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MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
57th session  
Agenda item 4

MEPC 57/4/31  
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## PREVENTION OF AIR POLLUTION FROM SHIPS

### **Illustration of a total package on NO<sub>x</sub>, sulphur, fuel oil quality and PM in the amended Annex VI of MARPOL**

**Submitted by Finland, Germany and Norway**

#### **SUMMARY**

<i><b>Executive summary:</b></i>	This document presents an illustration of a proposal for a total package for new requirements on NO <sub>x</sub> , sulphur, fuel oil quality as well as a way forward on PM in the review of MARPOL Annex VI
<i><b>Strategic direction:</b></i>	7.3
<i><b>High-level action:</b></i>	7.3.1
<i><b>Planned output:</b></i>	7.3.1.1
<i><b>Action to be taken:</b></i>	Paragraph 3
<i><b>Related documents:</b></i>	BLG 12/6/1, BLG 12/17 and MEPC 57/4/23

1 This document provides comments on MEPC 57/4/23 and is submitted in accordance with paragraph 4.10.5 of the Committees' Guidelines (MSC-MEPC.1/Circ.1) and the relaxed deadline for comments documents on the air pollution item to MEPC 57 with prior authorization of the MEPC Chairman following consultations with the Secretariat in line with paragraph 4.12 of the Committees' Guidelines.

2 In the review of MARPOL Annex VI, several options for new emission limits have been put forward. BLG 12 had a fruitful discussion on the review of MARPOL Annex VI, but was not in a position to forward a single recommendation but rather several options to the Committee. In studying the outcome of BLG 12 regarding the various options and the interrelationship between the various emission limits, Finland, Germany and Norway have developed a proposal which the authors believe will be a good basis for an IMO decision, and which will ensure IMO to be in the lead in establishing a global framework for international shipping leading to enhanced environmental protection and ship safety.

3 Reading the outcome of BLG 12 (MEPC 57/4/23) it may be difficult to get an overview of the various options and proposals. The authors therefore take the view that a presentation of

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the proposal in a table format would be beneficial. The proposal by Finland, Germany and Norway are therefore presenting the preferred option in a table format as can be seen in the annex to this document. The authors take the view that such a presentation of the future emission limits may be helpful for the Committee in deciding upon the final package.

**Action requested of the Committee**

3 The Committee is invited to consider and use the annex as appropriate in considering proposals for an amended MARPOL Annex VI

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## ANNEX

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 →
NO <sub>x</sub>													
Tier II (global)				2.5 g/kwh below Tier I									
Tier III (regional)									80% reduction from Tier I regionally				
Existing engines (global)				Large two stroke and large-bore 4-stroke when feasible to comply with Tier I									
SO <sub>x</sub>													
SECA (regional)			1.00% sulphur (Scrubber allowed)					0.10% Sulphur (no scrubber)					
Global											0.50% Sulphur (no scrubber)		
PM													
Regional/ Global	A regulatory requirement is not proposed, but at this point in time accept that reduced PM emissions are achieved through tightening regulations 14 and 18												
Fuel Spec													
Global			Residual Spec. globally (co-operation with ISO)							Distillate Spec globally			