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Konu : Panama Kanal İdaresinin Yeşil Gemi Sınıflandırma Sistemi ve Sera Gazı Emisyon Ücreti

Sirküler No: 1244

Sayın Üyemiz,

Uluslararası Deniz Ticaret Odası (International Chamber of Shipping-ICS) tarafından gönderilen 1 Aralık 2021 tarihli ve CAN(21)15 sayılı yazıda;

Panama Kanal İdaresi'nin Panama Kanalı'nın 2030 yılına kadar sıfır karbon hedefine yönelik yatırımları desteklemek için tasarlanmış, Sera Gazı Emisyon Ücretlerini içeren bir Panama Kanalı Yeşil Gemi Sınıflandırma sisteminin geliştirildiği duyurusuna yer verilmektedir.

Detayları Ek'te sunulan yazıda, söz konusu sistemin uygulamaya geçiş tarihi ile ilgili bilgi verilmediği, tam boyları 38.1 metre (125 ft) üzerindeki gemilere uygulaması planlanan emisyon ücretlerinin belirlenmesinde tasarım ve operasyonel verimlilik göstergelerinin yanı sıra yakıt kullanımının da dikkate alınacağı belirtilmektedir.

Panama Kanal İdaresi gemilerin enerji verimliliğini değerlendirmek için sınıflandırma sisteminin aşağıdaki üç faktörü dikkate almasını tavsiye ettiği bildirilmektedir.

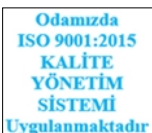
1. Enerji Verimli Tasarım Endeksi (EEDI)
2. Baş İtıcıların kullanımı gibi operasyonel önlemler
3. Sıfır Karbon Biyoyakıtların veya Karbon Nötr Yakıtların Kullanımı.

Söz konusu sınıflandırma sisteminin, Uluslararası Denizcilik Örgütü IMO yönetmeliklerine 'uyumlu' olacağı belirtilmiş olmasına rağmen, bu girişimin IMO tarafından sağlanan küresel düzenleyici çerçeveyi etkilemeye yönelik bölgesel bir sınıflandırma sistemini temsil edebileceğine dair endişeler içerdiği ifade edilmektedir.

ICS ile Panama Kanal İdaresi Yetkilileri arasında gerçekleştirilecek toplantıda konunun ana gündem maddesi olarak ele alınacağı bilgisi paylaşılmaktadır.

Bilgilerinize arz/rica ederim.

Saygılarımla,

*e-İmza*İsmet SALİHOĞLU
Genel Sekreter**Bu belge, 5070 sayılı Elektronik İmza Kanuna göre Güvenli Elektronik İmza ile İmzalanmıştır.**

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1 December 2021

CAN(21)15

TO: CANALS SUB-COMMITTEE

**Copy: SHIPPING POLICY COMMITTEE
MARINE COMMITTEE
ALL FULL AND ASSOCIATE MEMBERS (FOR INFORMATION)**

PANAMA CANAL AUTHORITY (ACP) ANNOUNCES PANAMA CANAL GREEN VESSEL CLASSIFICATION SYSTEM AND GREENHOUSE GAS EMISSIONS FEE

Action required: *To note that the ACP announced yesterday (30 November) the development of a Panama Canal Green Vessel Classification system which will include a Greenhouse Gas Fee, designed to support investments into the Panama Canal's goal of achieving [carbon neutrality by 2030](#). While the date for implementation of this system has not been announced, it is understood that the fee will apply to vessels of over 125 feet LOA and will consider design and operational efficiency indicators, as well as fuel use, in the calculation of the fee. Further clarification on this announcement will be raised as a priority issue during the Secretariat's meeting with the ACP tomorrow (2 December). Members are encouraged to contact the undersigned (georgia.spencer-rowland@ics-shipping.org) with initial feedback on this announcement ahead of the meeting with the ACP (2 December 1400 GMT).*

Background

On 30 November, during a meeting of the Latin American Delegation of the American Association of Port Authorities (AAPA) in Cartagena (Colombia), Dr Ricaurte Vasquez (Administrator of the Panama Canal Authority) announced the development of the Panama Canal Green Vessel Classification system. This system will include a Greenhouse Gas (GHG) Emissions Fee to 'support investments to guarantee environmental performance standards and aid in making Canal operations carbon neutral'.

Under the Panama Canal Green Classification System, ships will be classified in levels depending on their energy efficiency. The classification, and subsequent fee, will apply to all vessels over 125 feet (38.1 meters) length overall (LOA). In order to assess the energy efficiency of vessels, the ACP advise that the classification system will consider the following three factors:

1. Energy Efficient Design Index (EEDI)
2. Efficient operational measures such as the use of Bow Thrusters
3. Use of Zero Carbon Biofuels or Carbon Neutral Fuels

The ACP reported in their press release on the subject that discussions with shipowners were held on the classification system and fee, and that the system will 'align with the International Maritime Organization regulations that promote international plans for decarbonization in the maritime sector.' To date, the Secretariat is not aware of discussions which have taken place between the ACP and shipowners on this subject.

This development is the latest in a line of initiatives undertaken by the Panama Canal Authority which aim to promote the transit of green vessels through the canal, including the launch of the Panama Canal's, [Emissions Calculator](#), the [Environmental Premium Ranking](#) scheme and the [Green Connection Award](#), each with the goal of carbon neutrality by 2030. While each of these initiatives incentivises green vessels by offering, for example, improvements in the customer rankings for eligible vessels (see the [Environmental Premium Ranking Scheme](#) for further insight), the newest announcement is the first measure to require additional payment based on the energy efficiency rating of the vessel.

It is not yet clear when the classification system and fee will be implemented, nor how the fee would be calculated and incurred.

Initial Industry concerns about the Greenhouse Gas Fee

There are strong concerns that this fee will be applicable to vessels in addition to the Freshwater Service Fee which was implemented in February 2020 (see CAN(20)04). Like the latest announcement, the Freshwater Service fee was also designed to secure investment into the Panama Canal's environmental protection strategies, namely the ACP Water Conservation Strategy (the development of which is still ongoing). On this subject, the ACP advise in their latest press release that the most recent step in the Water Conservation Strategy has been to secure the U.S. Army Corps of Engineers (USACE) to provide technical assistance for the project to ensure operational sustainability, engineering services and overall analysis. The ACP advise that USACE will work together with Canal professionals to develop the conceptual design for water alternatives.

Additionally, while the ACP have noted that the Classification system would be 'aligned' to IMO regulations, concerns remain that this initiative (depending on its construction) could represent a regional classification system which may serve to undermine the global regulatory framework provided by IMO for assessing emissions from ships.

Upcoming ICS meeting with the ACP (2 December)

As noted in CAN(21)12, the Secretariat will be holding a meeting with the Panama Canal Authority Administrator (Dr Vasquez) and his team at 1400 GMT tomorrow (2 December). Given the lack of clarity concerning the date and method of implementation of this new initiative, discussion of the Classification System and associated Greenhouse Gas Fee will be raised as a priority agenda point during this meeting.

Members are therefore encouraged to contact the undersigned (georgia.spencer-rowland@ics-shipping.org) before **1400 GMT tomorrow (2 December)** with any initial feedback on the ACP announcement, to be taken into consideration when presenting the issue at the upcoming meeting tomorrow.

Georgia Spencer-Rowland
Secretary, Canals Sub-Committee