



**CHAMBER OF SHIPPING
OF AMERICA**



2023 Annual Issues Report

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ANNUAL ISSUES REPORT



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SEPTEMBER 1, 2023

Activity on legislation and regulatory proposals: CSA acted on international and domestic legislation and regulatory actions during the past year in the following areas:

COVID-19 Pandemic Impacts on the Global Maritime Industry

Thankfully, during this reporting year a significant number of the restrictions imposed by the pandemic have been gradually reduced if not eliminated, with the exception of a few “hot spots” that have occurred principally in Asia. Some restrictions exist in select locations which continue to impair crew changes although these are beginning to be relaxed. CSA continues to participate in the bi-weekly ICS COVID task force where reports are provided by ICS national association members from around the world. Also of note is the fact that in May 2023, the USCG finally rescinded MSIB 02-20 Change 5 which contained the more extensive COVID reporting requirements published in 2020 for all vessels arriving in US ports. Vessels now are required to report in accordance with the pre-COVID reporting requirements which requires Masters to report cases of a crew member with fever or other signs/symptoms of an infectious disease to local health authorities including the USCG.

Impacts of the Russian/Ukraine Conflict on the Global Maritime Industry

The Russian/Ukraine conflict presented (and continues to present) challenging issues for the global maritime industry, including impacts on mariners in and from the affected regions, global and national sanctions programs which changed literally day to day in the early days of the conflict, navigational safety in the region and disruption of international trading patterns to and from the region. Relative to mariners and acknowledging that a significant number of Russian and Ukrainian seafarers are used on vessels from several flag registries, questions arose as to whether these seafarers would be caught in the various sanctions programs prohibiting the use of Russian and Ukrainian physical and human assets. Clearly certain cargoes from Russia were prohibited from offloading the countries imposing the sanctions packages as were vessels flagged in Russia, but it was initially unclear whether similar restrictions would be applied to Russian and Ukrainian mariners. The general conclusion now confirmed by a number of countries, including the US, is that the various sanction packages were not intended to apply to citizens of these countries working outside the region including mariners on vessels flagged in other nations. CSA worked with the US State Department and the US Treasury’s Office of Foreign Asset Control (OFAC) to successfully advocate for the issuance of a general license confirming that Russian and Ukrainian seafarers serving on vessels calling in US ports were not to be included in the US sanctions package. As the conflict continued, CSA worked with international colleagues and members to assure that the most recent information was made available to the industry so that some level of certainty could be provided for a range of trading scenarios. Challenges continue to exist with regards to navigational safety and maintenance of the grain corridor agreed to allow grain cargoes to be safely exported from Ukrainian ports. The only thing certain with this issue is the continuing uncertainty associated with impacts on

maritime trade with Ukraine associated with the ever-changing profile of the land based war both in location and intensity.

International Activities

- IMO Marine Environment Protection Committee (MEPC)/Maritime Safety Committee (MSC) – CSA continued its active involvement in a multitude of issues being addressed at IMO via its attendance at key virtual meetings as a member of the ICS delegation. CSA was actively involved and provided recommendations to ICS which were incorporated in ICS positions presented at these meetings. CSA is a member of the ICS Board of Directors with Cole Cosgrove the primary and Kathy Metcalf as the alternate member. CSA also serves on the ICS Shipping Policy Committee, Maritime Law Committee and the Marine Committee which uniquely positions us to ensure the positions of CSA members are incorporated into ICS position development and ultimately presented to the IMO MEPC and MSC as an ICS submission. CSA is also participating in the multi-meeting schedule of the Intersessional Working Group on Greenhouse Gas Emissions as a member of the ICS delegation. Key issues addressed within this structure include the EU Emissions Trading System, development of short, medium and long term measures related to the IMO greenhouse gas strategy, identification of alternative fuels (low and zero carbon), underwater radiated noise, exhaust gas scrubber discharges, cybersecurity, piracy, maritime security, development of criteria for use of autonomous vessels (various levels) and safety/carriage issues associated with the use of future lo/zero carbon fuels, and the pending review of the STCW Convention with a focus on development of new training requirements for the future including those relative to decarbonization and autonomous vessels.
- ILO Initiatives - CSA continued monitoring developments regarding the Maritime Labor Convention (MLC) implementation and US accession to this treaty. The ratification package is at the White House awaiting further action e.g., forwarding to the Senate for advice and consent. Consistent with our role with ICS and ILO, CSA continues to stress that the issue of women in the seafaring population should actually be expanded to diversity in the maritime workplace, both ashore and afloat, given that gender is but one aspect of diversity in the workforce. CSA also interfaced with ILO via our participation on ICS delegations regarding the projected shortage of seafarers.
- Arctic Shipping/ Arctic Council and other US initiatives – CSA continues to interface with the Committee for the Protection of the Arctic Marine Environment (PAME) formed under the auspices of the Arctic Council which is addressing a number of cross-sectoral issues including ship strikes, emergency response, navigation and communication systems, marine protected areas (existing and proposed), underwater noise and SAR.

