

ECA: MARPOL Annex VI – Emission to Air – European Action Plans on Various Levels for Efficient Enforcement of New Regulations

As informed in Operational Newsletter 13/2014, new requirements will apply from **1 January 2015** within the so-called ECAs – Emission Control Areas. The higher prices on low sulphur bunkers, along with equally costly technological solutions to clean exhaust are anticipated by European port authorities to be an incitement for breaking the new regulations.

International cooperation

On various levels cross-border cooperation is being established in Northern Europe to enforce the new regulations.

Examples are:

- Paris MoU: Netherlands and Denmark have presented a proposal in the Paris MoU forum on a Concentrated Inspection Campaign (CIC) to enforce the SOx regulations.
- MAIG: Maritime Administrations' Implementation Group is a forum consisting of Germany, Denmark, Norway, Netherlands Sweden, Finland, Belgium and UK, which develops common performance indicators to permit Administrations to mutually benchmark performance as a way seeking continual improvement. An initiative has been made in this forum to ensure a coordinated enforcement of the regulations.
- HELCOM: In the Baltic cooperation a work group has been appointed to assess tangible initiatives regarding a closer cooperation between the countries in the region.
- ESSE: European Sustainable Shipping Forum an effort is being made to present a coordinated recommendation to the EU Commission on improved statistics and documentation.
Prior to the regulations coming into force, ESSF intends to prepare relevant information to European shipowners and fuel suppliers with the aim of ensuring familiarity and understanding of the rules.

New technology

Efficient enforcement of the regulations necessitates adequate means of control. New methods and devices for checking the SOx content in bunkers will be taken into use.

However, it also entails making traditional methods more efficient.

- "Sniffer" project: At the beginning of 2014 e.g. Denmark has launched a pilot project by the installation of so-called "sniffer" on the Great Belt Bridge, which will continue throughout the year.
- Drone project: In parallel with the Great Belt Bridge project, there is another focusing on the development of drones to gauge emission to air from ships. The project runs throughout 2014 with a measuring campaign during the summer of 2014.
- Horizon 2020: A coordinated application has been submitted by number of countries to the EU Commission, labelled "EfficienSea2" to have money allocated from the Horizon 2020 program. Enforcement and monitoring of the regulations on emission to air is an essential element in this application.

- TEN-T: Finland has initiated an informal forum for maritime administrations. A number of maritime authorities participate and the objective is to encourage the use of new monitoring methods.
- In Denmark: DMA informs that a strengthening of the control is planned, which will include:
 - New portable measuring equipment that will give an indication on the spot whether or not the regulations have been breached,
 - Increase the number of samplings on board ships,
 - Gauging from the air to assess emission from ships (“sniffers”),

Information to the industry

Maritime authorities also emphasize efforts with respect to information to the industry. Concerted efforts are undertaken by the authorities in the Nordic countries in for instance ECSA (The European Community Shipowners’ Associations) and ICS (International Chamber of Shipping).

More specifically, ECSA is working on a common position paper/declaration on enforcement. Under the auspices of ICS a survey is being conducted on the international maritime authorities’ enforcement of the regulations. The results from these activities will become available to the public in due course.

The various countries aim at coordinating proposals to IMO on enforcement and on “Best Practice”, amongst which Denmark is a driving force. Hopefully the efforts will ensure an aligning of measuring methods as well as enforcement.

Ships under FAS

This early information is brought to you due to the fact that a large part of the FAS fleet operates exactly in the areas mentioned: Danish and southern Norwegian coastal waters, the Baltics, the English Channel and all ports in this area.

The aim is to set adequate focus on the topic and the new challenge for ships and complements.

To the extent possible, the FMA aims at monitoring the material that will be available from groups and authorities mentioned above, as well as from neighbouring flag states in order to keep ships under FAS updated on news, campaigns, etc.

Moreover, by this the FMA also encourages shipowners to take charge and do everything possible to impose correct procedures on board and ensure awareness of regulations amongst masters, officers and all crew.