

FIRST YEAR OF IMPLEMENTATION OF THE NEW GLOBAL SULPHUR CAP FOR MARINE FUELS

16 September 2020 – 12th Oil Forum Day 2

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- 1. Problem definition
- 2. The Sulphur in Fuels Directive
- 3. Work under the IMO
- 4. New landscape from 2020

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Environmental impacts and the oil sector





- Emission related to the mining transport
 - conversion / transmission / use
 - of energy (upstream / downstream)
- Polluting emissions into

air

water

soil (waste)

Climate change (greenhouse gas emissions)

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Health and environmental effects of emissions



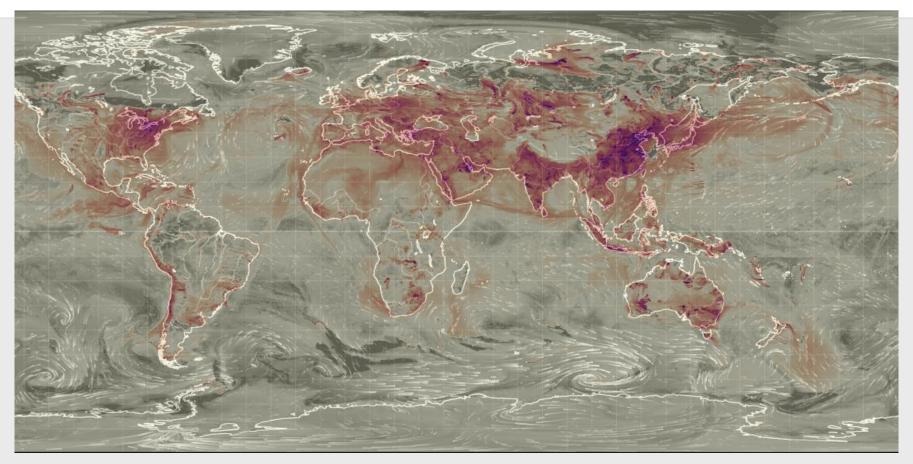


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- SO₂ is a precursor of sulphuric acid (→ "acid rain", acidification, deposition)
- Short-term exposures → breathing difficulties, in high concentration → formation of other sulfur oxides (SO_x)
- SO_x can react with other compounds in the atmosphere → particulate matter (PM)
- Small PM may penetrate deeply into the lungs
- $NO_x \rightarrow$ precursor of PM and ground-level ozone, eutrophication of waters, excess nutrients







Source: Wikimedia commons

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Bunker fuel





Source: dw.com

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The Sulphur in Fuels Directive





- Legal requirements for the sulphur content of heavy fuel oil (1%) and gas oil (0.1%)
- Marine fuels (2005/2012 amendments) → since June 2018
- Provisions on sampling and analysis → reference to ISO standards
- Implementation deadline in the Energy Community → 31
 December 2011 (31 December 2012 for Ukraine, 31
 December 2014 for Moldova)
- A number of Contracting Parties faced challenges with the implementation of the Directive / meeting the deadline (dispute settlement cases)
- Some refineries in need of modernization
- In certain Contracting Parties, testing and sampling (standards) was / is an issue

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Brief history

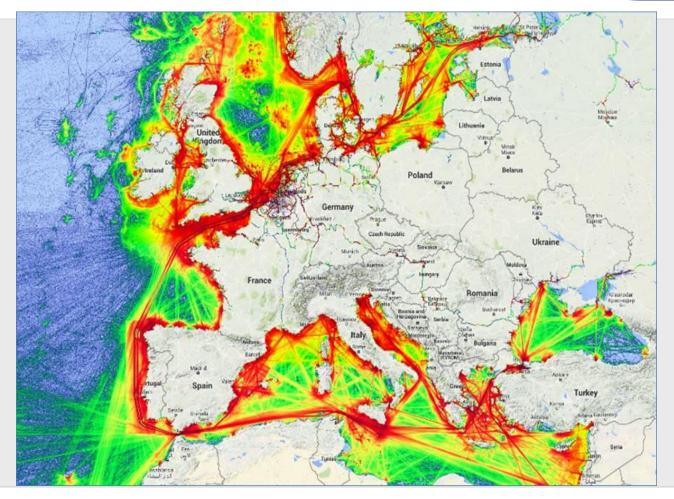




- MARPOL
- Annex VI → adopted in 1997, to address air pollution from shipping
- Entry into force: 19 May 2005
- October 2008: revised Annex VI, stricter requirements (2020 deadline already decided, with possibility to defer to 2025)
- Entry into force: 1 July 2010
- October 2016: new amendments, global sulphur cap
- Entry into force: 1 January 2020
- Comprehensive work to prepare implementation (ex. carriage ban as of 1/3/2020)

