

NO_(x) Tier III in 2016: Postponement of Implementation to 2021

MEPC 65 has agreed to amend MARPOL Annex VI to postpone the implementation of NOx Tier III standards within Emission Control Areas (ECAs) to the 1st of January 2021 from the 1st of January 2016.

Consequences for the Shipbuilding and Maritime Equipment Industry:

Postponement of the entry into force of Tier III NOx standards from 2016 to 2021 will create undue uncertainty in the maritime regulatory framework. Shipbuilders, engine and other equipment manufacturers have heavily invested in R&D providing technology and processes that is fit for purpose.

These companies need legal certainty to act as 'first movers' and investment security to be in the position to deliver the necessary reduction on NOx and other emissions.

The decision of the postponement will have dire consequences for the design and shipbuilding process for ships currently on order and under construction. Ships are being designed, built and prepared with spaces to fit TIER III compliant equipment under the present regulatory timeframe.

Opposition to the proposed 2016 timeframe is based largely on an arbitrary rejection of one particular technology for reducing NOx. There are many possible options each with its own features and SEA Europe cannot agree with one-sided criticisms being put forward.

Postponement to 2021 poses a severe risk for the environment and occupational health, endangering innovation and employment in the shipbuilding industry. If this decision will be affirmed at MEPC 66 it will undermine the trust in the overall legislative process.

Environment and technology minded Flag States should reconsider their positions for MEPC 66 to prevent such a detrimental amendment for the shipbuilding and marine equipment industry being adopted.

Background:

NOx control requirements apply to marine diesel engines with over 130 kW output power. Different 'tiers' of control apply based on the ship construction date.



SEA Europe:

SEA Europe brings together CESA and EMEC and represents an industry which generates more than €72 billion turnover annually and offers employment in high profile jobs for more than 500 000 Europeans. The association represents close to 100% of the European shipbuilding industry in 18 nations, encompassing the production, maintenance, repair and conversion of all types of ships and floating structures, commercial as well as naval including the full supply chain with the various producers of maritime systems, equipment material, and services.

For further information also see: www.SEAEUROPE.eu (*under construction*) or contact:

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