

TEMPLATE FOR CHARACTERISING ENERGY TECHNOLOGY ROADMAPS

REFERENCE	
Title:	A European Union strategy to reduce atmospheric emissions from seagoing ships
Date:	November 2002
Author:	European Commission
Funded by:	
Hard copy reference:	
URL:	http://europa.eu/scadplus/leg/en/lvb/l28131.htm
Date accessed:	August 2007
Web Format:	pdf
IEA topics covered	Transport
Geographical focus:	Europe
Brief Abstract:	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.

OUTPUTS	
Short Report?	Yes
Major report?	No
Visualisations?	No
Information held on dedicated software?	No
- which package?	NA

ARCHITECTURE	
Timescales used:	over the next 10 years
Trends and drivers?	No
- list	
Enablers?	No

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- list	
Performance measures/targets?	Yes
- list areas	<ul style="list-style-type: none"> • 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 NO_x 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
Mapping of RD&D activities?	No
Critical assessment of capabilities?	

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PROCESS	
Methods used:	
- Desk study?	
- Consultation	Yes
- Interviews?	
- Facilitated workshop(s)	
- Working groups/task force	
- Integrated Process	
Stakeholders engaged:	
- University based researchers	
- Other public sector researchers	
- Business – technology	
- Business – other	
- Government - energy	
- Government – SET	
- Government - other	
- NGOs	
No of people engaged:	
Budget (if known):	
Commitment to re-visit?	

ACTIONS IDENTIFIED	
List of actions?	Yes
Actions listed according to timescale?	Yes
Actions prioritised?	No
Sequencing/dependencies identified?	No
Responsibility for actions identified?	No
Types of actions identified:	No
- Basic research?	
- list areas	
- Applied research?	
- list areas	
- Development & demonstration	
- list areas?	
- Other types of action?	
- list other types	<ul style="list-style-type: none"> • 2002 proposal for directive to amend directive 99/32EC on the sulphur content of liquid fuels, will propose New sulphur limits on marine fuels used in EU sea areas. • 2002 proposal to amend directive 97/68 on non-road mobile machinery will aim to

	<p>include EU NO_x standards for engines used in inland waterway vessels (possibly also auxiliary engines on seagoing vessels).</p> <ul style="list-style-type: none">• 2003 proposal for an infrastructure charging framework will propose a NO_x charge for all transport modes.• By 2006, if no tighter global NO_x standards agreed at IMO, Commission will consider regulating at EU level.• 2002 proposal for directive to amend 99/32/EC will propose 0.2% sulphur fuel in EU ports, requiring switch to marine gas oils which reduce PM emissions compared to emissions when using heavy fuel oils.• By 2010, then Commission aims to remove exemption under Regulation EC2037/00 on substances that deplete the ozone layer which permits the use of halon on board existing cargo ships operating in EU waters. Aim to reflect this in revised IMO SOLAS regulations.• Ongoing research funding through 6FP and LIFE into low emission ship technologies and abatement mechanisms, including emissions trading.• 2003 new Clean Marine awards event to promote low emissions shipping, held in parallel with a workshop on low emission ship technologies.• 2004 CAFÉ strategy and review of Directive 00/81 on national emission ceilings will incorporate year 2000 ship emissions data.
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