

## Headlines:

USCG – MMC & medical certificate application submittal;  
USCG – Human Capital Strategy;  
CMTS – analyzing resilience;  
Torres Strait – under keel clearance;  
Australia – emergency towage;  
Canada – small marine diesel engines;  
India – LLMC amendments; and  
Panama Canal – December summary.

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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. One must never blatantly assume the existence of right triangles.*

## **USCG – MMC & medical certificate application submittal**



The USCG National Maritime Center (NMC) issued a **notice** [located at [http://www.uscg.mil/nmc/announcements/pdfs/mmc\\_and\\_mc\\_application\\_submittal\\_notice.pdf](http://www.uscg.mil/nmc/announcements/pdfs/mmc_and_mc_application_submittal_notice.pdf)] reminding individuals that applications for Merchant Mariner Credentials and Medical Certificates must be sent to a USCG Regional Exam Center (REC) for processing, not to the NMC. (1/8/16).

## **USCG – Human Capital Strategy**



The US Coast Guard released its **Human Capital Strategy** (HCS) [located at <https://www.uscg.mil/seniorleadership/DOCS/HCS.pdf>]. The purpose of the HCS is to guide the development and deployment of new and

innovative human capital management approaches to access, develop, sustain, and retain the Coast Guard workforce needed for complex, global missions. (1/8/16). *Note: This item was brought to my attention by my very good friend Norm Paulhus, Jr.*

### **CMTS – analyzing resilience**



The Committee on the Marine Transportation System (CMTS) issued a **Bulletin** [located at <http://www.cmts.gov/Bulletin.aspx?id=110>] announcing availability of the report “U.S. Federal Activities Analyzing Marine Transportation System Resilience”. The report identifies and categorizes MTS resilience factors and pinpoints the priority environmental and non-environmental factors of the various agencies. (1/7/16).

### **Torres Strait – under keel clearance**



The Australian Maritime Safety Authority (AMSA) issued a notice reminding owners, masters, and pilots of the requirements of the under keel clearance management system applicable in the Torres Strait. **Marine Notice 3-2016** [located at <https://apps.amsa.gov.au/MOREview/MarineNoticeExternal.html>] (1/8/16).

### **Australia – emergency towage**



The Australian Maritime Safety Authority (AMSA) issued a notice reminding owners, masters, and agents of the emergency towage requirements and of the AMSA’s powers of intervention in the event of a maritime casualty threatening Australia’s coast. **Marine Notice 4-2016** [located at <https://apps.amsa.gov.au/MOREview/MarineNoticeExternal.html>] (1/8/16).

### **Canada – small marine diesel engines**



Transport Canada issued a bulletin stating that it will not require compliance with the IMO Tier III nitrogen oxides emissions standards set out in subsection 110.3(4) of the Vessel Pollution and Dangerous Chemicals Regulations until 1 January 2017 if the marine diesel engine with a power rating of 130 kilowatts and 750 kilowatts either: (1) meets the IMO Tier II nitrogen oxides emissions standards set out in subsection 110.2(3) of the Regulations; or (2) complies with the US EPA Tier 3 emission standards for marine diesel engines set out in 40 CFR 1042.101 for Category 1 engines. This action has been taken due to

the current unavailability of compliant IMO Tier III small marine diesel engines in North America. (12/23/15).

### India – LLMC amendments



The Indian Directorate General of Shipping (DGS) issued a **notice** [located at [http://dgshipping.gov.in/WriteReadData/News/201601080525596047166ms\\_llml\\_amendment\\_090216.pdf](http://dgshipping.gov.in/WriteReadData/News/201601080525596047166ms_llml_amendment_090216.pdf)] stating that it seeks comments on a proposal to amend the regulation concerning limitation of liability for maritime claims to conform to recent changes to the 1996 LLMC Protocol adopted through the IMO. Comments must be received by 9 February. (1/8/16).

### Panama Canal – December summary



The Panama Canal Authority (ACP) issued an advisory summarizing Canal operations during December. **Advisory 01-2016** [located at <https://www.pancanal.com/common/maritime/advisories/2016/a-01-2016.pdf>] (1/7/16).

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