



Central Adriatic  
Ports Authority

Ports of Pesaro, Falconara Marittima, Ancona, S. Benedetto, Pescara, Ortona



**Capitaneria di Porto  
Ancona**

# **VOLUNTARY AGREEMENT**

## ***“ANCONA BLUE AGREEMENT”***

## **VOLUNTARY AGREEMENT FOR THE PORT OF ANCONA**

On one side the Ancona Harbour Master and the Central Adriatic Ports Authority and on the other side, the shipowners/ship companies listed at the end of this agreement.

### **BEARING IN MIND THAT**

- The Ancona Port basin is in front the city centre;
- The ferries calling the Port of Ancona, mooring close to the city centre, operate within densely populated areas and can contribute, in combination with other factors, to impact on the general air quality of the surrounding area;
- In order to contribute to the limitation of atmospheric pollution levels in urban areas, especially on sulphur emissions into the atmosphere, it is also appropriate to act on the use of marine fuels;
- The current legislation on the use of marine fuels (Legislative Decree 09 November 2007, n .205) established, from January 1<sup>st</sup>, 2010, that the ferries are berthed they must use "marine diesel fuel with less than 0,1% sulphur content ";
- The International Maritime Organisation and the European Union defined the international regulatory framework to ban, from the first of January 2020, marine fuels with sulphur content higher than 0.5% in all Member States;
- The implementation of measures to reduce ferries atmospheric emissions is a primary commitment of the administrations and involved operators;
- The introduction of tighter limits than the ones established by current Community and national legislation on the sulphur content for marine fuels can also be achieved also through the adoption of voluntary agreements between the parties, without prejudice to the limits imposed by the current legislation recalled below;
- From the results of the meeting held on 06.09.2018 at the Central Adriatic Ports Authority, the delegates of the involved shipowners/ship companies agreed on the need to mitigate the emissions produced by ferries calling the Port of Ancona, which are close to urban agglomerations, by the adoption of voluntary technical precautions;

### **HAVING REGARDS TO**

- Annex VI of the MARPOL International Convention, entered into force on 19 May 2005 at international level, that limits the main air pollutants contained in ships exhaust gas;
- Law nr. 57 of 6<sup>th</sup> February 2006 regarding the subscription of the 1997 Protocol of Amendment to the 1973 International Convention on pollution caused by ships, as amended



by the Protocol of 1978, with Annex VI and Appendices, subscribed in London on 26<sup>th</sup> august 1997;

- Directive 99/33/EC concerning the reduction of emissions of harmful gases into the atmosphere by ships, transposed into Italian law by Legislative Decree Nr. 152 of 3<sup>rd</sup> April 2006;
- Legislative Decree nr. 205 of 9<sup>th</sup> November 2007 "Implementation of Directive 2005/33/EC amending Directive 1999/32/EC on the sulfur content of marine fuels"
- Legislative Decree nr. 112 of 16<sup>th</sup> July 2014 "Implementation of Directive 2012/33/EU, amending Directive 1999/32/EC on the sulphur content of marine fuels";
- "Implementing Decision" (EU) 2015/253 of 16<sup>th</sup> February 2015, relating to the sampling methods and frequencies set out in Directive 1999/32 as amended;
- Directive (EU) 2016/802 of 11 May 2016 concerning the reduction of the sulfur content of certain liquid fuels (codification);
- Legislative decree nr. 152 of 3 April 2006 and, in particular, the article 295 titled "Fuels for marine use" which prohibits, in paragraph 7, the use at berth of marine fuels with a sulphur content exceeding 0,10 % by mass and which specifies, in paragraph 8, that said prohibition does not apply "to vessels which are expected, according the public schedule, a mooring lasting less than two hours";

## **THE PARTIES AGREE ON THE IMPLEMENTATION OF THE FOLLOWING ARTICLES**

### **Article 1 (Fuels quality)**

From the date of voluntary signing of this agreement (renewable) and until 31<sup>th</sup> December 2019, the shipowner/ship companies specified below, undertake to operate the main and auxiliary engines of their ships with marine fuel with a content sulphur not higher than 0.10% by mass from the end of the mooring maneuver in port, for the entire duration of the stay (irrespective of the period of notice communicated and made public, even if less than 2 hours), as well as during the phases of unmooring and navigation from the dock to the pilot station (as reported on the current nautical publications)

### **Article 2 (Engines management rules)**

The signatory shipowners/ship companies undertake to impart to the Captains and to their ships crews, which navigate in the above mentioned sea zone, engines management rules aimed to



further reduce, as expected by current legislation, harmful emissions of exhaust gases. Specifically, throughout the navigation, starting from S.B.E. (Stand-By Engines) and up to the F.W.E. (Finished With Engines), any technical precaution and/or dictated by good seafaring practice will be adopted aimed to optimize the use of the main engines during all the arrival/departure maneuvers of the ships, as well as the generators when moored, in order to contain exhaust emissions into the atmosphere.

Similarly, during the preheating phase before the departure, and during the maneuvers, the main engines will be used carefully at the minimum power allowed and without sudden variations of the engine power, considering, however, the safety conditions of the navigation and safeguarding of human life at sea.

For the foregoing, the shipowners/ship companies undertake to ensure that engine management rules for the Captain of the ships are in line with the parameters listed below:

- use the main and auxiliary engines at the best power for the correct combustion;
- avoid the charge transfer between the generators;
- avoid the blowing of the exhaust pipes inside the port basin;
- perform frequent checks and maintenance of the engines and keep on board the relative documentation;
- immediately inform the Ancona Harbor Master about any issues that do not allow, to apply the mentioned above operating procedures;
- periodically proceed to the cleaning of the injectors and the economisers.

### **Article 3**

#### **(Ships arrival and departure procedures)**

The mooring plan is established by the Harbor Master according to the schedule sent by the Maritime agencies. Based on the mooring plan, the Port Authority organizes the disembarking and embarking processes in the port facilities. In case of schedules' variations, if communicated to the Harbor Master in time to allow the reorganization:

- The Harbor Master will optimize the port entrance and exit sequence and communicate in time the new order to the interested ships;
- The Central Adriatic Ports Authority will monitor and consequently optimize the organization of the disembarking and embarking processes in cooperation with the Maritime agencies and the competent Institutions which control the facility entrance and exit.

#### **Article 4 (Control activities)**

The Ancona Harbor Master will assess, during the ordinary control activity on the sulfur content in marine fuels, as foreseen by the law in force, as well as the provisions of this voluntary agreement.

#### **Article 5 (Final provisions)**

The Port Authority will assess other improvements implemented by the shipowners/ship companies that go further to the provisions of this voluntary agreement in order to evaluate the possibility to introduce a partial compensation of the general costs incurred by the shipowners/ship companies in the Port of Ancona.

The Italian and English versions of this Agreement are equally authentic.

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DONE at Ancona, the 10th April 2019.

IN WITNESS WHEREOF, the undersigned, being duly authorized to that effect, have signed this Agreement. The Agreement remains opened to other parties willing to sign it.

**C.A. Enrico Moretti**  
Harbor Master of the Port of Ancona

**Rodolfo Giampieri**  
President of Central Adriatic Ports Authority

**Capt. Oleksandr Zubkov**  
Delegate of MSC Shipmanagement Limited.