



# **Implementation of SECA rules in the Baltic countries**

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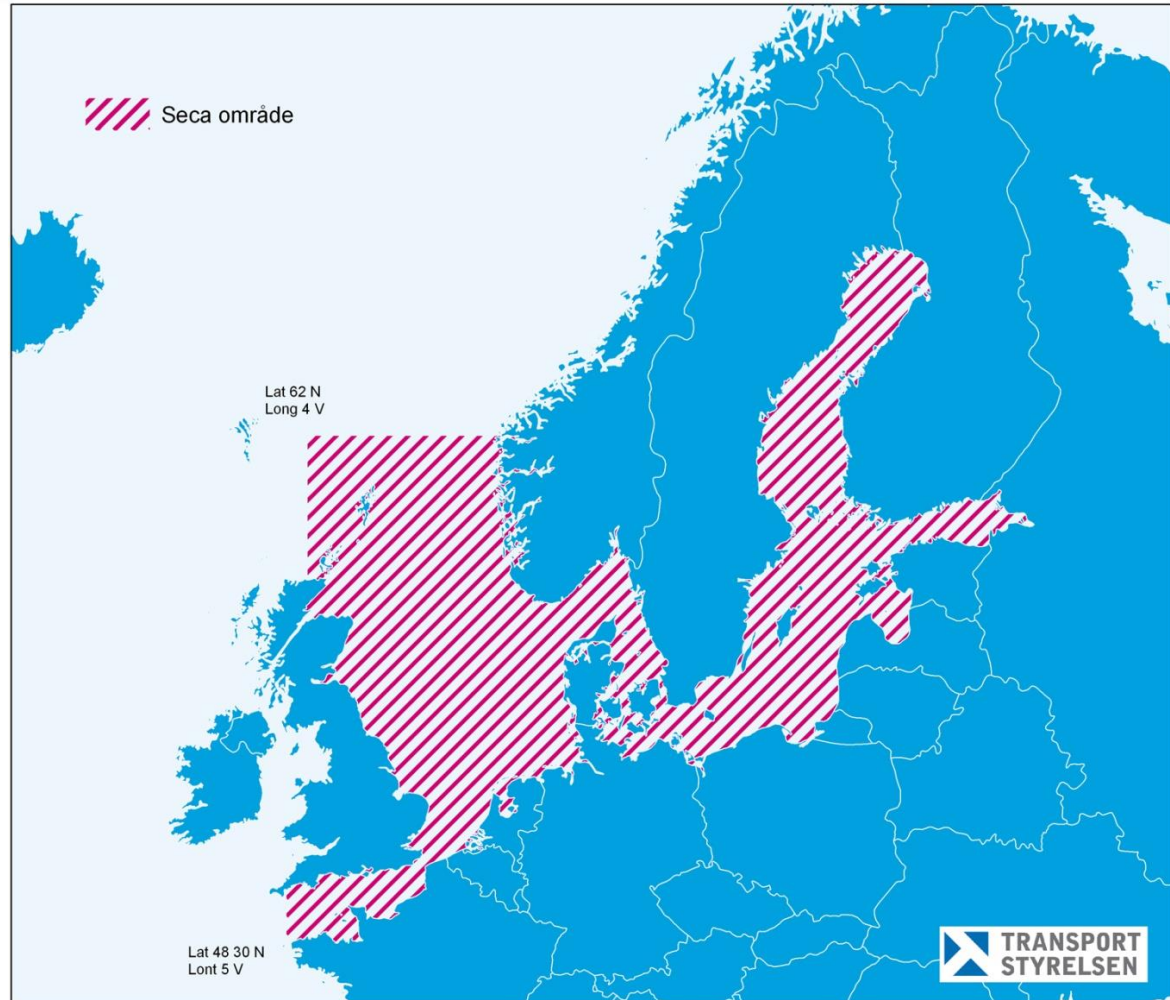


- ✓ International co-operation since 1974 (new Convention signed in 1992)
- ✓ Aim: to protect the marine environment of the Baltic Sea
- ✓ Mandate: to address all sources of pollution on land, at sea and airborne
- ✓ Intergovernmental organization involving 10 Contracting Parties: all 9 Baltic Sea Coastal States and the European Union
- ✓ Observers: Belarus, Ukraine, inter-governmental and non-governmental organizations
- ✓ Secretariat located in Helsinki, Finland

# Sulphur Emission Control Area

SECA - 0,10 %  
S in marine fuel  
from 1/1 2015

Worldwide –  
0,5 % S from  
2020 or 2025



# HELCOM CG SECA

## The Correspondence Group SECA:

- ✓ Is established for the period 2014-2016 (*initial exchange of views – 2014, remaining matters - 2015-2016*);
- ✓ Reports to meetings of the HELCOM Maritime Group;
- ✓ Is led by Sweden;
- ✓ Is open to HELCOM Member and Observers;

# Terms of Reference of the CG SECA

1. Discuss possible joint HELCOM enforcement actions and common standards:
  - ✓ *inspections, fuel samples, detection of violations;*
  - ✓ *effective monitoring and surveillance;*
  - ✓ *sanctions;*
2. Discuss possible legal uncertainties (scrubbers);
3. Streamline the work closely with the activities of other organisations (IMO, the EU ESSF, Paris MOU);
4. Follow activities and developments in other SO<sub>x</sub> ECA areas (North Sea, North America ECA).

