

Headlines:

FMC – port congestion report;
OFAC – sanctions re Iran;
CTAC – meeting on 4-6 August;
NOAA – NSGAB nominations sought;
House – bill introduced to honor WWII merchant mariners; and
UK – grounding and cover-up.

July 15, 2015



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. My train of thought left the station without me.

FMC – port congestion report



The Federal Maritime Commission (FMC) issued a [news release](#) [located at <http://www.fmc.gov/NR15-11/>] stating that the [Staff Report on US Port Congestion](#) has been posted [located at http://www.fmc.gov/assets/1/Page/PortForumReport_FINALwebAll.pdf]. The report addresses current and anticipated future challenges caused by congestion at US port gateways and comments on the causes and effects of congestion with the objective of facilitating further discussion on potential solutions. The FMC also posted the [Appendices](#) to the report [located at http://www.fmc.gov/assets/1/Page/PortForumReport_FINALwebAppendices.pdf]. (7/14/15).

OFAC – sanctions re Iran



The Office of Foreign Assets Control (OFAC) issued a [notice](#) [located at <http://www.treasury.gov/resource-center/sanctions/Programs/Pages/iran.aspx>]

stating that the economic sanctions regarding Iran remain in place and unchanged until the International Atomic Energy Agency (IAEA) verifies that Iran has implemented key nuclear-related measures described in the Joint Comprehensive Plan of Action (JCPOA). (7/14/15).

CTAC – meeting on 4-6 August



The Chemical Transportation Advisory Committee (CTAC) and its subcommittees, sponsored by the US Coast Guard, will meet in Washington, DC on 4-6 August. Topics on the agenda include response and carriage requirements for biofuels and biofuel blends; safety standards for design of vessels carrying natural gas or using natural gas as fuel; and safety standards for ship-to-ship transfer of hazardous material outside of the baseline. **80 Fed. Reg. 41509** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-07-15/pdf/2015-17358.pdf>] (7/15/15).

NOAA – NSGAB nominations sought



The National oceanic and Atmospheric Administration (NOAA) issued a notice stating that it seeks nominations for membership on the National Sea Grant Advisory Board (NSGAB). The nomination period is open-ended. **80 Fed. Reg. 41483** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-07-15/pdf/2015-17357.pdf>] (7/15/15).

House – bill introduced to honor WWII merchant mariners



Representative Brooks (R-IN) introduced the **Merchant Marine of World War II Congressional Gold Medal Act** (H.R. 2992) [located at <http://www.gpo.gov/fdsys/pkg/BILLS-114hr2992ih/pdf/BILLS-114hr2992ih.pdf>] to award a Congressional Gold Medal, collectively, to the U.S. Merchant Marine of World War II, in recognition of their dedicated and vital service during World War II. Representative Brooks issued a **press release** [located at <http://susanwbrooks.house.gov/media-center/press-releases/rep-brooks-introduces-legislation-to-honor-the-wwii-merchant-marine>] explaining the measure. (7/9/15).

UK – grounding and cover-up



The UK Marine Accident Investigation Branch (MAIB) issued the report of its investigation of the grounding of the general cargo ship Vectis Eagle at Gijon, Spain on 30 November 2014. The vessel grounding making a turn while

entering the harbor. The grounding probably occurred due to a steering system failure, but this cannot be verified. It is of concern that the master did not immediately report the grounding. Instead, he attempted to conceal its occurrence by, among other things, not saving the information recorded on the voyage data recorder (VDR). [Report 15-2015](#) [located at https://assets.digital.cabinet-office.gov.uk/media/559d3a3be5274a1559000023/MAIBInvReport-15_2015.pdf] (7/9/15).

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If you have questions regarding the above items, please contact the editor:

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