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10.05.2021

Konu : ABD Deniz Ticaret Odası Nisan 2021 Aylık Raporu Hk.

Sirküler No: 481

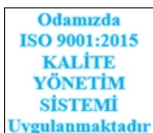
Sayın Üyemiz,

Uluslararası Deniz Ticaret Odası (International Chamber of Shipping-ICS) tarafından gönderilen 04.05.2021 tarihli yazı ile Nisan 2021 ayı için ABD Deniz Ticaret Odası'nın (Chamber of Shipping of America-CSA) yayınladığı aylık rapor Odamıza iletilmiştir.

Bahse konu aylık raporda;

- ABD Başkanı tarafından Nisan 2021 ayı sonlarında düzenlenen Liderler İklim Zirvesi raporları ile ABD İklim Değişikliği Danışmanı tarafından Uluslararası Denizcilik Örgütü'ne (IMO) sunulan uluslararası deniz taşımacılığı için 2050 yılına kadar sıfır emisyon hedefine ilişkin bilgiler bulunmaktadır. Bu kapsamda, iklim değişikliği/sera gazı (GHG) azaltım hedefleri hakkında ABD tarafından yayımlanan duyuru ve Basın Bülteni'nde 2005 yılı seviyelerine göre 2030 yılında %50 oranında bir azalmanın sağlanması ve 2050 yılına kadar da net olarak sıfır emisyona ulaşılması taahhüt edilmektedir. Ayrıca, ABD İklim Değişikliği Danışmanı tarafından küresel denizcilik sektörüne odaklanan bir bildiri yayınlanmış ve ABD'nin IMO'ya 2050 yılına kadar uluslararası denizcilik için sıfır emisyon hedefi önerceği belirtilmektedir.
- Sahil Güvenlik ve Deniz Taşımacılığı Meclisi Alt Komitesi'nin "Karbonsuz Denizcilik Sektörüne Doğru Uygulanacak Pratik Adımlar" hakkında 15 Nisan 2021 tarihinde bir oturum düzenlemiştir. Bahse konu oturumda; IMO nezdinde tartışılan Uluslararası Denizcilik Araştırma ve Geliştirme Kurulu (IMRB) önerisi, ABD desteğine duyulan ihtiyaç, limanlardaki emisyon azaltımı için rıhtımlardaki ilave uygulamalar da dahil olmak üzere mevcut ve gelecekteki programlar, denizcilik sektörünün dekarbonizasyonu sürecinde özel/kamu sektörleri arasında finansman ve işbirliği ile ulusal ve uluslararası gereksinimlerin uygun hale getirilmesi ihtiyacı, gemi/makine tasarımı, yakıtlar ve kıyı altyapısına yönelik yeterli finansman ihtiyacı hususları üzerinde değerlendirmeler yapıldığı ifade edilmektedir.
- Geçtiğimiz yıl boyunca Kaliforniya Eyalet Arazi Komisyonu (CSLC) tarafından, mevcut balast suyu mevzuatına dair değerlendirmelerin devam ettiği, bu kapsamda "Kaliforniya Sularında Çalışan Gemilere Yönelik Balast Suyu Deşarjı için Performans Standartları"nda değişiklik yapılmasına dair öneride bulunduğu bildirilmektedir.

Bu belge, 5070 sayılı Elektronik İmza Kanuna göre Güvenli Elektronik İmza ile İmzalanmıştır.



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- Halen devam etmekte olan "Denizcilikte Bu Hafta" yuvarlak masa görüşmeleri hakkında aylık programların ayrıntılarını içeren web sitesine (<https://thisweekinmaritime.com/>) adresinden ulaşılabilmektedir.

Bilgilerinize arz/rica ederim.

