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## Background

The EU Sulphur Directive expressly states that Member States shall allow the use of emission abatement methods by ships in their ports as an alternative to using marine fuels when they comply with the IMO EGCS guidelines criteria.

The acceptance of this technology in EU ports/estuaries is not certain in a small number of Member States as a result of national and local requirements regarding wash water and other discharges from ships.

On the basis of the express wording of the Sulphur Directive, the cruise industry has made huge investments in both open loop and hybrid EGCS to reduce air emissions and comply with the requirements.

CLIA calls on all governmental authorities to preserve the intent of the EU Sulphur Directive, ensuring consistent implementation across the EU and uniformed acceptance of EGCS in Open Loop Mode as currently done by the overwhelming majority of Member States.

## Action required

The Meeting is invited to take note of the attached CLIA Paper on Operation of Exhaust Gas Cleaning Systems (EGCS) in Open Loop Mode in EU Waters.



## **OPERATION OF EXHAUST GAS CLEANING SYSTEMS (EGCS) IN OPEN LOOP MODE IN EU WATERS CLIA Paper**

### **BACKGROUND**

Directive 2012/33/EU (c. d. EU Sulphur Directive) requires all ships sailing in Sulphur Emission Control Areas (SECAs) to use fuels with a maximum sulphur content of 0.1% or emissions abatement methods.

Article 4c Nr 1 of the EU Sulphur Directive (SD) expressly states that Member States *shall* allow the use of emission abatement methods by ships in their ports as an alternative to using marine fuels when they comply with the criteria specified in the instruments referred to in ANNEX II of the SD.

ANNEX II refers to Resolution MEPC.184 (59) (IMO EGCS guidelines) as the applicable standard for the approval of Exhaust Gas Cleaning Systems (EGCS). Certain additional considerations could be relevant where particular wash water additives are used during open loop operations, but most systems we are familiar with would not utilise such additives during normal circumstances.

At nr. 10 of the IMO EGCS guidelines, the wash water discharge criteria and the limits for PAH, Nitrates, PH and Turbidity are defined. No other criteria are mentioned. As long as the discharged wash water of EGCS *in Open Loop Mode* is within the limits of the guidelines, according to the SD there is no legal reason to forbid their use in ports.

### **ISSUE**

Although the use of EGCS in Open Loop Mode is currently allowed under MARPOL Annex VI and the SD, the acceptance of this technology in EU ports/estuaries is not certain in a small number of Member States as a result of national and local requirements regarding wash water and other discharges from ships. Such systems are an important part of the overall compliance regime related to both the EU and IMO requirements.

### **CLIA CONSIDERATIONS**

- Cruise lines are committed to fully comply with the requirements of the SD and with the corresponding requirements of MARPOL Annex VI.



- It is of paramount importance to ensure that the full range of compliance methods remain available in Europe (including EGCS whether in open, closed or hybrid loop mode) both at sea and in port.
- On the basis of the express wording of the SD, the cruise industry has made huge investments in both open loop and hybrid EGCS as means to reduce air emissions and comply with the relevant requirements.
- Uncertainty is also problematic for decisions about new cruise ships on order and could potentially affect the cruise industry's ability to continue to provide its vital contribution to the Baltic and the EU economy as a whole. It is worth noting that cruise lines commissioned their orders in most cases with European EGCS manufacturers, and that all but two of the oceangoing cruise ships currently under construction or scheduled for delivery through at least the end of 2021 are being built in European yards.

**CLIA calls on all governmental authorities to preserve the intent of the Sulphur Directive, ensuring consistent implementation across the EU and uniformed acceptance of EGCS in Open Loop Mode as currently done by the overwhelming majority of Member States.**