

From:

Dennis Bryant, Principal

Bryant's Maritime Consulting

4845 SW 91st Way

Gainesville, FL 32608-8135 - USA

Website: <http://brymar-consulting.com/>

Phone: 1-352-692-5493

Email: dennis.l.bryant@gmail.com

1) Is there the potential for a Marine Highway Program in the United States?

I concur with Bruce Lambert that there is untapped potential for a Marine Highway Program in the United States. In fact, we already have numerous such programs throughout the nation. The inland river system moves massive amounts of grain, which rail and truck could never accommodate. There is some movement of cargoes along the coasts (such as refined petroleum along the Gulf and Atlantic coasts).

2) What are some of the barriers to making MH a reality on a larger scale?

The major barrier to expansion is funding to address infrastructure shortfalls. The federal government allocates billions to highway projects, which speed trucks on their way. Some federal monies are allocated to dredging and related marine projects. The difference in approach, though, is obvious. The Highway Trust Fund is utilized to its limit to fund projects, whereas the Harbor Maintenance Trust Fund keeps building because Congress won't appropriate available monies (keeping the funds in reserve partially to balance the budget). In addition, highway funds are seldom spent on the "last mile" of road leading down to the pier. Rather, the monies are assigned to projects where the populace can see and use the roads (and support the Representative or Senator who earmarked the funds).

3) Is MH a part of a National Transportation System?

The Marine Highway is clearly part of the National Transportation System, but many do not appreciate that basic fact.

Mr. Bryant's Bio:

Dennis L. Bryant retired from the US Coast Guard with the rank of Captain after 27 years active duty. He served in the icebreaker NORTHWIND for several years including in 1969 when it escorted the tanker MANHATTAN through the Northwest Passage (this was back in the old days, when there was real ice in the Arctic). He had various tours as a law specialist, including an assignment as the Coast Guard's Law of the Sea officer. He also served a tour in the Office of International Affairs and finished his career supervising the staff charged with implementing the Oil Pollution Act of 1990 (OPA 90). After leaving the Coast Guard, he was with a major maritime law firm for 13 years. Now he is an independent consultant. He also speaks both

domestically and internationally. In his spare time, he publishes a blog on recent maritime developments and writes maritime-related articles. Some of his published papers are listed in his [Bibliography](#). Dennis also is quoted frequently in [Articles](#) appearing in the trade press.