

EMSA and the 'Sustainable Waterborne Transport Toolbox'

State-of-play

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Roel Hoenders

Project officer for environmental protection

3rd LNG expert group meeting

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'Sustainable Waterborne Transport Toolbox'

Possible EMSA's involvement and mandate with developing the Toolbox:

- Act as technical secretariat for the stakeholder groups / platform under the Toolbox
- Monitor operations of exhaust gas cleaning systems (SOx emissions & wash water criteria)
- Follow-up of EU (co)financed projects, pilot actions and studies
- Analyse alternative fuels contributing to reduction of GHG emissions and optimise ship energy efficiency
- **Address regulatory framework of LNG bunkering**

'Sustainable Waterborne Transport Toolbox'

Addressing regulatory framework of LNG bunkering:

Toolbox p. 6:

- The absence of common rules for the distribution and bunkering of LNG to ships would need to be addressed.
- The Commission services, in co-operation with **EMSA** and other **interested parties** will assess whether the adoption of common EU wide guidelines and standards are justified



Recommendations of the DMA North European LNG Infrastructure study (co-financed by the EU)

Recommendations no. 4, 7 and 10 request EU to:

- Support local and regional port clusters which meet the challenge of establishing local LNG infrastructure
- *(Define what is to be considered as small-scale LNG handling)*
- Establish a harmonised way of categorisation and reporting of incidents and accidents related to LNG bunkering
- Harmonise regulations and safety requirements for both land-based and sea-based bunkering activities
- Attain a consistently high safety level, and avoid making safety issues a competitive factor between different bunkering modes

Addressing the regulatory framework of LNG bunkering

EMSA's activities so far:

1. Commission & EMSA LNG expert group meetings with ports and ship owners (April and June 2012) to identify operational/technical gaps on LNG bunkering
2. Follow-up of relevant international and European developments / research studies
3. Procurement of a study on standards and rules for bunkering of gas fuelled ships



**LNG
bunkering**



Addressing the regulatory framework of LNG bunkering

Ad 1. Commission & EMSA LNG expert group meetings with ports and ship owners (April and June 2012):

- Notably with 'pioneer' ship-owners, ports and bunker suppliers
- Facilitate dialogue as to overcome 'chicken and egg' situation
- Main focus on 'technical and operational aspects of LNG supply chain' and 'safety aspects and risk assessment of LNG bunkering'

Outcome

- No harmonised definition for LNG 'bunkering' (yet), and large variety of local bunkering and safety rules may be the result
- **Assess necessity/scope of European framework for safe LNG bunkering to embed different national/local rules**

Addressing the regulatory framework of LNG bunkering

Ad 1. Some reflections on necessity/scope of European framework for safe LNG bunkering – LNG expert group

- No international framework (yet), so minimum common EU bunkering safety standards may be needed, but with clear link to international framework
- EU ports should not compete on safety aspects of LNG bunkering
- Harmonised approaches (i.e. risk assessment, safety distances) would be useful, but local situations to be respected
- Limited LNG bunkering experience could imply that common rules have to be designed based on few 'best practices'
- Intra-European traffic would not benefit from different requirements/rules in different ports from operational and financial point of view

Addressing the regulatory framework of LNG bunkering

Ad 2. EMSA to follow-up of relevant international and European developments and research studies



