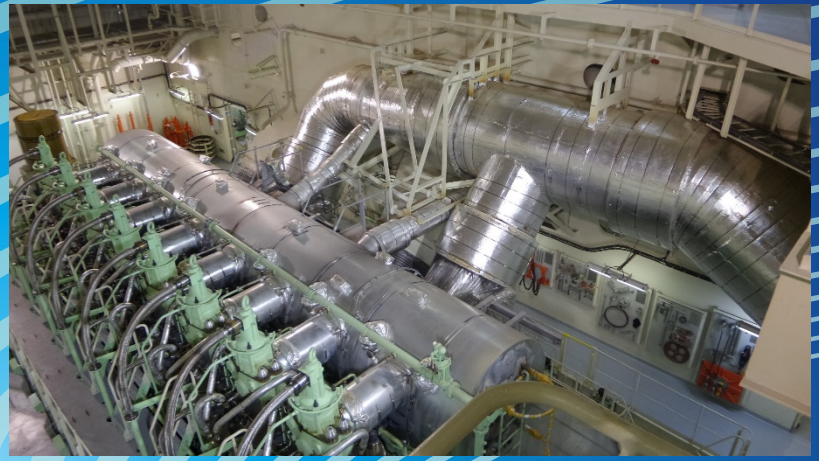
European Commission

EU Green Deal & Clean Shipping Initiatives



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Mobility and Transport

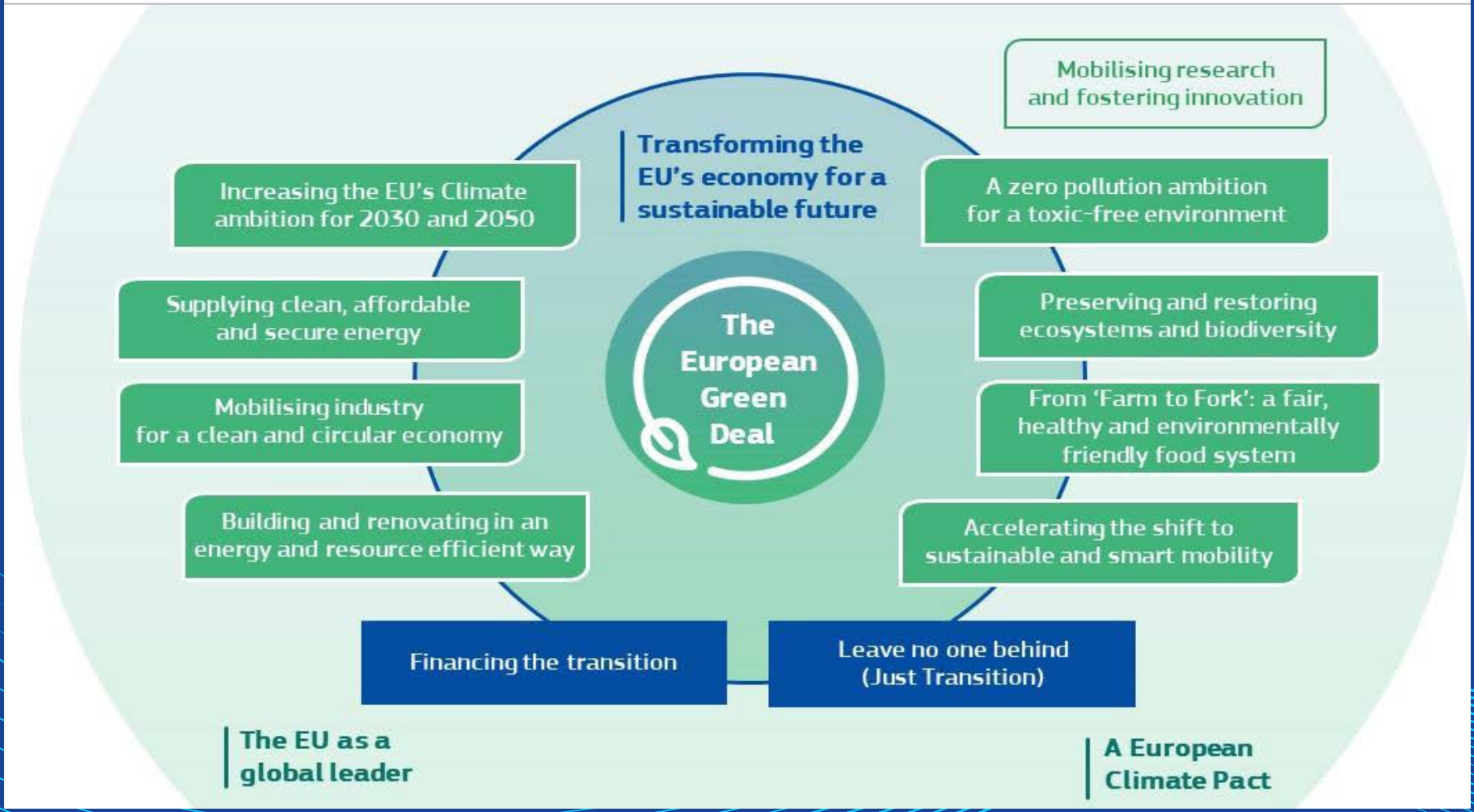
CONNECTING EUROPE

The European Green Deal

Roadmap presented 11 December

Aims at:

- making Europe the first climate-neutral continent by 2050,
- boosting the economy,
- improving people's health and quality of life,
- caring for nature,
- and leaving no one behind


Mobilising research and fostering innovation
Transforming the EU's economy for a sustainable future
Increasing the EU's Climate ambition for 2030 and 2050
A zero pollution ambition for a toxic-free environment
Supplying clean, affordable and secure energy
The European Green Deal
Preserving and restoring ecosystems and biodiversity
Mobilising industry for a clean and circular economy
From 'Farm to Fork': a fair, healthy and environmentally friendly food system
Building and renovating in an energy and resource efficient way
Accelerating the shift to sustainable and smart mobility
Financing the transition
Leave no one behind (Just Transition)
The EU as a global leader
A European Climate Pact

