



International Propeller Club of the United States

Promoting the Maritime Industry Since 1927

April 2021 Newsletter

Message from the President



May 22 is National Maritime Day. The President of the United States has recognized this day every year since 1933 when Congress established this date to commemorate the first successful trans-Atlantic crossing by the steamboat SAVANNAH. No longer was shipping dependent upon the wind. Maritime transportation has revolutionized the world by facilitating the movement of goods and passengers around the Earth.

During World War II, over 6,700 merchant mariners gave their lives in support of the liberty that we all enjoy.

Containerized shipping has stimulated the exponential growth of cargo movement globally. This year the pandemic has gripped the world. Yet maritime commerce has continued to meet the demands of consumers. People in the United States and Europe may have been stuck at home, but they continued to order goods online and the demand for containerized shipments has continued to grow. Maritime workers risked their health and the health of their families to ensure that cargo continued to move over the water and through the ports.

Conversely, the pandemic forced the cancellation of thousands of cruise ship voyages resulting in the unemployment of thousands of workers. Many people do not realize the number of people that it takes to successfully operate a cruise ship – from the mariners onboard, the cooks and hotel staff, the pilots that safely navigate these ships through our coastal waters – all the way down the supply chain to the farmers that supply the tens of thousands of dozens of eggs and other foods consumed on these floating cities weekly.

So as your Club celebrates National Maritime Day, reach out and thank a maritime worker for all they do to support this wonderful industry and our liberty. I encourage you to write letters and opinion pieces for your local newspapers and online news organizations extolling the benefits that the maritime industry brings to our daily lives.

On a personal note, I would like to thank you for all that you do to support and promote the maritime industry. Without the creativity and hard work of our maritime workers, we would still move cargo on smaller ships using nets and slings. You are the reason we have a global community that speeds the movement of goods and passengers and continues to meet the needs of manufacturers and consumers.

Have a great National Maritime Day!

Niels Aalund
International President
(281) 687-9499
niels@wgma.org

Disruptive Technologies & the Maritime Industry

Disruptive Technology are new innovations that disrupt existing markets. Think of life before the smart phone. Remember the flip-phone? Smart phones did more than simply disrupt the flip phone market. They created new markets and spurred new innovations. Some brick-and-mortar industries suffered. Others used it as an opportunity to expand.

The drive to decarbonize the world may have a similar impact on the maritime industry, change businesses, and alter supply markets. The maritime industry may also be impacted by changes to other markets driven by decarbonization. For example, 53% of oil is used to produce gasoline. Automobile manufacturers have announced that they will no longer produce internal combustion vehicles after 2035. How will that affect the availability and cost of fuel for vessels – particularly if refineries are shut down? How will it affect the tanker market if the decreased petroleum market cannot be met by pipelines?

Approximately 8% of carbon dioxide emissions are created in the steel making process. Companies like [Boston Metal](#) are developing technologies that will allow for the production of steel without coke or metallurgical coal.

John Kerry, the Special Presidential Envoy for Climate, recently stated that: “the United States is committing to work with countries in the International Maritime Organization to adopt the goal of achieving zero emissions from international shipping by 2050.”

If a ship cannot operate after 2050 unless it has zero emissions that ship has an economic life of 20-25 years – then a prudent shipowner will want to ensure that any ship they build after 2025-2030 will have zero emissions.

But what about the thousands of smaller commercial vessels operating on the waterways – the towing vessels, dinner cruises, and ferries?

Change also brings opportunity. What type fuels will these ships use and who is going to supply that fuel in our ports? What happens to the existing fuel infrastructure in ports? Some companies are looking to the future. Crowley Maritime recently announced that they have completed the design of a fully electric harbor towing vessel with autonomous technology (see [Crowley Tug](#)). Their goal is to be able to service ships and eliminate their carbon footprint with a tug that can be upgraded as the technology improves. How can this type of a vessel be manufactured by the hundreds to drive costs down and create new markets for U.S. shipyards?

How can the United States, for example, build or reengineer over 10,000 vessels between now and 2050 to meet a zero-emission goal?

Disruption is coming to the maritime industry – to the vessels that operate, the cargoes that they move, and the systems that keep them afloat.

What are we doing to be ready?

IPCUS Requests \$3.5 billion for relief for U.S. Maritime Industry

The IPCUS has joined other maritime organizations to request that Congress appropriate \$3.5 billion in funding for the newly created Maritime Transportation System Emergency Relief Program (MTSERP) to help compensate the U.S. maritime industry for losses incurred as a result of the COVID 19 pandemic.

Enacted as part of the National Defense Authorization Act of 2021, MTSERP provides authority for the Maritime Administrator to make grants to numerous entities for the costs of capital projects and operating costs resulting from an emergency. The losses suffered by the U.S. maritime industry meet the requirements of this new program – now we have to obtain the funding from Congress to implement MTSERP. As Congressman Peter DeFazio, the author of MTSERP, pointed out at our Salute to Congress virtual event last month, the maritime industry has not received any direct funding from the previous COVID-19 relief and stimulus laws.

