



LIFE4DEGAS

BACKGROUND

Vapour residues from tankers that carry non-methane volatile organic compounds (NMVOCs) are often released to the atmosphere when cargo tanks are vented before the next loading. These emissions contribute to the formation of ozone and particulate matter (PM_{2.5}), with knock-on effects on public health, crops and forests. A controlled alternative ("degassing" via shore-based reception facilities and vapour recovery) exists in inland navigation, but practices and obligations are uneven across the EU and largely absent for maritime transport. The result is inconsistent protection of workers and nearby communities, regulatory gaps between basins, and uncertainty for ship owners and ports. A problem that is EU-wide and cross-border by nature. In addition, data on the magnitude NMVOC emissions from ships are scarce, making it difficult for Member States to reflect the issue properly in National Air Pollution Control Programmes and to align with EU air-quality law (e.g., Directive (EU) 2016/2284). At the same time, international fora (IMO, UNECE) are the natural venues to level the playing field and consider regional "NMVOC Emission Control Areas" (ECA). A credible solution therefore requires (i) quantified evidence of emissions and impacts, (ii) a review of available technical and governance options, and (iii) coordinated EU-level instruments backed by international engagement.

SUPPORT FOR DEGASSING OF NMVOCs IN EU INLAND WATERWAY AND MARITIME TRANSPORT

PROJECT'S BUDGET
972.318,63 EUROS

LIFE PROGRAMME CONTRIBUTION
875.086,77 EUROS

LIFE4DEGAS overall objective is to assess the current situation regarding the transport of NMVOCs in inland waterway and maritime transport and the issue of degassing and assess pathways and measures to (further) limit or ban degassing of NMVOCs in inland waterway and maritime transport.

OBJ1

Explore and quantify the scope and nature of degassing of NMVOCs in the EU and quantifying its impacts on health and the environment based on an inventory and analysis of existing legislation and initiatives at EU and international level, as well as guidance documents, with relevance for degassing, to explore effectiveness and synergies

OBJ2

Develop options and scenarios for implementation measures and funding, including quantifying costs and benefits

OBJ3

Investigating how, by supporting developments and/or ratification of international conventions and participation in the IMO and UNECE fora, the issue of degassing from vessels from non-EU countries can be addressed which would also benefit EU based ship owners and operators operating in EU waters, including the possibility of (regional) "NMVOC Emission Control Areas"

OBJ4

Explore the possible use of EU financial support mechanisms, taking into account the nature of the stakeholders and propose recommendations for funding (including infrastructure and research and innovation needs), implementation measures, governance, and any other issue of relevance

OBJ5

Drafting an inventory of needs, options, bottlenecks and barriers for degassing and possible alternative solutions to degassing in inland waterway and maritime transport

OBJ6

Setting up a cooperation structure at EU level for support to legislative governance, transfer of best practice, dialogue with industry (i.e. vessel owners and operators, ports, chemical industry, authorities, NGO's)

Key results include six main deliverables:

- **State of play report of transport of NMVOCs in maritime and inland water shipping and the problem of degassing.**
It describes the baseline of current practices and volumes across inland and maritime sectors in EU, the legal/standards landscape, stakeholder mapping, data gaps and initial hotspots (by routes, ports and cargo types).
- **Needs, barriers and solutions.**
A report on the needs and barriers for reducing degassing of NMVOCs in the EU, and solutions on how best to address these. It provides a clear diagnosis of technical, economic, organisational and enforcement barriers, priority needs by stakeholder group, and a shortlist of practicable solutions with readiness level, enabling conditions and a high-level roadmap.
- **LIFE4DEGAS Cooperation Structure T.o.R.**
An EU long-term co-operation for governance design (terms of reference, membership, roles), operating procedures (meeting cadence, workstreams, data-sharing) and a sustainability plan (hosting/secretariat and resource options).
- **Possible harmonised approach.**
A proposal that should provide implementation scenarios and policy/technical options (incl. monitoring and enforcement), with quantified costs and benefits (air-quality/health), timelines, distributional impacts and an indicative implementation pathway.
- **Recommendations on EU funding instruments.**
To provide recommendations on EU funding instruments as well as mapping of relevant EU instruments to use-cases (e.g., port reception infrastructure, R&I, capacity-building), with eligibility tips, co-financing ranges, sequencing/packaging guidance and example project archetypes.
- **Recommendations on actions for degassing.**
To design an action pathway for engagement at IMO/UNECE (incl. feasibility of an NMVOC ECA), and compliance approaches, alignment with existing ECA regimes, and partnership steps with non-EU states.

RESULTS



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PROJECT PARTNERS

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