US Executive and Legislative Branch Activities

- Legislation/the Biden Administration and Implications on Maritime Trade – following the initial flurry of over 40 Presidential executive orders in January 2021, the Administration has more fully developed programs relating to maritime trade, marine operations in US waters, a number of initiatives attempting to implement the “Buy American” program outlined by the White House and several discussions relating to reinvigorating the US flag fleet and US mariners. Brief details of these initiatives are found below:
 - 1) American Offshore Workers Fairness Act (S 3038) – legislation similar to that introduced during the last Congress was re-introduced in the Senate in the current Congress. The bill would require mariners on foreign-flagged vessels working on the Outer Continental Shelf to be either US citizens or citizens of the nation in which the vessel is flagged (versus mariners from lower wage nations). These provisions in the sponsors’ words were included to “level the playing field between US and foreign-flagged vessels working in the offshore industry” (conventional energy and wind energy). The bill focuses on the current exemption that permits use of foreign crews on vessels which are more than 50% owned that engage in offshore activities on the OCS.
 - 2) American Port Access Privileges Act (HR 1013) – legislation similar to that introduced during the last Congress was reintroduced in the House in the current Congress. In general, the bill would require port authorities to provide preferential berthing to US flag vessels and secondary berthing preference to non-US vessels which service multiple US ports, or which carry significant American export cargoes, a clear attempt to reward non-US flag ocean carriers which are committed to carriage of both import and export cargoes.
 - 3) Clean Shipping Act of 2023 (HR 4024) – this legislation would establish carbon intensity standards for marine fuels that would become more stringent over time, like those being established by IMO in substance but dissimilar in degree. The carbon intensity for fuels used in 2027 through 2029 would be 20% less than the carbon intensity baseline. Increasing stringency levels over time are as follows: from 2030-2034 – 45% reduction from the baseline; from 2035-2039 – 80% reduction from the baseline; 2040 and beyond – 100% reduction from the baseline. The legislation would also require EPA to establish in-port marine vessel emissions standards no later than January 1, to achieve a 100% reduction of in-port emissions by January 1, 2030.
 - 4) Energy Security and Lightering Independence Act (S 5168) – in the last days of the prior Congress (Dec 2022), this bill was passed and enacted as law. This law appears to finally address the long-term problem on which CSA has been working for over 10 years associated with parole periods as applied to crews working aboard lightering vessels which were previously subject to a 29 day parole period.

The new provisions extend that period to 180 days but only apply to crews on vessels engaged in lightering operations conducting crew changes in a US port.

