

# **ESPO Conference**

**Varna, 30 - 31 May 2013**

## **EMSA's role to enhance ports' and maritime economics**

**Markku Mylly**

**Executive Director**

## Legal basis



- 12 December 1999 off the coast of Brittany

Erika sinks



Decision to reinforce the EU maritime legislation

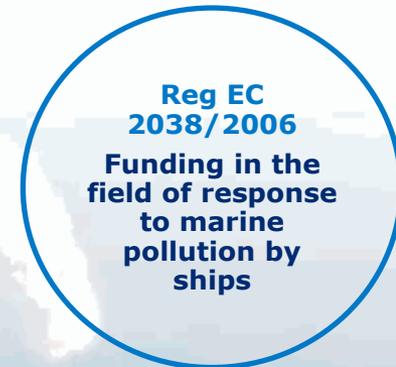
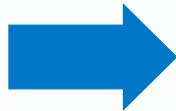
- Erika I safety package
- **Erika II** safety package

- EMSA established

Reg. EC 1406/2002

# Amendments to the founding regulation

(Reg EC 1406/2002)



# EMSA in a nutshell

**Established in 2002**

**Operational since 2003**

**Now sits in Lisbon, Portugal**

**Currently staffed with ~ 250 from 25 EU countries**

**Annual budget of 54 M euros (2013)**

## **Core Tasks**

- **Implementation (Visits, inspections, training, etc)**
- **Operations (Maritime surveillance, pollution preparedness and response)**

**Recently added, oil and gas installations**

# EMSA supports the European Commission and Member States

(technical, operational and scientific)



Maritime safety

Response to pollution caused by ships



Maritime security



Prevention of pollution caused by ships



Response to pollution caused by oil and gas platforms

## The Regulatory Perspective

### IMO Marpol Annex VI – 2008 amendments

- 3.50% sulphur content after 1/1/2012; and
- 0,50% after 1/1/2020

### **Review provision (Regulation 14.8):**

- A **review** of the 0,50% standard shall be completed by 2018 to determine the **availability** of such fuel oil, when considering
  - The global market supply and demand for compliant fuel at the time of the review
  - An analysis of the trends in fuel oil markets
- IMO will establish a group of experts with the appropriate expertise in the fuel oil market and appropriate maritime, environmental, scientific and legal expertise, to conduct the review
- **No exact timing** agreed yet for the review, however, MEPC already discussed a draft methodology framework and model for the review.



## The Regulatory Perspective

### EU policy on ship emissions

#### 2005 Thematic Strategy on Air Pollution:

**Air pollutant emissions** of SO<sub>2</sub> and NO<sub>x</sub> **from ships** are a **serious concern**, as they are expected to exceed those of all land-based sources in the EU by 2020. Further action is therefore needed to improve human health and the environment.

#### EU Maritime Transport Strategy 2009-2018:

European Commission, EU Member States and EU maritime industry should work together towards the long term objective of '**zero-waste, zero-emission**' maritime transport

#### EU 2011 White Paper:

The environmental record of shipping **can** and **must** be **improved** by both **technology** and **better fuels** and operations.



COMMUNICATION FROM THE COMMISSION TO THE COUNCIL, THE EUROPEAN PARLIAMENT, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS

*Strategic goals and recommendations  
for the EU's maritime transport  
policy until 2018*



CLEAN AIR FOR ALL  
EUROPEAN  
MOBILITY WEEK



ROADMAP TO A SINGLE EUROPEAN TRANSPORT AREA —  
TOWARDS A COMPETITIVE AND RESOURCE-EFFICIENT TRANSPORT SYSTEM

## The Regulatory Perspective

### The revised EU Sulphur Directive

- **Directive** 1999/32/EC as amended by **2012/33/EC** on the sulphur content of marine fuels: **revised Sulphur Directive**
- Revised Sulphur Directive was published on 21 November 2012; transposition by EU Member States to be done by June 2014
- Main objective of the revision was bringing EU legislation in line with the 2008 Marpol Annex VI revision: 0.1% sulphur content in EU SECAs
- Provisions of Marpol Annex VI on **alternative compliance methods** were largely taken over
- However, the **IMO fuel availability review** was **NOT** taken over in the revised EU Sulphur Directive

