



## CHAMBER OF SHIPPING OF AMERICA

### MONTHLY REPORT FOR BIMCO

April 2018

**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.

#### **MEPC 72 and GHG Intersessional Working Group Meeting**

CSA was privileged to attend the above referenced meetings in early April as a member of the ICS delegation. CSA has provided, under separate cover, a summary of the decisions taken at MEPC 72 including those related to GHG, the 2020 global sulfur cap, ballast water, air pollution and energy efficiency, and measures to reduce the risk of carriage of heavy fuel in Arctic waters. CSA is pleased that IMO took a final decision on the initial/interim strategy on GHG reductions which contains specific aspirational commitments for GHG reductions over time. While obviously the decision was taken by IMO Member States, CSA congratulates ICS, BIMCO, INTERTANKO and other industry non-governmental organizations in advocating for these commitments on behalf of the global shipping industry in a helpful and informative manner which CSA believes, was critical in moving IMO toward this agreed upon strategy. Given the wide diversity of positions within IMO member states, having a strong statement by industry was critical in moving the extreme positions toward a central position which resulted in the agreed upon strategy. As most are aware, the even more challenging task of evaluating possible measures to implement these reductions will start at the 4<sup>th</sup> intersessional working group meeting tentatively scheduled for early September 2018.

#### **Procedural Vote on Vessel Incidental Discharge Act (VIDA)**

The US Senate attempted to bring the US Coast Guard authorization bill (VIDA attached) to the floor for a vote. Unfortunately, there were not sufficient votes to succeed. The good news is that the Senate Majority Leader (McConnell) and other key Senators (Thune, Sullivan, Wicker, Casey and more) worked very hard in making this a successful outcome. Unfortunately some Senators (3) had actually co-sponsored the current bill and others which had sponsored similar bills in prior Congressional sessions (5) voted against this proposal. Given the close vote, these 8 Senators made the difference between success and failure.



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On a positive note, the industry Coalition will be reaching out to those who supported VIDA appreciating our thanks as well as to those 8 Senators who, at the last minute, changed their mind, to advocate for their support of passage of VIDA during this Congressional session.

### **USCG Increased Marine Casualty Reporting Property Damage Thresholds**

The Coast Guard published the Final Rule in the Federal Register updating the monetary property damage threshold amounts for reporting a marine casualty and a Serious Marine Incident.

The reportable marine casualty property damage threshold amount changed from \$25,000 to \$75,000 (increased from \$72,000 in NPRM) and the SMI property damage threshold from \$100,000 to \$200,000.

Full text of the FR Notice: [FR Vol 83 No 53 - USCG Marine Casualty Thresholds](#)

### **Port Everglades Ballast Discharge Tariff Update**

Further to our previous communication on the Port Everglades Tariff which prohibits the discharge of ballast water in the Port. A meeting was held in April with port officials that included CSA member companies and companies from the cruise sector.

The meeting was productive in assisting both sides to understand the issue historically, potential economic impacts, county and port regulations, and the USCG regulations and the VGP for ships. There is no indication from the port at this stage the discharge ban will be rescinded however they are open to looking at all options and further broadening their understanding of current federal regulations governing ship's ballast water.

Further meetings are being scheduled and communications continue. We will continue to work this issue and update members accordingly.

The full text of the tariff: [PORT EVERGLADES TARIFF NO. 12](#)

### **Port Said GPS Interference - Maritime Alert**

On April 6, GPS interference causing lost signals, jamming and other altered signals was reported near Port Said which was confirmed by the U.S. Government. Please navigate with caution in this area.

Full U.S. Maritime Alert: [US Maritime Alert 2018-004B - Port Said GPS](#)