


# Procedure file

Basic information		
INI - Own-initiative procedure	<a href="#">2003/2064(INI)</a>	Procedure completed
Air pollution: strategy to reduce atmospheric emissions from seagoing ships		
Subject 3.70.02 Atmospheric pollution, motor vehicle pollution		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	<b>ENVI</b> Environment, Public Health, Consumer Policy	V/ALE <a href="#">LUCAS Caroline</a>	22/04/2003
Council of the European Union	Council configuration	Meeting	Date
	<a href="#">Environment</a>	<a href="#">2556</a>	22/12/2003

Key events			
20/11/2002	Non-legislative basic document published	<a href="#">COM(2002)0595</a>	Summary
10/04/2003	Committee referral announced in Parliament		
04/11/2003	Vote in committee		Summary
04/11/2003	Committee report tabled for plenary	<a href="#">A5-0400/2003</a>	
03/12/2003	Debate in Parliament		
04/12/2003	Decision by Parliament	<a href="#">T5-0541/2003</a>	Summary
04/12/2003	End of procedure in Parliament		
22/12/2003	Resolution/conclusions adopted by Council		

Technical information	
Procedure reference	2003/2064(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Initiative
Legal basis	Rules of Procedure EP 54
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/5/19408

Documentation gateway					
Non-legislative basic document		<a href="#">COM(2002)0595</a>	20/11/2002	EC	Summary
Committee report tabled for plenary, single reading		<a href="#">A5-0400/2003</a>	04/11/2003	EP	
Text adopted by Parliament, single reading		<a href="#">T5-0541/2003</a> OJ C 089 14.04.2004, p. 0032-0107 E	04/12/2003	EP	Summary

## Air pollution: strategy to reduce atmospheric emissions from seagoing ships

**PURPOSE** : to present a strategy to reduce the impact of emissions from seagoing ships on local air quality and acidification. **CONTENT** : this European Union strategy to reduce atmospheric emissions from seagoing ships will also help support the promotion of shipping as an environmentally friendly mode of transport a key opportunity for the maritime industry in light of recent events. An important part of the strategy is a proposal to reduce the sulphur contents of marine fuels used in the European Union. The role of this strategy is to explain concisely the contribution made by atmospheric emissions from seagoing ships to environmental problems in the European Union, and to set out a broad series of objectives, actions and recommendations for reducing these emissions over the next 10 years. It is not intended to set out detailed measures at this stage. The main objective of this Communication is to deal with the effect of the emissions on the land, and on global aspects (climate change and depletion of the ozone layer). The problem of marine eutrophication is briefly discussed in this strategy, but this and other threats to EU seas are being considered in more detail in the Commission's new marine environment strategy adopted on 2 October 2002. This communication also contributes to the Clean Air for Europe programme (CAFE) which was launched last year<sup>7</sup> with a view to adopting a thematic strategy on air pollution covering all relevant emission sources. The European Environment Agency has found a high level of urban air quality exceedances for both ground level ozone and particulate matter, so the CAFE programme will give priority emphasis to these pollutants. As stated, the overall objective of this strategy is to reduce the contribution of ships' atmospheric emissions towards environmental and human health problems in the EU. Prescriptive targets have not been included; but the Commission does propose a number of objectives to guide EU and national policies in the longer term. These objectives are: - to reduce ships' emissions of SO<sub>2</sub> where they contribute to exceedances of critical loads for acidification, and where they affect local air quality - to reduce ships' emissions of NO<sub>x</sub> where they contribute to exceedances of critical loads for acidification and eutrophication, and to levels of ground-level ozone which affect human health and vegetation; - to reduce ships' emissions of primary particles where they affect local air quality; - to reduce ships' emissions of VOCs where these contribute to levels of ground-level ozone which affect human health and vegetation; - to reduce ships' unitary emissions of CO<sub>2</sub> - to eliminate emissions of ozone-depleting substances on all ships operating in EU waters. These measures will have significant human health benefits reducing the incidence of asthma, bronchitis and heart failure, particularly in populated port areas. It is estimated that the ship emissions reductions achieved as a result of this proposal would lead to at least 2000 fewer life years lost in the EU through long-term exposure to emissions, 750 fewer deaths from short-term exposure, and 300 fewer hospital admissions for respiratory illness. The strategy sets out a number of other important actions including a push for tougher global emissions standards at the International Maritime Organisation, the development of new market-based measures to reduce ship emissions beyond regulatory standards, and the creation of a new Clean Marine Award scheme to promote low-emission shipping in the European Union. The Commission concludes by stating that it has set out to demonstrate the contribution made by atmospheric emissions from seagoing ships to environmental and human health problems in the EU. It is clear that ships are a high source of emissions, particularly in terms of sulphur dioxide where ship emissions are higher than all other transport modes per tonne kilometre, and by 2010 are likely to equate to over 75% of emissions from all land-based sources in EU. The Commission has also begun to examine the impact of ships' emissions, by assessing where their deposition contributes to exceedances of critical loads for the environment and human health. This work will continue, with the new ship emissions data being incorporated into modelling of impacts on air pollution and the marine environment in the EU. This strategy also includes recommendations for action from other stakeholders. It is particularly important that EU Member States work together through the International Maritime Organisation to bring about tougher international standards through MARPOL Annex VI. Shipping, oil and port industries also have a central role to play. A constructive dialogue has begun in preparing this strategy, built on genuine consensus - that if shipping is to maintain its green image, doing nothing is not an option, and atmospheric emissions must be reduced. The Commission looks forward to continuing that dialogue in coming years, on the basis of the objectives, actions and recommendations set out in this strategy.?