We urge our local Clubs to contact their local Representatives and Senators and ask that they support the \$3.5 billion request for relief for the U.S. maritime industry. A link to the letter IPCUS signed is at this link: [MTSERP letter](#)

Updated Club Links

We have updated the links for Club web pages and social media on the IPCUS web page. If your Club's links are not current - please let us know!

[IPCUS CLUB LINKS](#)

IPC Committees at Work

Here are some highlights of two of the workings of our committees. All of our committees are open for volunteers, so if you'd like to contribute to any of them we welcome you.

Sign on [here](#) or reach out to me at cheryl@propellerclubhq.com or 703-304-5717

Education Committee

The Education Committee is chaired by Dr. Cheryl McCloud. Cheryl received her PhD from Walden University in Business and Global Supply Change Management. She is a member of the Propeller Club Port of Tampa and has been involved in the maritime community for her entire career.

The purpose of the educational committee is to support the IPC strategic plan, bring a new level of industry social awareness and responsibility that identifies maritime educational needs and opportunities, develops academic outreach programs, and promotes the Maritime industry for the purpose of recruiting students, supporting club members, and implementing education programs that heighten awareness of the Maritime Industry.

Currently the members of the committee are working to identify all programs representing the maritime industry from primary schools to technical programs around the world. They are also looking at creating videos that educate on the opportunities available in this field. In addition, they are working on putting on several webinars, for you, our members, over the next several months on topics such as cyber security. If you have a topic of interest that you feel would benefit the membership please reach out to me.

Maritime Policy Committee - U.S. Subcommittee

The U.S. Subcommittee of the Maritime Policy Committee (MPC) has resumed its' deliberations with Mike Rodriguez as the committee chair and First Vice President, Jim Patti as the Executive Committee's liaison. Mike has a long and diverse career as a seafarer, naval officer, maritime labor official, educator, and legislative staff. He was appointed by President Obama to the position of Deputy Maritime Administrator in the US Department of Transportation and most recently served as the maritime subject matter expert on the Biden-Harris Transition team.

The Committee includes representatives of multiple maritime trade associations, such as the American Waterways Operators, the American Maritime Partnership, USA Shipping,

the Lake Carriers Association, and the Passenger Vessel Association to help forge our Strategic Partnerships with all sectors of the maritime industry.

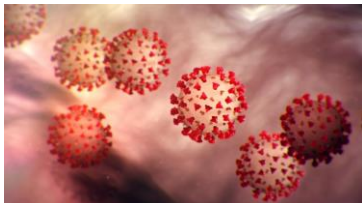
The Committee is starting its work by assessing and revising as necessary existing IPCUS position documents including the Statement of Principles and the various Fact Sheets. The committee will also examine emergent issues such as the Infrastructure and other initiatives developing in Washington and make recommendations to our Board for new position papers and advocacy.

Upcoming Events

- European Conference – May 26-28
 - Registration will be opening this week for this **FREE** event
 - One Registration will give you access to 6 topics over 3 days!
- Maritime Day, May 22
- Regional Calls, June 1-10, 2021
- Annual International Conference & Port President Meeting, Virtual - Oct. 12-14

On Deck

COVID-19 & Crew Change



CDC – cruise ship guidance re COVID-19

On April 2, the Centers for Disease Control and Prevention (CDC) issued [statement](#) announcing the next phase of technical guidance under the [Framework for Conditional Sailing Order \(CSO\)](#) requiring cruise lines to establish agreements at ports where they intend to operate, implement routine testing of crew, and develop plans incorporating vaccination strategies to reduce the

risk of introduction and spread of COVID-19 by crew and passengers. The statement can be viewed at this link: [CDC4-2 Cruise Order](#)

DOL – COVID-19 claims under LHWCA

In February, the Department of Labor (DOL) issued [guidance](#) to covered employees for claims under the Longshore and Harbor Workers' Compensation Act (LHWCA) for COVID-19. This guidance can be found at this link: [DOL Guidance – COVID claims](#)

Florida – suit filed challenging CDC cruise ship restrictions

On April 8, Florida Governor Ron DeSantis (R) issued a [news release](#) announcing that the State has brought suit against the federal government for what is alleged to be the unlawful 'Conditional Sailing Order' issued by the Centers for Disease Control and Prevention (CDC) restricting the operation of cruise ships from US ports. The news release can be found at this link: [FL cruise lawsuit](#)

Alaska – joins Florida suit against CDC re cruise ships

On April 20, Alaska Governor Mike Dunleavy issued a [press release](#) announcing the State of Alaska is joining a Florida lawsuit (above) against the Federal Center for Disease Control (CDC). The lawsuit challenges the CDC's job-killing shutdown of the cruise industry through its Conditional Sailing Order on the grounds that it goes beyond the scope of the CDC's legal authority. The news release can be found at this link: [AK cruise lawsuit](#)

