Regulating Ship Air Pollution

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58 members in 26 countries
Tip #1; Europe did it first! Can we keep it up?

First in Baltic in 1990s - acid rain
Europe invented SECAS
North America beat EU to Neca
0.5% S in 2020 is not the end but a waystation
Our port cities are choking
Where are we on OPS?
NRMM for inland waterways a disappointment
Lesson #2
Are we falling Behind?

Dont forget Dieselgate; It will come to shipping
Its not just Sulphur. What about PM - filters - and NOx
We let the cruise sector slip through the net
Sulphur Directive for 2020 was a win and a loss
Sealed the fate of 0.5% global in 2020
But left a patchwork. We need an EU ECA
All EU must move to 0.1%. Then 10 ppm and filters
Tip # 3; Its the NOx stupid

1. NECAs are not enough; EU can/must do more
2. No EU NOx regulation!
3. Stand-alone NOx levy - revenues are not earmarked.
4. NOx levy with fund - revenues to fund NOx abatement
5. Slow steaming with NOx levy; fund as alternative compliance - revenues are used to fund uptake of NOx abatement measures.
Tip # 4; LNG is a false God

Impressive AQ benefits
Nil or little GHG reduction
IMO GHG strategy means LNG decarbonisation dead end
Enormous misguided Member state infrastructure spend
=> stranded assets
Retrofitting industry nightmare; would have to do again
Better ways to spend moneys
Tip # 5
GHG & AQ measures converge

IMO Interim target means the future is new technologies
Hydrogen Fuel Cells - byproduct = water, no emissions
Ammonia Fuel cells - byproduct = nitrogen and water
Ammonia as fuels => NOx - needs to be controlled.
- if blended with MDO, soot can be formed = SCR & DPF
Batteries - zero emissions
Immediate measures; slow steaming, tighter EEDI < emissions