

CIMAC WG 5

IMO & EU Update

GHG, Energy Efficiency and Air Pollution

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Agenda

IMO

- ISWG-GHG 13 & 14 and MEPC 79
- PPR 10
- ISWG-GHG 15 and MEPC 80

EU Initiatives

IMO Meetings

Dec. 2022

MEPC 79 and ISWG-GHG 13 & 14

Reduction of GHG Emissions from Shipping

- Confirmation of **commitment to agree on a revised GHG Strategy and new mid-term GHG reduction measures** at MEPC 80 (July 2023)
- “A step on the way”

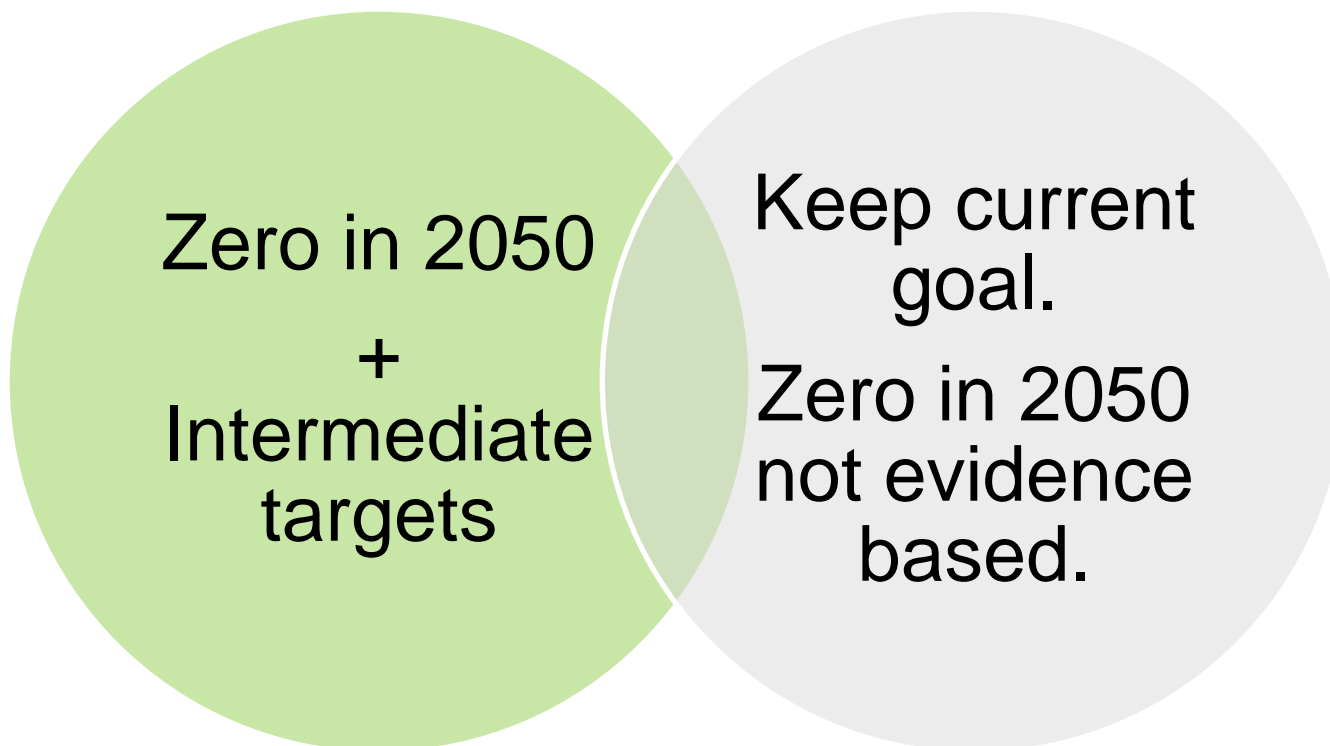


MEPC 79 and ISWG-GHG 13 & 14

Level of ambition (2050 Goal)

MEPC 79 and ISWG-GHG 13 & 14

Level of ambition – State of play (simplified)



EU, Norway, Pacific Islands,
United Kingdom, United
States, Rep. of Korea, Japan
Australia, NZ +

India, Brazil, China and United
Arab Emirates +

MEPC 79 and ISWG-GHG 13 & 14

Air Pollution:

- Unified Interpretation on biofuel NOx compliance
 - Extension to cover also synthetic drop-in fuels
 - Reduce burden for use of biofuels and synthetic drop-in fuels
 - Based on EUROMOT submission (MEPC 79/7/9)
- Mediterranean Sea SOx ECA
 - Adoption as SOx and PM emission control area (SOx ECA).
 - Entry into force expected 2025.