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The European Green Deal

Measures with relevance to shipping:

- Increase the EU's greenhouse gas **emission reductions target** for 2030 to at least 50% compared with 1990.
- Extend European **emissions trading** to the maritime sector.
- Regulate **access** of the most polluting ships to EU ports and to oblige docked ships to use shore-side electricity.
- Commission will look closely at the current **tax exemptions** including for aviation and maritime fuels.
- Revise Combined Transport Directive to support **multimodal** freight operations involving rail and waterborne transport, including short-sea shipping.

MRV

- Maritime transport emits around 940 million tonnes of CO2 annually and is responsible for about 2.5% of global greenhouse gas (GHG) emissions (3rd IMO GHG study).

EU strategy consists of 3 consecutive steps:

- Monitoring, reporting and verification of CO2 emissions from large ships using EU ports (MRV)
- Greenhouse gas reduction targets for the maritime transport sector
- Further measures, including market-based measures, in the medium to long term.

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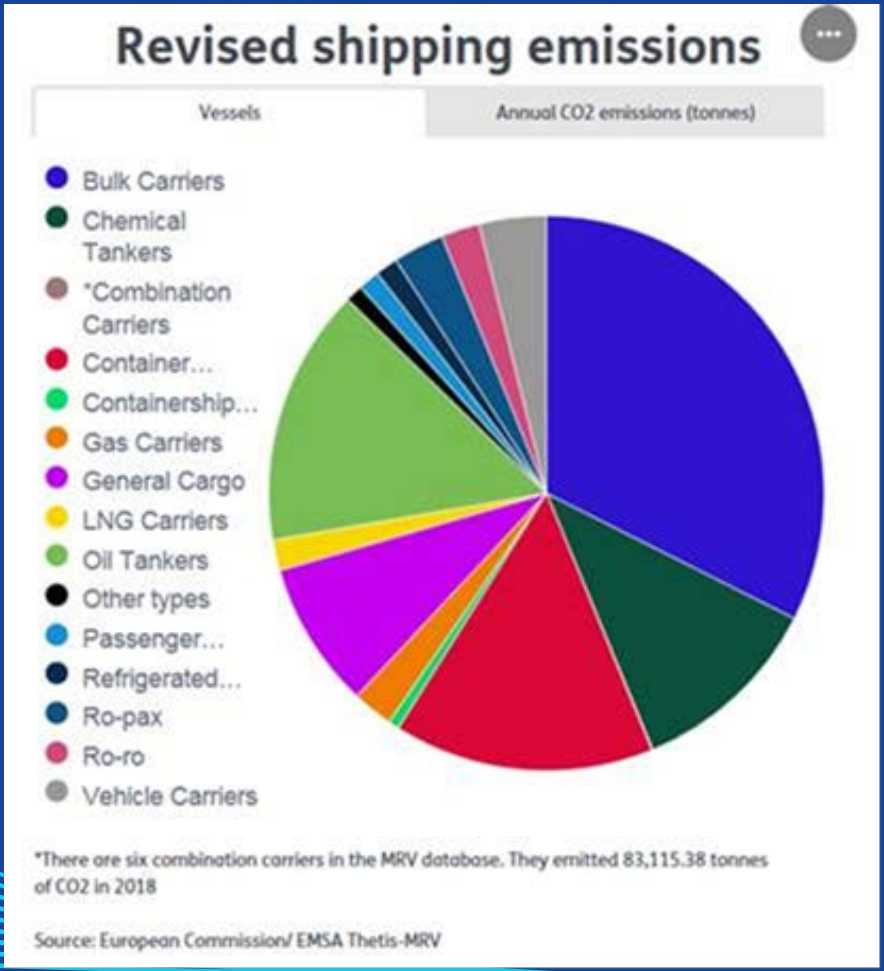
MRV

