



Sustainable EU shipping

Green ports, Green shipping

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Why shipping ?

- Up to 90% of EU external trade
- Around 40% of EU internal trade
- Around 2.5 million jobs (incl. shipbuilding)
- EU flag = 25 % by global tonnage
- EU ownership = 40% of global fleet
- Annual growth potential for short sea shipping = 3-4% for 2011-2020

The strategic framework (1)

- 2009: EU Maritime Transport Strategy until 2018
 - main strategic goals for the European maritime transport system up to 2018 and key areas for actions to strengthen the competitiveness of the sector while enhancing its environmental performance.
- 2009/10: Europe 2020
 - Employment
 - R&D
 - Climate change / energy

The strategic framework (2)

2011 EU White Paper for Transport

- by 2050 reduce EU CO₂ emissions from maritime bunker fuels by 40% (if feasible 50%).
- 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050. To meet this goal will also require appropriate infrastructure to be developed.
- A fully functional and EU-wide multimodal TEN-T 'core network' by 2030, with a high quality and capacity network by 2050 and a corresponding set of information services.
- Deployment of land and waterborne transport management systems (ERTMS, ITS, SSN and LRIT, RIS).
- Make sure that the EU is a world leader in safety and security of transport in all modes of transport.
- Move towards full application of "user pays" and "polluter pays" principles.

Shipping is already quite clean...

Co2 emissions (grams per ton-km)

- Truck: 60 - 150
 - Train: 30 - 100
 - Ship: 10 - 40
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- In recent years, European maritime transport administrations and the European shipping industry have made significant efforts to improve the environmental record of maritime transport. The EU regulatory framework has been strengthened and cooperation with Member States has been increased to tackle issues including the prevention of accidents and incidents, atmospheric emissions, ballast water treatment and ship recycling.

.... but shipping can do more

Sulphur emissions (local emissions)

- Aligning the EU Sulphur Directive with the IMO's fuel quality standards for "Sulphur Emission Control Areas" SECAs (currently Baltic, North Sea and Channel), i.e. 0.1% sulphur content of fuels as from 1 January 2015 (down from the present 1.5%);
- Introduction and fixing of the 0.5% global fuel standard as from 1 January 2020 for all ships in EU waters including passenger ships;

Greenhouse gas emissions (global emissions)

- Major international success: Energy efficiency design index (EEDI) approved at IMO in 2011 (expected to reduce emissions by about 18% by 2020 and up to 26% by 2030 compared to business as usual)
- Additional need for a global market based instrument
- N.B.: Shipping is an international sector and its emissions should be tackled through global measures!*

Aim for a sustainable balance

- Balance between environment (sulphur, GHG, ship dismantling etc.) and competitiveness
 - Balance between global rule-making (IMO) and regional solutions (EU)
 - Increase position of EU shipping, including employment/ social conditions and market access
 - Promote quality shipping and maintain high safety standards (passenger ship safety, EMSA,...)
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And be careful

We need to get it right, otherwise we risk:

- Modal back-shift in the EU towards land transport
- Weakening our maritime clusters
 - > risk of shift towards low quality / low standards shipping
 - > loss of employment
 - > loss of know-how and innovative power



Thank you for your attention!

For further information:

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