- 5) International Maritime Pollution Accountability Act (S 1920) – this legislation would impose a “pollution fee” of \$150 per ton of carbon emissions from fuel burned on the inbound transit for vessels over 10,000 tons calling at US ports as well as additional fees for nitrogen oxide at \$6.30 per pound, sulfur dioxide at \$18 per pound and particulate matter 2.5 at \$38.90 per pound. Revenues generated would be earmarked for programs to modernize the US Jones Act fleet with low carbon emission vessels, revitalizing and electrifying the US shipbuilding industry and other programs addressing emissions from marine sources in port and coastal communities.
 - 6) Ocean Shipping Antitrust Enforcement Act (HR 1696) – this legislation would amend the Ocean Shipping Reform Act (OSRA) passed during the last Congress and includes provisions which were stricken from the final OSRA state by the conference committee. The legislation would empower the Federal Maritime Commission to analyze and submit written views on “merger, acquisition or other transactions of common carriers and marine terminal operators”. Upon analysis, it appears this language, for all practical purposes, would effectively do away with the current Vessel Sharing Agreements. While elimination of anti-competitiveness practices can be supported, it appears to ignore the benefits of VSA’s in promoting efficient containership trading systems servicing the needs of US trade.
 - 7) Ocean Shipping Reform Implementation Act (HR 1836) – this legislation would further amend OSRA by focusing on unfair trade practices. The legislation would establish a formal complaint system against shipping exchanges (with a focus on the Shanghai Shipping Exchange) and would prohibit US port authorities from using the Chinese state-sponsored National Transportation Logistics Public Information Platform, LOGINK and other state-sponsored malware. The legislation would also require US DOT to examine the influence of China on the business practices for state-controlled enterprises including the Shanghai Shipping Exchange.
 - 8) Stop Harboring Iranian Petroleum (SHIP) Act (S 1829/HR3774) – this legislation mandates new sanctions to prohibit the direct or indirect flow of revenues to Iran from transactions and transportation of crude oil and petroleum products originating from Iran. Covered persons include foreign ports, vessels, and refineries. Sanctions imposed would include refusal of vessel entry to a US port for two years, blocking/prohibition of property transactions in the US and immediate revocation of existing visas, admission documents or parole.
- US Transportation Decarbonization Strategy – released by the Departments of Energy, Transportation, Housing and Urban Development and the EPA, this blueprint is intended to

outline a comprehensive strategy for decarbonizing the transportation sector that will inform future policy decisions as well as stimulate research/development and technology demonstrations. As is true to form, such a “high altitude” proposal is lacking much detail as regards marine transportation but does set out some broad strategies including assuring that 5% of the global deep-sea fleet is capable of using zero-emission fuels by 2030, enabling at least 10 large trading ports to supply zero emission fuels by 2030, increasing sustainable fuel R&D and incentivization of US commercial vessel operators to move towards lower GHG emissions and advocate for IMO to adopt a goal of achieving zero emissions from international shipping by 2050. We have also been advised that a marine transportation decarbonization strategy is in preparation with MARAD leading this effort supported by USCG and EPA although as of September 2023, no draft document has been produced for public review.

- US Reinstatement of Sanctions Against Iran and others – CSA briefed members on the reinstatement of sanctions against Iran and continues its interface with the US Office of Foreign Assets Control (OFAC) considering the Administration’s position to renegotiate the current Iranian sanctions package. Noting the legal and political complexities associated with this reinstatement, CSA will continue to monitor US activities particularly noting that OFAC review of foreign transactions can be conducted at least five transactions deep to determine if a particular entity has violated these sanctions which provides a unique challenge given the inability to assess third party transactions to which the vessel owner is not a party. CSA also continues to monitor existing sanctions packages applicable to Russia, North Korea, and Syria.
- National Ocean Policy/Marine Spatial Planning – CSA is actively involved in ocean policy and planning from many angles to ensure commercial shipping interests are at the forefront. We have met with the White House’s Council on Environmental Quality and Office of Science and Technology Policy, House, and Senate members, BOEM, USCG and various Federal agencies to raise awareness and provide technical input for ship’s operations. CSA has also been pursued at the state level for various wind energy areas. In fact, CSA serves on the New York Maritime Technical Work Group (M-TWG) to identify “Key Issues and Trends” for the Maritime Sector related to offshore wind, inform research needed on Maritime and offshore wind Issues and help shape offshore wind best management practices. CSA has also engaged and provided feedback on Commercial Leasing for Wind Power on the Outer Continental Shelf in California and wind energy areas off New Jersey, Rhode Island, North Carolina, Virginia, Maine, and the Gulf of Mexico. CSA has extensively worked on and partnered with USCG, BOEM and other organizations regarding commercial shipping interests in ocean planning for many years.
- Maritime Cybersecurity Strategy/IMO Cybersecurity Initiatives – Maritime cybersecurity continues to be a main focus of CSA for members. The maritime industry is vulnerable to digital security attacks in the current economic and political environment. CSA actively works with various US Government agencies and the White House on maritime cybersecurity vulnerabilities and opportunities including two cybersecurity subcommittees in the National Maritime Security Advisory Council. CSA cofounded and facilitates a shipowner/operator initiative to share cyber information among each other in a trusted and secure environment through an online platform and routine group engagements. Several US Government agencies have approached us anxious to engage and work together sharing information. CSA has been engaged in the White House’s

