



**2019/2193(INI)**

8.10.2020

# **DRAFT REPORT**

on technical and operational measures for more efficient and cleaner maritime transport  
(2019/2193(INI))

Committee on Transport and Tourism

Rapporteur: Karima Delli

**CONTENTS**

	<b>Page</b>
MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION .....	3
EXPLANATORY STATEMENT.....	7

## MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION

### on technical and operational measures for more efficient and cleaner maritime transport (2019/2193(INI))

*The European Parliament,*

- having regard to its resolution of 15 January 2020 on the European Green Deal<sup>1</sup>,
  - having regard to its position adopted at first reading on 16 September 2020 on the global ship fuel oil consumption data collection system<sup>2</sup>,
  - having regard to the Third International Maritime Organization Greenhouse Gas Study<sup>3</sup>,
  - having regard to the final report of the Fourth International Maritime Organization Greenhouse Gas Study<sup>4</sup>,
  - having regard to the Ministerial Declaration adopted in December 2019 by the Contracting Parties to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (Barcelona Convention),
  - having regard to the Commission's Annual Report 2019 on CO<sub>2</sub> emissions from maritime transport,
  - having regard to Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure<sup>5</sup>,
  - having regard to Rule 54 of its Rules of Procedure,
  - having regard to the opinion of the Committee on the Environment, Public Health and Food Safety,
  - having regard to the report of the Committee on Transport and Tourism (A9-0000/2020),
- A. whereas maritime transport and ports play a key role in the EU economy, with 90% of goods arriving by sea;
- B. whereas the maritime sector is the sector which has the least-regulated emissions at European level, even though it uses heavy fuel oil, which is the most polluting fuel;
- C. whereas maritime transport emits around 940 million tonnes of CO<sub>2</sub> annually and is

---

<sup>1</sup> Texts adopted, P9\_TA(2020)0005.

<sup>2</sup> Texts adopted, P9\_TA(2020)0219.

<sup>3</sup> [https://gmn.imo.org/wp-content/uploads/2017/05/GHG3-Executive-Summary-and-Report\\_web.pdf](https://gmn.imo.org/wp-content/uploads/2017/05/GHG3-Executive-Summary-and-Report_web.pdf)

<sup>4</sup> <https://safety4sea.com/wp-content/uploads/2020/08/MEPC-75-7-15-Fourth-IMO-GHG-Study-2020-Final-report-Secretariat.pdf>

<sup>5</sup> OJ L 307, 28.10.2014, pp. 1-20.

responsible for approximately 2.5% of global GHG emissions<sup>6</sup>;

- D. whereas if mitigation measures are not swiftly introduced, emissions from maritime transport could increase by between 50% and 250% by 2050<sup>7</sup>, thereby undermining the objectives of the Paris Agreement;
- E. whereas all emissions from the maritime sector which are harmful to air quality and citizens' health should be limited and regulated;
- F. whereas investments related to the decarbonisation of the maritime sector must comply with the key principles of the just transition, including the creation of high-quality jobs and structural health and safety measures for all workers;

### **Clean energy incentive schemes**

1. Deplores the distortion of competition on the European market between fossil energies, which benefit from more favourable tax treatment, and clean alternative fuels from renewable sources; calls on the Commission to address this situation by proposing to restore fair competition rules, applying the polluter-pays principle to maritime transport and promoting the use of renewable-energy alternative fuels in the maritime sector;
2. Stresses the need to prohibit the use of heavy fuel oil, which is still used by many ships; regrets that oil companies currently use maritime transport as a way of disposing of their waste;
3. Stresses the need to include the European maritime sector, as defined by Regulation (EU) 2015/757, in the EU Emissions Trading System (ETS)<sup>8</sup> by January 2022; proposes that maritime-related ETS revenues be channelled into the funding of research and innovation for decarbonising European maritime transport and ports;
4. Notes that the FuelEU Maritime initiative should address not only fuels but also the efficiency of ships and their operations; recalls that, in the context of the revision of Regulation (EU) 2015/757, Parliament called on shipping companies to achieve a 40% reduction in emissions by 2030; adds that the initiative should also include a life-cycle approach incorporating all greenhouse gas emissions;