Saygılarımla,

İsmet SALİHOĞLU
Genel Sekreter

Ek:

- 1- ICS'in 04.05.2021 Tarihli Yazısı (1 sayfa)
- 2- CSA'nın Aylık Raporu (3 sayfa)

Dağıtım:

Gereği:

- Tüm Üyeler (WEB sayfası ve e-posta ile)
- İMEAK DTO Şube ve Temsilcilikleri
- Türk Armatörler Birliği
- S.S. Gemi Armatörleri Motorlu Taşıyıcılar Kooperatifi
- GİSBİR (Türkiye Gemi İnşa Sanayicileri Birliği Derneği)
- VDAD (Vapur Donatanları ve Acenteleri Derneği)
- TÜRKLİM (Türkiye Liman İşletmecileri Derneği)
- KOSDER (Koster Armatörleri ve İşletmecileri Derneği)
- Yalova Altınova Tersane Girişimcileri San.ve Tic.A.Ş.
- Türk Uzakyol Gemi Kaptanları Derneği
- GEMİMO (Gemi Makineleri İşletme Mühendisleri Odası)

Bilgi:

- Yönetim Kurulu Başkan ve Üyeleri
- İMEAK DTO Şube YK Başkanları
- İMEAK DTO Çevre Komisyonu
- İMEAK DTO Meslek Komite Başkanları

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4 May 2021

ICS(21)24

TO: ALL FULL AND ASSOCIATE MEMBERS

**Copy: SHIPPING POLICY COMMITTEE
MARINE COMMITTEE**

U.S. DEVELOPMENTS – APRIL 2021

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 April 2021.

The report:

1. Reports on the Leaders Summit on Climate hosted in late April by President Biden, and the parallel announcement by US Climate Change Advisor John Kerry proposing to IMO a zero-emission target for international shipping by 2050;
2. Provides an overview (complete with link to the recording) of the House Subcommittee on Coast Guard and Maritime Transportation's Hearing on Practical Steps Toward a Carbon-Free Maritime Industry;
3. Updates on the California State Lands Commission (CSLC) proposed amendments to its current ballast water regulations (in particular Article 4.7 - Performance Standards for the Discharge of Ballast Water for Vessels Operating in California Waters); and
4. Provides a link to the ongoing 'This Week in Maritime' roundtable discussion, which details their monthly schedule.

Georgia Spencer-Rowland
Policy Officer



CHAMBER OF SHIPPING OF AMERICA

MONTHLY REPORT for ICS

April 2021

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.

White House Statement and Press Release on Climate Change/GHG Reduction Goals

Following President Biden's first day in office executive order committing the US to rejoining the Paris Agreement, in late April, President Biden hosted a virtual Leaders Summit on Climate reflecting his focus on "building back better in a way that will create millions of good-paying union jobs, ensure economic competitiveness, advance environmental justice, and improve the health and security of communities across America". Part of this strategy is to commit to achieve a 50% reduction (from 2005 levels) in 2030 and reach net zero no later than 2050. In parallel with the summit, climate change advisor John Kerry issued a statement focusing on the global maritime industry indicating the US will propose to IMO a zero-emission target by 2050 for international shipping. The details of how the US will propose to achieve this target, given the current IMO GHG reduction goals is unknown. What is certain is the fact that the US will become far more engaged in IMO GHG discussions than during the previous Administration. It remains to be seen how IMO member states will react to this proposal for far more stringent than the current IMO 2050 goals. CSA will be working closely with the US government to advocate for continued focus on the current IMO goals as well as trying to learn the specifics of how the US would propose reaching a zero-emission target by 2050.

