Importance of Maritime Commerce

Sean Kline
Director of Maritime Affairs
Chamber of Shipping of America
Our vision is to be recognized as a primary organization representing, owners, operators, and charterers of U.S. and foreign flag vessels, before U.S. and international legislative, regulatory, and administrative entities.

CSA will represent and aggressively pursue the members’ interests before US & International regulatory, legislative & administrative entities.

These entities include:
• U.S. Congress
• U.S. Coast Guard
• Customs and Border Protection
• Department of Homeland Security
• Environmental Protection Agency
• State Department
• Department of Justice
• White House
• International Maritime Organization
• International Labor Organization
• Individual States

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Our mission is to represent members’ interests regarding U.S. and International legislative, regulatory, and administrative entities.
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There’s a big difference when we talk about “bigger” ships, The public perception and the industry reality.
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Changing Factors Directly Impact Shipping and Trade Routes

- Regulatory:
  - Emission Control Areas (ECA) and Global 2020 Sulphur Cap
  - Green House Gas
  - Ballast Water
  - State and Local Regulations

- Economic/Political Factors:
  - Fuel Costs
  - China’s changing economy
  - Developing nations
  - U.S. NAFTA
  - National Government Changes in Policy

- Geographic:
  - Wind Energy Areas
  - Expansion of the Panama Canal
  - Development of Arctic Shipping Routes
  - Oil Rigs

- Weather Seasons:
  - Monsoon
  - Hurricanes

- Environmental:
  - Whales
  - Fishing Seasons
Proposed Actions BOEM can take to minimize the impacts permitting offshore wind areas during the analysis for offshore wind areas...

1. Take a regional rather than state approach to planning offshore wind areas.
   • If you have seen a port, you’ve seen one port

2. Engage and communicate with the shipping industry as well as the ports, pilots, and tug sector early and often.
   • Shipping is a dynamic and adaptable industry

3. Safety of navigation, lives, the environment and flow of goods and commerce for present and future scenarios must be considered and properly planned.
   • All ships are different- Handling, Speed, Draft, Route, Cargo, Trade
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• Large ships don’t turn on a dime
• Ships don’t have brakes - A ship going 10 knots will travel 1 nautical mile in 6 minutes

Turning circle - Loaded condition with maximum rudder angle half ahead RPM

 958 foot ship, 61, 787 DWT in CALM weather
 Credit shipbusiness.com
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Conclusion

1. Take a regional approach to considering offshore wind.

2. Engage with the shipping industry and other stakeholders early before wind energy areas are designated.

3. Consider future shipping trends/trade routes and secondary impacts/shifts from other industries such as pilots, ports, tug and barge sector, commercial fishing, etc.

4. Consult existing resources and data such as the regional ocean plans and data portals.

5. Communicate often and in a way that reaches your stakeholder
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