## Air pollution: strategy to reduce atmospheric emissions from seagoing ships

The committee adopted the own-initiative report drawn up by Caroline LUCAS (Greens/EFA, UK) in response to the Commission paper on an EU strategy to reduce atmospheric emissions from seagoing ships. While agreeing with the Commission's recommendations, MEPs wanted it to go even further and to consider including polycyclic aromatics (such as PAH) and heavy metals (e.g. Nickel and Vanadium) among the emissions to be covered by the strategy. They also said that the Commission's overall objective (of reducing the contribution of ship's atmospheric emissions towards environmental and human health problems in the EU) should be extended so that it also aims explicitly to reduce ships' emissions of greenhouse gases (such as CO<sub>2</sub>) and their contribution to global warming. The committee noted the Commission's intention of identifying and undertaking specific actions to reduce greenhouse gas emissions from marine shipping if the IMO had not adopted a concrete ambitious strategy on this by 2003. The report noted with concern that the Commission's proposal on the revision of the 1999 directive on the sulphur content of marine fuels would only reduce sulphur emissions from seagoing ships in European sea areas by about 10%, as compared to their emission level in 2000, and pointed out that emissions needed to be reduced by at least 80% (as Parliament had recommended at its 1st reading in June 2003) in order to achieve the objectives of the 6th Environmental Action Programme. The Commission was accordingly urged to set more ambitious targets as regards the proposed limit values and the sea areas to be covered and also to analyse the costs and benefits of alternative, more far-reaching abatement measures. MEPs also wanted the Commission to give a stronger commitment to drawing up legislation to reduce NO<sub>x</sub> emissions, rather than linking this action to future developments in the IMO. Whereas the Commission had pledged only to take such action if the IMO had not proposed tighter international NO<sub>x</sub> standards for marine engines by the end of 2006, MEPs called on the Commission to present a proposal, before the end of 2004, for NO<sub>x</sub> emission standards for ships with the aim of reducing NO<sub>x</sub> emissions from ship engines. Lastly, the committee expressed concern that the Commission had not yet come forward

with proposals for an EU system of differentiated charges for all transport modes that takes into account marginal social costs including the external costs of air pollution and climate change, despite it being announced in the strategy that such a proposal was due in "early 2003". ?

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The European Parliament adopted a resolution based on the own-initiative report drafted by Caroline Lucas (Greens/EFA, UK) on reducing atmospheric emissions from ships. (Please see the summary dated 04/11/03). As well as recommendations on sulphur and Nox emissions, Parliament stated the following: - the Commission should make proposals for regulating VOC emissions from ship-loading before June 2005; - it should also present, before the end of 2004, proposals for EU-wide economic instruments aimed at reducing atmospheric emissions from ships; - whilst the Commission urged the international bunker industry to make available significant quantities of 1.5% sulphur marine heavy fuel oils in states bordering SOx emission control areas, this request should be extended so as to also meet the demand for marine fuels with a maximum sulphur content of 0.5%, in all Community sea areas; - a report describing successful examples of voluntary speed reductions and incentives and ships' use of land-based electricity or of clean power produced on-board while in port would facilitate these measures; - only five Member States (Sweden, Denmark, Greece, Germany and Spain) have ratified Annex VI of the MARPOL Convention, and it has not yet received the sufficient number of country ratifications needed to enter into force; - Member States should make submissions to the IMO as soon as Annex VI of the Convention enters into force, proposing higher global NOx standards for new marine engines which are more in line with the best available technology, and considering the introduction of NOx standards for existing vessels.?