

International Mediterranean Shipping Conference

Reducing air pollution from ships

The potential of a Mediterranean Emission Control Area (ECA)

Why would France undertake action for designating a Mediterranean ECA ?

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Rome

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



France

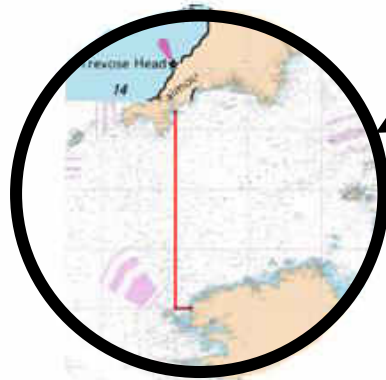
**Strategic location and experience
on implementing SOx regulations**

Strategic location

Various and large coastlines
coastlines within and outside SECA

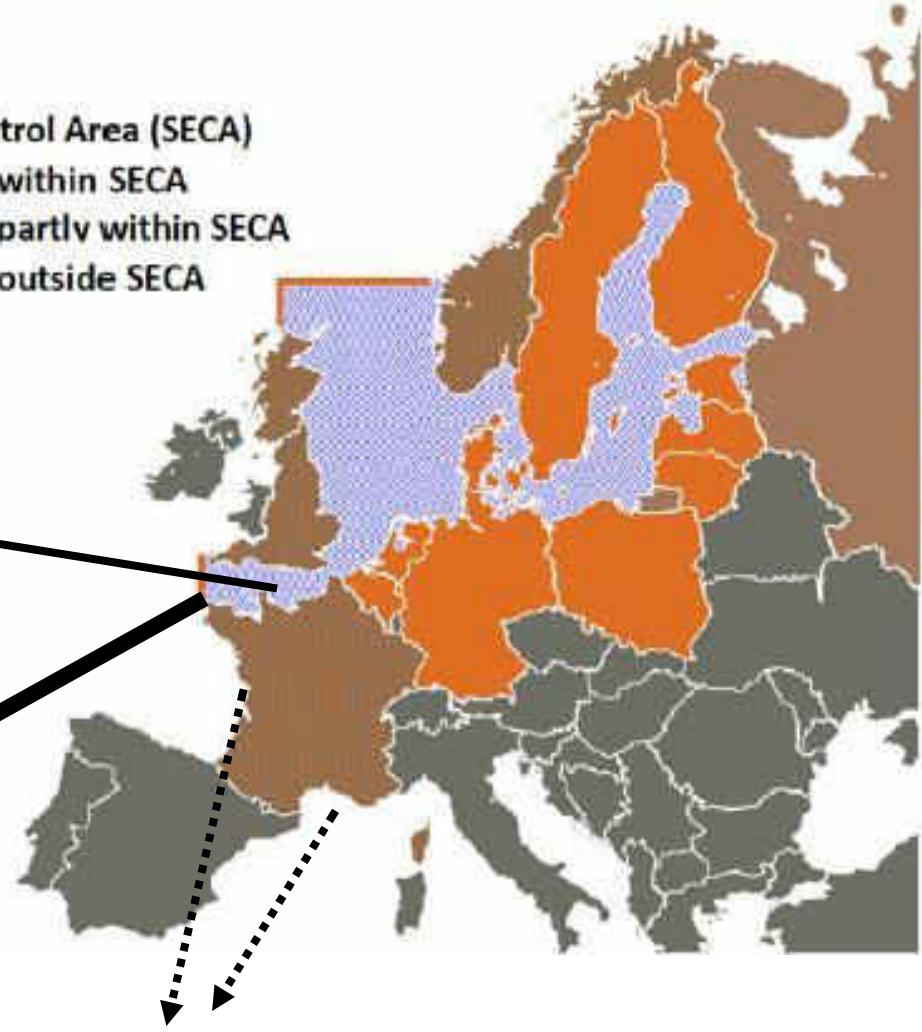
-  Sulphur Emission Control Area (SECA)
-  States with coastline within SECA
-  States with coastline partly within SECA
-  States with coastline outside SECA

Coastline SECA



Entrance of SECA

Coastlines outside SECA



Strategic location and experience on 0,1 %

Coastline within SECA

English Channel-North Sea :

- 0,1 % of sulphur content for ships sailing in the SECA area since 2015

Coastlines outside SECA

Atlantic-Mediterranean Sea :

- 3,5 % of sulphur content (0,5 % in 2020)
- 1,5 % of sulphur content for passenger ships (EEZ)
- 0,1 % of sulphur content at berth when ships being at berth more than 2 hours

Application and implementation of sulphur regulations

(MARPOL VI and EU regulation)

Case of Cruise ships

Inspections

How implement the judgment of the ECJ ?

