CHAMBER OF SHIPPING
OF AMERICA

Importance of Maritime Commerce

Sean Kline

Director of Maritime Affairs

Chamber of Shipping of America

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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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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)

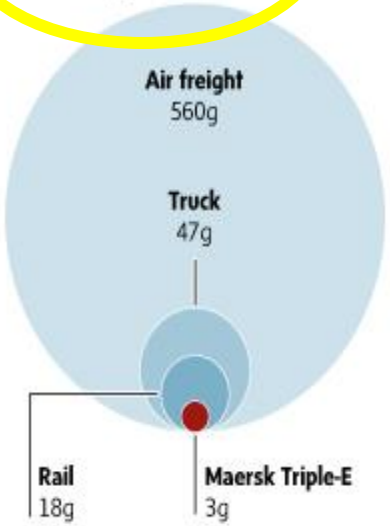
TWENTY-FOOT EQUIVALENT UNIT (TEU)
It's the standard unit for describing ship's cargo capacity. Triple-E can carry 18,000 TEU containers.

6.1 m

2.4 m

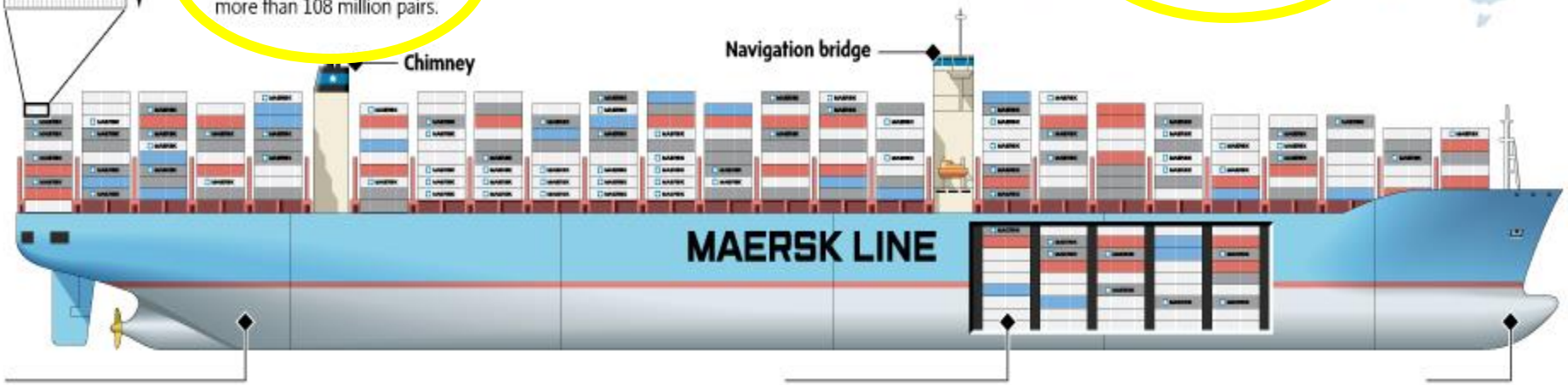
A single TEU can hold about 6,000 pairs of running shoes. 18,000 containers could hold more than 108 million pairs.

GREENER TRANSPORT
Grams of CO_2 to transport 1 tonne of goods 1km.



EXPECTED ROUTE

20 days
Triple-E's travel time from Shanghai to Algeciras, Spain.



