



MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
57th session  
Agenda item 4

MEPC 57/4/42  
22 February 2008  
Original: ENGLISH

## PREVENTION OF AIR POLLUTION FROM SHIPS

### Comments on the options identified by BLG 12 relating to the review of MARPOL Annex VI and the NO<sub>x</sub> Technical Code

Submitted by the United Kingdom

#### SUMMARY

<b><i>Executive summary:</i></b>	This document provides information on the United Kingdom's views in relation to the options identified by BLG 12 and proposes selection of an amended version of Option 3
<b><i>Strategic direction:</i></b>	7.3
<b><i>High-level action:</i></b>	7.3.1
<b><i>Planned output:</i></b>	7.3.1.1
<b><i>Action to be taken:</i></b>	Paragraph 10
<b><i>Related documents:</i></b>	BLG 12/6/1 and MEPC 57/4

#### Introduction

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 to provide the United Kingdom's views on the options identified by BLG 12.

#### Background

2 BLG 12 identified three options for future controls on the sulphur content of marine fuel.

3 These options distilled the options developed by BLG 11 and considered by the Informal Cross Governmental/Industry Scientific Group of Experts as reported in document MEPC 57/4.

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## United Kingdom Position

4 The United Kingdom is of the view that Option 3 represents the most effective way to reduce sulphur emissions from vessels without significantly increasing CO<sub>2</sub> generation from refineries and potentially disrupting the global shipping and refining industries in the short to medium term.

5 The United Kingdom would however suggest a number of amendments in order to strengthen the longer term commitment to reduce sulphur emissions and ensure that the shipping industry is moving forward in concert with other sectors in improving air quality.

6 The United Kingdom would therefore propose that the following amendments be made to the text – all proposed amendments are displayed underlined:

### ***Option 3      Global/Regional with Micro-Areas***

*Global Cap is lowered to 3.00% in [2012] and to 1.5% in [2016].*

*Emission Control Area Standard lowered to 1.00% in [2010]*

*Emission Control Area Standard lowered to 0.10% in [2015]*

7 Additionally, the United Kingdom would propose that in all cases such caps/limits should be understood as being achievable either through the use of lower sulphur fuel (including distillates as appropriate) or acceptable technological equivalents such as exhaust gas cleaning systems.

8 The United Kingdom is of the opinion that agreeing a challenging but deliverable longer term goal for the global cap will provide the refining and shipping industry with a clear target in the medium term, encourage investment in emissions abatement and management technology and most importantly provide for a global improvement in air quality.

9 Recognizing the concerns of the oil and shipping industries about the availability of fuel to meet more stringent targets the United Kingdom would propose that the Committee considers the value of undertaking a review of any longer term (2015/2016) elements in advance of their entry into force to ensure that they are deliverable and, if necessary revise them to reflect changing circumstances. This review could also be used to consider the viability of a longer term move towards alternatives to current marine fuels.

## **Action requested of the Committee**

10 The Committee is invited to take note of the comments above and consider inclusion of the proposed amendments in the revision of MARPOL Annex VI.