### **Ports and freight**

5. Recalls the need to encourage cooperation between all stakeholders in order to develop an overall policy for the decarbonisation of ports and coastal areas;
6. Calls on the Commission to support, through legislation, the objective of zero emissions at berth, and to promote the development and deployment of clean solutions in the maritime sector; calls on the Commission, in particular, to take swift action to regulate port access for the most polluting ships, including cruise ships, and to introduce a requirement for cold ironing using green electricity or any other renewable energy; calls

---

<sup>6</sup> Third IMO GHG Study.

<sup>7</sup> Third IMO GHG Study.

<sup>8</sup> Directive 2003/87/EC.

also on the Commission to propose revisions to Directives 2014/94/EU and 2003/96/EC;

7. Calls on the Commission to promote short-sea shipping in the Green Deal, on the same basis as rail and inland waterways, as a sustainable alternative to goods and passenger transport by road and air;
8. Calls on the Commission to restore meaning to the concept of Motorways of the Sea by simplifying the access criteria, in particular for links between ports outside the core network, and by providing significant financial support for maritime links as an alternative to land transport;

### **Emission control areas and the IMO**

9. Stresses the urgent health and environmental need to establish a sulphur emission control area (SECA) in the Mediterranean; calls on the Commission and the Member States to give active support to the submission of such an area to the IMO before 2022; urges the Member States also to support the principle of swiftly adopting a nitrogen emission control area (NECA) aimed at reducing nitrogen emissions in the Mediterranean;
10. Calls on the Commission to provide for the extension of these emission control areas to all EU seas in order to achieve a uniform reduction in the permitted NO<sub>x</sub> and SO<sub>x</sub> emission levels from ships;

### **Ships and propulsion**

11. Calls on the Commission to ensure the implementation of all available operational and technical measures to achieve energy efficiency, in particular speed reduction, optimisation of navigable routes, the introduction of new propulsion methods and better optimisation of logistics;
12. Notes that the digitalisation of the maritime sector, ports and ships must contribute to a reduction in the sector's emissions, in particular through increased exchanges of up-to-date and verified data and better cooperation between stakeholders in the sector;
13. Welcomes the new sulphur content limit in fuels of 0.5% introduced by the IMO on 1 January 2020, and stresses that it should not lead to a shift in pollution from air to water; calls, therefore, on the Commission, in line with Directive (EU) 2019/883, to prohibit scrubbers and discharges into the sea of waste water and other waste residues and to ensure that they are properly collected and processed in port reception facilities; calls on the Commission to address the same request to the IMO, since the protection of the oceans merits a global response;
14. Calls on the Commission to integrate sail propulsion into the FuelEU Maritime initiative;
15. Calls on the Commission to introduce measures to green the European shipbuilding industry, supporting the transition to a circular economy model that takes into account the entire life cycle of ships; stresses the importance of supporting and developing sustainable solutions for dismantling vessels within the EU;

### **EU funding**

16. Calls on the Commission to provide support under its European funding programmes, in particular the Horizon Europe programme, for research into and deployment of clean technologies and fuels; highlights the potential of electricity exclusively from additional renewable sources: green hydrogen, ammonia and wind propulsion; considers that ports are natural hubs for the production, distribution and transport of renewable-energy fuels;
17. Calls on the Commission to make projects aimed at decarbonising maritime transport and reducing polluting emissions eligible under the cohesion policy and through the European Structural and Investment Funds, as well as under the Connecting Europe Facility (CEF) and the Green Deal;
18. Recalls that the objectives of decarbonisation and modal shift should be supported by the CEF, which should benefit from increased budgetary resources;
19. Recalls that methane emissions have a significant impact on climate change, and stresses that European taxpayers' money should only be used for long-term sustainable alternatives that do not risk creating lock-in effects, as is the case with LNG;

