Basic information

2003/2064(INI) INI - Own-initiative procedure	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**
	ENVI Environment, Public Health, Consumer Policy	LUCAS Caroline (V/ALE)	22/04/2003

Council of the European Union	**Council configuration**	**Meetings**	**Date**
	Environment	2556	2003-12-22

Key events

Date	Event	Reference	Summary
20/11/2002	Non-legislative basic document published	COM(2002)0595	Summary
10/04/2003	Committee referral announced in Parliament		
04/11/2003	Vote in committee		Summary
04/11/2003	Committee report tabled for plenary	A5-0400/2003	
03/12/2003	Debate in Parliament		
04/12/2003	Decision by Parliament	T5-0541/2003	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 55
Stage reached in procedure	Procedure completed

Committee dossier	ENVI/5/19408

Air pollution: strategy to reduce atmospheric emissions from seagoing ships

2003/2064(INI) - 20/11/2002 - Non-legislative basic document

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 year7 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 SO2 where they contribute to exceedances of critical loads for acidification, and where they affect local air quality - to reduce ships' emissions of NOx 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 CO2 - 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 forrespiratory 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

2003/2064(INI) - 04/12/2003 - Text adopted by Parliament, single reading

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 sulphar 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.