

Factsheet: Maritime Emission - Finally time to act - European Commission to propose inclusion of maritime sector in EU ETS

Many people are really angry and frustrated because the maritime sector is the only sector of the EU economy and especially in transport that is not covered by any EU policy on climate. Therefore, the European parliament has repeatedly asked for the inclusion of the maritime sector in the EU ETS. The EPP group supports this idea in principle but insisted that it should be based on an impact assessment and respect the competitiveness of the EU ports and the EU shipping industry.

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**Report A9-0144/2020: Global data collection system for ship fuel oil consumption data
Amendment 63 (A9-0144/63)**

Pernille Weiss

on behalf of the PPE Group

Alexandr Vondra

on behalf of the ECR Group

[...]

By 31 December 2020, the Commission shall update the impact assessment carried out in 2013 and accompanying the Commission proposal for Regulation (EU) No 525/2013 of the European Parliament and of the Council ^{1a} and propose a revision of Directive 2003/87/EC to include the issue and allocation of allowances in respect of greenhouse gas emissions taking place as from 1 January 2023 from ships arriving at, within, or departing from ports under the jurisdiction of a Member State covered by this Regulation . The proposal shall be based on the best available data and on an assessment of the impact of different options, including the impact on emissions as well as the economic impact. To ensure the best possible environmental integrity and safeguard the competitiveness of European ship owners and operators, the proposal shall be flagneutral.

[...]

The inclusion of the maritime sector in the ETS is necessary to achieve the ambitious climate targets and is also necessary because it is only fair regarding the other industrial sectors. When the climate effect of shipping is not included in the calculation it may be more cost effective to ship energy intensive products like steel or cement clinker from

third countries to the European Union. This is bad for the environment and could also kill jobs in Europe. The challenge however is to regulate in such a way that EU shipping companies and EU ports will not suffer a serious disadvantage. Of course, a global solution would be preferable but like in aviation, the efforts of the international organisation, in this case the International Maritime Organisation (IMO), are far from being sufficient.

According to the information available, the European Commission will propose a port-based ETS. This means it will be independent from the ownership and the flag of a ship it will be subject to the ETS if it starts or arrives in a European port. The proposal intends not to cover only internal, intra-European shipping but also shipping to and from third countries. As a compromise with the international partners, however, trips from and to third countries should only be covered with 50% of their emissions.

Personally, I think this is a good compromise. This position is also shared by the shadow rapporteur of the EPP on MRV, Pernille Weiss. Of course, criticism from third countries can be expected but, first of all, there are partners in IMO that support strong climate action and would help to avoid any kind of opposing action at the IMO level. Secondly, the international discussion on climate change has changed dramatically in the last two or three years. That is why I am optimistic that the 50/50 approach, which the Commission obviously intends to propose, is a realistic and fair one.