

CompMon

Compliance Monitoring for Marpol Annex VI

CompMon long term strategy

INTRODUCTION

The CompMon Project is a multinational on-going project co-financed by the EU/CEF.

CompMon beneficiary partners are: Finnish Transport Safety Agency Trafi (Finland), The Swedish Transport Agency (Sweden), Federal Public Service Mobility and Transport, FOD (Belgium), Finnish Meteorological Institute (Finland), The Human Environment and Transport Inspectorate (ILT) (The Netherlands), Royal Belgian Institute of Natural Sciences, OD Nature, Scientific Service MUMM (Belgium), Chalmers University of Technology (Sweden), Åbo Akademi University (Finland)

Non-beneficiary partners are: Explicit (Denmark), The Danish Environmental Protection Agency (Denmark), Federal Maritime and Hydrographic Agency (Germany)

The CompMon aims to produce actionable information (e.g. risk ratings, alerts), which can be used by national enforcement authorities to target on-board inspections in a cost-efficient manner, to those ships that most likely are non-compliant with IMO MARPOL Annex VI regulations. CompMon will achieve this by using remote sensing and advanced sampling methods to determine the compliance of individual ships, in particular the sulphur content in fuel. While it is expected that the CompMon information would be complemented with other (on-board) evidence for legal proceedings, CompMon will set the basis for standardization and approval processes to establish CompMon data as an audit trail and to increase their value as prima facie evidence.

One of the objectives of the ongoing stage of the project is to define the approach and pilot the feasibility of the approach at European scale, and then bring it to active level. This will result in a credible threat against non-compliance, at much lower costs than could be achieved through on board inspections only. The project will improve European co-operation in respect of monitoring and enforcement of the rules of EU Directive nr. 2012/33/EU and Marpol Annex VI, provide legal guidance to its implementation and identify potential for strengthening the enforcement in and between the Member States.



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Vision

The future compliance monitoring should be based on extensive EU Member State or even broader international co-operation, efficient use of joint resources and centralized data collecting and sharing in order to provide uniform, fair and level playing field for all players in the maritime sector.

For evaluation and development purposes the compliance monitoring procedures, guidelines and data acquisition should be streamlined on regional and international level taking advantage of the already existing organizations (EU, IMO).

Need for strategic efforts to promote global enforcement before 2020

In the near future, the geographical and territorial areas in which stricter sulphur regulations apply will be extended considerably, both in European waters outside the SECA-areas and at global level. This will involve new enforcement challenges, in terms of both surveillance and jurisdiction and therefore strategic efforts are needed to ensure regional and global enforcement.

CompMon Long Term Strategy: roadmap for the upcoming challenge

The CompMon long term strategy aims at strengthening the following main topics:

Strengthening the Regional and International Cooperation at all levels

New technology, digitization and automation

Sharing and analyzing data

Strengthening Regional and International Cooperation at all levels:

- *Cooperation of the authorities*

In order to ensure the positive health and environmental impacts of the sulphur regulations, and at the same time a level playing field for the shipping companies it is necessary to develop common guidance in respect of enforcement, the use of surveillance from the air, scrubber certification and inspection, regulations on experiments with alternative technologies on ships for compliance with the regulations, etc. The CompMon Member States will explore the possibilities for strategic cooperation within the EU and with like-minded IMO countries and industry stakeholders (e.g. ship owners' associations) to develop common approaches in the above mentioned field.



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- *European Sustainable Shipping Forum (ESSF) and the Implementation Committee for the sulphur directive*

CompMon Member States work actively in the ESSF and in the Implementation Committee to achieve the above mentioned goals.

- *Sharing acquired data and gained knowledge*

Enforcement is a global challenge and it is therefore important to continue to broaden the network of active authorities participating in the dialogue. Sharing the valuable experiences gained in the CompMon project with other parties and countries who are facing the enforcement in the near future will strengthen their abilities to build and further develop actions on that experience.

- *Harmonized control procedures*

Harmonized control procedures for Port State authorities and Flag State authorities will ensure a high minimum standard of efficient enforcement. A uniform approach will facilitate and benefit both global shipping and national authorities when conducting enforcement measures. Therefore, the CompMon partners strongly support all initiatives aiming towards these goals.

One of the CompMon activities is also to analyze and assess the legislative framework related to compliance monitoring, enforcement and sanctions for violations of existing rules, taking e.g. into account international treaty law issues.. The aim of the assessment is contribute to a harmonized application on national level of international and EU rules in the field.

New technology, digitization and automation

A number of new technologies have been developed that can be used for strengthening the enforcement, either by means of improved control in ports or by means of surveillance on the high seas. However, at the moment none of the technologies can alone ensure sufficient coverage, but digitization could provide new opportunities to combine information from different sources for efficient environmental surveillance.

Several Member States are already performing different remote surveillance methods such as mobile platforms (aircraft and ships) and fixed platforms along the fairways situated close to shoreline. First steps for the surveillance of ships' SO_x and NO_x emissions by means of lighter sensors placed in RPAS and helicopters have been taken. The national authorities of CompMon Member States are also working hard to ensure that the future amendments of the national and EU regulations support digitalized and automated remote surveillance of ships. Satellite based surveillance would improve the cost efficiency of remote measurements in the future because the time in relation



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to the surveyed area would be minimized. However, applicability of SO₂ data gained from satellites is still to be proved. Satellite based surveillance would also make it possible to expand the surveillance to the high seas where the temptation for cutting costs by not following the rules is biggest.

The entry into force of the Paris Agreement on the 4th of November 2016 will also add to the need to develop new technologies and digital tools to monitor emissions. The best surveillance practices gained from the CompMon project will also be made available for other authorities to capitalize on.

Sharing and analyzing data

In February 2015, the SECA authority workshop pointed to the exchange of data between the countries' authorities as the most important cooperation initiative that is decisive for efficient control across the borders.

- *Data exchange with all EU countries*

THETIS-EU can potentially ensure better and more resource efficient control activities. Therefore, the system must be developed further so that it can, for example, automatically receive remote measurement data, be used for the extraction of statistics and automatically identify risk ships for inspection on the basis of data from previous inspections. A remote sensing alert in THETIS-EU has been selected as one parameter when determining vessel's risk profile in Union Risk- based Targeting Mechanism (URTM).

In order to unleash the full potential of the common inspection database THETIS-EU, the CompMon partners will actively participate in the developing workshops.

In the longer term, all countries should ideally share inspection and remote sensing data in a common database when the stricter sulphur emission limits enter into force in 2020. It should be noted that for the development of remote sensing technologies and for sensor validation, the data exchange of observations from compliant ships is as important as from non-compliant ones.



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