- First statistics published for 2018: https://mrv.emsa.europa.eu/#public/eumrv
- Emissions and fuel consumption data for all vessels above 5,000 gt that used EU ports in 2018: 137m tonnes CO2.



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European Sustainable Shipping Forum Structure

ESSF Plenary

- **AIR EMISSIONS FROM SHIPS** (set up in 2017)
- **SHIP ENERGY EFFICIENCY**
- **SUSTAINABLE ALTERNATIVE POWER FOR SHIPPING**
- **WASTE FROM SHIPS (PRF & SSP)**

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SUB-GROUP: Ship Energy Efficiency

OBJECTIVES

The main objectives for the sub-group will be to provide a stakeholder platform in order to:

Discuss and provide expertise to the Commission on technical aspects related to:

- Design
- Effectiveness
- Efficiency and
- Impacts

of measures improving ship energy efficiency

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SUB-GROUP: Sustainable Alternative Power for Shipping

OBJECTIVES

- ✓Assessment of the current uptake of mature alternative fuels or propulsion solutions (e.g. the use of on-shore power supply by ships, wind propulsion, solar production, LNG, etc.)
- ✓Assessment of the performance and potential of relevant alternative fuels and energy conversion technologies
- ✓Identification of the maturity of upcoming technologies
- ✓Identification of the gaps in the regulatory system preventing the uptake of Alternative Fuels/propulsion.
- ✓Development of recommendations for standards and guidelines / best practices / incentive schemes to facilitate the uptake and deployment of alternative fuels or propulsion solutions.

SUB-GROUP: Waste from ships (PRF and SSP)

OBJECTIVES

Sub-group WASTE from SHIPS

Port Reception Facilities

IMPLEMENTATION

1. adoption of waste reception/handling plans,
2. setting up cost recovery systems,
3. monitoring and enforcement of the mandatory delivery
4. exemption arrangements

IMPLEMENTING ACTS

1. Green ships (setting criteria)
2. Union based targeting mechanism, for inspection
3. Method for calculation of sufficient storage capacity
4. Monitoring of passively fished waste

Ship Source Pollution

REVISION OF THE SSP DIRECTIVE

- New PRF Directive calls for the Revision of the SSP Directive
- Impact Assessment and future COM proposal for the revision of the SSP Directive
- Complementarity PRF/SSP important to be addressed.
- **PRF**: Obligation to deliver Waste in Ports + **SSP**: Santioning illegal discharge at Sea

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ESSF-Call for additional members for the sub-groups

✓Continuously open call i.e. with no closing deadline

✓ All information available under the following link:

https://ec.europa.eu/transport/modes/maritime/news/2019-09-09-continuously-open-call-essf_en

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Motorways of the Sea

The maritime pillar of the trans-European transport network

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Mobility and Transport

CONNECTING EUROPE

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Maritime portfolio of the Connecting Europe Facility

Call	Projects	CEF funding (in million €)
Motorways of the Sea	50	€ 454,8
Innovation and New Technologies	15	€ 86,4
Maritime Ports	51	€ 691.1
Grand Total	**117**	**€ 1,223.9**

Motorways of the Sea

- Horizontal Priority of the trans-European transport network (**TEN-T**) and maritime pillar of the **Connecting Europe Facility**
- Dedicated to facilitating intra-EU trade (40% by sea)
- Supporting new/upgraded maritime links or projects of wider benefits
- Focus on multi-modality with multi-national & multi-beneficiary consortia
- Bridging the Mediterranean, Black Sea, Atlantic Sea Basins and the **Baltic Sea** Basins