National Maritime Cybersecurity Plan, USCG’s Cyber Strategic Outlook in respect to commercial cargo vessels digital security and the Atlantic Council’s Cyber Statecraft Initiative. Internationally, CSA worked on the original *Industry Guidelines on Cyber Security Onboard Ships* and has continued this effort through each iteration including the current work to revise version 4 to an updated version 5 by the end of 2023. We also engage in cyber working groups at IMO’s Maritime Safety Committee and analyze member nation and NGO submissions.

- Federal Regulatory Projects (proposed and final)
 - 1) APHIS/USDA – Proposed Rule for User Fees (increase) for Agricultural Quarantine and Inspection Services – proposed rule which would significantly (400%) increase the fees on vessels calling in US ports from foreign ports for inspection and quarantine services. CSA will submit comments. The current fees of \$825 per port call would be increase on January 1, 2024, to \$3219, on October 1, 2024, to \$3302, on October 1, 2025, to \$3386, on October 1, 2026 to \$3471 and on October 1, 2027 to \$3557, the increases allegedly based on the increased costs associated with container megaships carrying 18,000 plus TEUs. CSA will argue that the proposed increase for across all ship types cannot be justified with the increased inspection time associate with container megaships and urge APHIS/USDA to conduct an historically based costs analysis based on the time necessary for inspection across all ship types and sizes.
 - 2) FMC Proposed Rule on Definition of Unreasonable Refusal to Deal or Negotiate with Respect of Vessel Space Accommodations Provided by the Ocean Common Carrier – this rulemaking is the first of many following along the requirements agreed in OSRA with this rulemaking focusing on the clarification of the meaning of “unreasonable refusal to deal/negotiate”. US code provisions have prohibited common carriers from “unreasonably refusing to deal or negotiate” but the final OSRA text added the phrase “including with respect to vessel space accommodations provided by an ocean carrier” which clearly includes vessels as subject to this prohibition. It should be recalled that these provisions were included in OSRA as a result of several US shippers’ organizations complaints that non-US flag vessels were refusing to carry export cargoes and were unwilling to negotiate an agreement to provide space on their vessels.
 - 3) EPA - Vessel General Permit (VGP)/EPA Regulations Implementing VIDA – Noting that VIDA required EPA to promulgate regulations implementing the act by December 2020 which would be followed by a USCG rulemaking to be completed 2 years after EPA’s regulations were finalized, EPA has still not finalized their regulations. Based on conversations with EPA, the most recent delay is a result of a lawsuit filed by environmental groups based on EPA’s failure to issue these regulations in a timely manner. EPA has now announced that it intends to publish a supplemental notice of rulemaking which will provide clarification on the original proposed rule as well as expected modifications to some of the discharge standards. The supplemental notice is scheduled to be published in the fall of 2023 with a comment period followed by publication of the final regulation in the fall of 2024.

