



Importance of Maritime Commerce

Sean Kline

Director of Maritime Affairs

Chamber of Shipping of America





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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@CSAKnowships



Our mission is to represent members' interests regarding U.S. and International legislative, regulatory, and administrative entities.



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GENERAL DYNAMICS American Overseas Marine



BOUCHARD TRANSPORTATION CO., INC.

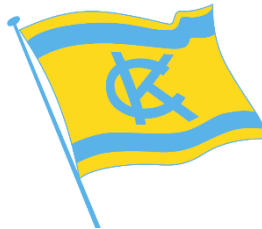


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USMRC UNITED STATES MARITIME RESOURCE CENTER

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North American Marine Environment Protection Association NAMEPA

Lloyd's Register LIFE MATTERS

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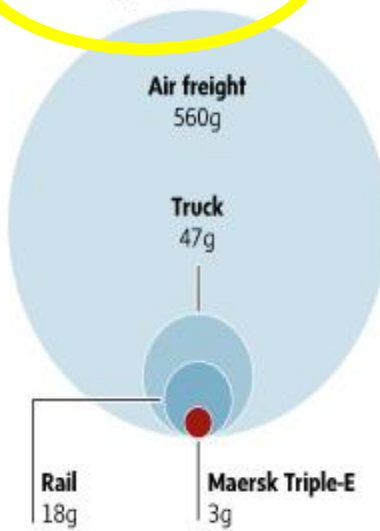
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MAERSK TRIPLE-E CLASS – SPECIFICATIONS

Length	400 metres
Beam (breadth)	59 metres
Deadweight	165,000 tonnes
Maximum speed	23 knots (43 km/h)
Crew	19 (normal), 34 (maximum)
Cost	\$190-million (U.S.) each (10 ships ordered)

GREENER TRANSPORT

Grams of CO₂ to transport 1 tonne of goods 1km.

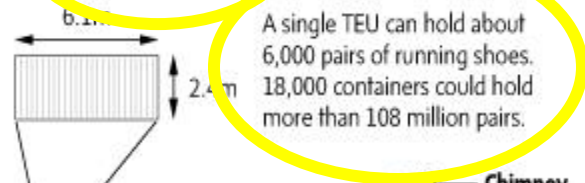


EXPECTED ROUTE



TWENTY-FOOT EQUIVALENT UNIT (TEU)

It's the standard unit for describing ship's cargo capacity. Triple-E can carry 18,000 TEU containers.



Propulsion: Twin 32MW (43,000hp) diesel engines drive two propellers at lower design speed than traditional container vessels – reducing fuel consumption by 37 per cent and CO₂ emissions per container by 50 per cent.*

Interior: Extra space created by U-shaped hull. New vessels will have 16 per cent greater capacity (equal to 2,500 containers) than current largest container ship, Emma Maersk.

Bulbous bow for greater fuel efficiency.