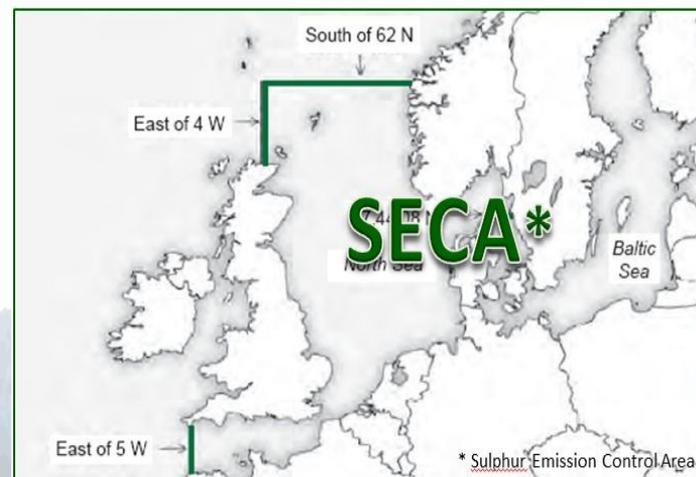


Commission VP Kallas & IMO SG Sekimizu

## New sulphur limits – alternative compliance methods

### Marpol Annex VI – Regulation 4 (equivalents): LNG as bunker

- Any fitting, material, appliance or apparatus to be fitted in a ship or other procedure, **alternative fuel oils**, or compliance method, to provide emission reductions **at least equivalent** to, or even greater, than those achievable using low sulphur fuel
- **Potential equivalents:** scrubbers, **LNG as bunker fuel**, averaging (??), other low-flashpoint fuels (methanol??)
- However, LNG is currently formally not regulated at IMO level (SOLAS) as bunker fuel (references in the IGC Code & class rules do exist though)
- Hence, IMO started with the development of the **International Code of Safety for Ships using Gases or other Low-Flashpoint Fuels (IGF Code)**



## EU initiatives regarding the use of LNG as fuel

1. European Commission's '**Sustainable Waterborne Transport Toolbox**' (Commission Staff Working Paper SEC (2011)1052 of September 2011) accompanying the proposal for a revision of the Sulphur Directive
  - Purpose: Set of measures to **reduce compliance costs** in relation to the new low sulphur standards & addressing from a broader perspective the environmental challenges that confront the EU shipping sector
  - Toolbox, page 6: **Addressing regulatory framework of LNG bunkering:**
    - 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 drive the development of common EU wide guidelines and standards



## EU initiatives regarding the use of LNG as fuel

2. Commission's **Clean Power for Transport Package** (published on 24 January 2013) and establishing a common framework of measures to ensure the deployment of EU **alternative fuels infrastructure** and to **break** the **oil dependence** of transport.
  - Guide technological development & provide a **policy framework for investment and market development** for electricity, hydrogen, biofuels, synthetic fuels, **LNG**, CNG and LPG
  - The package consists of:
    - Proposal for a Directive on the deployment of alternative fuel infrastructure
    - Commission communication Clean Power for Transport: A European alternative fuels strategy
    - Commission Staff Working Document containing actions towards a comprehensive EU framework on LNG for shipping: '**LNG for shipping action plan**'

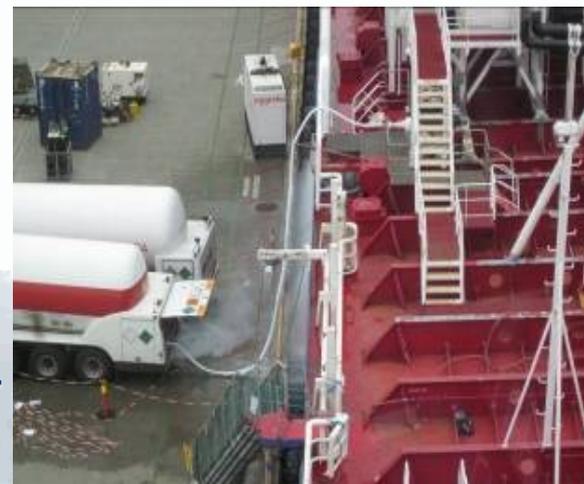


## EU initiatives regarding the use of LNG as fuel

### 2. **Proposal** for a Directive on the deployment of alternative fuel infrastructure:

- Publicly accessible **LNG refuelling points** for maritime and inland waterway transport are provided in all maritime ports of the TEN-T Core Network by **31 December 2020** (as per revised Sulphur Dir.)
- **Refuelling point for LNG**: a provision of LNG, either through a physically established pump connected to fixed or mobile installations (including vehicles and vessels) or through a movable LNG container
- **LNG refuelling points** for waterborne vessels shall comply with the **relevant EN standards**, to be adopted by 2014

