**General Updates**

* IMO Amends MARPOL to Reach Emissions Goals
	+ The Marine Environmental Protection Committee adopted amendments to MARPOL Annex VI, including amendments intended to improve the energy efficiency of ships. The amendments will require all vessels to calculate their Energy Efficiency Existing Ship Index, improve energy efficiency, and establish their annual operational carbon intensity indicator.
* New Wind Propulsion Technologies
	+ Michelin Group has revealed its Wing Sail Mobility System (“WISAMO”), which uses inflatable fabric wings as a wind propulsion system to supplement fuel power, increasing fuel efficiency. WISAMO uses 17 meter retractable masts, which can be withdrawn to pass bridges or during rough weather. WISAMO can increase vessel fuel efficiency by up to 20%.
	+ Airseas has developed an “automated kite” named Seawing, a 1000-square meter inflatable parafoil that flies at an altitude of 300 meters that is capable of automatically adjusting its position based on wind conditions.
* Zero-Emission and Low-Emission Vessels
	+ In November of 2021, the *Yara Birkeland­*—the first autonomous zero-emission container ship—completed its maiden voyage in the Oslo Fjord. *Yara Birkeland*’s development is part of the Oslo Port’s goal of cutting greenhouse gas emissions by 85% and long-term goal of becoming the world’s first zero-emission port.
	+ East by West Ferries has launched the Ika Rere, a zero-emission passenger ferry that can carry up to 132 passengers across Wellington Harbor in New Zealand. Ika Rere will eliminate approximately 640 tons of carbon dioxide emissions annually.
	+ Thames Clippers, in partnership with Uber, is building the UK’s first hybrid passenger ferries, providing public transportation across the Thames River. The ferries will operating using biofuels outside of central London, and battery power while operating in central London.

**Recent Cases**

* *Earth Island Institute et al. v. Wheeler et al*. (3:20-cv-00670)
	+ After Deepwater Horizon, the EPA began assessing the role of chemical dispersants to mitigate environmental impacts of oil spills. EPA released a proposed rule in 2015 to amend the National Contingency Plan, modifying the requirements for use of certain chemical dispersants. In January 2020, various environmental organizations sued the EPA to require it to finalize its rulemaking, arguing that it had a non-discretionary duty to do so under the Clean Water Act. Judge Orrick of N.D. Cal granted summary judgment to the environmental groups, ordering the EPA to finalize its rule by May 2023.
* *U.S. v. Pacific Carriers Limited, et al.*
	+ In December 2020, Pacific Carriers Limited (PCL), a Singaporean company, was fined $12,000,000 for violations of the Act to Prevent Pollution from Ships in a multi-district case spanning the Eastern District of North Carolina, the Southern District of Texas, and the Eastern District of Louisiana. Crewmembers aboard the M/V Pac Antares illegally discharged oily waste water and plastic garbage, and failed to make requisite recordings in the Oil Record Book and Garbage Record Book. The vessel’s chief engineer was also convicted and fined $5,500, and was banned from entering the U.S. for one year.