

Reducing CO₂ emissions of maritime transport

CO₂ emissions from international maritime transport contribute significantly to climate change. Currently there are two separate, but overlapping systems for monitoring and reporting these emissions: a data collection system (DCS) mandated by the International Maritime Organization (IMO) and the EU monitoring, reporting and verification (MRV) system. The Commission has proposed to revise the EU system to align it with the IMO DCS. The European Parliament's Committee on Environment, Public Health and Food Safety (ENVI) seeks to amend the Commission proposal to strengthen its provisions. The report is expected to be voted in plenary in September.

Background

International maritime transport is responsible for around 2 to 3 % of global greenhouse gas emissions, according to an International Maritime Organization (IMO) [study](#). According to the IMO scenarios, global shipping emissions could grow by up to 50 % by 2050. If left unchecked, these emissions risk undermining the goals of the Paris Agreement and cancelling out the emission reductions achieved in other sectors. Monitoring, reporting and verification of emissions is an important instrument for developing emissions reduction policies and for setting targets. Since 2019, data related to the CO₂ emissions of ships above 5 000 gross tonnes calling at ports in the European Economic Area (EEA) must be reported in two separate, but largely overlapping, systems. [Regulation \(EU\) 2015/757](#) requires ships above 5 000 gross tonnes using European ports to monitor and report fuel consumption and CO₂ emissions per voyage and on an annual basis, starting with the year 2018. The [IMO DCS](#) requires ships above 5 000 gross tonnes on international voyages to report consumption data for fuel oil, hours under way and distance travelled, starting in 2019.

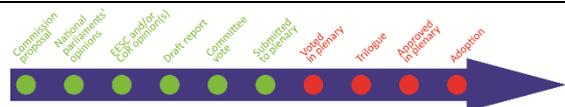
European Commission proposal

In February 2019, the Commission adopted a [proposal](#) to revise the above-mentioned EU Regulation, in order to align it with the IMO DCS. The proposed revision aims to facilitate the simultaneous application of the two systems, whilst preserving the key features of the current EU legislation, notably disaggregated reporting per ship and per voyage, and the publication of individual ships' CO₂ emissions and energy efficiency. However, reporting of 'cargo carried' (transport work) would become optional.

European Parliament position

On 7 July 2020, Parliament's ENVI committee adopted its [report](#) on the proposal, requiring shipping companies to reduce on a linear basis their annual average CO₂ emissions relative to transport work, for all their ships, by at least 40 % by 2030, with penalties for non-compliance. In order to obtain data on transport work, the reporting of 'cargo carried' per voyage would remain mandatory. In addition, the report introduces environmental performance labelling of ships, and calls for inclusion of other greenhouse gases besides CO₂, and better supply of shore-side electricity in ports. The Commission would have to review the regulation in light of future IMO measures. The report would include maritime shipping under the [EU ETS Directive](#) from 2022. It also calls for an 'Ocean Fund' for the 2022-2030 period, financed by revenues from auctioning ETS allowances, which would be used to make ships more energy-efficient, to support investment in innovative technologies and infrastructure for decarbonising maritime transport, and to protect marine ecosystems impacted by climate change. The vote in plenary should establish Parliament's position for trilogue negotiations with the Council, which agreed its [position](#) in October 2019.

First-reading report: [2019/0017\(COD\)](#); Committee responsible: ENVI; Rapporteur: Jutta Paulus (Greens/EFA, Germany). For further information see our 'EU Legislation in progress' [briefing](#).



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