



İstanbul :

Sayı:

Our Reference : 4072

26.10.2018

Konu:

Subject : **Amerika Deniz Ticaret Odası Eylül 2018 Bülteni Hk.**

Sirküler No: 627 / 2018

İlgi :Uluslararası Deniz Ticaret Odası'ndan (ICS) alınan 16.10.2018 tarihli ve ICS(18)37 sayılı yazısı ve Eki.

İlgi yazıda, ICS Üyelerinden, Amerika Deniz Ticaret Odası'ndan (Chamber of Shipping of America - CSA) alınan, yazı Ekindeki Raporu dikkate almaları talep edilmektedir. Rapor, özetle aşağıdaki hususları içermektedir:

1) IMO Deniz Çevresini Koruma Komitesi (MEPC) / Deniz Güvenliği Komitesi (MSC) – CSA (Amerika Deniz Ticaret Odası), IMO'da ICS delegasyonunun bir üyesi olarak yapılan önemli toplantılarda ele alınan çok sayıda konuya aktif katılımını sürdürmüş ve tavsiyelerde bulunmuştur. CSA ayrıca ICS Çevre Alt Komitesi'ne başkanlık etmekte olup, ICS Denizcilik Politikası Komitesi, Deniz Hukuku Komitesi ve Denizcilik Komitesi'nde hizmet vermektedir. CSA, ICS delegasyonunun bir üyesi olarak, Sera Gazı Emisyonları ile ilgili Çalışma Grubu'nun oturumlararası toplantı programına da katılmıştır.

2) ILO (Uluslararası Çalışma Örgütü) Girişimleri - CSA, Denizcilik Çalışma Sözleşmesi (MLC) uygulaması ve bu anlaşmaya ABD'nin katılımı ile ilgili gelişmeleri izlemeyi sürdürmektedir. Uygulama, ABD Sahil Güvenliği tarafından onaylanmış ve şu an ABD Çalışma Bakanlığı'nda analiz edilme ve onaylamayı ileriye taşımaya yönelik destek verilmesi veya verilmemesi konusunda karar verilme aşamasındadır. CSA, ABD Hükümeti'ni, MLC'yi resmi olarak onaylamayı ikna etmek için denizcilik çalışma örgütleriyle bir araya gelmektedir. CSA'dan ayrıca, ILO'nun denizcilik sektöründeki çeşitliliğin konuşulduğu gemi adamlarının yetiştirilmesi ve işe alımı konusundaki özel toplantısında, ICS delegasyonuna hizmet vermesi talep edilmiştir.

3) Kuzey Kutbu Denizciliği / Kuzey Kutbu Konseyi ve Diğer ABD girişimleri - CSA, deniz taşımacılığı gereksinimlerinin uluslararası düzeyde anlaşılmasını sağlamak için ABD Sahil Güvenliği, Eyalet ve Ticaret (NOAA) Departmanı ile görüşmelerde bulunmaktadır. IMO'daki faaliyetler Polar Kodu uygulaması aşamasındayken, bir dizi BM organı Kuzey Kutbu'ndaki faaliyetlerin beklenen artışını ele almaya devam etmektedir. CSA, aynı zamanda, gemi grevleri, acil durum müdahalesi, seyrüsefer ve haberleşme sistemleri, deniz koruma alanları (mevcut ve önerilen), sualtı gürültüsü ve SAR (Search and Rescue) dahil olmak üzere bir dizi sektörler arası konuları ele alan Kuzey Kutbu Konseyi himayesinde oluşturulan Kuzey Kutbu Deniz Ortamının (PAME) Korunması Komitesi ile de bağlantı kurmaktadır.

4) EPA (Amerika Birleşik Devletleri Çevre Koruma Ajansı) Gemi Genel İzni (VGP) Geliştirilmesi - CSA, Aralık 2018 tarihinde yürürlüğe girecek olan bir sonraki VGP'nin geliştirilmesi konusunda "ABD EPA" ile birlikte çalışmaktadır. 2018 yılının başlarında

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VGP'nin yayınlanmasıyla sonuçlandırılması beklenen bu süreç; şu anda ABD Başkanı'nın düzenleyici reform girişimi nedeniyle ertelenmektedir. EPA ve diğer endüstri meslektaşları ile yapılan görüşmelere dayanarak, yeni VGP'nin, mevcut VGP'den çok az bir farkı olması beklenmektedir. Bununla birlikte, VGP'nin mümkün olan en kısa zamanda oluşturulması kritiktir; bu nedenle sanayi, Aralık 2018 tarihine kadar gemilerinde inceleme ve uygulama imkânına sahip olacaktır.