- N.B.** - Current text is a Commission proposal; Final text will be political agreement between Member States and European Parliament.
- Commission presented the Package to Member States during the 11 March Transport Council



## EMSA's involvement in promoting use of LNG as fuel

Following the revised EU Sulphur Directive:

- Maintaining an active dialogue with stakeholders and Member States The Commission shall, in cooperation with Member States and stakeholders, develop appropriate measures, including those identified in the 'Sustainable Waterborne Transport Toolbox, **promoting compliance** with the environmental standards of this Directive
- **Access to emission abatement methods** should be facilitated

To promote **LNG as viable alternative emission abatement** method in the EU, EMSA will continue to support the Commission with proposing a **comprehensive set of rules, standards and guidelines** for LNG provision, bunkering and use in shipping;



## EMSA's actions in promoting use of LNG as fuel

1. Active dialogue with EU industry and Member States to identify operational and regulatory gaps in regards to LNG bunkering:
  - ✓ LNG Expert Group meeting in 2012 with gas-industry, ports and ship owners
2. Participation and follow-up of relevant international developments:
  - ✓ Active participation in IMO on development of IGF Code (correspondence group, BLG), contacts with ISO & IAPH LNG WG's
3. Follow-up of EU co-financed projects:
  - ✓ Closely involved in TEN-T projects regarding use of LNG as ship fuel (DMA Northern European LNG study, Costa, LNG in Baltic Ports, Fjalir)
4. In depth regulatory analysis and developing relevant EU standards:
  - ✓ **Procurement of a dedicated study on rules and regulations for LNG bunkering**

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Expert Group  
Lisbon,  
5 June



Expert Group  
Brussels,  
3 December

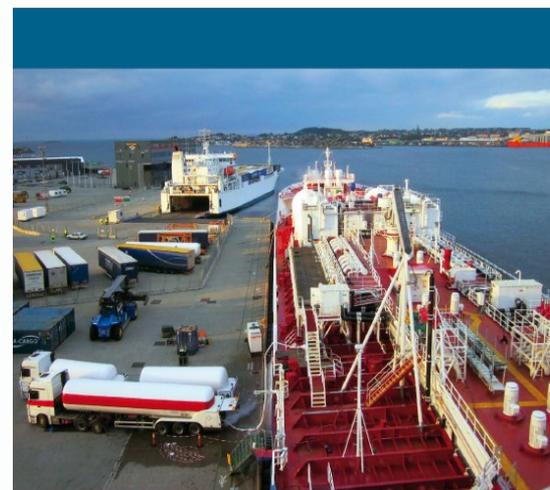
## Procurement of a dedicated study on rules and regulations for LNG bunkering

### Complete overview of existing rules for LNG bunkering chain & regulatory gap-analysis

**16 regulatory gaps** in final report: Examp<sup>l</sup>.

- IGF Code and ISO work are still under development
- No definition of the bunkering process, or the division of responsibilities for the different bunkering options
- Connection and disconnection process of portable LNG fuel tanks is not defined
- Despite various industry initiatives, there are no common guidelines for port rules on LNG bunkering
- Unclear approach towards simultaneous LNG bunkering and loading/unloading of cargo or embarking/disembarking of passengers
- Need for training aspects for (all?) crew on board of a vessel?
- Need for accreditation criteria for LNG bunker companies?
- Need for stringent environmental rules related to methane releases

Germanischer Lloyd



Final report  
European Maritime Safety Agency (EMSA)  
Study on Standards and Rules for Bunkering of Gas-Fuelled Ships

## Next steps and conclusions

- The revised EU Sulphur Directive underlines the importance of access to alternative abatement methods such as LNG;
- The Sustainable Waterborne Transport Toolbox further outlines measures to support the industry in complying with the low fuel standards;
- The Commission expressed its intentions about fully deploying the economic and environmental potential of LNG as alternative shipping fuel in the Clean Power for Transport Package;
- In view of the absence of international standards for LNG bunkering, and the expressed need for a harmonized - with a high level of safety and environmental protection – approach to LNG bunkering in the EU,
- EMSA will support the Commission with developing the relevant standards in close cooperation with international and European stakeholders as well as EU Member States in the LNG Expert Group.