- ECJ, 23 January 2014, Manzi and Compagnia Naviera orchestra -

654 documentary checks
225 in the Mediterranean Sea

2016

France has questioned the European Commission

163 sampling and analysis
59 in the Mediterranean Sea

France decided 1,5% of sulphur content would apply to all cruise ships

8 non-compliances
3 in the Mediterranean Sea
(1 cruise ship)

Working toward more efficient ship monitoring

Remote targeting

- France has been selected by EMSA for RPAS project (Remotly Piloting Aircraft Systems)
- What's RPAS ?
 - A tool for maritime surveillance, pollution monitoring, **emission monitoring**
 - An emission measurement tool: Sox ;Co2
- Tests in France are planned for summer or autumn 2017
- Benefits ?
 - Monitoring behaviours at sea
 - Increasing the likelihood of getting caught of non compliant ships
 - targeting and enhancing Sox inspections by Port State Control



Working toward more efficient ship monitoring

Fuel calculator

- France is working on developing a fuel calculator (FC)
- FC is a tool used to control if a ship is compliant when it enters into a SECA area
- Benefits
 - monitoring behaviours at sea
 - Improving information for sanctions, FC is a useful tool for judicial proceeding

**The French initiative
launch of an assessment for a
Mediterranean ECA**

Political announcements

2016, Decembrer – COP 22, Marrakech

Monaco 's declaration in favour of a Mediterranean ECA



MARRAKECH
COP22/2016/CMF12
AN CLIMATE CHANGE CONFERENCE

2017, February – International Conference « What solutions for Mediterranean », Paris

France's official announcement for an assesement



2017, March – 5th sulphur Committee, EC

France's official announcement for an assesement



2017, March – Union For Meditarranean

France's official announcement for an assesement



All funds for the assesement will be provided by France

ECA procedures

French capacities

Experience : France took part in IMO process for designating ECA

- English Channel-North Sea NECA (2016): Entry into force on the 1st of January 2021

Technical Expertise for designating a Mediterranean ECA (following criteria of MARPOL VI)

- Automatic Identification system (AIS) data analysis
- Definition of emission factor
- Meteorological parameters and emissions modeling capabilities (including dispersion)
- Analysis of the impacts on human health and the environment

Other French initiatives

Working on reducing particulate matter (PM) emissions from ship

Which adverse effects?

Which particules?

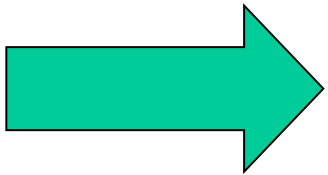
Which types of ship?

Which technologies?

2017
Launch of
working program

Which population?

roadmap for actions France could undertake to prevent and reduce PM emissions from ships (consolidation of R&D, proposal for regulation, undertake works at IMO)



Working on alternative fuel distribution in Ports

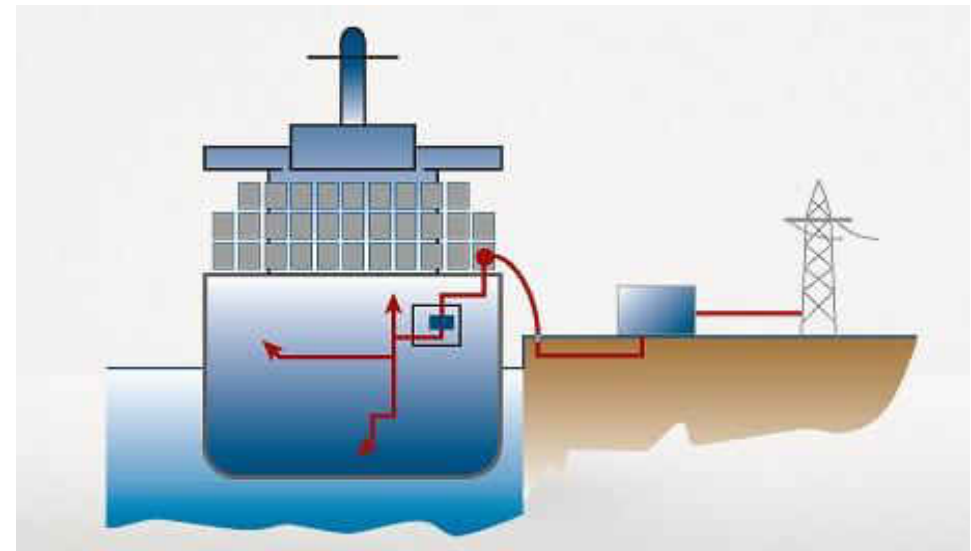
Onshore power supply

Port of Marseille :

- One terminal is equipped since july 2016
- 3 french ferries can use power supply at berth

Benefits:

- No emission any more at berth
(Sox, Nox, PM)
- Reduction of nuisances
(onboard, onshore)



Working on alternative fuel distribution in Ports

Onshore power supply

Environmental performance expected in Marseille

equivalent **Cut of** **vehicule**
day D/R Mrs Aix (64 Kms) / ship/

CO2	4 298 T CO2 equivalent/an	2051
SOx	2,7 T/an	
NOx	30,9 T/an	40 801
PM	4,8 T/an	1935

November 2013

Source Ademe – April 2012

Source AirPaca –

Working on alternative fuel distribution in Ports

Liquefied natural gas (LNG)

- National roadmap published in July 2016 for deploying LNG as marine fuel in France
- Projects for refueling infrastructure for LNG



**Thank you
for your attention**

