

Headlines:

USCG – inspection of towing vessels;
NMSAC – teleconference meeting on 5 July;
FMC – carriers urged to accept terminal container weights;
MARAD – battery use in a hybrid tug;
MARAD – energy efficiency white paper; and
Summer/winter solstice – 2234 UTC, 20 June 2016.

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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. Human beings are remarkable for their disinclination to learn from the experience of others.

USCG – inspection of towing vessels



The US Coast Guard promulgated a final rule, which becomes effective on 20 July 2016, implementing the regulations addressing inspection of US towing vessels. With limited exceptions, these regulations apply to all US towing vessels with a length of 26 feet or more and to all US towing vessels regardless of length moving a barge carrying oil or hazardous material in bulk. The vast majority of these regulations will constitute the new Subchapter M of Title 46, Code of Federal Regulations. A portion of the regulations, focused on inspection and certification, will enter into effect immediately, although enforcement will be delayed. The remainder, addressing hardware issues such as lifesaving, fire protection, and construction and arrangement, will come into effect on 20 July 2018. **81 Fed. Reg. 40003** (6/20/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-06-20/pdf/2016-12857.pdf>]. *Note: This is a major rulemaking and will have a profound and long-term impact on the US towing industry.*

NMSAC – teleconference meeting on 5 July



The National Maritime Security Advisory Committee (NMSAC), sponsored by the US Coast Guard, will meet via teleconference on 5 July. Topics on the agenda include: the Cyber Security Information Sharing and Analysis Center; specifications for the Next Generation TWIC; and the Extremely Hazardous Cargo Strategy. **81 Fed. Reg. 39939** (6/20/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-06-20/pdf/2016-14512.pdf>].

FMC – carriers urged to accept terminal container weights



The Federal Maritime Commission (FMC) issued a **news release** stating that Chairman Mario Cordero is urging ocean carriers to accept the solution to verified gross mass (VGM) provided by the US Coast Guard. Container weight as determined by the terminal operator should be treated by the carrier as the VGM. He noted that any VGM compliance regime established under the auspices of a discussion agreement on file at the FMC that adds burdens to declaring container weights will invite increased scrutiny by the Commission. (6/16/16) [http://www.fmc.gov/cordero_urges_path_to_vgm_compliance/].

MARAD – battery use in a hybrid tug



The Maritime Administration (MARAD) issued a **news release** announcing availability of a study evaluating the risks and benefits of the use of batteries in the power plant of a hybrid tug. (6/17/16) [http://www.marad.dot.gov/newsroom/news_release/2016/marad-announces-release-of-study-on-battery-risks-and-benefits-on-a-hybrid-tug/].

MARAD – energy efficiency white paper



The Maritime Administration (MARAD) issued a **news release** announcing availability of an energy efficiency white paper for marine vessels. (6/17/16) [http://www.marad.dot.gov/newsroom/news_release/2016/marad-announces-release-of-energy-efficiency-white-paper/].

Summer/winter solstice – 2234 UTC, 20 June 2016



The summer/winter solstice, marking the first day of summer in the northern hemisphere and the first day of winter in the southern hemisphere, occurs at 2234 UTC on Monday, 20 June 2016. This represents the sun's furthest progression northward for the year. This event previously was celebrated on 21 June, but the nefarious addition of stealth leap-seconds into our lives is finally impacting the very fabric of society.

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

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