GRAPHIC NEWS » SOURCE: A. P. MOELLER - MAERSK GROUP

*Compared to industry average



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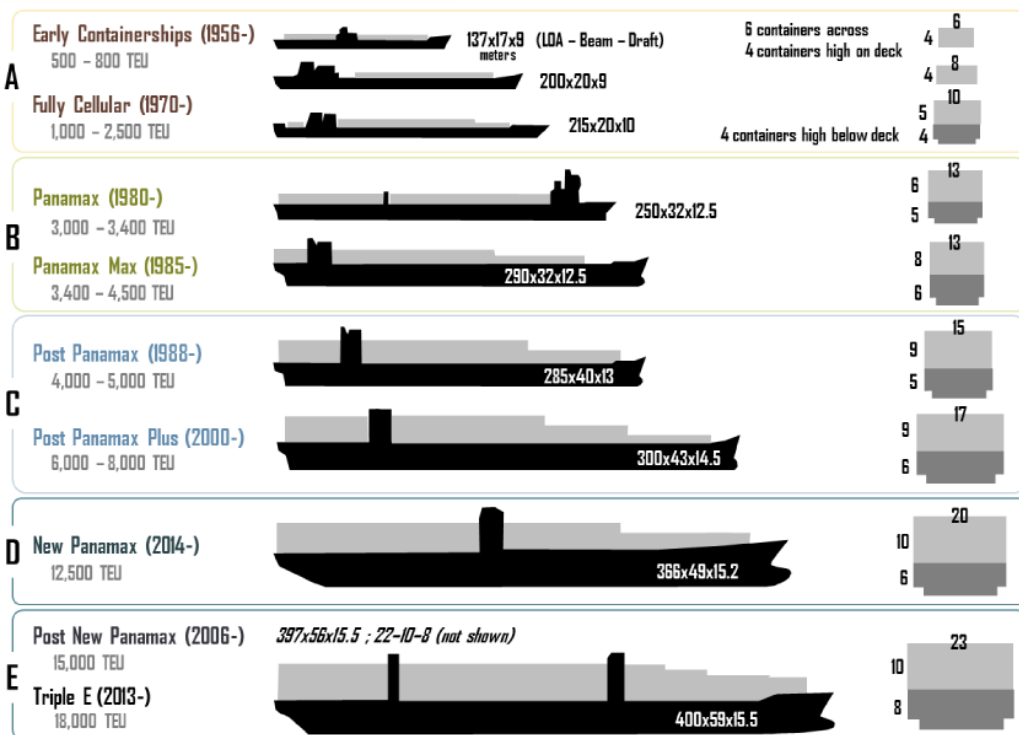
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		Nominal TEU tdw	LOA m	Breath m	Depth m	Draft m
OOCL HONG KONG 6 units in series from May 2017		21,413 teu 191,317 tdw	399.9	58.8	32.5	16.0
					Operated by OOCL Built by Samsung H.I.	
MADRID MAERSK 11 units in series from Apr 2017		20,568 teu 210,019 tdw	399.0	58.6	33.2	16.5
					Operated by Maersk Built by Daewoo (DSME)	
MOL TRIUMPH 6 units in series from Mar 2017		20,170 teu 192,672 tdw	400.0	58.8	32.8	16.0
					Operated by MOL Built by Samsung H.I.	

Approx. 50K ships trade internationally carrying 90% of world trade.

Comparison of the world's three largest container ships so far. Photo: Alphalin

There's a big difference when we talk about "bigger" ships, The public perception and the industry reality.



Dry-Bulk Shipping Firms Face Unprecedented Crisis

Companies selling vessels to survive



SHIPPINGWATCH 27 July 2016

FRONTPAGE CARRIERS SUPPLIERS SERVICES OFFSHORE

CONTAINER TANKER BULK

U.S. Department of Transportation
Ottumwa Administration

COMPARISON OF U.S. AND FOREIGN-FLAG OPERATING COSTS

Letter Report

Impact of United States Coast Guard Regulations on United States Flag Registry

Transportation Research Board
of the National Academies
of Sciences, Engineering, and Medicine

2016



J.P. Morgan: Gas vessel recovery still years away



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Supply and demand is in part responsible for the industry's expected losses. Photo: Trevor Coppock

The container shipping industry is forecast to suffer losses of more than USD5 billion this year as a further decline in freight rates is expected after an estimated 9% fall in 2015.

Container shipping losses set to top USD5 billion in 2016

Kari Reinikainen | 7 January 2016

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MOODY'S INVESTORS SERVICE

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Announcement: Moody's: Outlook on global shipping sector turns negative as supply-demand gap widens and EBITDA declines