Alaska – impact of Conditional Sailing Order

On April 8, the State of Alaska issued a [news release](#) stating that Governor Dunleavy sent a [report](#) to the White House detailing the severe economic impact on the state of the Conditional Sailing Order issued by the Centers for Disease Control and Prevention (CDC) that has effectively shut down the cruise industry in the United States. The news release can be found at this link: [AK release – cruise ships](#)

EMSA – COVID=19's impact on shipping

On April 9, the European Maritime Safety Agency (EMSA) issued a [report](#) on COVID-19's impact on shipping. The report seems to include no mention of COVID-19's impact on the seafarers manning the ships. The EMSA report can be found at this link: [EMSA COVID report](#)

FMC – meetings in Florida re cruise ship matters

On April 13, the Federal Maritime Commission (FMC) issued a [news release](#) stating that Commissioner Louis E. Sola recently held meetings in Tallahassee with Florida's Governor and Attorney General to brief each on his Fact Finding 30 investigation of COVID-19 related impacts to the cruise industry and to respectively discuss what he envisions as ways to allow for the safe resumption of passenger vessel operations and to increase consumer protections for cruise passengers. The news release can be found at this link: [FMC release – FL cruise ships](#)

ILO – new seafarer resolutions adopted

On April 29, the International Labour Organization (ILO) issued a [news release](#) stating that it adopted two resolutions. The [first resolution](#) calls on nations to fully recognize the rights of seafarers, including the rights to travel and repatriation. The [second resolution](#) calls to nations to prioritize the vaccination of seafarers regarding the COVID-19 pandemic. The news release can be found at this link: [ILO vaccination of seafarers](#)



Coast Guard

USCG – passenger vessel safety management system

The US Coast Guard is extending the comment period for the advance notice of proposed rulemaking published January 15, 2021, that seeks comments on the potential use of Safety Management Systems to improve safety and reduce marine casualties on board U.S.-flagged passenger vessels. The comment period is being extended an additional 45 days, to June 1. The Federal Register notice can be found at this link: [86 Fed. Reg. 17090](#)

USCG – Military to Mariner Program

On April 21, the US Coast Guard issued a [message](#) announcing multiple credentialing pathways for Coast Guard members seeking certain deck merchant mariner credentials issued by the National Maritime Center (NMC) under the Military to Mariner (M2M) Program. [USCG Mil to Mar](#)

USCG NMC – communication with training providers

On April 8, the US Coast Guard issued a [bulletin](#) stating that, on May 10, 2021, the National Maritime Center (NMC) will begin using e-mail as the primary delivery method for course-related and program-related correspondence to training providers. Based on Privacy Act concerns, we remain unable to provide the same service for Designated Examiner and Qualified Assessor communications. The bulletin can be found at this link: [NMC – email bulletin](#)

USCG – Worldwide Navigational Warnings Service

On April 22, the US Coast Guard issued a Marine Safety Information Bulletin ([MSIB 05-21](#)) providing an explanation of the Worldwide Navigational Warnings Service, established by the IMO. The bulletin can be viewed at this link: [MSIB_21-05_WorldwideNavigationalWarningsService.pdf \(uscg.mil\)](#)



National Transportation Safety Board

NTSB – lack of procedural compliance and complacency

On April 1, the National Transportation Safety Board (NTSB) issued a [news release](#) stating that lack of procedural compliance and complacency are frequent causal factors in marine casualties. The news release can be found at this link: [NTSB Finds Complacency, Lack of Procedural Compliance at Issue in Marine Accidents](#)

NTSB – Most Wanted List

On April 6, the National Transportation Safety Board (NTSB) issued its [Most Wanted List](#) of Transportation Safety Improvements. There are ten items on the list, but only one relates to the maritime sector – “Improve Passenger and Fishing Vessel Safety”. The List can be found at this link: [2021-2022 Most Wanted List \(ntsb.gov\)](#)

NTSB – OSV/ATB collision

On April 8, the National Transportation Safety Board (NTSB) issued the [report](#) of its investigation of the 14 November 2019 collision between the offshore supply vessel (OSV) Cheramie Bo Truc No 22 and the articulated tug and barge (ATB) Mariya Moran/Texas in Sabine Pass. The Board found that the probable cause of the collision was the OSV mate’s turn across the path of the ATB during a meeting situation. Contributing to the accident was a lack of early communication from both vessels. The Report can be found at this link: [Collision between Offshore Supply Vessel Cheramie Bo Truc No 22 and Articulated Tug and Barge Mariya Moran/Texas \(ntsb.gov\)](#)

