Air Pollutant Emissions from Domestic Vessels and Inland Waterways – Response Form

***Responses should be submitted to*** [domesticshipping@dft.gov.uk](mailto:domesticshipping@dft.gov.uk)

***FOR ALL RESPONDENTS (individuals, organisations, businesses etc.)***

1. Your Details

Name:

Organisation (if appropriate):

2. General questions on size and characteristics of the sector

Please provide details of the different types of vessels that you know of (in England’s inland waterways and/or the UK’s coastal waters) that are NOT currently subject to environmental standards for air pollutant emissions.

Where possible, please estimate the number of each type of these vessels in operation.

*We recognise it will not be possible to provide accurate estimates for all vessel types but would appreciate a view from stakeholders on both the broad scale of the sector, and any detailed knowledge they have of vessels in their area of expertise (for example a single Navigation).*

Where you have detailed knowledge of such vessels please provide (if possible) information on:

* 1. *age;*
  2. *engine(‘s) age (both propulsion and any auxiliary systems)*
  3. *engine sizes*
  4. *fuel types*
  5. *annual fuel consumption*
  6. *annual hours of usage*
  7. *typical load factors*
  8. *average rated horsepower*

3. Emissions from the Sector

Do you consider that the air quality impact of the concerned vessels is a concern?

Do you hold any views or data in relation to these air quality impacts?

Are you aware of any industry or academic research that is relevant to this Call for Evidence?

4. Current regulatory landscape

Are you aware of any cases where an existing regulatory regime is not working effectively or is creating an unintended negative outcome for business or the environment?

*As an example, the Department is aware that historically some vessels have changed use and effectively entered a regulated trade with an unregulated engine giving the new entrant a commercial advantage over compliant ships.*

Are you aware of any appropriate standards or regulatory approaches that could be translated to the sector to reduce emissions?

5. Innovation in the sector

Are you aware of any innovations in your part of the sector, or wider maritime transport that could help mitigate pollutant emissions from the concerned vessels?

Do you have any views on what Government could do to promote innovation in the sector?

6. Barriers to mitigating emissions from the concerned vessels

Considering the design, construction and equipment currently used on board the concerned vessels, and the infrastructure requirements of alternative propulsion methods, what are the technical barriers to mitigating the emission of air pollutants?

Some measures to mitigate air pollutant emissions could involve retrofitting, or indeed scrapping vessels, what would the estimated financial costs of such steps be?

7. Solutions to existing barriers to mitigating emissions

What are the technical solutions to overcoming barriers to mitigating emissions from the concerned vessels? Please refer to the barriers you have outlined in the above section.

Can you see a role for Government in facilitating the mitigation of air pollutant emissions from the concerned vessels? What role could the Government take?

Referring to the diagram on possible policy interventions in the “Future Policy Development” section of this Call for Evidence, what is your view on these Department’s possible policy interventions?

Do you have any alternative suggestions of measures the Department could consider?

8. Unintended Consequences of Policy Interventions

Do you consider that there is a risk of unintended or underestimated consequences if Government seeks to intervene in the sector? Do you have any examples of issues that could arise?

*As examples – a scheme focused on existing vessels could lead to pressure to scrap some ships, leading to a problem with recycling capacity, or a financial incentive to support new technology could result in undue market distortion negatively impacting existing operators.*

9. Longer Term Trends in the Sector

In relation to trends in your sector, or the sector as a whole, do you have any information on (with regards to the concerned vessels):

1. The lifetime of vessels and the turnover/replacement rate of old vessels with new builds;
2. Information on the types of new vessels expected to be built;
3. Information on the future fuels these vessels are likely to use; and
4. The potential for the “greening” of this sector, so that air pollutant emissions are effectively and proportionally tackled.

10. Additional information

Please provide any additional information that you consider may be of use to policymakers or areas where you feel more research/evidence is required.

**11. Specific Questions for Vessel Owners and Operators**

Has the vessel ever been re-engined or have you considered re-engining your vessel? If you have considered re-engining, but decided against doing so, what were the reasons for not replacing the engine?

What regulatory regime (if any) does your engine/vessel operate within – for example the Recreational Craft Directive, MARPOL or NRMM regimes.

Where is the vessel moored or stored? (For example: ashore; home or commercial storage premises; marina; private land; river or canal bank; buoy etc.)

Do you have access to shore power points?

12. Specific questions for Navigation Authorities, Port and Harbour Authorities

If possible, please provide an estimate of the air pollutant emissions for the types of vessel operating under your area of jurisdiction.

If relevant, please provide information on any steps being taken to reduce the emissions from these vessels – for example provision of plug-in-power when alongside or the provision of innovative fuels.

If relevant, please provide non-personal, non-individualised information on the membership/users of your waterways/ marina/ boatyard/ club/ organisation so that the Department understands who any potential future policies will impact upon. *For example, a snapshot of the number of users who would fall into broad commercial/recreational groupings, estimates of numbers of users who live afloat etc.*

If possible, please provide an estimated quantification of the air pollutant emissions (disaggregated by air pollutants as defined above) attributable to each type of vessel operating on waters under your authority

If relevant please provide information on any steps being taken in the waters under your authority) to reduce emissions – for example provision of plug-in-power when at berth or the provision or bunkering of alternative fuels.

13. Specific Questions for marinas, boatyards and boat storage companies:

How many berths do you supply?

What percentage of your capacity do you provide electrical connections to?

Do you have sufficient electrical supply to provide electricity to your berth holders?

Do you source electrical power from renewable sources? (e.g.: local solar/wind or via a renewable energy tariff from the grid)

Do you have any views on how Government could encourage the supply of renewable power at point of use in your sector?