

SUMMARY

This quarterly report is the 57th in a series concerning safety and environmental protection matters related to ports and shipping. Highlights include:

1. The Secretary-General of the International Maritime Organization (IMO), William A. O’Neil, prepared a special message for World Maritime Day 2000. The theme for this year is “building maritime partnerships,” a topic that the IMO feels is highly appropriate for shipping because the industry is at the heart of one of mankind’s oldest and most basic partnerships – partnership in trade. The responsibility of the IMO is to be the prime proponent and standard-bearer for a universal culture of safety throughout the maritime world. Partnership is a fundamental principle in the IMO, which at its heart is a cooperative relationship between the 158 member governments who join together in framing, implementing, and policing the standards and the rules and regulations that govern international shipping. (Item 1-C)
2. On August 7, 2000, President Clinton signed into law the Oceans Act of 2000 (Public Law 106-256). The purpose of this law is to establish a Commission on Ocean Policy to make recommendations for a coordinated and comprehensive national ocean policy that will, among other things, promote: (a) the protection of life and property against natural and manmade hazards; (b) responsible stewardship, including use, of fishery resources and other ocean and coastal resources; (c) the protection of the marine environment and prevention of marine pollution; and (d) the enhancement of marine-related commerce and transportation. (Item 2-A)
3. On July 13, 2000, the U.S. Environmental Protection Agency (EPA) issued a final rule (40 CFR parts 9, 122, 123, 124, and 130) that revises and clarifies EPA’s current regulatory requirements for establishing Total Maximum Daily Loads (TMDLs) under the Clean Water Act so that TMDLs can more effectively contribute to improving the nation’s water quality. This action establishes a process for making decisions in a common sense, cost-effective way on how best to restore polluted waterbodies. It is based on identifying and implementing necessary reductions in both point and nonpoint sources of pollutants as expeditiously as possible. (Item 3-C).
4. The Coast Guard, U.S. Department of Transportation, has published a report titled *Commanding Officer’s Environmental Guide*. This publication is a desktop guide to federal environmental stewardship requirements for commanding officers and officers in charge of Coast Guard shore units, vessels, and aircraft. The document contains information on requirements to ensure environmental compliance at Coast Guard units, prevent future environmental damage from Coast Guard actions, remedy current environmental damage from Coast Guard past practices, and prepare to respond to accidental environmental damage that may result from contingencies. (Item 4-A)

5. The Urban Harbors Institute at the University of Massachusetts Boston has published a report titled *Green Ports: Environmental Management and Technology at U.S. Ports*. This document is a compendium of case studies presenting a selection of innovative and cost-effective management practices and technologies employed by U.S. ports to avoid, prevent, minimize, mitigate, or remediate environmental impacts associated with port development and operations. This compendium of projects is one product of the U.S. Environmental Protection Agency (EPA), Office of Water, Green Ports Program. It follows the 1998 publication of the *Environmental Management Handbook* prepared by the American Association of Port Authorities, also funded by EPA's Office of Water. That report provides practical information on incorporating environmental stewardship into all aspects of port operations and development. (Item 4-C)

6. The U.S. Environmental Protection Agency has published a report titled *A Guide for Ship Scrappers: Tips for Regulatory Compliance*. This guide is intended to provide the site supervisor of a ship scrapping facility with a good understanding of the most pertinent federal environmental and worker safety and health requirements affecting ship scrapping/ship breaking operations. Ship dismantling or breaking is "any breaking of a vessel's structure for the purpose of scrapping the vessel, including the removal of gear, equipment, or any component of a vessel." (Item 4-E)

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