CompMon

Compliance monitoring pilot for Marpol Annex VI

Co-financed by the European Union
Connecting Europe Facility

The Future of Maritime Safety & Security and Clean Shipping in the Baltic Sea Region

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Motivation – Marpol Annex VI

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Need for compliance monitoring

- Benefit of non-compliance up to 10 k€ / day / ship
- Total cost of compliance several bn USD/y (NS-BS)
- Monetized value of increased health

- Need for level playing field
- MS are obliged to a certain number of inspections

- Remote monitoring reduces the number of onboard inspections
- More efficient targeting for onboard inspections

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Main objectives of CompMon

- To join forces in voluntary piloting of effective **targeting** for the enforcement of MARPOL Annex VI
- To **pilot the enforcement at sea**
- To share **best practices**
- To **communicate** the experiences to e.g. regional conventions and networks (e.g. BA, NSN)

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CompMon solution

Mobile monitoring

Fixed monitoring

Port inspections

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Fixed and mobile platforms

- 11 fixed platforms at port entrances, lighthouses, bridges and islands along shipping lanes
- Five mobile platforms;
  - 3 aircrafts
  - A helicopter and a boat

Source: Explicit (2016)

Source: Chalmers (2016)

Source: ILT (2016)

Source: Kine (2016)

Source: FMI (2016)

Source: Trafi (2016)

Source: BSH (2016)

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Surveillance area
land based and airborne monitoring

Source: BSH (2016)

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Results and conlusions

- Total abt 42000 measurements
- Targeting works!
  - Correlation with remote observations and onboard compliance
- Compliance levels vary

Source: Chalmers University (2016)

- What is a valid measurement?
  - Technology and circumstance dependency
- Maritime industry: Reduced business risks for investments in emission abatement technologies and alternative fuels

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Results and conclusions

- None of the technologies can alone ensure sufficient coverage
- Data sharing and combining information from different sources – integration
  - Cooperation and data sharing between MS is vital
- Some technologies are more mature than others
  - Potential for developing new business

- Sanctioning is difficult
- Current overall compliance level vs. 2020?

FMI: Johansson & Jalkanen 2016

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EUSBSR
EU STRATEGY FOR THE BALTIC SEA REGION
POLICY AREA 'SHIP'

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