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Meetings

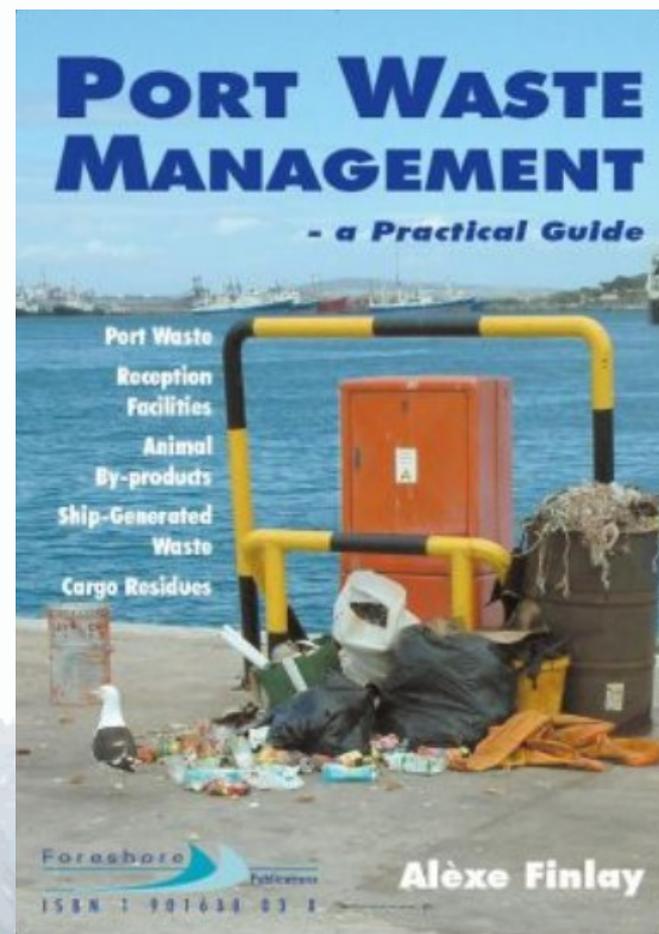
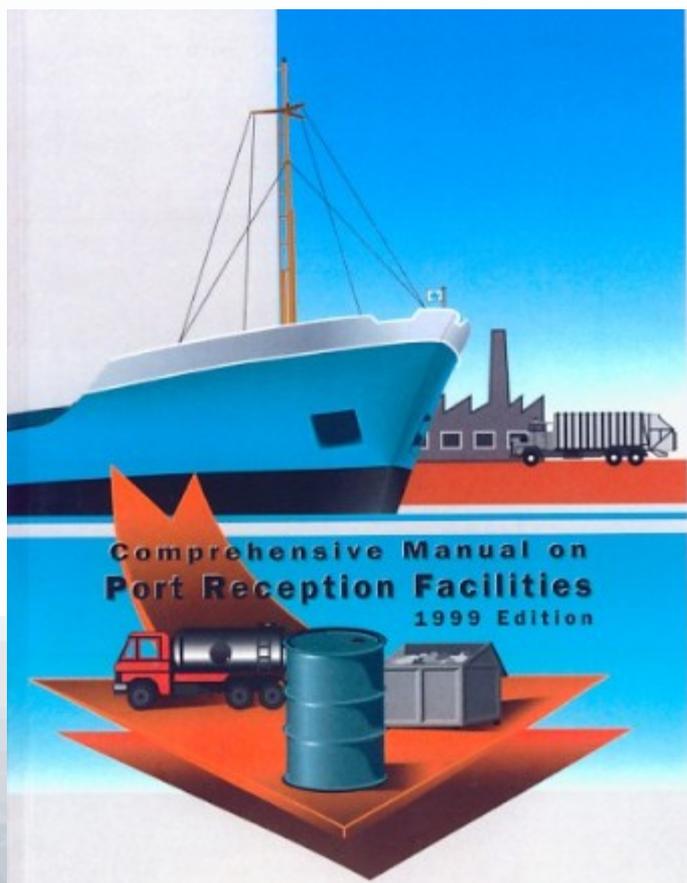
Sustainable waterborne transport toolbox meetings



A first set of meetings of the expert groups on LNG was convened by DG MOVE and held in Brussels on April 17, 2012. The main aim with these meetings was to discuss the potential barriers that ship-owner and ports with the intention to move toward the use or supply of LNG as fuel for ships are facing. The meetings were well attended and a list of potential barriers could be identified.