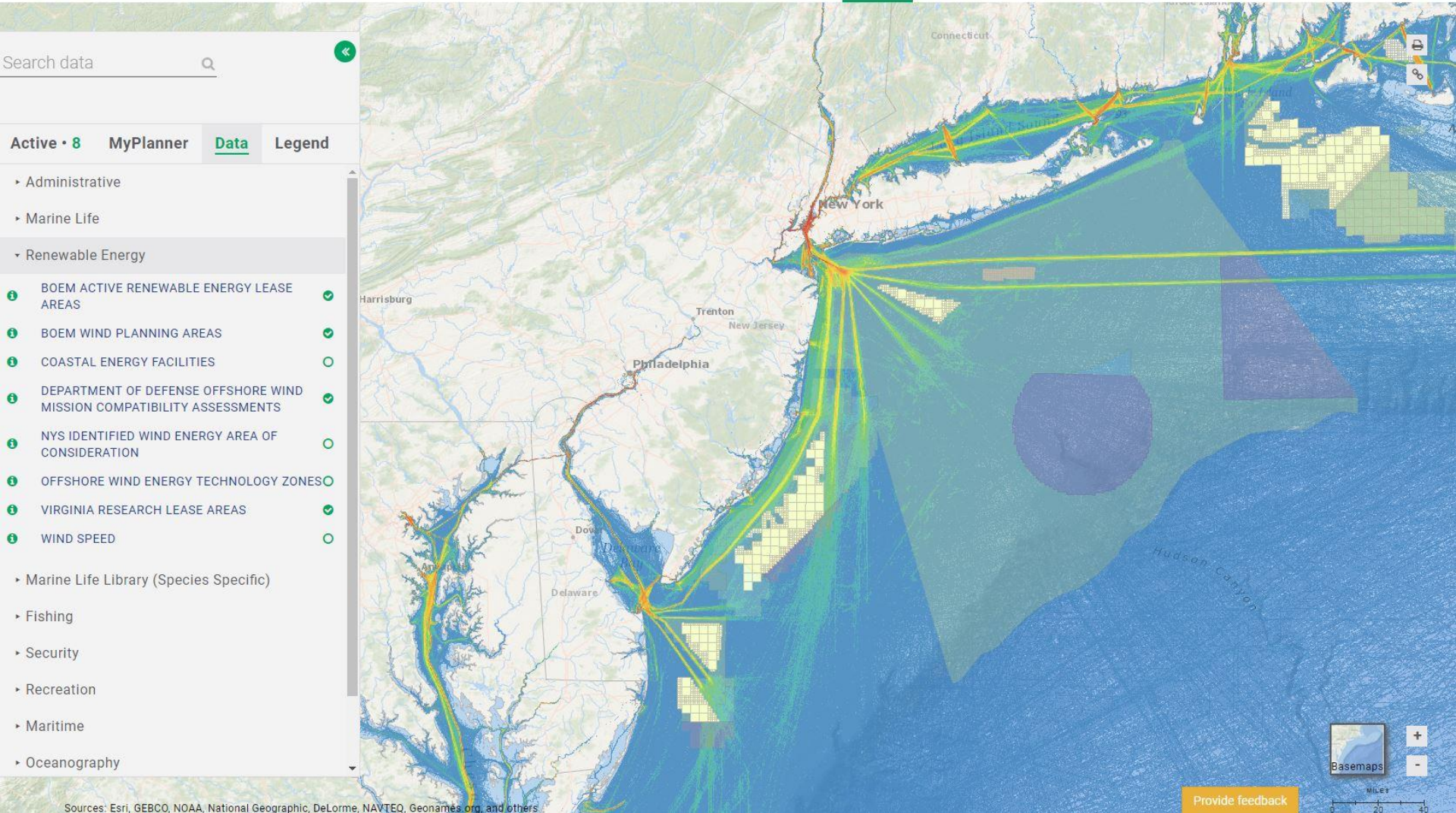
Changing Factors Directly Impact Shipping and Trade Routes

