Baltic Ports Conference 2017

EMSA's work relevant to ports

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Baltic Ports Conference 2017

EMSA
European Maritime Safety Agency

Places of Refuge (PoR)

Places of Refuge: legal framework

IMO Guidelines on Places of Refuge A.949(23)

Intended for use when a ship is in need of assistance but the safety of life is not involved.

Contain a number of factors that need to be taken into account during the evaluation leading to a final decision on accommodating (or not) a vessel in distress in a place of refuge

Directive 2009/17 amending Directive 2002/59 establishing a Community vessel traffic monitoring and information system

Article 20 and Art. 20(a)-20(d): Member States shall set up national plans to address the issue of places of refuge for vessels in distress and shall designate one or more competent authorities which have the required expertise and the power.

Places of Refuge: initiatives at EU level

- 2014: Drafting Group for Operational Guidelines on Places of Refuge - first draft presented in October 2014;
- September 2015: Table Top Exercise in Malta to test the draft guidelines;
- November 2015: Final draft presented to the Cooperation Group on Places of Refuge, set by the European Commission, and EU Operational Guidelines approved by the Member States' representatives.
- January 2016: Presentation of the EU guidelines at the European Parliament by the European Commission and signature of a Joint Declaration by the European Commission, EMSA, ISU, ICS, INTERTANKO, ECSA, IUMI, BIMCO, FEPORT, IGP&I, ESPO.

Operational Guidelines on PoR: content

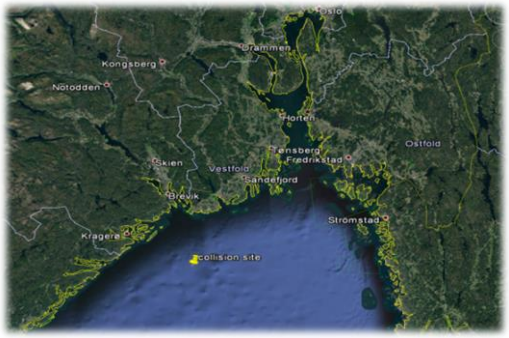
ALL operational stages of an incident covered

- Initial incident reporting, monitoring &information gathering
- Coordination
- Requesting a Place of Refuge
- Risk Assessment & Inspection
- Decision Making & Outcomes

Places of Refuge: Table Top Exercises

Learning by doing - organisation of Table Top Exercises on Places of Refuge

- First Table Top Exercise – The Netherlands (Rotterdam) November 2013
- Second Table Top Exercise – Malta September 2025
- Third Table Top Exercise in preparation – Norway (Skagerrak) September 2017



3 TTX and their objectives

2013

- 25 - 26 NOVEMBER
- ACCIDENT CONTAINER VS TANKER / OIL POLLUTION
- TEST EU DIRECTIVES & IDENTIFY GAPS
- DRAFT OPERATIONAL GUIDELINES

2015

- 1 SEPTEMBER
- ACCIDENT CONTAINER VS TANKER / OIL POLLUTION
- TEST DRAFT OPERATIONAL GUIDELINES
- APPROVED OPERATIONAL GUIDELINES

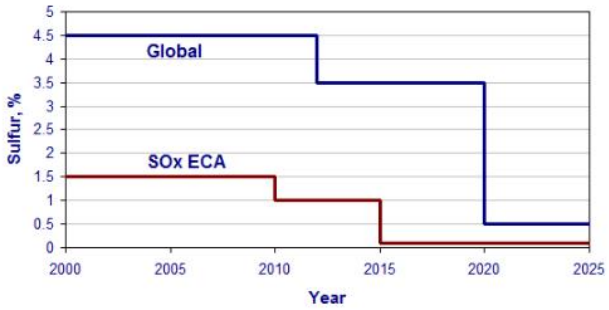
2017

- 27 - 28 SEPTEMBER
- ACCIDENT CONTAINER VS TANKER / CHEMICAL POLLUTION
- TEST APPROVED OPERATIONAL GUIDELINES TEST CHEMICAL POLLUTION RESPONSE TOOLS

LNG bunkering ship-shore interface

Why Alternative Fuels in Shipping?