NTSB – loss of containers near Hilo

On April 20, the National Transportation Safety Board (NTSB) issued the [report](#) of its investigation of the 22 June 2020 loss of containers from the deck cargo barge Ho'omaka Hou under tow by the towing vessel Hoku Loa off the northeast coast of the big island of Hawaii to Hilo. Fifty 40-foot containers stacked on the after deck of the barge toppled, causing 21 to fall into the ocean. The Safety Board found that the probable cause of the casualty was the company not providing the barge team with an initial barge load plan, as well as inadequate procedures for monitoring stack weights, which led to undetected reverse stratification of container stacks that subjected the stacks' securing arrangements to increased forces while in transit at sea. The Report can be found at this link: [Container Damage and Loss aboard Deck Cargo Barge Ho'omaka Hou, Towed by Hoku Loa \(ntsb.gov\)](#)

NTSB – allision in Soo Locks

On April 27, the National Transportation Safety Board (NTSB) issued the [report](#) of its investigation of the 5 July 2020 incident in the Soo Locks when the self-unloading bulk carrier Atlantic Huron struck the west center pier at 6.8 knots. Damages to the vessel (\$1,633,000) and pier (\$573,000) were estimated at \$2.2 million. The Safety Board found the probable cause of the incident was not following the manufacturer's requirement to use thread-locking fluid during installation of the feedback ring locking pin set screw on the vessel's controllable pitch propeller system, which led to the failure of the controllable pitch propeller's oil distribution box. The Report can be found at this link: [Contact of Bulk Carrier Atlantic Huron with the Soo Locks West Center Pier \(ntsb.gov\)](#)



Congress

Senate – bill introduced to prohibit OCS drilling

On April 14, Senator Merkley (D-OR) introduced S. 1115 a bill to prohibit drilling in the outer Continental Shelf, to prohibit coal leases on Federal land, and for other purposes. Official text of the bill is not yet available, but Senator Merkley issued a [press release](#) explaining the measure. [Press Release | Press Releases | News | U.S. Senator Jeff Merkley of Oregon \(senate.gov\)](#)

House – bill introduced to prohibit OCS drilling

On April 14, Representative Huffman (D-CA) introduced H.R. 2519 a bill to prohibit drilling in the outer Continental Shelf, to prohibit coal leases on Federal land, and for other purposes. Official text of the bill is not yet available, but Representative Huffman issued a [press release](#) explaining the measure. [Huffman, Merkley Lead Charge to Get the Federal Government out of the Fossil Fuel Business | U.S. Congressman Jared Huffman \(house.gov\)](#)

Senate – bill introduced re cruise ships and COVID-19

On April 13, Senator Sullivan (R-AK) introduced S. 1105 a bill to provide COVID-19 mitigation instructions for cruise ships and other purposes. Official text of the bill is not yet available, but Senator Sullivan issued a [press release](#) explaining the measure. [Press Release | Press Releases | Newsroom | U.S. Senator Dan Sullivan of Alaska \(senate.gov\)](#)].

Senate – bill introduced re natural gas compressor stations

On April 15, Senator Markey (D-MA) introduced S. 1145 a bill to prohibit the placement in service or continued operation of certain natural gas compressor stations as part of a project that would lead to or facilitate natural gas exports. Official text of the bill is not yet available.

Senate – bill introduced re maritime environmental program

On April 15, Senator Markey (D-MA) introduced S. 1150 a bill to authorize appropriations for the maritime environmental and technical assistance program, and for other purposes. Official text of the bill is not yet available, but Senator Markey issued a [press release](#) explaining the measure. [Senator Markey Reintroduces Legislation to Support the Reduction of Emissions in the Maritime Sector \(senate.gov\)](#)

House – bill introduced re cruise ships and COVID-19

On April 15, Representative Salazar (R-FL) introduced H.R. 2554 a bill to provide COVID-19 mitigation instructions for cruise ships, and other purposes. Official text of the bill is not yet available, but Representative Salazar issued a [press release](#) explaining the measure. [REPRESENTATIVES SALAZAR & YOUNG JOIN WITH SENATORS RUBIO, SCOTT, & SULLIVAN TO INTRODUCE CRUISE ACT IN HOUSE OF REPRESENTATIVES | Representative Maria Salazar](#)

House – bill introduced re waters of the United States

On April 19, Representative Latta (R-OH) introduced H.R. 2660 a bill to amend the Federal Water Pollution Control Act to codify the definition of the term “waters of the United States”, and for other purposes. Official text of the bill is not yet available, but Representative Latta issued a [press release](#) explaining the measure. [Congressman Bob Latta \(house.gov\)](#)

House – bill introduced to ban Florida OCS drilling

On April 26, Representative Castor (D-FL) introduced H.R. 2836 a bill to amend the Outer Continental Shelf Lands Act to prohibit oil and gas preleasing, leasing, and related activities in certain areas of the Outer Continental Shelf off the coast of Florida, and for other purposes. Official text of the bill is not yet available, but Representative Castor issued a [press release](#) explaining the measure. [Rep. Castor Reintroduces Bipartisan Legislation to Permanently Ban Drilling Off Florida As Expiration of 2022 Moratorium Looms Large | Representative Kathy Castor \(house.gov\)](#)

House – bill introduced re Navy shipyards

On April 26, Representative Wittman (R-VA) introduced H. R. 2860 a bill to appropriate an additional amount to improve the Navy shipyard infrastructure of the United States. Official text of the bill is not yet available.

