



The 2012 Amendment of the Sulphur Content of Fuels Directive (1999/32/EC)

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Chronology

- *15 July 2011* *Cion Proposal*
- *July 2011 – March 2012* *4 + 2 WPE*
- *16 February* *ENVI vote*
- *March – May 2012* *3 + 2 Trilogues*
- *22 May 2012* *Compromise*
- *9 September 2012* *Vote at EP*
- *29 October 2012* *Vote at Council*

Directive 2012/33/EU
of the European Parliament and of the Council
of 21 November 2012
amending Council Directive 1999/32/EC
as regards the sulphur content of marine fuels

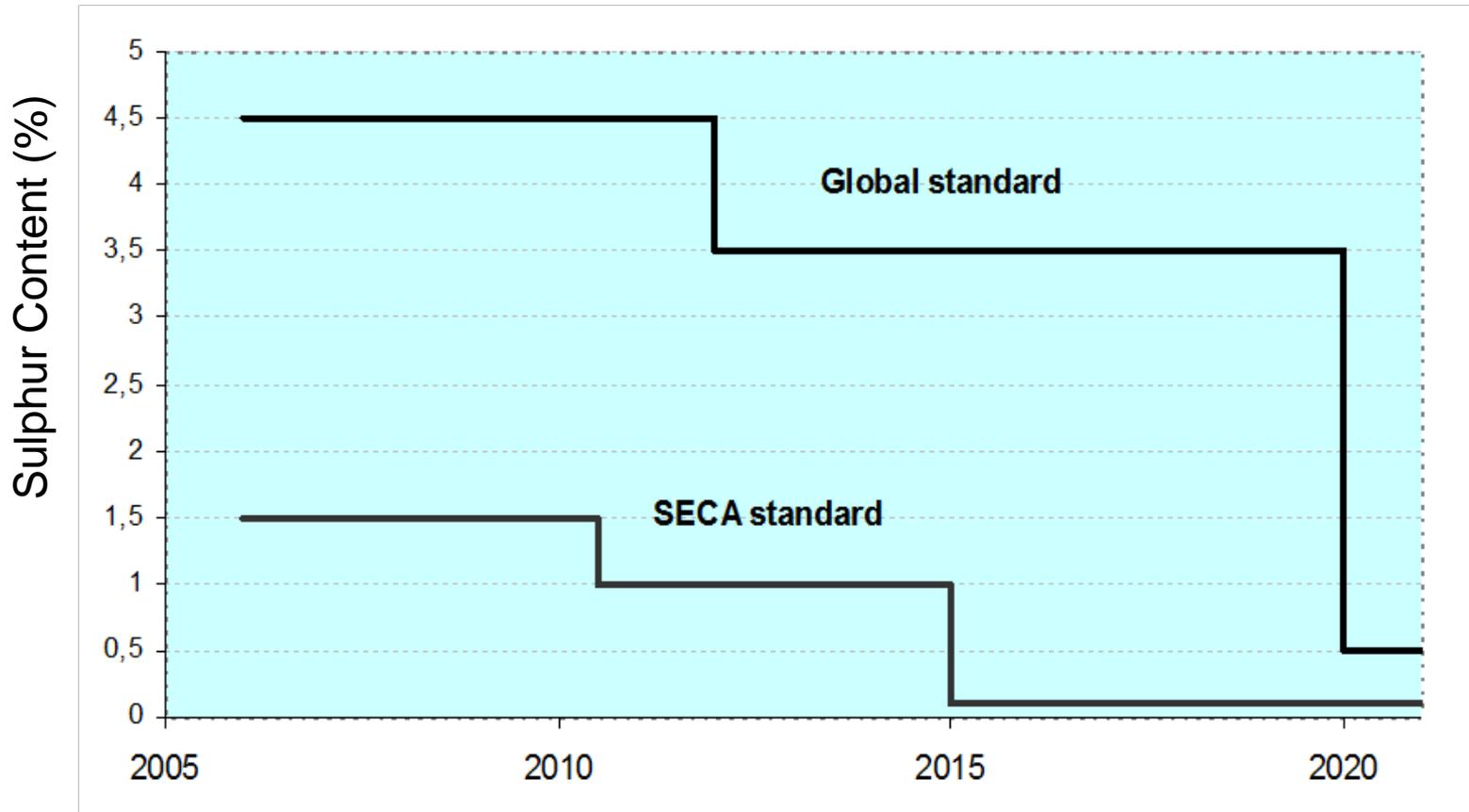
Directive 1999/32/EC on the sulphur content of marine fuels