MEPC 79 and ISWG-GHG 13 & 14

Energy Efficiency:

- Shaft/engine power limitation (ShaPoLi/EPL)
 - General agreement to insert in the EEDI framework.
 - Further work to be done, including on NOx certification.
 - Germany (originator of proposal) is of the view that NOx certification must be done in limited power.
- EEDI Phase 4
 - General agreement to postpone, probably until the review of CII is finalized by end of 2025.
 - The possibility to convert EEDI to a “true energy efficiency index” (i.e. removing Cf) was mentioned by several delegations

PPR 10

Black Carbon

- **No decision on mandatory measures.**
 - Not sufficient support for a proposal from green NGOs for mandatory use of distillates in the Arctic to reduce black carbon emissions.
- **Development guidelines on voluntary measures to reduce black carbon continues in correspondence group:**
- Some Member States and organizations will continue work on a potential mandatory switch to distillate fuels in the Arctic.

PPR 10

- **Re-certification of marine diesel engines on board of ships under regulation 13 of MARPOL Annex VI and the NOx Technical Code 2008**
 - Submission from Denmark and Germany on the urgent need resolve the challenges with recertification of engines on board ships noted.
 - MEPC 80 (July 2023) is expected to approve the formal proposal from Denmark and Germany (MEPC 80/14/2) to add the topic to the agenda of PPR 11 in February 2024.
- **A marine diesel engine replacing a steam system**
 - Regulation 13.2.2 of MARPOL Annex VI was amended to clarify that the installation of a marine diesel engine replacing a steam system shall be considered a replacement engine.

PPR 10

Multiple Engine Operational Profiles (EOP) and Off-cycle NOx emissions

- Report of correspondence group was inconclusive on several key elements, esp. regarding off-cycle NOx missions.
- No further documents submitted.
- Further consideration postponed to PPR 11 (February 2024), submissions invited.
- EUROMOT working with other key stakeholder to develop a submission for PPR 11.

ISWG-GHG 15 and MEPC 80

Agenda items of main relevance:

- **GHG Emissions**

- Revision of GHG Strategy (incl. 2050 goal)
- Mid-term measures
 - Selection of mid-term GHG reduction measures for further development and adoption (timeline tbd).
- LCA Guidelines for marine fuels
 - Draft LCA Guidelines developed by correspondence group
 - Scope: CO₂, CH₄ and N₂O
 - Includes default factors for WtT and TtW emission factors (not fully aligned with FuelEU)
 - MEPC 80 expected to adoption of draft LCA guidelines
 - Further work to be done (incl. certification of actual WtW and TtW values)

MEPC 80

Air pollution

- Low-load NOx emissions in Tier III (< 25 %)
- Recertification (NOx) of retrofitted engines (new output)
- Updated proposal for revision of SCR Guidelines (new output)
 - Update of proposal by IACS et. al. to MEPC 77
 - Additional proposal by Norway to include guidance on certification of marine diesel engines fitted with SCR systems, where more than one engine is connected to a common SCR unit.
- Evaluation and harmonization of rules and guidance on the discharges and residues from EGCSs into the aquatic environment
- Update on designation of the North-East Atlantic Oceana as an Emission Control Area (possible submission of proposal to MEPC 81)

MEPC 80

Energy Efficiency

- Implementation of ShaPoLi/EPL in EEDI-framework
- Revision of the IMO Ship Fuel Oil Consumption Data Collection System (DCS)

EU Initiatives

Fit For 55

- Status
 - EU decision makers have reached agreement on FuelEU Maritime and EU ETS.
 - Formal adoption expected within expected within the next months.
 - Implementing acts and technical provisions to be developed.
 - FuelEU and EU ETS covers CO₂, CH₄ and N₂O
 - Default factors in regulation
 - Actual values may be used subject to certification (procedures to be developed)

EU Initiatives

European Sustainable shipping Forum (ESSF)

- The European Sustainable shipping Forum (ESSF) is advising the Commission in the development of implementing acts and technical provisions.
- In the ESSF Sub-group on Sustainable Alternative Power for Shipping (SAPS), EUROMOT is coordinating a work stream (WS3) development of technical provisions for certification of CH₄ and N₂O emissions from energy converters (TTW).
 - Aim: Proposal for IMO procedures which can be referred in EU Regulation
 - Timeline: Submission to IMO in 2024.