Sulphur Directive (2016/802) – 2020 Sulphur limit 0.5%

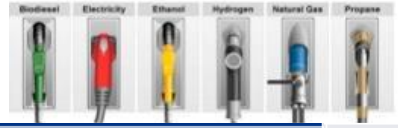


No Sulphur in Alternative Fuels

Alternative Fuel Infrastructure Directive (2014/94)

Availability of alternative fuels to increase

Policy Frameworks under development

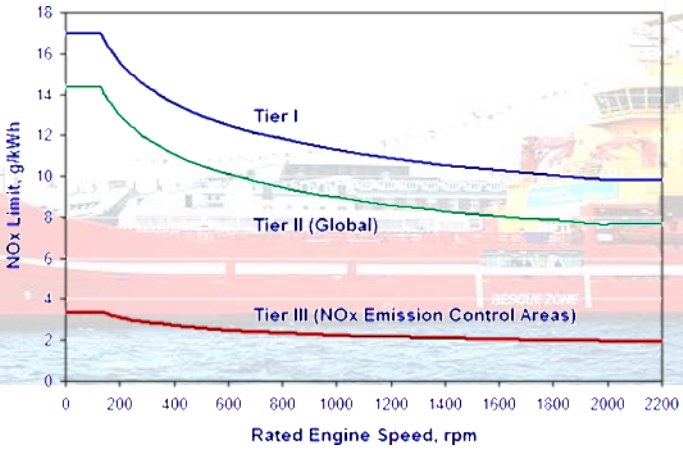


Electricity at shore-side	by end 2025
Hydrogen in the Member States who choose to develop it	by end 2025
LNG at maritime ports	by end 2025
LNG at inland ports	by end 2030
LNG for heavy-duty vehicles	by end 2025

Reduction in CO2 Emissions

- Potential **CO2 emission reduction**
- **Life-Cycle evaluation** positive for all Alternative Fuels
- Alternative Fuels to play na important role in decarbonization of shipping.

NOx



LNG as alternative Fuel in Shipping

Alternative Fuels for Shipping – *Triple "S" approach*

Sustainability

Sustainable Option:

- Environmental Life-Cycle benefit
- Decarbonisation
- Political Support
- Social benefit

Safety

Challenges:

- Risk & Safety
- Rule Development for Safe Ship Design
- (typically) Low Flashpoint
- Training & Competencies

Standardization

Towards:

- Safe Operations
- Certainty for adoption
- Level playingfield
- Improved business case

LNG as alternative Fuel in Shipping

EMSA support to the use of LNG as Alternative Fuel in Shipping

- **IGF Code** development
- **Participation in IMO** discussions
- Correspondence Groups - IGF
- **EMSA Studies assist IMO** in the 2nd phase IGF development

- EMSA **Studies** on Alternative Fuels
- In-house **Workshops** & **Trainings**
- **Guidance** on LNG Bunkering to Port Authorities (under development)
- Participation in **Conferences & Workshops**

- Support to **EU Studies**
- Sulphur Directive
- Evaluation of EU Co-Financed projects
- **Scientific & Technical** support
- European Sustainable Shipping Forum - LNG
- Technical support to website contents www.lngforshipping.eu

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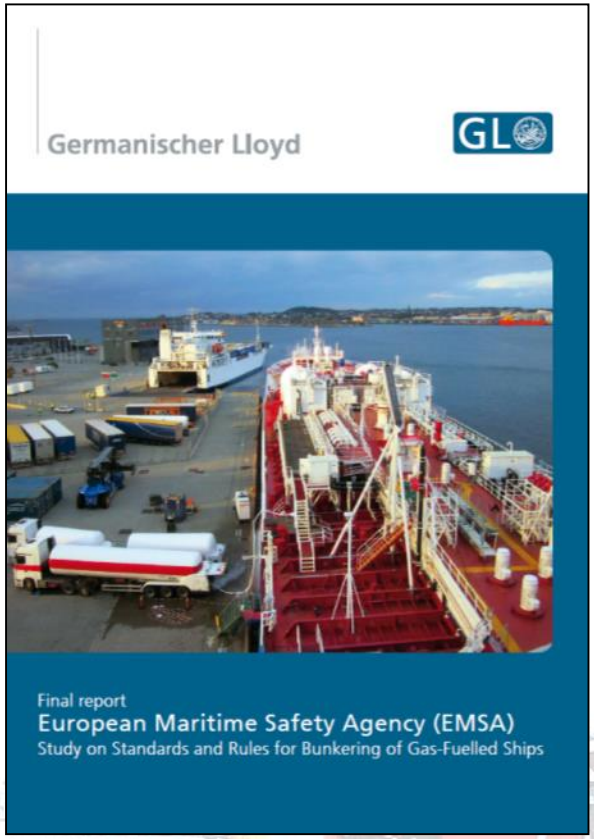
LNG as alternative Fuel in Shipping

Main Outcomes - LNG Study –

(Service Contract EMSA/OP/06/2012)

- **Study on Standards and Rules for Bunkering of Gas Fuelled Ships**. Focus on the evaluation of the regulatory frame for LNG as fuel for shipping.
- Particular focus on the complex scope of LNG Bunkering, identifying the **main barriers in the ship-to-shore interface**
- **GAP Analysis exercise** with 22 Gaps Identified, either Rgulatory or Technical.
- **EMSA Study Evolved** to a larger Study by the European Commision, divided into 4 LOTS. More Gaps have been identified, Recommendations and Policy Options designed to assist the uptake of LNG as Fuel.