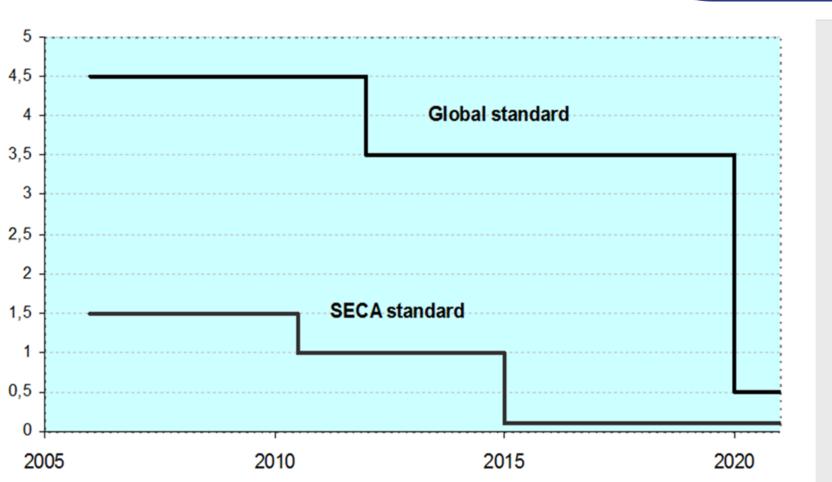
Route map





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Requirements for marine fuels under MARPOL



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Ways of compliance

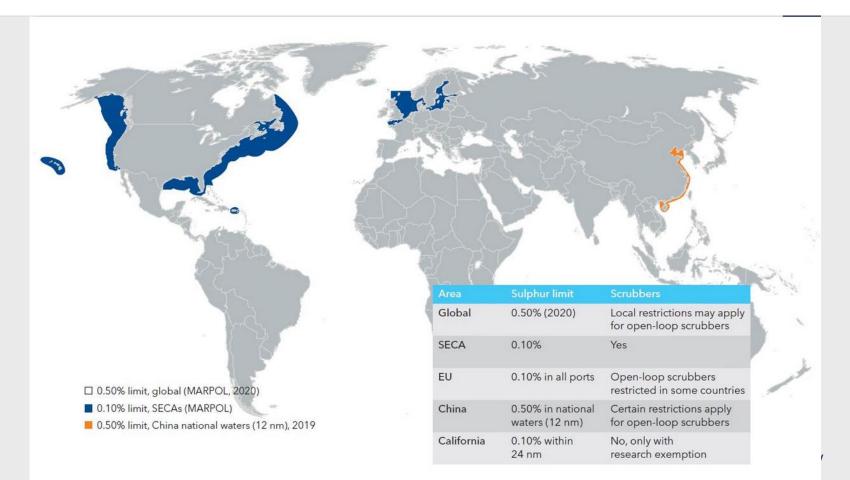




- Fuel switch (Low-sulphur fuel oil, gas, methanol)
- On-board de-sulphurising systems (scrubbers)
- 0.10% sulphur content for ships in EU and EnC ports
- constrains on the discharge of scrubber water (relevance for open-loop scrubbers) → locally

Sulphur cap for marine fuels

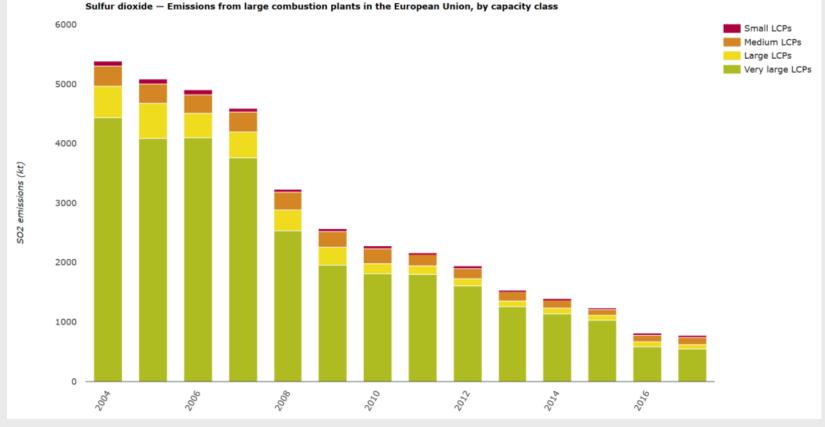




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SO2 emission reduction – showcase

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Source: European Environment Agency

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Way forward





- Port authorities enforcement on-board sampling and controlling of HFSO carriage ban
- Possible SOx ECA in the Mediterranean Sea perhaps as of in 2025 (Barcelona Convention/IMO) and in other EU seas (ratification of Annex VI of the MARPOL Convention is an essential pre-requisite)
- **Possible work on NO_x reduction from shipping**

THANK YOU FOR YOUR ATTENTION

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