



İstanbul :

Sayı

Our Reference : 2253

Konu

Subject : Amerika Deniz Ticaret Odası Nisan 2018 Bülteni Hk.

05.06.2018

**Sirküler No: 330/2018**

**İlgi** :Uluslararası Deniz Ticaret Odası'ndan (ICS) alınan 25.05.2018 tarihli ve ICS(18)24 sayılı yazısı ve Eki.

İlgi yazıda, ICS Üyeleri, Amerika Deniz Ticaret Odası'ndan (Chamber of Shipping of America - CSA) alınan, yazı Ekindeki raporu dikkate almaya davet edilmektedir. Rapor, özetle aşağıdaki hususları içermektedir:

- 1) Amerika Deniz Ticaret Odası, ICS delegasyonunun bir üyesi olarak, Nisan ayı başında gerçekleştirilen Deniz Çevresini Koruma Komitesi'nin (Marine Environment Protection Committee – MEPC) 72. Oturumuna ve sera gazı (GHG) Emisyonları Çalışma Grubu Ara Dönem Toplantısına katılım sağladı. CSA, sera gazı emisyonları, 2020 küresel sülfür sınırlaması, balast suyu, hava kirliliği ve enerji verimliliği ile Arktik sularda ağır yakıtların taşınması risklerinin azaltılmasına yönelik önlemleri içeren MEPC 72 Toplantısında alınan kararların özetini sundu. CSA; IMO'nun aldığı, sera gazı emisyonlarının azaltımı konusunda ilgili arzulanan taahhütleri içeren başlangıç stratejisi kararını memnuniyetle karşıladı. CSA, IMO'yu bahse konu kararı almaya yönlendiren ICS, BIMCO, INTERTANKO ve sivil toplum kuruluşlarını, kendilerinin de inandığı taahhütleri destekler küresel boyutta denizcilik sektörünün yararına olan bu tutumundan dolayı tebrik etti.
- 2) Gemi Arızı Boşaltım Yasası (Vessel Incidental Discharge Act – VIDA), Amerikan Senatosu tarafından oylamaya sunuldu. Oylamada yeterli oy alınmadı ancak sonrasında 8 Senatör son anda fikirlerini değiştirerek yasanın Kongreden geçmesini sağladı.
- 3) Amerika Sahil Güvenlik Komutanlığı (USCG) deniz kazaları ve ciddi deniz vakalarında bildirimlerdeki parasal maddi hasar eşiği miktarını arttırarak Federal Kayıtlardaki Son Kural dokümanında güncellemeye giderek yayımladı. Böylelikle rapor edilebilir deniz kazası parasal maddi hasar eşiği miktarı 25.000\$'dan 75.000\$ 'a, ciddi deniz vakalarındaki miktar ise 100.000 \$'dan 200.000 \$'a yükseltildi. Bildiri ile ilgili tam metin [FR Vol 83 No 53 – USCG Marine Casualty Thresholds](#) 'da yer almaktadır.
- 4) Liman içerisinde balast suyu tahliyesinin yasaklandığı Everglades Limanı Tarifesi ile ilgili Liman Yetkilileri, CSA ve üyesi firmalarla kruvaziyer sektörü firmaları arasında Nisan ayında bir toplantı gerçekleştirildiği, toplantıda yasağın iptaline yönelik bir görüşe varılmadığı belirtilmiştir.
- 5) 6 Nisan 2018 tarihinde Mısır'ın Port Said yakınlarında GPS sinyalinin, bir sinyal kesici ile kesildiği ve sinyallerin değiştirildiği bilgisi rapor edilmiş ve olay Amerika Birleşik Devletleri Hükümeti tarafından da doğrulanmıştır. Bölgede dikkatle seyir yapılması önerilmektedir. GPS Sinyalinin kesilmesi ile ilgili uyarı metnine, <http://files.constantcontact.com/bc7a9d48301/c9f8f761-9465-47f2-be46-e604e4fe2992.pdf> linkinden ulaşılabilmektedir.

Bilgilerinize arz ve rica ederiz.

Saygılarımızla,

Murat TUNCER  
Genel Sekreter

Ayrıntılı Bilgi: Serkan İNAL Telefon: +90 212 252 01 30/157 e-mail: serkan.inal@denizticaretodasi.org.tr



Meclis-i Mebusan Caddesi No:22 34427 Fındıklı - İSTANBUL / TÜRKİYE

Tel: +90 212 252 01 30 (PBX)

Fax: +90 212 293 79 35

www.denizticaretodasi.org.tr

e-mail: iletisim@denizticaretodasi.org.tr

www.chamberofshipping.org.tr

e-mail: contact@chamberofshipping.org.tr





**EK:** İlgı yazı ve Ekleri (3 sayfa)

**DAĞITIM:**

**Geređi:**

- Tüm Üyelerimiz (Web Sayfasında)
- Türk Armatörler Birliđi
- S.S. Gemi Armatörleri Mot. Taş. Koop.
- Vapur Donatanları ve Acenteleri Derneđi
- İMEAK DTO Şubeleri ve Temsilcilikleri
- GİSBİR
- GESAD
- Yalova Altınova Tersane Gir. San. ve Tic. A.Ş.
- YAGESAD
- Gemi Sahibi Firmalar

**Bilgi:**

- Yönetim Kurulu Başkan ve Üyeleri



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25 May 2018

ICS(18)24

**TO: ALL FULL AND ASSOCIATE MEMBERS**

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

**US DEVELOPMENTS - APRIL 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 April 2018.

The report, *inter alia*:

1. Provides information regarding the outcome of MEPC 72
2. Advises that the U.S. Senate attempted to bring the U.S. Coast Guard authorization bill (VIDA attached) to the floor for a vote. However, CSA informs that there were not sufficient votes to succeed.
3. Explains that the U.S. Coast Guard has 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.
4. Reports on an update to the U.S. Port Everglades Ballast Discharge Tariff, which prohibits the discharge of ballast water in the Port.
5. Informs that a recent U.S. Maritime Alert reported cases of GPS interference in Port Said.

Helio Vicente  
Policy Officer



CHAMBER OF SHIPPING  
OF AMERICA

**MONTHLY REPORT FOR ICS**

**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.



## CHAMBER OF SHIPPING OF AMERICA

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](#)