

SUSTAINABLE & SMART **MOBILITY STRATEGY**

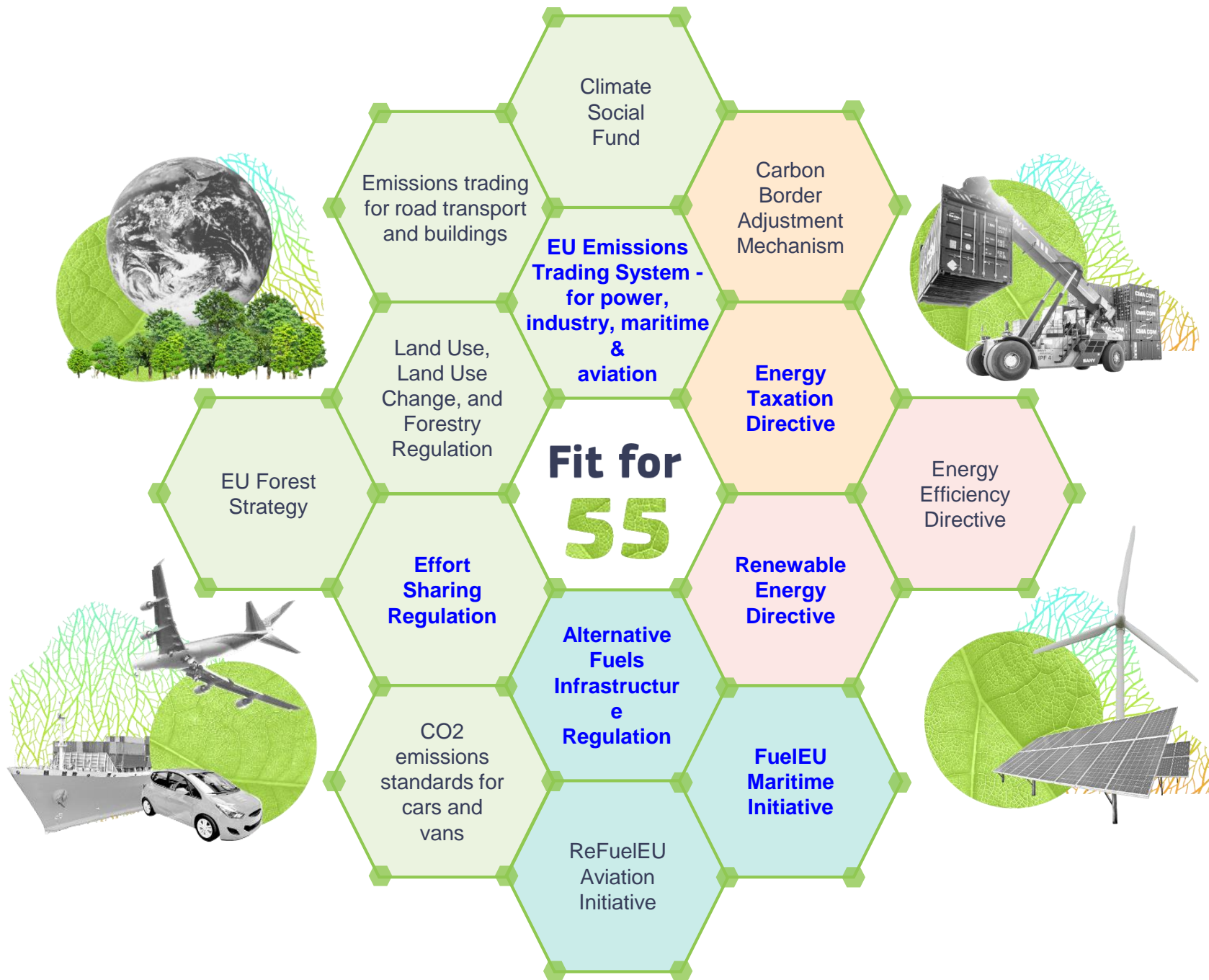
Fit for 55 package –
measures for maritime
transport and ports