House – bill introduced re maritime environmental assistance

On April 8, Representative Carbajal (D-CA) introduced H.R. 2386 a bill to authorize appropriations for the maritime environmental and technical assistance program, and for other purposes. Official text of the bill is not yet available.

Senate – bill introduced to ban export of crude oil & LNG

On April 28, Senator Markey (D-MA) introduced S. 1415 a bill to amend the Energy Policy and Conservation Act to reinstate the ban on the export of crude oil and natural gas produced in the United States, and for other purposes. Official text of the bill is not yet available.

Senate – bill introduced re Navy shipyards

On April 28, Senator Wicker (R-MS) introduced S. 1441 a bill to appropriate an additional amount to improve the Navy shipyard infrastructure of the United States. Official text of the bill is not yet available.

Zero Emissions and Green Shipping

House – hearing on carbon-free maritime industry

On April 15, the Coast Guard and Maritime Transportation Subcommittee of the House Committee on Transportation and Infrastructure conducted a [hearing](#) titled, “*Practical Steps Toward a Carbon-Free Maritime Industry: Updates on Fuels, Ports, and Technology.*” The hearing examined how to reduce carbon pollution from vessels and ports, as well as the future of zero emissions technology in the maritime sector. Testimony was received from: [Mr. John Butler](#), World Shipping Council; [Ms. Kristin Decas](#), Port of Hueneme; and [Dr. Lee Kindberg](#), Maersk Line. The hearing can be viewed at: [Hearing | Hearings | Committee Activity | The House Committee on Transportation and Infrastructure](#)

EPA – GHG emissions report

On April 14, the Environmental Protection Agency (EPA) issued the [report](#) entitled ‘Inventory of US Greenhouse Gas Emissions and Sinks 1990 to 2019’. The report notes that marine emissions of GHG’s has

declined over this period. The Report can be viewed at this link: [Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2019 – Main Text \(epa.gov\)](#)

IMO – carbon intensity discussions

On April 19, the IMO issued a [news release](#) stating that it IMO has facilitated virtual informal discussion sessions (14-15 April) on lifecycle GHG/carbon intensity for potential future fuels for shipping. Shipping will need new fuels to achieve the levels of ambition of the IMO's Initial GHG Strategy. This includes a reduction in the carbon intensity of international shipping by at least 40% by 2030 and a significant further reduction in carbon intensity to achieve the 2050 level of ambition – cutting GHG emissions by 50%, in line with IMO's vision to ultimately phase out GHG emissions as soon as possible in this century. The News Release can be viewed at this link; [WhatsNewNews \(imo.org\)](#)

DOE – seeking low-cost, low-carbon biofuels

On April 8, the Department of Energy (DOE) issued a [notice](#) announced \$61.4 million for technologies that produce low-cost, low-carbon biofuels. Concept papers must be received by 30 April. The notice can be found at this link: [DOE Announces \\$61.4 Million for Biofuels Research to Reduce Transportation Emissions | Department of Energy](#)

UK – Carbon Budget to include shipping

On April 20, the UK Government issued an [announcement](#) stating that its sixth Carbon Budget will incorporate the UK's share of international aviation and shipping emissions for the first time, to bring the UK more than three-quarters of the way to net zero by 2050. The announcement can be found at this link: UK enshrines new target in law to slash emissions by 78% by 2035 - GOV.UK (www.gov.uk)

White House – reducing GHG emissions

On April 22, the White House issued a [Fact Sheet](#) stating that President Biden announced a new target for the United States to achieve a 50-52 percent reduction from 2005 levels in economy-wide net greenhouse gas pollution in 2030. The United States will also reduce non-CO2 greenhouse gases, including methane, hydrofluorocarbons and other potent short-lived climate pollutants. The Fact Sheet can be found at this link: [FACT SHEET: President Biden Sets 2030 Greenhouse Gas Pollution Reduction Target Aimed at Creating Good-Paying Union Jobs and Securing U.S. Leadership on Clean Energy Technologies | The White House](#)

White House – reducing GHG emissions from shipping

On April 23, the White House issued a [Fact Sheet](#) stating, in part, that: *The international shipping sector contributes approximately three percent of global greenhouse gas (GHG) emissions, and the sector's emissions are only projected to increase. In support of the global effort to keep within reach a 1.5 degree C limit on global average temperature increase, and in support of global efforts to achieve net-zero GHG emissions no later than 2050, the United States is committing to work with countries in the International Maritime Organization (IMO) to adopt a goal of achieving zero emissions from international shipping by 2050 and to adopt ambitious measures that will place the sector on a pathway to achieve this goal.* The Fact Sheet can be found at this link: [FACT SHEET: President Biden's Leaders Summit on Climate | The White House](#)