Draft IGF-Code



ISO TC 67/WG



LNG ship to ship bunkering procedure



DMA - North European LNG Project



Class rules



World Ports Climate Initiative on LNG



SIGGTO guidelines



IGC-Code



Beanport toolkit



National rules

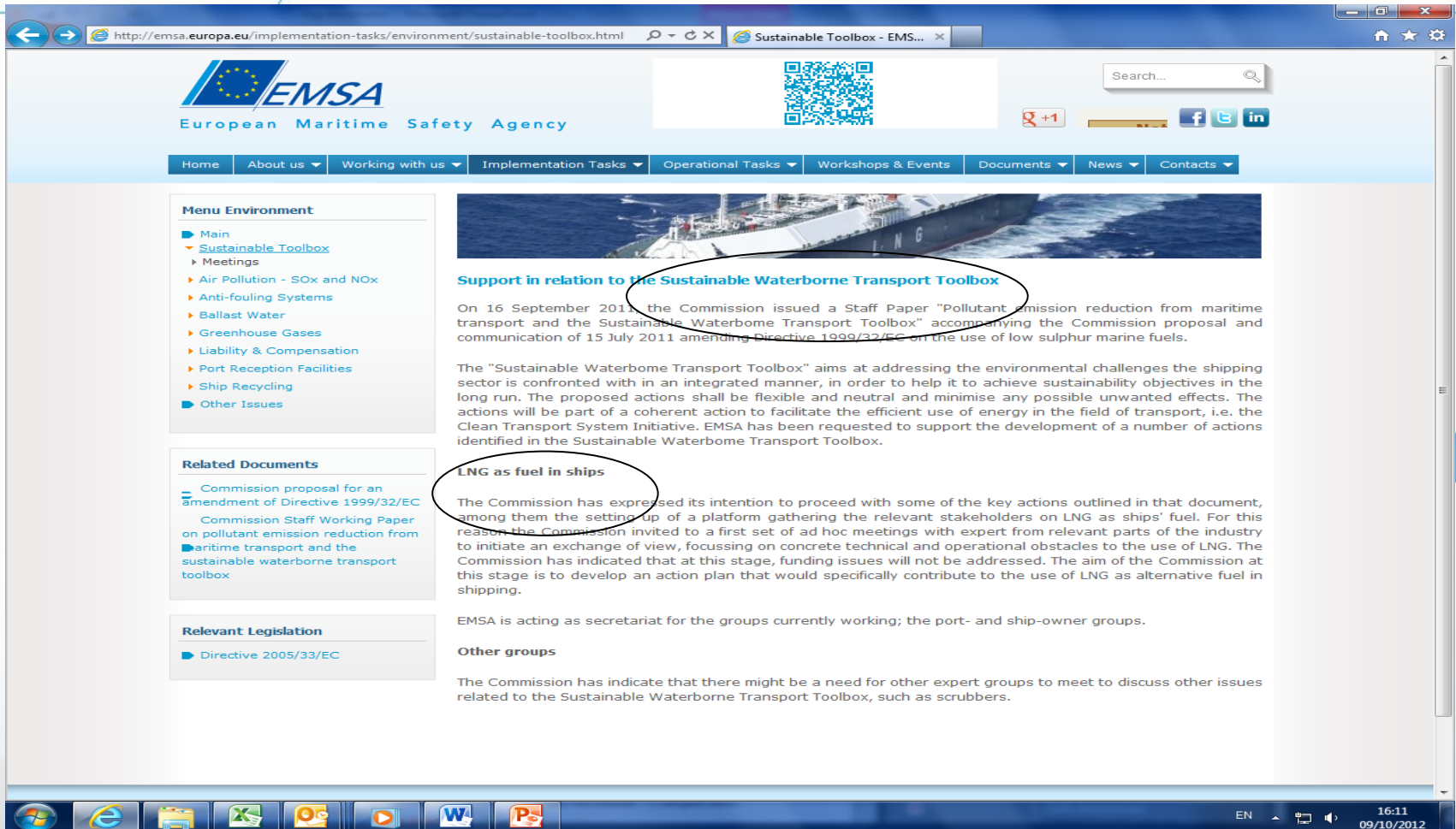
+ Any other relevant standard, regulation or guideline...

Addressing the regulatory framework of LNG bunkering

Ad 3. EMSA procured a study on standards and rules for bunkering of gas fuelled ships:

- Following the different requests for a regulatory gap-analysis & scope of EU bunkering framework
- To address possible common-wide EU guidelines for LNG bunkering
- Tender notice was published in May 2012, ToR discussed during 2nd LNG expert group, contract awarded to Germanischer Lloyd in August 2012 (€ 51.000)
- Wide stakeholder consultation on preliminary results foreseen in the ToR: 3rd LNG expert group





http://emsa.europa.eu/implementation-tasks/environment/sustainable-toolbox.html

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Related Documents

- Commission proposal for an amendment of Directive 1999/32/EC
- Commission Staff Working Paper on pollutant emission reduction from maritime transport and the sustainable waterborne transport toolbox

Relevant Legislation

- Directive 2005/33/EC

Support in relation to the Sustainable Waterborne Transport Toolbox

On 16 September 2011, the Commission issued a Staff Paper "Pollutant emission reduction from maritime transport and the Sustainable Waterborne Transport Toolbox" accompanying the Commission proposal and communication of 15 July 2011 amending Directive 1999/32/EC on the use of low sulphur marine fuels.

The "Sustainable Waterborne Transport Toolbox" aims at addressing the environmental challenges the shipping sector is confronted with in an integrated manner, in order to help it to achieve sustainability objectives in the long run. The proposed actions shall be flexible and neutral and minimise any possible unwanted effects. The actions will be part of a coherent action to facilitate the efficient use of energy in the field of transport, i.e. the Clean Transport System Initiative. EMSA has been requested to support the development of a number of actions identified in the Sustainable Waterborne Transport Toolbox.

LNG as fuel in ships

The Commission has expressed its intention to proceed with some of the key actions outlined in that document, among them the setting up of a platform gathering the relevant stakeholders on LNG as ships' fuel. For this reason, the Commission invited to a first set of ad hoc meetings with expert from relevant parts of the industry to initiate an exchange of view, focussing on concrete technical and operational obstacles to the use of LNG. The Commission has indicated that at this stage, funding issues will not be addressed. The aim of the Commission at this stage is to develop an action plan that would specifically contribute to the use of LNG as alternative fuel in shipping.

EMSA is acting as secretariat for the groups currently working; the port- and ship-owner groups.

Other groups

The Commission has indicated that there might be a need for other expert groups to meet to discuss other issues related to the Sustainable Waterborne Transport Toolbox, such as scrubbers.

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THANK YOU FOR YOUR ATTENTION,
roel.hoenders@emsa.europa.eu