Title	Date	Place	Documents	Reports
3rd meetings of the expert groups on LNG	04.12.2012	Brussels	 <a href="#">Download</a>	 <a href="#">Download</a>
2nd meetings of the expert groups on LNG	05.06.2012 06.06.2012	Lisbon	 <a href="#">Download</a>	 <a href="#">Download</a>
Ad-hoc expert meeting on LNG measures contained in the sustainable waterborne transport toolbox	17.04.2012	Lisbon	 <a href="#">Download</a>	 <a href="#">Download</a>

# Port Reception Facilities



## Port Reception Facilities

- In general, EMSA assists the European Commission and Member States in:
  - establishing an appropriate information and monitoring system to enable improved identification of ships which did not deliver their waste according to the Directive;
  - monitoring the operational implementation of the Directive and evaluating whether the goals have been met;
  - assessing systems applied in Member States, including an evaluation of their strengths and weaknesses in order to be able to draw more generalized conclusions on the different aspects of the implementation;
  - proposing common criteria for a more harmonised EU approach, including an overall incentive based waste management system.

## SafeSeaNet



SafeSeaNet is the community vessel traffic monitoring and information system

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SafeSeaNet aims to:

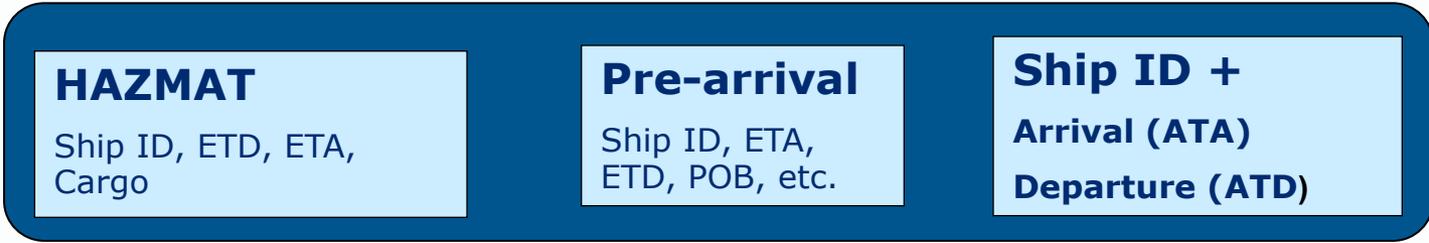
- improve **prevention and response to incidents**, accidents or potentially dangerous situations at sea
- contribute to **improved prevention and detection of pollution** by ships

Its mandate has been extended to include:

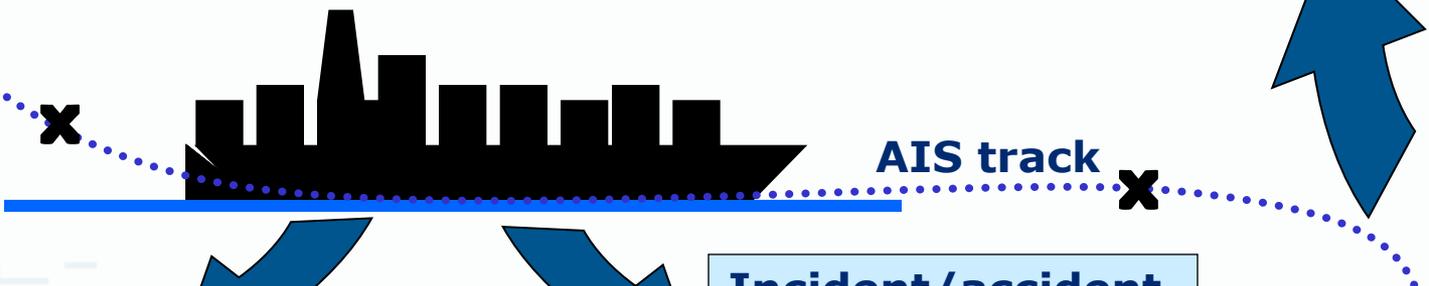
- **port and maritime security**
- **efficiency of maritime traffic and maritime transport**