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 CO_2 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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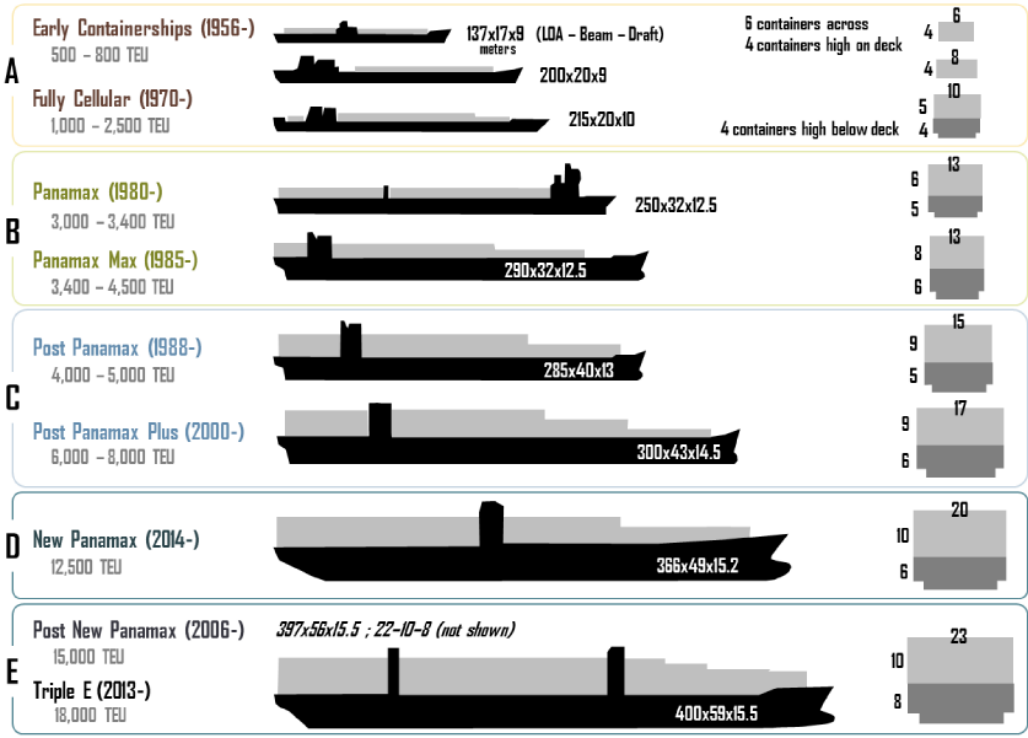
		Nominal TEU tdw	LOA m	Breath m	Depth m	Draft m
OOCL HONG KONG **6 units in series** **from May 2017**		**21,413 teu** 191,317 tdw	**399.9**	**58.8**	**32.5**	**16.0**
					Operated by OOCL	
					Built by Samsung H.I.	
MADRID MAERSK **11 units in series** **from Apr 2017**		**20,568 teu** 210,019 tdw	**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.	

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

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

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



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

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Container shipping losses set to top USD5 billion in 2016

Kari Reinikainen | 7 January 2016

Print

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.

BUSINESS

THE WALL STREET JOURNAL.

Dry-Bulk Shipping Firms Face Unprecedented Crisis

Companies selling vessels to survive

SHIPPINGWATCH 27 July 2016

FRONTPAGE CARRIERS SUPPLIERS SERVICES OFFSHORE

CONTAINER TANKER BULK

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

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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

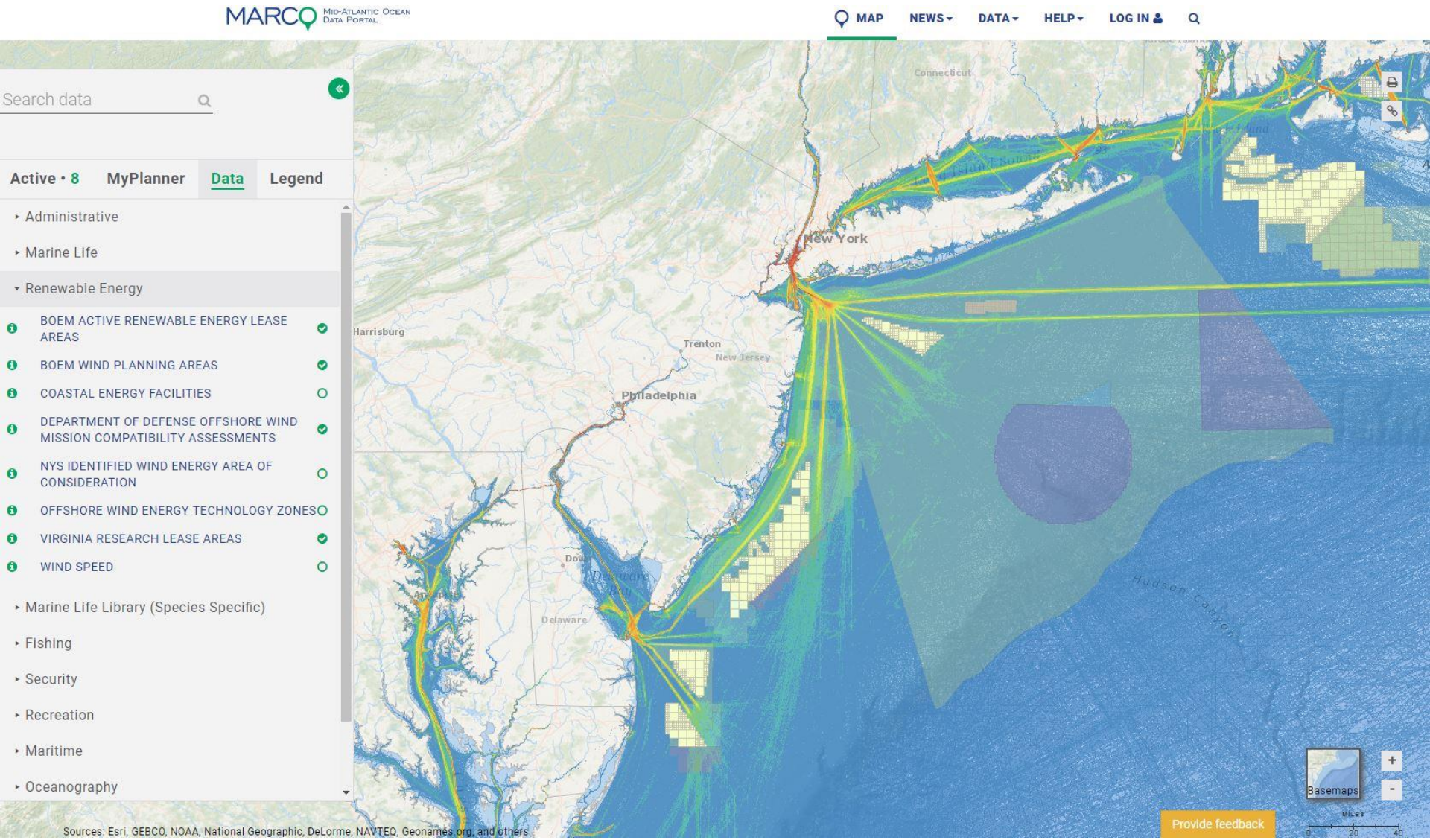
- Environmental:
  - Whales
  - Fishing Seasons

