

Global Greenship 2008

Maritime Administrator Sean T. Connaughton

“Moving Toward More Intelligent
Ocean Transportation”

September 16, 2008

Washington, DC

Maritime Administration

G8 Summit - Hokkaido

“We are committed to avoiding the most serious consequences of climate change and determined to achieve the stabilization of atmospheric concentrations of global greenhouse gases consistent with the ultimate objective of Article 2 of the Convention and within a time frame that should be compatible with economic growth and energy security. Achieving this objective will only be possible through common determination of all major economies, over an appropriate time frame, to slow, stop and reverse global growth of emissions and move towards a low-carbon society.”

“We emphasize the importance of expeditious discussions in the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) for limiting or reducing GHG emissions in the international aviation and maritime sectors, bearing in mind the distinct processes under the UNFCCC toward an agreed outcome for the post-2012 period.”

International Developments

Greenhouse Gases

- Primary focus for upcoming IMO meeting is carbon index and mandatory fuel efficiency standards for new builds
- Voluntary measures and BMPs for all existing ships

MARPOL Annex VI

- Major effort to develop performance based standards to further reduce NOx and SOx in the near future

Ballast Water Management

- Key issue remains the appropriate protocol for sampling ballast water treatment technology discharge

Ship Recycling Convention

- Anticipation of adoption at the Diplomatic Conference in May 2009

Key National Developments

Discharges incidental to normal vessel operation

- Draft National NPDES permit developed
- EPA received an extension to issue new permit until December
- EPA reviewing comments to refine draft permit

Ballast Water

- Still no national standard
- Concerns remain over level of standard given current difficulty with identifying technologies to achieve even the IMO standard

Key National Developments

North Atlantic Right Whale Rulemaking

- Final EIS issued
- NOAA will soon issue regulations
- 10 knot speed limit, 20 mile coastal zone

Oil Spills

- Legislation pending to revise current oil spill requirements

Environmental Crimes

- No let up in prosecutions

Key State Developments

Air Emissions

- Clean Truck Plan and Facility Emission Issues
- Vessel Speed and Routing
- Fuel Types
- Shore power

Invasive Species

- Ballast Water
- Hull Fouling

Other Developments

Energy and the Environment

- Energy costs leading to alternatives
- Alternative energy can lead to environmental improvement
- Alternative energy can lead to different environmental challenges

Supply Chain Environmental Footprint

- Major Shippers examining impact of their entire supply chain on the environment
- California requiring such examinations for certain permit applications

Impact of Changing Trade Routes/Arctic

What We Are Doing

Incidental Discharges

Maritime Administration staff assigned to EPA to provide technical assistance in developing permit and understanding industry concerns

Ballast Water

- Maritime Administration, Port of Baltimore, University of Maryland, Maritime Environmental Resource Center ballast water treatment technology testing on RRF vessels
- Funding Great Ships Initiative to develop appropriate protocols for ballast water discharge sampling
- Modifying school ship GOLDEN BEAR to serve as technology testing platform
- Active in IMO & ISO deliberations

What We Are Doing

Port and Vessel Air Emissions

- Collaborative partnership with the Port of New Bedford on shore-power and alternative power generation
- Ongoing work with University of Delaware modeling air emissions to address multi-modal system CO₂ and criteria pollutants
- Technical Advisor to IMO delegation on Greenhouse gas, and to interagency working group on Annex VI

Ship Recycling

Agency is U.S. technical advisor to IMO and leading ISO development of technical ship recycling guidelines

MARITIME ADMINISTRATION
GREEN PROGRAM

Leading By Example

Maritime Administration

Policy:

The Agency promotes environmental stewardship by implementing a multi-faceted green program

The Program:

Environmental Excellence Initiative

New and expanded standards for accepting and maintaining the vessels in the NDRF and disposing of non-retention vessels

Carbon Footprint Calculation

Joined the Climate Registry, a national database that allows the entry and tracking of carbon data for our operations

- Data provides a comprehensive baseline footprint that measures emissions for all appropriate operations

Green Procurement

Includes:

- low sulfur marine fuel
- alternative fuels
- alternative-fueled vehicles
- environmentally preferable products
- renewable energy

Green Travel Policy

Use green lodging services, ride sharing, and fuel-efficient vehicles on official travel

Energy Efficiency/Alternative Energy

Energy efficient methodologies at fleets and the U.S. Merchant Marine Academy, including:

- solar panels
- wind power
- fuel cells
- geo-thermal power

Environmental Management System

Governs fleets, field offices,
headquarters, and the USMMA

Conservation

-- Landscaping at fleet sites to reduce
water use and air emissions

-- Recycling of paper products, glass,
aluminum, oil products, antifreeze, and
batteries

Education

Environmental-awareness training for all agency employees

Green Awards Program

Recognizes exceptional environmental stewardship by industry and agency personnel

CONCLUSION

Agency environmental initiative encourages collaboration and cooperation with private and public sector on:

- Cutting-edge issues facing the maritime transportation system**
- Research with a purpose**

The success of this

Green Program
Initiative

is an

Agency imperative

Maritime Administration