# Categories of information exchanged

Port A



PortPlus message



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Port B



**Ship report AIS/MRS**

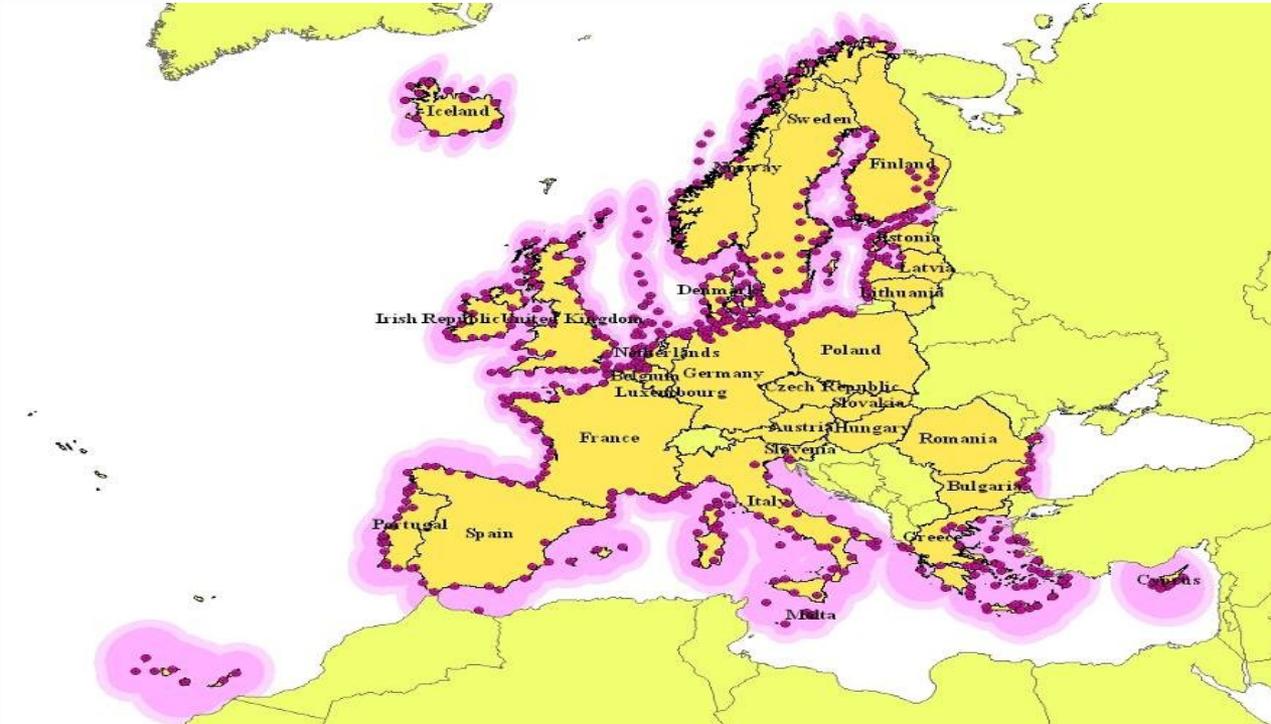
ID, POB, Position...

**Incident/accident**

Polrep,  
Sitrep,  
Lost & Found Container  
Waste  
Other ...



# Volume of information exchanged



- Over 700 EU AIS Coastal Stations
- Around 17,000 ships per day tracked in European waters
- Over 160,000 reports received per month
- Over 100 ,million AIS positions sent per month

## Access rights for ports



### National Competent Authorities:

- give access rights for Local Competent Authorities, including ports

### Ports can have access to:

- SafeSeaNet data (incident reports, Hazmat, etc.) for ships going to their ports
- AIS tracks