5) Ticari Gemi Arızı Boşaltım Yasası (CVIDA- Commercial Vessel Incidental Discharge Act)

- Bir takım prosedürel engellerden sonra, CVIDA'ya, ABD Senatosu'ndan geçmesi için yeterli oyu almak amacıyla başka bir torba yasa eklenmiştir. CSA, uzun yıllardır süregelen bu meselede aktif olarak yer almakta olup bu kabul edilebilir çözümün geliştirilmesinde etkili olmuştur. CSA ve sanayi koalisyonu, hem Senato hem de Beyaz Saray içindeki kilit üyeler ve personel olarak aktif bir şekilde lobi faaliyetlerini sürdürmektedir. Bu durum, mevcut Kongre'de geçiş olasılığına ilişkin ihtiyatlı bir iyimserlik hissi yaratmaktadır. Ne yazık ki, Kongre'nin bu oturumu Ocak 2019 ayında sona erecek ve bu ertelemeyen önce hem Beyaz Saray hem de Senato'dan geçişin sağlanamaması yeni tasarının tekrar düzenlenmesine ve prosedür usulüne yeniden başlanmasına neden olacaktır.

6) Balast Suyu Konusunda Ek Süre Verilmesi Üzerine Sahil Güvenlik ve EPA'nın Konumu -

CSA, balast su arıtma sistemlerinin uygulama tarihlerindeki farklı yaklaşımlar ve uzatma sürelerinin sağlanmasında daha sıkı kriterler oluşturulması üzerine, USCG (United States Coast Guard) ve EPA ile düzenli görüşmelere devam etmektedir. USCG özellikle belirli kriterler üzerinde uzatma süresi verir iken, EPA, Temiz Su Hareketi İzin Programındaki hükümlere büyük ölçüde bağlı kalarak bu ek süreleri tanımamaktadır. Mevcut sorunun en iyi çözümü, mevcut yasal programa yapılan düzenlemeler (yukarıda bahsedilen kazara gemi deşarjları) şeklinde olmakla birlikte, CSA, EPA ile şu anda çalışmakta ve 2018 yılının sonlarına doğru yürürlüğe girecek olan Genel İzin Belgesinin (VGP) Taslağını hazırlamaya başlamaktadır.

7) Balast Suyu Yönetim Sistemleri için Sahil Güvenlik Tip Onay Programı ve IMO Balast Su

Sözleşmesi Gereklilikleriyle Uyumluluk - CSA, USCG'nin balast suyu yönetim sistemleri için tip onay sürecinin durumu konusunda düzenli olarak USCG ile görüşmelerde bulunmuştur ve USCG'nin, uygun şekilde test edilmiş sistemlerin tip onay sürecindeki onaylamasının aciliyetini tam olarak anladığından emin olmuştur. Şu anda 10 sistem USCG tip onayı alırken, ABD tasarım ve inşaa gereksinimlerinin SOLAS'takilerden daha sıkı olduğu bazı gemi türleri ve ABD bayrak gemileri için, bu sistemlerin kullanımının uygunluğu konusunda endişe söz konusudur. CSA, Eylül 2017 tarihinde Sözleşmenin yürürlüğe girmesiyle ilgili uygulama ve

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uygulama konuları da dahil olmak üzere, IMO Balast Suyu Sözleşmesi gereklilikleriyle ABD gerekliliklerinin uyumlaştırılmasına yönelik çalışmalarını sürdürmektedir.

8) USCG'nin bir dizi mevcut uyum sorunundaki konumuyla ilgili olarak, CSA çalışması, Sözleşmenin ABD gereklilikleri ile daha yakından uyumlaştırılması için ABD tarafından tavsiye edilen değişiklikleri desteklemeye odaklanmıştır (Örneğin; IMO G-8 tipi onay kılavuzlarının 2017 Baharı onayı). Ele alınan ek meseleler arasında IMO Acil Durum Tedbirlerinin ve Deneyim Geliştirme Aşaması (EBP) kriterlerinin geliştirilmesi yer almaktadır.