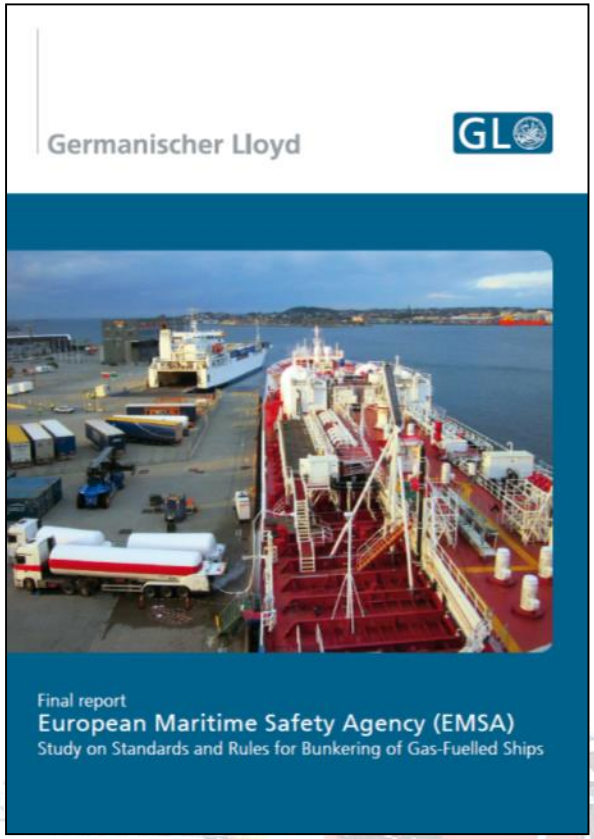
LNG as alternative Fuel in Shipping

Main Outcomes - LNG Study –

(Service Contract EMSA/OP/06/2012)

- Gap Analysis results

GAP nr	Description
Gap 1	Regulation of LNG as Marine Fuel
Gap 2	Standard on LNG Bunkering
Gap 3	LNG Bunkering Process/ Responsibilities
Gap 4	Distinction LNG as Cargo VS LNG as Fuel
Gap 5	Portable LNG Fuel Tanks
Gap 7	Inland Waterways limitation on use of LNG fuel
Gap 8	Standards for Small Scale LNG missing
Gap 9.1	Common Risk Assessment approach & criteria
Gap 9.2	SIMOPS
Gap 9.3	Harmonized Safety Distances
Gap 9.4	Accreditation for Bunker Suppliers
Gap 9.5	Emergency Plans
Gap 10.1	Training – Crew inland waterways
Gap 10.2	Training/Competencies LNG fuelled IMO/STCW
GAP 11	Standard on LNG fuel quality
Gap 13	Standard LNG fuel sampling
Gap 14	Compatibility of communications/ESD
Gap 15	Gas measurement procedures/equipment
Gap 16	Guidance to avoid Methane Release



Where are we today?

Which GAPS persist?

LNG as alternative Fuel in Shipping

EMSA Guidance on LNG Bunkering to Port Authorities/Administrations

- Under development to assist the Member States in the **harmonization of LNG Bunkering framework in EU Ports**
- **Resulted from the Gaps** identified in the LNG Study
- **EMSA Guidance to Complement current Industry Guidelines and Best Practice**
- Focused primarily in the **harmonization of Safety Distances, Simultaneous Operations, Permiting, Accreditation of Bunker Suppliers**

European Maritime Single Window

Context

Reporting Formalities Directive (Directive 2010/65/EU)

- Primary objective of trade facilitation by simplifying and rationalising reporting formalities
- Requires MSs to accept the fulfilment of reporting formalities by ships in electronic format and their collection via National Single Window (NSW)
- Imposes that the port calls are harmonised at national level and requires the Commission to set up, in cooperation with Member States, mechanisms for further harmonisation within the Union

Feedback collected from industry suggests that the majority of the port calls are still not harmonised within the ports in a MS

