

**Implementation of
Directive 2005/35
Sanctions for ship-source pollution,
article 10(1) on accompanying
measures
EMSA workshop March 2007**

Urban Hallberg
European Commission
Maritime Transport Policy, Regulatory questions, Maritime Safety and
seafarers, Unit G1– DG TREN

Why focus on sanctions

- Operational discharges continues
- Confirmed by regional air surveillance and observations
- How many are detected?
- How many are prosecuted?
- During a Paris MoU campaign 86 illegal discharges was found in three month
- How much will that be over the years?

Actions to be taken

- Continue to improve safety standards and practices
- Improve port reception facilities
- Implementation of SafeSeaNet to increase the preventive effect of monitoring
- Add LRIT to the sensors in SafeSeaNet
- Improved monitoring of on board activities through development of e-logging

Actions to be taken

- Establishment of sanctions
- COM monitoring of the implementation of 2005/35, 2000/59 and 2002/59
- Sharing of information
- Systems for identification of the pollution

Conclusions

- This is not a new issue but the establishment of sanctions is a step forward
- To achieve this all available regulations and systems have to be used
- Synergies with regional agreements and operational co-operation