Bilgilerinize arz ve rica ederiz.

Saygılarımızla,


Cengiz ÖZKAN
Genel Sekreter V.

DAĞITIM:

Gereği:

- Tüm Üyelerimiz (Web)
- Türk Armatörler Birliği
- S/S Gemi Armatörleri Motorlu Taş. Koop.
- Vapur Donatanları ve Acenteleri Derneği
- İMEAK DTO Meslek Komitesi Başkanları
- İMEAK DTO Şube ve Temsilcilikleri
- GİSBİR
- Yalova Altınova Tersane Girişimcileri San.ve Tic.A.Ş
- TÜRKLİM
- GESAD
- S.S. Deniz Tankerleri Akaryakıt Taş. Koop .
- Gemi Yakıt İkmalcileri Derneği
- Yetkilendirilmiş Klas Kuruluşları
- Gemi Sahibi Firmalar

Bilgi:

- Meclis Başkanlık Divanı
- Yönetim Kurulu Başkanı ve Üyeleri
- İMEAK DTO Çevre Komisyonu
- Meclis Üyeleri
- İMEAK DTO Şube Y/K Başkanları
- Gemi Makineleri İşletme Mühendisleri Odası
- Gemi Mühendisleri Odası
- WISTA Türkiye Derneği

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16 October 2018

ICS(18)37

TO: ALL FULL AND ASSOCIATE MEMBERS

**Copy: SHIPPING POLICY COMMITTEE
MARINE COMMITTEE
ENVIRONMENT SUB-COMMITTEE**

U.S. DEVELOPMENTS - SEPTEMBER 2018

Action required: To note the attached report from the Chamber of Shipping of America (CSA).

Attached at **Annex A**, please find the monthly report from CSA for September 2018.

The report, *inter alia*:

1. Provides information about the status of the U.S. EPA Vessel General Permit (VGP). The EPA now expects the new proposed VGP to be published in March 2019, with at least a 30 day comment period. CSA advises that the current VGP (VGP 2.0) will therefore remain in effect until the final VGP 3.0 is issued and will likely include some period before entry into force of VGP 3.0.

The EPA is expected to publish a VGP related policy letter in due course.

2. Advises that the 'Save our Seas Act of 2018' was passed in the U.S. Senate on 26 September and in the U.S. House of Representatives again on 27 September. This bill – which includes in Title II, Maritime Safety or more commonly known as the Maritime Safety Act of 2018 – now awaits the President's signature to sign into law.

CSA is preparing an analysis/summary of this final bill, which will be made available as soon as it is completed.

3. Includes information about CSA's Annual Issues Report for 2018, which contains briefs on issues that CSA is working on and monitoring. The Annual Report is attached at **Annex B**. Alternatively, a Link to the report is also provided in the monthly report.

Helio Vicente
Senior Adviser



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MONTHLY REPORT FOR ICS

SEPTEMBER 2018

- Give CSA a follow on  : [@CSAKnowships](https://twitter.com/CSAKnowships)

NOTE TO THE READER: Reference to the Federal Register may be found at <http://www.gpo.gov/fdsys/browse/collection.action?collectionCode=FR>. Please note new address and format for Federal Register retrieval due to upgrade in US government website.

References to legislation may be found at <http://thomas.loc.gov/> by entering the bill number (HR 802, S 2841) in the "search bill text" block found at the center of the page.

Status of US EPA Vessel General Permit (VGP)

As most are aware, we have been diligently waiting for EPA's issuance of the proposed third vessel general permit (VGP 3.0) and have been regularly in communication with EPA staff. Today, I had the opportunity to speak with EPA leadership about the status of VGP 3.0 which was originally set to be published in proposed form in late 2017 with a final permit originally to have been issued in the summer of 2018. We have repeatedly noted to EPA that a new VGP with significant changes in it would require some time for industry to modify its current compliance programs and given the current delay, it would be nearly impossible to adapt current compliance programs to any new requirements in the 2.5 months before the current VGP expires.

EPA leadership provided us with the following information which will be contained in a policy letter to be published and distributed by EPA in the near future.

