

Results from IMO MEPC 57 on the air pollution from ships

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Emissions from Ships

Maritime Transport is one of the fastest growing sources of emissions

... of air pollutants (NO_x, SO_x, PM)

... of CO₂ emissions (IMO pointed out that emissions accounted for 1,120 MT in 2007 and 1,475 MT in 2020)

NO_x and SO_x emissions from ships at EU level are expected to be higher than all land based sources together in 2020

Air pollution by international shipping will be responsible for 83,700 premature deaths worldwide in 2012 if no measures are taken.

Regulating emissions...

IMO is the main regulatory body and MARPOL ANNEX VI the key regulation. Version in force establishes...

- Maximum Sulphur content of fuels at 4.5% or 45,000 ppm
- Allows the establishment of Sulphur Emission Control Areas (SECAs) in which ships are not allowed to use a fuel with a sulphur content above 1.5% (15,000 ppm)
- **According to the IMO monitoring, average level of sulphur in marine fuels was 2.4% (24,000 ppm) in 2007.**

New IMO Marpol Annex VI

New levels for Sulphur...

- In SECAs: 1.0% (or 10,000 ppm) in 2010; and 0.1% (or 1,000 ppm) in 2015.
- Globally: 3.5% (or 35,000 ppm) in 2012; and 0.5% (or 5,000 ppm) in 2020.

New provisions for NOx...

- Revised emission standards for 'new' engines (build after 2000) in special sea areas (Emission Control Areas, ECAs)
- For 'existing engines' emission reduction kit should be applied

Discussion (1)

Will the new IMO regulation be enough for achievement of EU climate targets ?

Research is still needed but answer likely to be...

- **'Yes' for SOx emissions**
- **'No' for NOx emissions**

Discussion (2)

Next steps for EU policies ?

- To determine all EU sea areas to be classified as ECAs (Control areas for NOx and SOx) ?
- To propose additional action on NOx (EU standards ? Economic instruments ?)
- To propose a specific framework for PM ?
- To work on fuel quality standards ?

Thank you

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