

## Headlines:

DOE – authorization to export LNG;  
Senate – bill introduced re taxation and oil spills;  
Senate – bill introduced re oil spill costs;  
Senate – bill introduced to reauthorize NTSB;  
Court – OCSLA choice of law;  
Hong Kong – VTS upgrade;  
Puget Sound – no-discharge zone propose; and  
Andrea Doria/Stockholm collision – 25 July 1956.

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# Bryant's Maritime News

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## **DOE – authorization to export LNG**



The Department of Energy (DOE) issued a notice of orders granting authority to import and export natural gas and LNG. **81 Fed. Reg. 48414** (7/25/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-07-25/pdf/2016-17473.pdf>].

## Senate – bill introduced re taxation and oil spills



Senator Menendez (D-NJ) introduced the **Big Oil Bailout Prevention Trust Fund Act of 2016** (S. 3163) to amend the Internal Revenue Code of 1986 to require oil polluters to pay the full cost of oil spills, and for other purposes. (7/12/16) [<https://www.gpo.gov/fdsys/pkg/BILLS-114s3163is/pdf/BILLS-114s3163is.pdf>].

## Senate – bill introduced re oil spill costs



Senator Menendez (D-NJ) introduced the **Big Oil Bailout Prevention Unlimited Liability Act of 2106** (S. 3165) to amend the Oil Pollution Act of 1990 to require oil polluters to pay the full cost of oil spills, and for other purposes. (7/12/16) [<https://www.gpo.gov/fdsys/pkg/BILLS-114s3165is/pdf/BILLS-114s3165is.pdf>].

## Senate – bill introduced to reauthorize NTSB



Senator Merkley (D-OR) introduced the **Mandate Oil Spill Investigations and Emergency Rules (MOSIER) Act of 2016** (S. 3187) to increase the authorization of the National Transportation Safety Board through fiscal year 2020, to require the NTSB to investigate major oil and other hazardous materials derailments, to expand the Secretary of Transportation's emergency order authority, and to require the Secretary of Transportation to establish a volatility standard for crude oil transported by rail. (7/13/16) [<https://www.gpo.gov/fdsys/pkg/BILLS-114s3187is/pdf/BILLS-114s3187is.pdf>].

## Court – OCSLA choice of law



A panel of the US Court of Appeals for the Fifth Circuit issued a clarification of its previous opinion in this matter to emphasize that the choice of law finding in that opinion related solely to the unique statutory scheme created by the Outer Continental Shelf Lands Act (OCSLA). In addition, the panel noted that the appeal arose in an interlocutory posture. **Petrobras America v Vicinay Cadenas**, No. 14-20589 (5th Cir., July 22, 2016) [<http://www.ca5.uscourts.gov/opinions/pub/14/14-20589-CV1.pdf>].

## Puget Sound – no-discharge zone proposed



The Washington Department of Ecology issued a **news release** stating that a petition has been submitted to the Environmental Protection Agency (EPA) for Puget Sound to be designated a no-discharge zone. Such a designation would prohibit commercial and recreational vessels from discharging sewage (treated or untreated) into those waters. (7/21/16)  
[<http://www.ecy.wa.gov/news/2016/092.html>].

## Hong Kong – VTS upgrade



The Hong Kong Marine Department issued a **press release** stating that the Vessel Traffic Services (VTS) system has been upgraded to meet the evolving international operational standards. (7/21/16)  
[<http://www.mardep.gov.hk/en/publication/pdf/pr160721.pdf>].

## Andrea Doria/Stockholm collision – 25 July 1956



Before



After

The Swedish passenger ship *Stockholm* and the Italian passenger ship *Andrea Doria* collided on the edge of a heavy fog bank off Nantucket on 25 July 1956. The *Andrea Doria* sank several hours after the collision, but not before 1,660 passengers and crew were rescued. There were 46 deaths. While the exact cause of the casualty has never been determined, it appears to have been a “radar-assisted” collision, with the officers of the watch on both vessels misinterpreting the radar images and taking the wrong actions. The wreck of the *Andrea Doria* has become a popular, though notorious, destination for deep-sea divers. The *Stockholm* was rebuilt following the collision. It has gone through a number of owners and names and sailed for many years as the cruise ship *MV Athena*. On 3 December 2008, it was attacked by pirates while transiting the Gulf of Aden, but was able to evade the attempted boarding. It is now owned by a UK company and sails as the *MV Astoria*.

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