DOE – decarbonizing international shipping

On April 23, the Department of Energy (DOE) issued a [news release](#) stating, in pertinent part, that the US will co-lead a new research Mission to decarbonize international shipping with Denmark, and join a new research Mission on hydrogen, both slated to launch at the June 2021 Mission Innovation ministerial. The news release can be found at this link: [DOE Launches International Clean Energy Initiatives to Tackle Climate Crisis | Department of Energy](#)

IMO – decarbonization initiative

On April 28, the IMO issued a [news release](#) stating that the IMO-Singapore NextGEN project aims to facilitate collaboration and information sharing across maritime decarbonization initiatives. The news release can be found at this link: [NextGEN holds first meeting to push maritime decarbonization \(imo.org\)](#)

OTHER NOTICES

CMTS – Navigation Information Strategic Plan

On April 1, the Committee on the Marine Transportation System (CMTS) published the [U.S. Navigation Information Strategic Action Plan: 2021-2026 \(March 2021\)](#). This plan outlines high-level strategy for US Federal agencies to deliver navigation information to mariners in support of a safer and more secure marine transportation system (MTS), by advancing the evolution and implementation of the e-Navigation concept. This plan supersedes the 2012 [e-Navigation Strategic Action Plan](#) that served as the foundational document for e-Navigation implementation for the United States. The Strategic Plan can be found at this link: [CMTS USNavigation2021_SAP_FINAL.pdf](#)

DOL – shipowner pays \$375K for firing whistleblowing mariner

On April 1, the Department of Labor (DOL) issued a [news release](#) stating that a Long Island-based petroleum barge company and three former and current management officials have paid \$375,000 in restitution to the brother of one of two seamen killed in a barge explosion off the coast of Texas. The seaman alleged the company fired him for cooperating with investigators and reporting safety concerns to the U.S. Coast Guard. The explosion occurred on Oct. 20, 2017, off Port Aransas aboard the Buster Bouchard/B. No. 255. In addition to the payment, Bouchard Transportation Co. Inc. and the individual respondents agreed to take other remedial actions in a settlement agreement with the U.S. Department of Labor's [Occupational Safety and Health Administration](#) to resolve violations of the whistleblower protection provisions of the [Seaman's Protection Act](#). The News Release can be found at this link: [New York-based petroleum carrier pays \\$375K to seaman fired for cooperating with barge explosion investigation | U.S. Department of Labor \(dol.gov\)](#)

DOS – meeting on 3 June re IMO MEPC 76

On April 12, the Department of State (DOS) will conduct an open meeting of the Shipping Coordinating Committee at 10:00 a.m. on Thursday, June 3, 2021, by way of teleconference. The primary purpose of the meeting is to prepare for the seventy sixth session of the International Maritime Organization's (IMO) Marine Environment Protection Committee (MEPC 76). The Federal Register notice can be found at this link: [86 Fed. Reg. 19081](#)

DOT – \$1 billion grant funding for infrastructure

On April 16, the Department of Transportation (DOT) issued a [press release](#) announcing publication of a Notice of Funding Opportunity (NOFO) to apply for \$1 billion in Fiscal Year (FY) 2021 discretionary grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE, formerly known as BUILD and TIGER, has awarded over \$8.935 billion in grants to projects in all 50 states, the District of Columbia and Puerto Rico since 2009. Applications must be received by 12 July. The press release can be found at this link: [U.S. Secretary of Transportation Pete Buttigieg Announces Availability of \\$1 Billion to Modernize and Create New American Infrastructure | US Department of Transportation](#)

MARAD – funding opportunity for ports

On April 16, the Maritime Administration (MARAD) issued a notice stating that the Consolidated Appropriations Act, 2021 appropriated \$230 million for the Port Infrastructure Development Program (PIDP) to make grants to improve facilities within, or outside of and directly related to operations of or an intermodal connection to, coastal seaports, inland river ports, and Great Lakes ports. This notice announces the availability of funding for grants under this program and establishes selection criteria and application requirements. The Act directed that at least \$205 million of the appropriated funds shall be for grants to coastal seaports or Great Lakes ports. Additionally, the National Defense Authorization Act for Fiscal Year 2021 directed that not less than \$41.4 million shall be for projects at “Small Ports and Terminals” meeting certain requirements described in this NOFO. Applications must be received by 30 July. [86 Fed. Reg. 20231](#) The notice can be found at this link: [2021-07852.pdf \(govinfo.gov\)](#)

MARAD – \$19.6 million in small shipyard grants

On April 26, the Maritime Administration (MARAD) issued a [press release](#) announcing \$19.6 million in grant awards to 31 small shipyards in 15 states through the Small Shipyard Grant Program. The funds will help awardees modernize, increase productivity, and expand local employment opportunities while competing in the global marketplace. Since 2008, MARAD’s Small Shipyard Grant Program has awarded \$262.5 million to nearly 300 shipyards in 32 states and territories throughout the US. The press release can be found at this link: [Maritime Administration Awards Nearly \\$20 Million in Funding to Strengthen U.S. Shipyard Economic Competitiveness | MARAD \(dot.gov\)](#)

