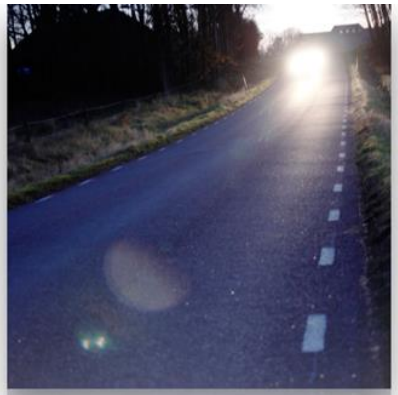
SWEDISH TRANSPORT AGENCY



Swedish Transport Agency

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The Swedish Transport Agency
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SWEDISH TRANSPORT AGENCY

Organisation

Swedish Transport Agency

(Former Swedish Maritime Safety Inspectorate)

We have overall responsibility for drawing up regulations and ensuring that authorities, companies, organisations and citizens abide by them.

The Agency have four main responsibility areas

- Maritime
- Aviation
- Railway
- Road

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Environmental challenge
Task, responsibility and goal

Development of Alternative and environmental friendly fuels and propulsion method is progressing fast.
LNG, LBG, Methanol, LPG, Hydrogen, Electro hybrids, Fuel cells etc.

Our task, responsibility and goal as an authority?

1. Co-operation with other countries within IMO and EU to develop international regulations (e.g. IGF CODE)
2. Collaborate with other Swedish authorities and collect their feedback
3. Develop national rules and guidelines for safe operations
4. Support our ship owners/companies and guide them in to the right direction
5. Smooth transition to alternative fuel and environmentally friendly propulsion

Maritime international regulations

IMO

Alternative design according to SOLAS (II-1 regulation 55 and II-2 regulation 17)

IGF code and associated guidelines

- ***Resolution msc.285(86) interim guidelines on safety for natural gas-fuelled engine installations in ships***
- ***IGF code got into force 2017 and for the moment is only applied for gas fuelled ships.***
- ***Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel (approved 2020 through MSC.1/Circ.1621)***
- ***Interim guidelines for the safety of ships using fuel cell power installations (ongoing work, most likely to be finalized 2021)***
- ***for ships using low-flashpoint oil fuels (ongoing work)***
- ***interim guidelines to address safety provisions for ships using LPG fuels, (ongoing work)***

Cold ironing

İnterim guidelines on safe operation of onshore power supply (ops) service in port for ships engaged on international voyages (guidelines are finalized, however not approved yet)

The IGF working group is open for proposals on new alternative fuels

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Maritime international regulations

EU

Alternative fuels

- ***Sulphur content of marine fuels (2012/33/EU amending 1999/32/EC)***
- ***Alternative fuels infrastructure (2014/94/EU)***
- ***ship-source pollution and penalties (2005/35/EG)***

Inland waterways

- ***Directive (EU) 2016/1629 laying down technical requirements for inland waterway vessels, amending directive 2009/100/EC and repealing directive 2006/87/ec (into force in Sweden trough TSFS 2018:60) Commission delegated regulation (EU) 2019/1668 amending Directive (EU) 2016/1629***

- ***Regulation (EU) 2016/1628 of the European parliament and of the council on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC***

Battery powered vessels

Ongoing Euoropean process probably via EMSA

Maritime national regulations and guidelines

National regulations and guidelines

- ***Swedish ordinance***
  - *TSFS 2017:89 (IGF code)*
  - *TSFS 2019:4 (machinery and electrical installations)*
  - *TSFS 2009:97 and TSFS 2009:98 (fire safety)*

  - *TSFS 2018:60 (IWW directive)*
  - *TSFS 2010:96 (ship-source pollution)*

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- ***Swedish guidelines***
  - *National guidelines for cold ironing in Sweden 2014-2015*
  - *Swedish Transport Agency´s guidelines for battery and hybrid powered vessels 2017*
  - *National guidelines for the bunkering of liquid methane in Sweden 2018*
  - *Charging of electric vehicles on board Swedish Ropax vessels 2018*
  - *Swedish Transport agency's guidelines for risk analysis 2019*

Our main goal is safety

Avoid accidents

Our experiences

Methapu project (20 KW)
2006-2010

Our experiences

BIT VIKING
chemical tanker 20 000 dwt
The first marine engine dual fuel conversion in the world (2011)

VIKING GRACE and Seagas (180 m3)
Seagas is the first dedicated LNG bunker ship in the world (2013)

Our experiences

Stena Germanica
ROPAX 52 000 dwt
The first marine engine dual fuel methanol conversion in the world (2015)

The first ship to ship LNG bunkering operation in Sweden (2016)

Our experiences

The first dedicated LNG bunkering ship arrived to Sweden (2017)

The first ship to ship bunkering operation in Gothenburg (2017)

Our experiences

Pilot methanol project
(2018)

Our experiences

LNG bunkering by pipeline in Gothenburg (2018)

LNG bunkering ship Kairos start operating in Sweden (2019)

Our experiences

Swedish LNG fleet 2020

Our experiences

Aurora af Helsingborg
Full battery conversion with automatically high voltage on shore power supply (2018)

Tycho Brahe (Danish flag)

Thank you for your attention

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