are encouraged and may be made by email to the editor or by going to the blog page on the website and clicking the envelope that appears at the end of each posting. Be aware that the daily newsletter is a single posting, even though it contains a number of individual items. A boiled egg first thing in the morning is hard to beat.

Houston Ship Channel – ship-barge collision



The US Coast Guard issued a **news release** stating that the 585-foot bulk carrier Summer Wind and a barge containing 924,000 gallons of fuel oil collided in the Houston Ship Channel near Texas City on the afternoon of Saturday, 22 March. Marine traffic in the vicinity has been suspended for the safety of the responders. A **second news release** states that response to the Texas City “Y” collision has commenced and a safety zone has been established in the vicinity of the partially submerged barge. A **third news release**, which includes a chartlet of the incident site, states that response efforts continue. Only one tank

on the barge appears to have been breached; that tank has a capacity of 168,000 gallons, but it is unclear how much oil has been discharged. A **fourth news release** states that response to the release of approximately 168,000 gallons of bunker fuel oil continues. The damaged barge has been refloated and removed. The safety zone has been extended to support the response. Marine traffic through the area has been severely restricted. Two cruise ships were allowed to return to port, but may not depart until deemed safe to do so. (3/23/14).

USCG – mariner security training certification



The US Coast Guard issued a Marine Safety Information Bulletin stating that, in line with IMO STCW.7/Circ.21, it has adopted a modified enforcement posture for security awareness training and seafarers with designated security duties certification on subject US vessels until 1 July 2015. This is contingent upon a mariner's compliance with 33 CFR §104.220 and §104.225. **MSIB 06-14** (3/21/14).

USCG – updated NOAD schema



The USCG National Vessel Movement Center (NVMC) issued a **notice** stating that on Tuesday, 22 April 2014, an updated NOAD schema, versioned 3.4, will be released that incorporates improvements in vessel response plan data reporting. When NOAD Schema 3.4 is released on 22 April 2014, NOAD Schema 3.2 and older versions will no longer be supported. (3/21/14).

SHC – meeting re MSC 93



The Shipping Coordinating Committee (SHC), sponsored by the Department of State (DOS), will meet on 29 April in Washington, DC to prepare for the next session of the IMO Maritime Safety Committee (MSC 93). Topics on the agenda include: passenger ship safety; training and watchkeeping; and piracy. **79 Fed. Reg. 16092** (March 24, 2014).

DOS – meeting re UNCITRAL



The Department of State (DOS) issued a notice stating that it will hold a public meeting on 22 April in Washington, DC to discuss a working paper prepared by the Secretariat of the United Nations Commission on International Trade (UNCITRAL) on electronic transferable records. **79 Fed. Reg. 16091** (March 24, 2014).

MARAD – National Maritime Strategy Symposium



The Maritime Administration (MARAD) issued a notice stating that, in conjunction with the 6 May meeting of the Marine Transportation System National Advisory Council (MTSNAC) in Washington, DC, it will conduct its Second National Maritime Strategy Symposium. The purpose of this second public meeting is to gather ideas for improving the utilization, vitality, and competitiveness of the US marine transportation system by identifying and addressing domestic maritime opportunities. The deadline for submittal of domestic maritime proposals and agenda items for inclusion in the final agenda is 25 April. [79 Fed. Reg. 16095](#) (March 24, 2014).

DOE – application to export LNG



The Department of Energy (DOE) issued a notice stating that it received an application from Magnolia LNG, LLC requesting authorization to export liquefied natural gas (LNG) produced from domestic sources from its proposed terminal to be located near Lake Charles. Comments on the application should be submitted by 23 May. [79 Fed. Reg. 15980](#) (March 24, 2014).

FERC – Freeport LNG Project EIS



The Federal Energy Regulatory Commission (FERC) issued a notice stating that it has prepared a draft environmental impact statement (EIS) for the Freeport LNG Phase II Modification Project and the Liquefaction Project. A public meeting regarding the draft EIS will be held on 16 April in Lake Jackson, Texas. Written comments must be received by 5 May. [79 Fed. Reg. 15989](#) (March 24, 2014).

Offshore Oregon – marine hydrokinetic research lease



The Bureau of Ocean Energy Management (BOEM) issued a notice stating that it received an unsolicited request for an outer continental shelf (OCS) marine hydrokinetic (MHK) research lease for waters offshore Oregon. Comment on the request should be submitted by 23 April. [79 Fed. Reg. 16050](#) (March 24, 2014). BOEM also issued a [news release](#) regarding this proposal.

FMC – alternative reporting requirements for P3 Agreement



The Federal Maritime Commission (FMC) issued a **news release** stating that there may be circumstances that could permit the recently approved P3 Agreement parties at some point in the future to unreasonably reduce services or unreasonably raise rates that could raise concerns under section 6(g) of the Shipping Act. To address these concerns, the Commission directed staff to issue alternative reporting requirements to the P3 Agreement parties to assist the Commission in its ongoing, close monitoring of the agreement. (3/20/14).

EPA – Massachusetts no discharge zone



The Environmental Protection Agency (EPA) issued a notice stating that it received a petition from the Commonwealth of Massachusetts requesting a determination that adequate facilities for the safe and sanitary removal and treatment of sewage from all vessels are reasonably available for all coastal waters of the Commonwealth. Comments on the petition must be submitted by 23 April. **79 Fed. Reg. 15997** (March 24, 2014).

USN – Constitution sailors embark Eagle



The US Navy issued a **news release** stating that ten crew members of USS Constitution (“Old Ironsides”) are sailing aboard USCGC Eagle (WIX 327) on its 15-day voyage from New London with a port visit in Morehead City. Working alongside cadets from the Coast Guard Academy, they will learn many traditional sailing techniques and take those experiences back to their fellow crew members in Charlestown. (3/21/14).

India – bunker supplier scheme



The Indian Directorate General of Shipping (DGS) issued a notice announcing introduction of comprehensive procedures for the regulation, registration, and monitoring of bunker suppliers on the Indian coast. **Merchant Marine Notice 3-2014** (3/19/14).

Panama Canal – agreement with contractor



The Panama Canal Authority issued a **press release** stating that an agreement between the Authority and Grupo Unidos por el Canal, SA took effect

after the signature of all of the parties. The agreement provides, among other things, for completion of the works in December 2015. (3/20/14).

EXXON VALDEZ oil spill – 24 March 1989



On 24 March 1989, the single-hull tanker **EXXON VALDEZ** was departing the Port of Valdez, Alaska with a full load of North Slope crude oil (approximately 1.26 million barrels) destined for Long Beach when it grounded on Bligh Reef in Prince William Sound. The resulting **oil spill** (approximately 258,000 barrels), while not the largest in US history, was clearly the most important. It engendered much litigation. Public concern over the spill led directly to enactment of the **Oil Pollution Act of 1990** (OPA 90), which mandated double hulls for new tankers, response plans, and a number of other remedial measures. OPA 90 also significantly changed the liability and compensation scheme for oil spills in US waters. The amount of oil entering waters of the United States from ships drastically decreased following implementation of OPA 90. *Note: On a personal note, I was directly involved in development and promulgation of regulations implementing OPA 90 for the US Coast Guard, supervising a large staff of dedicated individuals. A lot has changed in the succeeding 25 years, most significantly the commitment of the maritime industry to minimize the risk of oil pollution from ships. One can only hope that oil discharges from point sources and non-point sources ashore demonstrate similar reductions.*

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