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Sayı
Our Reference : 417Konu
Subject : ABD Balast Suyu Rejimi - Senato Liderlerine gönderilecek mektuba destek talebi hk.

Sirküler No: 88 / 2017

Sayın Üyemiz,

İlgi: Uluslararası Deniz Ticaret Odası'ndan (ICS) alınan 27.01.2017 tarih ve ICS(17)06 sayılı yazı ve Eki.

İlgi yazı ile Ulusal Birlikler, Ticari Gemi Arızı Boşaltım Yasası'nın (Commercial Vessel Incidental Discharge Act – CVIDA) kabul edilmesine yönelik ABD Kongresi'nde gösterilen yeni çabanın desteklenmesi için ABD Senatosu liderlerine gönderilecek olan bir denizcilik endüstrisi koalisyonu mektubuna adlarını eklemeye davet ediliyor. **Ulusal birliklerin desteklerini Amerika Su Yolları İşletmecileri Kuruluşu'ndan (American Waterways Operators) Sn. Frank Leach'e (fleach@americanwaterways.com) 2 Şubat 2017 Perşembe gününe kadar iletmeleri istenmektedir.**

ICS Üyeleri, Ticari Gemi Arızı Boşaltım Yasası'nın ABD Kongresi tarafından onaylanması için Amerika Deniz Ticaret Odası (Chamber of Shipping of America) da dâhil olmak üzere denizcilik endüstrisinin geçtiğimiz sene sarf ettiği yoğun çabayı hatırlayacaktır. **Amaç, normal gemi operasyonlarına ait balast suyu ve diğer deşarjların düzenlenmesi için birden fazla Federal ve ABD Eyalet mevzuatının yerine tek bir ulusal standardın getirilmesidir.** Önceki ABD Kongresi'nde bu doğrultuda başarı elde edilememiş olup, söz konusu yasa yeni ABD Kongresinde gündeme getirilerek yeni bir girişimde bulunmaktadır.

Amerika Su Yolları İşletmecileri tarafından koordine edilen ve Amerika Deniz Ticaret Odası tarafından tümüyle desteklenen bir denizcilik endüstrisi koalisyonu, Ticari Gemi Arızı Boşaltım Yasası'nın lehine bir mektubu ABD Senatosu'na göndermek üzere (taslak mektup ilgi yazı Eki'ndedir). İlgi yazı ile ulusal birlikler ortak imzacı olmaya teşvik edilmekte olup, benzer bir mektubun daha sonra ABD Temsilciler Meclisi liderlerine de gönderileceği, Senato liderlerine gönderilen mektupta listelenen ulusal birliklerin aynı zamanda bu mektubun da destekçisi olarak listeye dâhil edilecekleri ifade edilmektedir.

Bilgilerinizi arz ve rica ederiz.

Saygılarımızla,

Murat TUNCER
Genel Sekreter**EKLER:**

Ek-1: İlgi yazı ve Eki

DAĞITIM:**Gereği:**

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- Vapur Donatanları ve Acenteleri Derneği

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- Sn. Sefer KALKAVAN
- TOBB DTO'ları Konsey Başkanı

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27 January 2017

ICS(17)06

TO: ALL FULL AND ASSOCIATE MEMBERS

**Copy: BOARD
MARINE COMMITTEE
ENVIRONMENT SUB-COMMITTEE**

URGENT - U.S. BALLAST WATER REGIME - REQUEST TO SUPPORT LETTER TO SENATE LEADERS

Action required: National Associations are strongly encouraged to add their name to an industry coalition letter being sent to U.S. Senate leaders regarding support for a new effort, within the U.S. Congress, to pass the Commercial Vessel Incidental Discharge Act (CVIDA). Please communicate your national association's support to Frank Leach at American Water Operators fleach@americanwaterways.com by Thursday 2 February.

Members will recall the intensive efforts by the industry last year (including the Chamber of Shipping of America) to persuade the U.S. Congress to pass the **Commercial Vessel Incidental Discharge Act (CVIDA)**.

The intention is to replace multiple Federal and U.S. State regulations with a single national standard for the regulation of ballast water and other discharges incidental to normal vessel operations. While success was not achieved in the previous Congress, a fresh attempt is being made to reintroduce this legislation into the new U.S. Congress.

An industry coalition, co-ordinated by the association of American Water Operators – and fully supported by the Chamber of Shipping of America – is about to send a letter in support of CVIDA to U.S. Senate leaders (draft attached at **Annex A**).

National associations are strongly encouraged to be listed as co-signatories.

(A similar letter will subsequently be sent to leaders of the U.S. House of Representatives and national associations listed on the letter to the Senate leaders will also be listed as supporting that.)

Please respond direct to Frank Leach at fleach@americanwaterways.com to confirm that your national association wishes to have its name added to the signatories to the letter by **Thursday 2 February**.

Simon Bennett
Director Policy and External Relations

January xx, 2017

The Honorable Mitch McConnell
Senate Majority Leader
The Capitol, S-230
Washington, DC 20510

The Honorable Charles Schumer
Senate Minority Leader
The Capitol, S-221
Washington, DC 20510

Dear Majority Leader McConnell and Minority Leader Schumer:

We are writing to express our strong support for S.168, the Commercial Vessel Incidental Discharge Act (CVIDA). Our organizations represent U.S. and international vessel owners and operators; fishing vessel, passenger vessel and charterboat operators; labor unions; marine terminals and port authorities; national business organizations; and industries that rely on maritime shipping to transport essential cargoes in domestic and international commerce.

We applaud Sens. Roger Wicker (R-MS), Robert Casey (D-PA), Marco Rubio (R-FL), Bill Nelson (D-FL), and John Thune (R-SD) for introducing CVIDA at the beginning of the 115th Congress, and appreciate Sens. Thune's and Nelson's leadership in moving quickly to report the bill out of the Committee on Commerce, Science & Transportation on January 24. CVIDA, which enjoyed broad bipartisan support in both the Senate and the House during the 114th Congress, would eliminate a regulatory burden hindering interstate and international commerce by replacing multiple federal and state regulations with a single national standard for the regulation of ballast water and other discharges incidental to normal vessel operations. The bill would also maintain protective measures jointly undertaken by industry and federal agencies to reduce the movement of invasive species on the navigable waterways.

It is urgent that CVIDA be enacted in 2017. Vessel owners will spend millions of dollars installing onboard equipment to comply with Coast Guard and EPA requirements, but still be at risk of fines and penalties for violating state requirements that cannot be met by existing technology. This overlapping patchwork of federal and state regulations kills jobs, undermines the efficiency of maritime transportation, increases business costs, and places mariners at risk of civil and criminal prosecution. It also delays investments in treatment technology that will strengthen environmental protection.

CVIDA would provide vessel owners and mariners with a predictable and transparent regulatory structure in which vessel incidental discharges are regulated and enforced by the U.S. Coast Guard, using as its baseline the ballast water discharge standard that EPA's Science Advisory Board has determined to be the most stringent currently achievable. The bill will ensure the installation of high-performing technologies on commercial vessels, and allows for improvements in the national standard as technology improves. CVIDA also preserves the ability of states to enforce the federal ballast water discharge standard, petition for a higher standard, work with Coast Guard to develop best management practices, and regulate recreational vessels operating in their waters.

In conclusion, S.168 is good for American jobs, good for the economy, and good for our nation's waterways. The bill will restore the efficient and cost-effective movement of marine commerce in the U.S., and we urge its swift passage in the Senate.

Respectfully,