- EPA expects the new proposed VGP to be published in March 2019 with at least a 30 day comment period (we've asked them to consider a 60 day comment period).
- EPA has decided to administratively continue the current VGP (VGP 2.0) until such time as the final VGP 3.0 is issued which would almost certainly include some period before VGP 3.0 enters into force.
- Vessels which are currently covered under the existing VGP (VGP 2.0) e.g. have filed a NOI (notice of intent to be covered) and have implemented the current VGP, will automatically be covered by the administrative continuance and need do nothing additional.



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- New vessels whose keel is laid prior to December 18, 2018 must file a Notice of Intent (NOI) to be covered which must be accepted by EPA prior to December 18, 2018 in order to be covered by the current VGP 2.0.
- If a vessel whose keel is laid prior to December 18, 2018 does NOT file an NOI, it will not be covered by the administratively continued VGP (VGP 2.0) and may not discharge any of the discharges covered by the VGP in the US until it files a NOI after the new VGP 3.0 is issued.
- A vessel whose keel is laid after December 18, 2018 will be covered only by the new VGP (VGP 3.0) after it is published in final form and the vessel files the required NOI.

We will provide you a copy of the EPA policy letter when it becomes available.

Save our Seas Act of 2018 (S.3508)

As CSA anticipated, the Save Our Seas Act which includes in Title II, Maritime Safety or more commonly known as the Maritime Safety Act of 2018, passed the Senate on September 26th and passed in the House again on September 27th. This bill now awaits the President's signature to sign into law. **We are preparing an analysis/summary of this final bill and will send it out soon to members once completed.** Here is a link to the full text of the Bill: [Save our Seas Act of 2018](#)

As you may recall, the House Transportation Committee and the Congressional Budget Office requested CSA to comment on multiple drafts of this bill which we did. CSA had success educating and steering aspects of the Bill to a more favorable outcome from the initial requirements.

CSA Annual Issues Report for 2018

CSA's Annual Issues Report was released to all members by email. This report briefs the issues that CSA is working on and tracking for members. Should you have any questions, please contact us.

Link to the Annual Report: [CSA Annual Issues Report for 2018](#)



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CHAMBER OF SHIPPING OF AMERICA ANNUAL ISSUES REPORT

SEPTEMBER 1, 2018

Activity on legislation and regulatory proposals: CSA acted on international and domestic legislation and regulatory actions during the past year in the following areas:

International Activities

- **IMO Marine Environment Protection Committee (MEPC)/Maritime Safety Committee (MSC)** – CSA continued its active involvement in a multitude of issues being addressed at IMO via its attendance at key meetings as a member of the ICS delegation. CSA was actively involved and provided recommendations to ICS which were incorporated in ICS positions presented at these meetings. CSA also chairs the ICS Environmental Subcommittee and serves on the ICS Shipping Policy Committee, Maritime Law Committee and the Marine Committee which uniquely positions us to ensure the positions of CSA members are incorporated into ICS position development and ultimately presented to the IMO MEPC and MSC as an ICS submission. CSA is also participating in the multi-meeting schedule of the Intersessional Working Group on Greenhouse Gas Emissions as a member of the ICS delegation.
- **ILO Initiatives** - CSA continued monitoring developments regarding the Maritime Labor Convention (MLC) implementation and US accession to this treaty. The ratification package has been cleared by the US Coast Guard and is currently at the US Department of Labor for analysis and ultimately a decision on support or nonsupport of moving the ratification forward. CSA is meeting with maritime labor organizations in an effort to persuade the US government to formally ratify the MLC. CSA has also been asked to serve on the ICS delegation to ILO for its planned special meeting on seafarer recruitment and retention which also includes discussions on diversity in the global maritime industry.
- **Arctic Shipping/ Arctic Council and other US initiatives** – CSA is engaged in discussions with the US Coast Guard, State and Commerce (NOAA) Departments to ensure the needs of shipping are recognized as discussions progress at the international level. While activities at IMO are now in the Polar Code implementation phase, a number of UN bodies continue to address the expected increase of activities in the Arctic. CSA is also interfacing with the Committee for the Protection of the Arctic Marine Environment (PAME) formed under the auspices of the Arctic Council which is addressing a number of cross-sectoral issues including ship strikes, emergency response, navigation and communication systems, marine protected areas (existing and proposed), underwater noise and SAR.