- *1.5% SECA standard*
- *0,1% at berth standard*
- *Passenger ships use SECA fuel*
- *Test and use the emission abatement technologies*
- *Monitoring of compliance and reporting*

Purpose

- *To introduce the latest IMO provisions on*
 - **the sulphur content of marine fuels;**
 - **Alternative compliance methods**
- *To adjust passenger ship standard new SECA standard for passenger ships on regular service;*
- *To improve implementation of the Directive*

IMO 2008 (1)



IMO 2008 (2)

- *Regulation 3:* *exemptions*
- *Regulation 4:* *equivalents*

"any fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative (...)."

- *Regulation 14:* *sulphur provisions*
- *Regulation 18:* *fuel availability*
- *Regulation 13:* *NOx provisions*

Agreement

- *Regulation 4: Full alignment with the IMO provision on equivalent compliance methods + 3,5% cap*
- *Regulation 14: Full alignment with the IMO sulphur provisions + 0,5% standard in 2020*
- *Regulation 18: Full alignment with the IMO provisions on fuel availability*
- *Compliance: strengthened provisions on reporting by MS, Fuel sampling and analysis*
- *Alignment of technical standards*
- *reporting and review obligations for the Commission*

Discussed but not retained

- *SECA provisions for all EU sea areas*
- *global standard of 0.5% in 2015 and 0.1% in 2020*
- *0.1% standard in all EU territorial seas as of 2015*
- *passenger ships: maintains link to SECA standard and align to the new 0.1% SECA standard as from 2020.*
- *safeguard clause, i.e. the possibility to develop provisions for the use equivalent methods that could go beyond IMO provisions.*

What next?

Review of Air Quality Policies

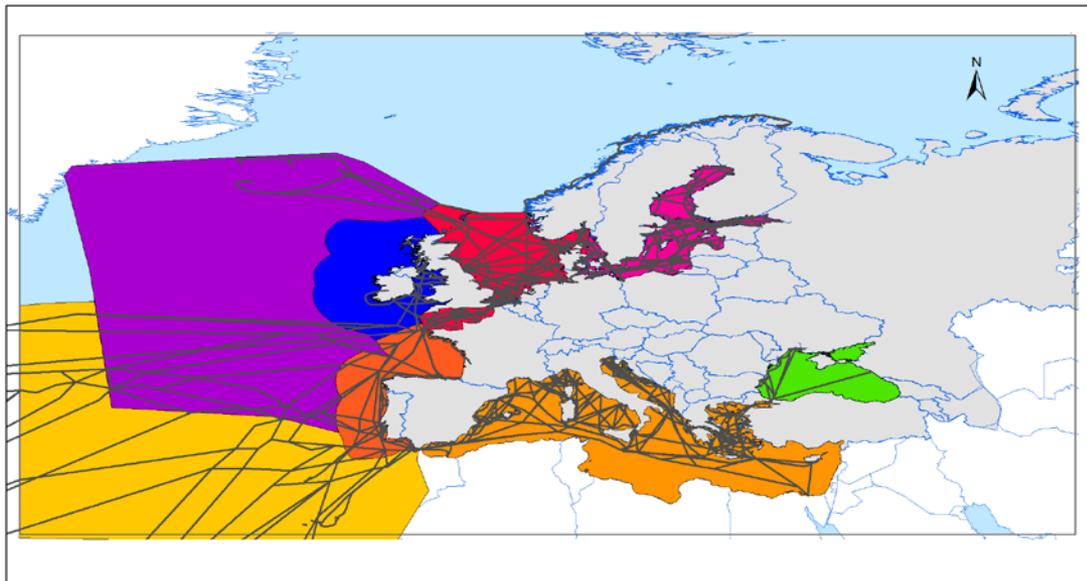
- **Objectives**
 - *Pursue levels of AQ that do not cause significant impacts on health and environment*
 - *Resolve present compliance problems*
- **Deliverables**
 - *Updating the 2005 Thematic Strategy on Air Pollution*
 - *Legislative actions*
 - *Revision of the NECD (National Emissions Ceilings Directive)*
 - *Non-legislative actions*