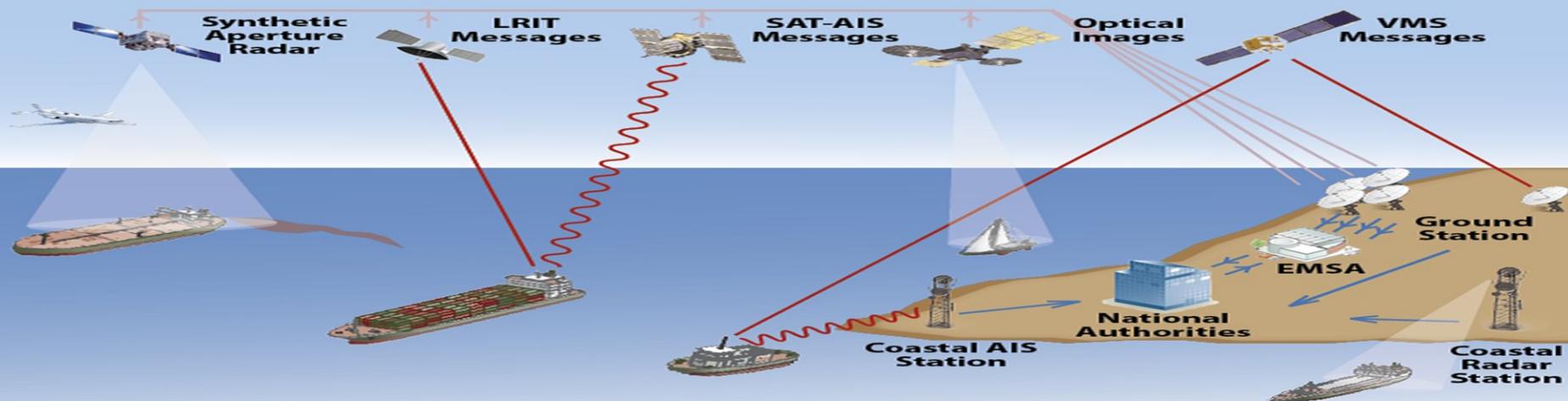
Information may be obtained through the national SafeSeaNet application or the SafeSeaNet web interface

There are currently over 1,300 port users identified

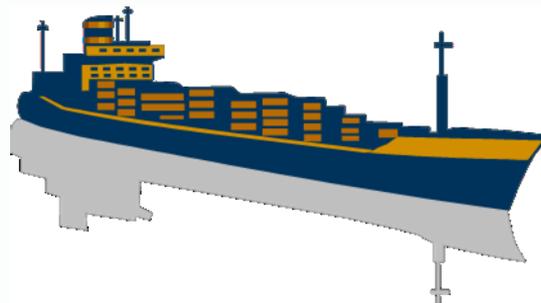
# Integrated Maritime Services

- IMP COM: SSN should be used by relevant user communities and be developed to function as the main platform for information exchange in the EU maritime domain
- Within the Integrated Maritime Data Environment (IMDatE) project EMSA combined maritime information from SSN with other sources:
  - Port State Control (Thetis)
  - VMS (fishing vessels monitoring)
  - LRIT
  - Pollution Detection (CSN)
  - VTS radar data
  - Satellite AIS

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# Reporting Formalities Directive 2010/65/EU



## Objective:

simplification of administrative procedures applied to maritime transport

## How:

- Reporting formalities transmitted electronically
- National Single Windows for required information
  - Maritime, Ports, Customs, Security, Waste, Health, Border Control
- Shipping industry to submit data only once
- Port community systems may serve as entry points

## **Directive 2010/65/EU (Reporting Formalities)**

*on reporting formalities for ships arriving in and/or departing from ports of the Member States*

- Replaces and expands “FAL directive” 2002/6/EC**
- Purpose** “to simplify and harmonise the administrative procedures by making the electronic transmission of information standard and by rationalising reporting procedures.”
- The Directive aligns EU requirements with the last revision of the IMO FAL Convention**
- Implements the EU maritime transport space without barriers**

## Harmonisation and coordination

- ❑ **Each MS shall take measures to ensure that the reporting formalities are requested in a harmonised and coordinated manner within that MS.**
- ❑ **The Commission shall, in cooperation with the MS, develop mechanisms for the harmonisation and coordination of reporting formalities within the Union.**

