EUROMOT Comments on the Commission Proposal for a regulation on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport and amending Regulation (EU) No 525/2013 (2013/0224 (COD)) with a special view to the monitoring of carbon dioxide (CO$_2$) and nitrogen oxides (NO$_x$) Emissions

Referring to the Commission Proposal for a regulation on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport and amending Regulation (EU) No 525/2013 (2013/0224 (COD)) and amendments drafted on 8th November 2013 by the European Parliament Committee on the Environment, Public Health and Food Safety to aforementioned proposals, EUROMOT would like to comment on both papers and in particular emphasizing on the proposed monitoring of carbon dioxide (CO$_2$) and nitrogen oxides (NO$_x$) emissions.

1. Intention and applicability of CO$_2$- and NO$_x$-monitoring

EUROMOT acknowledges the strive towards a CO$_2$-monitoring as reflected in document 2013/0224 (COD). By using already existing reporting tools on board ships, the “Monitoring, Reporting and Verification” (MRV)$^1$ can be implemented in a “simple and lean”$^2$ manner due to “the proposed lean MRV approach based on existing documents and equipment on board of

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$^1$ Explanatory Memorandum to 2013/0224 (COD)
$^2$ Explanatory Memorandum to 2013/0224 (COD)
ships...⁹. To us, this approach appears to be a meaningful and fast way to CO₂-emission monitoring which creates at the same time a minimum burden to ship operators.

The amendments proposed by the EP Committee on the Environment, Public Health and Food Safety are a substantial deviation from the initial intention of the MRV, as expressed by the Commission paper. On several occasions, reference is made to the regulations of IMO MARPOL Annex VI. The international IMO-regulations stipulate NOₓ-emission limits in \( g \) emissions per \{kWh\} engine output. Instead, monitoring emission on an absolute mass basis in tons per year or tons per voyage is a very different requirement. Chapters 2 and 3 of this paper provide further background thereto.

We are concerned about the proposed deletion of transport work and the number of passengers in Article 9, Article 10 and in Annex II of the Commission proposal. Following this approach, remaining performance indicators are the CO₂-emissions and fuel consumption in relation to the time at sea, respectively at berth, and the distance travelled. In our understanding, the transport capacity of ships is, apart from the travelled distance, a major parameter. When applying instruments⁴ for efficiency improvements, the comparability of CO₂-footprints of ships is essential.

We propose to consider the following correlations:

\[
\begin{align*}
\text{CO}_2 - \text{emissions in tons} \{t\} \\
\text{Distance in nautical miles} \{nm\} \times \text{Cargo carried in tons} \{t\}^5
\end{align*}
\equiv
\begin{align*}
\text{Fuel consumption in tons} \{t\} \\
\text{Distance in nautical miles} \{nm\} \times \text{Cargo carried in tons} \{t\}^6
\end{align*}
\]

2. CO₂-monitoring as outlined in 2013/0224 (COD)

Modern lean burn diesel-, dual fuel- and gas-engines are state of the art technologies. Lean burn means that the combustion process takes place under "over-stoichiometric" conditions, i.e. under an excess of oxygen. This assures a nearly complete conversion of the hydrocarbons to water vapour (H₂O) and carbon dioxide (CO₂) resulting in very high engine efficiency. The carbon content of the fuel directly affects the formation of CO₂.

In contrast, ambient conditions as well as the combustion process do not alter the carbon content in the combustion products, i.e. engine out emissions. Due to this, the carbon content of the fuel in conjunction with the fuel oil consumption of an engine can be the baseline for

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³ Explanatory Memorandum to 2013/0224 (COD)
⁴ "...options for market-based measures..." Explanatory Memorandum to 2013/0224 (COD)
⁵ For passenger ships substitution by number of passengers, Annex II to 2013/0224 (COD)
⁶ For passenger ships substitution by number of passengers, Annex II to 2013/0224 (COD)
reliable and robust calculations of CO₂-emissions. EUROMOT agrees with the proposed CO₂-monitoring methods as stipulated in document 2013/0224 (COD).

3. NOx-monitoring as outlined in draft amendments of 8th November 2013

NOx-emissions from engines are due to two different Nitrogen sources. Firstly, hydrocarbon fuels contain minor amounts of nitrogen (N₂) as “impurity” and secondly, the major source for NOx, an approx. 78 v/v% N₂-content in the ambient air feeding the engine.

Most of the N₂ is not converted during the combustion process due to the inert character of the gas and the portion which is reacting with the oxygen to NOx is neither proportional to the N₂-content of the fuel nor directly linked to the fuel consumption. In fact tuning the engine to an optimum tradeoff of meeting IMO NOx-emission limits and simultaneously low fuel consumption and therefore low CO₂-emissions has an impact on the NOx-emissions over a given test cycle. Ensuring absolute NOx-emissions are determined would therefore require a continuous measuring method.

The IMO NOx Technical Code 2008 (NTC 2008) describes in more detail how measuring and monitoring of NOx on board ships could be implemented. The following Appendices of the NTC 2008 are relevant for on-board measurements:

- Appendix III
  “Specification for analysers to be used in the determination of gaseous components of marine diesel engine emissions"

- Appendix IV
  “Calibration of the analytical and measurement instruments"

- Appendix VI
  “Calculation of exhaust gas mass flow (carbon balance method)"

- Appendix VIII
  “Implementation of the direct measurement and monitoring method"

In principle, two parameters need to be determined in order to conduct a continuous NOx-monitoring: The NOx-mass flow rate in the plume {mg/m³} and the exhaust volume flow {m³/hour}.