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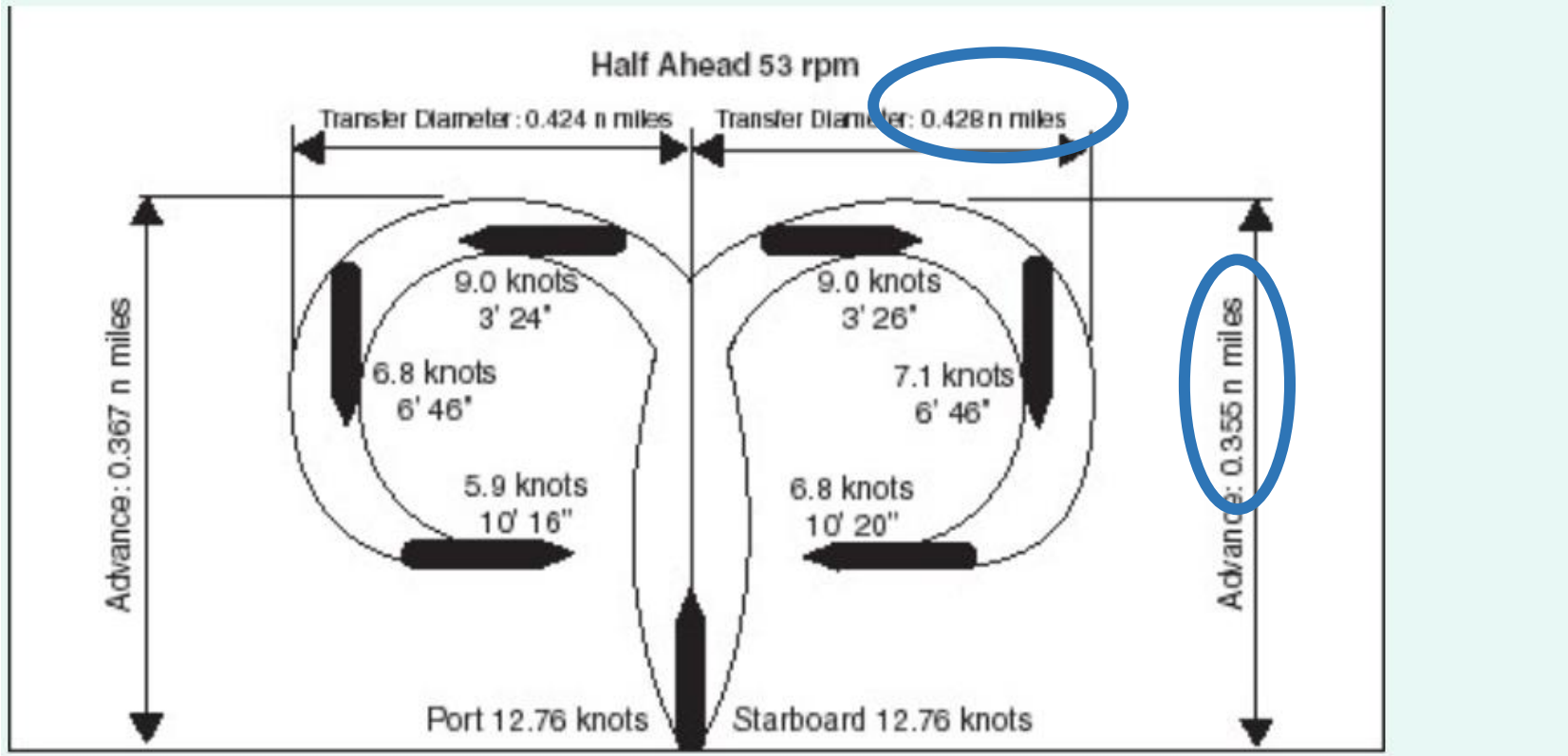
- Large ships don't turn on a dime
- Ships don't have brakes - A ship going 10 knots will travel 1 nautical mile in 6 minutes



