



KIMO RESOLUTION 2/01 (amended 05)

Presented by KIMO Sweden

AIR POLLUTION FROM SHIPS

Introduction

A lack of emission control regulations has allowed ships to become major dischargers of sulphur dioxide, nitrogen oxides and diesel particulate matter. Ships' engines generally operate on heavy bunker fuels containing high concentrations of sulphur and toxic compounds banned from use in most other industrial and consumer applications. The pollutants emitted contribute significantly to acid rain, coastal water eutrophication and create damaging health effects for communities near major port areas.

It is generally accepted that shipping is an environmentally friendly means of transportation. However future initiatives, such as "short sea transport" to promote the transfer of goods and passengers from land based transport networks to sea based modes will also transfer pollution sources. As commercial vessel operations increase, so also does the threat to marine ecosystems and people's health, especially in coastal regions.

Back ground

A joint study by the Danish Environment Protection Agency (DEPA), Danish Shipping Authority and Danish Ship-owners Organisation has illustrated surprisingly large emissions of acidifying sulphur dioxide from ships passing through Danish waters. The emissions were twice as large as the combined emissions from all land-based sources in Denmark – including heating, road transport and energy production.

The International Maritime Organisation (IMO) has adopted a decision, which puts a limit of 1.5% on the sulphur content of fuel oil burned in the North Sea, English Channel and the Baltic. This requires ratification by at least 15 states comprising at least 50% of the world's tonnage.

The European Commission, in 2002, also proposed a revision of its Directive 1999/32/EC of 26 April 1999 relating to a reduction in the sulphur content of certain liquid fuels. It plans to amend the Directive to introduce a 1.5% limit on the sulphur content in bunker fuels, by 2007, in the North Sea, English Channel and Baltic Sea and a 0.1% sulphur limit in marine diesel used at berth and in inland waterways by 2010.

Position

KIMO believes that although the reductions proposed by the European Commission are a welcome first step they do not go far enough to reduce sulphur levels in bunker fuel. The reductions could be taken further towards a more acceptable level by introducing means of control that encourage ship owners to switch to low-sulphur fuel and invest in equipment that reduces nitrogen oxides and particulate matter in the exhaust gases at reasonable economic cost.

An example of such a system can be found in the differentiated fairway dues that were introduced in Sweden in 1998. In this system a portion of the fee is environmentally differentiated according to the ship's emissions of sulphur and nitrogen oxides. The levels of the differentiated dues were set so that they resulted in the same total cost of shipping as earlier. Ships, which have taken environmentally protective measures will be charged less, while ships with higher emission levels will pay higher dues (the polluter pays principle). In addition to this several Swedish ports have introduced discounts in their dues, based on the same principles.

The system has already had an appreciable effect and has contributed to a rapid increase in vessels operating on low-sulphur bunker oil. By December 2000, 1450 vessels had been registered as exclusive users of low-sulphur oil. There has been a slow but steady increase of ships with nitrogen oxide emissions reduction.

KIMO recognising the need for a clean environment in and around Northern Seas and that the threat of emissions from ships to terrestrial and marine ecosystems and to the health of inhabitants in coastal regions will increase as shipping activities increases unless action is taken;

Believes;

- **that pollution should not be transferred from one source (i.e. land based transport to sea borne transport) to another;**

Urges;

- **European Governments, the European Commission and others to take vigorous action in order to significantly decrease the emissions of oxides of sulphur and nitrogen and diesel particulate matter from ships.**
- **The European Commission to continue in its ongoing work to reduce pollution from shipping by amending Directive 99/32/EC to reduce the mandatory sulphur content limits for heavy bunker fuels to 0.5%.**
- **The International Maritime Organisation and the European Commission to introduce technical measures to reduce emissions of nitrogen oxide and particulate matter from shipping, such as catalytic converters and catalytic particulate filters.**

- **The European Commission to come forward with a proposal for a EU Directive on the quality of marine fuels, in line with the existing EU Directive on the quality of road fuels.**
- **European Governments to take unilateral action to reduce emissions of pollutants from ships by introducing measures that encourage ship owners to switch to low-sulphur fuel and to invest in equipment that reduces nitrogen oxides in exhaust gases.**

KIMO members:

Agree to submit this Resolution to all National Governments, the European Commission and the International Maritime Organisation (IMO).

*This Resolution was agreed unanimously by Delegates at the 15th KIMO International Annual General Meeting in Lerwick, Shetland, UK on October 16th 2005 and became KIMO policy upon that date.

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