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US Executive and Legislative Branch Activities

- Presidential Executive Order on Immigration's impacts on shipping – CSA interfaced with USCG, State Department and CBP to determine the manner in which the referenced Executive Order would be applied to seamen from the listed countries.
- US Reinstatement of Sanctions Against Iran – CSA briefed members on the reinstatement of sanctions against Iran and continues its interface with the US Office of Foreign Assets Control (OFAC). Noting the legal and political complexities associated with this reinstatement, CSA will continue to monitor US activities particularly noting that OFAC review of foreign transactions can be conducted at least 5 transactions deep to determine if a particular entity has violated these sanctions which provides a unique challenge given the inability to assess third party transactions to which the vessel owner is not a party.
- Energy Export Legislation - CSA has briefed members and is currently monitoring the status of energy export legislation which was introduced earlier in 2018 in both the Senate and House of Representatives. These companion bills would mandate the carriage of minimum percentages of LNG and crude oil exports on US flag vessels beginning in 2023 through 2040. To date, no hearings have been held on these bills.
- Maritime Safety Act of 2018 – CSA provided input to Congressional staff on the pre-introduction draft versions of this bill and comments to the Congressional Budget Office which would impose new requirements on US flag vessels based on recommendations from the National Transportation Safety Board's investigation on the El Faro casualty.
- Presidential Regulatory Reform Initiative – CSA has provided relevant comments to USCG, EPA, CBP and NOAA on specific programs which we believe are worthy of further review, revision and/or repeal.
- Development of EPA Vessel General Permit (VGP) – CSA is working with the US EPA on development of the next VGP which will enter into effect in December 2018. This process which was to have resulted in a proposed VGP to be published in early 2018 is currently being delayed due to the President's regulatory reform initiative. Based on discussions with EPA and other industry colleagues, little is expected to change from the current VGP to the new VGP. It is however critical that the VGP be issued in final form as soon as possible so the industry will have the opportunity to review and implement on board their vessels by the December 2018 enter into force date.
- Vessel incidental discharges (CVIDA) – After a number of procedural hurdles, CVIDA has been attached to another omnibus bill in an attempt to get sufficient votes in the US Senate for passage. CSA is actively involved in this perennial issue over several years and was instrumental in development of this acceptable solution. CSA and the industry coalition has been actively lobbying in a bi-partisan manner, key Members and staff in both the Senate and House resulting in a sense of cautious optimism regarding the possibility of passage in the current Congress.



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Unfortunately, this session of Congress will end in January 2019 and failure to achieve passage in both the House and Senate before this adjournment will result in the need for the bill to be reintroduced in the new Congress and begin the procedural path again e.g. introduction, referral to committee(s).

- National Ocean Policy/Marine Spatial Planning – CSA continued its involvement in various fora on the evolving subject of marine spatial planning and the impacts on commercial shipping operations. CSA is regularly interfacing with environmental groups, the President’s Committee on National Ocean Policy and regional/state initiatives not associated with the national committee. CSA is also on the Stakeholder Liaison Committee working with the Northeast and Mid-Atlantic Regional Councils to ensure the needs of commercial shipping are recognized in their respective draft ocean plans. CSA also provided comments to the Northeast and Mid-Atlantic Ocean Plan to ensure that the interests of shipping and federal consistency are considered in future decisions/discussions. It is notable that the President Trump has issued an Executive Order which rescinded the old National Ocean Policy and replaces it with a new more streamlined National Ocean Policy which establishes an interagency Ocean Policy Committee to streamline federal coordination.
- Coast Guard/EPA positions on ballast water extensions – CSA continues its regular discussions with USCG and EPA relative to different approaches on implementation dates for ballast water treatment systems and its new more stringent criteria for the granting of extensions. Specifically USCG is granting extensions on specific criteria while EPA does not recognize these extensions due in large part to provisions in the Clean Water Act permitting program. While the best solution to the current problem is in the form of amendments to the current statutory based program (see vessel incidental discharges above), CSA is now working with EPA as it begins drafting the vessel general permit (VGP) which will become effect in late 2018, and has proposed alternative text to the current VGP implementation schedule which if agreed, could provide the necessary relief, should the legislative efforts fail. As more systems receive US type approval, the opportunities for receiving an extension to a vessel’s compliance date become less likely and if granted, of shorter duration.
- Coast Guard Type Approval Program for Ballast Water Management Systems and Alignment with IMO Ballast Water Convention Requirements – CSA regularly interfaced with USCG on the status of their type approval process for ballast water management systems ensuring the USCG fully understands the urgency in approving properly tested systems through the type approval process. While currently 10 systems have received USCG type approval, concern still exists as to the suitability of use of these systems are certain vessel types and US flag vessels, where the US design and construction requirements are more stringent than those contained in SOLAS. CSA continues to work toward alignment of the US requirements with the IMO Ballast Water Convention requirements including implementation and enforcement issues associated with the expected entry into force of the Convention in September 2017. Given the current USCG position on a number of alignment issues, CSA work has focused on supporting US recommended changes to the Convention in order to more closely align the Convention with the US requirements e.g. Spring 2017 approval of the revised IMO G-8 type approval guidelines. Additional issues being addressed