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7 NOx Technical Code 2008 (NTC 2008) stipulates the measurement of NOx over a test cycle and weights the emissions at mode points differently
3.1 Concentration of NO\textsubscript{x} in the plume

The measurement equipment, measurement procedure and interpretation of results are described in detail in the appendices of NTC 2008 (see above). Calibration of the equipment in accordance with the requirements of NTC 2008 Appendix IV has to be conducted on a regular basis.

The measured NO\textsubscript{x}-concentration (ppm) in the plume is converted via density to a correlation in (mg/m\textsuperscript{3})\textsuperscript{8}.

EUROMOT is of the view that any stipulated measurement equipment and procedures shall be aligned with IMO MARPOL Annex VI standards for assuring comparability of the results, a level playing field for all ships, ship operators and ship owners and to facilitate the implementation of worldwide applicable standards for the maritime sector.

Figure 1 shows a schematic arrangement of an exhaust gas analysis system:\textsuperscript{9}

![Figure 1](image)

3.2 Determination of exhaust gas volume flow

NTC 2008 describes in 5.5 three methods for ascertaining the exhaust gas flow. The simplest is called “carbon balance method” as described in NTC 2008 Appendix VI. The method requires measuring of the following raw exhaust emission species: carbon dioxide (CO\textsubscript{2} in %), carbon monoxide (CO in ppm) and hydrocarbons (HC in ppm). The absolute humidity of the intake air has to be determined as well.

\textsuperscript{8} NO\textsubscript{x} Technical Code 2008 (NTC 2008) 5.12.5.

\textsuperscript{9} NO\textsubscript{x} Technical Code 2008 (NTC 2008) Appendix III
Measuring the fuel oil consumption of the engine by use of a calibrated fuel oil counter is required. Commonly, the fuel oil flow is measured on a volume-basis. The fuel oil mass flow derives from inserting the actual fuel oil density that has to be evaluated for each fuel charge in a laboratory ashore. The laboratory analysis of the fuel sample shall provide further data of the mass percentage of following fuel components: hydrogen (H), carbon (C), nitrogen (N) and oxygen (O). The fuel oil temperature at the counter needs to be monitored continuously. Measuring the fuel oil mass flow directly is an available technique, however, at the time being, not wide-spread on board current ships.

The ascertained values have to be inserted to the equations of NTC 2008 Appendix VI. The result is given in {kg/h}. NTC 2008 provides in chapter 5.12.5. a nominal exhaust gas density of 1.2943 kg/m³ for converting mass flow into the required volume flow.

### 3.3 Evaluation of results

The provisions and technical rules of IMO MARPOL Annex VI and the NTC 2008 are designed for verifying NOₓ-emission limits under stable steady state conditions. They are not intended to be applicable to continuous monitoring and under transient engine conditions. As mentioned above, engines do not show the same NOₓ-emission characteristic over their entire operating range. Each single load change may alter the emissions with view to the NOₓ-concentration in the exhaust and the exhaust gas volume flow at the same time. Calculating NOₓ-emission over a voyage and a year, including all load changes hence requests to reduce the individual emission sampling time to very short slots. At heavy weather conditions, when the engine governor is actuating continuously, no stable measurement conditions can be assured, consequently the emission results will then not useable.

### 4. Conclusions

Document 2013/0224 (COD) discloses a practical way forward for implementing a MRV for CO₂-emissions from maritime transport under consideration of a lean and simple process as stipulated in the Explanatory Memorandum to the Commission proposal.

The amendments drafted by the Environmental Committee on November 8, 2013 introduce the measurement of NOₓ-emissions, without considering that this would require continuous measurement. The procedures as usually utilized for CO₂-monitoring, comprising the measurement of fuel consumption and analyzing the fuel quality, cannot be applied. EUROMOT is very concerned that the amendment stipulates additional requirements without addressing at all their technical feasibility. The reference to IMO MARPOL Annex VI is not justified as these procedures are verifying compliance with applicable NOₓ-limits under stable steady-state conditions. In-use monitoring is neither a required technique for complying with IMO NOₓ-regulations nor in common use at present on board of most ships. The proposed amendments would call for installations of NOₓ-measurement equipment, as schematically illustrated in Figure 1 (article 3.1), on all ships under the jurisdiction of the regulation.
With a view to a fast implementation of practicable provisions for a CO$_2$-monitoring, EUROMOT urges the Environmental Committee not to extend the scope of the Commission proposal by adapting amendments for NO$_x$-monitoring.

Any proposed measurement instruments, measurement procedures and tolerances for all emission measurement schemes shall strictly be aligned with internationally applicable regulations as set out in IMO MARPOL Annex VI and NTC 2008.

For more information please contact:

**European Association of Internal Combustion Engine Manufacturers – EUROMOT**

Dr Peter Scherm, +49 69 6603-1354, peter.scherm@euromot.eu
Ralf Oldenburg, +49 821 322-4873, ralf.oldenburg@man.eu
EU Transparency Register ID number: 6284937371-73
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