# I. Joint HELCOM enforcement actions

First report of the group – HELCOM MARITIME 14 (Nov.2014)

- appropriate targeting methods;
- a harmonized system of assessment criteria;
- concentrated inspection campaigns (CIC);
- sufficiently dense compliance monitoring (a joint aerial surveillance);
- increased number of inspections, fuel samples, etc.
- new guidance needed (ESSF);
- an efficient exchange of information (THETIS-S).

# Targeting ships for inspections

- ✓ No additional criteria for selecting ships (existing Paris MoU system will be used);
- ✓ remote monitoring of air emissions (surveillance);
- ✓ Possible criteria for a “high risk ship”:
  - *ships going in and out of the SECA:s;*
  - *ships which come directly from outside the SECA:s (first port of call within SECA);*
  - *ships with two or more types of fuel onboard (vs. ships with only one type of fuel);*

# Inspections and fuel samples

- ✓ Conducted by PSC, other Officers;
- ✓ logbooks, bunker delivery notes and fuel samples;
- ✓ portable equipment;
- ✓ increased number of inspections in 2015;
- ✓ fuel samples: 0 – 300 (2014); 18 - 400 (after 1/1 2015);

## ***Anticipated difficulties:***

- waiting time for the analyses of fuel samples;
- increased costs: more personnel, education, travelling time for inspectors, better laboratory capacities;



# Sanctions

- ✓ administrative sanctions (350 to 57 000 EUR) – 5 countries;
- ✓ penal sanctions – 4 countries;
- ✓ detentions;
- ✓ notifications to the next port of call.

# Malfunction of EGCS

## ***Suggested measures in case of EGCS malfunction:***

- ✓ an advance notification by a ship;
- ✓ requirement to use 0,1 % fuel;
- ✓ a ship is allowed to sail to a repair yard;
- ✓ detention;
- ✓ an exemption for a limited time, necessary to repair the equipment or bunker a compliant fuel;

*The discussion in the CG was not conclusive.*

# National legislation – discharge from EGCS

Country	National regulations (if any)	EGCS washwater discharge allowed/prohibited	Exemptions from regulations (if any)	Availability of PRF for EGCS residues
Denmark	Yes (Sulphur dir.)	allowed	No exemptions so far	Most ports in Denmark have facilities for reception of sludge from scrubbers.
Estonia	No	allowed	No exemptions so far	
Finland	No	allowed	No exemptions so far	Vessels can deliver scrubber residues to PRF. Tank trucks will be used to collect the waste.
Germany	Yes	allowed/ prohibited	Discharge prohibited in EEZ and Coastal Waters unless it can be proved, that washwater fulfils the criteria of the MEPC 184(59). On rivers and in ports discharge is prohibited	In most ports, this is still under consideration. The Port of Rostock is prepared to receive and handle EGCS residues.
Latvia	No	Allowed	No exemptions so far	
Lithuania	Yes (Sulphur dir.)	allowed	No exemptions so far	The port of Klaipeda has the relevant facilities to receive EGCS residues. However the way of handling is not settled yet.
Poland	No	allowed	No exemptions so far	
The Russian Federation				
Sweden	No	allowed	No exemptions so far	Vessels can deliver scrubber residues to the Swedish ports.

# Interim results

- ✓ Prerequisites of a harmonized implementation and an effective enforcement:
- ✓ monitoring of compliance;
- ✓ increased number of inspections, fuel samples taken;
- ✓ an efficient exchange of information (THETIS-S);
- ✓ continued regional/international cooperation.
- ✓ *a new subgroup for Green Technology and alternative fuels under HELCOM MARITIME;*
- ✓ *new guidance on sampling and reporting – Commission decision 2015/253;*
- ✓ *EMSA - Sulphur Inspection Guidance.*

# Outstanding issues

- ✓ lack of common interpretation of the use of conventional fuel in gas boiled engines;
  - ✓ possible non-compliance situations resulting from distillate fuel contamination with HFO;
  - ✓ potential safety risk (loss of propulsion) related to the fuel switchover by ship entering/leaving SECAs;
  - ✓ lack of rules for operation of scrubbers and for waste management from scrubbers.
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# Next steps

2015 - the group will continue to collect and exchange information related to the:

- ✓ *implementation,*
- ✓ *enforcement,*
- ✓ *sanctions,*
- ✓ *challenges and solutions.*

# Activities and results after 1 January 2015 - Sweden

- ✓ Decision on increased number of inspections – 400 annually;
  - ✓ Guidance and education conducted for inspectors;
  - ✓ Risk based approach is under development;
  - ✓ Further investigation of possible future alternative and complementary control methods and new technologies – sniffers, optical measurements;
  - ✓ Hand held equipment for analysis of fuel oil is soon in use;
  - ✓ The penal system is under revision.
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# Activities and results after 1 January 2015 - Sweden

- ✓ 60 fuel samples and documentation controls in Swedish ports
- ✓ 57 samples are compliant, 3 non-compliant and are under investigation;
- ✓ No non-availability has been reported
- ✓ 2 shipping companies have applied for exemption - rejected.
- ✓ 7 NoP 2015 compare to 40 NoP 2014