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include the development of the IMO contingency measures and criteria for the experience building phase (EBP).

- National Preparedness for Response Exercise Program (PREP) Guidelines and Government Initiated Unannounced Drills (GIUE) – CSA continues to work with the response community (salvage and marine firefighting, OSROs and QIs) to seek much needed clarification on the requirements contained in the PREP guidelines and GIUE policy letter issued in 2016. CSA and the response community coalition maintained regular contact and developed a good working relationship with the USCG Office of Response Policy to review our continuing concerns, clarify certain provisions and urge USCG to establish an advisory group which would meet regularly to discuss issues of concern and seek acceptable resolution. As a result of these discussions, USCG is publishing a regularly updated Frequently Asked Questions (FAQ) document which addresses the many questions we have fielded and forwarded to them for clarification.
- Seafarers' Access to Maritime Facilities – CSA has been actively involved in the Seafarers Access Rule and following it through until the final rule is published. This rulemaking has dragged on and been delayed now uncertain as to when it will be published. CSA collaborated with maritime labor officials and North American maritime ministry on many aspect of the draft rule. CSA then provided comments to the federal docket, attended public meetings and continues to meet privately with USCG and stakeholders providing input and status updates on behalf of members.
- Maritime Cybersecurity Strategy/IMO Cybersecurity Initiatives – Cybersecurity activity and policy continues to evolve very rapidly particularly in the maritime industry. CSA has been heavily engaged with various governmental and non-governmental organizations to contribute in developing cyber health strategies, policies and best practices for the industry. In particular, CSA was part of drafting the original *Cyber Security Guidelines for Ships* and revisions released by the International Chamber of Shipping, BIMCO, CLIA, Intercargo, Intertanko, OCIMF and IUMI and is currently working on revision 3; input to USCG privately and publicly through the Federal Docket and close coordination with MARAD, National Maritime Intelligence Integration Office (NMIO), National Maritime Interagency Advisory Group (NIAG), International Chamber of Shipping (ICS) and Cruise Lines International Association (CLIA) and various private entities.
- California Biofouling Regulations – CSA continued to monitor and provide input on the final iteration of the California Biofouling Regulations which were finalized in July 2017.

Activity on issues of concern: During the past year, CSA provided reports, analyses or compliance information (or combination of) to CSA members on the following subject areas. Many are of active concern and will be followed by staff and the appropriate committees in the coming year. These will be augmented as the year progresses as new issues develop or older issues become once again of importance to the industry.

- US Emission Control Area Compliance including Non-Complaint Fuel reporting
- USCG/EPA Joint Enforcement Program for US Emission Control Area



