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San Francisco – Pier 70 project;
SLSDC – Seaway Regulations & Rules;
SLSDC – Tariff of Tolls;
DOS – SHC charter renewed;
CMTS – FAST Act Addendum;
MEDMAC - meeting on 4-5 April;
NTSB – sinking of fishing vessel;
Tokyo – cargo securing arrangements;
Ireland – EU MRV regulation reminder; and
Protection Against Piracy Act – 3 March 1819.

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Bryant's Maritime News

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*Note: This newsletter is one section of the **Bryant's Maritime Consulting** website. Visit the site for more extensive maritime regulatory information. Individual concerns may be addressed by retaining **Dennis Bryant** 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. Common sense is a flower that doesn't grow in everyone's garden.*

San Francisco – Pier 70 project



The US Army Corps of Engineers (USACE) issued a notice stating that it seeks comments on the draft Detailed Project Report for the Pier 70 Central Basin Continuing Authorities Section 107 Navigation Improvement Project at the Port of San Francisco. Comments must be received by 21 March. **82 Fed. Reg. 12447** (3/3/17) [<https://www.gpo.gov/fdsys/pkg/FR-2017-03-03/pdf/2017-04123.pdf>].

SLSDC – Seaway Regulations & Rules



The Saint Lawrence Seaway Development Corporation (SLSDC) promulgated a final rule updating the Seaway Regulations and Rules. The rule enters into effect on 20 March. **82 Fed. Reg. 12418** (3/3/17) [<https://www.gpo.gov/fdsys/pkg/FR-2017-03-03/pdf/2017-04068.pdf>].

SLSDC – Tariff of Tolls



The Saint Lawrence Seaway Development Corporation (SLSDC) promulgated a final rule for the Tariff of Tolls for the Seaway. The rule enters into effect on 20 March. **82 Fed. Reg. 12420** (3/3/17) [<https://www.gpo.gov/fdsys/pkg/FR-2017-03-03/pdf/2017-04069.pdf>].

DOS – SHC charter renewed



The Department of State (DOS) issued a notice stating that the charter for the Shipping Coordinating Committee (SHC) has been renewed. **82 Fed. Reg. 12486** (3/3/17) [<https://www.gpo.gov/fdsys/pkg/FR-2017-03-03/pdf/2017-04095.pdf>].

CMTS – FAST Act Addendum



The **Committee on the Marine Transportation System** (CMTS) issued a notice stating that the FAST Act Addendum to the Federal Funding Handbook for Marine Transportation Infrastructure is now available. The Addendum highlights the Department of Transportation' FASTLANE program which provides dedicated, discretionary funding for projects that address critical freight issues facing our nation's highways, bridges, railroads, and intermodal infrastructure and establishes broad multiyear eligibilities for freight infrastructure. (3/2/17) [<http://www.cmts.gov/>].

MEDMAC – meeting on 4-5 April



The Merchant Mariner Medical Advisory Committee (MEDMAC), sponsored by the US Coast Guard, will meet on 4-5 April in Martinsburg, West Virginia. Topics on the agenda include revisions to NVIC 04-08 and the Mariner

Occupational Health Risk Study. [82 Fed. Reg. 12367](#) (3/2/17)
[<https://www.gpo.gov/fdsys/pkg/FR-2017-03-02/pdf/2017-04041.pdf>]. *Note: This item is repeated from yesterday to correct a typo spotted by an eagle-eyed and long-suffering reader. Oops!*

NTSB – sinking of fishing vessel



The National Transportation Safety Board (NTSB) issued the report of its investigation of the sinking, with loss of life, of the commercial fishing vessel Orin C off Cape Ann, Massachusetts on 3 December 2015. The three crew members abandoned the vessel just prior to its sinking. One crew member, though, lost consciousness before being pulled into a USCG motor lifeboat. Despite over an hour of CPR, the crew member died. The probable cause of the sinking was the structural failure of the vessel's wooden hull and subsequent flooding. While probably not a factor in the fisherman's death, the NTSB noted that the USCG motor lifeboat carried advanced first-aid equipment that the crew members did not know how to operate. It recommended that at least one USCG crew member on each rescue vessel be trained in use of the first-aid and trauma equipment on board. [Marine Accident Brief 17-05](#) (2/28/17)
[<https://www.nts.gov/investigations/AccidentReports/Reports/MAB1705.pdf>].
Note: This item is repeated from yesterday to correct a typo spotted by an eagle-eyed and long-suffering reader. Oops!

Tokyo MOU – cargo securing arrangements



The Tokyo MOU issued a [press release](#) summarizing results of the concentrated inspection campaign on cargo securing arrangements conducted on 1 September through 30 November. Of the 4,263 covered vessels inspected during this period, only 19 (or 0.45%) were detained, while 499 vessels (or 11.7%) were cited for related deficiencies. (3/2/17) [<http://www.tokyo-mou.org/doc/Press%20release%20on%20results%20of%20CIC%20on%20Cargo%20Securing%20Arrangements-f.pdf>].

Ireland – EU MRV regulation reminder



The Irish Department of Transport, Tourism, and Sport issued a notice reminding stakeholders of the European Union (EU) ship emissions Monitoring, Reporting and Verification (MRV) regulation. An implementation plan must be submitted to an independent verifier by 31 August. [Marine Notice 8-2017](#) (3/1/17) [<http://www.dttas.ie/sites/default/files/MNO8of2017.pdf>].

Protection Against Piracy Act – 3 March 1819



The U.S. Congress enacted into law a statute to protect the commerce of the United States and punish the crime of piracy. Among other things, it authorized the use of public armed vessels (the US Navy and the US Revenue Cutter Service), with suitable instructions to the commanders thereof, in protecting merchant vessels of the United States and their crews from piratical aggressions and depredations. It also authorized merchant vessels to oppose and defend against aggression by a private armed vessel. Any person convicted of piracy as defined by the law of nations was to be punished with death. **3 Stat. 510** (March 3, 1819).

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