- 4) NOAA – Proposed Amendments to the North Atlantic Right Whale Vessel Strike Reduction Regulations – CSA has submitted formal comments on this proposed rule which significantly expands the current ship strike reduction regulations geographic application. The proposed rule modifies and expands the existing seasonal management areas both spatially and temporally, increases the scope of vessels included to those 35’ and above (from the current 65’ and above) and would apply mandatory speed restrictions to both the seasonal management areas and dynamic management areas which are currently only subject to voluntary speed restrictions. While the geographic expansion of this proposed rule is significant on large ocean going vessels, expanding the scope to vessels 35’ and over severely impact the normal operations of pilot vessels and recreational/charter fishing vessels. A hearing was held in the House Subcommittee on Water, Wildlife and Fisheries) where the American Pilots Association and the Charter Fishing industry testified arguing that application of the rule as proposed would be dangerous for pilots and pilot boat crews, would negatively impact marine and navigation safety and would create overall a danger to the safe navigation and movement of large ocean-going vessels in/around pilot boarding areas. The charter boat fishermen testified that the speed restrictions in the expanded area would be devastating on their operations in some cases driving far offshore existing charter fishing trips out of business. Both entities recommended that NOAA should review and apply existing and new technologies to monitor whale positions which could be communicated to the maritime community with imposing the speed restrictions as proposed.
- 5) NOAA – Petition to Establish a Critical Habitat and Establish Speed Restrictions for the Rice’s Whale across the Northern Gulf of Mexico – environmental groups have petitioned NOAA to establish a geographically large area in the Northern Gulf of Mexico as a critical habitat for Rice’s Whales and include a proposal that NOAA should finalize regulations for speed restrictions in this area. At this time, CSA is evaluating the petition and will certainly submit comments at which time a proposed rule is issued.
- 6) NOAA – Proposed Rule to Establish the Chumash Heritage National Marine Sanctuary – the new sanctuary would stretch along 134 miles of coastline, encompassing more than 5,600 square miles off the Central California coast. The proposed rule includes discharge restrictions for vessels in the sanctuary which at this time CSA is evaluating relative to impacts on commercial shipping with the likelihood of submitting comments by the October 25, 2023, deadline.
- 7) USCG – Amendments to MARPOL Annex VI, Chapter 4 – USCG is currently working on a regulatory package that would create US regulations to incorporate the IMO agreed upon amendments to MARPOL Annex VI, Chapter 4 which include energy efficiency measures for existing and new ships and carbon intensity values for international shipping via goal-based technical and operational measures. The regulations will amend the CFR and will clarify the application of Annex VI amendments and the geographic areas to which they will be applied by the US government. At this time, the USCG has indicated that vessels engaged in US domestic trade will not be included in the scope of these regulations. The

USCG has clarified that US flag vessels that operate between the US East and West Coasts via the Panama Canal, will be subject to these new requirements.

- State Regulatory Projects (proposed and final)
 - 1) California Shore Power Initiative/Ocean-Going Vessel at Berth Regulations - CSA continues to monitor and provide input on the expansion of the current shore power initiatives from the current program (applicable to container ships) to other ship types including tankers and bulk carriers. The most significant recent development is the release of a DNV study commissioned by the Western States Petroleum Association which performed technology assessment as to whether safe and reliable emissions control technologies can be designed for tank vessels. The study determined that (1) tanker shore power technology needs significant development and risk mitigation before industry-wide implementation for tankers operating world-wide (2) emissions capture and control technology for tankers does not currently exist (3) the current regulatory timeline as contained in the CARB regulations is insufficient to address and mitigate the outstanding safety and operational risk and (4) low or zero carbon fuels may significantly reduce the long-term value of investments for at-berth emissions management. Unfortunately, CARB disregard the study findings and confirmed in its interim assessment that the implementation which stand as originally finalized (January 1, 2023 – cruise vessels, container, and refrigerated cargo vessels; January 1, 2025 – roll-on roll-off vessels; January 1, 2025 – tank vessels calling in LA/LB; January 1, 2027 – all remaining tank vessels calling in any California port. CARB has also published its new reporting templates and enforcement policy including guidance on reporting and enforcement during the transition period from 1 January 2023 through 30 days after the US EPA grants authorization for CARB to enforce the requirements as required under the Clean Air Act.
 - 2) Puget Sound Pilots Rate Increase petition – working with our colleagues at the Pacific Merchant Shipping Association, CSA provided testimony to the rate increase petition opposing the rate increase proposal which focused on the justification of the rate increase due to the increased safety and environmental concerns presented by foreign flag vessels calling in Puget Sound, further arguing that “flags of convenience” (term used by the pilots petition) required pilots to face increased risk due to their non-compliance with SOLAs and MARPOL requirements. CSA countered this argument by presenting evidence on the many enforcement mechanisms employed to assure vessel compliance including flag state programs, the IMO model state audit program, and port state control programs. The administrative panel hearing the petition agreed with CSA’s argument and while it did grant a modest increase in pilot rates, it did not agree to increase further due to the “flag of convenience” argument set forth by the Puget Sound Pilots Association.

