The North Atlantic Emission Control Area (AtIECA)

The proposed North Atlantic Emission Control Area (AtIECA) would establish stricter regulations on shipping aimed at reducing emissions of sulfur oxides (SO₂), fine particulate matter (PM₂.₅), and nitrogen oxides (NOₓ). These pollutants are a major cause of premature death and disease.

In a scenario where ships use distillate fuels such as marine gas oil (MGO) instead of ultra-low sulfur fuel oil (ULSFO) to comply with the Emission Control Area (ECA), PM₂.₅ emissions from shipping would be reduced by more than 60% in the territorial seas of Portugal, Spain, the UK, France, and Ireland; and by 29%–53% in Iceland, the Faroe Islands, and Greenland compared with a Business-As-Usual (BAU) scenario without ECA regulations. Portugal is set to lead the charge with a remarkable 68% reduction.

### Key findings

- The biggest reductions in emissions can be achieved when ships use distillate fuels such as marine gas oil (MGO) to comply with the Emission Control Area.
- Using ultra-low sulfur fuel oil (ULSFO) or heavy fuel oil (HFO) with scrubbers is not as effective at reducing sulfur oxides, particulate matter, or black carbon.
- In 2030, Tier III standards will reduce expected NOₓ emissions by about 3% below the Business-As-Usual (BAU) scenario if they apply only to ships built in 2027 or later. A gradual reduction in emissions is expected with fleet turnover. When all ships are retrofitted with Tier III standards, this option would lead to a potential reduction of up to 71% of NOₓ emissions.