

**5th CSPCWG MEETING
Sydney, 18-21 November 2008**

**Paper for consideration by CSPCWG
Emission Control Areas**

Submitted by:	United States (NOAA)
Executive Summary:	The potential exists for the Need to Chart Emission Control Areas
Related Documents:	none
Related Projects:	none

Introduction/Background

The International Maritime Organization's Marine Environmental Protection Committee (MEPC) adopted regulations for the prevention of air pollution from ships in the 1997 Protocol to MARPOL 73/78 and are included in Annex VI of the Convention.

MARPOL Annex VI sets limits on sulphur oxide (SOx) and nitrogen oxide (NOx) emissions from ship exhausts. Annex VI contains provisions allowing for special sulphur oxide Emission Control Areas (ECA) to be established.

Under Annex VI, ships operating in those areas are required to use fuel with a lower sulphur content and in the future will be required to use advanced aftertreatment to reduce their NOx emissions.

The Baltic Sea Area was designated as a sulphur oxide Emission Control Area in the Protocol. The North Sea was adopted as a SOx Emission Control Area in July 2005 with full implementation by November 2007.

The United States Environmental Protection Agency (EPA) is considering submitting an application to the IMO for adopting one or more proposed Emission Control Areas in United States waters. The EPA is currently analysing air pollution test data to determine where ECA's should be established.

NOAA's Office of Coast Survey has agreed to assist EPA with its submission to IMO by producing the required reference charts on which the areas are marked. There is a strong possibility that NOAA will be asked to show the limits of these Emission Control Areas on NOAA nautical charts.

Analysis and Discussion

Emission Control Areas are not specifically addressed in Publication M-4. The Secretary, CSPCWG, has pointed out that M-4, Part B, Section 437.5 states:

Given the wide extent of the area covered by individual designated Special Areas, and in fact that they are not directly related to safety of navigation, their limits should not normally be inserted on navigation charts. It is more appropriated to include details in associated publications, such as Sailing Directions, Annual Notices to Mariners or special charts depicting MARPOL 73/78 limits. If necessary, a note may be inserted (in green or magenta) on appropriate charts referring to the fact that the chart (or a specified part of it) lies within an IMO- designated Special Area.

NOAA Commentary:

Hydrographic Offices are increasingly under political pressure to chart areas that are not directly related to the safety of navigation, but where shipping activities could potentially harm the environment or result in fines or other penalties. Some examples of such areas include Particularly Sensitive Sea Areas (PSSA), marine sanctuaries and Speed Limit Zones to avoid collisions with endangered North Atlantic Right

Whales. In that last example, the Office of Coast Survey is trying to stick to M-4 and just describe the zones (with diagrams) in the U.S. Coast Pilot (sailing directions). Commercial shippers, however are telling Coast Survey that they want to see a line on the chart so that they know when they may be in an area subject to penalties. This would involve over 60 paper charts and a similar number of ENC cells, not to mention adding another dashed limit line to some charts that are already infested with magenta.

Conclusions

There is no requirement in M-4 to chart ECA's or many other areas that do not directly affect the safety of navigation. Environmental interests are eager to get areas that they initiate onto nautical charts. Some of these areas do contain regulations that affect shipping. It is not clear if Emission Control Areas and other regulatory measures should be charted.

Recommendations

IF ECA's are to be charted, the following is proposed:

Delineate the limits of the ECA using the Maritime Limit in General symbol (N 1.2) with an explanatory legend inside the limit, alongside the line. As an environmental area, the colour green should be used. A green explanatory note could be used where the entire chart falls within the limits of an ECA.

Action Required of CSPCWG

At this time, only to discuss the pro's and con's of charting ECA's, and whether or not the recommended symbolization would be appropriate if such areas were to be charted,