



European
Commission

Connecting Europe Facility TRANSPORT

Member States involved:

Finland, Sweden, Belgium, Netherlands

Implementation schedule

Start date: January 2014

End date: December 2016

Budget:

Estimated total cost of the action:

€4,290,629

Maximum EU contribution:

€2,145,314

Percentage of EU support: 50%

Beneficiaries & implementing bodies:

Finish Transport Safety Agency
www.trafi.fi

Finnish Meteorological Institute
<http://en.ilmatieteenlaitos.fi>

Åbo Akademi University
www.abo.fi

Transportstyrelsen
www.transportstyrelsen.se

Chalmers Tekniska Högskola AB
www.chalmers.se

Inspectie Leefomgeving en Transport (ILT)
www.ilent.nl

FOD Mobiliteit en Vervoer
www.mobiliteit.belgium.be

Royal Belgian Institute of Natural Sciences
www.mumm.ac.be

Additional information:

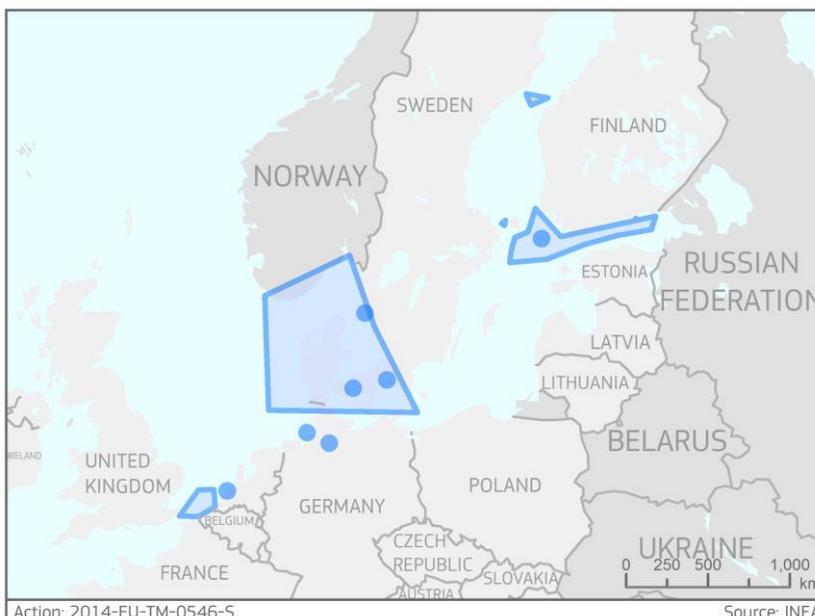
Coordinator's Report on the Horizontal priority
http://ec.europa.eu/transport/modes/maritime/motorways_sea

European Commission
<http://ec.europa.eu/energy/infrastructure>

Innovation and Networks Executive Agency (INEA)
<http://ec.europa.eu/inea>

Compliance monitoring pilot for Marpol Annex VI (CompMon)

2014-EU-TM-0546-S



As of January 2015, a new regulation entered into force limiting sulphur emissions from ships in the Sulphur Emission Control Area (SECA) to 0.1%. The CompMon CEF Action aims to produce actionable information (e.g. risk ratings, alerts), which can be used by national control authorities to target on-board inspections in a cost-efficient manner, to those ships that most likely are non-compliant with IMO MARPOL Annex VI regulations.

CompMon will achieve this by using remote sensing and sampling methods to determine the compliance of individual vessels, in particular the sulphur content in fuel. While it is expected that the CompMon information would be complemented with other (onboard) evidence for legal proceedings, the CEF Action will set the basis for standardization and approval processes to establish CompMon data as an audit trail and to increase their value as prima facie evidence. The scope is to pilot and demonstrate the feasibility of such an approach at an European scale. This is a wider benefits MoS Action and will impact all TEN-T Corridors. As such it will contribute to the objective of the Global project, namely to enhance the enforcement and compliance with the SECA regulation in the EU.