

Headlines:

Treasury – international boycott countries;
House – bill introduced re navigation facilities;
Court – LHWCA situs test;
Court – quantum meruit;
EUNAVFOR – IMO briefing re Operation Atalanta;
Arctic Council – Arctic Shipping Forum;
Malta – unsuitable scale of digital chart; and
Panama Canal – maximum authorized draft.

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Bryant's Maritime News

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Treasury – international boycott countries



The Department of the Treasury issued its annual list of countries requiring cooperation with an international boycott. The list consists of Iraq, Kuwait, Lebanon, Libya, Qatar, Saudi Arabia, Syria, United Arab Emirates, and Yemen. **83 Fed. Reg. 22751** (5/16/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-05-16/pdf/2018-10373.pdf>].

House – bill introduced re navigation facilities



Representative Bustos (D-IL) introduced the **Navigation Workers Protection Act of 2018** (H.R. 5688) to amend the Water Resources Development Act of 1990 relating to the operation and maintenance of navigation facilities, and

for other purposes. (5/7/18) [<https://www.gpo.gov/fdsys/pkg/BILLS-115hr5688ih/pdf/BILLS-115hr5688ih.pdf>].



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Court – LHWCA situs test



In a brief unpublished decision, the US Court of Appeals for the Ninth Circuit ruled that a truck driver's injury at a mixed-use site located near but outside the port was not covered by the Longshore and Harbor Workers' Compensation Act (LHWCA) because the site was too attenuated to meet the statute's situs test. **Ahmed v. Western Ports Transportation**, No. 16-73676 (9th Cir., May 14, 2018) [<https://cdn.ca9.uscourts.gov/datastore/memoranda/2018/05/14/16-73676.pdf>].

Court – quantum meruit



In an unpublished decision, the US Court of Appeals for the Eleventh Circuit applied state quantum meruit principles to affirm that the company that supplied bunkers to a merchant vessel is entitled to recover the value of the bunkers even though the vessel owner had previously paid a now-bankrupt intermediary. **Martin Energy Services v. MV Bravante IX**, No. 17-10899 (11th Cir., May 10, 2018) [<http://media.ca11.uscourts.gov/opinions/unpub/files/201710899.pdf>]. *Note: One of my long-suffering readers pointed out that the vessel owner did not pay anything to the OWB entities. It only paid the interpleader deposit which was claimed by the bunker supplier, Martin, and by ING Bank, the alleged assignee to the OWB entities' claims against the vessel owner.*

EUNAVFOR – IMO briefing re Operation Atalanta



The EUNAVFOR issued a **press release** stating that it briefed the IMO on its counter-piracy Operation Atalanta. The discussion was broad-ranging in nature, covering the military assessment of the Somali piracy threat, Somalia capacity-building progress, and the range of maritime security threats facing international shipping in the Southern Red Sea, Gulf of Aden, and Western Indian Ocean. (5/11/18) [<http://eunavfor.eu/eu-navfor-and-imo-cooperation-and-coordination/>].

Arctic Council – Arctic Shipping Forum



The **Arctic Shipping Best Practice Information Forum** is open to Arctic States, Permanent Participants, and Arctic Council Observers and select others. It has established a publicly accessible web-portal that can be used by those involved in Arctic marine operations to assist in implementation of the Polar Code. (5/15/18) [<https://pame.is/arcticshippingforum/>].

Malta – unsuitable scale of digital chart



Transport Malta issued the report of its investigation of the grounding of the bulk carrier Universal Durban on 13 May 2017 south of Palau Serasan, Indonesia. Investigation revealed that the scale of the digital chart in use on ECDIS was unsuitable for navigation in the area and the quality of data encoded within the composite data quality attribute was not within the thresholds defined by the category of zone of confidence. During passage planning, the proper navigational chart for transit through this area had accidentally been deleted from the chart order. **Report 10/2018** (5/14/18) [https://mtip.gov.mt/en/msiu/Documents/MV%20Universal%20Durban_Final%20Safety%20Investigation%20Report.pdf].

Panama Canal – maximum authorized draft



The Panama Canal Authority (ACP) issued an advisory announcing that the maximum authorized draft for Neopanamax vessels will remain at 14.63 meters (48 feet) until further notice. **Advisory 14-2018** (5/14/18) [<https://www.pan Canal.com/common/maritime/advisories/2018/a-14-2018.pdf>].

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