House Transportation and Infrastructure Committee (Subcommittee on Coast Guard and Maritime Transportation) Hearing – Practical Steps Toward a Carbon-Free Maritime Industry: Updates on Fuels, Ports, and Technologies

The above referenced subcommittee held a hearing on April 15th on the decarbonization of the maritime industry. The meeting was well-attended by



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Members. Witnesses testifying were (1) John Butler (World Shipping Council) who focused on the need for acceleration of R&D efforts globally, the industry IMRB proposal currently under discussion at IMO and the need for US support at IMO and with other countries (2) Kristin Deces (Port of Hueneme, California) who focused on current and future programs for emissions reductions in the port, including their plug-in at berth program (3) Morgan Fanberg (Glosten) who urged focus on the US domestic fleet as a good proving ground for new technologies/pilot projects, need for an executable plan including the need for funding and public/private collaborations (4) Lee Kindberg (Maersk) who focused on current and future Maersk projects including new vessel construction which would use green methanol, the need for funding and collaboration between the private/public sectors, and the need for alignment of national and international requirements (5) Dan Rutherford (International Council on Clean Transportation) who focused on the need for zero emissions vessels by 2030, promising technologies including fuel cells, hydrogen and green ammonia and the need for adequate funding for both ship/engine design, fuels and shore infrastructure. A link to the video of the hearing and copies of testimony can be viewed at <https://transportation.house.gov/committee-activity/hearings/practical-steps-toward-a-carbon-free-maritime-industry-updates-on-fuels-ports-and-technology>

California State Lands Commission (CSLC) Proposed Amendments to Article 4.7 – Performance Standards for the Discharge of Ballast Water for Vessels Operating in California Waters

Over the past year, CSLC has continued to evaluate its current ballast water regulations. In particular it has proposed revising Article 4.7 (Performance Standards for the Discharge of Ballast Water for Vessels Operating in California Waters) at Section 2293 (California Interim and Final Discharge Standards) and Section 2294 (Collection and Analysis of Ballast Water and Sediment Samples). In an effort led by the Pacific Merchant Shipping Association, CSA and the World Shipping Council submitted joint comments to the CSLC meeting held in late April.

In the case of Section 2293 (b) and (c), the coalition noted the adoption of the California interim and final discharge standards effective date as 2030 and 2040. As drafted the proposal does not cross reference the long-standing requirements that CSLC conduct a study and report to the California legislature on several issues not the least of which is the existence of available technologies to meet the new standards before they become effective. The coalition's comment on this issue was suggested text to link this requirement to the 2030 and 2040 interim and final standards.

In the case of Section 2294(a)(2) addressing collection and analysis of samples, the coalition suggested adding text to ensure that not only sampling for research



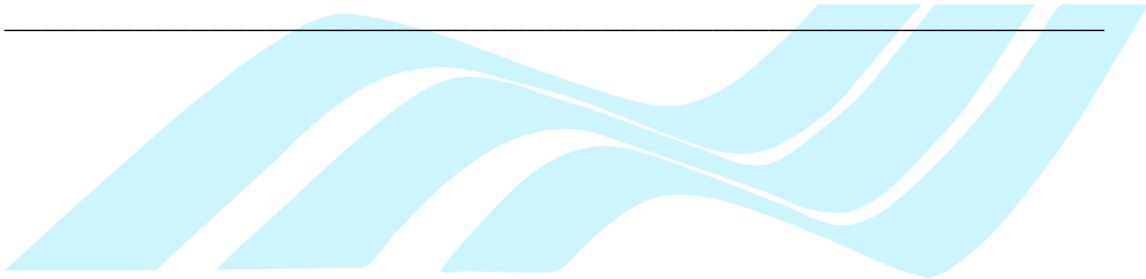
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purpose but also compliance sampling be subject to the same criteria, namely that it needs to be safe to do so as well as feasible defined as situations where the sampling would not interfere with normal vessel operations e.g., departure imminent, certain cargo handling operations, and post-arrival operations.

Regrettably, CSLC did not incorporate our text into the approved regulations, but we have at least established a record if at a later date, these issues arise in actual implementation.

This Week In Maritime (TWIM) Industry Forum

The ongoing TWIM forums, previously set up on a weekly, then bi-weekly basis, are now moving to a monthly schedule. For upcoming sessions, please refer to the TWIM website at <https://thisweekinmaritime.com/>



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