

SUMMARY

This quarterly report is the 59th in a series concerning safety and environmental protection matters related to ports and shipping. Highlights include:

1. The Maritime Safety Committee (MSC) of the International Maritime Organization (IMO) held its 73rd session (MSC 73) at IMO Headquarters in London from November 27 – December 6, 2000. Among significant actions taken at MSC 73, the Committee adopted amendments to the 1974 International Convention for the Safety of Life at Sea, as amended, (SOLAS Convention); the 1988 SOLAS Protocol; the Fire Test Procedures (FTP) Code; the Codes for Ships Carrying Dangerous Chemicals in Bulk (IBC Code and BCH Code); the Codes for Ships Carrying Liquefied Gases in Bulk (IGC Code and GC Code); the International Safety Management (ISM) Code; and resolution A.744 (18) concerning guidelines on enhanced inspections of bulk carriers and oil tankers. The MSC also adopted two new codes, the 2000 Code of Safety for High-Speed Craft (2000 HSC Code) and the Fire Safety Systems (FSS) Code. (Item 1-A)
2. On December 11, 2000, President Clinton signed into law the Water Resources Development Act (WRDA) of 2000 (P.L. 106-541). WRDA 2000 provides for the conservation and development of water and related resources and authorizes the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States. It consists of six titles dealing with water resources projects, general provisions, project-specific provisions, studies, miscellaneous provisions, and the Comprehensive Everglades Restoration Plan. Among its many provisions, the statute authorizes numerous federal navigation projects and mandates a study by the National Academy of Sciences concerning the independent peer review of future feasibility reports related to federal navigation projects. Of particular note, P.L. 106-541 authorizes the plan to restore an unprecedented natural resource – the Everglades, authorizes a major project to deepen channels into New York/New Jersey harbor, authorizes projects to improve the Puget Sound ecosystem, and authorizes efforts to restore the estuary of the lower Columbia River in order to boost the recovery of threatened and endangered salmon species. (Item 2-A)
3. On January 18, 2001, the U.S. Environmental Protection Agency (EPA) issued a final rule (40 CFR parts 69, 80, and 86) concerning the control of air pollution from new motor vehicles, i.e., heavy-duty engine and vehicle standards and highway diesel fuel sulfur control requirements. EPA is establishing a comprehensive national control program that will regulate the heavy-duty vehicle and its fuel as a single system. As part of this program, new emission standards will begin to take effect in model year 2007, and will apply to heavy-duty highway engines and vehicles. These standards are based on the use of high-efficiency catalytic exhaust emission control devices or comparably effective advanced technologies. Because these devices are damaged by sulfur, EPA is also reducing the level of sulfur in highway diesel fuel significantly by mid-2006. The program provides substantial flexibility for refiners, especially small refiners, and for manufacturers of engines and vehicles. (Item 3-F)

4. The U.S. Global Change Research Program (USGCRP) has published a report titled *Climate Change Impacts on the United States: The Potential Consequences of Climate Variability and Change*. According to the report, responses to climate change can be of two broad types. One type involves adaptation measures to reduce the harms and risks and to maximize the benefits and opportunities of climate change, whatever its cause. The other type involves mitigation measures to reduce human contributions to climate change. After identifying potential impacts, this assessment sought to identify potential adaptation measures for each region and sector studied. While this was an important first step, it was not possible at this stage to evaluate the practicality, effectiveness, or costs of the potential adaptation measures. Both mitigation and adaptation measures are necessary elements of a coherent and integrated response to climate change. Mitigation measures were not included in this assessment, but are being studied by other bodies, such as the United Nations Intergovernmental Panel on Climate Change. (Item 4-B)

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