FMC – easing of service contract filing requirements

On April 19, the Federal Maritime Commission (FMC) issued a [news release](#) stating that shippers and carriers will soon have more flexibility in meeting service contract filing requirements as the result of a rule change approved by the Federal Maritime Commission going into effect on 2 June. The Final Rule amends existing regulations so ocean carriers will be able to file original service contracts with the Commission up to 30-days after they go into effect. Current FMC regulations require the filing of initial service contracts with the FMC before an ocean carrier is permitted to receive and move cargo under the terms of that contract. The news release can be found at this link: [New Era of Flexibility for Service Contract Filing Requirements - Federal Maritime Commission - Federal Maritime Commission \(fmc.gov\)](#)

FMC – service contract filing requirement

On April 23, the Federal Maritime Commission (FMC) prescribed a final rule amending its service contract filing requirements to permit ocean common carriers to file original service contracts up to 30 days after the contract goes into effect.. The rule enters into effect on 2 June. The Federal Register notice can be found at this link: [86 Fed. Reg. 21651](#)

FTA – \$10 million funding opportunity for ferries

On April 26, the Federal Transit Administration (FTA) issued a notice announcing the opportunity to apply for \$10,052,572 in Fiscal Year (FY) 2020 and FY 2021 funding under the Pilot Program for Transit-Oriented Development Planning (TOD Pilot Program) (Federal Assistance Listing: 20.500). **This includes passenger ferry projects.** Applications must be received by 21 June. The Federal Register notice can be found at this link: [86 Fed. Reg. 22094](#)

USACE – submissions for annual report

On April 30, the US Army Corps of Engineers (USACE) issued a notice stating that the Water Resources Reform and Development Act (WRRDA) 2014, as amended, requires the Secretary of the Army annually submit to the Congress a report (Annual Report) that identifies feasibility reports, proposed feasibility studies submitted by non-Federal interests, proposed modifications to authorized water resources development projects or feasibility studies, and proposed modifications to environmental infrastructure program authorities that meet certain criteria. The Annual Report is to be based, in part, upon requests for proposals submitted by non-Federal interests. Proposals must be submitted online by 30 August. The Federal Register notice can be found at this link: [86 Fed. Reg. 22943](#)

International

UK – expanded inspections of cruise vessels

On March 31, the UK Maritime and Coastguard Agency (MCA) issued a Marine Information Note ([MIN 661\(M\)](#)) setting out the expectations for UK Expanded Inspections of cruise vessels operating out of UK Ports with UK resident passengers on board as the industry resumes operations, when permissible, following the easing of restrictions in place due to the COVID-19 Pandemic. The notice can be found at this link: [MIN 661 \(M\) Cruise restart - Vessel inspection guidance - GOV.UK \(www.gov.uk\)](#)

UK – MAIB Safety Digest

On April 1, the UK Maritime Accident Investigation Branch (MAIB) posted its [Safety Digest](#) detailing accidents involving vessels from the merchant, fishing and recreational sectors. The Safety Digest can be found at this link: [MAIB Safety Digest 1/2021 \(publishing.service.gov.uk\)](#)

UK – fatigue and fitness

On April 6, the UK Maritime and Coastguard Agency (MCA) issued an amended Marine Guidance Note ([MGN 505\(M\)](#)) providing information on statutory duties under UK and international shipping legislation on the causes of fatigue and guidance on fatigue management good practice. The Guidance Note can be found at this link: [M-notice Template 2021 \(publishing.service.gov.uk\)](#)

IMO – tackling marine litter

On April 8, the IMO issued a [news release](#) announcing that 30 countries from across the oceans have teamed up to tackle marine plastic litter under the ambitious GloLitter Partnerships Project. The news release can be found at this link: [30 countries join global initiative to tackle marine litter \(imo.org\)](#)

EMSA – marine casualty overview 2014-2020

On April 13, the European Maritime Safety Agency (EMSA) issued a [bulletin](#) announcing that its Preliminary Annual Overview of Marine Casualties and Incidents 2014-2020 has been published. The bulletin can be found at this link: [Publications - Preliminary Annual Overview of Marine Casualties and Incidents 2014-2020 - EMSA - European Maritime Safety Agency \(europa.eu\)](#)

Europol – global operation against marine pollution

On April 29, Europol issued a [press release](#) stating that, between 1 and 30 March 2021, 300 agencies across 67 countries joined forces against marine pollution during the third global operation 30 Days at Sea. Europol and Frontex coordinated the European leg of the operation, as part of the EMPACT action plan on environmental crime, while INTERPOL coordinated the global activities. The actions led to the identification of numerous crimes ranging from illegal discharge to waste trafficking and the investigation of thousands of suspects worldwide. The Press Release can be found at this link: [1 600 offences detected in a global operation against marine pollution | Europol \(europa.eu\)](#)

UK – impact of OREIs on shipping

On April 28, the UK Maritime and Coastguard Agency (MCA) issued [guidance](#) addressing how offshore renewable energy installations (OREI) such as wind farms and wave and tidal energy devices can endanger navigation, emergency response operations, marine radar and GPS communications. The guidance can be found at this link: [Offshore renewable energy installations: impact on shipping - GOV.UK \(www.gov.uk\)](#)

Around the Clubs



Northern California Club

On April 28, the Northern California Club held a ZOOM meeting featuring Brandon McDonnell, (Vice President of PCC Logistics); Darren Shems, (Senior Route Analyst for StormGeo); and Ed Kearney (Co-founder of Boundary Layer Technologies).