European Coordinator for MoS

- Prof. Kurt Bodewig, former federal Transport Minister of Germany
- Mandate since September 2018 *(for a period of four years)*
- Main mission:
  - To set the political priorities for the future of MoS by elaborating a “Detailed Implementation Plan (DIP)”: two revisions of the MoS DIP foreseen for 2019 and 2021 (aligned with corridor work plans)
  - MoS DIP is based on a detailed MoS study which identifies key priority areas, analyses maritime transport flows per sea basin and the ports’ infrastructural / investment needs and assesses the key performance indicators for ports (e.g. rail hinterland connections, terminals, capacity issues)

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The 3 development pillars of the MoS Detailed Implementation Plan of 2018

1) Environment

Emission reduction, deployment of "green" infrastructure, innovative environmental technologies, alternative fuels infrastructure (LNG) – towards transition to non-fossil fuels, pilot-testing of new technologies…

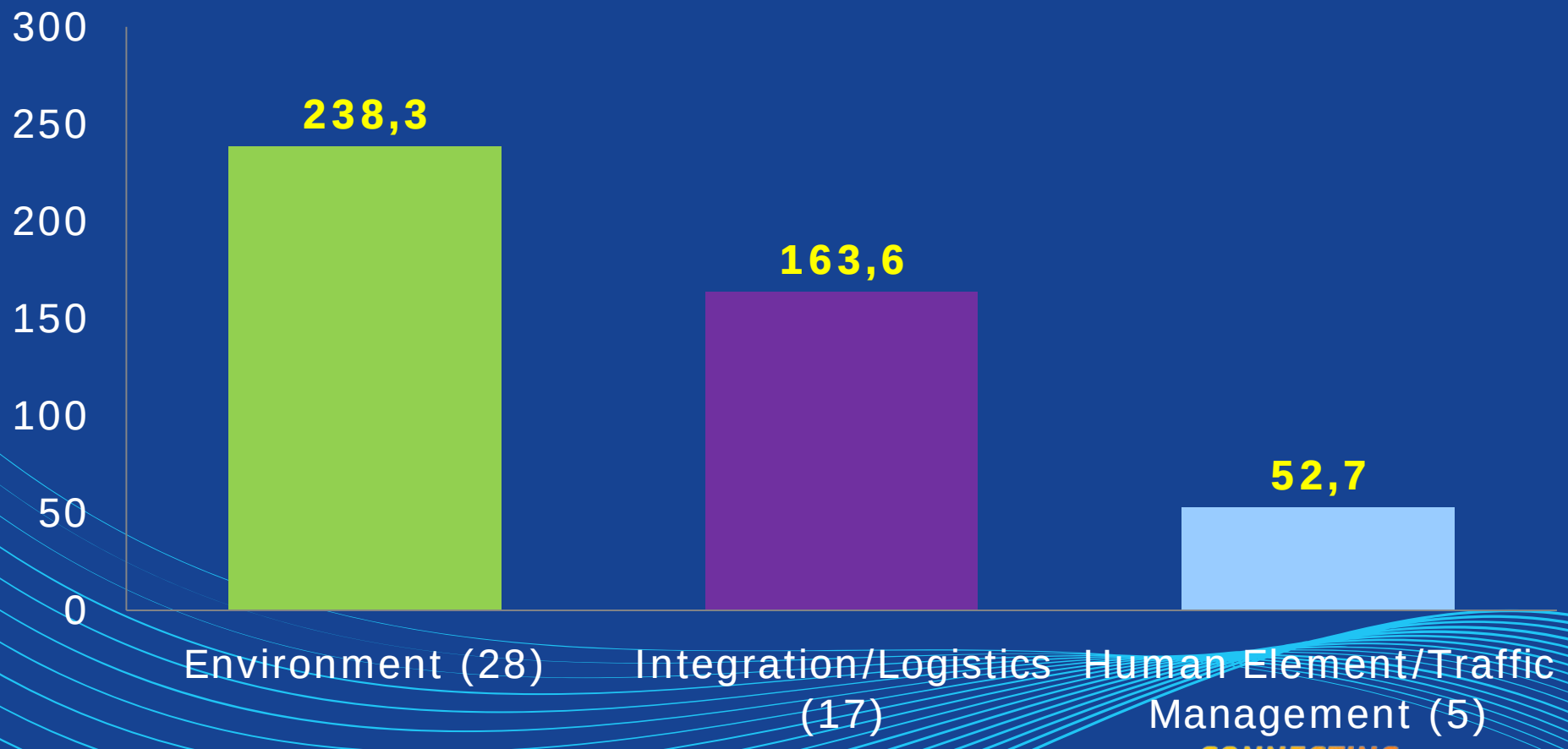
2) Integration of maritime transport in the logistic chain