- 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

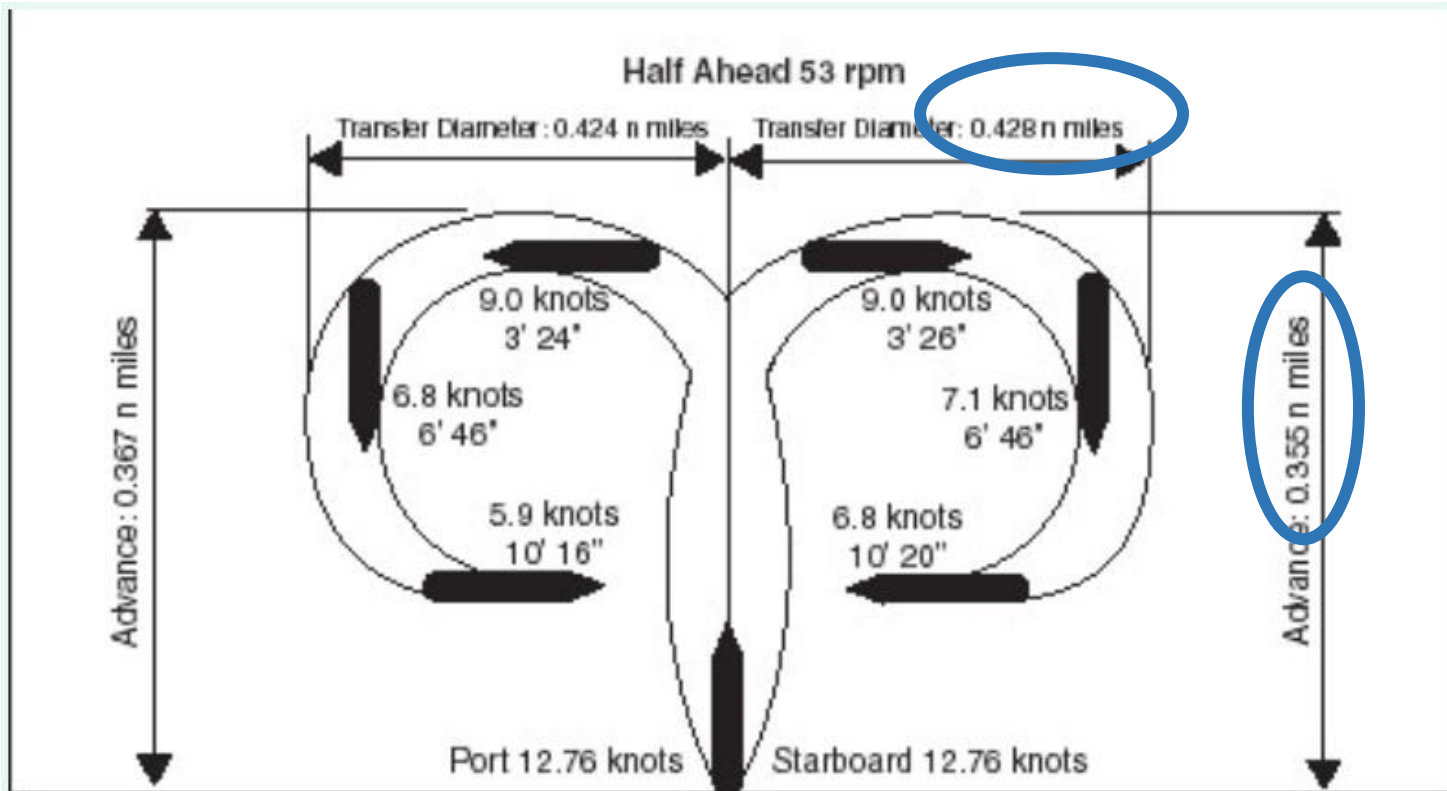


Proposed Actions BOEM can take to minimize the impacts permitting offshore wind areas during the analysis for offshore wind areas...