Sector-specific emissions: shipping

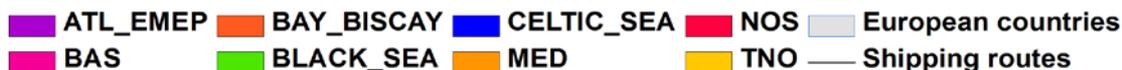
- *Additional emission control areas (ECAs) for*
 - **SO₂ (SECAs) and**
 - **NO_x (NECAs);**
- *Emission limit values for particulate matter using a soot filter;*
- *Black carbon;*
- *Ship speed limits.*

Approach

- *Integrate EX-TREMIS/EUROSTAT data (routes and ports activity) with EMMOSS (a detailed emissions model) and GIS shipping routes and ports database (grid emissions) to estimate emissions and emission projections to feed EMEP dispersion model*

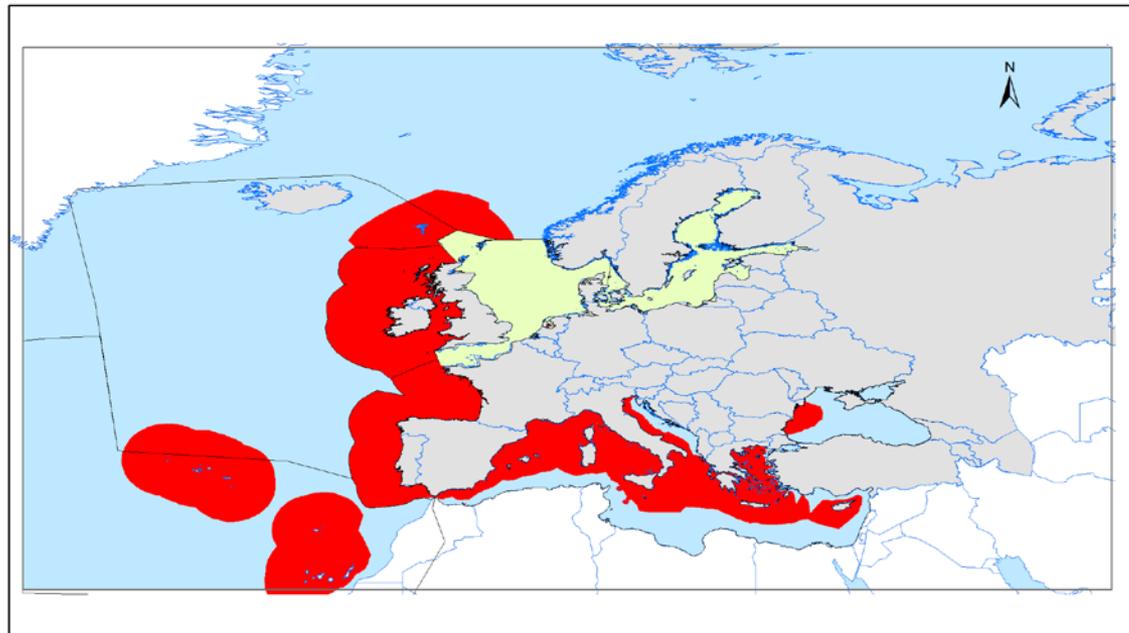


Regional zones



Scenario 2

extend ECAs to EEZ



Scenario 2

- Existing ECAs
- Regional seas
- European countries
- New ECAs (EEZs)

First results

- *Baseline: Clear overall impact of Sulphur controls on SO₂ emissions from 2020 onwards: 23% reduction in SO₂ emissions in all sea regions.*
- *Shipping emissions in Bay of Biscay similar in magnitude to the North Sea (+ English Channel).*
- *Extending ECAs to EEZs will reduce NO_x and SO₂ emissions by nearly 50% by 2050*

Thank you ...

...more information:

<http://ec.europa.eu/environment/air/transport/ships.htm>