



Open letter to the Pre-Summit of G20 representatives, from European Union and world countries, meeting in Genoa on the 27th and 28th September to define the infrastructures to be built over the world.

Annex 1

Proposed action for making Mediterranean and international ports “green”

The Genoa citizens, as the ones of all world maritime cities, suffer for the effects of pollution, fumes, gases and noise emitted by ships increasingly bigger that dock their ports.

Authorities and shipowners acknowledged that something should be done for health protection after years of struggles and protests of the people polluted. Something should be done for preventing health risks related to conditions of work and living because of the port activities. In name of this legacy, we would like to submit five points to the attention of the representatives of the G20 governments, who meet in Genoa in these days for discussing the future ways of trade goods and transport people by sea.

Point 1

Generally speaking, NOx emissions from ships are checked, by indirect way, verifying if ship certificates are compliant with international standards. Direct traditional tests made at the ship chimneys are very costly, invasive, and time consuming. We suggest controlling emissions within the port's area utilising drones equipped with electronic “nose” and/or visual sensors.

Point 2

Some regions (North Seas, Canadian and USA coasts) are identified as certified Emission Control Areas (ECAs). That means that both NO_x and SO_x are closely checked and verified so that emissions are kept within very strict limits. We suggest that also all Mediterranean ports are monitored, set under strict control measures, in order to make all of them ECAs as matter of urgency.

Point 3

It is urgent to implement the necessary infrastructures for setting up everywhere the so-called “cold ironing”. In order to avoid competition among the different ports, the cost of energy (kWe) must be aligned in every Mediterranean port. Furthermore, the kWe price should be relieved by additional and local taxes aiming to flat its costs and align them to standard prices, competitive with the ones applied on-board through burning traditional fuels, which produce a continuous, unbearable noise over the neighbourhoods.

Point 4

While waiting for implementing procedures and the legal process towards a generalised Mediterranean certification as ECAs, it is necessary to transform from now the voluntary measures, already adopted by some ports, into general, mandatory measures banning the ships from using fuels with Sulphur higher than a maximum of 0.1%, when approaching 12 miles far from the port. At the same time, immediate incentives must be approved for putting in place the de-NO_x systems progressively in all the existing old ships.

Point 5

It is also the right time to adopt a generalised, international measure for defining the maximum and acceptable “life” for all ships (i.e. 25 or 30 years). When older than this service period, ships must be banned from all ports, because they are not suitable and put at risk the population with air pollution and noise. For that, incentives must be planned.