

SAFEMED III Seminar on MARPOL Annex VI

Lisbon, 29 and 30 April 2014

Summary Report

The SAFEMED III seminar on MARPOL Annex VI took place from the 29 to the 30 April 2014 at the European Maritime Safety Agency (EMSA) premises in Lisbon.

The seminar was attended by seven SAFEMED III beneficiary countries, i.e. Egypt, Israel, Jordan, Lebanon, Libya, Morocco and Tunisia.

The seminar stressed the importance of protecting air quality by illustrating the impact of air pollution on human health and ocean acidification/eutrophication as well as the global effect on climate change. There is an obvious effect from the ships emissions to air quality over neighbouring lands, which is specifically important for the semi-closed seas such as the Mediterranean and Baltic seas. The emissions from ships can be transported over considerable distances, affecting inland air quality far beyond coastal areas. Air emissions of GHG and other relevant substances like SO_x and NO_x from maritime transport are expected to exceed total emissions of these pollutants from land based sources in the near future as the land based sources have been subjected to historical controls.

After an introductory *tour de table*, Mrs Anastasiya Kozubovskaya-Pellé, Project Officer for SAFEMED III, delivered general presentation on SAFEMED III project focusing on the achievements and forthcoming actions related to marine environment protection.

The participants were notably informed that a number of EMSA's oil pollution response exercises were programmed within the framework of the SAFEMED III project and the establishment of the Inventory of marine pollution at-sea response policies and resources available in the SAFEMED III beneficiary countries was in progress.

The Senior Project Officer, Mr Brian Elliott, and Project Officers for Environmental Protection at EMSA, Mr Carlos Pereira and Mr Roel Hoenders, delivered presentations on the MARPOL Annex VI and relevant EU legislation and action. The speakers also addressed the alternative compliance methods (LSFO, LNG and Scrubbers), energy efficiency (EEDI/SEEMP) including

monitoring, reporting and verification (MRV), enforcement and non-compliance issues and provided a ship technology overview - tackling with SO_x, NO_x and CO₂.

During the seminar the speakers recalled the obligations of the parties to MARPOL Annex VI related to air pollution, notably, to promote the availability of compliant fuel oil; to provide adequate reception facilities; to issue appropriate certificates; to ensure port state control on operational requirements.

An insight into the European legislative framework with a specific focus on the Revised Sulphur Directive – 2012/33/EU (amending Directive 1999/32/EC) was then provided which brings EU legislation in line with the latest amendments of MARPOL Annex VI. However it also contains additional requirements that do not exist in the IMO legislation. During the discussion it was stressed that the non-EU vessels calling into the EU ports will have to comply with these additional requirements.

Mr John Bradshaw, Lloyd's Register EMEA, provided detailed insight into the survey and certification issues. Mr Meindert Vink, the Netherlands Shipping Inspectorate, shared his experience on fuel oil quality and verification (sampling and analysis) issues.

The representatives from Morocco and Tunisia (two SAFEMED III beneficiary countries that have ratified MARPOL Annex VI) shared their experience with regard to its implementation and difficulties that have been encountered, taking into account their fleets' profile (ship types) and trading/operational patterns. The representatives from Egypt, Israel, Jordan, Lebanon and Libya then reported on the ratification process in their countries with regard to MARPOL Annex VI.

During the discussion that followed it was explained that to designate the Mediterranean Sea as an Emission Control Area (ECA), the Mediterranean coastal states need to submit a joint proposal to IMO in this respect, specifying the date from which they would like to have the relevant requirements to enter into force. The countries wishing to submit such a proposal should first ratify the Annex VI. As an example, the ECA in the Baltic and North Seas were designated following a joint request from the coastal countries.

A proposal for an ECA within the territorial waters of a coastal State could be submitted even though the country has not ratified the MARPOL Annex VI.

Some of the participants expressed their concerns about the necessity to update the Med MoU database with regard to the requirements of the MARPOL Annex VI. In this respect they were informed that an update of the

Med MoU procedures was already in progress in the framework of the SAFEMED III project.

The participants also expressed a need to train the inspectors for the effective enforcement of the MARPOL Annex VI.

In the light of the extensive discussion that followed the presentations and the exchange of experience with regard to the ratification and implementation of MARPOL Annex VI, the difficulties being encountered as well as the concerns expressed by the participants, the SAFEMED III beneficiary countries were urged to proceed with the ratification of MARPOL Annex VI and, for those countries that had already ratified it, to the improvement of its implementation.