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Context

- The **European Green Deal** (2019) sets the goal of becoming climate neutral by 2050. The EU Climate Law writes this goal into law
- The **2030 Climate Target Plan** proposes to cut EU GHG emissions by **at least 55 % in 2030** in order to become climate neutral in 2050
- The **Sustainable and Smart Mobility Strategy** (2020) commits the EU to a 90% reduction in transport CO2 emissions by 2050
- On 14 July 2021, the Commission proposed the **Fit for 55 package** to implement these targets



Initiatives that concern waterborne transport (“basket of measures”)

- **Emission Trading System** – gradual extension to maritime from 2023 with 3-year phase-in period, same CO₂ price across sectors, yearly ‘cap’ on the total emissions covered by the system and gradual reduction of cap over time.
- **FuelEU Maritime** - stimulate demand for renewable and low-carbon fuels in maritime transport.
- **Regulation on Alternative Fuels Infrastructure** – fuel distribution, including on-shore power supply for TEN-T maritime and inland ports and LNG refuelling points in TEN-T core maritime ports.
- **Energy Taxation Directive** – no exemptions for fuels used in intra-EU maritime and in inland shipping; tax exemption possibility for shore side electricity; zero minimum rates for sustainable fuels for 10-year transitional period (biofuels and biogas, low-carbon-fuels, renewable fuels of non-biological origin, advanced sustainable biofuels and biogas, and electricity).
- **Renewable Energy Directive** – fuel supply: counts energy used in international shipping towards the target, multiplier for renewable fuels of non-biological origin and advanced biofuels and biogas supplied to maritime.
- **Energy Efficiency Directive** – counts energy consumption in domestic maritime (excluding international maritime bunkers).
- **Effort Sharing Regulation** – national targets continue to include domestic maritime.





FuelEU Maritime



European
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Mobility and Transport

Proposed approach

- Focus on **fuel and on demand** (but other aspects are covered elsewhere!)
- **Technology-neutral approach** maritime operators will need to use an increasing proportion of zero and low carbon sustainable fuels, without obligation to use a specific technology.
- **GHG intensity of the energy used on-board** – introduction of limits on the yearly average GHG intensity of energy used on-board (CO₂eq/MJ). **Targets** are established in 5-year intervals **from 2025 until 2050** – regulatory predictability. **Same scope as ETS** (ships above 5000 GT, intra-EU traffic + 50% of international, EU ports)
- Requirement to use **onshore power supply (OPS) or other zero-emission technology in ports as of 2030** for ships with highest energy demand (container and passenger ships).
- Open pooling to reward/incentivise overachievers and encourage the rapid deployment of the most advanced options, in particular zero emission technologies.
- Ships not meeting limits / OPS obligation would pay deterrent financial penalty. Revenues used for development of renewable and low-carbon fuels.
- **Low administrative burden:** monitoring is based on MRV and its electronic system (THETIS MRV) – ‘report only once’ approach.

Alternative Fuel Infrastructure Regulation



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#MobilityStrategy

Proposed approach

Alternative Fuels Infrastructure Regulation (AFIR) – waterborne transport

- Targets for shore side electricity supply in TEN-T maritime ports
 - On-shore power supply by 2030 (90% of calls for container and passenger ships > 5000 GT) for TEN-T maritime ports exceeding a minimum annual threshold – 50 calls/year for container ships, 40 calls/year for ro-pax and high-speed passenger crafts, 25 calls/year for other passenger ships (cruise).
 - Port calls not taken into account: port calls under 2 hours, ships using zero-emission technologies, unscheduled calls for reasons of safety or saving life at sea.
 - Exemption for islands not connected to the grid.
- Targets for shore side electricity supply in TEN-T inland ports: at least one installation for inland waterway vessels by 1 January 2025 (core) or 1 January 2030 (comprehensive)
- Targets for supply of LNG in maritime ports: appropriate number of refuelling points for LNG in place at TEN-T core maritime ports by 1 January 2025.

Thank you



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