Activity on other issues of impact: During the past year, CSA provided reports, analyses, or compliance information (or combination of) to CSA members and US government entities on the following subject areas. Many are of active concern and will be followed by staff and the appropriate committees in the coming year. These will be augmented as the year progresses as new issues develop, or older issues become once again of importance to the industry.

- USCG MSIB 01-23 – Reporting Sexual Misconduct on US vessels (SASH) and needed clarification of the type of events expected to be reported to USCG by ship owners
- USCG Process to Accept Proposed Type-Approval Testing Protocols for BWMS That Render Organisms in Ballast Water Nonviable
- Ballast Water Management alternatives in areas of challenging water quality
- Ballast Water Alternate Management Systems
- US Type Approval of Ballast Water Systems – fit for purpose evaluation
- Green House Gas initiatives (IMO including market-based initiative development)
- US Emission Control Area Compliance including Non-Complaint Fuel reporting
- Fuel Oil Availability
- Fuel Oil Quality
- USCG/EPA Joint Enforcement Program for US Emission Control Area and compliance with the global cap
- EPA Vessel General Permit requirements including Annual Report Filings
- California biofouling
- California ballast water regulations (revised)
- California Shore Power initiative (cold-ironing)
- California Oil Spill Response (spill team certification, fines/penalties)
- MARPOL Annex I, II, V and VI adequate reception facilities
- STCW implementation and revisions
- Maritime Security- Piracy, Smuggling, Maritime Security Threat Advisories, BMP, Threats from Iran and its Proxies, U.S. Maritime Alerts and Advisories and Gulf of Guinea Industry Working Group
- Cybersecurity Strategy, Policy, and Collaboration (IMO/US)
- Seafarers’ Access to Maritime Facilities
- Ship strike mitigation (Atlantic, Gulf and Pacific Coasts)
- Proliferation of No Discharge Zones in US waters
- Commercial vessel noise
- Jones Act – proposed changes to weaken or strengthen existing requirements
- Jones Act waivers during natural catastrophes (hurricanes)
- Panama and Suez Canal Toll Modifications
- USCG Office of Commercial Vessel Compliance/CSA regular meetings to discuss broad range of compliance issues
- USCG Oil Record Book Revision and use of electronic record books
- USCG Port State Control vessel compliance
- USCG Inspection delays
- USCG guidance on update of Pilot Card Information related to use of engine reserve power
- USCG consultation on use of engine reserve power and methods of overriding to make reserve power available upon request by Master or Pilo
- CBP differential application of requirements across multiple field offices including crew change restrictions during the COVID pandemic and those relating to the Russian/Ukraine conflict
- CBP revocation of prior rulings proposal re: offshore activities
- CBP offloading of contaminated fuel parcels in the Gulf of Mexico

- US State Department consultation on the Intergovernmental Negotiating Committee on Plastics Pollution
- Nigerian Tax Compliance (with ICS and INTERTANKO)
- US cargo preference law enforcement (House Subcommittee on Coast Guard and Marine Transportation)

CSA Interactions and Professional Affiliations

In performing the above tasks, CSA meets with legislative personnel from both the Senate and House of Representatives. CSA also meets with administrative personnel from various government agencies including the Coast Guard, Environmental Protection Agency, State Department, Maritime Administration, National Oceanic and Atmospheric Administration, Customs and Border Protection, Department of Homeland Security, Department of Transportation, Office of Management and Budget, the White House Council on Environmental Quality, the Department of the Treasury (Office of Foreign Asset Control) and others.