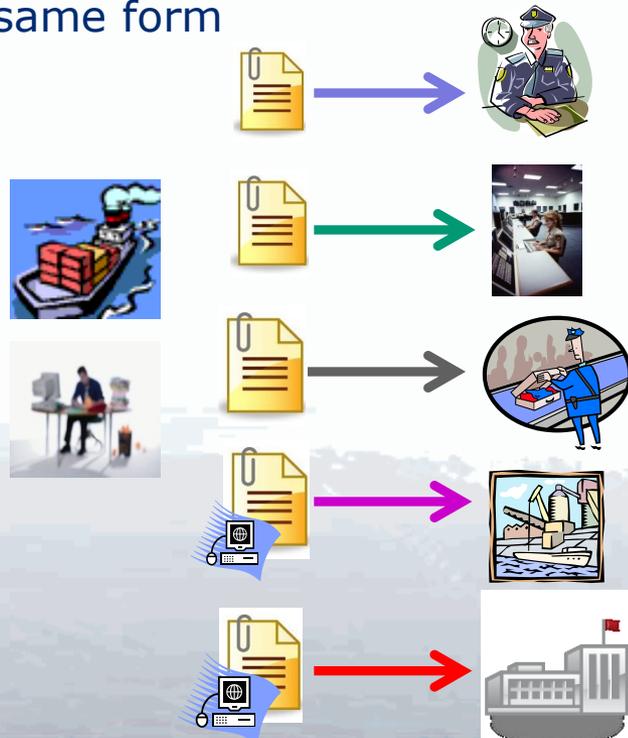
## Electronic transmission of data

- ❑ **MS shall accept electronic reports and their transmission via a Single Window as soon ASAP and no later than 1 June 2015**
- ❑ **This Single Window, linking SafeSeaNet, e-Customs and other electronic systems, shall be the place where all information is reported once and made available to various competent authorities and Member States.**
- ❑ **For the good functioning of the SW, the electronic systems for the reporting formalities must be interoperable, accessible and compatible with SafeSeaNet and, where applicable, with the systems on a paperless environment for customs and trade.**

# NSW implementation

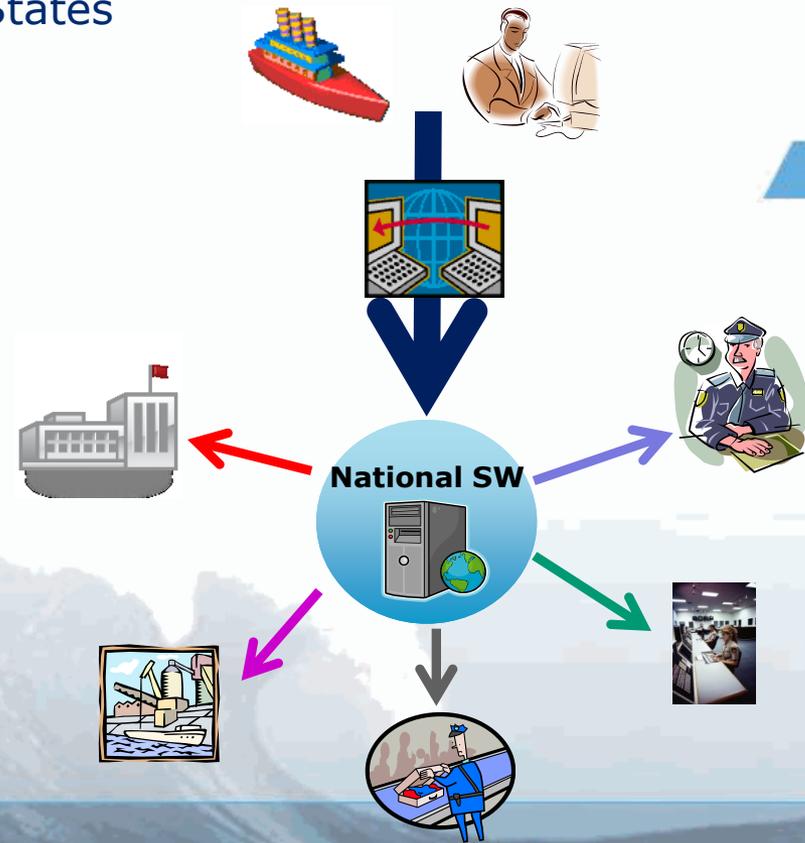
## Present situation

- Information sent in both electronic and paper formats
- Data elements repeated in different forms
- Request for multiple copies of the same form



## After 1 June 2015

- Information sent only electronically and once
- Authorities will share information
- Data exchange between Member States





**THANK YOU FOR YOUR  
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