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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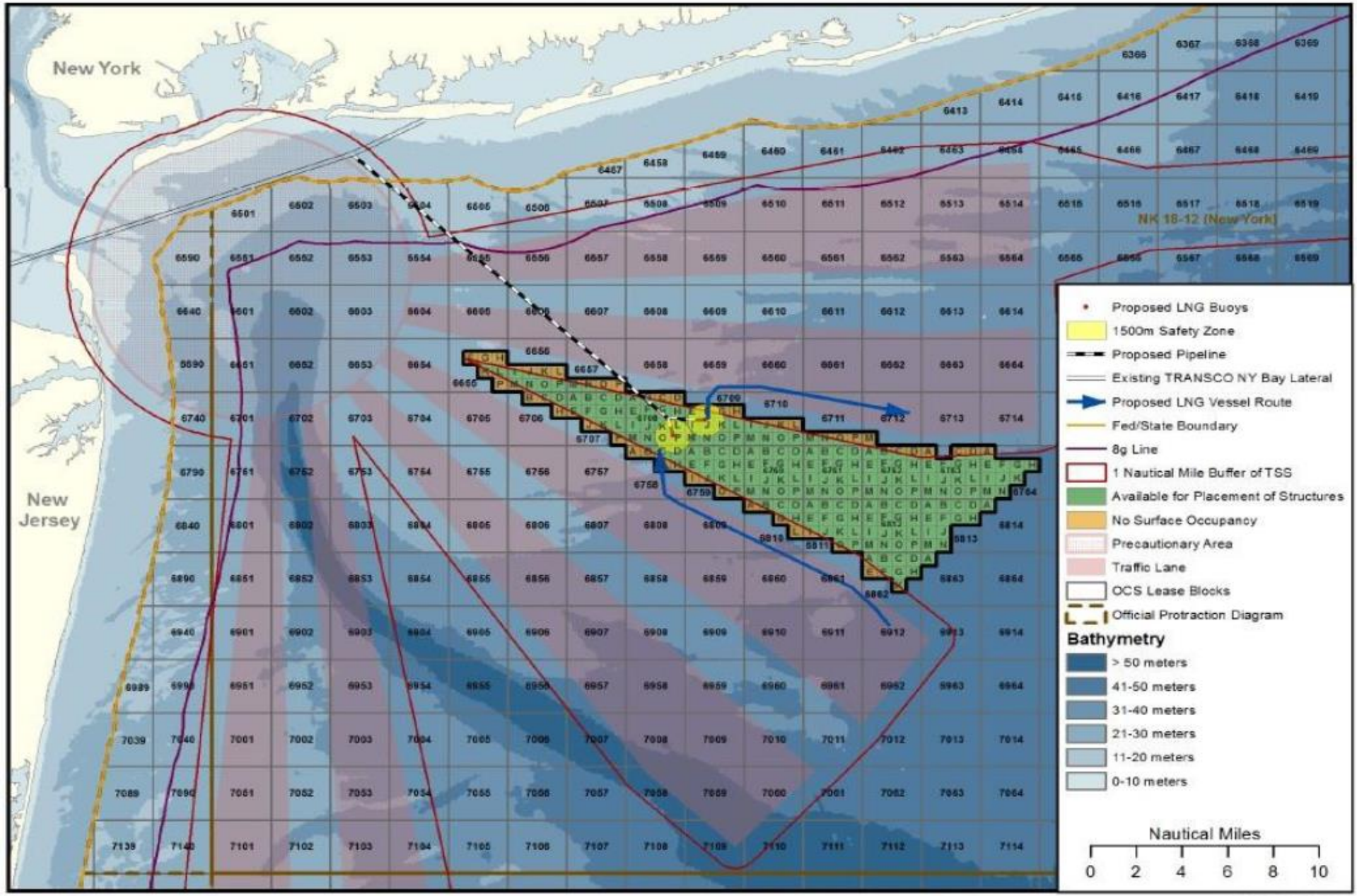
New York Proposed Lease Area



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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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