

Implementation of the Sulphur Directive

Overview of the Member States implementation efforts

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Annual Reporting by Member States

Current reporting obligation in the Sulphur Directive (2005/33)

Article 7

- On the basis of the results of the sampling, analysis and inspections carried out,
- **Member States** shall by 30 June of each year provide the Commission with a **short report** on:
 - sulphur content of the liquid fuels (*not only marine fuels*) falling within the scope of the Directive, and
 - used within their territory during the preceding calendar year
- That **report** shall include:
 - A record of the **total number of samples** tested by fuel type
 - Indicate the corresponding **quantity** of fuel used
 - Calculated **average** sulphur content
- Member States shall also **report**:
 - The total **number of inspections made on board ships**

Annual Reporting by Member States

Current reporting obligation in the Sulphur Directive (2005/33)

EMSA assists the Commission with analysing the annual reports of Member States

Findings – general:

- There is **no** EU reporting format → A lack of homogeneity between the reports
- Information provided by certain Member States was incomplete, short (1 page), copy of previous year, vague, or not submitted at all
- **Very difficult to come to general conclusions** regarding implementation of the Directive based on the current reporting requirements

Annual Reporting by Member States

Current reporting obligation in the Sulphur Directive (2005/33/EC)

Findings – sampling and inspections:

- Limited information about the **total number of inspections + document checks** made on board ships and number
- Very limited **distinction** made between inspections carried out to **enforce Marpol Annex VI and inspections to enforce the Sulphur Directive**
- Considerable differences on how Member States enforce the Directive (**number of samplings does not clearly relate to the traffic in a MS**)
- Where applicable, no specific information is available regarding the enforcement of the sulphur content for **passengers vessels**

Annual Reporting by Member States

Current reporting obligation in the Sulphur Directive (2005/33/EC)

Findings – sampling and inspections:

- Limited differentiation made between **inspections** carried out on own flagged (Flag State) and foreign flagged (Port State Control) vessels
- Very limited information regarding number of samples per different **fuel type (marine or inland waters + sulphur content)**
- Limited information available regarding **sampling results**: number of samples **out of specs + variation from required sulphur content**
- Limited information about enforcement of **0,1% at berth requirement**

Annual Reporting by Member States

Current reporting obligation in the Sulphur Directive (2005/33/EC)

Findings – number of samples in Member States (all fuels covered by the Directive)

Reporting year 2011:

Total samples of HFO:	365
Total samples of MGO:	113
Non specified samples:	<u>1625</u>
Total samples:	2103

Reporting year 2012:

Total samples of HFO:	211
Total samples of MGO:	145
Non specified samples:	<u>2002</u>
Total samples:	2358

Annual Reporting by Member States

Revised Sulphur Directive (2012/33/EU), Article 7:

- **The Commission may adopt implementing acts concerning the information to be included in the report + format of the report.**
- **Discussions about the reporting format already started with Member States during the EMSA workshop on the implementation of the Sulphur Directive (October 2013).**



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Related Documents

Final report of the EMSA commissioned study on standards and rules for bunkering of gas-fuelled ships (by Germanischer Lloyd) – OP/06/2012

Overview and gaps of the regulatory framework for bunkering of gas-fuelled ships (regulatory gap-matrix)

White Paper "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system"

Commission Staff Working Paper on pollutant emission reduction from maritime transport and the sustainable waterborne transport toolbox



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 amended Directive was adopted on 21 November 2012 as Directive 2012/33/EU).

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 (see the White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system). 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, the experts 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 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. In 2012 a total of three expert group meetings took place. The last one, which was organised in Brussels in December, was also attended by a number of Member States representatives.

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

In May 2012 EMSA published a tender for study to develop possible EU guidance and/or technical standards for LNG bunkering. The tender was awarded to Germanischer Lloyd. The final study is expected to be presented at the beginning of 2013.

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

THANK YOU FOR YOUR ATTENTION,
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