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USCG – safety alert re immersion suits;  
USCG – NOSAC members sought;  
SLSDC – Tariff of Tolls;  
DOE – LNG import or export;  
ReCAAP – information sharing; and  
Exxon Valdez oil spill – 24 March 1989.

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# Bryant's Maritime News

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## **USCG – safety alert re immersion suits**



The US Coast Guard issued a safety alert strongly recommending that vessel operators inspect their immersion suits for a potential unsafe condition caused by failure of the glue used to attach the main zipper to the body of the suit. **Safety Alert 03-18** (3/20/18)

[<http://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/0318.pdf>]. *Note: This item is repeated from an earlier newsletter to show the valid link.*

## **USCG – NOSAC members sought**



The US Coast Guard issued a notice stating that it seeks applications from interested individuals for membership on the National Offshore Safety advisory Committee (NOSAC). Applications should be submitted by 22 May. **83**

**Fed. Reg. 12802** (3/23/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-03-23/pdf/2018-05944.pdf>].

### **SLSDC – Tariff of Tolls**



The Saint Lawrence Seaway Development Corporation (SLSDC) promulgated a final rule amending the Saint Lawrence Seaway Tariff of Tolls. The amendment enters into effect on 29 March. **83 Fed. Reg. 12667** (3/23/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-03-23/pdf/2018-05904.pdf>].

### **DOE – LNG import or export**



The Department of Energy (DOE) issued its recent orders regarding authority to import or export natural gas or liquefied natural gas (LNG). **83 Fed. Reg. 12734** (3/23/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-03-23/pdf/2018-05966.pdf>].

### **ReCAAP – information sharing**



The Singapore Maritime and Port Authority (MPA) issued a **news release** stating that the ReCAAP Information Sharing Centre is implementing strategies to become a center of excellence for information sharing to gain deeper insights into incidents of piracy and armed robbery against ships. (3/22/18) [<https://www.mpa.gov.sg/web/portal/home/media-centre/news-releases/detail/078d003c-5f5c-4e87-a5d0-1f094f7a7de3>].

### **EXXON VALDEZ oil spill – 24 March 1989**



On 24 March 1989, the single-hull tanker **EXXON VALDEZ** was departing the Port of Valdez, Alaska with a full load of North Slope crude oil (approximately 1.26 million barrels) destined for Long Beach when it grounded on Bligh Reef in Prince William Sound. The resulting **oil spill** (approximately 258,000 barrels), while not the largest in US history, was clearly the most important. It engendered much litigation. Public concern over the spill led directly to enactment of the **Oil Pollution Act of 1990** (OPA 90), which mandated double hulls for new tankers, response plans, and a number of other remedial measures. OPA 90 also significantly changed the liability and compensation scheme for oil spills in US waters. The amount of oil entering waters of the United States from ships drastically decreased following implementation of OPA 90. *Note: On a personal note, I was directly involved in development and*

*promulgation of regulations implementing OPA 90 for the US Coast Guard, supervising a large staff of dedicated individuals. A lot has changed in the succeeding 29 years, most significantly the commitment of the maritime industry to minimize the risk of oil pollution from ships. One can only hope that oil discharges from point sources and non-point sources ashore demonstrate similar reductions.*

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