### **Control and implementation**

20. Calls on the Commission to ensure the transparency and availability of information on the environmental performance of ships by setting up a European label scheme, and to implement the 'green ship' concept;
21. Calls on the Commission to revise the Port State Control Directive to allow for more effective and comprehensive control of ships, including compliance with environmental, social, public health and labour law standards, as well as the possibilities for effective sanctions, including the establishment of a European blacklist taking into account environmental, public health, tax and social law;
22. Highlights the potential of the European Maritime Safety Agency (EMSA), with its Safe Sea Net satellite system, in monitoring illegal discharges of fuel residues at sea and implementing Regulation (EU) 2015/757;
23. Stresses that the partnership envisaged in the context of the United Kingdom's withdrawal from the EU should ensure an appropriate level playing field in environmental and social areas between UK and EU ports;  

◦  
◦   ◦
24. Instructs its President to forward this resolution to the Council and to the Commission.

## EXPLANATORY STATEMENT

While it plays an essential role in the European economy, with 90% of goods arriving in the EU by sea and through ports, maritime transport is the major omission from the Paris Climate Agreement and EU legislation on reducing greenhouse gases. Furthermore, shipping uses heavy fuel oil, which is one of the most polluting fuels on the market.

It produces 940 million tonnes of CO<sub>2</sub> per year and 2.5% of global greenhouse gas emissions, so the stakes are considerable. All the more so given that, in the absence of drastic measures, emissions from this sector are forecast to increase by between 50% and 250% by 2050.

The sector's impact on air pollution should also not be forgotten, as a clear link has been established between ship exhaust gases and a number of cardiovascular and respiratory diseases. Every year in Europe, emissions from maritime transport cause nearly 60 000 deaths and cost health services EUR 58 billion.

It is therefore necessary to limit and regulate maritime transport emissions, and not only CO<sub>2</sub> emissions but also emissions of sulphur, methane, nitrogen oxide and particulates need to be regulated.

Investments relating to the decarbonisation of the maritime sector must also comply with the key principles of the just transition, including the creation of high-quality jobs and robust health and safety measures for all workers.

The aim of this own-initiative report is to propose a roadmap at EU level that sets out specific measures to limit emissions from the maritime sector. It was important, in my view, to show through this report that the European level is essential in leveraging action for greening the sector, which all too often is considered to be solely an international domain.

The rapporteur proposes working on several key issues in order to properly incorporate maritime transport in the Green Deal.

Energy is a key issue. The use of renewable-energy fuels needs to be made compulsory and more attractive. The rapporteur welcomes, therefore, the position adopted by Parliament on the MRV Regulation at the September 2020 plenary session, which supported the full inclusion of the maritime sector in the European Emissions Trading System (ETS) by 1 January 2022.

While fuel regulation is essential, it also needs to be combined with measures to reduce emissions from ships. In this regard, the rapporteur considers it very important to include in the forthcoming Commission proposal on FuelEU Maritime a twin emissions reduction target that takes into account fuels and also the efficiency of ships.

It is the entire ship life cycle which needs to be reviewed, from design to dismantling. The rapporteur calls, in this regard, on the Commission to set up a European ship dismantling industry and to put a stop to the sending of this ultra-polluting activity to third countries.

Reducing the impact of the maritime sector on air quality and citizens' health also requires lower emissions in ports and coastal areas. I therefore call on the Commission to make the cold ironing of ships at berth or the use any other renewable energy compulsory, in order to meet

the target of zero emissions at berth, and to produce a strategy on zero-emission ports.

The Commission has on multiple occasions undertaken to come up with an initiative restricting access to ports for the most polluting ships. The rapporteur can only encourage it to take swift action in this regard, particularly in relation to large cruise ships.

The establishment of an emission control area (ECA) in the Mediterranean as well as in all European seas is a key measure for reducing the impact of this sector on citizens' health and on the biodiversity of EU seas, and for making NO<sub>x</sub> and SO<sub>x</sub> emission limits uniform in all European seas.

Lastly, these changes must be accompanied and supported by substantial European funding, targeting the decarbonisation of the sector and better cooperation between its various actors.