Los Angeles / Long Beach Club

On April 13, the Los Angeles / Long Beach Club held a ZOOM discussion and webinar with the former Chairman of the Federal Maritime Commission, Michael Khouri.

On April 22, the Los Angeles / Long Beach Club held a ZOOM discussion and webinar with Jack Mahoney, the President and CEO of Westwood Shipping Lines on “Leading Successfully in Our Remote New World”.



Baltimore Club

The Baltimore Club awarded their 2021 Port Person of the Year Award to Captain Eric Nielsen, President of the Association of Maryland Pilots. Captain Nielsen, a graduate of the U.S. Merchant Marine Academy has been a Maryland pilot for over 30 years and is Senior Vice President of the American Pilots Association.

Jacksonville Club

On April 19, the Jacksonville Club held their annual membership meeting at Keiser University to elect their Board of Governors for 2021. Wearing of facemasks and temperature checks were mandatory at the event.

On April 26, the Jacksonville Club held their Annual Spring Golf Outing at the Hidden Hills Golf Club to raise funds for future leaders within their Student Port Program.

Port Canaveral Club

On April 7, the Port Canaveral Club heard from Georganna Gillette, the Executive Director of the Space Coast Transportation Planning Organization – and then went onto the deck of the Fishlips restaurant and watched the SpaceX Falcon 9 launch! How cool is that!

On April 15, the Port Canaveral Club held a Member & Partner Appreciation, New Member Introduction, and Networking Event at the historic Field Manor on Merritt Island.

Port Manatee Club

On April 29, the Port Manatee Club held their first in-person event in over a year by getting together outdoors for a Networking Social at Motorworks Brewing.

Tampa Club

On April 22, (Earth Day) the Tampa Club held their First Annual “Great Port Cleanup” event with some of their partners in the Tampa Bay area to remove trash and marine debris from their waters!

On April 22, the Tampa Club held their Spring Social at Oak Ola.

Galveston Club

On April 21, the Galveston Club began to hold social dinner and feast with fried catfish, shrimp, chicken strip It was sponsored by Moody Bank.



Houston Club

On April 15, the Houston Club kicked off their season with their Annual Shrimp Boil !

Norfolk Club

On April 22, the Norfolk Club held a “Virtual Maritime Mixer” that was co-hosted with the Virginia Maritime Association. This Earth Day event featured Special Guest Stewart Ellis, the Vice President of Elastec Inc., a company that manufactures oil spill and environmental equipment.

Seattle Club

On April 29, the Seattle Club participated in a Feedback session for the Washington Marine Blue Innovation Accelerator support the next generation of maritime businesses and innovators.



Tacoma Club

On April 21, the Tacoma Club held their annual “Tacoma Propeller Club Memorial Scholarship Program” where 17 competitors made a speech on their topic to a panel of 5 Tacoma Club judges. All attendees received \$200 with the winners receiving \$4,000 for first place, \$2,000 for second place, and \$1,500 fir third place.

International Clubs



Piraeus Club

On April 28, the Executive Committee of the Piraeus Club were invited to visit the U.S. Coast Guard Cutter CHARLES MOULTHROPE hosted by David Burger, the Deputy Chief of Mission at the U.S. Embassy.



Monaco Club

On April 15, the Monaco Club held a webinar on “Litigation Finance – what it is; how it works; and how it may benefit you”.

On April 29, the Monaco Club held a webinar titled “Helping shipowners to achieve greater economic and environmental sustainability” featuring Christian

Ingerslev, the CEO of Maersk Tankers.

Valencia Club

On April 9, the Valencia Club issued a press release supporting the State of the Port Report issued by the Port of Valencia. Their release stated that the Club “shares the commitment to sustainable development maintained by Valencia Port Authority itself and demands that any port action be carried out scrupulously following what is established by the law on environmental matters. The full Press Release can be viewed at this link: [Valencia April 9 PR](#)

On April 15, the Valencia Club held a webinar that “analyzes the future of containerized maritime transport” featuring Leticia Astudillo, Principal Consultant at Drewry as their guest speaker.

John Cullather
Executive Vice President
john@propellerclubhq.com

Cheryl Rothbart
Associate Executive Director
cheryl@propellerclubhq.com

International Propeller Club | [Website](#)

