

Headlines:

NAVSAC – meeting on 2-3 November;  
PHMSA – transport of dangerous goods meeting;  
NOAA – coral reef conservation; and  
Australia – container ship grounding.

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## Bryant's Maritime News

Bryant's Maritime Consulting - 4845 SW 91<sup>st</sup> Way - Gainesville, FL 32608-8135 - USA

Tel: 1-352-692-5493 – Email: [dennis.l.bryant@gmail.com](mailto:dennis.l.bryant@gmail.com) – Internet: <http://brymar-consulting.com>

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### NAVSAC – meeting on 2-3 November



The Navigation Safety Advisory Committee (NAVSAC), sponsored by the US Coast Guard, will meet on 2-3 November in Saint Petersburg, Florida. Topics on the agenda include the NTSB VTS Study and the Atlantic and Gulf Coast Waterways Analysis Management System Study. **81 Fed. Reg. 71748**

(10/18/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-10-18/pdf/2016-25119.pdf>].

### **PHMSA – transport of dangerous goods meeting**



The Pipeline and Hazardous Materials Safety Administration (PHMSA) issued a notice stating that it will conduct a public meeting in Washington, DC on 15 November to prepare for the upcoming session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (UNSCOE TDG 50). The PHMSA is also requesting comments on potential new work items that may be considered for inclusion in the international agenda. **81 Fed. Reg. 71790** (10/18/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-10-18/pdf/2016-25181.pdf>].

### **NOAA – coral reef conservation**



The National Oceanic and Atmospheric Administration (NOAA) issued a **news release** stating that its Coral Reef Conservation Program has awarded \$93 million in grants and cooperative agreements to support conservation projects and studies in the United States, its territories, the Caribbean, and Micronesia. (10/17/16) [<http://www.noaa.gov/media-release/noaa-awards-93-million-to-advance-coral-reef-conservation>].

### **Australia – container ship grounding**



The Australian Transport Safety Bureau (ATSB) issued the report of its investigation of the grounding of the container ship Maersk Garonne in Fremantle on 28 February 2015. The harbor pilot decided to delay the ship's entrance into the harbor when he realized that the assist tugs had yet to arrive. The ship's bridge resource management was not effectively implemented and did little to monitor the pilot's actions. As a result single-person errors that occurred went undetected. **MO-2015-02** (10/17/16) [<http://www.atsb.gov.au/media/5771696/mo-2015-002-final-report.pdf>].

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## **Dennis L. Bryant**

Bryant's Maritime Consulting  
4845 SW 91<sup>st</sup> Way  
Gainesville, FL 32608-8135  
USA

1-352-692-5493  
[dennis.l.bryant@gmail.com](mailto:dennis.l.bryant@gmail.com)  
<http://brymar-consulting.com>

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