



TRIDENT ALLIANCE

Media Release

Trident Alliance to hold Sulphur Enforcement event at European Shipping Week, Brussels.

February 24, 2015 – Trident Alliance, the shipping industry initiative for robust enforcement of maritime sulphur regulations, is inviting representatives from national and European authorities and NGO's to discuss how effective enforcement of sulphur regulations can be achieved on the high seas. The event will take place on March 3, 14:00 - 16:00 pm, during the European Shipping Week in Brussels.

The ECA zones 0.1 % Sulphur limit came into force as of January 1st, 2015. Robust enforcement is necessary to achieve the intended benefits to health and the environment, and is also critical to ensuring fair competition.

Compliance comes at unprecedented expense. Notwithstanding recent drops in oil prices, the price differential between HFO and MGO has changed little. Switching to lower sulphur MGO almost doubles fuel costs. Such high costs coupled with weak enforcement undoubtedly creates a temptation not to comply.

Two months after the entry into force of the new sulphur limits, the Trident Alliance welcomes the opportunity to take stock and discuss with key stakeholders how a level playing field is ensured by robust and regular enforcement.

Roger Strevens, Chairman, says: "Individual Member States may be stepping up enforcement efforts in their territorial waters, but the effectiveness of enforcement on the high seas beyond those waters, yet still within the regulated area, is much in doubt. How and by whom will compliance tests on the high seas be undertaken?"

Confirmed speakers:

- Mr. Bill Hemmings, Programme Manager – Aviation & Shipping at Transport & Environment
- Benoît Loicq, European Community Shipowners' Associations, Director - Maritime Safety and Environment
- Mr. Kristian Teleki, Director of Global Engagement for the Global Ocean Commission
- Roger Strevens, Chairman, Trident Alliance

The seminar takes place in connection with a Trident Alliance Members meeting. The Trident Alliance is happy to welcome new members Hamburg Sud, from Germany, and Scandlines, headquartered in Denmark. This brings membership to a total of 33 companies. Member company CEO's have each signed a Statement of Commitment, in



which they commit to supporting robust and transparent enforcement of sulphur regulations as well as to comply with said regulations.

For more information and details on how to register, please see:

<http://www.tridentalliance.org/events/2015/3/3/maritime-sulphur-regulation-how-can-effective-highseas-enforcement-be-achieved>

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More about the Trident Alliance

The Trident Alliance (www.tridentalliance.org) is a coalition of ship owners and operators who share a common interest in robust enforcement of maritime sulphur regulation as a means to ensure fair competition and are willing to collaborate to help bring it about. The Alliance partners with other stakeholder groups, who share the interest in robust enforcement, to work on specific initiatives that support this objective.

The organisations focus is on communication to raise awareness of the issue, supported by compliance transparency measures, as well as on initiatives to foster innovation in enforcement technology.

The Trident Alliance Members: American RORO Carrier, Ardmores Shipping Corporation, Biglift, DFDS, EUKOR, Euro Marine Logistics, Flinter, Grieg Star, Hamburg Sud, Hapag-Lloyd, Höegh Autoliners, Ionic Shipping, J. Lauritzen, Maersk Line, Maersk Tankers, Marininvest, Nordic Tankers, Rickmers Linie, Scandlines, Scorpio, Seatrade, Solvang, Spliethoff, Stena, Torvald Klaveness, Transfennica, UECC, Ultrabulk, Ultragas, Ultratank, Unifeeder, Wallenius Wilhelmsen Logistics and Wijnne Barends.

For regular updates on sulphur regulations and their enforcement, join the [Trident Alliance Group on LinkedIn](#).

On enforcement of sulphur regulations

Over the past years, significant steps have been taken to implement regulations to limit sulphur emissions from shipping. Whilst necessary, these regulations pose a significant cost and compliance challenge to the shipping industry. If the regulations are robustly implemented then compliance is the norm and competition is not distorted. However, when enforcement is weak a temptation is created to cut corners on compliance. The result is that regulations will not have the intended effect of protecting the environment and human health. Also, responsible shipping companies are put at a disadvantage relative to those who are intentionally non-compliant.

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