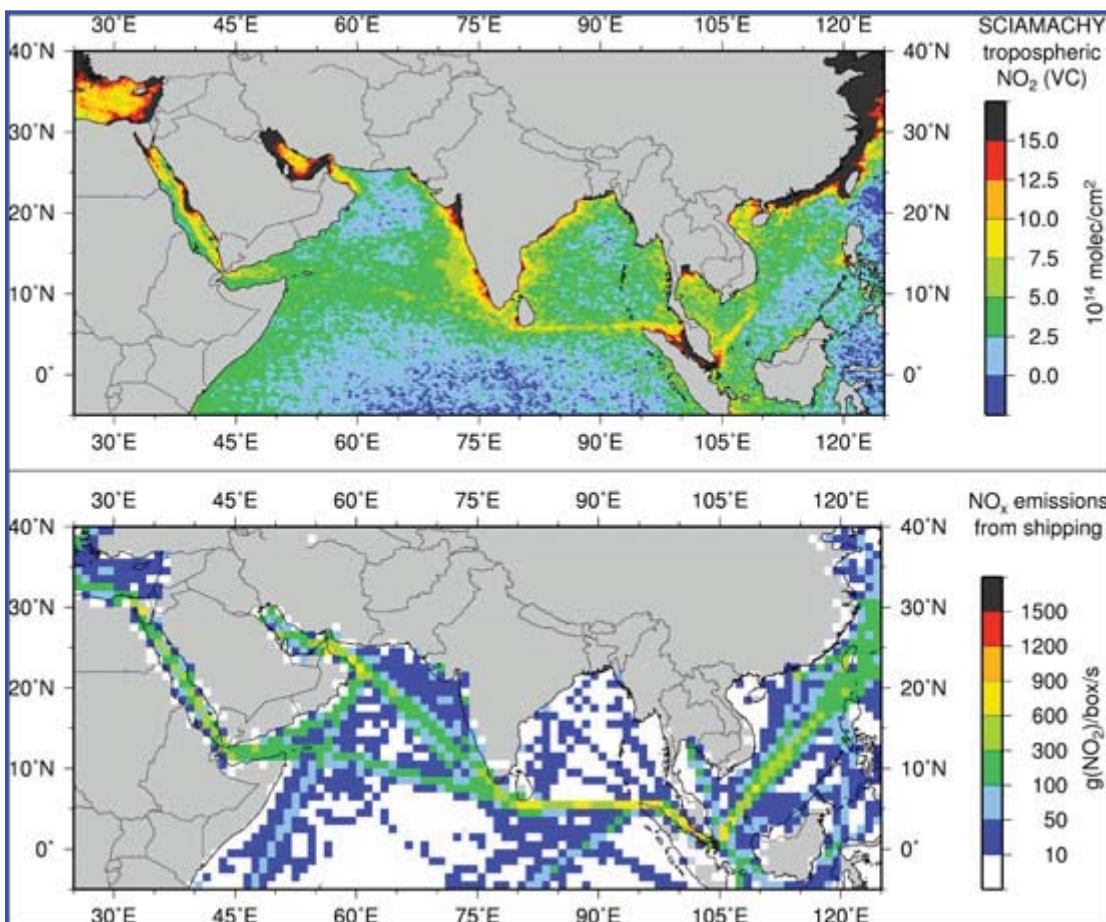




According to the scientists, ship engines caused emissions of 800 million tons of carbon dioxide (CO<sub>2</sub>), 20 million tons of nitrogen oxide (NO<sub>x</sub>) and 12 tons of sulfur dioxide (SO<sub>2</sub>) in the year 2000 (which was the most recent data available.) The DLR project found that the ship emissions of carbon dioxide were about the same as the emissions caused by air travel, while the nitrogen oxide emissions were about ten times higher and sulfur dioxide about 100 times higher.



## NOx ship emissions (c) DLR

The project group collected the data using the SIAMACHY spectrometer built into the Envisat satellite and applied them to main shipping routes across the globe.

DLR noted that the SO<sub>2</sub> reduces greenhouse gas effects on global warming. SO<sub>2</sub> molecules create aerosols in combination with water, which lightens up clouds and block sun light (and heat energy) from reaching the Earth's surface. Also, SO<sub>2</sub> caused by ships contributes to the creation of additional, artificial clouds – which are typically called “ship tracks”.

However, DLR said that those aerosols remain only for a few days in the atmosphere, while carbon dioxide remains for more than 100 years. The positive effect is negligible as a result and air pollution is the greater problem. According to the findings of the study, SO<sub>2</sub> is the cause of “massive air pollution” in the vicinity of shoreline and especially in the proximity of ports.

According to DLR, the ship industry is facing dramatic reduction requirements of SO<sub>2</sub> emissions. Sulfur only amounts to about 1.0% of ship fuel today and will be reduced to only 0.1% beginning in 2015 (in protected areas only).

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