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



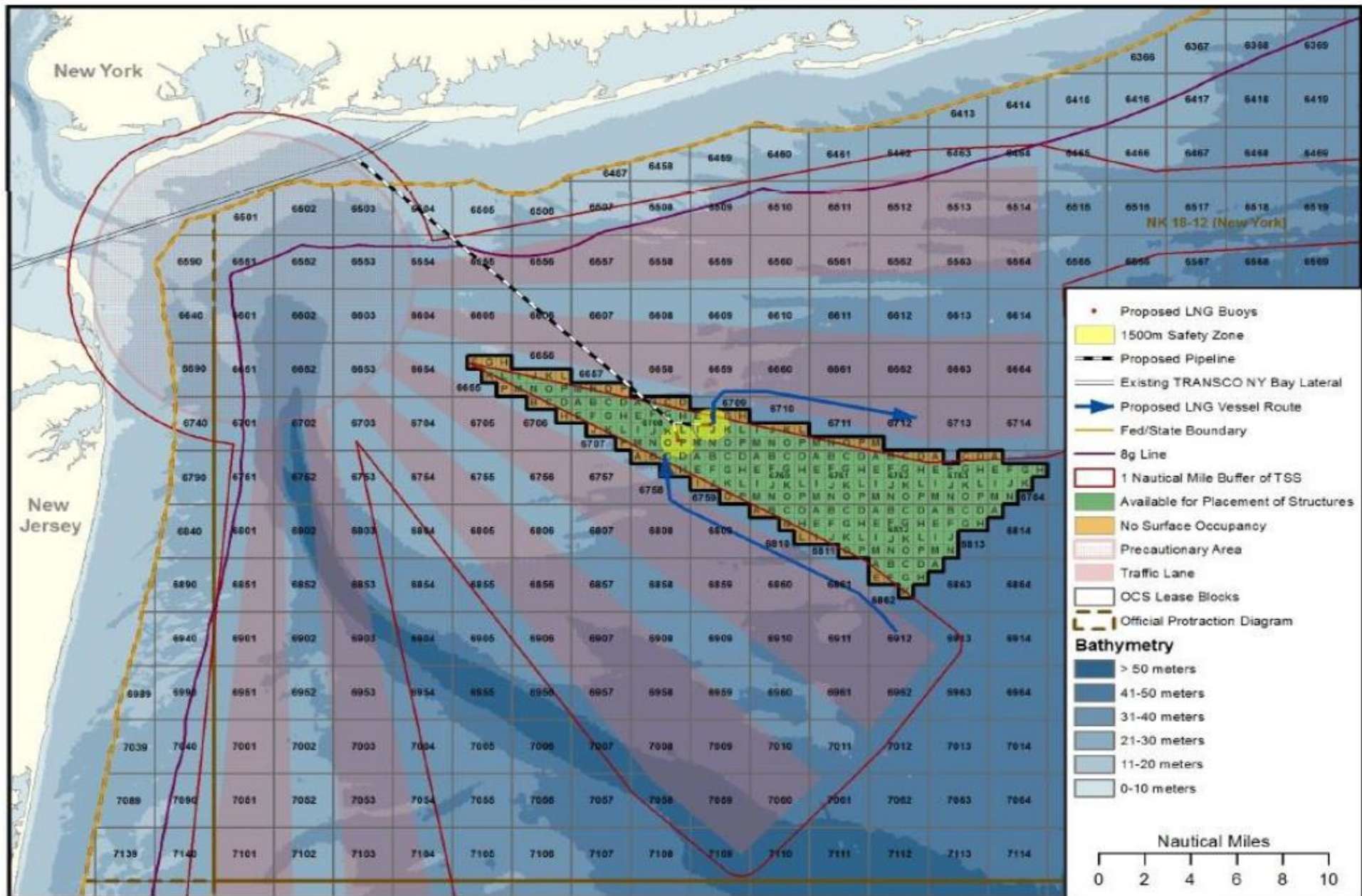
- Large ships don't turn on a dime
- Ships don't have brakes - A ship going 10 knots will travel 1 nautical mile in 6 minutes



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

- ❖ 958 foot ship, 61, 787 DWT in CALM weather
- ❖ Credit shipbusiness.com

New York Proposed Lease Area



MID-ATLANTIC REGIONAL

OCEAN ACTION PLAN



 NORTHEAST OCEAN PLAN

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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