Upgrade of maritime links – support to Short Sea Shipping, connectivity with hinterland and corridors, optimisation of ship and port operation through ICT solutions, paperless logistics interoperable with efficient customs operations, more focus on comprehensive network…

3) Safety / traffic management / human element

Wider benefit projects related to navigational safety (ice-breaking, hydrographic surveys, contingency planning), promote maritime careers, training related to safety aspects of new technologies, new concepts for traffic management…

Funding per MoS DIP pillar (€ mn)



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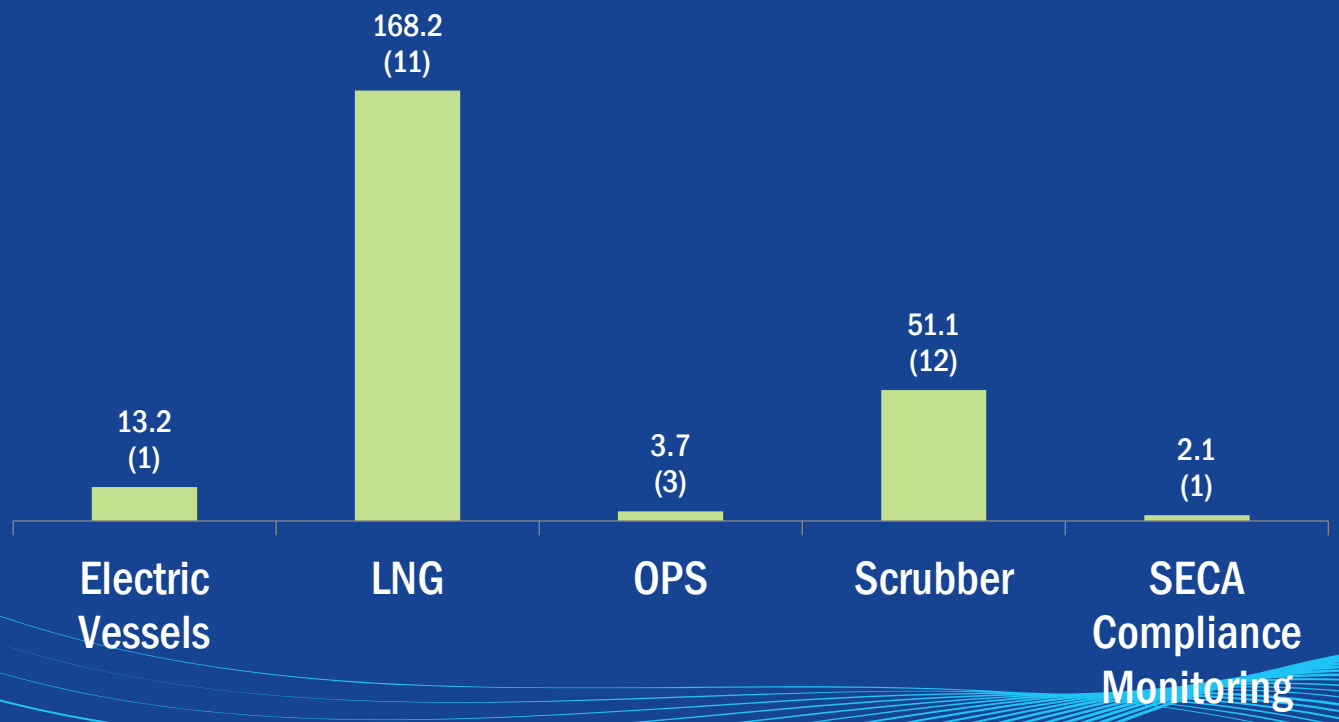
Motorways of the Sea Funding under the environment pillar (€ mn)



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MoS Pilot Action:
Zero Emission Ferries
2014-EU-TM-0489-S

Total Budget: € 26,300,000

EU contribution: €13,150,000

Beneficiaries: Denmark & Sweden

- Replace the marine gas oil fuelled propulsion systems of two RoPax ships with pure electricity power provision, in the ports of Helsingør and Helsingborg.
- Provide the on shore power supply (OPS) facilities in the corresponding ports

Duration: January 2014 - December 2017

European Commission

Commission proposal for

Horizon Europe

THE NEXT EU RESEARCH & INNOVATION PROGRAMME (2021 – 2027)

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Beyond Horizon 2020

Research and Innovation

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Thank you for your attentio

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DG MOVE – D.2

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