

A BRIGHT AND GREEN FUTURE AHEAD

Development for greener shipping - Global policy and industry initiatives

Swedish Shipowners' Association and Danish Shipping are working together to develop a responsible and greener shipping sector. At Donsö Shipping Meet 2017 we have a common exhibition which exemplifies some of the policy and industry initiatives made as well as challenges and opportunities for the future.

We kindly request your inputs to influence the international regulatory agenda - please contact us to share your opinions.

1973

International Convention for the Prevention of Pollution from Ships, also called the MARPOL Convention, was adopted.

1983

MARPOL 73/78 enters into force with the aim to preserve the marine environment, eliminate pollution by oil and other harmful substances and to minimize accidental spillage of such substances.

1991

International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC).

1992

HELCOM Convention on the protection of the marine environment of the Baltic Sea area.

1997

Protocol to the MARPOL Convention adopted, to include a new Annex VI on Prevention of Air Pollution from Ships.

2004

International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM), 2004), was adopted.

2009

In the spring of 2009, the Swedish Shipowners' Association adopted the "EU Maritime Transport Strategy 2009–2018". This strategy lays

down "the long-term objective of zero-waste, zero-emission maritime transport".

2009

The international IMO HonKong Convention for the Safe and Environmentally Sound Recycling of Ships was adopted.

2009

Adoption of "double hull" amendments to Annex I of the national Convention for the Prevention at Pollution from Ships (MARPOL).

2009

To prepare for the EU Sulphur directive the first scrubber in the world is installed on the DFDS ferry Ficaria Seaways.



2011

Mandatory measures to enhance energy efficiency (EEDI/SEEMP) for international shipping adopted by Parties to MARPOL Annex VI.

2014

The Polar code is adopted and intended to cover the full range

of shipping-related matters, for instance the protection of the unique environment and eco-systems of the polar regions.



2015

Sulphur Emission Control Area (SECA) limits air-borne emission from ships to 0.10% m/m in the Baltic Sea and North Sea, the North American ECA and the US Caribbean ECA.

2015

The Stena Line's ferry Stena Germanica becomes the first ferry in the world using methanol as fuel.



2016

Over 100 ships in the world are using LNG. Large investments are made by ship owners such as TernTank, Thun, Sirius Shipping, Furetank, Älvtank, Destination Gotland and Viking Line, which now have several ships running on LNG reducing harmful emissions



2017

The international IMO Ballast Water Management Convention enters into force 8 September 2017.

2017

The ferries Tycho Brahe and Aurora are using batteries, resulting in a better environment for the area.



2018

From 1 January 2018, all ships over 5000 gross tonnage are obliged to monitor, report and verificate greenhouse gas emissions from maritime transport.

2018

Adoption of preliminary IMO comprehensive strategy on reduction of greenhouse gas emissions from ships.

2020

A global Sulphur cap on 0.5 % enters into force 1 January stressing the need for effective enforcement. The cap will reduce SOx emissions with 85 % compared to today.

2021

1 January the North Sea and Baltic Sea will enter into force as IMO designated NOx Emissions Control Areas (NECAs) reducing NOx emissions by 75 %.

2023

Adoption of the final IMO comprehensive strategy on reduction of greenhouse gas emissions from ships - the shipping sectors contribution to the Paris Agreement and the global goal on staying below 2 degrees temperature rise.

2025

According to a study by University College of London the greenhouse gas emissions from shipping most peak no later than 2025, and it should be reduced to approximately 400 megatons by 2050, which equals about 50 % of current emissions.

To reach the long term targets, a shift to low carbon fuels will be necessary.

2050

The EU Commission's 2011 White Paper on transport suggests that

the EU's greenhouse gas emissions from maritime transport should be cut by at least 40% from 2005 levels by 2050, and if feasible by 50%.

The OECD predicts that the total freight demand will triple in the period from 2015 to 2050.

Besides greenhouse gas emissions, in order to reach the goals of the future, stricter environmental regulations are expected; for instance for black carbon, underwater noise and biofouling.

