

**Question for written answer E-002026/2023
to the Commission**
Rule 138
Angelo Ciocca (ID)

Subject: Alternative engines for vessels

Maritime transport accounts for 4% of global CO₂ emissions. From 1990 to 2019, emissions from the international maritime sector increased by 34%, and they have risen particularly sharply in recent years.

While efforts are growing to introduce alternative fuels in the European Union, new proposals remain focused mainly on the automotive sector, without touching on boat and ship engines.

From a technological point of view, huge progress has already been made in this area, with the introduction, for example, of fully electric battery motors for short-haul journeys. What is more, Norway has managed to build the first fully electric cargo ship. It can take 103 containers and travel at a maximum speed of 13 knots. These are innovative solutions that offer grounds for optimism and should be supported at institutional level.

Therefore, and in the light of the goals of the Green Deal:

1. How does the Commission plan to support innovation in that sector?
2. Does it plan to introduce an obligation for boats and ships to be produced with alternative and sustainable engines, as cars will have to be, from 2035 onwards?

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