



MARINE ENVIRONMENT PROTECTION
COMMITTEE
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PREVENTION OF AIR POLLUTION FROM SHIPS

Response to MEPC 54/4/3 submitted by Germany and Sweden

Submitted by Friends of the Earth International (FOEI)

SUMMARY

Executive summary: This document supports the proposal by Germany and Sweden to initiate a process of international standardization for shore connecting systems that are used for connecting ships to shore power supplies and urges MEPC to set a timeline and threshold for installing shore power capabilities in ships and at ports

Action to be taken: Paragraph 9

Related document: MEPC 54/4/3

Introduction

1 This document supports the proposal set forward by Germany and Sweden in their submission MEPC 54/4/3 and is submitted in accordance with the provisions of paragraph 4.10.5 of the Committee's Guidelines.

2 FOEI urges MEPC to act on the proposal by Germany and Sweden to initiate a process of international standardization for shore connecting systems that are used for connecting ships to shore power supplies as detailed in the above-mentioned submission.

Establishing of threshold and timeline

3 In addition to international standards for equipping ships with the proper systems to accommodate plugging in to shore-side power, FOEI also urges the Committee to establish an international threshold and a timeline for phasing in shore-side power to achieve air emissions reductions from ships in ports.

International study

4 To establish these standards, MEPC should consider conducting an international study on the feasibility of implementing shore-side power capabilities in the world's merchant fleet and the biggest ports, by examining the environmental and economic opportunities and obstacles of

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this emerging technology. The study would provide the basis for determining a timeline and threshold for implementation, such as 80 per cent of ships must be equipped to plug-in to shore-side power by 2020, as contemplated in the State of California in the United States.

Additional literature and studies

5 The following additional literature on shore-side power that was not cited in MEPC 54/4/3 should be considered by MEPC. These include:

- .1 a paper on the shore-side installation for cruise ships in Juneau, Alaska, that has operated successfully for more than five years (Going Cold Iron in Alaska, R. Maddison, D.H. Smith);
- .2 a study conducted by the Port of San Francisco in 2005 that found that shore-side power was technically feasible for a proposed new cruise terminal (http://www.sfport.com/site/uploadedfiles/sfport/maritime_act/ENVIRON_Final_Report_091305_main%20body_Rev.pdf); and
- .3 the California Air Resources Board Draft Emission Reduction Plan for Ports and International Goods Movement that cites a goal and timeline for implementing shore-side power at its ports of 80 per cent of ships by 2020 (<http://www.arb.ca.gov/planning/gmerp/dec1plan/chapter3.pdf>).

6 To analyze this approach, the State of California is currently conducting a feasibility study on the use of shore-side power in its ports, expected to be released in early 2006.

7 The Committee should also be informed that the Port of Los Angeles has implemented shore-side power at its China Shipping Terminal and has committed to expanding its “AMP” programme throughout the port (http://www.portoflosangeles.org/environment_amp.htm).

Conclusion

8 With these developments in mind, it is both timely and critical that MEPC begin its own process for establishing standards and a phase-in schedule for shore-side power for ships and ports internationally.

Action requested of the Committee

9 The Committee is invited to take the information provided into account when considering further regulations in order to prevent air pollution from ships and act as appropriate.