CSA sits on various committees and groups that develop responses to concerns including:

- DHS's National Maritime Security Advisory Committee (NMSAC)
- Blue Sky Maritime Founding Member and working group on policy and regulations
- SNAME Sealift Panel
- ASTM F25 Pandemic Task Group
- BIMCO Maritime Safety and Security Committee as Industry Expert
- NFPA Gas Hazards Committee and Fire Protection Aboard Ships Under Construction
- International Chamber of Shipping (Board, Marine Committee, Shipping Policy Committee, Maritime Law Committee)
- Mid-Atlantic Ocean Plan Stakeholder Liaison Committee
- Industry Roundtable WG overseeing revision of the Guidelines on Cyber Security Aboard Ships
- Maritime Technical Working Group on Offshore Wind in New York State
- NexGen Mariner Shortage Working Group- Working Team to Build a Sustainable U.S. Mariner Workforce
- Environmental Law Institute – Ocean Council Advisory Committee
- World Maritime University

CSA also engages other organizations in a collaborative manner to promote the exchange of information and allow for discussions on issues of mutual interest which impact CSA members. These organizations include:

- BIMCO
- Government Accounting Office
- US-Canada Independent Advisory Committee for Right Whale Recovery
- Transportation Research Board
- Consultative Shipping Group (Foreign governments that formally interact with U. S. government)

- Belmont Shipping Club (formerly Cotton Club, Washington-based embassy transportation attaches)
- Maritime Law Association
- INTERTANKO
- American Petroleum Institute
- American Salvage Association
- American Maritime Partnership
- American Association of Port Authorities (AAPA)
- Atlantic Council
- National Ocean Policy Coalition
- Consumer Energy Alliance
- Ocean Conservancy
- Society of Naval Architects and Marine Engineers (SNAME)
- Propeller Club
- Various National Ship Owner Associations
- Various organized labor organizations

In performing its tasks, CSA keeps members apprised of on-going developments through detailed briefings at the formal meetings of the organization as well as daily briefing material via email on issues as they develop.

CSA Participation in Conferences/Meetings – CSA Staff attends many meetings with individuals and groups and speaks at many public conferences, seminars and roundtables in a given year. These frequently result in information and developments on specific issues that are transmitted to the members for their review and consideration. Please see CSA's associated document, CSA Interactions and Activity Report, for a comprehensive list. Examples of these conferences/meetings include:

- IMO Meetings (Marine Environment Protection Committee, Maritime Safety Committee, Greenhouse Gas Working Group)
- ICS Board of Directors, Marine Committee, Shipping Policy Committee, Maritime Law Committee and Environmental Sub-Committee (CSA serves as Chair) (participant)
- BIMCO Safety and Security Committee (Industry Expert)
- White House National Security Council, State Department and USCG on air emissions and GHG policies
- White House Council on Environmental Quality meeting on National Ocean Policy (participant)
- House Transportation and Infrastructure Committee Hearings
- US State Department Sanctions meeting (participant)
- US State Department meetings on UNCLOS amendments on biodiversity on the high seas (participant)
- USCG Office of Commercial Vessel Compliance meetings (convener)
- USCG and EPA VIDA Regulatory Team meetings (participant)
- Consultative Shipping Group meetings (presenter)
- Belmont Shipping Club (formerly the Cotton Club) bi-annual briefings briefing (presenter)
- Marine Innovation Summit and SeaAhead Advisory Board meetings (participant)

- Underwater Noise Advisory Group (participant)
- Industry Roundtable Working Group member for the creation and revision of The Guidelines on Cyber Security Onboard Ships
- National Maritime Intelligence Office’s Maritime Industry Advisory Panel (participant)
- Industry expert on New York State Offshore Wind Maritime Technical Working Group
- Atlantic Council Cyber Initiative (presenter)
- BOEM Offshore Wind (presenter)
- Smithsonian Institute (presenter)
- Capital Link (panelist)
- Economist Magazine (presenter)

CSA Awards Programs – CSA administers three award programs annually. Regrettably, the lingering COVID pandemic significantly impacted the level of participation in the November 2021 environmental awards and the 2022 safety awards. CSA members, staff and award attendees were elated to be back in person for our awards events particularly in Washington DC in November 2022 and in New Orleans in June 2023.

- CSA’s Environmental Achievement awards will be held in person on November 14, 2023, in Washington, DC.
- In November 2022, 1085 vessels owned/operated by 39 companies received environmental achievement awards for operating for at least two years in environmental excellence. These vessels collectively represent 9967 years without a reportable incident.
- In June 2023, 1242 vessels owned/operated by 36 companies received safety awards for operating for at least two years without a lost-time incident. These vessels collectively represent 8224 years without a lost time accident.
