

Information on Green Award air emission requirements

for Oil tanker, Bulk carrier and Chemical tanker



The new requirements (5400 series) include:

- * Setting targets for air emission reduction by the company (office policy) and air emission monitoring (onboard or shore office) in order to monitor improvements
- * Reduction of air emissions (nitrogen oxides, sulphur content of fuel or sulphur emissions, particulate matter (PM) and carbon dioxide (CO₂) via reduction of fuel consumption). Reduction of air emissions is initiated with company policy (questions in Ranking Office Checklist). If systems or methods are installed, compliance is verified during surveys onboard.
- * A list of systems or methods which can reduce emissions is given after each section. It is given for awareness and also to provide recognition for the company/ship which has one or more systems installed. No points are given because points are only given for reduction of the emission level, not according to which system/method is installed. The list is not all-inclusive.

For NO_x and SO_x emissions, requirements are focused on encouraging owners to reduce these emissions below current regulatory limits in Revised Marpol Annex VI.

For PM and CO₂, owners are encouraged to establish the current emission level of the ship and then to implement measures which reduce these emissions below the ship's current level. The ship's current emission level for PM and CO₂ is called the "baseline" level.

In order to reduce CO₂ emissions, Green Award promotes assessing methods which can improve a ship's "energy efficiency" (or reduce the overall fuel consumption). This can be developed with a vessel-specific Ship Energy Efficiency Management Plan. Green Award promotes the use of IMO and industry guidelines to implement energy efficiency measures. These are already available (see GA References at end of checklist)

Change over to low sulphur (distillate) fuel is also required more often due to new Emission Control Areas (ECAs) in Marpol regulations and also due to national/regional requirements. Depending on the fuel system and boilers on the vessel, modifications could be necessary if the vessel is required to operate on low sulphur MDO or MGO (distillate fuels). New requirements are included for vessels required to carry out fuel change over to low sulphur distillate fuel.

All requirements in 5400 series are intended to provide recognition to companies and ships which reduce exhaust emissions to the extent possible for the ship concerned.

Environmental Ship Index (ESI) from World Ports Climate Initiative

Participation in the Environmental Ship Index (ESI) is now compulsory for Green Award certified ships. The Environmental Ship Index is a combined effort on behalf of ports to promote the reduction of harmful air emissions (NO_x, SO_x and PM) and greenhouse gases (CO₂). Green Award supports the new ESI concept and has become its incentive provider by integrating it into the requirements. For ships that score higher for ESI also have the possibility to gain **extra points** within Green Award requirements and receive **extra incentives** by ESI participating ports.

For reference see <http://wpci-esi.org/Public/Home>.

Rightship

Your Green Award certificate will also generate an additional rating score for both the Ship Vetting Information System and the Rightship Environmental rating.

For reference see <http://www.rightship.com>.