



European  
Commission



# LEADING THE TRANSITION TO zero-emission maritime transport

Maritime transport is the backbone of the EU's international trade and supply chains, carrying over 80% of global trade, by volume. But the sector still relies on highly polluting and carbon-intensive liquid hydrocarbons (heavy fuel oils, marine diesel). Our proposals would change this, ensuring maritime transport helps the EU meet its European Green Deal targets of creating a carbon-neutral economy by 2050.



## EQUIPPING PORTS WITH ALTERNATIVE FUELS INFRASTRUCTURE

- ▶ The greening of our transport fleets requires adequate recharging and refuelling infrastructure. The [Alternative Fuels Infrastructure Regulation](#) proposal addresses, i.a. electricity supply in major ports for ships and barges.
- ▶ For vessels at berth, the proposal requires TEN-T maritime ports to install electricity supply to meet demand from 90%+ of container and passenger ships calling at that port.
- ▶ Shore-side electricity must be provided at every TEN-T inland waterway port.



## OFFERING FINANCIAL SUPPORT FOR THE GREEN TRANSITION

- ▶ **Connecting Europe Facility**
  - o €1.5 billion already funding 152 Actions in 119 different TEN-T maritime ports in 22 EU Member States.
  - o The [current calls](#) support maritime port projects, especially those promoting alternative fuels provision.
- ▶ **Horizon Europe**
  - o Supports research projects targeting cleaner oceans by 2030 with a focus on ecosystems and biodiversity, preventing pollution and emissions, and making the blue economy sustainable and circular.
  - o Launched in June 2021, the [Zero-Emission Waterborne Transport Partnership](#) brings together European maritime industry stakeholders around a joint R&D vision. The EU is investing €530 million, which is further leveraged by €3.3 billion from private partners.
- ▶ **Recovery and Resilience Facility** - also supports sustainable waterborne transport and ports.



## ACCELERATING DECARBONISATION THROUGH RENEWABLE AND LOW-CARBON FUELS

- ▶ Fuel-EU Maritime [Proposal](#) to introduce a fuel standard limiting the greenhouse gas intensity of energy used on ships.
- ▶ Obligation for container and passenger ships to connect to onshore power supply or use zero-emission technologies at berth at EU ports.
- ▶ Extending the EU Emission Trading System (ETS) to the maritime sector will put emissions from shipping under the general cap and create a price signal to drive decarbonisation.



## BETTER MANAGEMENT OF SHIP WASTE

- ▶ To prevent marine pollution from ships, a new directive on [Port Reception Facilities](#) recently came into force. It ensures that waste is returned to land and adequately managed rather than discarded at sea.



## REDUCE SHIP SOURCE POLLUTION

- ▶ To better apply the polluter-pays and precautionary principles and to avoid emissions polluting the sea, the Commission will next year propose improved rules in a new Ship Source Pollution Directive. The Directive provides the legal basis for [CleanSeaNet](#), the European Maritime Agency's satellite-based oil spill monitoring and vessel detection service.



## 20 YEARS OF THE EUROPEAN MARITIME SAFETY AGENCY (EMSA)

- ▶ [EMSA](#) provides technical expertise and operational assistance to improve maritime safety, pollution preparedness and response, and maritime security.
- ▶ The Agency's tasks are mostly preventive: monitoring how certain laws are applied and evaluating their overall effectiveness. Others are reactive: providing EU countries with oil recovery ships in the event of a major spill at sea and detecting marine pollution through satellite surveillance.
- ▶ In 2019, a total of 7939 possible spills were identified via satellite monitoring in EU waters, with 42% confirmed as discharges.



## DEFENDING EU ENVIRONMENTAL TARGETS FOR SHIPPING AT GLOBAL LEVEL

- ▶ The EU is leading negotiations at the International Maritime Organisation (IMO), the international rule-making body for maritime transport, with a view to finding agreement on the target of zero emission shipping by 2050, and concrete and ambitious measures, such as on fuel standards and carbon pricing.



## FUTURE-PROOFING EUROPEAN INLAND WATERWAY TRANSPORT - NAIADES III ACTION PLAN

- ▶ A 35-point [action plan](#) to boost the role of inland waterway transport in our mobility and logistics systems.
- ▶ Core objectives: to shift more cargo via Europe's rivers and canals, and facilitate a transition to zero-emission barges by 2050.