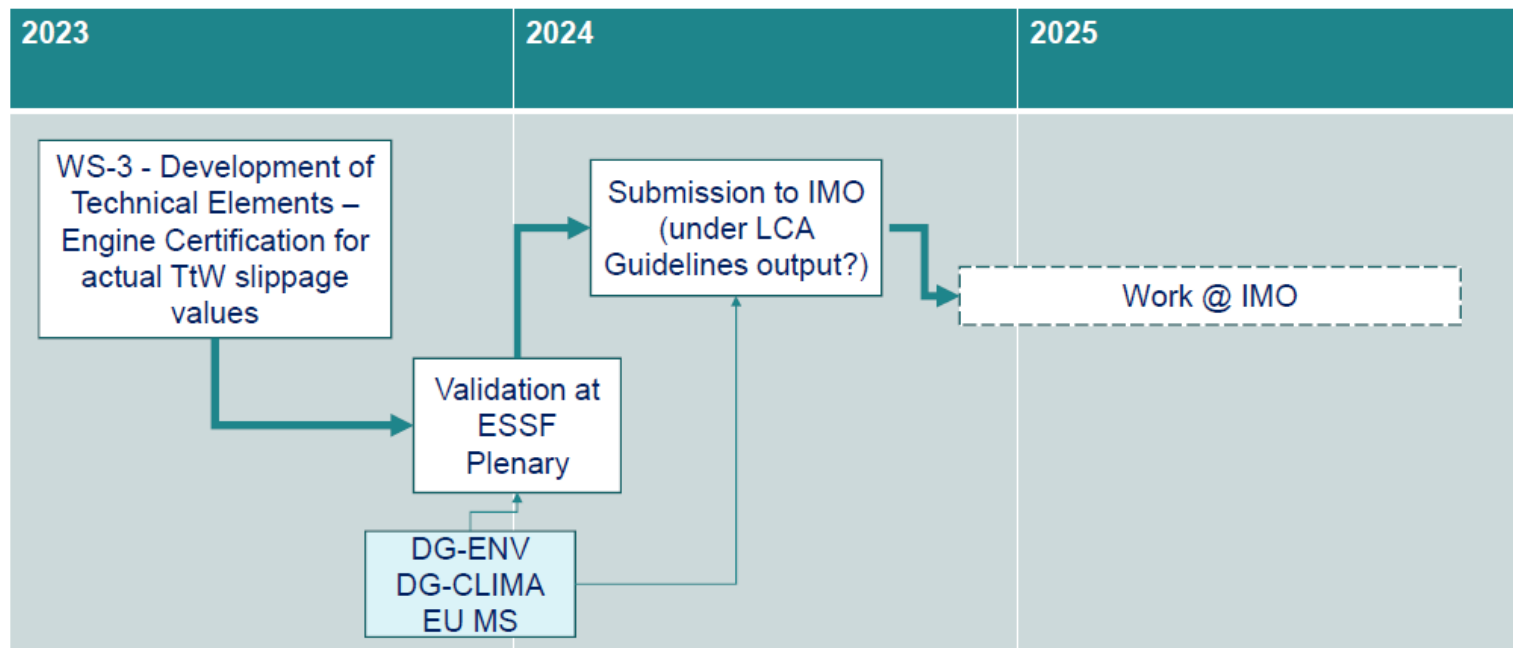
EU Initiatives

ESSF SAPS

1st WS3 meeting

ESSF SAPS – Workstream 3 – How the Commission sees the way ahead?

(just an Idea – WS Coordinator to guide the work... 😊)



Thank You Very Much!

Comments, questions and feedback welcome: dorte.kubel@man-es.com

30 YEARS
1991-2021

EUROMOT

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