



SUB-COMMITTEE ON BULK LIQUIDS
AND GASES
11th session
Agenda item 5

BLG 11/5/6
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REVIEW OF MARPOL ANNEX VI AND THE NO_x TECHNICAL CODE

Recommended standards to reduce air pollution from ships

Submitted by the Friends of the Earth International (FOEI)

SUMMARY

Executive summary: This document urges adoption of stringent new international limits on emissions of air pollution from ships as amendments to regulations of MARPOL Annex VI. This document was produced by a coalition of environmental NGOs.¹

Action to be taken: Paragraph 5

Related documents: BLG 11/5/5, BLG-WGAP 1/2/11, BLG 10/14/13, MEPC 53/4/1 and MEPC 53/4/8

Introduction

1 The BLG Sub-Committee agreed at its 10th session to further consider amendments to the regulations under MARPOL Annex VI. BLG will continue its review of potential international control of air pollution from ships at its 11th session during April 2007.

2 This document urges adoption of stringent new international limits on emissions of air pollution from ships as amendments to regulations of MARPOL Annex VI.

Recommended international standards for shipping air emissions

3 In view of the serious and increasing health and environmental impacts from shipping emissions (as previously discussed in FOEI and other submissions to IMO, including BLG 11/5/5, BLG-WGAP 1/2/11, BLG 10/14/13, MEPC 53/4/1 and MEPC 53/4/8), IMO must establish emission standards for both new and existing ship engines at levels that reflect application of the best technology to control emissions likely to be available when such standards go into effect. The standards must anticipate tomorrow's technology – and must not be based on yesterday's

¹ Clean Air Task Force, Friends of the Earth-US, European Environmental Bureau, European Federation for Transport and Environment, North Sea Foundation, Seas at Risk and Swedish NGO Secretariat on Acid Rain.

solutions. The innovation and creativity that has made shipping the predominant carrier of the world's goods must be harnessed to make shipping a low polluting mode of transportation as well.

The following are recommended for consideration:

- .1 amendments to Annex VI should require reductions of NO_x emissions in the 90% range for both new and existing engines as soon as possible, but no later than 2015;
 - this can be accomplished through the use of SCR, in-engines controls and water technologies, as well as other approaches;
- .2 interim NO_x reductions in the 40-50% range should be required by 2010;
 - this can be accomplished through the use of in-engine controls and water technologies, as well as other approaches;
- .3 reductions of SO_x emissions in the 70-90% range should be required for both new and existing ships as soon as possible, but no later than 2015;
 - this can be accomplished through the use of low sulphur [distillate fuels], as well as seawater scrubbers (once the sludge and wastewater disposal issues have been appropriately resolved);
 - the worldwide limit for the sulphur content of marine fuel should be substantially lowered – interim targets could be, for example, maximum 1% by 2010 and 0.5% by 2015; the sulphur content of fuels used in SECAs and in sensitive port and harbour areas may need to be lower still; and
- .4 substantial PM reductions are also needed, but the co-benefits of NO_x and SO_x reductions should be considered. In the event the Sub-Committee cannot agree on significant reductions at BLG 11, then the MEPC or BLG should establish/continue a process to review the impacts of, and control measures to reduce, PM emissions and to recommend specific PM standards at a later date, but no later than 1 January 2009.

4 The urgency of IMO adoption of stringent emissions standards has been made even clearer by the ongoing and rapid growth in seaborne traffic and resulting shipping emissions, as reported by FOEI in a separate submission of even date herewith (BLG 11/5/5).

Action requested of the Sub-Committee

5 The Sub-Committee is invited to consider the above comments during the ongoing MARPOL Annex VI revision process and to recommend to the MEPC stringent limitations for air emissions from ships.