

**Question for written answer E-003218/2022
to the Commission**

Rule 138

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Subject: What solutions does the Commission intend to promote to combat the environmental damage caused by the explosion in maritime freight?

The International Transport Forum predicts that sea freight will triple by 2050¹, and the International Maritime Organisation believes that the environmental footprint of sea transport must now be addressed as a matter of priority.

Most major shipping companies have decided to use liquefied natural gas (LNG), which is considered more environmentally friendly, as a transitional fuel, but its use is still marginal. Numerous projects supported by the European Union have been launched, including 'Poseidon Med II'², to evaluate the feasibility of LNG bunkering in six Mediterranean ports.

However, in order to reduce maritime greenhouse gas emissions by 50% by 2050, between USD 800 and 1 200 billion would have to be invested between 2030 and 2050³. Furthermore, a comparative analysis by Carbone 4⁴ indicates that LNG would emit 2.5 times more CO₂ equivalent than gas transported by pipeline.

1. Does the Commission feel that the EU should contribute to this financial effort in this area?
2. Is the use of LNG for maritime transport a sustainable solution?
3. What new initiatives does the Commission intend to propose to bring about the reshoring of as much industrial and manufacturing activity as possible in Europe, with a view to reducing container ship traffic?

¹ <https://www.itf-oecd.org/reducing-shipping-ghg-emissions>

² https://ec.europa.eu/inea/sites/default/files/fiche_2014-eu-tm-0673-s_final.pdf

³ <https://www.globalmaritimeforum.org/news/the-scale-of-investment-needed-to-decarbonize-international-shipping>

⁴ <https://www.carbone4.com/publication-importation-gaz>