eManifest and the EMSA SW prototype

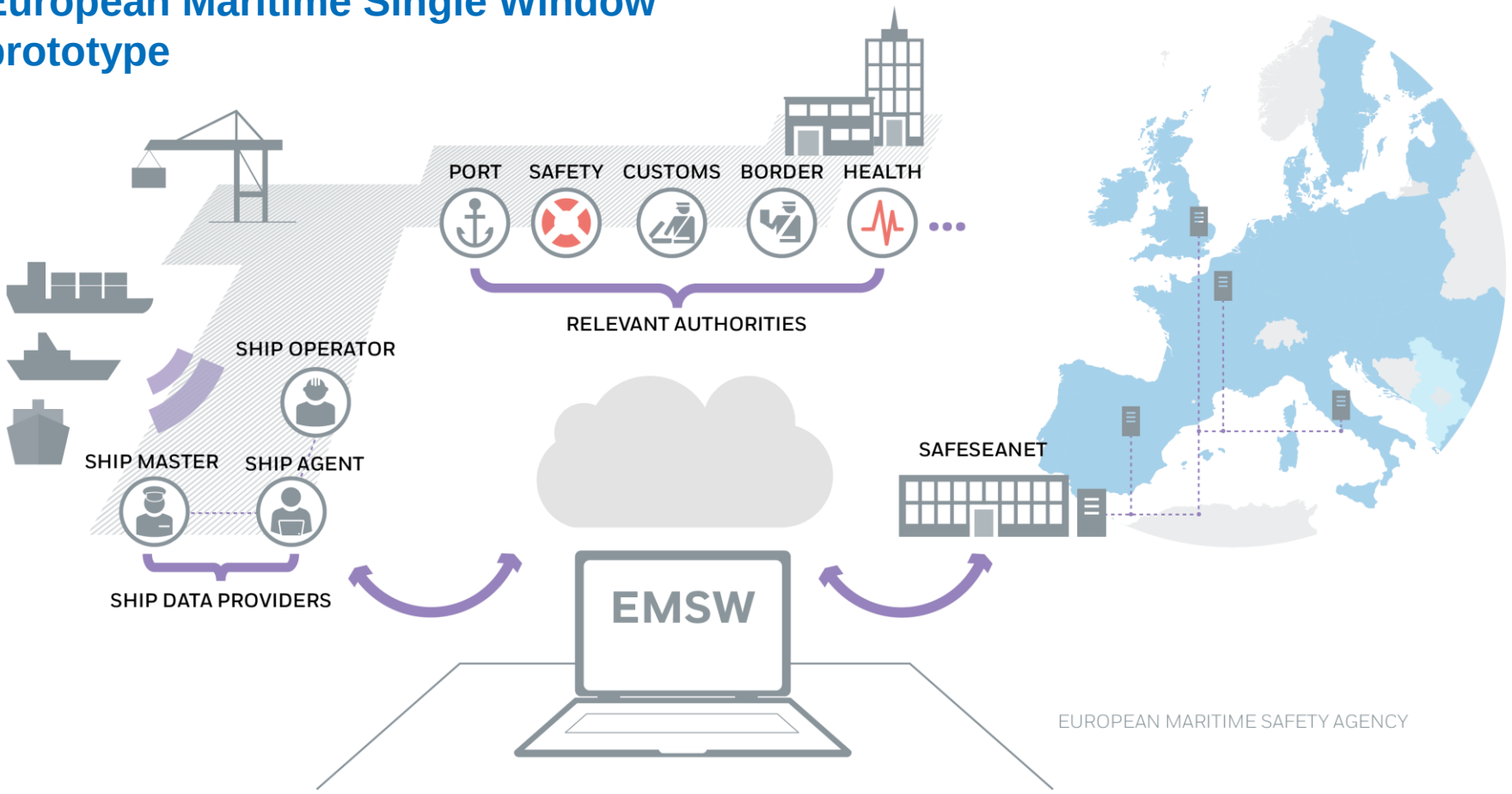
- Lauched in 2015 by EU Commission with the support of EMSA, and in consultation with Member States and the shipping industry
- Objective: to demonstrate the way cargo information required by both maritime and customs authorities can be submitted together with other reporting formalities required by Reporting Formalities Directive via a European Maritime Single Window

The prototype

- Where all information including the eManifest is reported and made available to various competent authorities in participating Member States. It covers the information flows between:
  - the ship data providers (e.g. ship agent, master, shipping company),
  - the relevant public authorities covering the port of call, and
  - other Member States via SafeSeaNet

European Maritime Single Window

European Maritime Single Window prototype



EMSW environment -- *COM Vision document*

- Provides a vision for discussion and further analysis on the future work in the field of reporting formalities (including the eManifest)
- Outlines the future European Maritime Single Window environment including links with the NSWs, and the current work on the implementation of the Reporting Formalities Directive
- The ideas and options presented will be analysed in the formal Impact Assessment on the revision of the Reporting Formalities Directive

Alternative scenarios:

a. Centralised European Maritime Single Window (EMSW)

b. EU level harmonised submission of information through the existing National Single Window interfaces

c. Hybrid model (between a and b above)

EMSA Study on the EMSW

development, management and operation

EMSA Work Programme 2017

- Carry out a study on the technical, human and financial resources required to develop and operate such EMSW
- Objective: evaluate the effort needed to build, manage, operate and maintain the EMSW at EMSA

Current status

- Objectives, approach, scope and schedule of the study agreed
- Tender published on 30 March 2017. Commissioned in June 2017.
- Final report to be completed by end-November 2017

Commission Impact Assessment

The input of this study will be used in the Impact Assessment when comparing the costs of the architectural options

Thank you for the attention

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