The future of MARPOL Annex VI and sulphur regulations

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Regional Workshop on the consistent implementation of IMO 2020 under MARPOL Annex VI and the 0.10% sulphur limit in the Med SOx ECA (Malta, 22-23 May 2024)





Mediterranean Action Plan Barcelona Convention





INTERNATIONAL MARITIME ORGANIZATION



MORE STRINGENT MEASSURES AS A RESULT OF

More public awareness of environmental issues

Global pressure to adress climate change

Technological advancement, as alternative fuels, more efficient ship designs, lightweight materials, batteries, large kites etc etc

International cooperation

EXPECTED NEW REGULATIONS TO DECREASE GREENHOUSE GAS EMISSIONS FROM SHIPPING

Long Term: GHG emissions from international shipping to zero

measures to improve energy efficiency

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Promotion of the use of alternative fuels such as liquefied natural gas (LNG), hydrogen, or ammonia

operational measures to optimize vessel performance

market-based measures such as carbon pricing or emissions trading schemes



POSSIBLE FUTURE NOX REGULATIONS

Phasing out ships with Tier I and II technology

Expansion of NOx Tier III standards

- More NOx ECA's
- Tier III standards for a group of existing ships

Encouragement of use of Selective Catalytic Reduction Technology or other technology



MORE STRINGENT SULPHUR MEASURES





In preparation

• European Atlantic Waters

Others sometimes mentioned

- Japan
- South East Asia (Singapore with others)
- Australia/New Zealand

Med NOx ECA?????



Volatile Organic Compounds

Ship incineration

- Certainly an introduction of standards for VOCs, and use of VOC recovery systems
- Protection on local air emissions and smell
- More strict regulations or even prohibition for incinerating on board

QUESTIONS? REMARKS?

