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What in your mind is the present off-shore compliance rate in the North Sea?

33 participants

(0) 100%

(5) 95%

(13) 90%

(5) 85%

(6) 80%

(3) 70%

(1) 50%

(0) 30%

Authority view on compliance of the Sulphur regulations

Questions and comments

17 messages, 14 participants

- Feel free to ask questions or comment at any time during the presentations. Questions and comments will remain visible on this page.
- Would you detain a ship based only on the XRF-measurement? +2
- Ships leaving the SECA zone seems to be switching-over very early (there would even be a market in some countries of second-hand low sulphur fuel). If these ships could be detected, how sanctions would apply if these ships always reveal compliant when entering and calling at SECA-ports? +2-
- How far back in time can you go by taking port state fuel samples? I.e. can you prove fuel usage two days before, for example? (Assuming that the ship uses compliant fuel on its way to and in port, can you prove what it used on the SECA border?) +1
- Do the different inspection bodies (especially in NL and BE) also check bunker suppliers on deliveries of compliant fuel? - KVNR +1
- How accurate do you think the fuel calculator can be when a ship attends various ports in the the seca and how can you go to court with a calculation which presents only an indication of compliance? +2
- To Mr. Vandenbussche: When you are on board a vessel, which was measurement to be non compliant, is the remote measurement a clear ground that you are allowed to take a oil sample? Or do you have to find an additional suspicion?
- Is the use of Thetis-eu mandatory to MS? +3
- The EU MRV Regulation will make it mandatory for all ships to report consumption - by fuel type - for each voyage touching an EU port as from 2018. This data must be independently verified. Could this database, that will be kept at EMSA, not be used for an efficient control instrument also for sulphur? +1
- On the Finnish compliance data the error limit was 0.15%. What is this based on?
- How many countries are using Thetis-Eu actively? +1
- Is it planned to report only the non compliant remote measurements to THETIS-EU, or all measured ships? +1

- Could greater enforceability be achieved by reversing who carries the burden of proof? Whereas it is currently the maritime administration's responsibility to prove that ship was compliant with the regulations, could enforceability be much less challenging if the burden of proof would be for the ship to show how he has complied. Is this at all feasible?
- Does a monitoring equipment mounted on the engine/funnel exist for crew to be sure to be compliant?
- Did you get in contact with EMSA about the DATasharing and DB
- Based on lab. analysis results of onboard fuel samples, the prosecutor has decided so far not to proceed further after investigation if the result has been $< 0,15\%$. This limit will be under continuous evaluation and case by case. (*)
- In the presentation there was a case of passenger ferry operating with a broken scrubber and this was evident also in its continuous monitoring. Question: can continuous monitoring in this case be used as an evidence in court?

Measurement techniques and methods

Questions and comments

15 messages, 16 participants

- What is roughly the price of one sniffer observation? +3
- What is the market price for a mini-sniffer?
- How can you trust measurements with the mini sniffer if you dont calibrate in the field? +1
- In order to increase usability, would it be possible to expand the sniffers to monitor other emissions? (VOCs,...) +1
- To all panelmembers: Where do you think 'your' technology will be in five years time, regarding cost and accuracy? +5
- Karsten: what is the feasibility of standardizing your validation tests for all sniffer technologies? +3
- Explicit: Since you have to fly so close to the ship, have you had complaints from ships about disturbance or other things? +1
- have you checked variable temperature and humidity in minisniffer calibration
- What kind of weather limitations are for the boat?
- Kline what is the difference between airpointer and Air now?
- How many ships/hour can you measure with the boat? +5
- Airnow. How many measurements have there made during one day, from the boat?
- Altus, how are you going to find the plume? +6
- Kline, what are the measurement limits with the airpointer? +1
- What is Altus experience in sulphur measurements?

Compliance framework

Questions and comments

16 messages, 12 participants

- Could greater enforceability be achieved by reversing who carries the burden of proof? Whereas it is currently the maritime administration's responsibility to prove that ship was compliant with the regulations, could enforceability be much less challenging if the burden of proof would be for the ship to show how he has complied. Is this at all feasible? +2

- In the presentation there was a case of passenger ferry operating with a broken scrubber and this was evident also in its continuous monitoring. Question: can continuous monitoring in this case be used as an evidence in court? +3
- Henrik - you mentioned that more harmonization could/should be done at EU level regarding penalties in case of non-compliance. I agree but is this legally possible? How do you see this. The EC unfortunately only came up with recommendations to EU member states following the publication of the EU Sulphur directive - RBSA +1
- Will THETIS-EU also be used for other applications (eg.: MRV)?
- Who can access THETIS-EU? +1
- EMSA: is there any measurement accuracy defined in these contracts? +1
- SErgio : Why can not EMSA support the more conventional sniffer and airplanebaictities deonstrated in Compmon? +2
- SErgio +1
- Sergio: how fast are the sensor, if minisniffer you have to find and stay in smoke for 30 s, Can the big drones fly that slow? +1
- Who should be responsible for driving the incentive scemes for global onboard monitoring?
- What is the difference in fine level between administrative vs. Legal fines? Are administrative fines sufficient as a deterrent? +2
- Who should be responsible for the future of remote measurements in Europe? +1
- What is the minimum and maximum level in Belgium? +2
- Hi! +2
- is it posible to 'punish' vessel basis the sulphur content in fuels they have on board?
- thank you!