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- EPA Vessel General Permit requirements including Annual Report Filings
- California biofouling (and other California initiatives)
- MARPOL Annex I, II, V and VI adequate reception facilities
- Fuel Availability
- Fuel Oil Quality
- STCW implementation
- Seafarers' Access
- Cybersecurity Strategy (IMO/US)
- Greenhouse Gas initiatives (US Department of State/EPA)
- Green House Gas initiatives (IMO including market based initiative development)
- Ship strike mitigation (Atlantic and Pacific Coasts)
- Ballast Water Alternate Management Systems
- US Type Approval of Ballast Water Systems
- Alternative Planning Criteria (9APC) for Vessel Response Plans
- Proliferation of No Discharge Zones in US waters
- Commercial vessel noise
- Jones Act waivers during natural catastrophes (hurricanes)
- Subchapter M – Inspection Program for Towing Vessels
- Proposed Moratorium on the Shipment of Crude Oil off Western Canadian Coast
- TWIC Reader (Final Rule)
- Port Everglades Ballast Discharge Tariff
- Suez Canal Toll Reductions
- USCG Oil Record Book Revision
- CBP differential application of requirements across multiple field offices
- CBP revocation of prior rulings proposal re: offshore activities
- CBP offloading of contaminated fuel parcels in the Gulf of Mexico
- LNG and Crude Oil Mandates for US Flag vessels
- ECDIS revision and update standards

In performing the above tasks, CSA meets with legislative personnel from both the Senate and House of Representatives. CSA also meets with administrative personnel from various government agencies including the Coast Guard, Environmental Protection Agency, Maritime Administration, National Oceanic and Atmospheric Administration, Customs and Border Protection, Department of Homeland Security, Department of Transportation, Office of Management and Budget, the White House Council on Environmental Quality, the Department of the Treasury (Office of Foreign Asset Control) and others.

CSA sits on various committees and groups that develop responses to concerns including:

- Navigation Safety Advisory Council (NAVSAC)
- SNAME Sealift Panel
- NFPA Gas Hazards Committee and Fire Protection Aboard Ships Under Construction
- Marine Gas Hazards Control Program
- New York/New Jersey ad hoc Pilotage Committee



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- Houston Pilot Commission
- International Chamber of Shipping (Board, Marine Committee, Chair of Environmental Subcommittee)
- Mid-Atlantic Ocean Plan Stakeholder Liaison Committee
- Industry Roundtable overseeing revision of the Guidelines on Cyber Security Aboard Ships

CSA also engages other non-regulatory organizations as their activity may involve impacts on the members. These organizations include:

- Government Accounting Office
- US-Canada Independent Advisory Committee for Right Whale Recovery
- Transportation Research Board
- Consultative Shipping Group (Foreign governments that formally interact with U. S. government)
- Cotton Club (Washington-based embassy transportation attaches)
- Maritime Law Association
- American Salvage Association
- American Maritime Partnership
- National Ocean Policy Coalition
- Consumer Energy Alliance
- Various organized labor organizations

In performing its tasks, CSA keeps members apprised of on-going developments through detailed briefings at the formal meetings of the organization as well as daily briefing material via email on issues as they develop.

CSA Participation in Conferences/Meetings – CSA Staff attends many meetings with individuals and groups and speaks at many public conferences, seminars and roundtables in a given year. These frequently result in information and developments on specific issues that are transmitted to the members for their review and consideration. Examples of these conferences/meetings include:

- US House of Representatives, Transportation and Infrastructure Committee Hearing on State of the US Flag Maritime Industry – participant
- US Senate, Commerce Committee Hearing on the National Ocean Plan - witness
- Consultative Shipping Group presentation to US and European/Asian government representatives (coordinator with ICS)
- US Senate Helsinki Commission Briefing on Migrants - participant
- American Pilots Association E Navigation Conference - presenter
- Connecticut Maritime Association (CMA) – panel chair and exhibitor
- Global Academies Summit - presenter
- National Maritime Intelligence Integration Office/Office of the Director of National Intelligence joint industry workshop – participant
- Sustainable Oceans Summit – panelist
- Safety at Sea Seminar for National Maritime Day - presenter



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- Ballast Water Technology Conference – keynote speaker
- Marine Log Conference on Cybersecurity – presenter
- BOEM Offshore Wind and Maritime Industry Knowledge Exchange - presenter

CSA Award Programs – CSA administers three award programs annually:

- In June 2018, 1616 vessels owned/operated by 74 companies received safety awards for operating for at least two years without a lost-time incident. These vessels collectively represent 10,501 years without a lost time accident.
- In June 2018, 9 vessels received awards for safety achievement in providing search and rescue activities that resulted in savings of lives and ships.
- In November 2017, over 1810 vessels owned/operated by 72 companies received environmental achievement awards for operating for at least two years in environmental excellence. These vessels collectively represent 15,307 years without a reportable incident.

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